



**Paramount**  
resources ltd.

4700 Bankers Hall West, 888 3rd Street SW Calgary, Alberta, Canada T2P 5C5 [www.paramountres.com](http://www.paramountres.com)  
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**National Energy Board**  
5<sup>th</sup> Floor, 444 – 7 Avenue SW  
Calgary, Alberta  
T2P 0X8

April 11, 2008

**Attention: Mr. Bharat Dixit, Chief Conservation Officer**

Dear Sir,

**Re: Para et al Cameron L-73 Drilling Tour Sheets**

Please accept the enclosed copies of Precision Drilling's Daily Tour Sheets for Para et al Cameron L-73 as a true and correct representation of the drilling activities that were carried out at the location.

Please contact Dave Block at 206-3834 if there are any questions regarding these reports.

Yours truly,

PARAMOUNT RESOURCES LTD.

Dave Block, P. Eng.  
Engineering Consultant

LICENCE NO.

1159

WELL NAME & NO.

PARA ET AL CAMERON L-73

OPERATOR

PARAMOUNT RESOURCES LTD.

CONTRACTOR NAME

PRECISION DRILLING, DIV OF PDC

SURFACE LOCATION

60:02:38.30 N 117:29:54.30 W

UNIQUE ID

100/60-10-117-15/0

SIGNATURE OF OPERATOR'S REPRESENTATIVE

Neil Rundell

SIGNATURE OF CONTRACTOR'S RIG MANAGER

TYLER ELL

DAILY CHECKS

(1.) Daily Walk Around Inspection

(2.) Detailed Inspection - Weekly ( Using Check List )

(3.) H2S Signs Posted if Required

(4.) Well License & Stick Diagram Posted

(5.) Flare Lines Staked

(6.) BOP Drills Performed

(7.) Visually Inspect BOPs- Flare Lines & Degasser Lines

(1.) Rig Site Health & Safety Meeting ( one/crew/month )

(2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )

(3.) Mast Inspection before Raising or Lowering

(4.) Crown Saver Checked

(5.) Motor Kills Checked

OPR

R

M

NR

TE

NR

TE

NR

TE

NR

TE

NR

TE

TE

TE

TE

TE

YEAR

2007

MONTH

2

DAY

17

LAST CASING TUBING OR LINER

FUEL @ 08:00 HRS

RIG

3900

BOILER

1000

TEMPERATURE

-21

DC/ DP

DC / DP

COLD

DC

152

122

STD

58

150

4" H90

4

WIND DIRECTION

CALM

DC

121

69.5

ROAD CONDITION

ICE

DP

101

21.4

O.D. (mm)

219.1

MIN I.D. (mm)

205.9

MASS (kg/m3)

35.72

MAKE

IPSCO

GRADE

J55

NO. of JOINTS

TOTAL LENGTH

KB TO CSG HEAD

4

SET AT (m)

139.7

125.73

23.07

IPSCO

J55

4

219.1

205.9

35.72

IPSCO

J55

4

MINIMUM I.D.

T. JNT. O.D.

TYPE THREAD

NO. of JOINTS

PUMP TYPE

PUMP MANUFACTURER

STROKE LENGTH

57

123

3" 1/2 IF

16

F-800

66

127

4" FH

154

| CODE NO. | 1     | 2                | 3            | 4       | 5      | 6               | 7     | 8           | 9          | 10                 | 11          | 12            | 13               | 14             | 15               | 16          | 17             | 18        | 19             | 20      | 21        | 22             | 23 | 24 | 25 | 26    | TOTALS |
|----------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|-------|--------|
| T        |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |       |        |
| M        | MORN  | 7.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |       | 8.00   |
| H        | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    | 11.75 | 12.00  |
| R        | EVE   | 2.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                | 0.25             |             |                |           |                |         |           | 1.0            |    |    |    | 4.00  | 4.00   |
| S        | TOTAL | 10.50            |              |         |        |                 |       |             |            |                    |             |               |                  |                | 0.25             |             |                |           |                |         |           | 1.50           |    |    |    | 11.75 | 24.00  |

| SHAPE SHAKER(S) | RENTALS / SERVICES | MORN | DAY | EVE |
|-----------------|--------------------|------|-----|-----|
| NO. 1           | TYPE               |      |     |     |
| BRANDT          | IT38 LOADER        |      |     |     |
| SCREENS CHANGED | NEW/ USED          |      |     |     |
| TOP             | TOP                |      |     |     |
| MIDDLE          | MIDDLE             |      |     |     |
| BOTTOM          | BOTTOM             |      |     |     |
| 89              |                    |      |     |     |

NO.

DRILLING ASSEMBLY ( AT END OF TOUR )

LENGTH

BIT

O.D.

BIT NO.

SIZE

IADC CODE

MANUFACTURER

TYPE

SERIAL NO.

JETS

DEPTH OUT (m)

DEPTH IN (m)

TOTAL DRILLED (m)

TOTAL HRS RUN

CUTTING STRUCTURE

TI

To

MDC

LOC

BRG

GAGE

ODC

REASON PULLED

TOTAL RUN m/HR

D.P.

STANDS

D.P.

SINGLES

KELLY DOWN

TOTAL

WT. OF D.C.

WT. OF STRING

HOLE DRAG

TORQUE AT BOTTOM

FILL ON BOTTOM (m)

DRILLER SIGNATURE

DEAN PODOLSKI

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

MORNING TOUR

MUD RECORD

MUD TYPE

WATER BASED

OIL BASED

TIME

DENSITY (kg/m3)

FUNNEL VISCOSITY

FLUID LOSS (cm3)

pH

MUD MATERIALS ADDED

SOLIDS CONTROL

CENTRIFUGE

REDUCED PUMP SPEED

DEVIATION SURVEYS

BOILERS

CIRCULATION PRESSURE kPa

PUMP NO. 1

PUMP NO. 2

DEPTH ( m )

DEVIATION

DIRECTION

HRS RUN

8

HRS RUN

BOILER pH

12

BOILER pH

STACK TEMP

680

STACK TEMP

METRES DRILLED

TIME LOG

FROM

TO

ELAPSED TIME

CODE

DETAILS OF OPERATIONS IN SEQUENCE & REMARKS

0000

15

0.25

21

SAFETY MEETING ( STEAM )

15

800

7.75

1

PREP RIG FOR MORNING MOVE

800

NOTES :

CHECKED BOILER, AND WELL HEAD

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

NO.

DRILLING ASSEMBLY ( AT END OF TOUR )

LENGTH

BIT

O.D.

BIT NO.

SIZE

IADC CODE

MANUFACTURER

TYPE

SERIAL NO.

JETS

DEPTH OUT (m)

DEPTH IN (m)

TOTAL DRILLED (m)

TOTAL HRS RUN

CUTTING STRUCTURE

TI

To

MDC

LOC

BRG

GAGE

ODC

REASON PULLED

TOTAL RUN m/HR

D.P.

STANDS

D.P.

SINGLES

KELLY DOWN

TOTAL

WT. OF D.C.

WT. OF STRING

HOLE DRAG

TORQUE AT BOTTOM

FILL ON BOTTOM (m)

DRILLER SIGNATURE

MAGELLA MAINGUY

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

DAY TOUR

MUD RECORD

MUD TYPE

WATER BASED

OIL BASED

TIME

DENSITY (kg/m3 )

FUNNEL VISCOSITY

FLUID LOSS (cm3)

pH

MUD MATERIALS ADDED

SOLIDS CONTROL

CENTRIFUGE

REDUCED PUMP SPEED

DEVIATION SURVEYS

BOILERS

CIRCULATION PRESSURE kPa

PUMP NO. 1

PUMP NO. 2

DEPTH ( m )

DEVIATION

DIRECTION

HRS RUN

12

HRS RUN

0

BOILER pH

BOILER pH

STACK TEMP

STACK TEMP

METRES DRILLED

TIME LOG

FROM

TO

ELAPSED TIME

CODE

DETAILS OF OPERATIONS IN SEQUENCE & REMARKS

0800

0815

0.25

21

SAFETY MEETING WITH ALL- NITE TRUCKING

0815

2000

11.75

26

MOVE RIG

NOTES :

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

NO.

DRILLING ASSEMBLY ( AT END OF TOUR )

LENGTH

BIT

O.D.

BIT NO.

SIZE

IADC CODE

MANUFACTURER

TYPE

SERIAL NO.

JETS

DEPTH OUT (m)

DEPTH IN (m)

TOTAL DRILLED (m)

TOTAL HRS RUN

CUTTING STRUCTURE

TI

To

MDC

LOC

BRG

GAGE

ODC

REASON PULLED

TOTAL RUN m/HR

D.P.

STANDS

D.P.

SINGLES

KELLY DOWN

TOTAL

WT. OF D.C.

WT. OF STRING

HOLE DRAG

TORQUE AT BOTTOM

FILL ON BOTTOM (m)

DRILLER SIGNATURE

DEAN PODOLSKI

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

EVENING TOUR

MUD RECORD

MUD TYPE

WATER BASED

OIL BASED

TIME

DENSITY (kg/m3 )

FUNNEL VISCOSITY

FLUID LOSS (cm3)

pH

MUD MATERIALS ADDED

SOLIDS CONTROL

CENTRIFUGE

REDUCED PUMP SPEED

DEVIATION SURVEYS

BOILERS

CIRCULATION PRESSURE kPa

PUMP NO. 1

PUMP NO. 2

DEPTH ( m )

DEVIATION

DIRECTION

HRS RUN

4

HRS RUN

0

BOILER pH

11

BOILER pH

STACK TEMP

680

STACK TEMP

METRES DRILLED

TIME LOG

FROM

TO

ELAPSED TIME

CODE

DETAILS OF OPERATIONS IN SEQUENCE & REMARKS

2000

2015

0.25

21

SAFETY MEETING (RIGGING UP)

2015

2300

2.75

1

RIG UP DRILLING EQUIPMENT

2300

2345

0.75

21

SAFETY MEETING (NIPPLE UP)

2345

2400

0.25

14

NIPPLE UP DIVERTER

2400

NOTES :

CHECKED BRAKE LINKAGES AND PINS,CROWN SAVER, TUGGER LINES AND HOOK,

SPECIAL EVENT

TIME / DEPTH

SAFETY TOPIC

MEHL

MACP

SPUD DATE

TIME

RIG RELEASE

TIME

WELL TYPE

VERT.

RE-ENTRY

NO

OPERATOR'S AFE

07N710027

KELLY BSHG

.33

OP FUEL

CONTRACTOR'S JOB NUM

750

TOUR SHEET SERIAL NUM

PREC129\_20070217\_2B

VENDOR SOFTWARE VERSION

EDR 3-2-4 HF2 ETS 2.2



PASON DATAHUB

| DRILLING CREW PAYROLL DATA |  |                                |                 |         |
|----------------------------|--|--------------------------------|-----------------|---------|
| WELL NAME & NO.            |  | YEAR                           | MONTH           | DAY     |
| PARA ET AL CAMERON L-73    |  | 2007                           | 2               | 17      |
| OPERATOR                   |  | CONTRACTOR NAME                |                 |         |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC |                 |         |
| RIG MANAGER                |  | RIG NO.                        |                 |         |
| TYLER ELL                  |  | 129                            |                 |         |
| PROVINCE                   |  | CAMP                           | RIG SAFETY DAYS |         |
| N.W.T.                     |  | X YES                          | NO              | 58      |
| MORNING TOUR               |  | FROM                           | 0000            | TO 0800 |
| CREW                       |  | SOC INS. NO.                   | NAME            | HRS     |
| DRILLER                    |  |                                | DEAN PODOLSKI   | 8.00    |
| DERRICKHAND                |  |                                | NEIL HALFE      | 8.00    |
| MOTOR HAND                 |  |                                | KIRK LYLYK      | 8.00    |
| FLOORHAND                  |  |                                | VOYTO DURECH    | 8.00    |
| FLOORHAND                  |  |                                | DARRELL IZZARD  | 8.00    |
|                            |  |                                |                 |         |
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|                            |  |                                |                 |         |
| RIG MANAGER                |  |                                | TYLER ELL       | 1.00    |
|                            |  |                                |                 | DAY     |
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|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|         |    |    |         |                    |        |      |      |       |                                         |
|---------|----|----|---------|--------------------|--------|------|------|-------|-----------------------------------------|
| OPR R M |    |    | YEAR    | 2007               | MONTH  | 2    | DAY  | 18    | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR      | TE | TE | RIG NO  | FUEL @ 03:00 HRS   |        |      |      |       |                                         |
| NR      | TE | TE | RIC     | 5000               | BOILER | 1700 |      |       |                                         |
| NR      | TE | TE | WEATHER | TEMPERATURE        |        |      | DC/  | DC/DP |                                         |
| TE      | TE | TE |         | CURRENT CONDITIONS |        |      | SIZE |       |                                         |
| TE      | TE | TE |         | WIND DIRECTION     |        |      | DC   | 152   |                                         |
| TE      | TE | TE |         | CALM               |        |      | DC   | 121   |                                         |
| TE      | TE | TE |         | ROAD CONDITION     |        |      | DP   | 101   |                                         |
| TE      | TE | TE | ICE     |                    |        |      |      |       |                                         |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. of<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
|              |                  |                 |                 |                |                  |           |                   |                 |                   |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070218_1E   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    | SHALE SHAKER(S) |       | RENTALS / SERVICES |      | MORN | DAY | EVE |             |      |              |  |  |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|-----------------|-------|--------------------|------|------|-----|-----|-------------|------|--------------|--|--|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS          | NO. 1 | TYPE BRANDT        | TYPE |      |     |     | IT38 LOADER |      |              |  |  |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |                 |       | SCREENS CHANGED    | NO   |      |     |     | NEW/USED    | USED | CREW VEHICLE |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |                 |       |                    |      |      |     |     |             |      |              |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |                 |       |                    |      |      |     |     |             |      |              |  |  |
| MORN         |                  |              |         |        |                 | 1.0   | 0.25        |            |                    |             |               |                  |                | 6.5              |             |                |           |                |         |           | 0.25           |      |    |    |    |    |                 | 8.00  |                    |      |      |     |     |             |      |              |  |  |
| DAY          |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 1.0         |               |                  |                |                  |             |                |           |                |         |           | 1.5            |      |    |    |    |    |                 | 12.00 |                    |      |      |     |     |             |      |              |  |  |
| EVE          |                  | 2.75         |         |        |                 |       | 0.25        |            |                    | 0.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 0.5  |    |    |    |    |                 | 4.00  |                    |      |      |     |     |             |      |              |  |  |
| TOTAL        |                  | 12.00        |         |        |                 | 1.00  | 0.75        |            |                    | 1.25        |               |                  |                | 6.50             |             |                |           |                |         |           | 2.00           | 0.50 |    |    |    |    |                 | 24.00 |                    |      |      |     |     |             |      |              |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |                 |       | 89                 |      |      |     |     |             |      |              |  |  |

| DRILLING CREW PAYROLL DATA |  |                                |                                         |                             |                 |  |
|----------------------------|--|--------------------------------|-----------------------------------------|-----------------------------|-----------------|--|
| WELL NAME & NO.            |  |                                | YEAR                                    | MONTH                       | DAY             |  |
| PARA ET AL CAMERON L-73    |  |                                | 2007                                    | 2                           | 18              |  |
| OPERATOR                   |  | CONTRACTOR NAME                |                                         |                             |                 |  |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC |                                         |                             |                 |  |
| RIG MANAGER                |  |                                | RIG NO.                                 |                             |                 |  |
| TYLER ELL                  |  |                                | 129                                     |                             |                 |  |
| PROVINCE                   |  | CAMP                           | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | RIG SAFETY DAYS |  |
| N.W.T.                     |  |                                |                                         |                             | 59              |  |

| NO. | DRILLING ASSEMBLY<br>(AT END OF TOUR) |      | LENGTH | BIT RECORD |                    |           |      | MORNING TOUR |         |             |     | MUD RECORD       |                      |      |    | METRES DRILLED |     |     |      | TIME LOG |                 |      |                                             |  |  |  |  |  |  |  |
|-----|---------------------------------------|------|--------|------------|--------------------|-----------|------|--------------|---------|-------------|-----|------------------|----------------------|------|----|----------------|-----|-----|------|----------|-----------------|------|---------------------------------------------|--|--|--|--|--|--|--|
|     | BIT                                   | O.D. |        | BIT NO.    | 1                  |           |      | MUD TYPE     |         | WATER BASED |     | OIL BASED        |                      | FROM | TO | D-R-C          | RPM | WOB | FROM | TO       | ELAPSED<br>TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |  |  |  |  |  |  |
| 1   | BIT SUB                               |      | 195    | .84        | SIZE               | 311       |      |              |         |             |     |                  |                      |      |    |                |     |     | 0    | 15       | 0.25            | 7    | RIG SERVICE DRAWWORKS                       |  |  |  |  |  |  |  |
| 2   | 8" DC                                 |      | 195    | 18.77      | IADC CODE          |           |      |              |         |             |     |                  |                      |      |    |                |     |     | 15   | 30       | 0.25            | 21   | SAFETY MEETING (NIPPLE UP DIVERTER)         |  |  |  |  |  |  |  |
|     |                                       |      |        |            | MANUFACTURER       | VAREL     |      |              |         |             |     |                  |                      |      |    |                |     |     | 30   | 700      | 6.50            | 14   | NIPPLE UP DIVERTER                          |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TYPE               | CHO4JMRSV |      |              |         |             |     |                  |                      |      |    |                |     |     | 700  | 800      | 1.00            | 6    | MAKE UP 8" BHA AND 311mm BIT                |  |  |  |  |  |  |  |
|     |                                       |      |        |            | SERIAL NO.         | 230270    |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | JETS               | 3X        | 14.3 |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            |                    | 1X        | 12.7 |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | DEPTH OUT (m)      |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | DEPTH IN (m)       | 0         |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TOTAL DRILLED (m)  |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TOTAL HRS RUN      |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | CUTTING STRUCTURE  |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TI                 | To        | MDC  | LOC          | BRG     | GAGE        | ODC | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | D.P.               |           |      |              | STANDS  |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | D.P.               |           |      |              | SINGLES |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | KELLY DOWN         |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TOTAL              |           |      |              | 19.93   |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | WT. OF D.C.        |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | WT. OF STRING      |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | TORQUE AT BOTTOM   |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | FILL ON BOTTOM (m) |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE CONDITION     |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |
|     |                                       |      |        |            | HOLE DRAG          |           |      |              |         |             |     |                  |                      |      |    |                |     |     |      |          |                 |      |                                             |  |  |  |  |  |  |  |

[illegible]

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |              |  |  | LENGTH | BIT RECORD         |              |           |      | DAY TOUR |                    |     |               | MUD RECORD     |             |  |      | METRES DRILLED |                          |   |                          |    | TIME LOG          |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------|--------------|--|--|--------|--------------------|--------------|-----------|------|----------|--------------------|-----|---------------|----------------|-------------|--|------|----------------|--------------------------|---|--------------------------|----|-------------------|---------|--------------------|------|-------|--------------|-----------------------------------------------------------|---------------------------------------------------------------|-----|-----------|---|--|-----|--|--|--|--|--|--|--|--|--|--|--|
| No.                                   | BIT          |  |  | O.D.   | .32                | BIT NO.      | 1         |      |          | MUD TYPE           |     | GEL/CHEM      |                | WATER BASED |  | X    | OIL BASED      |                          |   | FROM                     | TO | D-R-C             | RPM     | WOB                | FROM | TO    | ELAPSED TIME | CODE                                                      | DETAILS OF OPERATIONS IN SECTIONS & REMARKS                   |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
| 1                                     | BIT SUB      |  |  | 195    | .84                | SIZE         | 311       |      |          | TIME               |     | 1000          |                | 1400        |  | 1800 |                |                          | 0 | 105                      | D  | 215               | 3       | 800                | 815  | 0.25  | 7            | RIG SERVICE ( F/T DIVERTER ANNULAR CL 18 SEC /OP 19 SEC ) |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
| 2                                     | 8" DC        |  |  | 195    | 18.77              | IADC CODE    |           |      |          | DENSITY (kg/m3 )   |     | 1000          |                | 1070        |  | 1090 |                |                          |   |                          |    |                   |         |                    | 815  | 945   | 1.50         | 21                                                        | PRESUPD SAFETY MEETING CHECK AND SERVICE ALL SAFETY EQUIPMENT |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
| 1                                     | X.O.         |  |  | 192    | .57                | MANUFACTURER | VAREL     |      |          | FUNNEL VISCOSITY   |     | 30            |                | 35          |  | 35   |                |                          |   |                          |    |                   |         |                    | 945  | 1900  | 9.25         | 2                                                         | DRILL ACTUAL FROM 0m TO 105m                                  |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
| 1                                     | 6" DC        |  |  | 152    | 36.09              | TYPE         | CHO4JMRSV |      |          | FLUID LOSS ( cm3 ) |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    | 1900 | 2000  | 1.00         | 10                                                        | DEVIATION SURVEY                                              |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
| 4                                     | 4 3/4 COLLAR |  |  | 121    | 37.12              | SERIAL NO.   | 230270    |      |          | pH                 |     | 10            |                | 9           |  | 9    |                |                          |   |                          |    |                   |         |                    | 2000 |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | JETS               | 3X           |           | 14.3 |          |                    |     |               |                |             |  |      |                | CIRCULATION PRESSURE KPa |   | PUMP NO. 1               |    | PUMP NO. 2        |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        |                    | 1X           |           | 12.7 |          |                    |     |               |                |             |  |      |                | LINER SIZE               |   | SPM                      |    | LINER SIZE        |         | SPM                |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | DEPTH OUT (m)      |              |           |      |          | SODA ASH           |     | 5             |                | SX          |  |      |                | HOURS RUN                |   | INTAKE DENSITY ( kg/m3 ) |    | OVER FLOW DENSITY |         | UNDER FLOW DENSITY |      | 2110  |              | 152                                                       |                                                               | 125 |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | DEPTH IN (m)       | 0            |           |      |          | GEL                |     | 16            |                | SX          |  |      |                |                          |   | REDUCED PUMP SPEED       |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TOTAL DRILLED (m)  | 105          |           |      |          | SAWDUST            |     | 10            |                | SX          |  | 0    |                | HOURS RUN                |   | INTAKE DENSITY ( kg/m3 ) |    | OVER FLOW DENSITY |         | UNDER FLOW DENSITY |      | 850   |              | @                                                         |                                                               | 68  |           | @ |  | 105 |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TOTAL HRS RUN      | 9.25         |           |      |          | DETERGENT          |     | 2             |                | PAILS       |  |      |                |                          |   | DEVIATION SURVEYS        |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | CUTTING STRUCTURE  |              |           |      |          |                    |     |               |                |             |  |      |                |                          | 0 |                          |    |                   |         |                    |      |       | DEPTH ( m )  |                                                           | DEVIATION                                                     |     | DIRECTION |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TI                 | To           | MDC       | LOC  | BRG      | GAGE               | ODC | REASON PULLED | TOTAL RUN m/HR |             |  |      |                |                          |   | BOILERS                  |    |                   |         |                    |      | 31.69 |              | .25                                                       |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        |                    |              |           |      |          |                    |     |               | 11.5           |             |  |      |                |                          |   | 1                        |    | 2                 |         |                    |      | 59.52 |              | .50                                                       |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE CONDITION     |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   | HRS RUN |                    | 12   |       | HRS RUN      |                                                           | 0                                                             |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | KELLY DOWN         |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    | 12   |       | BOILER pH    |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TOTAL              |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | WT. OF D.C.        |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | WT. OF STRING      |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | STANDS             |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | SINGLES            |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | FILL ON BOTTOM (m) |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | HOLE DRAG          |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        | TORQUE AT BOTTOM   |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |
|                                       |              |  |  |        |                    |              |           |      |          |                    |     |               |                |             |  |      |                |                          |   |                          |    |                   |         |                    |      |       |              |                                                           |                                                               |     |           |   |  |     |  |  |  |  |  |  |  |  |  |  |  |

[illegible]

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |              |  | LENGTH  | BIT RECORD |                    |                | EVENING TOUR | MUD RECORD          |        |      |                | METRES DRILLED           |                   |                          |                    |                   | TIME LOG   |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|---------------------------------------|--------------|--|---------|------------|--------------------|----------------|--------------|---------------------|--------|------|----------------|--------------------------|-------------------|--------------------------|--------------------|-------------------|------------|-----------|------|---------------------------------------------------------------------|---------------|--------------|------|------------------------------------------------|--------------|--------------------|------|------|---|--|--|--|
| NO.                                   | BIT          |  | O.D.    | .32        | BIT NO.            | 1              |              | MUD TYPE            | GEL    |      | WATER BASED    | X                        | OIL BASED         |                          | FROM               | TO                | D-R-C      | RPM       | WOB  | FROM                                                                | TO            | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS    |              |                    |      |      |   |  |  |  |
| 1                                     | BIT SUB      |  | 195     | .84        | SIZE               | 311            |              | TIME                |        |      | 2000           | 2200                     | 2330              | 105                      | 119                | D                 | 220        | 3         |      | 2000                                                                | 2015          | 0.25         | 7    | RIG SERVICE ( F/T ANNULAR CL 19 SEC OP 20 SEC) |              |                    |      |      |   |  |  |  |
| 2                                     | 8" DC        |  | 195     | 18.77      | IADC CODE          |                |              | DENSITY (kg/m3 )    |        |      | 1040           | 1050                     | 1080              |                          |                    |                   |            |           |      | 2015                                                                | 2030          | 0.25         | 21   | SAFETY MEETING ( BOP DRILL WITH DIVERTER)      |              |                    |      |      |   |  |  |  |
| 1                                     | X.O.         |  | 192     | .57        | MANUFACTURER       | VAREL          |              | FUNNEL VISCOSITY    |        |      | 30             | 35                       | 54                |                          |                    |                   |            |           |      | 2030                                                                | 2300          | 2.50         | 2    | DRILL ACTUAL FROM 105m TO 109m                 |              |                    |      |      |   |  |  |  |
| 4                                     | 6' DC        |  | 152     | 36.09      | TYPE               | CHO4JMRSV      |              | FLUID LOSS ( cm3 )  |        |      |                |                          |                   |                          |                    |                   |            |           |      | 2300                                                                | 2330          | 0.50         | 22   | MODIFY FLOW LINE WITH WELDER                   |              |                    |      |      |   |  |  |  |
| 1                                     | X.O.         |  | 151     | .64        | SERIAL NO.         | 230270         |              | pH                  |        |      | 10             | 10                       | 10.5              |                          |                    |                   |            |           |      | 2330                                                                | 2345          | 0.25         | 10   | DEVIATION SURVEY (ACCUM)                       |              |                    |      |      |   |  |  |  |
| 1                                     | 4 3/4 COLLAR |  | 121     | 37.12      | JETS               | 3X             | 14.3         | MUD MATERIALS ADDED |        |      | SOLIDS CONTROL |                          |                   | CIRCULATION PRESSURE KPa | PUMP NO. 1         |                   | PUMP NO. 2 |           | 2400 |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            |                    | 1X             | 12.7         | PRODUCT             | AMOUNT | UNIT | CENTRIFUGE     |                          |                   | 2200                     | 152                | 125               |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | DEPTH OUT (m)      |                |              | GEL                 | 10     | SX   | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       | REDUCED PUMP SPEED |                   |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | DEPTH IN (m)       | 0              |              | DETERGENT           | 2      | PAIS | 4              | 1080                     | 1060              | 1450                     | 780                | @                 | 68         | @         | 119  |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | TOTAL DRILLED (m)  | 119            |              | CAUSTIC             | 1      | SX   | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       | DEVIATION SURVEYS  |                   |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | TOTAL HRS RUN      | 12             |              |                     |        |      | 4              | 1080                     | 1060              | 1450                     | DEPTH ( m )        |                   |            | DEVIATION |      | DIRECTION                                                           |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | CUTTING STRUCTURE  |                |              |                     |        |      |                | BOILERS                  |                   |                          | 96.17              | .50               |            |           |      | NOTES : CHECKED BRAKE LINKAGES AND PINS,CROWN SAVER,TONGS AND LINES |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       |              |  |         |            | TI                 | To             | MDC          | LOC                 | BRG    | GAGE | ODC            | REASON PULLED            | TOTAL RUN m/HR    |                          |                    |                   |            |           |      | PIPE SLIPS,DOG COLLAR,AIR HORN,PVT FOR PROPER ACCURACY              |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       | D.P.         |  | STANDS  |            |                    |                |              |                     |        |      |                |                          |                   |                          |                    |                   |            |           |      | TUGGER LINES AND HOOK,ACCUM CONTROLS AND HYD. LEVEL                 |               |              |      |                                                |              |                    |      |      |   |  |  |  |
|                                       | D.P.         |  | SINGLES |            |                    | HOLE CONDITION |              |                     |        |      |                | HRS RUN                  | 4                 | HRS RUN                  | 0                  | DRILLER SIGNATURE |            |           |      |                                                                     | SPECIAL EVENT |              |      |                                                | SAFETY TOPIC |                    | MEHL | MACP |   |  |  |  |
| KELLY DOWN                            |              |  | 11.12   |            | HOLE DRAG          |                |              | 2 UP 3 DOWN         |        |      |                |                          |                   |                          |                    | DEAN PODOLSKI     |            |           |      |                                                                     | TIME / DEPTH  |              |      |                                                |              | DIVERTER BOP DRILL |      | 30   | 0 |  |  |  |
| TOTAL                                 |              |  | 119.50  |            | TORQUE AT BOTTOM   |                |              | 0                   |        |      |                |                          |                   |                          |                    |                   |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
| WT. OF D.C.                           |              |  | 18      |            | FILL ON BOTTOM (m) |                |              | 0                   |        |      |                |                          |                   |                          |                    |                   |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |
| WT. OF STRING                         |              |  | 18      |            |                    |                |              |                     |        |      |                |                          |                   |                          |                    |                   |            |           |      |                                                                     |               |              |      |                                                |              |                    |      |      |   |  |  |  |

| <b>EVENING TOUR</b>     |                     | <b>FROM</b>           | <b>2000</b> | <b>TO</b> | <b>2400</b> | <b>INJURIES</b> |           |
|-------------------------|---------------------|-----------------------|-------------|-----------|-------------|-----------------|-----------|
| <b>CREW</b>             | <b>SOC INS. NO.</b> | <b>NAME</b>           |             |           | <b>HRS</b>  | <b>YES</b>      | <b>NO</b> |
| DRILLER                 |                     | DEAN PODOLSKI         |             |           | 4.00        |                 | DP        |
| DERRICKHAND             |                     | NEIL HALFE            |             |           | 4.00        |                 | NH        |
| MOTOR HAND              |                     | KIRK LYLYK            |             |           | 4.00        |                 | KL        |
| FLOORHAND               |                     | VOYTO DURECH          |             |           | 4.00        |                 | VD        |
| FLOORHAND               |                     | DARRELL IZZARD        |             |           | 4.00        |                 | DI        |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
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|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
|                         |                     |                       |             |           |             |                 |           |
| RATE SCHEDULE           | X                   | REGULAR               |             | REPAIR    |             | INVERT          |           |
| <b>CREW SAFETY DAYS</b> |                     | <b>DRIVERS</b>        |             |           |             |                 |           |
|                         |                     | <b>DARRELL IZZARD</b> |             |           |             |                 |           |



|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|         |  |  |                         |                    |       |   |     |       |                                         |
|---------|--|--|-------------------------|--------------------|-------|---|-----|-------|-----------------------------------------|
| OPR R M |  |  | YEAR                    | 2007               | MONTH | 2 | DAY | 19    | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR TE   |  |  | RIG NO FUEL @ 03:00 HRS |                    |       |   |     |       |                                         |
| NR TE   |  |  | RIG BOILER              |                    |       |   |     |       |                                         |
| NR TE   |  |  | 7500                    |                    | 1500  |   |     |       |                                         |
| NR TE   |  |  |                         |                    |       |   |     |       |                                         |
| TE      |  |  | WEATHER                 | TEMPERATURE        |       |   |     |       |                                         |
| TE      |  |  |                         | 37                 |       |   |     |       |                                         |
| TE      |  |  |                         | CURRENT CONDITIONS |       |   |     |       |                                         |
| TE      |  |  |                         | COLD               |       |   |     | DC/DP | DC/DP                                   |
| TE      |  |  |                         | WIND DIRECTION     |       |   |     | SIZE  |                                         |
| TE      |  |  | CALM                    |                    |       |   | DC  | 152   |                                         |
| TE      |  |  | ROAD CONDITION          |                    |       |   | DC  | 121   |                                         |
| TE      |  |  | ICE                     |                    |       |   | DP  | 101   |                                         |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. of<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
|              |                  |                 |                 |                |                  |           |                   |                 |                   |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070219_1C   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS |  | CODE NO.         |              |          |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | SHALE SHAKER(S) |      | RENTALS / SERVICES |             |             |      | MORN | DAY | EVE |
|--------------|--|------------------|--------------|----------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|-----------------|------|--------------------|-------------|-------------|------|------|-----|-----|
|              |  | 1                | 2            | 3        | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS          | TYPE |                    | IT38 LOADER |             |      |      |     |     |
|              |  | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING  | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |                 |      | NO. 1              |             | TYPE BRANDT | TYPE |      |     |     |
|              |  | SCREENS CHANGED  | NO           | NEW/USED | USED   | CREW VEHICLE    |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |                 |      |                    |             |             |      |      |     |     |
| MORN         |  | 5.5              |              |          |        |                 | 0.25  |             |            | 2.0                |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 8.00            |      |                    |             |             |      |      |     |     |
| DAY          |  | 9.25             |              |          |        |                 | 0.25  |             |            | 2.25               |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 12.00           | 180  | TOP                | 89          | TOP         |      |      |     |     |
| EVE          |  | 3.0              |              |          |        |                 | 0.25  |             |            | 0.5                |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 4.00            | 180  | MIDDLE             |             | MIDDLE      |      |      |     |     |
| TOTAL        |  | 17.75            |              |          |        |                 | 0.75  |             |            | 4.75               |             |               |                  |                |                  |             |                |           |                |         | 0.75      |                |    |    |    |    |    | 24.00           | 89   | BOTTOM             |             | BOTTOM      |      |      |     |     |

| DRILLING CREW PAYROLL DATA |  |                                         |                             |     |                 |
|----------------------------|--|-----------------------------------------|-----------------------------|-----|-----------------|
| WELL NAME & NO.            |  | YEAR                                    | MONTH                       | DAY |                 |
| PARA ET AL CAMERON L-73    |  | 2007                                    | 2                           | 19  |                 |
| OPERATOR                   |  | CONTRACTOR NAME                         |                             |     |                 |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC          |                             |     |                 |
| RIG MANAGER                |  |                                         | RIG NO.                     |     |                 |
| TYLER ELL                  |  |                                         | 129                         |     |                 |
| PROVINCE                   |  | CAMP                                    |                             |     | RIG SAFETY DAYS |
| N.W.T.                     |  | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |     | 60              |

[illegible]

| MORNING TOUR            |              | FROM           | 0 | TO     | 800 | INJURIES |    |
|-------------------------|--------------|----------------|---|--------|-----|----------|----|
| CREW                    | SOC INS. NO. | NAME           |   | HRS    |     | YES      | NO |
| DRILLER                 |              | DEAN PODOLSKI  |   | 8.00   |     |          | DP |
| DERRICKHAND             |              | NEIL HALFE     |   | 8.00   |     |          | NH |
| MOTOR HAND              |              | KIRK LYLKY     |   | 8.00   |     |          | KL |
| FLOORHAND               |              | VOYTO DURECH   |   | 8.00   |     |          | VD |
| FLOORHAND               |              | DARRELL IZZARD |   | 8.00   |     |          | DI |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
| RIG MANAGER             |              | TYLER ELL      |   | 1.00   | DAY |          | TE |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
|                         |              |                |   |        |     |          |    |
| RATE SCHEDULE           | X            | REGULAR        |   | REPAIR |     | INVERT   |    |
| <b>CREW SAFETY DAYS</b> |              | DRIVERS        |   |        |     |          |    |
|                         |              | DARRELL IZZARD |   |        |     |          |    |

[illegible]

| DAY TOUR                |              | FROM            | 800 | TO     | 2000 | INJURIES |    |
|-------------------------|--------------|-----------------|-----|--------|------|----------|----|
| CREW                    | SOC INS. NO. | NAME            |     | HRS    |      | YES      | NO |
| DRILLER                 |              | MAGELLA MAINGUY |     | 8.00   |      |          | MM |
| DERRICKHAND             |              | ADAM OAKE       |     | 8.00   |      |          | AO |
| MOTORHAND               |              | JASON BICKERT   |     | 8.00   |      |          | JB |
| FLOOR HAND              |              | TYLER FINNEY    |     | 8.00   |      |          | TF |
| FLOORHAND               |              | CAMERON MACKAY  |     | 8.00   |      |          | CM |
|                         |              |                 |     |        |      |          |    |
|                         |              |                 |     |        |      |          |    |
|                         |              |                 |     |        |      |          |    |
|                         |              |                 |     |        |      |          |    |
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|                         |              |                 |     |        |      |          |    |
|                         |              |                 |     |        |      |          |    |
|                         |              |                 |     |        |      |          |    |
| RATE SCHEDULE           | X            | REGULAR         |     | REPAIR |      | INVERT   |    |
| <b>CREW SAFETY DAYS</b> |              | DRIVERS         |     |        |      |          |    |
|                         |              | CAMERON MACKAY  |     |        |      |          |    |

[illegible]

| <b>EVENING TOUR</b>     |                     | <b>FROM</b>    | <b>2000</b> | <b>TO</b>  | <b>2400</b> | <b>INJURIES</b> |           |
|-------------------------|---------------------|----------------|-------------|------------|-------------|-----------------|-----------|
| <b>CREW</b>             | <b>SOC INS. NO.</b> | <b>NAME</b>    |             | <b>HRS</b> |             | <b>YES</b>      | <b>NO</b> |
| DRILLER                 |                     | DEAN PODOLSKI  |             | 8.00       |             |                 | DP        |
| DERRICKHAND             |                     | NEIL HALFE     |             | 8.00       |             |                 | NH        |
| MOTOR HAND              |                     | KIRK LYLK      |             | 8.00       |             |                 | KL        |
| FLOORHAND               |                     | VOYTO DURECH   |             | 8.00       |             |                 | VD        |
| FLOORHAND               |                     | DARRELL IZZARD |             | 8.00       |             |                 | DI        |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
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|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |
| RATE SCHEDULE           | X                   | REGULAR        |             | REPAIR     |             | INVERT          |           |
| <b>CREW SAFETY DAYS</b> |                     | <b>DRIVERS</b> |             |            |             |                 |           |
|                         |                     | DARRELL IZZARD |             |            |             |                 |           |
|                         |                     |                |             |            |             |                 |           |



LICENCE NO.

1159

WELL NAME & NO.

PARA ET AL CAMERON L-73

OPERATOR

PARAMOUNT RESOURCES LTD.

CONTRACTOR NAME

PRECISION DRILLING, DIV OF PDC

SURFACE LOCATION

60:02:38.30 N 117:29:54.30 W

UNIQUE ID

100/60-10-117-15/0

SIGNATURE OF OPERATOR'S REPRESENTATIVE

NEIL RUNDELL

SIGNATURE OF CONTRACTOR'S RIG MANAGER

TYLER ELL

- DAILY CHECKS
- (1.) Daily Walk Around Inspection
- (2.) Detailed Inspection - Weekly ( Using Check List )
- (3.) H2S Signs Posted if Required
- (4.) Well License & Stick Diagram Posted
- (5.) Flare Lines Staked
- (6.) BOP Drills Performed
- (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines
- (1.) Rig Site Health & Safety Meeting ( one/crew/month )
- (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )
- (3.) Mast Inspection before Raising or Lowering
- (4.) Crown Saver Checked
- (5.) Motor Kills Checked

OPR

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YEAR

2007

MONTH

2

DAY

20

LAST CASING TUBING OR LINER

219.1

205.9

35.72

IPSCO

J55

32

436.48

4

436

RIG NO.

129

FUEL @ 08:00 HRS

9000

BOILER

2200

TEMPERATURE

-25

DC/ DP

DC

DC/ DP SIZE

152

122

STD

58

150

4" H90

4

MASS

GRADE

MINIMUM I.D.

T. JNT. O.D.

TYPE THREAD

NO. of JOINTS

PUMP TYPE

PUMP MANUFACTURER

STROKE LENGTH

COLD

WIND DIRECTION

DC

152

122

STD

58

150

4" H90

4

BOILER

2200

CALM

DC

121

69.5

57

123

3" 1/2 IF

16

F-800

EMSCO

229

ROAD CONDITION

DP

101

21.4

E

66

127

4" FH

154

F-800

EMSCO

229

ICE

DP

101

21.4

E

66

127

4" FH

154

F-800

EMSCO

229

| CODE NO.      |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |             | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |  |
|---------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|--------|-----------------|--------|-------------|--------------------|--------------|--|------|-----|-----|--|--|
| TIME<br>HOURS |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |        |                 | NO. 1  | TYPE BRANDT | TYPE               | IT38 LOADER  |  |      |     |     |  |  |
|               | MORN  |                  | 3.5          |         |        | 0.5             | 3.0   | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    | 8.00   | SCREENS CHANGED |        | NEW/USED    |                    | CREW VEHICLE |  |      |     |     |  |  |
|               | DAY   |                  | 1.75         |         |        | 1.75            | 3.5   | 0.25        |            |                    |             | 0.25          |                  | 4.25           |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    | 12.00  | TOP             |        | TOP         |                    |              |  |      |     |     |  |  |
|               | EVE   |                  |              |         |        | 2.5             |       |             |            |                    |             |               |                  | 1.25           |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    | 4.00   | 180             | MIDDLE |             | MIDDLE             |              |  |      |     |     |  |  |
|               | TOTAL |                  |              | 5.25    |        |                 | 4.75  | 6.50        | 0.50       |                    |             | 0.75          |                  | 5.50           |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |    | 24.00  | 89              | BOTTOM |             | BOTTOM             |              |  |      |     |     |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |  | LENGTH  | BIT RECORD |                    |    |             | MORNING TOUR |                     | MUD RECORD |                |                  |                      | METRES DRILLED |                                |           |                                |  | TIME LOG                |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|-----|-----------------------------------------|--|---------|------------|--------------------|----|-------------|--------------|---------------------|------------|----------------|------------------|----------------------|----------------|--------------------------------|-----------|--------------------------------|--|-------------------------|----|--------------------------|-----|--------------------------------|------|-----|-----------------|------|------------------------------------------------------------|---|--|-----|--|--|
| 1   | BIT                                     |  | O.D.    | .32        | BIT NO.            |    | 1           |              | MUD TYPE            |            | GEL/CHEM       |                  | WATER BASED          |                | X                              | OIL BASED |                                |  | FROM                    | TO | D-R-C                    | RPM | WOB                            | FROM | TO  | ELAPSED<br>TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS                |   |  |     |  |  |
| 1   | BIT SUB                                 |  | 195     | .84        | SIZE               |    | 311         |              | TIME                |            | 200            |                  | 400                  |                | 600                            |           | 367                            |  | 425                     |    | D                        | 225 | 5                              | 0    | 015 | 0.25            | 7    | RIG SERVICE ( F/T DIVERTER ANNULAR CL 19 SEC / OP 19 SEC ) |   |  |     |  |  |
| 2   | 8" DC                                   |  | 195     | 18.77      | IADC CODE          |    |             |              | DENSITY (kg/m3)     |            | 1060           |                  | 1060                 |                | 1070                           |           | 015                            |  | 030                     |    | 0.25                     | 21  | SAFETY MEETING( TIPPING )      |      |     |                 |      |                                                            |   |  |     |  |  |
| 1   | X.O.                                    |  | 192     | .57        | MANUFACTURER       |    | VAREL       |              | FUNNEL VISCOSITY    |            | 45             |                  | 45                   |                | 85                             |           | 030                            |  | 400                     |    | 3.50                     | 2   | DRILL ACTUAL FROM 367m TO 425m |      |     |                 |      |                                                            |   |  |     |  |  |
| 4   | 6' DC                                   |  | 152     | 36.09      | TYPE               |    | CHO4JMRSV   |              | FLUID LOSS (cm3 )   |            |                |                  |                      |                |                                |           | 400                            |  | 430                     |    | 0.50                     | 10  | DEVIATION SURVEY               |      |     |                 |      |                                                            |   |  |     |  |  |
| 1   | X.O.                                    |  | 151     | .64        | SERIAL NO.         |    | 230270      |              | pH                  |            | 9              |                  | 9                    |                | 9                              |           | 430                            |  | 500                     |    | 0.50                     | 5   | CIRCULATE BOTTOM UP            |      |     |                 |      |                                                            |   |  |     |  |  |
| 4   | 4 3/4 COLLAR                            |  | 121     | 37.12      | JETS               |    | 3X 14.3     |              | MUD MATERIALS ADDED |            | SOLIDS CONTROL |                  |                      |                | CIRCULATION<br>PRESSURE<br>kPa |           | PUMP NO. 1                     |  | PUMP NO. 2              |    | 800                      |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
| 1   | JAR                                     |  | 122     | 4.88       |                    |    | 1X 12.7     |              | PRODUCT             |            | AMOUNT         |                  | UNIT                 |                | CENTRIFUGE                     |           |                                |  | LINER<br>SIZE           |    | SPM                      |     | LINER<br>SIZE                  |      | SPM |                 |      |                                                            |   |  |     |  |  |
| 12  | 4 3/4 COLLAR                            |  | 121     | 112.17     | DEPTH OUT (m)      |    |             |              | DETERGENT           |            | 1              |                  | PAILS                |                | HOURS<br>RUN                   |           | INTAKE<br>DENSITY<br>( kg/m3 ) |  | OVER<br>FLOW<br>DENSITY |    | UNDER<br>FLOW<br>DENSITY |     | 5890                           |      | 152 |                 | 125  |                                                            |   |  |     |  |  |
| 6   | H.W.D.P.                                |  | 121     | 57.14      | DEPTH IN (m)       |    | 0           |              | GEL                 |            | 14             |                  | SX                   |                | 8                              |           | 1060                           |  | 1050                    |    | 1560                     |     | 1450                           |      | @   |                 | 68   |                                                            | @ |  | 425 |  |  |
| 1   | X.O.                                    |  | 120     | .26        | TOTAL DRILLED (m)  |    | 425         |              |                     |            |                |                  |                      |                | HOURS<br>RUN                   |           | INTAKE<br>DENSITY<br>( kg/m3 ) |  | OVER<br>FLOW<br>DENSITY |    | UNDER<br>FLOW<br>DENSITY |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            | TOTAL HRS RUN      |    | 33.25       |              |                     |            |                |                  |                      |                | 8                              |           | 1060                           |  | 1050                    |    | 1560                     |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            | CUTTING STRUCTURE  |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            | TI                 | To | MDC         | LOC          | BRG                 | GAGE       | ODC            | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  | 12.78                |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     | STANDS                                  |  |         |            | HOLE CONDITION     |    |             |              |                     |            |                |                  |                      |                | 1                              |           | 2                              |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
| 15  | D.P.                                    |  | SINGLES | 145.66     | HOLE DRAG          |    | 2 UP 1 DOWN |              | HRS RUN             |            | 8              |                  | HRS RUN              |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     | KELLY DOWN                              |  | 11.30   |            | TORQUE AT BOTTOM   |    | 0           |              | BOILER<br>pH        |            | 11             |                  | BOILER<br>pH         |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     | TOTAL                                   |  | 425.76  |            | FILL ON BOTTOM (m) |    | 0           |              | STACK<br>TEMP       |            | 650            |                  | STACK<br>TEMP        |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     | WT. OF D.C.                             |  | 25      |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     | WT. OF STRING                           |  | 28      |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |
|     |                                         |  |         |            |                    |    |             |              |                     |            |                |                  |                      |                |                                |           |                                |  |                         |    |                          |     |                                |      |     |                 |      |                                                            |   |  |     |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |  | LENGTH  | BIT RECORD |                   |  |           | DAY TOUR |      |  |                   | MUD RECORD |          |  |             | METRES DRILLED |      |           |               |  |                | TIME LOG |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  |                   |  |  |  |  |  |
|-----|-----------------------------------------|--|---------|------------|-------------------|--|-----------|----------|------|--|-------------------|------------|----------|--|-------------|----------------|------|-----------|---------------|--|----------------|----------|-----|--|-------|--|-----|--|-----|--|------|--|------|--|--------------|--|------|--|---------------------------------------------------------------------|--|-------------------|--|--|--|--|--|
| 1   | BIT                                     |  | O.D.    | .32        | BIT NO.           |  | 1         |          |      |  | MUD TYPE          |            | GEL/CHEM |  | WATER BASED |                | X    | OIL BASED |               |  | FROM           |          | TO  |  | D-R-C |  | RPM |  | WOB |  | FROM |  | TO   |  | ELAPSED TIME |  | CODE |  | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS                         |  |                   |  |  |  |  |  |
| 1   | BIT SUB                                 |  | 195     | .84        | SIZE              |  | 311       |          |      |  | TIME              |            |          |  | 1000        |                | 1130 |           | 1245          |  | 425            |          | 436 |  | D     |  | 220 |  | 5   |  | 800  |  | 815  |  | 0.25         |  | 7    |  | RIG SERVICE (F/T ANNULAR CL 19 SEC OP 18 SEC)                       |  |                   |  |  |  |  |  |
| 2   | 8" DC                                   |  | 195     | 18.77      | IADC CODE         |  |           |          |      |  | DENSITY (kg/m3 )  |            |          |  | 1100        |                | 1100 |           | 1100          |  | 815            |          | 915 |  |       |  |     |  |     |  | 815  |  | 915  |  | 1.00         |  | 6    |  | WIPER TRIP TO BIT                                                   |  |                   |  |  |  |  |  |
| 1   | X.O.                                    |  | 192     | .57        | MANUFACTURER      |  | VAREL     |          |      |  | FUNNEL VISCOSITY  |            |          |  | 85          |                | 85   |           | 85            |  |                |          |     |  |       |  |     |  |     |  | 915  |  | 1030 |  | 1.25         |  | 5    |  | CIRC. AND WORK PIPE TO BOTTOM (MUD RING)                            |  |                   |  |  |  |  |  |
| 4   | 6' DC                                   |  | 152     | 36.09      | TYPE              |  | CHO4JMRSV |          |      |  | FLUID LOSS (cm3 ) |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1030 |  | 1215 |  | 1.75         |  | 2    |  | DRILL ACTUAL FROM 425m TO 436m                                      |  |                   |  |  |  |  |  |
| 1   | X.O.                                    |  | 151     | .64        | SERIAL NO.        |  | 230270    |          |      |  | pH                |            |          |  | 9           |                | 9    |           | 9             |  |                |          |     |  |       |  |     |  |     |  | 1215 |  | 1245 |  | 0.50         |  | 5    |  | CONDITION MUD & CIRCULATE                                           |  |                   |  |  |  |  |  |
| 4   | 4 3/4 COLLAR                            |  | 121     | 37.12      | JETS              |  | 3X        |          | 14.3 |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1245 |  | 1300 |  | 0.25         |  | 10   |  | DEVIATION SURVEY                                                    |  |                   |  |  |  |  |  |
| 1   | JAR                                     |  | 122     | 4.88       |                   |  | 1X        |          | 12.7 |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1300 |  | 1315 |  | 0.25         |  | 21   |  | SAFETY MEETING (TRIPPING)                                           |  |                   |  |  |  |  |  |
| 12  | 4 3/4 COLLAR                            |  | 121     | 112.17     | DEPTH OUT (m)     |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1315 |  | 1545 |  | 2.50         |  | 6    |  | POOH TO RUN CASING ( LAY OUT 8" COLLARS )                           |  |                   |  |  |  |  |  |
| 6   | H.W.D.P.                                |  | 121     | 57.14      | DEPTH IN (m)      |  | 0         |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1545 |  | 1645 |  | 1.00         |  | 12   |  | RIG UP TONG HAND                                                    |  |                   |  |  |  |  |  |
| 1   | X.O.                                    |  | 120     | .26        | TOTAL DRILLED (m) |  | 436       |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 1645 |  | 2000 |  | 3.25         |  | 12   |  | RUN CASING WITH TOTAL DEPTH POWER TONGS1                            |  |                   |  |  |  |  |  |
|     |                                         |  |         |            | TOTAL HRS RUN     |  | 35        |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  | 2000 |  |      |  |              |  |      |  | RAN 32 JOINTS, 436.48 METERS OF 219.1MM,                            |  |                   |  |  |  |  |  |
|     |                                         |  |         |            | CUTTING STRUCTURE |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | 35.72 KG/M, NEW IPSCO J55 SURFACE CASING.                           |  |                   |  |  |  |  |  |
|     |                                         |  |         |            | TI                |  | To        |          | MDC  |  | LOC               |            | BRG      |  | GAGE        |                | ODC  |           | REASON PULLED |  | TOTAL RUN m/HR |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | LANDED AT 436 MKB. CEMENTED W/ 38 TONNES                            |  |                   |  |  |  |  |  |
|     |                                         |  |         |            | 0                 |  | 0         |          | IG   |  | A                 |            | 0        |  | 0           |                | IG   |           | TD            |  | 12.4           |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | O:1:0 G + 1.5% CACL2. PLUG DOWN 01:15 FEB 21/07                     |  |                   |  |  |  |  |  |
|     | D.P.                                    |  | STANDS  |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | W/ 4 M3 OF GOOD CEMENT RETURNS. ANNULAS IS STATIC.                  |  |                   |  |  |  |  |  |
|     | D.P.                                    |  | SINGLES |            | 165.07            |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | NOTES : CHECKED CROWN SAVER BRAKE LINKAGES AND PINS,TONGS AND LINES |  |                   |  |  |  |  |  |
| 17  | D.P.                                    |  | TOTAL   |            | 436.00            |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | ACCUM CONTROLS AND HYD.LEVEL,PVT FOR PROPER ACCURACY                |  |                   |  |  |  |  |  |
|     | KELLY DOWN                              |  | 2.13    |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | TUGGER LINE AND HOOK,PIPE SLIPS,AIR HORN                            |  |                   |  |  |  |  |  |
|     | TOTAL                                   |  | 436.00  |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  | ELEVATOR CERT# H-10818                                              |  |                   |  |  |  |  |  |
|     | WT. OF D.C.                             |  | 25      |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | DRILLER SIGNATURE |  |  |  |  |  |
|     | WT. OF STRING                           |  | 28      |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | DEAN PODOLSKI     |  |  |  |  |  |
|     |                                         |  |         |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | SPECIAL EVENT     |  |  |  |  |  |
|     |                                         |  |         |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | TIME / DEPTH      |  |  |  |  |  |
|     |                                         |  |         |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | SAFETY TOPIC      |  |  |  |  |  |
|     |                                         |  |         |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | MEHL              |  |  |  |  |  |
|     |                                         |  |         |            |                   |  |           |          |      |  |                   |            |          |  |             |                |      |           |               |  |                |          |     |  |       |  |     |  |     |  |      |  |      |  |              |  |      |  |                                                                     |  | MACP              |  |  |  |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |  | LENGTH  | BIT RECORD |                                                         |  | EVENING TOUR        |  | MUD RECORD     |  |           |  | METRES DRILLED                 |    |                                |     |                         | TIME LOG |                          |                 |      |                                             |                                                                               |  |
|-----|-----------------------------------------|--|---------|------------|---------------------------------------------------------|--|---------------------|--|----------------|--|-----------|--|--------------------------------|----|--------------------------------|-----|-------------------------|----------|--------------------------|-----------------|------|---------------------------------------------|-------------------------------------------------------------------------------|--|
| 1   | BIT                                     |  | O.D.    | .32        | BIT NO. 1                                               |  | MUD TYPE            |  | WATER BASED    |  | OIL BASED |  | FROM                           | TO | D-R-C                          | RPM | WOB                     | FROM     | TO                       | ELAPSED<br>TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                                               |  |
| 1   | BIT SUB                                 |  | 195     | .84        | SIZE 311                                                |  | TIME                |  | 2100           |  | 2200      |  |                                |    |                                |     |                         | 2000     | 2230                     | 2.50            | 5    | CONDITION MUD & CIRCULATE                   |                                                                               |  |
| 2   | 8" DC                                   |  | 195     | 18.77      | IADC CODE                                               |  | DENSITY (kg/m3 )    |  | 1100           |  | 1100      |  |                                |    |                                |     |                         | 2230     | 2245                     | 0.25            | 21   | SAFETY MEETING ( WITH CEMENTERS )           |                                                                               |  |
| 1   | X.O.                                    |  | 192     | .57        | MANUFACTURER                                            |  | FUNNEL VISCOSITY    |  | 85             |  | 52        |  |                                |    |                                |     |                         | 2245     | 2400                     | 1.25            | 12   | CEMENT WITH SANGEL                          |                                                                               |  |
| 4   | 6' DC                                   |  | 152     | 36.09      | TYPE                                                    |  | FLUID LOSS (cm3 )   |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
| 1   | X.O.                                    |  | 151     | .64        | SERIAL NO.                                              |  | pH                  |  | 9              |  | 9         |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
| 4   | 4 3/4 COLLAR                            |  | 121     | 37.12      | JETS                                                    |  | MUD MATERIALS ADDED |  | SOLIDS CONTROL |  |           |  | CIRCULATION<br>PRESSURE<br>KPa |    | PUMP NO. 1                     |     | PUMP NO. 2              |          |                          |                 |      |                                             |                                                                               |  |
| 1   | JAR                                     |  | 122     | 4.88       | 3X 14.3                                                 |  | PRODUCT             |  | AMOUNT         |  | UNIT      |  | CENTRIFUGE                     |    | LINER<br>SIZE                  |     | SPM                     |          | LINER<br>SIZE            |                 | SPM  |                                             |                                                                               |  |
| 12  | 4 3/4 COLLAR                            |  | 121     | 112.17     | 1X 12.7                                                 |  | DESCO               |  | 2              |  | SX        |  | HOURS<br>RUN                   |    | INTAKE<br>DENSITY<br>( kg/m3 ) |     | OVER<br>FLOW<br>DENSITY |          | UNDER<br>FLOW<br>DENSITY |                 |      |                                             |                                                                               |  |
| 6   | H.W.D.P.                                |  | 121     | 57.14      | DEPTH OUT (m)                                           |  |                     |  |                |  |           |  | 1190                           |    | 152                            |     | 90                      |          |                          |                 |      |                                             |                                                                               |  |
| 1   | X.O.                                    |  | 120     | .26        | DEPTH IN (m)                                            |  |                     |  |                |  |           |  | REDUCED PUMP SPEED             |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            | TOTAL DRILLED (m)                                       |  |                     |  |                |  |           |  | 853                            |    | @                              |     | 68                      |          | @                        |                 | 436  |                                             |                                                                               |  |
|     |                                         |  |         |            | TOTAL HRS RUN                                           |  |                     |  |                |  |           |  | DEVIATION SURVEYS              |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            | CUTTING STRUCTURE                                       |  |                     |  |                |  |           |  | DEPTH ( m )                    |    | DEVIATION                      |     | DIRECTION               |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            | TI To MDC LOC BRG GAGE ODC REASON PULLED TOTAL RUN m/HR |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     | D.P.                                    |  | STANDS  |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, DIVERTER LINE, AIR HORN |  |
| 17  | D.P.                                    |  | SINGLES |            | 165.07                                                  |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             | TUGGER LINES AND HOOKS                                                        |  |
|     | KELLY DOWN                              |  | 2.13    |            | HOLE CONDITION                                          |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     | TOTAL                                   |  | 436.00  |            | HOLE DRAG 1 UP 5 DOWN                                   |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     | WT. OF D.C.                             |  | 25      |            | TORQUE AT BOTTOM 0                                      |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     | WT. OF STRING                           |  | 28      |            | FILL ON BOTTOM (m) 0                                    |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |
|     |                                         |  |         |            |                                                         |  |                     |  |                |  |           |  |                                |    |                                |     |                         |          |                          |                 |      |                                             |                                                                               |  |

SPUD DATE

2007/02/18

TIME

09:45

RIG RELEASE

TIME

WELL TYPE

VERT.

RE-ENTRY

NO

OPERATOR'S AFE

07N710027

KELLY BSHG

.33

OP



|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|     |  |    |  |         |  |                    |  |             |  |                  |  |        |  |      |  |         |  |    |  |                                         |  |
|-----|--|----|--|---------|--|--------------------|--|-------------|--|------------------|--|--------|--|------|--|---------|--|----|--|-----------------------------------------|--|
| OPR |  | R  |  | M       |  | TE                 |  | YEAR        |  | 2007             |  | MONTH  |  | 2    |  | DAY     |  | 21 |  | LAST<br>CASING<br>TUBING<br>OR<br>LINER |  |
| NR  |  | TE |  |         |  |                    |  | RIG NO      |  | FUEL @ 03:00 HRS |  |        |  |      |  |         |  |    |  |                                         |  |
| NR  |  | TE |  |         |  |                    |  | RIG         |  | 18000            |  | BOILER |  | 2400 |  |         |  |    |  |                                         |  |
| NR  |  | TE |  | WEATHER |  |                    |  | TEMPERATURE |  |                  |  |        |  | DC/  |  | DC / DP |  |    |  |                                         |  |
| TE  |  |    |  |         |  | CURRENT CONDITIONS |  |             |  |                  |  | SIZE   |  |      |  |         |  |    |  |                                         |  |
| TE  |  |    |  |         |  | COLD               |  |             |  |                  |  | DC     |  | 152  |  |         |  |    |  |                                         |  |
| TE  |  |    |  |         |  | WIND DIRECTION     |  |             |  |                  |  | DC     |  | 121  |  |         |  |    |  |                                         |  |
| TE  |  |    |  |         |  | S.E.               |  |             |  |                  |  | DP     |  | 101  |  |         |  |    |  |                                         |  |
| TE  |  |    |  |         |  | ROAD CONDITION     |  |             |  |                  |  |        |  |      |  |         |  |    |  |                                         |  |
| TE  |  |    |  |         |  | ICE                |  |             |  |                  |  |        |  |      |  |         |  |    |  |                                         |  |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. of<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
|              |                  |                 |                 |                |                  |           |                   |                 |                   |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. of<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC12N_20070221_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |      |     | TOTALS | SHALE SHAKER(S) |       |             |             | RENTALS / SERVICES | MORN | DAY    | EVE |              |      |                 |          |      |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|------|-----|--------|-----------------|-------|-------------|-------------|--------------------|------|--------|-----|--------------|------|-----------------|----------|------|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25   | 26  |        | TYPE            |       | IT38 LOADER |             |                    |      |        |     |              |      |                 |          |      |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |      |     |        |                 | NO. 1 |             | TYPE BRANDT |                    |      |        |     | CREW VEHICLE |      |                 |          |      |
|              | MORN             |              |         |        |                 |       |             |            |                    |             |               | 1.25             | 4.0            | 1.5              |             |                |           |                |         |           |                | 0.25 | 1.0  |      |      |     |        |                 |       |             |             |                    |      |        |     |              | 8.00 | SCREENS CHANGED | NEW/USED | USED |
|              | DAY              |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 3.0         | 4.5            |           |                |         |           |                | 0.5  |      |      | 3.0  | 1.0 |        |                 |       |             |             |                    |      |        |     |              |      | 12.00           | TOP      |      |
| EVE          |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |      |      |     |        |                 |       | 4.00        | 180         | MIDDLE             | 89   | MIDDLE |     |              |      |                 |          |      |
| TOTAL        |                  |              |         |        |                 |       |             |            |                    |             |               | 1.25             | 4.00           | 4.50             | 4.50        |                |           |                |         |           |                | 1.00 | 1.00 | 3.00 | 1.00 |     |        |                 |       | 24.00       | 89          | BOTTOM             |      | BOTTOM |     |              |      |                 |          |      |

| DRILLING CREW PAYROLL DATA |                                     |                                |         |                 |
|----------------------------|-------------------------------------|--------------------------------|---------|-----------------|
| WELL NAME & NO.            |                                     | YEAR                           | MONTH   | DAY             |
| PARA ET AL CAMERON L-73    |                                     | 2007                           | 2       | 21              |
| OPERATOR                   |                                     | CONTRACTOR NAME                |         |                 |
| PARAMOUNT RESOURCES LTD.   |                                     | PRECISION DRILLING, DIV OF PDC |         |                 |
| RIG MANAGER                |                                     |                                | RIG NO. |                 |
| TYLER ELL                  |                                     |                                | 129     |                 |
| PROVINCE                   | CAMP                                | YES                            |         | RIG SAFETY DAYS |
| N.W.T.                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> NO    |         | 62              |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |  | LENGTH  | BIT RECORD |                    |    |      |     |     |      | MORNING TOUR        |               |               | MUD RECORD     |                         |                          | METRES DRILLED           |                          |      |            |       | TIME LOG      |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
|---------------------------------------|---------------|--|---------|------------|--------------------|----|------|-----|-----|------|---------------------|---------------|---------------|----------------|-------------------------|--------------------------|--------------------------|--------------------------|------|------------|-------|---------------|-----|--------------------------------------------------------------------------------------|-----|--------------|------|---------------------------------------------|--|------|--|--|--|
| 1                                     | BIT           |  | O.D.    | .32        | BIT NO.            |    |      |     |     |      | MUD TYPE            | FLOC          |               | WATER BASED    |                         | <input type="checkbox"/> | OIL BASED                | <input type="checkbox"/> | FROM | TO         | D-R-C | RPM           | WOB | FROM                                                                                 | TO  | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |      |  |  |  |
| 1                                     | BIT SUB       |  | 195     | .84        | SIZE               |    |      |     |     |      | TIME                |               |               |                |                         |                          |                          |                          |      |            |       |               |     | 0                                                                                    | 115 | 1.25         | 12   | CEMENT WITH SANGEL                          |  |      |  |  |  |
| 2                                     | 8" DC         |  | 195     | 18.77      | IADC CODE          |    |      |     |     |      | DENSITY (kg/m3)     |               |               |                |                         |                          |                          |                          |      |            |       |               |     | 115                                                                                  | 515 | 4.00         | 13   | WAIT ON CEMENT ( CUT CASING )               |  |      |  |  |  |
| 1                                     | X.O.          |  | 192     | .57        | MANUFACTURER       |    |      |     |     |      | FUNNEL VISCOSITY    |               |               |                |                         |                          |                          |                          |      |            |       |               |     | 515                                                                                  | 530 | 0.25         | 21   | SAFETY MEETING ( NIPPLE DOWN DIVERTER )     |  |      |  |  |  |
| 4                                     | 6' DC         |  | 152     | 36.09      | TYPE               |    |      |     |     |      | FLUID LOSS (cm3)    |               |               |                |                         |                          |                          |                          |      |            |       |               |     | 530                                                                                  | 700 | 1.50         | 14   | NIPPLE DOWN DIVERTER                        |  |      |  |  |  |
| 1                                     | X.O.          |  | 151     | .64        | SERIAL NO.         |    |      |     |     |      | pH                  |               |               |                |                         |                          |                          |                          |      |            |       |               |     | 700                                                                                  | 800 | 1.00         | 22   | CUT CASING WELD BOWL                        |  |      |  |  |  |
| 4                                     | 4 3/4 COLLAR  |  | 121     | 37.12      | JETS               |    |      |     |     |      | MUD MATERIALS ADDED |               |               | SOLIDS CONTROL |                         |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1               |      | PUMP NO. 2 |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
| 1                                     | JAR           |  | 122     | 4.88       | DEPTH OUT (m)      |    |      |     |     |      | PRODUCT             | AMOUNT        | UNIT          | HOURS RUN      | INTAKE DENSITY ( kgm3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY       | LINER SIZE               | SPM  | LINER SIZE | SPM   |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
| 12                                    | 4 3/4 COLLAR  |  | 121     | 112.17     | DEPTH IN (m)       |    |      |     |     |      | ALCAPAN 1130        | 16            |               |                |                         |                          |                          | 152                      |      |            |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
| 6                                     | H.W.D.P.      |  | 121     | 57.14      | TOTAL DRILLED (m)  |    |      |     |     |      | ALCAPAN 1130        | 3.5           |               | 6              | 1100                    | 1680                     | 1000                     | REDUCED PUMP SPEED       |      |            |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
| 1                                     | X.O.          |  | 120     | .26        | TOTAL HRS RUN      |    |      |     |     |      | SODIUM BICARB       | 2             |               | HOURS RUN      | INTAKE DENSITY ( kgm3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY       | @                        |      | @          |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
|                                       |               |  |         |            | CUTTING STRUCTURE  |    |      |     |     |      |                     |               |               | BOILERS        |                         |                          | DEVIATION SURVEYS        |                          |      |            |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
|                                       |               |  |         |            | T1                 | To | MDC  | LOC | BRG | GAGE | ODC                 | REASON PULLED | TOTAL RUN mHR | 1              |                         | 2                        |                          | DEPTH ( m )              |      | DEVIATION  |       | DIRECTION     |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
|                                       | D.P.          |  | STANDS  |            | HOLE CONDITION     |    |      |     |     |      |                     |               |               | HRS RUN        | 8                       | HRS RUN                  |                          |                          |      |            |       |               |     | NOTES : CHECKED BRAKE LINKAGES AND PINS, CROWN SAVER, TONGH LINES AND DIES, AIR HORN |     |              |      |                                             |  |      |  |  |  |
| 17                                    | D.P.          |  | SINGLES |            | KELLY DOWN         |    | 2.13 |     |     |      |                     |               |               | BOILER pH      | 11                      | BOILER pH                |                          |                          |      |            |       |               |     | TUGGER LINES AND HOOKS, BOP AND ALL WIRE SLINGS                                      |     |              |      |                                             |  |      |  |  |  |
|                                       | TOTAL         |  | 436.00  |            | TORQUE AT BOTTOM   |    | 0    |     |     |      |                     |               |               | STACK TEMP     | 290                     | STACK TEMP               |                          |                          |      |            |       |               |     |                                                                                      |     |              |      |                                             |  |      |  |  |  |
|                                       | WT. OF D.C.   |  | 25      |            | FILL ON BOTTOM (m) |    | 0    |     |     |      |                     |               |               |                |                         |                          |                          | DRILLER SIGNATURE        |      |            |       | SPECIAL EVENT |     |                                                                                      |     | SAFETY TOPIC |      | MEHL                                        |  | MACP |  |  |  |
|                                       | WT. OF STRING |  | 28      |            |                    |    |      |     |     |      |                     |               |               |                |                         |                          |                          | RYAN OXNER               |      |            |       | TIME / DEPTH  |     |                                                                                      |     |              |      | NIPPLE DOWN DIVERTER                        |  | 15   |  |  |  |

| MORNING TOUR     |              | FROM           | 0             | TO | 800    | INJURIES |        |    |
|------------------|--------------|----------------|---------------|----|--------|----------|--------|----|
| CREW             | SOC INS. NO. | NAME           |               |    | HRS    |          | YES    | NO |
| DRILLER          |              | RYAN OXNER     |               |    | 8.00   |          |        | RO |
| DERRICK HAND     |              | PETER MATUSKA  |               |    | 8.00   |          |        | PM |
| MOTORHAND        |              | CHRIS HUNNEMAN |               |    | 8.00   |          |        | CH |
| FLOOR HAND       |              | IVAN CINDRIC   |               |    | 8.00   |          |        | IC |
| FLOORHAND        |              | RANDAL ROCHAT  |               |    | 8.00   |          |        | RR |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
| RIG MANAGER      |              | TYLER ELL      |               |    | 1.00   | DAY      |        | TE |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
|                  |              |                |               |    |        |          |        |    |
| RATE SCHEDULE    |              | X              | REGULAR       |    | REPAIR |          | INVERT |    |
| CREW SAFETY DAYS |              |                | DRIVERS       |    |        |          |        |    |
|                  |              |                | RANDAL ROCHAT |    |        |          |        |    |

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| DAY TOUR                |              | FROM           |                | TO     |  | INJURIES |        |
|-------------------------|--------------|----------------|----------------|--------|--|----------|--------|
| CREW                    | SOC INS. NO. | NAME           |                | HRS    |  | YES      | NO     |
| DRILLER                 |              | DEAN PODOLSKI  |                | 12.00  |  |          | DP     |
| DERRICKHAND             |              | NEIL HALFE     |                | 12.00  |  |          | NH     |
| MOTOR HAND              |              | KIRK LYLYK     |                | 12.00  |  |          | KL     |
| FLOORHAND               |              | VOYTO DURECH   |                | 12.00  |  |          | VD     |
| FLOORHAND               |              | DARRELL IZZARD |                | 12.00  |  |          | DI     |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
|                         |              |                |                |        |  |          |        |
| RATE SCHEDULE           | X            | REGULAR        |                | REPAIR |  |          | INVERT |
| <b>CREW SAFETY DAYS</b> |              |                | <b>DRIVERS</b> |        |  |          |        |
|                         |              |                | DARRELL IZZARD |        |  |          |        |

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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 . ) Daily Walk Around Inspection
- ( 2 . ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 . ) H2S Signs Posted if Required
- ( 4 . ) Well Licence & Stick Diagram Posted
- ( 5 . ) Flare Lines Staked
- ( 6 . ) BOP Drills Performed
- ( 7 . ) Visually Inspect BOPs - Flare Lines & Degasser Lines
- ( 1 . ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 . ) CAOD Rig Safe Inspection Checklist ( one/rig/month )
- ( 3 . ) Mast Inspection before Raising or Lowering
- ( 4 . ) Crown Saver Checked
- ( 5 . ) Motor Kills Checked

|    |    |                    |       |  |        |      |     |       |                                         |
|----|----|--------------------|-------|--|--------|------|-----|-------|-----------------------------------------|
| OP | R  | M                  | 2007  |  | MONTH  | 2    | DAY | 22    | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR | TE | YEAR               | NO    |  | 129    |      |     |       |                                         |
| NR | TE | FUEL @ 08:00 HRS   |       |  |        |      |     |       |                                         |
| NR | TE | RIG                | 14500 |  | BOILER | 2000 |     |       |                                         |
| NR | TE | TEMPERATURE        |       |  |        |      |     |       |                                         |
| NR | TE | -31                |       |  |        |      |     |       |                                         |
| NR | TE | CURRENT CONDITIONS |       |  |        |      |     |       |                                         |
| NR | TE | COLD               |       |  |        |      |     |       |                                         |
| NR | TE | WIND DIRECTION     |       |  |        |      |     |       |                                         |
| NR | TE | N.E                |       |  |        |      |     |       |                                         |
| NR | TE | ROAD CONDITION     |       |  |        |      |     |       |                                         |
| NR | TE | ICE                |       |  |        |      |     |       |                                         |
| TE | TE | WEATHER<br>RECORD  |       |  |        |      |     | DP/DP | DC/DP                                   |
| TE | TE |                    |       |  |        |      |     |       | SIZE                                    |
| TE | TE |                    |       |  |        |      |     | DC    | 152                                     |
| TE | TE |                    |       |  |        |      |     | DC    | 121                                     |
| TE | TE |                    |       |  |        |      |     | DP    | 101                                     |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
|              |                  |                 |                 |                |                  |           |                   |                 |                   |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070222_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | SHAKERS(S) |       | RENTALS / SERVICES |      |             | MORN | DAY | EVE |          |      |              |  |  |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|------------|-------|--------------------|------|-------------|------|-----|-----|----------|------|--------------|--|--|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS     | NO. 1 | TYPE BRANDT        | TYPE | IT38 LOADER |      |     |     |          |      |              |  |  |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |            |       | SCREENS CHANGED    | NO   |             |      |     |     | NEW/USED | USED | CREW VEHICLE |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |            |       |                    |      |             |      |     |     |          |      |              |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |            |       |                    |      |             |      |     |     |          |      |              |  |  |
| MORN         |                  | 6.25         |         |        | 0.25            |       | 0.25        |            |                    | 0.5         |               |                  |                |                  | 0.5         |                |           |                |         |           | 0.25           |    |    |    |    |    |            | 8.00  | 180                | TOP  | 89          | TOP  |     |     |          |      |              |  |  |
| DAY          |                  | 7.0          |         |        |                 | 1.5   | 0.25        |            | 2.5                | 0.25        |               |                  |                |                  |             |                |           |                |         | 0.5       |                |    |    |    |    |    | 12.00      | 180   | MIDDLE             |      | MIDDLE      |      |     |     |          |      |              |  |  |
| EVE          |                  |              |         |        |                 | 1.75  | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         | 0.25      | 1.75           |    |    |    |    |    | 4.00       | 180   | BOTTOM             |      | BOTTOM      |      |     |     |          |      |              |  |  |
| TOTAL        |                  | 13.25        |         |        | 0.25            | 3.25  | 0.75        |            | 2.50               | 0.75        |               |                  |                |                  | 0.50        |                |           |                |         | 1.00      | 1.75           |    |    |    |    |    | 24.00      | 89    |                    |      |             |      |     |     |          |      |              |  |  |

| DRILLING CREW PAYROLL DATA |  |                                         |                             |         |                 |     |
|----------------------------|--|-----------------------------------------|-----------------------------|---------|-----------------|-----|
| WELL NAME & NO.            |  |                                         |                             | YEAR    | MONTH           | DAY |
| PARA ET AL CAMERON L-73    |  |                                         |                             | 2007    | 2               | 22  |
| OPERATOR                   |  | CONTRACTOR NAME                         |                             |         |                 |     |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC          |                             |         |                 |     |
| RIG MANAGER                |  |                                         |                             | RIG NO. |                 |     |
| TYLER ELL                  |  |                                         |                             | 129     |                 |     |
| PROVINCE                   |  | CAMP                                    |                             |         | RIG SAFETY DAYS |     |
| N.W.T.                     |  | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |         | 63              |     |

[illegible]

| MORNING TOUR     |  | FROM         |         | 0              | TO     |      | 800 | INJURIES |    |
|------------------|--|--------------|---------|----------------|--------|------|-----|----------|----|
| CREW             |  | SOC INS. NO. |         | NAME           |        | HRS  |     | YES      | NO |
| DRILLER          |  |              |         | RYAN OXNER     |        | 8.00 |     |          | RO |
| DERRICK HAND     |  |              |         | PETER MATUSKA  |        | 8.00 |     |          | PM |
| MOTORHAND        |  |              |         | CHRIS HUNNEMAN |        | 8.00 |     |          | CH |
| FLOOR HAND       |  |              |         | IVAN CINDRIC   |        | 8.00 |     |          | IC |
| FLOORHAND        |  |              |         | RANDAL ROCHAT  |        | 8.00 |     |          | RR |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
| RIG MANAGER      |  |              |         | TYLER ELL      |        | 1.00 | DAY |          | TE |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |
| RATE SCHEDULE    |  | X            | REGULAR |                | REPAIR |      |     | INVERT   |    |
| CREW SAFETY DAYS |  |              |         | DRIVERS        |        |      |     |          |    |
|                  |  |              |         | RANDAL ROCHAT  |        |      |     |          |    |
|                  |  |              |         |                |        |      |     |          |    |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |    |  | LENGTH  | BIT RECORD |                     | DAY TOUR |        | MUD RECORD |                  |  |              | METRES DRILLED |                                |  |                         |           | TIME LOG                 |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|---------------------------------------|---------------|----|--|---------|------------|---------------------|----------|--------|------------|------------------|--|--------------|----------------|--------------------------------|--|-------------------------|-----------|--------------------------|-----|------------------|----|----------------------|-----|-----------|------|------|-----------------|------------------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------|--|--|--|--|
| 1                                     | BIT           |    |  | O.D.    | .29        | BIT NO.             |          | 1      |            | MUD TYPE         |  | H2O          |                | WATER BASED                    |  | X                       | OIL BASED |                          |     | FROM             | TO | D-R-C                | RPM | WOB       | FROM | TO   | ELAPSED<br>TIME | CODE                                                             | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                                     |  |  |  |  |
| 1                                     | TORSIONAL SUB |    |  | 195     | 2.85       | SIZE                |          | 200    |            | TIME             |  | 1000         |                | 1400                           |  | 2000                    |           |                          | 632 | 739              | D  | 100                  | 6   | 800       | 815  | 0.25 | 7               | RIG SERVICE (F/T ANNULAR CL 13 SEC OP 12 SEC)                    |                                             |                                                                     |  |  |  |  |
| 4                                     | 6" DC         |    |  | 152     | 36.09      | IADC CODE           |          |        |            | DENSITY (kg/m3 ) |  | 28           |                | 28                             |  | 28                      |           |                          |     |                  |    |                      |     | 815       | 830  | 0.25 | 21              | SAFETY MEETING (BOP DRILL WITH CREW)                             |                                             |                                                                     |  |  |  |  |
| 1                                     | X.O.          |    |  | 151     | .64        | MANUFACTURER        |          | VAREL  |            | FUNNEL VISCOSITY |  | 1000         |                | 1000                           |  | 1000                    |           |                          |     |                  |    |                      |     | 830       | 1530 | 7.00 | 2               | DRILL ACTUAL FROM 632m TO 739m                                   |                                             |                                                                     |  |  |  |  |
| 4                                     | 4 3/4 COLLAR  |    |  | 121     | 37.12      | TYPE                |          | MKS65  |            | FLUID LOSS (cm3) |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     | 1530      | 1545 | 0.25 | 10              | DEVIATION SURVEY (ACCUM)                                         |                                             |                                                                     |  |  |  |  |
| 1                                     | JAR           |    |  | 122     | 5.13       | SERIAL NO.          |          | 1786   |            | pH               |  | 11           |                | 11                             |  | 11                      |           |                          |     |                  |    |                      |     | 1545      | 1600 | 0.25 | 21              | SAFETY MEETING                                                   |                                             |                                                                     |  |  |  |  |
| 12                                    | 4 3/4 COLLAR  |    |  | 121     | 112.17     | JETS                |          | 7X     |            | 9.5              |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     | 1600      | 1630 | 0.50 | 6               | POOH TO RUN CEMENT PLUG FOR LOST CIRC. (F/C @ 739m,708m,436m,0m) |                                             |                                                                     |  |  |  |  |
| 6                                     | H.W.D.P.      |    |  | 121     | 57.14      | MUD MATERIALS ADDED |          |        |            | SOLIDS CONTROL   |  |              |                | CIRCULATION<br>PRESSURE<br>KPa |  | PUMP NO. 1              |           | PUMP NO. 2               |     | 1630             |    | 1900                 |     | 2.50      |      | 9    |                 | CUT OFF DRILLING LINE (PULL IN CSG. SLIP ON NEW LINE)            |                                             |                                                                     |  |  |  |  |
| 1                                     | X.O.          |    |  | 120     | .26        | PRODUCT             |          | AMOUNT |            | UNIT             |  | CENTRIFUGE   |                |                                |  | LINER<br>SIZE           |           | SPM                      |     | 1900             |    | 2000                 |     | 1.00      |      | 6    |                 | FINISH POOH F/C @ 264M,0M                                        |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | DEPTH OUT (m)       |          |        |            |                  |  | HOURS<br>RUN |                | INTAKE<br>DENSITY<br>( kg/m3 ) |  | OVER<br>FLOW<br>DENSITY |           | UNDER<br>FLOW<br>DENSITY |     | 5200             |    | 140                  |     | 90        |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | DEPTH IN (m)        |          | 436    |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | TOTAL DRILLED (m)   |          | 303    |            |                  |  | 12           |                | 1000                           |  | 1080                    |           | 1400                     |     | 1200             |    | @                    |     | 68        |      | @    |                 | 739                                                              |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | TOTAL HRS RUN       |          | 12.75  |            |                  |  | HOURS<br>RUN |                | INTAKE<br>DENSITY<br>( kg/m3 ) |  | OVER<br>FLOW<br>DENSITY |           | UNDER<br>FLOW<br>DENSITY |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | CUTTING STRUCTURE   |          |        |            |                  |  | 12           |                | 1000                           |  | 1080                    |           | 1400                     |     | DEPTH ( m )      |    | DEVIATION            |     | DIRECTION |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | T1                  |          | To     |            | MDC              |  | LOC          |                | BRG                            |  | GAGE                    |           | ODC                      |     | REASON<br>PULLED |    | TOTAL<br>RUN<br>m/Hr |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     | 661.80           |    | .50                  |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       | D.P.          |    |  | STANDS  |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |  |  |  |  |
|                                       | D.P.          |    |  | SINGLES |            | 476.67              |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             | SIDPP GUAGE AND MANIFOLD SET UP.REMOTE CHOKE IN MANIFOLD,AIR HORN   |  |  |  |  |
| 49                                    | KELLY DOWN    |    |  |         |            | 11.30               |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             | PVT FOR PROPER ACCURACY,PIPE SLIPS                                  |  |  |  |  |
| TOTAL                                 |               |    |  |         |            | 739.66              |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
| WT. OF D.C.                           |               | 21 |  |         |            | HOLE CONDITION      |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
| WT. OF STRING                         |               | 27 |  |         |            | TORQUE AT BOTTOM    |          | 0      |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            | FILL ON BOTTOM (m)  |          | 0      |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |
|                                       |               |    |  |         |            |                     |          |        |            |                  |  |              |                |                                |  |                         |           |                          |     |                  |    |                      |     |           |      |      |                 |                                                                  |                                             |                                                                     |  |  |  |  |

| <b>DAY TOUR</b>  |                     |         | <b>FROM</b>    | <b>800</b> | <b>TO</b> | <b>2000</b> | <b>INJURIES</b> |            |           |
|------------------|---------------------|---------|----------------|------------|-----------|-------------|-----------------|------------|-----------|
| <b>CREW</b>      | <b>SOC INS. NO.</b> |         | <b>NAME</b>    |            |           | <b>HRS</b>  |                 | <b>YES</b> | <b>NO</b> |
| DRILLER          |                     |         | DEAN PODOLSKI  |            |           | 12.00       |                 |            | DP        |
| DERRICKHAND      |                     |         | NEIL HALFE     |            |           | 12.00       |                 |            | NH        |
| MOTOR HAND       |                     |         | KIRK LYLYK     |            |           | 12.00       |                 |            | KL        |
| FLOORHAND        |                     |         | VOYTO DURECH   |            |           | 12.00       |                 |            | VD        |
| FLOORHAND        |                     |         | DARRELL IZZARD |            |           | 12.00       |                 |            | DI        |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |
| RATE SCHEDULE    | X                   | REGULAR |                | REPAIR     |           |             |                 | INVERT     |           |
| CREW SAFETY DAYS |                     |         | DRIVERS        |            |           |             |                 |            |           |
|                  |                     |         | DARRELL IZZARD |            |           |             |                 |            |           |
|                  |                     |         |                |            |           |             |                 |            |           |

[illegible]

| <b>EVENING TOUR</b>     |                     | <b>FROM</b>    | <b>2000</b> | <b>TO</b> | <b>2400</b> | <b>INJURIES</b> |           |
|-------------------------|---------------------|----------------|-------------|-----------|-------------|-----------------|-----------|
| <b>CREW</b>             | <b>SOC INS. NO.</b> | <b>NAME</b>    |             |           | <b>HRS</b>  | <b>YES</b>      | <b>NO</b> |
| DRILLER                 |                     | RYAN OXNER     |             |           | 4.00        |                 | RO        |
| DERRICK HAND            |                     | PETER MATUSKA  |             |           | 4.00        |                 | PM        |
| MOTORHAND               |                     | CHRIS HUNNEMAN |             |           | 4.00        |                 | CH        |
| FLOOR HAND              |                     | IVAN CINDRIC   |             |           | 4.00        |                 | IC        |
| FLOORHAND               |                     | RANDAL ROCHAT  |             |           | 4.00        |                 | RR        |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |
| RATE SCHEDULE           | X                   | REGULAR        |             | REPAIR    |             | INVERT          |           |
| <b>CREW SAFETY DAYS</b> |                     | DRIVERS        |             |           |             |                 |           |
|                         |                     | RANDAL ROCHAT  |             |           |             |                 |           |
|                         |                     |                |             |           |             |                 |           |



|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1.) Daily Walk Around Inspection
- ( 2.) Detailed Inspection - Weekly ( Using Check List )
- ( 3.) H2S Signs Posted if Required
- ( 4.) Well Licence & Stick Diagram Posted
- ( 5.) Flare Lines Staked
- ( 6.) BOP Drills Performed
- ( 7.) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1.) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )
- ( 3.) Mast Inspection before Raising or Lowering
- ( 4.) Crown Saver Checked
- ( 5.) Motor Kills Checked

|         |    |                  |                    |        |      |     |         |                                         |
|---------|----|------------------|--------------------|--------|------|-----|---------|-----------------------------------------|
| OPR R M |    | YEAR             | 2007               | MONTH  | 2    | DAY | 23      | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR      | TE | RIG NO           | 129                |        |      |     |         |                                         |
| NR      | TE | FUEL @ 03:00 HRS |                    |        |      |     |         |                                         |
| NR      | TE | RIG              | 10400              | BOILER | 1900 |     |         |                                         |
| NR      | TE |                  |                    |        |      |     |         |                                         |
| NR      | TE | WEATHER          | TEMPERATURE        |        |      | DP  | DC / DP |                                         |
|         |    |                  | -28                |        |      |     | SIZE    |                                         |
|         |    |                  | CURRENT CONDITIONS |        |      |     |         |                                         |
|         |    |                  | COLD               |        |      | DC  | 152     |                                         |
|         |    |                  | WIND DIRECTION     |        |      | DC  | 121     |                                         |
|         |    | N.E.             |                    |        |      |     |         |                                         |
|         |    | ROAD CONDITION   |                    |        | DP   | 101 |         |                                         |
|         |    | ICE              |                    |        |      |     |         |                                         |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE           |             |               | GRADE     | NO. OF JOINTS | TOTAL LENGTH      | KB TO CSG HEAD | SET AT (m)    |
|--------------|------------------|-----------------|----------------|-------------|---------------|-----------|---------------|-------------------|----------------|---------------|
| 219.1        | 205.9            | 35.72           | IPSCO          |             |               | J55       | 32            | 436.48            | 4              | 436           |
| 139.7        | 125.73           | 23.07           | IPSCO          |             |               | J55       |               |                   | 4              |               |
| MASS         | GRADE            | MINIMUM I.D.    | J.T. INT. O.D. | TYPE THREAD | NO. OF JOINTS | PUMP TYPE |               | PUMP MANUFACTURER |                | STROKE LENGTH |
| 122          | STD              | 58              | 150            | 4" H90      | 4             | BPMMP     |               | EMSCO             |                | 229           |
| 69.5         |                  | 57              | 123            | 3" 1/2 IF   | 16            | F-800     |               |                   |                |               |
| 21.4         | E                | 66              | 127            | 4" FH       | 154           |           |               |                   |                |               |

|                         |  |                     |  |                       |  |       |  |
|-------------------------|--|---------------------|--|-----------------------|--|-------|--|
| PUD DATE                |  | 2007/02/18          |  | TIME                  |  | 09:45 |  |
| ING RELEASE             |  |                     |  | TIME                  |  |       |  |
| WELL TYPE               |  | VERT.               |  | RE-ENTRY              |  | NO    |  |
| PERATOR'S AFE           |  | 07N710027           |  |                       |  |       |  |
| ELLY BSHG               |  | .33                 |  | OP FUEL               |  |       |  |
| CONTRACTOR'S JOB NUM    |  | 750                 |  |                       |  |       |  |
| OUR SHEET SERIAL NUM    |  | PREC12N_20070223_1C |  |                       |  |       |  |
| VENDOR SOFTWARE VERSION |  |                     |  | EDR 3-2-4 HF2 ETS 2.2 |  |       |  |



## PASON DATAHUB

| CODE NO. | 1                | 2            | 3       | 4      | 5        | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          |        | RENTALS / SERVICES |  |  | MORN | DAY | EVE |
|----------|------------------|--------------|---------|--------|----------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|----|--------|-----------------|--------|----------|--------|--------------------|--|--|------|-----|-----|
|          | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOSS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |    |        | NO.             | TYPE   | BRANDT   | TYPE   | IT38 LOADER        |  |  |      |     |     |
| MORN     |                  |              |         |        | 0.5      | 1.5   | 0.25        |            |                    |             |               | 1.0              | 1.25           |                  |             |                |           |                |         |           | 0.25           | 3.25 |      |    |    |    | 8.00   | SCREENS CHANGED | NO     | NEW/USED | USED   | CREW VEHICLE       |  |  |      |     |     |
| DAY      |                  |              |         |        | 0.25     | 4.75  | 0.25        |            |                    |             |               | 0.5              | 4.5            |                  |             |                |           |                |         |           | 0.25           |      | 1.5  |    |    |    | 12.00  | 180             | TOP    | 89       | TOP    |                    |  |  |      |     |     |
| EVE      |                  |              |         |        |          |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      | 3.5  |    |    |    | 4.00   | 180             | MIDDLE |          | MIDDLE |                    |  |  |      |     |     |
| TOTAL    |                  |              |         |        | 0.75     | 6.25  | 0.75        |            |                    |             |               | 1.50             | 5.75           |                  |             |                |           |                |         |           | 0.75           | 3.25 | 5.00 |    |    |    | 24.00  | 89              | BOTTOM |          | BOTTOM |                    |  |  |      |     |     |

| DRILLING CREW PAYROLL DATA |  |                         |  |                                            |  |                          |  |                 |  |
|----------------------------|--|-------------------------|--|--------------------------------------------|--|--------------------------|--|-----------------|--|
| WELL NAME & NO.            |  | PARA ET AL CAMERON L-73 |  | YEAR                                       |  | MONTH                    |  | DAY             |  |
|                            |  |                         |  | 2007                                       |  | 2                        |  | 23              |  |
| OPERATOR                   |  |                         |  | CONTRACTOR NAME                            |  |                          |  |                 |  |
| PARAMOUNT RESOURCES LTD.   |  |                         |  | PRECISION DRILLING, DIV OF PDC             |  |                          |  |                 |  |
| RIG MANAGER                |  |                         |  | RIG NO.                                    |  |                          |  |                 |  |
| TYLER ELL                  |  |                         |  | 129                                        |  |                          |  |                 |  |
| PROVINCE                   |  |                         |  | CAMP                                       |  | YES                      |  | NO              |  |
| N.W.T.                     |  |                         |  | <input checked="checked" type="checkbox"/> |  | <input type="checkbox"/> |  | RIG SAFETY DAYS |  |
|                            |  |                         |  |                                            |  |                          |  | 64              |  |

[illegible]

| MORNING TOUR     |              | FROM           | 0 | TO     | 800  | INJURIES |        |
|------------------|--------------|----------------|---|--------|------|----------|--------|
| CREW             | SOC INS. NO. | NAME           |   |        | HRS  |          | YES NO |
| DRIILLER         |              | RYAN OXNER     |   |        | 8.00 |          | RO     |
| DERRICK HAND     |              | PETER MATUSKA  |   |        | 8.00 |          | PM     |
| MOTORHAND        |              | CHRIS HUNNEMAN |   |        | 8.00 |          | CH     |
| FLOOR HAND       |              | IVAN CINDRIC   |   |        | 8.00 |          | IC     |
| FLOORHAND        |              | RANDAL ROCHAT  |   |        | 8.00 |          | RR     |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
| RIG MANAGER      |              | TYLER ELL      |   |        | 1.00 | DAY      | TE     |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
|                  |              |                |   |        |      |          |        |
| RATE SCHEDULE    | X            | REGULAR        |   | REPAIR |      |          | INVERT |
| CREW SAFETY DAYS |              | DRIVERS        |   |        |      |          |        |
|                  |              | RANDAL ROCHAT  |   |        |      |          |        |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |    |  |  | LENGTH  | BIT RECORD |                    |  |       |  | DAY TOUR |  |                     |  |                              | MUD RECORD |                         |  |                                |           | METRES DRILLED     |  |                      |    |               | TIME LOG |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|---------------------------------------|---------------|----|--|--|---------|------------|--------------------|--|-------|--|----------|--|---------------------|--|------------------------------|------------|-------------------------|--|--------------------------------|-----------|--------------------|--|----------------------|----|---------------|----------|------|------|------|-----------------|----------------------|-----------------------------------------------|---------------------------------------------------------------------|-------------------------------|--|--|--|
| 1                                     | BIT           |    |  |  | O.D.    | .29        | BIT NO.            |  | 2     |  |          |  | MUD TYPE            |  | H2O                          |            | WATER BASED             |  | X                              | OIL BASED |                    |  | FROM                 | TO | D-R-C         | RPM      | WOB  | FROM | TO   | ELAPSED<br>TIME | CODE                 | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS   |                                                                     |                               |  |  |  |
| 1                                     | TORSIONAL SUB |    |  |  | 195     | 2.85       | SIZE               |  | 200   |  |          |  | TIME                |  | 800                          |            | 1200                    |  | 1400                           |           |                    |  |                      |    |               |          |      | 800  | 815  | 0.25            | 7                    | RIG SERVICE (F/T ANNULAR CL 13 SEC OP 13 SEC) |                                                                     |                               |  |  |  |
| 4                                     | 6" DC         |    |  |  | 152     | 36.09      | IADC CODE          |  |       |  |          |  | DENSITY (kg/m3)     |  | 1000                         |            | 1000                    |  | 1000                           |           |                    |  |                      |    |               |          |      | 815  | 915  | 1.00            | 13                   | WAIT ON CEMENT FLOW CHECK NO LOSSES           |                                                                     |                               |  |  |  |
| 1                                     | X.O.          |    |  |  | 151     | .64        | MANUFACTURER       |  | VAREL |  |          |  | FUNNEL VISCOSITY    |  | 29                           |            | 29                      |  | 29                             |           |                    |  |                      |    |               |          |      | 915  | 945  | 0.50            | 6                    | RIH TO TAG CEMENT TAG @ 559m                  |                                                                     |                               |  |  |  |
| 4                                     | 4 3/4 COLLAR  |    |  |  | 121     | 37.12      | TYPE               |  | MKS65 |  |          |  | FLUID LOSS (cm3)    |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      | 945  | 1000 | 0.25            | 21                   | SAFETY MEETING WITH SANJAL AND RIG CREW       |                                                                     |                               |  |  |  |
| 1                                     | JAR           |    |  |  | 122     | 5.13       | SERIAL NO.         |  | 1786  |  |          |  | pH                  |  | 10                           |            | 10                      |  | 10                             |           |                    |  |                      |    |               |          |      | 1000 | 1030 | 0.50            | 12                   | CEMENT PLUG #3 WITH SNJAL                     |                                                                     |                               |  |  |  |
| 12                                    | 4 3/4 COLLAR  |    |  |  | 121     | 112.17     | JETS               |  | 7X    |  | 9.5      |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      | 1030 | 1100 | 0.50            | 6                    | POOH AND RACK BACK 7 STANDS IN DERRICK        |                                                                     |                               |  |  |  |
| 6                                     | H.W.D.P.      |    |  |  | 121     | 57.14      | DEPTH OUT (m)      |  |       |  |          |  | MUD MATERIALS ADDED |  | SOLIDS CONTROL               |            |                         |  | CIRCULATION<br>PRESSURE<br>kPa |           | PUMP NO. 1         |  | PUMP NO. 2           |    |               |          | 1100 | 1115 | 0.25 | 5               | CIRCULATE BOTTOMS UP |                                               |                                                                     |                               |  |  |  |
| 1                                     | X.O.          |    |  |  | 120     | .26        | DEPTH IN (m)       |  | 436   |  |          |  | PRODUCT             |  | AMOUNT                       |            | UNIT                    |  | CENTRIFUGE                     |           | LINER<br>SIZE      |  | SPM                  |    | LINER<br>SIZE |          | SPM  |      | 1115 | 1245            | 1.50                 | 13                                            | WAIT ON CEMENT FLOW CHECK NO LOSSES                                 |                               |  |  |  |
|                                       |               |    |  |  |         |            | TOTAL DRILLED (m)  |  | 303   |  |          |  | HOURS<br>RUN        |  | INTAKE<br>DENSITY<br>(kg/m3) |            | OVER<br>FLOW<br>DENSITY |  | UNDER<br>FLOW<br>DENSITY       |           | 1020               |  | 140                  |    | 100           |          |      |      | 1245 | 1300            | 0.25                 | 6                                             | RIH TO TAG CEMENT @ 476m                                            |                               |  |  |  |
|                                       |               |    |  |  |         |            | TOTAL HRS RUN      |  | 12.75 |  |          |  |                     |  |                              |            |                         |  |                                |           | REDUCED PUMP SPEED |  |                      |    |               |          |      |      | 1300 | 1530            | 2.50                 | 6                                             | POOH LAY OUT 50 SINGLES OF PIPE AND 4 STANDS IN DERRICK             |                               |  |  |  |
|                                       |               |    |  |  |         |            | CUTTING STRUCTURE  |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           | 420                |  | @                    |    | 68            |          | @    |      | 430  | 1530            | 1630                 | 1.00                                          | 6                                                                   | RIH WITH BHA AND DRILL STRING |  |  |  |
|                                       |               |    |  |  |         |            | Ti                 |  | To    |  | MDC      |  | LOC                 |  | BRG                          |            | GAGE                    |  | ODC                            |           | REASON<br>PULLED   |  | TOTAL<br>RUN<br>m/HR |    |               |          |      |      | 1630 | 1830            | 2.00                 | 13                                            | WAIT ON CEMENT (DRILL OUT CEMENT @ 18:30)                           |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           | DEPTH ( m )        |  | DEVIATION            |    | DIRECTION     |          |      |      | 1830 | 2000            | 1.50                 | 23                                            | DRILL OUT CEMENT                                                    |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      | 2000 |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       | D.P.          |    |  |  | STANDS  |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |                               |  |  |  |
|                                       | D.P.          |    |  |  | SINGLES |            | 476.67             |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               | SIDPP GUAGE AND MANIFOLD VALVES                                     |                               |  |  |  |
| 49                                    | KELLY DOWN    |    |  |  |         |            | 11.30              |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
| TOTAL                                 |               |    |  |  |         |            | 739.66             |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
| WT. OF D.C.                           |               | 21 |  |  |         |            | HOLE DRAG          |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
| WT. OF STRING                         |               | 27 |  |  |         |            | TORQUE AT BOTTOM   |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            | FILL ON BOTTOM (m) |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |
|                                       |               |    |  |  |         |            |                    |  |       |  |          |  |                     |  |                              |            |                         |  |                                |           |                    |  |                      |    |               |          |      |      |      |                 |                      |                                               |                                                                     |                               |  |  |  |

| DAY TOUR                |              | FROM           | 800 | TO     | 2000  | INJURIES |           |
|-------------------------|--------------|----------------|-----|--------|-------|----------|-----------|
| CREW                    | SOC INS. NO. | NAME           |     |        | HRS   |          | YES<br>NO |
| DRIILLER                |              | DEAN PODOLSKI  |     |        | 12.00 |          | DP        |
| DERRICKHAND             |              | NEIL HALFE     |     |        | 12.00 |          | NH        |
| MOTOR HAND              |              | KIRK LYLYK     |     |        | 12.00 |          | KL        |
| FLOORHAND               |              | VOYTO DURECH   |     |        | 12.00 |          | VD        |
| FLOORHAND               |              | DARRELL IZZARD |     |        | 12.00 |          | DI        |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |
| RATE SCHEDULE           | X            | REGULAR        |     | REPAIR |       |          | INVERT    |
| <b>CREW SAFETY DAYS</b> |              | DRIVERS        |     |        |       |          |           |
|                         |              | DARRELL IZZARD |     |        |       |          |           |
|                         |              |                |     |        |       |          |           |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |  |    | LENGTH  | BIT RECORD |                    |                  |     | EVENING TOUR |                     |      |        | MUD RECORD       |                      |                                |                         | METRES DRILLED           |                                |               |            |               | TIME LOG   |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|---------------------------------------|---------------|--|----|---------|------------|--------------------|------------------|-----|--------------|---------------------|------|--------|------------------|----------------------|--------------------------------|-------------------------|--------------------------|--------------------------------|---------------|------------|---------------|------------|-------------------|-----|------|------|-----------------|------|--------------------------------------------------|-----------------|--|------|------|--|--|--|
| 1                                     | BIT           |  |    | O.D.    | 29         | BIT NO.            | 2                |     |              | MUD TYPE            |      | H2O    |                  | WATER BASED          |                                | X                       | OIL BASED                |                                |               | FROM       | TO            | D-R-C      | RPM               | WOB | FROM | TO   | ELAPSED<br>TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS      |                 |  |      |      |  |  |  |
| 1                                     | TORSIONAL SUB |  |    | 195     | 2.85       | SIZE               | 200              |     |              | TIME                |      |        |                  | 2000                 | 2200                           | 2400                    |                          |                                |               |            |               |            |                   |     | 2000 | 2015 | 0.25            | 7    | RIG SERVICE ( F/T ANNULAR CL 12 SEC OP 13 SEC )  |                 |  |      |      |  |  |  |
| 4                                     | 6" DC         |  |    | 152     | 36.09      | IADC CODE          |                  |     |              | DENSITY (kg/m3 )    |      | 1000   |                  | 1000                 | 1000                           |                         |                          |                                |               |            |               |            |                   |     | 2015 | 2345 | 3.50            | 23   | DRILL OUT CEMENT                                 |                 |  |      |      |  |  |  |
| 1                                     | X.O.          |  |    | 151     | .64        | MANUFACTURER       | VAREL            |     |              | FUNNEL VISCOSITY    |      | 29     |                  | 29                   | 29                             |                         |                          |                                |               |            |               |            |                   |     | 2345 | 2400 | 0.25            | 21   | SAFETY MEETING ( WORKING UNDER SUSPENDED LOADS ) |                 |  |      |      |  |  |  |
| 4                                     | 4 3/4 COLLAR  |  |    | 121     | 37.12      | TYPE               | MKS65            |     |              | FLUID LOSS (cm3 )   |      |        |                  |                      |                                |                         |                          |                                |               |            |               |            |                   |     | 2400 |      |                 |      |                                                  |                 |  |      |      |  |  |  |
| 1                                     | JAR           |  |    | 122     | 5.13       | SERIAL NO.         | 1786             |     |              | pH                  |      | 10     |                  | 10                   | 10                             |                         |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
| 12                                    | 4 3/4 COLLAR  |  |    | 121     | 112.17     | JETS               | 7X 9.5           |     |              | MUD MATERIALS ADDED |      |        |                  | SOLIDS CONTROL       |                                |                         |                          | CIRCULATION<br>PRESSURE<br>kPa |               | PUMP NO. 1 |               | PUMP NO. 2 |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
| 6                                     | H.W.D.P.      |  |    | 121     | 57.14      |                    |                  |     |              | PRODUCT             |      | AMOUNT | UNIT             | CENTRIFUGE           |                                |                         |                          |                                | LINER<br>SIZE | SPM        | LINER<br>SIZE | SPM        |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
| 1                                     | X.O.          |  |    | 120     | .26        | DEPTH OUT (m)      |                  |     |              |                     |      |        |                  | HOURS<br>RUN         | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | 2800                           | 140           | 100        |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            | DEPTH IN (m)       | 436              |     |              |                     |      |        |                  | 4                    | 1020                           | 1000                    | 1320                     | REDUCED PUMP SPEED             |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            | TOTAL DRILLED (m)  | 303              |     |              |                     |      |        |                  | HOURS<br>RUN         | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | 1100                           | @             | 68         | @             | 570        | DEVIATION SURVEYS |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            | TOTAL HRS RUN      | 12.75            |     |              |                     |      |        |                  | 4                    | 1020                           | 1000                    | 1320                     | DEPTH ( m )                    |               | DEVIATION  |               | DIRECTION  |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            | CUTTING STRUCTURE  |                  |     |              |                     |      |        |                  |                      |                                |                         |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            | TI                 | To               | MDC | LOC          | BRG                 | GAGE | ODC    | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR | BOILERS                        |                         |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       |               |  |    |         |            |                    |                  |     |              |                     |      |        |                  |                      | 1                              | 2                       |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       | D.P.          |  |    | STANDS  |            |                    |                  |     |              |                     |      |        |                  |                      | HRS RUN                        | 4                       | HRS RUN                  | 0                              |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       | D.P.          |  |    | SINGLES |            | 476.67             | HOLE CONDITION   |     |              |                     |      |        |                  |                      | BOILER<br>pH                   | 11                      | BOILER<br>pH             |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
| 49                                    | KELLY DOWN    |  |    |         |            | 11.30              | HOLE DRAG        |     |              |                     | 0    |        |                  |                      |                                |                         |                          | DRILLER SIGNATURE              |               |            |               |            | SPECIAL<br>EVENT  |     |      |      |                 |      |                                                  | SAFETY TOPIC    |  | MEHL | MACP |  |  |  |
|                                       | TOTAL         |  |    |         |            | 739.66             | TORQUE AT BOTTOM |     |              |                     | 0    |        |                  |                      |                                |                         |                          | RYAN OXNER                     |               |            |               |            | TIME / DEPTH      |     |      |      |                 |      |                                                  | SUSPENDED LOADS |  | 27   | 7146 |  |  |  |
|                                       | WT. OF D.C.   |  | 21 |         |            | FILL ON BOTTOM (m) |                  |     |              | 0                   |      |        |                  | STACK<br>TEMP        | 525                            | STACK<br>TEMP           |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |
|                                       | WT. OF STRING |  | 27 |         |            |                    |                  |     |              |                     |      |        |                  |                      |                                |                         |                          |                                |               |            |               |            |                   |     |      |      |                 |      |                                                  |                 |  |      |      |  |  |  |

[illegible]



|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|           |  |                    |      |  |                  |   |      |     |    |        |                                         |
|-----------|--|--------------------|------|--|------------------|---|------|-----|----|--------|-----------------------------------------|
| OPR I R M |  | YEAR               | 2007 |  | MONTH            | 2 |      | DAY | 24 |        | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR TE     |  | RIG NO             | 129  |  | FUEL @ 08:00 HRS |   |      |     |    |        |                                         |
| NR TE     |  | RIG                | 5600 |  | BOILER           |   | 2500 |     |    |        |                                         |
| NR TE     |  | TEMPERATURE        |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  | CURRENT CONDITIONS |      |  |                  |   |      |     |    | DC/ DP |                                         |
| NR TE     |  | COLD               |      |  |                  |   |      |     |    | DC     | 152                                     |
| NR TE     |  | WIND DIRECTION     |      |  |                  |   |      |     |    | DC     | 121                                     |
| NR TE     |  | N E                |      |  |                  |   |      |     |    | DP     | 101                                     |
| NR TE     |  | ROAD CONDITION     |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  | ICE                |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  | WEATHER            |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
| NR TE     |  |                    |      |  |                  |   |      |     |    |        |                                         |
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| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070224_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| CODE NO. |       | 1                | 2            | 3        | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |       |             |      | RENTALS / SERVICES |  |  |  | MORN | DAY | EVE |
|----------|-------|------------------|--------------|----------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|------|----|----|--------|-----------------|-------|-------------|------|--------------------|--|--|--|------|-----|-----|
|          |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING  | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |      |    |    |        |                 | No. 1 | TYPE BRANDT | TYPE | IT38 LOADER        |  |  |  |      |     |     |
|          |       | SCREENS CHANGED  | NO           | NEW USED | USED   | CREW VEHICLE    |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |      |    |    |        |                 |       |             |      |                    |  |  |  |      |     |     |
| TIME     | MORN  |                  | 2.5          |          |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    | 4.5  |    |    |        | 8.00            |       |             |      |                    |  |  |  |      |     |     |
|          | DAY   |                  | 9.25         |          |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |      |    |    |        | 12.00           |       |             |      |                    |  |  |  |      |     |     |
|          | EVE   |                  | 3.0          |          |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |      |    |    |        | 4.00            |       |             |      |                    |  |  |  |      |     |     |
|          | TOTAL |                  | 14.75        |          |        |                 |       | 0.75        |            |                    | 3.25        |               |                  |                |                  |             |                |           |                |         |           | 0.75           |    |    | 4.50 |    |    |        | 24.00           |       |             |      |                    |  |  |  |      |     |     |
|          |       |                  |              |          |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |      |    |    |        | 89              |       |             |      |                    |  |  |  |      |     |     |

| DRILLING CREW PAYROLL DATA |  |                                                                     |                 |         |     |
|----------------------------|--|---------------------------------------------------------------------|-----------------|---------|-----|
| WELL NAME & NO.            |  | YEAR                                                                |                 | MONTH   | DAY |
| PARA ET AL CAMERON L-73    |  | 2007                                                                |                 | 2       | 24  |
| OPERATOR                   |  | CONTRACTOR NAME                                                     |                 |         |     |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC                                      |                 |         |     |
| RIG MANAGER                |  |                                                                     |                 | RIG NO. |     |
| TYLER ELL                  |  |                                                                     |                 | 129     |     |
| PROVINCE                   |  | CAMP                                                                | RIG SAFETY DAYS |         |     |
| N.W.T.                     |  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | 65              |         |     |

| NO. |  | DRILLING ASSEMBLY<br>(AT END OF TOUR) |         | LENGTH | BIT RECORD           |       |     |     |     |      |     | MORNING TOUR        |                   | MUD RECORD        |                |                                                 |                           | METRES DRILLED                     |                    |                                 |                              |                                                                                  | TIME LOG |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|-----|--|---------------------------------------|---------|--------|----------------------|-------|-----|-----|-----|------|-----|---------------------|-------------------|-------------------|----------------|-------------------------------------------------|---------------------------|------------------------------------|--------------------|---------------------------------|------------------------------|----------------------------------------------------------------------------------|----------|-----|------------------------------------------------------------------------------------------|------|-----------------------|-------------------------------------------------|---------------------------------------------|--------------|--|------|------|
|     |  | BIT                                   | O.D.    | .29    | BIT NO.              | 2     |     |     |     |      |     |                     | MUD TYPE          | FLOC              |                | WATER BASED <input checked="" type="checkbox"/> |                           | OIL BASED <input type="checkbox"/> |                    | FROM                            | TO                           | D-R-C                                                                            | RPM      | WOB | FROM                                                                                     | TO   | ELAPSED TIME          | CODE                                            | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |              |  |      |      |
| 1   |  | TORSIONAL SUB                         | 195     | 2.85   | SIZE                 | 200   |     |     |     |      |     |                     | TIME              |                   |                | 200                                             | 400                       | 600                                | 739                | 817                             | D                            | 110                                                                              | 6        | 0   | 015                                                                                      | 0.25 | 7                     | RIG SERVICE ( F/T PIPE RAMS CL 2 SEC OP 2 SEC ) |                                             |              |  |      |      |
| 4   |  | 6' DC                                 | 152     | 36.09  | IADC CODE            |       |     |     |     |      |     | DENSITY (kg/m3)     | 1000              |                   | 1000           | 1000                                            |                           |                                    |                    |                                 |                              |                                                                                  | 015      | 445 | 4.50                                                                                     | 23   | DRILL OUT CEMENT PLUG |                                                 |                                             |              |  |      |      |
| 1   |  | X.O.                                  | 151     | .64    | MANUFACTURER         | VAREL |     |     |     |      |     |                     | FUNNEL VISCOSITY  | 29                |                | 29                                              | 29                        |                                    |                    |                                 |                              |                                                                                  |          | 445 | 500                                                                                      | 0.25 | 21                    | SAFETY MEETING ( MOUSEHOLE CONNECTIONS )        |                                             |              |  |      |      |
| 4   |  | 4 3/4 COLLAR                          | 121     | 37.12  | TYPE                 | MKS65 |     |     |     |      |     |                     | FLUID LOSS (cm3 ) |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          | 500 | 730                                                                                      | 2.50 | 2                     | DRILL ACTUAL FROM 739M TO 817M                  |                                             |              |  |      |      |
| 1   |  | JAR                                   | 122     | 5.13   | SERIAL NO.           | 1786  |     |     |     |      |     |                     | pH                | 10                |                | 10                                              | 10                        |                                    |                    |                                 |                              |                                                                                  |          | 730 | 800                                                                                      | 0.50 | 10                    | DEVIATION SURVEY ( ACCUM )                      |                                             |              |  |      |      |
| 12  |  | 4 3/4 COLLAR                          | 121     | 112.17 | JETS                 | 7X    |     | 9.5 |     |      |     | MUD MATERIALS ADDED |                   |                   | SOLIDS CONTROL |                                                 |                           | CIRCULATION PRESSURE KPa           | PUMP NO. 1         |                                 | PUMP NO. 2                   |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
| 6   |  | H.W.D.P.                              | 121     | 57.14  |                      |       |     |     |     |      |     | PRODUCT             | AMOUNT            | UNIT              | CENTRIFUGE     |                                                 |                           | LINER SIZE                         | SPM                | LINER SIZE                      | SPM                          |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
| 1   |  | X.O.                                  | 120     | .26    |                      |       |     |     |     |      |     | ALCOMER 121         | 2                 | PAILS             | HOURS RUN      | INTAKE DENSITY (kg/m3 )                         | OVER FLOW DENSITY         | UNDER FLOW DENSITY                 | 3300               | 140                             | 109                          |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     | SAWDUST             | 40                | SX                |                |                                                 |                           |                                    | REDUCED PUMP SPEED |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | DEPTH OUT (m)        |       |     |     |     |      |     |                     | CALCIUM NITRATE   | 2                 | SX             | 8                                               | 1010                      | 1000                               | 1410               | 1200 @ 68 @ 657                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | DEPTH IN (m)         | 436   |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    | DEVIATION SURVEYS               |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | TOTAL DRILLED (m)    | 381   |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    | DEPTH ( m ) DEVIATION DIRECTION |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | TOTAL HRS RUN        | 15.25 |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    | 749                             | .75                          |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | CUTTING STRUCTURE    |       |     |     |     |      |     |                     |                   |                   |                |                                                 | BOILERS                   |                                    |                    |                                 |                              |                                                                                  |          |     | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, FLARE AND DEGASSER LINES, AIR HORN |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | TI                   | To    | MDC | LOC | BRG | GAGE | ODC | REASON PULLED       | TOTAL RUN m/HR    | 1 2               |                |                                                 |                           |                                    |                    |                                 |                              | TONG LINES AND DIES, TUGGER LINES AND HOOKS, MANIFOLD CONFIG BOP'S ACCUM HYD LVL |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  | D.P.                                  | STANDS  |        |                      |       |     |     |     |      |     |                     | 25                | HRS RUN 8 HRS RUN |                |                                                 |                           |                                    |                    |                                 |                              | REMOTE CHOKE, DP SLIPS                                                           |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
| 57  |  | D.P.                                  | SINGLES |        | 554.44               |       |     |     |     |      |     |                     |                   |                   |                |                                                 | BOILER pH 11 BOILER pH    |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  | KELLY DOWN                            |         |        | 11.30                |       |     |     |     |      |     |                     |                   |                   |                |                                                 | STACK TEMP 300 STACK TEMP |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  | TOTAL                                 |         |        | 817.43               |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 | DRILLER SIGNATURE RYAN OXNER |                                                                                  |          |     | SPECIAL EVENT                                                                            |      |                       |                                                 |                                             | SAFETY TOPIC |  | MEHL | MACP |
|     |  | WT. OF D.C.                           | 21      |        | HOLE DRAG 0          |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  | WT. OF STRING                         | 29      |        | TORQUE AT BOTTOM 0   |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        | FILL ON BOTTOM (m) 0 |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |
|     |  |                                       |         |        |                      |       |     |     |     |      |     |                     |                   |                   |                |                                                 |                           |                                    |                    |                                 |                              |                                                                                  |          |     |                                                                                          |      |                       |                                                 |                                             |              |  |      |      |

| MORNING TOUR     |  | FROM         |         | 0              | TO     |  | 800  | INJURIES |        |    |
|------------------|--|--------------|---------|----------------|--------|--|------|----------|--------|----|
| CREW             |  | SOC INS. NO. |         | NAME           |        |  | HRS  |          | YES    | NO |
| DRILLER          |  |              |         | RYAN OXNER     |        |  | 8.00 |          |        | RO |
| DERRICK HAND     |  |              |         | PETER MATUSKA  |        |  | 8.00 |          |        | PM |
| MOTORHAND        |  |              |         | CHRIS HUNNEMAN |        |  | 8.00 |          |        | CH |
| FLOOR HAND       |  |              |         | IVAN CINDRIC   |        |  | 8.00 |          |        | IC |
| FLOORHAND        |  |              |         | RANDAL ROCHAT  |        |  | 8.00 |          |        | RR |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
| RIG MANAGER      |  |              |         | TYLER ELL      |        |  | 1.00 | DAY      |        | TE |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
|                  |  |              |         |                |        |  |      |          |        |    |
| RATE SCHEDULE    |  | X            | REGULAR |                | REPAIR |  |      |          | INVERT |    |
| CREW SAFETY DAYS |  |              |         | DRIVERS        |        |  |      |          |        |    |
|                  |  |              |         | RANDAL ROCHAT  |        |  |      |          |        |    |

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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines
- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safety Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|     |    |                                                                                                             |      |                  |   |     |    |                             |                |    |     |
|-----|----|-------------------------------------------------------------------------------------------------------------|------|------------------|---|-----|----|-----------------------------|----------------|----|-----|
| OPR | TE | YEAR                                                                                                        | 2007 | MONTH            | 2 | DAY | 25 | LAST CASING TUBING OR LINER |                |    |     |
| NR  | TE | RIG NO.                                                                                                     | 129  | FUEL @ 08:00 HRS |   |     |    |                             |                |    |     |
| NR  | TE | RIC                                                                                                         | 4000 | BOILER 2400      |   |     |    |                             |                |    |     |
| NR  | TE | TEMPERATURE<br>-22<br>CURRENT CONDITIONS<br>COLD<br><br>WIND DIRECTION<br>N.E.<br><br>ROAD CONDITION<br>ICE |      |                  |   |     |    |                             | DC/ DP<br>SIZE |    |     |
| NR  | TE |                                                                                                             |      |                  |   |     |    |                             | WEATHER        | DC | 152 |
| TE  |    |                                                                                                             |      |                  |   |     |    |                             |                | DP | 121 |
| TE  |    |                                                                                                             | DP   | 101              |   |     |    |                             |                |    |     |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070225_1C   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | SHALE SHAKER(S) |                 | RENTALS / SERVICES |          | MORN | DAY    | EVE |             |      |              |  |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|-----------------|-----------------|--------------------|----------|------|--------|-----|-------------|------|--------------|--|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS          | NO. 1           | TYPE BRANDT        | TYPE     |      |        |     | IT38 LOADER |      |              |  |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |                 | SCREENS CHANGED | NO                 | NEW/USED |      |        |     |             | USED | CREW VEHICLE |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |                 |                 |                    |          |      |        |     |             |      |              |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |                 |                 |                    |          |      |        |     |             |      |              |  |
| MORN         |                  | 7.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |                 | 8.00            |                    |          |      |        |     |             |      |              |  |
| DAY          |                  | 9.5          |         |        |                 |       | 0.25        |            |                    | 2.0         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |                 | 12.00           | 180                | TOP      | 89   | TOP    |     |             |      |              |  |
| EVE          |                  | 3.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |                 | 4.00            | 180                | MIDDLE   |      | MIDDLE |     |             |      |              |  |
| TOTAL        |                  | 20.50        |         |        |                 |       | 0.75        |            |                    | 2.00        |               |                  |                |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |    |                 | 24.00           | 89                 | BOTTOM   |      | BOTTOM |     |             |      |              |  |

| DRILLING CREW PAYROLL DATA |  |                                |                                         |                             |                 |
|----------------------------|--|--------------------------------|-----------------------------------------|-----------------------------|-----------------|
| WELL NAME & NO.            |  |                                | YEAR                                    | MONTH                       | DAY             |
| PARA ET AL CAMERON L-73    |  |                                | 2007                                    | 2                           | 25              |
| OPERATOR                   |  | CONTRACTOR NAME                |                                         |                             |                 |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC |                                         |                             |                 |
| RIG MANAGER                |  |                                | RIG NO.                                 |                             |                 |
| TYLER ELL                  |  |                                | 129                                     |                             |                 |
| PROVINCE                   |  | CAMP                           | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | RIG SAFETY DAYS |
| N.W.T.                     |  |                                |                                         |                             | 66              |

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| MORNING TOUR     |              | FROM           | 0 | TO     | 800 | INJURIES |    |
|------------------|--------------|----------------|---|--------|-----|----------|----|
| CREW             | SOC INS. NO. | NAME           |   | HRS    |     | YES      | NO |
| DRILLER          |              | RYAN OXNER     |   | 8.00   |     |          | RO |
| DERRICK HAND     |              | PETER MATUSKA  |   | 8.00   |     |          | PM |
| MOTORHAND        |              | CHRIS HUNNEMAN |   | 8.00   |     |          | CH |
| FLOOR HAND       |              | IVAN CINDRIC   |   | 8.00   |     |          | IC |
| FLOORHAND        |              | RANDAL ROCHAT  |   | 8.00   |     |          | RR |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
| RIG MANAGER      |              | TYLER ELL      |   | 1.00   | DAY |          | TE |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
|                  |              |                |   |        |     |          |    |
| RATE SCHEDULE    | X            | REGULAR        |   | REPAIR |     | INVERT   |    |
| CREW SAFETY DAYS |              | DRIVERS        |   |        |     |          |    |
|                  |              | RANDAL ROCHAT  |   |        |     |          |    |

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| DAY TOUR         |              | FROM           | 800 | TO     | 2000 | INJURIES |    |
|------------------|--------------|----------------|-----|--------|------|----------|----|
| CREW             | SOC INS. NO. | NAME           |     | HRS    |      | YES      | NO |
| DRILLER          |              | DEAN PODOLSKI  |     | 12.00  |      |          | DP |
| DERRICKHAND      |              | NEIL HALFE     |     | 12.00  |      |          | NH |
| MOTOR HAND       |              | KIRK LYLYK     |     | 12.00  |      |          | KL |
| FLOORHAND        |              | VOYTO DURECH   |     | 12.00  |      |          | VD |
| FLOORHAND        |              | DARRELL IZZARD |     | 12.00  |      |          | DI |
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| RATE SCHEDULE    | X            | REGULAR        |     | REPAIR |      | INVERT   |    |
| CREW SAFETY DAYS |              | DRIVERS        |     |        |      |          |    |
|                  |              | DARRELL IZZARD |     |        |      |          |    |
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| EVENING TOUR |  | FROM         |  | 2000           | TO |      | 2400 | INJURIES |    |
|--------------|--|--------------|--|----------------|----|------|------|----------|----|
| CREW         |  | SOC INS. NO. |  | NAME           |    | HRS  |      | YES      | NO |
| DRILLER      |  |              |  | RYAN OXNER     |    | 4.00 |      |          | RO |
| DERRICK HAND |  |              |  | PETER MATUSKA  |    | 4.00 |      |          | PM |
| MOTORHAND    |  |              |  | CHRIS HUNNEMAN |    | 4.00 |      |          | CH |
| FLOOR HAND   |  |              |  | IVAN CINDRIC   |    | 4.00 |      |          | IC |
| FLOORHAND    |  |              |  | RANDAL ROCHAT  |    | 4.00 |      |          | RR |
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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1.) Daily Walk Around Inspection
- ( 2.) Detailed Inspection - Weekly ( Using Check List )
- ( 3.) H2S Signs Posted if Required
- ( 4.) Well Licence & Stick Diagram Posted
- ( 5.) Flare Lines Staked
- ( 6.) BOP Drills Performed
- ( 7.) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1.) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2.) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3.) Mast Inspection before Raising or Lowering
- ( 4.) Crown Saver Checked
- ( 5.) Motor Kills Checked

|      |    |         |                                                                                                        |      |       |   |     |    |                                         |
|------|----|---------|--------------------------------------------------------------------------------------------------------|------|-------|---|-----|----|-----------------------------------------|
| OPDR | M  | TE      | YEAR                                                                                                   | 2007 | MONTH | 2 | DAY | 26 | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR   | TE | RIG NO  | FUEL @ 03:00 HRS                                                                                       |      |       |   |     |    |                                         |
| NR   | TE | RIG     | BOLLER                                                                                                 |      |       |   |     |    |                                         |
| NR   | TE | 11500   | 2400                                                                                                   |      |       |   |     |    |                                         |
| NR   | TE | WEATHER | TEMPERATURE<br>-17<br>CURRENT CONDITIONS<br>SNOWING<br>WIND DIRECTION<br>N.E.<br>ROAD CONDITION<br>ICE |      |       |   |     |    |                                         |
|      |    |         | DC/DP<br>SIZE                                                                                          |      |       |   |     |    | DC/DP<br>SIZE                           |
| TE   |    |         | DC                                                                                                     |      |       |   |     |    | 152                                     |
| TE   |    |         | DC                                                                                                     |      |       |   |     |    | 121                                     |
| TE   |    |         | DP                                                                                                     |      |       |   |     |    | 101                                     |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
|              |                  |                 |                 |                |                  |           |                   |                 |                   |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070226_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS |  | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | SHALE SHAKER(S) |                 | RENTALS / SERVICES |          |             |              | MORN | DAY | EVE |
|--------------|--|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|-----------------|-----------------|--------------------|----------|-------------|--------------|------|-----|-----|
|              |  | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS          | NO. 1           | TYPE BRANDT        | TYPE     |             |              |      |     |     |
|              |  | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |                 | SCREENS CHANGED | NO                 | NEW/USED | USED        |              |      |     |     |
|              |  |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |                 |                 |                    |          |             |              |      |     |     |
| MORN         |  |                  | 6.75         |         |        |                 |       | 0.25        |            | 0.75               |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 8.00            |                 |                    |          | IT38 LOADER |              |      |     |     |
| DAY          |  |                  | 11.5         |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 12.00           | 180             | TOP                | 89       | TOP         | CREW VEHICLE |      |     |     |
| EVE          |  |                  | 3.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         | 0.25      |                |    |    |    |    |    | 4.00            | 180             | MIDDLE             |          | MIDDLE      |              |      |     |     |
| TOTAL        |  |                  | 21.75        |         |        |                 |       | 0.75        |            | 0.75               |             |               |                  |                |                  |             |                |           |                |         | 0.75      |                |    |    |    |    |    | 24.00           | 89              | BOTTOM             |          | BOTTOM      |              |      |     |     |

| DRILLING CREW PAYROLL DATA |  |                                                |                             |         |                 |  |
|----------------------------|--|------------------------------------------------|-----------------------------|---------|-----------------|--|
| WELL NAME & NO.            |  |                                                | YEAR                        | MONTH   | DAY             |  |
| PARA ET AL CAMERON L-73    |  |                                                | 2007                        | 2       | 26              |  |
| OPERATOR                   |  | CONTRACTOR NAME                                |                             |         |                 |  |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC                 |                             |         |                 |  |
| RIG MANAGER                |  |                                                |                             | RIG NO. |                 |  |
| TYLER ELL                  |  |                                                |                             | 129     |                 |  |
| PROVINCE                   |  | CAMP                                           |                             |         | RIG SAFETY DAYS |  |
| N.W.T.                     |  | <input checked="checked" type="checkbox"/> YES | <input type="checkbox"/> NO |         | 67              |  |

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| MORNING TOUR     |              | FROM           | 0             | TO | 800  | INJURIES |     |    |        |
|------------------|--------------|----------------|---------------|----|------|----------|-----|----|--------|
| CREW             | SOC INS. NO. | NAME           |               |    | HRS  |          | YES | NO |        |
| DRILLER          |              | RYAN OXNER     |               |    | 8.00 |          |     | RO |        |
| DERRICK HAND     |              | PETER MATUSKA  |               |    | 8.00 |          |     | PM |        |
| MOTORHAND        |              | CHRIS HUNNEMAN |               |    | 8.00 |          |     | CH |        |
| FLOOR HAND       |              | IVAN CINDRIC   |               |    | 8.00 |          |     | IC |        |
| FLOORHAND        |              | RANDAL ROCHAT  |               |    | 8.00 |          |     | RR |        |
|                  |              |                |               |    |      |          |     |    |        |
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| RIG MANAGER      |              | TYLER ELL      |               |    | 1.00 | DAY      |     | TE |        |
|                  |              |                |               |    |      |          |     |    |        |
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| RATE SCHEDULE    |              | X              | REGULAR       |    |      | REPAIR   |     |    | INVERT |
| CREW SAFETY DAYS |              |                | DRIVERS       |    |      |          |     |    |        |
|                  |              |                | RANDAL ROCHAT |    |      |          |     |    |        |
|                  |              |                |               |    |      |          |     |    |        |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |  |  |      | LENGTH |              | BIT RECORD |       |  |     | DAY TOUR |                    |  |          | MUD RECORD |             |  |      | METRES DRILLED |      |  |      |      | TIME LOG |     |     |      |      |              |      |                                               |  |  |  |
|---------------------------------------|---------------|--|--|------|--------|--------------|------------|-------|--|-----|----------|--------------------|--|----------|------------|-------------|--|------|----------------|------|--|------|------|----------|-----|-----|------|------|--------------|------|-----------------------------------------------|--|--|--|
| 1                                     | BIT           |  |  | O.D. | .29    | BIT NO.      |            | 2     |  |     |          | MUD TYPE           |  | GEL-CHEM |            | WATER BASED |  | X    | OIL BASED      |      |  | FROM | TO   | D-R-C    | RPM | WOB | FROM | TO   | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS   |  |  |  |
| 1                                     | TORSIONAL SUB |  |  | 195  | 2.85   | SIZE         |            | 200   |  |     |          | TIME               |  |          |            | 1000        |  | 1400 |                | 1800 |  | 1303 | 1380 | D        | 110 | 6   | 800  | 815  | 0.25         | 7    | RIG SERVICE (F/T ANNULAR CL 13 SEC OP 12 SEC) |  |  |  |
| 4                                     | 6" DC         |  |  | 152  | 36.09  | IADC CODE    |            |       |  |     |          | DENSITY (kg/m3 )   |  | 1100     |            | 1120        |  | 1140 |                |      |  |      |      |          |     |     | 815  | 830  | 0.25         | 21   | SAFETY MEETING(WORKING WITH STEAM)            |  |  |  |
| 1                                     | X.O.          |  |  | 151  | .64    | MANUFACTURER |            | VAREL |  |     |          | FUNNEL VISCOSITY   |  | 48       |            | 47          |  | 50   |                |      |  |      |      |          |     |     | 830  | 2000 | 11.50        | 2    | DRILL ACTUAL FROM 1303m TO 1380m              |  |  |  |
| 4                                     | 4 3/4 COLLAR  |  |  | 121  | 37.12  | TYPE         |            | MKS65 |  |     |          | FLUID LOSS ( cm3 ) |  | 8        |            | 8           |  | 8.5  |                |      |  |      |      |          |     |     | 2000 |      |              |      |                                               |  |  |  |
| 1                                     | JAR           |  |  | 122  | 5.13   | SERIAL NO.   |            | 1786  |  |     |          | pH                 |  | 11       |            | 11          |  | 10.5 |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
| 12                                    | 4 3/4 COLLAR  |  |  | 121  | 112.17 |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
| 6                                     | H.W.D.P.      |  |  | 121  | 57.14  | JETS         |            | 7X    |  | 9.5 |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
| 1                                     | X.O.          |  |  | 120  | .26    |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |
|                                       |               |  |  |      |        |              |            |       |  |     |          |                    |  |          |            |             |  |      |                |      |  |      |      |          |     |     |      |      |              |      |                                               |  |  |  |

| DAY TOUR                |              | FROM           | 800 | TO     | 2000 | INJURIES |    |
|-------------------------|--------------|----------------|-----|--------|------|----------|----|
| CREW                    | SOC INS. NO. | NAME           |     |        | HRS  | YES      | NO |
| DRILLER                 |              | DEAN PODOLSKI  |     |        | 8.00 |          | DP |
| DERRICKHAND             |              | NEIL HALFE     |     |        | 8.00 |          | NH |
| MOTOR HAND              |              | KIRK LYLYK     |     |        | 8.00 |          | KL |
| FLOORHAND               |              | DARRELL IZZARD |     |        | 8.00 |          | DI |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
|                         |              |                |     |        |      |          |    |
| RATE SCHEDULE           | X            | REGULAR        |     | REPAIR |      | INVERT   |    |
| <b>CREW SAFETY DAYS</b> |              | DRIVERS        |     |        |      |          |    |
|                         |              | DARRELL IZZARD |     |        |      |          |    |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |  | LENGTH  | BIT RECORD |                    |        | EVENING TOUR |     |                  | MUD RECORD          |               |                  |                      | METRES DRILLED |               |           |      |                                | TIME LOG          |                         |                  |                          |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
|---------------------------------------|---------------|--|---------|------------|--------------------|--------|--------------|-----|------------------|---------------------|---------------|------------------|----------------------|----------------|---------------|-----------|------|--------------------------------|-------------------|-------------------------|------------------|--------------------------|-------------------|--------------------|------|-----------------|-------------------------------------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------|--|------|--|--|--|
| 1                                     | BIT           |  | O.D.    | .29        | BIT NO.            | 2      |              |     |                  | MUD TYPE            | GEL           |                  | WATER BASED          |                | X             | OIL BASED |      |                                | FROM              | TO                      | D-R-C            | RPM                      | WOB               | FROM               | TO   | ELAPSED<br>TIME | CODE                                            | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 1                                     | TORSIONAL SUB |  | 195     | 2.85       | SIZE               | 200    |              |     |                  | TIME                | 2000          |                  | 2200                 |                | 2400          |           |      | 1380                           | 1419              | D                       | 100              | 8                        | 2000              | 2015               | 0.25 | 7               | RIG SERVICE ( F/T PIPE RAMS CL 2 SEC OP 2 SEC ) |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 4                                     | 6" DC         |  | 152     | 36.09      | MDC CODE           |        |              |     |                  | DENSITY (kg/m3 )    | 1140          |                  | 1160                 |                | 1160          |           |      |                                |                   |                         |                  |                          | 2015              | 2030               | 0.25 | 21              | SAFETY MEETING ( H2S WITH SAFETY HAND )         |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 1                                     | X.O.          |  | 151     | .64        | MANUFACTURER       | VAREL  |              |     |                  | FUNNEL VISCOSITY    | 52            |                  | 54                   |                | 54            |           |      |                                |                   |                         |                  |                          | 2030              | 2400               | 3.50 | 2               | DRILL ACTUAL FROM 1380M TO1419M                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 4                                     | 4 3/4 COLLAR  |  | 121     | 37.12      | TYPE               | MKS65  |              |     |                  | FLUID LOSS ( cm3 )  | 9             |                  | 9                    |                | 9             |           |      |                                |                   |                         |                  |                          |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 1                                     | JAR           |  | 122     | 5.13       | SERIAL NO.         | 1786   |              |     |                  | pH                  | 10.5          |                  | 9                    |                | 10            |           |      |                                |                   |                         |                  |                          |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 12                                    | 4 3/4 COLLAR  |  | 121     | 112.17     | JETS               | 7X 9.5 |              |     |                  | MUD MATERIALS ADDED |               |                  |                      | SOLIDS CONTROL |               |           |      | CIRCULATION<br>PRESSURE<br>KPa |                   | PUMP NO. 1              |                  | PUMP NO. 2               |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 6                                     | H.W.D.P.      |  | 121     | 57.14      | DEPTH OUT (m)      |        |              |     |                  | PRODUCT             | AMOUNT        |                  | UNIT                 |                | CENTRIFUGE    |           |      |                                | LINER<br>SIZE     |                         | SPM              |                          | LINER<br>SIZE     |                    | SPM  |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 1                                     | X.O.          |  | 120     | .26        | DEPTH IN (m)       | 436    |              |     |                  |                     |               |                  |                      | HOURS<br>RUN   |               |           |      | INTAKE<br>DENSITY<br>( kg/m3 ) |                   | OVER<br>FLOW<br>DENSITY |                  | UNDER<br>FLOW<br>DENSITY |                   | 6300               |      | 140             |                                                 | 110                                         |                                                                                                                                                                              |  |      |  |      |  |  |  |
|                                       |               |  |         |            | TOTAL DRILLED (m)  | 983    |              |     |                  |                     |               |                  |                      | 4              |               |           |      | 1140                           |                   | 1130                    |                  | 1620                     |                   | REDUCED PUMP SPEED |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
|                                       |               |  |         |            | TOTAL HRS RUN      | 66.25  |              |     |                  |                     |               |                  |                      | HOURS<br>RUN   |               |           |      | INTAKE<br>DENSITY<br>( kg/m3 ) |                   | OVER<br>FLOW<br>DENSITY |                  | UNDER<br>FLOW<br>DENSITY |                   | 2175               |      | @ 68            |                                                 | @ 1380                                      |                                                                                                                                                                              |  |      |  |      |  |  |  |
|                                       |               |  |         |            | CUTTING STRUCTURE  |        |              |     |                  |                     |               |                  | 4                    |                |               |           | 1140 |                                | 1130              |                         | 1620             |                          | DEVIATION SURVEYS |                    |      |                 |                                                 |                                             | HELD H2S DILL LAST NIGHT REVIEWED MISTAKES TODAY DISCUSSED PROCEDURES<br>AND HOW TO IMPROVE MISTAKES                                                                         |  |      |  |      |  |  |  |
|                                       |               |  |         |            | TI                 | TO     | MDC          | LOC | BRG              | GAGE                | ODC           | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR | BOILERS        |               |           |      | DEPTH ( m )                    |                   | DEVIATION               |                  | DIRECTION                |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
|                                       | D.P.          |  | STANDS  |            |                    |        |              |     |                  |                     |               |                  | 1                    |                |               |           | 2    |                                |                   |                         |                  |                          |                   |                    |      |                 |                                                 |                                             | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, FLARE AND DEGASSER LINES, AIR HORN<br>TONG LINES AND DIES, TUGGER LINES AND HOOKS, MANIFOLD CONFIG, BOP'S, PVT ACCURAC |  |      |  |      |  |  |  |
|                                       | D.P.          |  | SINGLES |            | 1156.03            |        |              |     | HOLE DRAG        |                     |               |                  | 1 UP 2 DOWN          |                | HRS RUN       |           | 4    |                                | HRS RUN           |                         | 0                |                          |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
| 119                                   | D.P.          |  | TOTAL   |            | 1419.02            |        |              |     | TORQUE AT BOTTOM |                     |               |                  | 0                    |                | BOILER<br>pH  |           | 12   |                                | BOILER<br>pH      |                         |                  |                          |                   |                    |      |                 |                                                 |                                             |                                                                                                                                                                              |  |      |  |      |  |  |  |
|                                       | WT. OF D.C.   |  | 21      |            | FILL ON BOTTOM (m) |        |              |     | 0                |                     | STACK<br>TEMP |                  | 350                  |                | STACK<br>TEMP |           |      |                                | DRILLER SIGNATURE |                         | SPECIAL<br>EVENT |                          |                   |                    |      |                 | SAFETY TOPIC                                    |                                             | MEHL                                                                                                                                                                         |  | MACP |  |      |  |  |  |
|                                       | WT. OF STRING |  | 43      |            |                    |        |              |     |                  |                     |               |                  |                      |                |               |           |      |                                | RYAN OXNER        |                         | TIME / DEPTH     |                          |                   |                    |      |                 |                                                 |                                             | H2S                                                                                                                                                                          |  | 45   |  | 6547 |  |  |  |

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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1 ) Daily Walk Around Inspection
- ( 2 ) Detailed Inspection - Weekly ( Using Check List )
- ( 3 ) H2S Signs Posted if Required
- ( 4 ) Well Licence & Stick Diagram Posted
- ( 5 ) Flare Lines Staked
- ( 6 ) BOP Drills Performed
- ( 7 ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1 ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2 ) CAODC Rig Safet Inspection Checklist ( one/rig/month )
- ( 3 ) Mast Inspection before Raising or Lowering
- ( 4 ) Crown Saver Checked
- ( 5 ) Motor Kills Checked

|     |  |    |   |                  |                    |      |       |        |     |      |                                         |
|-----|--|----|---|------------------|--------------------|------|-------|--------|-----|------|-----------------------------------------|
| OPR |  | R  | M | YEAR             | 2007               |      | MONTH | 2      | DAY | 27   | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR  |  | TE |   | RIG NO. 129      |                    |      |       |        |     |      |                                         |
| NR  |  | TE |   | FUEL @ 08:00 HRS |                    |      |       |        |     |      |                                         |
| NR  |  | TE |   | RIG              |                    | 6500 |       | BOILER |     | 2500 |                                         |
| NR  |  | TE |   |                  |                    |      |       |        |     |      |                                         |
| NR  |  | TE |   | WEATHER          | TEMPERATURE        |      |       |        |     | DP   | DC / DP                                 |
|     |  |    |   |                  | 20                 |      |       |        |     |      | SIZE                                    |
| TE  |  |    |   |                  | CURRENT CONDITIONS |      |       |        |     |      |                                         |
|     |  |    |   |                  | SNOWING            |      |       |        |     | DC   | 152                                     |
|     |  |    |   |                  | WIND DIRECTION     |      |       |        |     | DC   | 121                                     |
|     |  |    |   | N.E.             |                    |      |       |        |     |      |                                         |
| TE  |  |    |   | ROAD CONDITION   |                    |      |       |        | DP  | 101  |                                         |
|     |  |    |   | ICE              |                    |      |       |        |     |      |                                         |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TRUCK SHEET SERIAL NUM  | PREC129_20070227_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | TOTALS | SHALE SHAKER(S) |  |  | RENTALS / SERVICES | MORN | DAY | EVE |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|--------|-----------------|--|--|--------------------|------|-----|-----|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 |        |                 |  |  |                    |      |     |     |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
| MORN         |                  | 5.5          |         |        | 1.0             | 1.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
| DAY          |                  |              | 2.5     |        | 2.0             | 7.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
| EVE          |                  |              |         |        |                 | 3.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
| TOTAL        |                  | 5.50         | 2.50    |        | 3.00            | 11.00 | 0.75        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 1.25           |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |  |  |                    |      |     |     |

| DRILLING CREW PAYROLL DATA |  |                                         |                             |       |                 |
|----------------------------|--|-----------------------------------------|-----------------------------|-------|-----------------|
| WELL NAME & NO.            |  |                                         | YEAR                        | MONTH | DAY             |
| PARA ET AL CAMERON L-73    |  |                                         | 2007                        | 2     | 27              |
| OPERATOR                   |  | CONTRACTOR NAME                         |                             |       |                 |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC          |                             |       |                 |
| RIG MANAGER                |  |                                         | RIG NO.                     |       |                 |
| TYLER ELL                  |  |                                         | 129                         |       |                 |
| PROVINCE                   |  | CAMP                                    |                             |       | RIG SAFETY DAYS |
| N.W.T.                     |  | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |       | 68              |

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| NO. |               |  | DRILLING ASSEMBLY<br>(AT END OF TOUR) |        | LENGTH              |  | BIT RECORD |  |            |  |                    |  | DAY TOUR                 |  |                          |  | MUD RECORD         |  |                    |  | METRES DRILLED |           |           |  |                          |  | TIME LOG |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|-----|---------------|--|---------------------------------------|--------|---------------------|--|------------|--|------------|--|--------------------|--|--------------------------|--|--------------------------|--|--------------------|--|--------------------|--|----------------|-----------|-----------|--|--------------------------|--|----------|--|-----------------------|--|-----|--|-----------------------|--|------|--|------|--|--------------|--|------|--|-------------------------------------------------|--|-----------------------------------------------|--|--|--|--|--|
| 1   | BIT           |  | O.D.                                  | .29    | BIT NO.             |  | 2          |  |            |  |                    |  |                          |  | MUD TYPE                 |  | GEL                |  | WATER BASED        |  | X              | OIL BASED |           |  | FROM                     |  | TO       |  | D-R-C                 |  | RPM |  | WOB                   |  | FROM |  | TO   |  | ELAPSED TIME |  | CODE |  | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS     |  |                                               |  |  |  |  |  |
| 1   | TORSIONAL SUB |  | 195                                   | 2.85   | SIZE                |  | 200        |  |            |  |                    |  |                          |  | TIME                     |  |                    |  | 1000               |  | 1400           |           | 1800      |  | 1358                     |  | 1450     |  | R                     |  | 120 |  | 1.5                   |  | 800  |  | 1030 |  | 2.50         |  | 6    |  | POOH F/C @ 725M, 430M                           |  |                                               |  |  |  |  |  |
| 4   | 6' DC         |  | 152                                   | 36.09  | IADC CODE           |  |            |  |            |  |                    |  |                          |  | DENSITY (kg/m3 )         |  |                    |  | 1170               |  | 1180           |           | 1180      |  |                          |  |          |  |                       |  |     |  |                       |  | 1030 |  | 1045 |  | 0.25         |  | 7    |  | RIG SERVICE ( PIPE RAMS CL 2 SEC OP 2 SEC )     |  |                                               |  |  |  |  |  |
| 1   | X.O.          |  | 151                                   | .64    | MANUFACTURER        |  | VAREL      |  |            |  |                    |  |                          |  | FUNNEL VISCOSITY         |  |                    |  | 70                 |  | 70             |           | 85        |  |                          |  |          |  |                       |  |     |  |                       |  | 1045 |  | 1100 |  | 0.25         |  | 21   |  | SAFETY MEETING ( TRIPPING )                     |  |                                               |  |  |  |  |  |
| 4   | 4 3/4 COLLAR  |  | 121                                   | 37.12  | TYPE                |  | MKS65      |  |            |  |                    |  |                          |  | FLUID LOSS (cm3 )        |  | 8                  |  | 8                  |  | 8              |           |           |  |                          |  |          |  |                       |  |     |  |                       |  | 1100 |  | 1300 |  | 2.00         |  | 6    |  | RIH KELLY UP ALL TIGHT SPOTS TO REAM F/C @ 725M |  |                                               |  |  |  |  |  |
| 1   | JAR           |  | 122                                   | 5.13   | SERIAL NO.          |  | 1786       |  |            |  |                    |  |                          |  | pH                       |  | 8.5                |  | 8.5                |  | 10             |           |           |  |                          |  |          |  |                       |  |     |  |                       |  | 1300 |  | 1530 |  | 2.50         |  | 3    |  | REAMING FROM 1358M TO 1450M                     |  |                                               |  |  |  |  |  |
| 12  | 4 3/4 COLLAR  |  | 121                                   | 112.17 | JETS                |  | 7X         |  | 9.5        |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  | 1530 |  | 1730 |  | 2.00         |  | 5    |  | CONDITION MUD & CIRCULATE                       |  |                                               |  |  |  |  |  |
| 6   | H.W.D.P.      |  | 121                                   | 57.14  | MUD MATERIALS ADDED |  |            |  |            |  |                    |  |                          |  | SOLIDS CONTROL           |  |                    |  |                    |  |                |           |           |  | CIRCULATION PRESSURE KPa |  |          |  | PUMP NO. 1 LINER SIZE |  | SPM |  | PUMP NO. 2 LINER SIZE |  | SPM  |  | 1730 |  | 2000         |  | 2.50 |  | 6                                               |  | POOH TO LOG F/C @ 1450M, 1378M, 725M, 430M, 0 |  |  |  |  |  |
| 1   | X.O.          |  | 120                                   | .26    | PRODUCT             |  | AMOUNT     |  | UNIT       |  | CENTRIFUGE         |  | HOURS RUN                |  | INTAKE DENSITY ( kg/m3 ) |  | OVER FLOW DENSITY  |  | UNDER FLOW DENSITY |  | 8300           |           | 140       |  | 131                      |  |          |  |                       |  |     |  | 2000                  |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | CAUSTIC             |  | 2          |  | SX         |  | REDUCED PUMP SPEED |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | SODA ASH            |  | 15         |  | SX         |  | 12                 |  | 1180                     |  | 1170                     |  | 1560               |  |                    |  | 2575           |           | @         |  | 68                       |  | @        |  | 1380                  |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | GEL                 |  | 15         |  | SX         |  | HOURS RUN          |  | INTAKE DENSITY ( kg/m3 ) |  | OVER FLOW DENSITY        |  | UNDER FLOW DENSITY |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | SAWDUST             |  | 5          |  | SX         |  | 12                 |  | 1180                     |  | 1170                     |  | 1560               |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | BOILERS             |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  | DEPTH ( m )    |           | DEVIATION |  | DIRECTION                |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | 1                   |  | 2          |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | HRS RUN             |  | 12         |  | HRS RUN    |  | 0                  |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | BOILER pH           |  | 12         |  | BOILER pH  |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | STACK TEMP          |  | 325        |  | STACK TEMP |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | DRILLER SIGNATURE   |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | RYAN OXNER          |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | SPECIAL EVENT       |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | TIME / DEPTH        |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | SAFETY TOPIC        |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | TRIPPING            |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | 49                  |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | MACP                |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |
|     |               |  |                                       |        | 6376                |  |            |  |            |  |                    |  |                          |  |                          |  |                    |  |                    |  |                |           |           |  |                          |  |          |  |                       |  |     |  |                       |  |      |  |      |  |              |  |      |  |                                                 |  |                                               |  |  |  |  |  |

| DAY TOUR         |              | FROM 800       |  | TO 2000 |  | INJURIES |    |
|------------------|--------------|----------------|--|---------|--|----------|----|
| CREW             | SOC INS. NO. | NAME           |  | HRS     |  | YES      | NO |
| DRILLER          |              | RYAN OXNER     |  | 12.00   |  |          | RO |
| DERRICK HAND     |              | PETER MATUSKA  |  | 12.00   |  |          | PM |
| MOTORHAND        |              | CHRIS HUNNEMAN |  | 12.00   |  |          | CH |
| FLOOR HAND       |              | IVAN CINDRIC   |  | 12.00   |  |          | IC |
| FLOORHAND        |              | RANDAL ROCHAT  |  | 12.00   |  |          | RR |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |
| RATE SCHEDULE    | X            | REGULAR        |  | REPAIR  |  | INVERT   |    |
| CREW SAFETY DAYS |              | DRIVERS        |  |         |  |          |    |
|                  |              | RANDAL ROCHAT  |  |         |  |          |    |
|                  |              |                |  |         |  |          |    |

| NO. |  | DRILLING ASSEMBLY<br>(AT END OF TOUR) |  | LENGTH | BIT RECORD |              |  |       | EVENING TOUR |     |  |                   | MUD RECORD |          |  |             | METRES DRILLED |      |           |   |  | TIME LOG |    |       |     |     |      |      |                 |      |                                             |  |  |
|-----|--|---------------------------------------|--|--------|------------|--------------|--|-------|--------------|-----|--|-------------------|------------|----------|--|-------------|----------------|------|-----------|---|--|----------|----|-------|-----|-----|------|------|-----------------|------|---------------------------------------------|--|--|
| 1   |  | BIT                                   |  | O.D.   | .29        | BIT NO.      |  | 2     |              |     |  | MUD TYPE          |            | GEL/CHEM |  | WATER BASED |                | X    | OIL BASED |   |  | FROM     | TO | D-R-C | RPM | WOB | FROM | TO   | ELAPSED<br>TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |  |
| 1   |  | TORSIONAL SUB                         |  | 195    | 2.85       | SIZE         |  | 200   |              |     |  | TIME              |            | 2000     |  | 2200        |                | 2400 |           | 0 |  |          |    |       |     |     | 2000 | 2015 | 0.25            | 7    | RIG SERVICE( F/T HCR OP 2 SEC / CL 2 SEC )  |  |  |
| 4   |  | 6' DC                                 |  | 152    | 36.09      | IADC CODE    |  |       |              |     |  | DENSITY (kg/m3 )  |            | 1180     |  | 1180        |                | 1180 |           |   |  |          |    |       |     |     | 2015 | 2100 | 0.75            | 21   | SAFETY MEETING ( H2S DRILL WITH NEW CREW )  |  |  |
| 1   |  | X.O.                                  |  | 151    | .64        | MANUFACTURER |  | VAREL |              |     |  | FUNNEL VISCOSITY  |            | 85       |  | 85          |                | 85   |           |   |  |          |    |       |     |     | 2100 | 2400 | 3.00            | 6    | POOH TO LOG.F/C @1450m,1378m,750m,430m,0m   |  |  |
| 4   |  | 4 3/4 COLLAR                          |  | 121    | 37.12      | TYPE         |  | MKS65 |              |     |  | FLUID LOSS (cm3 ) |            | 8        |  | 8           |                | 8    |           |   |  |          |    |       |     |     | 2400 |      |                 |      |                                             |  |  |
| 1   |  | JAR                                   |  | 122    | 5.13       | SERIAL NO.   |  | 1786  |              |     |  | pH                |            | 10       |  | 10          |                | 10   |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
| 12  |  | 4 3/4 COLLAR                          |  | 121    | 112.17     |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
| 6   |  | H.W.D.P.                              |  | 121    | 57.14      |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
| 1   |  | X.O.                                  |  | 120    | .26        | JETS         |  | 7X    |              | 9.5 |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |
|     |  |                                       |  |        |            |              |  |       |              |     |  |                   |            |          |  |             |                |      |           |   |  |          |    |       |     |     |      |      |                 |      |                                             |  |  |

| EVENING TOUR |              | FROM            | 2000 | TO | 2400 | INJURIES |     |    |
|--------------|--------------|-----------------|------|----|------|----------|-----|----|
| CREW         | SOC INS. NO. | NAME            |      |    | HRS  |          | YES | NO |
| DRILLER      |              | MAGELLA MAINGUY |      |    | 4.00 |          |     | MM |
| DERRICKHAND  |              | ADAM OAKE       |      |    | 4.00 |          |     | AO |
| MOTORHAND    |              | JASON BICKERT   |      |    | 4.00 |          |     | JB |
| FLOOR HAND   |              | TYLER FINNEY    |      |    | 4.00 |          |     | TF |
| FLOORHAND    |              | CAMERON MACKAY  |      |    | 4.00 |          |     | CM |
|              |              |                 |      |    |      |          |     |    |
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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1. ) Daily Walk Around Inspection
- ( 2. ) Detailed Inspection - Weekly ( Using Check List )
- ( 3. ) H2S Signs Posted if Required
- ( 4. ) Well Licence & Stick Diagram Posted
- ( 5. ) Flare Lines Staked
- ( 6. ) BOP Drills Performed
- ( 7. ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1. ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2. ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3. ) Mast Inspection before Raising or Lowering
- ( 4. ) Crown Saver Checked
- ( 5. ) Motor Kills Checked

|        |    |         |                    |                  |       |        |  |      |      |         |                                         |  |
|--------|----|---------|--------------------|------------------|-------|--------|--|------|------|---------|-----------------------------------------|--|
| OPDR M |    | YEAR    | 2007               |                  | MONTH | 2      |  | DAY  | 28   |         | LAST<br>CASING<br>TUBING<br>OR<br>LINER |  |
| NR     | TE | RIG NO  |                    | FUEL @ 03:00 HRS |       |        |  |      |      |         |                                         |  |
| NR     | TE |         |                    |                  |       |        |  |      |      |         |                                         |  |
| NR     | TE | RIG     |                    | 4000             |       | BOILER |  | 1000 |      |         |                                         |  |
| NR     | TE |         |                    |                  |       |        |  |      |      |         |                                         |  |
| NR     | TE | WEATHER | TEMPERATURE        |                  |       |        |  |      | DC/  | DC / DP |                                         |  |
| TE     |    |         | -18                |                  |       |        |  |      | SIZE |         |                                         |  |
| TE     |    |         | CURRENT CONDITIONS |                  |       |        |  |      |      |         |                                         |  |
| TE     |    |         | SNOWING            |                  |       |        |  |      | DC   | 152     |                                         |  |
| TE     |    |         | WIND DIRECTION     |                  |       |        |  |      | DC   | 121     |                                         |  |
| TE     |    | WE      | ROAD CONDITION     |                  |       |        |  |      | DP   | 101     |                                         |  |
| TE     |    |         | ICE                |                  |       |        |  |      |      |         |                                         |  |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       |                   |                 | 4                 |                  |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             |                       | TIME     |       |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070228_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIODS | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | TOTALS | SHALE SHAKER(S) |             |        |                 | RENTALS / SERVICES |    |          |      | MORN | DAY | EVE |              |  |  |  |  |  |  |  |
|--------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|--------|-----------------|-------------|--------|-----------------|--------------------|----|----------|------|------|-----|-----|--------------|--|--|--|--|--|--|--|
|              | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 |        | NO. 1           | TYPE BRANDT | TYPE   |                 | IT38 LOADER        |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
|              | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |        |                 |             |        | SCREENS CHANGED |                    | NO | NEW USED | USED |      |     |     | CREW VEHICLE |  |  |  |  |  |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |             |        |                 |                    |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |             |        |                 |                    |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
|              |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 |             |        |                 |                    |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
| MORN         |                  |              |         |        |                 | 2.0   | 0.25        |            |                    |             | 5.5           |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |        | 8.00            |             |        |                 |                    |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
| DAY          |                  |              |         |        | 2.5             | 6.75  | 0.25        |            | 1.25               |             |               | 1.0              |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |        | 12.00           | 180         | TOP    | 89              | TOP                |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
| EVE          |                  |              |         |        |                 |       | 0.25        |            |                    |             |               | 3.5              |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    |        | 4.00            | 180         | MIDDLE |                 | MIDDLE             |    |          |      |      |     |     |              |  |  |  |  |  |  |  |
| TOTAL        |                  |              |         |        | 2.50            | 8.75  | 0.75        |            | 1.25               |             | 5.50          | 4.50             |                |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |    | 24.00  | 89              | BOTTOM      |        | BOTTOM          |                    |    |          |      |      |     |     |              |  |  |  |  |  |  |  |

| DRILLING CREW PAYROLL DATA |  |                                |                                         |                             |                 |  |
|----------------------------|--|--------------------------------|-----------------------------------------|-----------------------------|-----------------|--|
| WELL NAME & NO.            |  |                                | YEAR                                    | MONTH                       | DAY             |  |
| PARA ET AL CAMERON L-73    |  |                                | 2007                                    | 2                           | 28              |  |
| OPERATOR                   |  | CONTRACTOR NAME                |                                         |                             |                 |  |
| PARAMOUNT RESOURCES LTD.   |  | PRECISION DRILLING, DIV OF PDC |                                         |                             |                 |  |
| RIG MANAGER                |  |                                |                                         | RIG NO.                     |                 |  |
| TYLER ELL                  |  |                                |                                         | 129                         |                 |  |
| PROVINCE                   |  | CAMP                           | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | RIG SAFETY DAYS |  |
| N.W.T.                     |  |                                |                                         |                             | 69              |  |

[illegible]

| MORNING TOUR     |  | FROM         |         | 0               | TO     |      | 800 | INJURIES |    |
|------------------|--|--------------|---------|-----------------|--------|------|-----|----------|----|
| CREW             |  | SOC INS. NO. |         | NAME            |        | HRS  |     | YES      | NO |
| DRILLER          |  |              |         | MAGELLA MAINGUY |        | 8.00 |     |          | MM |
| DERRICKHAND      |  |              |         | ADAM OAKE       |        | 8.00 |     |          | AO |
| MOTORHAND        |  |              |         | JASON BICKERT   |        | 8.00 |     |          | JB |
| FLOOR HAND       |  |              |         | TYLER FINNEY    |        | 8.00 |     |          | TF |
| FLOORHAND        |  |              |         | CAMERON MACKAY  |        | 8.00 |     |          | CM |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
| RIG MANAGER      |  |              |         | TYLER ELL       |        | 1.00 | DAY |          | TE |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
| RATE SCHEDULE    |  | X            | REGULAR |                 | REPAIR |      |     | INVERT   |    |
| CREW SAFETY DAYS |  |              |         | DRIVERS         |        |      |     |          |    |
|                  |  |              |         | CAMERON MACKAY  |        |      |     |          |    |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |               |  |  | LENGTH  | BIT RECORD |                     |  |             |  |      | DAY TOUR |                   | MUD RECORD |                         |  |                          | METRES DRILLED |                    |           |               |  | TIME LOG      |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|---------------------------------------|---------------|--|--|---------|------------|---------------------|--|-------------|--|------|----------|-------------------|------------|-------------------------|--|--------------------------|----------------|--------------------|-----------|---------------|--|---------------|------|-------|-----|------------------|------|------|--------------|------|---------------------------------------------|--------------------------------------------------------------|--|--|--|
| 1                                     | BIT           |  |  | O.D.    | .24        | BIT NO.             |  | 3           |  |      |          | MUD TYPE          |            | GEL/CHEM                |  | WATER BASED              |                | X                  | OIL BASED |               |  | FROM          | TO   | D-R-C | RPM | WOB              | FROM | TO   | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                              |  |  |  |
| 1                                     | BIT SUB       |  |  | 156     | .96        | SIZE                |  | 200         |  |      |          | TIME              |            |                         |  | 1000                     |                | 1400               |           | 1800          |  |               |      |       |     |                  |      | 800  | 815          | 0.25 | 7                                           | RIG SERVICE                                                  |  |  |  |
| 4                                     | 6' DC         |  |  | 152     | 36.09      | IADC CODE           |  |             |  |      |          | DENSITY (kg/m3 )  |            |                         |  | 1190                     |                | 1190               |           | 1190          |  |               |      |       |     |                  |      | 815  | 930          | 1.25 | 9                                           | SLIP AND CUT DRILL LINE 20.4M                                |  |  |  |
| 1                                     | X.O.          |  |  | 151     | .64        | MANUFACTURER        |  | VAREL       |  |      |          | FUNNEL VISCOSITY  |            | 85                      |  | 85                       |                | 85                 |           |               |  |               |      |       |     |                  |      | 930  | 1115         | 1.75 | 6                                           | RIH F/C @ 430M, 725M, 1450M,                                 |  |  |  |
| 4                                     | 4 3/4 COLLAR  |  |  | 121     | 37.12      | TYPE                |  | ETD2G       |  |      |          | FLUID LOSS (cm3 ) |            | 8                       |  | 8                        |                | 8                  |           |               |  |               |      |       |     |                  |      | 1115 | 1345         | 2.50 | 5                                           | CONDITION MUD & CIRCULATE                                    |  |  |  |
| 1                                     | JAR           |  |  | 122     | 5.13       | SERIAL NO.          |  | 163153      |  |      |          | pH                |            | 10                      |  | 10                       |                | 10                 |           |               |  |               |      |       |     |                  |      | 1345 | 1400         | 0.25 | 21                                          | SAFETY MEETING ( LAYING DOWN DP )                            |  |  |  |
| 12                                    | 4 3/4 COLLAR  |  |  | 121     | 112.17     | JETS                |  | 7X3X 9.525. |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      | 1400 | 1900         | 5.00 | 6                                           | POOH LAY DOWN DRILL STRING F/C @ 1450M, 1378M, 725M, 430M, 0 |  |  |  |
| 6                                     | H.W.D.P.      |  |  | 121     | 57.14      | MUD MATERIALS ADDED |  |             |  |      |          | SOLIDS CONTROL    |            |                         |  | CIRCULATION PRESSURE kPa |                | PUMP NO. 1         |           | PUMP NO. 2    |  | 1900          | 2000 | 1.00  | 12  | RIG UP TONG HAND |      |      |              |      |                                             |                                                              |  |  |  |
| 1                                     | X.O.          |  |  | 120     | .26        | PRODUCT             |  | AMOUNT      |  | UNIT |          | CENTRIFUGE        |            |                         |  | 6200                     |                | LINER SIZE         |           | SFM           |  | LINER SIZE    |      | SFM   |     | 2000             |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | BARITE              |  | 15          |  | SX   |          | HOURS RUN         |            | INTAKE DENSITY (kg/m3 ) |  | OVER FLOW DENSITY        |                | UNDER FLOW DENSITY |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | DEPTH OUT (m)       |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | DEPTH IN (m)        |  | 1450        |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | TOTAL DRILLED (m)   |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | TOTAL HRS RUN       |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | CUTTING STRUCTURE   |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            | TI                  |  | To          |  | MDC  |          | LOC               |            | BRG                     |  | GAGE                     |                | ODC                |           | REASON PULLED |  | TOTAL RUN mHR |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       | D.P.          |  |  | STANDS  |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       | D.P.          |  |  | SINGLES |            | 1194.96             |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
| 123                                   | KELLY DOWN    |  |  |         |            | 5.29                |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       | TOTAL         |  |  |         |            | 1450.00             |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       | WT. OF D.C.   |  |  | 21      |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       | WT. OF STRING |  |  | 46      |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |
|                                       |               |  |  |         |            |                     |  |             |  |      |          |                   |            |                         |  |                          |                |                    |           |               |  |               |      |       |     |                  |      |      |              |      |                                             |                                                              |  |  |  |

| DAY TOUR     |  |              | FROM | 800            | TO | 2000  | INJURIES |     |    |
|--------------|--|--------------|------|----------------|----|-------|----------|-----|----|
| CREW         |  | SOC INS. NO. |      | NAME           |    | HRS   |          | YES | NO |
| DRILLER      |  |              |      | RYAN OXNER     |    | 12.00 |          |     | RO |
| DERRICK HAND |  |              |      | PETER MATUSKA  |    | 12.00 |          |     | PM |
| MOTORHAND    |  |              |      | CHRIS HUNNEMAN |    | 12.00 |          |     | CH |
| FLOOR HAND   |  |              |      | IVAN CINDRIC   |    | 12.00 |          |     | IC |
| FLOORHAND    |  |              |      | RANDAL ROCHAT  |    | 12.00 |          |     | RR |
|              |  |              |      |                |    |       |          |     |    |
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|                                                               |                                                           |
|---------------------------------------------------------------|-----------------------------------------------------------|
| LICENCE NO.<br><b>1159</b>                                    | WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>         |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>                   | CONTRACTOR NAME<br><b>PRECISION DRILLING, DIV OF PDC</b>  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b>       | UNIQUE ID<br><b>100/60-10-117-15/0</b>                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE<br><b>NEIL RUNDELL</b> | SIGNATURE OF CONTRACTOR'S RIG MANAGER<br><b>TYLER ELL</b> |

### DAILY CHECKS

- ( 1. ) Daily Walk Around Inspection
- ( 2. ) Detailed Inspection - Weekly ( Using Check List )
- ( 3. ) H2S Signs Posted if Required
- ( 4. ) Well Licence & Stick Diagram Posted
- ( 5. ) Flare Lines Staked
- ( 6. ) BOP Drills Performed
- ( 7. ) Visually Inspect BOPs- Flare Lines & Degasser Lines

  

- ( 1. ) Rig Site Health & Safety Meeting ( one/crew/month )
- ( 2. ) CAODC Rig Safe Inspection Checklist ( one/rig/month )
- ( 3. ) Mast Inspection before Raising or Lowering
- ( 4. ) Crown Saver Checked
- ( 5. ) Motor Kills Checked

|     |    |    |         |                                                                                                        |       |   |     |               |                                         |
|-----|----|----|---------|--------------------------------------------------------------------------------------------------------|-------|---|-----|---------------|-----------------------------------------|
| OPR | R  | M  | YEAR    | 2007                                                                                                   | MONTH | 3 | DAY | 1             | LAST<br>CASING<br>TUBING<br>OR<br>LINER |
| NR  | TE | TE | RIG NO  | FUEL @ 03:00 HRS                                                                                       |       |   |     |               |                                         |
| NR  | TE | TE | RIC     | BOILER                                                                                                 |       |   |     |               |                                         |
| NR  | TE | TE | 1800    | 700                                                                                                    |       |   |     |               |                                         |
| NR  | TE | TE | WEATHER | TEMPERATURE<br>-18<br>CURRENT CONDITIONS<br>SNOWING<br>WIND DIRECTION<br>N.E.<br>ROAD CONDITION<br>ICE |       |   |     | DC/DP<br>SIZE |                                         |
| TE  | TE | TE |         |                                                                                                        |       |   |     | DC            | 152                                     |
| TE  | TE | TE |         |                                                                                                        |       |   |     | DC            | 121                                     |
| TE  | TE | TE |         |                                                                                                        |       |   |     | DP            | 101                                     |

| O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE            |                |                  | GRADE     | NO. OF<br>JOINTS  | TOTAL<br>LENGTH | KB TO<br>CSG HEAD | SET AT (m)       |
|--------------|------------------|-----------------|-----------------|----------------|------------------|-----------|-------------------|-----------------|-------------------|------------------|
| 219.1        | 205.9            | 35.72           | IPSCO           |                |                  | J55       | 32                | 436.48          | 4                 | 436              |
| 139.7        | 125.73           | 23.07           | IPSCO           |                |                  | J55       | 111               | 1450.82         | 4                 | 1450             |
| MASS         | GRADE            | MINIMUM<br>I.D. | T. JNT.<br>O.D. | TYPE<br>THREAD | NO. OF<br>JOINTS | PUMP TYPE | PUMP MANUFACTURER |                 |                   | STROKE<br>LENGTH |
| 122          | STD              | 58              | 150             | 4" H90         | 4                | BPMMP     | EMSCO             |                 |                   | 229              |
| 69.5         |                  | 57              | 123             | 3" 1/2 IF      | 16               | F-800     |                   |                 |                   |                  |
| 21.4         | E                | 66              | 127             | 4" FH          | 154              |           |                   |                 |                   |                  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| EXP. DATE               | 2007/02/18            | TIME     | 09:45 |
| ING RELEASE             | 2007/03/01            | TIME     | 18:00 |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| CELLEY BSHG             | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| OUR SHEET SERIAL NUM    | PREC129_20070301_1C   |          |       |
| VENDOR SOFTWARE VERSION | EDR 3-2-4 HF2 ETS 2.2 |          |       |



## PASON DATAHUB

| TIME PERIOD | CODE NO.         |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    | TOTALS | SHAHE SHAKER(S) |             |          |              | RENTALS / SERVICES | MORN | DAY | EVE |
|-------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|-------------|----------|--------------|--------------------|------|-----|-----|
|             | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 |        |                 |             |          |              |                    |      |     |     |
|             | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 |             |          |              |                    |      |     |     |
|             |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | NO. 1           | TYPE BRANDT | TYPE     |              |                    |      |     |     |
|             |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | SCREENS CHANGED | NO          | NEW USED | USED         |                    |      |     |     |
|             |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | TOP             |             | TOP      |              |                    |      |     |     |
| MORN        |                  |              |         |        | 2.5             |       | 0.25        |            |                    |             |               | 2.75             |                | 1.75             |             |                |           |                |         |           | 0.75           |      |    |    |    |    |        | 8.00            |             |          | IT38 LOADER  |                    |      |     |     |
| DAY         | 11.75            |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    |        | 12.00           |             |          | CREW VEHICLE |                    |      |     |     |
| EVE         |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 3.75 |    |    |    |    |        | 4.00            | 180         | MIDDLE   | 89           | MIDDLE             |      |     |     |
| TOTAL       | 11.75            |              |         |        | 2.50            |       | 0.25        |            |                    |             |               | 2.75             |                | 1.75             |             |                |           |                |         |           | 1.25           | 3.75 |    |    |    |    |        | 24.00           | 89          | BOTTOM   |              | BOTTOM             |      |     |     |

| DRILLING CREW PAYROLL DATA |  |  |  |                                |                                         |         |                             |    |                 |
|----------------------------|--|--|--|--------------------------------|-----------------------------------------|---------|-----------------------------|----|-----------------|
| WELL NAME & NO.            |  |  |  |                                | YEAR                                    | MONTH   | DAY                         |    |                 |
| PARA ET AL CAMERON L-73    |  |  |  |                                | 2007                                    | 3       | 1                           |    |                 |
| OPERATOR                   |  |  |  | CONTRACTOR NAME                |                                         |         |                             |    |                 |
| PARAMOUNT RESOURCES LTD.   |  |  |  | PRECISION DRILLING, DIV OF PDC |                                         |         |                             |    |                 |
| RIG MANAGER                |  |  |  |                                |                                         | RIG NO. |                             |    |                 |
| TYLER ELL                  |  |  |  |                                |                                         | 129     |                             |    |                 |
| PROVINCE                   |  |  |  | CAMP                           | <input checked="" type="checkbox"/> YES |         | <input type="checkbox"/> NO |    | RIG SAFETY DAYS |
| N.W.T.                     |  |  |  |                                |                                         |         |                             | 70 |                 |

| NO. | DRILLING ASSEMBLY<br>(AT END OF TOUR) |      | LENGTH | BIT RECORD        |         |     | MORNING TOUR        |             | MUD RECORD  |                |                              | METRES DRILLED          |                                |                                 |               |               | TIME LOG          |      |     |                                                         |                                                                       |                                                           |                    |              |  |           |      |      |
|-----|---------------------------------------|------|--------|-------------------|---------|-----|---------------------|-------------|-------------|----------------|------------------------------|-------------------------|--------------------------------|---------------------------------|---------------|---------------|-------------------|------|-----|---------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------|--------------------|--------------|--|-----------|------|------|
|     | BIT                                   | O.D. |        | BIT NO.           |         |     | MUD TYPE            | GEL/CHEM    | WATER BASED | X              | OIL BASED                    |                         | FROM                           | TO                              | D-R-C         | RPM           | WOB               | FROM | TO  | ELAPSED<br>TIME                                         | CODE                                                                  | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS               |                    |              |  |           |      |      |
|     |                                       |      |        | SIZE              |         |     | TIME                | 200         | 400         | 600            | 0                            |                         |                                |                                 |               |               |                   | 0    | 015 | 0.25                                                    | 7                                                                     | RIG SERVICE ( F/T ANNULAR CL 12 SEC / OP 12 SEC )         |                    |              |  |           |      |      |
|     |                                       |      |        | IADC CODE         |         |     | DENSITY (kg/m3)     | 1190        | 1190        | 1190           |                              |                         |                                |                                 |               |               |                   | 015  | 030 | 0.25                                                    | 21                                                                    | SAFETY MEETING( STEAM )                                   |                    |              |  |           |      |      |
|     |                                       |      |        | MANUFACTURER      |         |     | FUNNEL VISCOSITY    | 55          | 55          | 55             |                              |                         |                                |                                 |               |               |                   | 030  | 300 | 2.50                                                    | 5                                                                     | CONDITION MUD & CIRCULATE                                 |                    |              |  |           |      |      |
|     |                                       |      |        | TYPE              |         |     | FLUID LOSS (cm3)    | 8           | 8           | 8              |                              |                         |                                |                                 |               |               |                   | 300  | 315 | 0.25                                                    | 21                                                                    | SAFETY MEETING WITH SANJEL                                |                    |              |  |           |      |      |
|     |                                       |      |        |                   |         |     | pH                  | 9           | 9           | 9              |                              |                         |                                |                                 |               |               |                   | 315  | 600 | 2.75                                                    | 12                                                                    | CEMENTING WITH SANJEL                                     |                    |              |  |           |      |      |
|     |                                       |      |        | SERIAL NO.        |         |     |                     |             |             |                |                              |                         |                                |                                 |               |               |                   | 600  | 615 | 0.25                                                    | 21                                                                    | SAFETY MEETING ( NIPPLE DOWN BOP )                        |                    |              |  |           |      |      |
|     |                                       |      |        | JETS              |         |     | MUD MATERIALS ADDED |             |             | SOLIDS CONTROL |                              |                         | CIRCULATION<br>PRESSURE<br>kPa |                                 | PUMP NO. 1    |               | PUMP NO. 2        |      | 615 | 800                                                     | 1.75                                                                  | 14                                                        | NIPPLE DOWN B.O.P. |              |  |           |      |      |
|     |                                       |      |        |                   |         |     | PRODUCT             | AMOUNT      | UNIT        | CENTRIFUGE     |                              |                         | 2025                           | LINER<br>SIZE                   | SPM           | LINER<br>SIZE | SPM               |      |     |                                                         |                                                                       | -                                                         |                    |              |  |           |      |      |
|     |                                       |      |        | DEPTH OUT (m)     |         |     | DESCO               | 1           | SX          | HOURS<br>RUN   | INTAKE<br>DENSITY<br>(kg/m3) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | REDUCED PUMP SPEED              |               |               |                   |      |     |                                                         | RIG RELEASED 18:00 MARCH 1/07                                         |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | DEPTH IN (m)      |         |     |                     |             |             | 8              | 1190                         | 1180                    | 1620                           | 850 @ 68 @ 1450                 |               |               |                   |      |     |                                                         | RAN 111 JOINTS, 1450.82 METERS, 139.7MM, 23.07 KG/M,                  |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | TOTAL DRILLED (m) |         |     |                     |             |             | HOURS<br>RUN   | INTAKE<br>DENSITY<br>(kg/m3) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | DEVIATION SURVEYS               |               |               |                   |      |     |                                                         | NEW IPSCO J55 PRODUCTION CASING. LANDED AT 1450 MKB.                  |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | TOTAL HRS RUN     |         |     |                     |             |             | 8              | 1190                         | 1180                    | 1630                           | DEPTH ( m ) DEVIATION DIRECTION |               |               |                   |      |     |                                                         | CEMENTED WITH LEAD; 23 TONNES THIXLITE + 1% SMS AND                   |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | CUTTING STRUCTURE |         |     |                     |             |             |                |                              |                         |                                |                                 |               |               |                   |      |     |                                                         | TAIL; 11 TONNES EXPANDOMIX LWL + 0.1% CFL-3 + 0.2% LTR                |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | TI                | To      | MDC | LOC                 | BRG         | GAGE        | ODC            | REASON<br>PULLED             | TOTAL<br>RUN<br>m/HR    | BOILERS                        |                                 |               |               |                   |      |     | +0.2% SPC-II. PLUG DOWN 05:35 MARCH 1/07 WITH 6 M3 OF   |                                                                       |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        |                   |         |     |                     |             |             |                |                              |                         | 1 2                            |                                 |               |               |                   |      |     | GOOD CEMENT RETURNS AND FLOAT HOLDS, ANNULUS IS STATIC. |                                                                       |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | D.P.              | STANDS  |     |                     |             |             |                |                              |                         | HRS RUN                        | 8                               | HRS RUN       | 0             |                   |      |     |                                                         | NOTES : CHECKED CROWN SAVER BRAKE LINKAGES,PINS,TONGS AND TONGS LINES |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | D.P.              | SINGLES |     | HOLE CONDITION      |             |             |                |                              |                         |                                |                                 |               |               |                   |      |     |                                                         |                                                                       | AIR HORN,BOP AND MANIFOLD SET UP,FLARE AND DEGASSER LINES |                    |              |  |           |      |      |
|     |                                       |      |        | KELLY DOWN        |         |     | HOLE DRAG           | 1 UP 1 DOWN |             |                |                              |                         |                                |                                 |               |               |                   |      |     |                                                         |                                                                       | RIG AND ACCUMULATOR HYD LVL                               |                    |              |  |           |      |      |
|     |                                       |      |        | TOTAL             |         |     | TORQUE AT BOTTOM    | 0           |             |                |                              |                         |                                |                                 |               |               |                   |      |     |                                                         |                                                                       |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | WT. OF D.C.       |         |     | FILL ON BOTTOM (m)  | 0           |             |                |                              |                         |                                |                                 |               |               |                   |      |     |                                                         |                                                                       |                                                           |                    |              |  |           |      |      |
|     |                                       |      |        | WT. OF STRING     |         |     |                     |             |             |                |                              |                         | STACK<br>TEMP                  | 580                             | STACK<br>TEMP |               | DRILLER SIGNATURE |      |     | SPECIAL<br>EVENT                                        |                                                                       |                                                           |                    | SAFETY TOPIC |  | MEHL      | MACP |      |
|     |                                       |      |        |                   |         |     |                     |             |             |                |                              |                         |                                |                                 |               |               | MAGELLA MAINGUY   |      |     | TIME / DEPTH                                            |                                                                       |                                                           |                    |              |  | CEMENTING | 42   | 6333 |

| MORNING TOUR     |  | FROM         |         | 0               | TO     |      | 800 | INJURIES |    |
|------------------|--|--------------|---------|-----------------|--------|------|-----|----------|----|
| CREW             |  | SOC INS. NO. |         | NAME            |        | HRS  |     | YES      | NO |
| DRILLER          |  |              |         | MAGELLA MAINGUY |        | 8.00 |     |          | MM |
| DERRICKHAND      |  |              |         | ADAM OAKE       |        | 8.00 |     |          | AO |
| MOTORHAND        |  |              |         | JASON BICKERT   |        | 8.00 |     |          | JB |
| FLOOR HAND       |  |              |         | TYLER FINNEY    |        | 8.00 |     |          | TF |
| FLOORHAND        |  |              |         | CAMERON MACKAY  |        | 8.00 |     |          | CM |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
| CRIG MANAGER     |  |              |         | TYLER ELL       |        | 1.00 | DAY |          | TE |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
|                  |  |              |         |                 |        |      |     |          |    |
| RATE SCHEDULE    |  | X            | REGULAR |                 | REPAIR |      |     | INVERT   |    |
| CREW SAFETY DAYS |  |              |         | DRIVERS         |        |      |     |          |    |
|                  |  |              |         | CAMERON MACKAY  |        |      |     |          |    |

| DRILLING ASSEMBLY<br>(AT END OF TOUR) |  |         | LENGTH | BIT RECORD         |    |     |     | DAY TOUR |                     | MUD RECORD                                                              |                  |                      | METRES DRILLED               |                              |                                |                          |                   | TIME LOG      |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|---------------------------------------|--|---------|--------|--------------------|----|-----|-----|----------|---------------------|-------------------------------------------------------------------------|------------------|----------------------|------------------------------|------------------------------|--------------------------------|--------------------------|-------------------|---------------|------------------|-----------|---------------------------------------------|-----------------------------|--------------|--------------------------------------------------------------|--|---------------|------|---------------|
| BIT                                   |  | O.D.    |        | BIT NO.            |    |     |     |          | MUD TYPE            | WATER BASED <input type="checkbox"/> OIL BASED <input type="checkbox"/> |                  | FROM                 | TO                           | D-R-C                        | RPM                            | WOB                      | FROM              | TO            | ELAPSED<br>TIME  | CODE      | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | SIZE               |    |     |     |          | TIME                |                                                                         |                  |                      |                              |                              |                                |                          |                   | 800           | 815              | 0.25      | 21                                          | SAFETY MEETING(RIG OUT)     |              |                                                              |  |               |      |               |
|                                       |  |         |        | IADC CODE          |    |     |     |          | DENSITY (kg/m3 )    |                                                                         |                  |                      |                              |                              |                                |                          |                   | 815           | 2000             | 11.75     | 1                                           | TEAR OUT DRILLING EQUIPMENT |              |                                                              |  |               |      |               |
|                                       |  |         |        | MANUFACTURER       |    |     |     |          | FUNNEL VISCOSITY    |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | TYPE               |    |     |     |          | FLUID LOSS (cm3 )   |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | pH                 |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | SERIAL NO.         |    |     |     |          | MUD MATERIALS ADDED |                                                                         |                  | SOLIDS CONTROL       |                              |                              | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1               |                   | PUMP NO. 2    |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | JETS               |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  | LINER<br>SIZE | SPM  | LINER<br>SIZE |
|                                       |  |         |        | DEPTH OUT (m)      |    |     |     |          | ALCAPAN 1130        | 10                                                                      | SX               | HOURS<br>RUN         | INTAKE<br>DENSITY<br>(kg/m3) | OVER<br>FLOW<br>DENSITY      | UNDER<br>FLOW<br>DENSITY       | 0                        | 152               | 0             |                  |           |                                             |                             |              | CHECK ALL OVERHEAD HOIST EQUIPMENT PRYOR TO LOWERING DERRICK |  |               |      |               |
|                                       |  |         |        | DEPTH IN (m)       |    |     |     |          | ENVIROFLOC          | 40                                                                      | SX               |                      |                              |                              |                                | REDUCED PUMP SPEED       |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | TOTAL DRILLED (m)  |    |     |     |          |                     |                                                                         |                  |                      | 12                           | 1180                         | 1000                           | 1620                     | 0                 | @             | 0                | @         | 0                                           |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | TOTAL HRS RUN      |    |     |     |          |                     |                                                                         |                  |                      | HOURS<br>RUN                 | INTAKE<br>DENSITY<br>(kg/m3) | OVER<br>FLOW<br>DENSITY        | UNDER<br>FLOW<br>DENSITY | DEVIATION SURVEYS |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | CUTTING STRUCTURE  |    |     |     |          |                     |                                                                         |                  |                      |                              | 12                           | 1180                           | 1000                     | 1620              | DEPTH ( m )   |                  | DEVIATION |                                             | DIRECTION                   |              |                                                              |  |               |      |               |
|                                       |  |         |        | TI                 | To | MDC | LOC | BRG      | GAGE                | ODC                                                                     | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |                              |                              |                                |                          | BOILERS           |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        | HOLE CONDITION     |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                | 1                        |                   | 2             |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                | HRS RUN                  | 12                | HRS RUN       | 0                |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                | BOILER<br>pH             | 12                | BOILER<br>pH  |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                | STACK<br>TEMP            | 325               | STACK<br>TEMP |                  |           |                                             |                             |              |                                                              |  |               |      |               |
| D.P.                                  |  | STANDS  |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                | DRILLER SIGNATURE        |                   |               | SPECIAL<br>EVENT |           |                                             |                             | SAFETY TOPIC |                                                              |  | MEHL          | MACP |               |
| D.P.                                  |  | SINGLES |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
| KELLY DOWN                            |  |         |        | HOLE DRAG          |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
| TOTAL                                 |  |         |        | TORQUE AT BOTTOM   |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
| WT. OF D.C.                           |  |         |        | FILL ON BOTTOM (m) |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
| WT. OF STRING                         |  |         |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |
|                                       |  |         |        |                    |    |     |     |          |                     |                                                                         |                  |                      |                              |                              |                                |                          |                   |               |                  |           |                                             |                             |              |                                                              |  |               |      |               |

[illegible][illegible]

| <b>EVENING TOUR</b>     |                     | <b>FROM</b>     | <b>2000</b> | <b>TO</b>  | <b>2400</b> | <b>INJURIES</b> |           |
|-------------------------|---------------------|-----------------|-------------|------------|-------------|-----------------|-----------|
| <b>CREW</b>             | <b>SOC INS. NO.</b> | <b>NAME</b>     |             | <b>HRS</b> |             | <b>YES</b>      | <b>NO</b> |
| DRILLER                 |                     | MAGELLA MAINGUY |             | 4.00       |             |                 | MM        |
| DERRICKHAND             |                     | ADAM OAKE       |             | 4.00       |             |                 | AO        |
| MOTORHAND               |                     | JASON BICKERT   |             | 4.00       |             |                 | JB        |
| FLOOR HAND              |                     | TYLER FINNEY    |             | 4.00       |             |                 | TF        |
| FLOORHAND               |                     | CAMERON MACKAY  |             | 4.00       |             |                 | CM        |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |
| RATE SCHEDULE           | X                   | REGULAR         |             | REPAIR     |             | INVERT          |           |
| <b>CREW SAFETY DAYS</b> |                     | <b>DRIVERS</b>  |             |            |             |                 |           |
|                         |                     |                 |             |            |             |                 |           |











# MORNING

[illegible]

| CODE NO.                                     |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |                 |          | RENTALS / SERVICES |             |  | MORN | DAY | EVE |
|----------------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|-------|--------|-----------------|-----------------|----------|--------------------|-------------|--|------|-----|-----|
|                                              |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |       |        |                 | NO.             | TYPE     | TYPE               | IT38 LOADER |  |      |     |     |
| T<br>I<br>M<br>E<br><br>-<br><br>H<br>R<br>S |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |       |        | 1               | BRANDT          |          |                    |             |  |      |     |     |
|                                              | MORN  | 7.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |       |        | 8.00            | SCREENS CHANGED | NEW/USED | CREW VEHICLE       |             |  |      |     |     |
|                                              | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    | 11.75 | 12.00  | TOP             | TOP             |          |                    |             |  |      |     |     |
|                                              | EVE   | 2.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 0.25        |                |           |                |         |           |                | 1.0  |    |    |    |       | 4.00   | MIDDLE          | MIDDLE          |          |                    |             |  |      |     |     |
|                                              | TOTAL | 10.50            |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 0.25        |                |           |                |         |           |                | 1.50 |    |    |    |       | 11.75  | 24.00           | BOTTOM          | BOTTOM   |                    |             |  |      |     |     |
|                                              |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |       |        | 89              |                 |          |                    |             |  |      |     |     |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD |    |                   |                      |                                                               |                     | MORNING TOUR                                                |                   |                    |                    | MUD RECORD |           | METRES DRILLED           |                   |        |              |            | TIME LOG                                    |                    |           |            |      |            |
|-----|-----------------------------------------|---------|--------|------------|----|-------------------|----------------------|---------------------------------------------------------------|---------------------|-------------------------------------------------------------|-------------------|--------------------|--------------------|------------|-----------|--------------------------|-------------------|--------|--------------|------------|---------------------------------------------|--------------------|-----------|------------|------|------------|
|     | BIT                                     | O.D.    |        | BIT NO.    |    |                   | MUD TYPE             | <input type="checkbox"/> WATER BASED <input type="checkbox"/> |                     | <input type="checkbox"/> OIL BASED <input type="checkbox"/> |                   | FROM               | TO                 | D-R-C      | RPM       | WOB                      | FROM              | TO     | ELAPSED TIME | CODE       | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                    |           |            |      |            |
|     |                                         |         |        |            |    | SIZE              |                      |                                                               | TIME                |                                                             |                   |                    |                    |            |           |                          | 0000              | 15     | 0.25         | 21         | SAFETY MEETING ( STEAM)                     |                    |           |            |      |            |
|     |                                         |         |        |            |    | IADC CODE         | <input type="text"/> | <input type="text"/>                                          | DENSITY (kg/m3 )    |                                                             |                   |                    |                    |            |           |                          | 15                | 800    | 7.75         | 1          | PREP RIG FOR MORNING MOVE                   |                    |           |            |      |            |
|     |                                         |         |        |            |    | MANUFACTURER      |                      |                                                               | FUNNEL VISCOSITY    |                                                             |                   |                    |                    |            |           |                          | 800               |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | TYPE              |                      |                                                               | FLUID LOSS (cm3 )   |                                                             |                   |                    |                    |            |           |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | SERIAL NO.        |                      |                                                               | pH                  |                                                             |                   |                    |                    |            |           |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | JETS              | <input type="text"/> | <input type="text"/>                                          | MUD MATERIALS ADDED |                                                             |                   | SOLIDS CONTROL     |                    |            |           | CIRCULATION PRESSURE kPa | PUMP NO. 1        |        | PUMP NO. 2   |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | DEPTH OUT (m)     |                      |                                                               |                     |                                                             |                   |                    |                    |            |           |                          | PRODUCT           | AMOUNT | UNIT         | CENTRIFUGE |                                             |                    |           | LINER SIZE | SPM  | LINER SIZE |
|     |                                         |         |        |            |    | DEPTH IN (m)      |                      |                                                               | HOURS RUN           | INTAKE DENSITY ( kg/m3 )                                    | OVER FLOW DENSITY | UNDER FLOW DENSITY | REDUCED PUMP SPEED |            |           |                          | @                 |        | @            |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | TOTAL DRILLED (m) |                      |                                                               | 0                   |                                                             |                   |                    |                    |            |           |                          | DEVIATION SURVEYS |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | TOTAL HRS RUN     |                      |                                                               | HOURS RUN           | INTAKE DENSITY ( kg/m3 )                                    | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEPTH ( m )        |            | DEVIATION |                          | DIRECTION         |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    | CUTTING STRUCTURE |                      |                                                               | 0                   |                                                             |                   |                    |                    |            |           |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        | TI         | To | MDC               | LOC                  | BRG                                                           | GAGE                | ODC                                                         | REASON PULLED     | TOTAL RUN m/Hr     | BOILERS            |            |           |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     |                                         |         |        |            |    |                   |                      |                                                               |                     |                                                             |                   |                    | 1                  |            | 2         |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     | D.P.                                    | STANDS  |        |            |    | HOLE CONDITION    |                      |                                                               |                     |                                                             |                   |                    | HRS RUN            | 8          | HRS RUN   |                          |                   |        |              |            |                                             |                    |           |            |      |            |
|     | D.P.                                    | SINGLES |        |            |    |                   |                      |                                                               |                     |                                                             |                   |                    | KELLY DOWN         |            |           |                          |                   |        |              |            | BOILER pH                                   | 12                 | BOILER pH |            |      |            |
|     | TOTAL                                   |         |        |            |    |                   |                      |                                                               |                     |                                                             |                   |                    | DRILLER SIGNATURE  |            |           |                          | SPECIAL EVENT     |        |              |            |                                             | SAFETY TOPIC       |           | MEHL       | MACP |            |
|     | WT. OF D.C.                             |         |        |            |    |                   |                      |                                                               |                     |                                                             |                   |                    | DEAN PODOLSKI      |            |           |                          | TIME / DEPTH      |        |              |            |                                             | WORKING WITH STEAM |           | 0          | 0    |            |
|     | WT. OF STRING                           |         |        |            |    |                   |                      |                                                               |                     |                                                             |                   |                    |                    |            |           |                          |                   |        |              |            |                                             |                    |           |            |      |            |



# DAY

|                                        |  |                                       |  |                                                         |  |          |  |                     |  |         |  |              |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                         |  |                       |  |             |  |         |  |
|----------------------------------------|--|---------------------------------------|--|---------------------------------------------------------|--|----------|--|---------------------|--|---------|--|--------------|--|-----------------------------|--|-----------|--|---------------|--|--------------|--|-------------|--|---------------|--|---------------|--|-------------------|--|-------------------------|--|-----------------------|--|-------------|--|---------|--|
| LICENCE NO.                            |  | WELL NAME & NO.                       |  | DAILY CHECKS                                            |  | OPR R.M. |  | YEAR                |  | MONTH   |  | DAY          |  | LAST CASING TUBING OR LINER |  | O.D. (mm) |  | MIN I.D. (mm) |  | MASS (kgm3)  |  | MAKE        |  | GRADE         |  | NO. OF JOINTS |  | TOTAL LENGTH      |  | KB TO CSG HEAD          |  | SET AT (m)            |  | SPUD DATE   |  | TIME    |  |
| 1159                                   |  | PARA ET AL CAMERON L-73               |  | (1.) Daily Walk Around Inspection                       |  | NR TE    |  | 2007                |  | 2       |  | 17           |  | RIG NO. 129                 |  | 219.1     |  | 205.9         |  | 35.72        |  | IPSCO       |  | J55           |  |               |  | 4                 |  |                         |  | RIG RELEASE           |  | TIME        |  |         |  |
| OPERATOR                               |  | CONTRACTOR NAME                       |  | (2.) Detailed Inspection - Weekly ( Using Check List )  |  | NR TE    |  | FUEL @ 08:00 HRS    |  | RIG     |  | BOILER       |  | 219.1                       |  | 125.73    |  | 23.07         |  | IPSCO        |  | J55         |  |               |  | 4             |  |                   |  | WELL TYPE               |  | VERT.                 |  | RE-ENTRY NO |  |         |  |
| PARAMOUNT RESOURCES LTD.               |  | PRECISION DRILLING, DIV OF PDC        |  | (3.) H2S Signs Posted if Required                       |  | NR TE    |  | 3900                |  | 1000    |  |              |  | 139.7                       |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  | OPERATOR'S AFE          |  | 07N710027             |  |             |  |         |  |
| SURFACE LOCATION                       |  | UNIQUE ID                             |  | (4.) Well Licence & Stick Diagram Posted                |  | NR TE    |  | TEMPERATURE         |  | DC / DP |  | DC / DP SIZE |  | MASS                        |  | GRADE     |  | MINIMUM I.D.  |  | T. JNT. O.D. |  | TYPE THREAD |  | NO. OF JOINTS |  | PUMP TYPE     |  | PUMP MANUFACTURER |  | STROKE LENGTH           |  | KELLY BSHG            |  | .33         |  | OP FUEL |  |
| 60:02:38.30 N 117:29:54.30 W           |  | 100/60-10-117-15/0                    |  | (5.) Flare Lines Staked                                 |  | TE       |  | COLD                |  | DC      |  | 152          |  | 122                         |  | STD       |  | 58            |  | 150          |  | 4" H90      |  | 4             |  | BPMMP         |  | EMSCO             |  | 229                     |  | CONTRACTOR'S JOB NUM  |  | 750         |  |         |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  | (6.) BOP Drills Performed                               |  | TE       |  | WIND DIRECTION      |  | DC      |  | 121          |  | 69.5                        |  |           |  | 57            |  | 123          |  | 3" 1/2      |  | F16           |  | F-800         |  |                   |  | TOUR SHEET SERIAL NUM   |  | PREC129_20070217_2B   |  |             |  |         |  |
| Neil Rundell                           |  | TYLER ELL                             |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Line |  | TE       |  | CALM ROAD CONDITION |  | DP      |  | 101          |  | 21.4                        |  | E         |  | 66            |  | 127          |  | 4" FH       |  | 154           |  |               |  |                   |  | VENDOR SOFTWARE VERSION |  | EDR_3-2-4_HF2 ETS 2.2 |  |             |  |         |  |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |              | MORN | DAY | EVE |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|-------|--------|-----------------|--------|----------|--------------------|--------------|------|-----|-----|--|
| TIME<br>HRS |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |       |        | TOTALS          | NO.    | TYPE     | TYPE               |              |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |       |        |                 | 1      | BRANDT   |                    | IT38 LOADER  |      |     |     |  |
|             | MORN  | 7.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |       | 8.00   | SCREENS CHANGED |        | NEW/USED |                    | CREW VEHICLE |      |     |     |  |
|             | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    | 11.75 | 12.00  | TOP             |        | 89       | TOP                |              |      |     |     |  |
|             | EVE   | 2.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 0.25        |                |           |                |         |           | 1.0            |    |    |    |    |       | 4.00   | MIDDLE          |        | MIDDLE   |                    |              |      |     |     |  |
| TOTAL       | 10.50 |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                | 0.25             |             |                |           |                |         |           | 1.50           |    |    |    |    | 11.75 | 24.00  | 180             | BOTTOM |          | BOTTOM             |              |      |     |     |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |    |     |     |     |      | DAY TOUR |                     | MUD RECORD                           |                   |                    |                                    | METRES DRILLED |      |                          |             |                   | TIME LOG   |      |      |               |      |                                             |  |              |  |      |      |  |  |
|---------------|-----------------------------------------|---------|--------|--------------------|----|-----|-----|-----|------|----------|---------------------|--------------------------------------|-------------------|--------------------|------------------------------------|----------------|------|--------------------------|-------------|-------------------|------------|------|------|---------------|------|---------------------------------------------|--|--------------|--|------|------|--|--|
|               | BIT                                     | O.D.    |        | BIT NO.            |    |     |     |     |      |          | MUD TYPE            | WATER BASED <input type="checkbox"/> |                   |                    | OIL BASED <input type="checkbox"/> |                | FROM | TO                       | D-R-C       | RPM               | WOB        | FROM | TO   | ELAPSED TIME  | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |              |  |      |      |  |  |
|               |                                         |         |        | SIZE               |    |     |     |     |      |          | TIME                |                                      |                   |                    |                                    |                |      |                          |             |                   |            | 0800 | 0815 | 0.25          | 21   | SAFETY MEETING WITH ALL- NITE TRUCKING      |  |              |  |      |      |  |  |
|               |                                         |         |        | IADC CODE          |    |     |     |     |      |          | DENSITY (kg/m3 )    |                                      |                   |                    |                                    |                |      |                          |             |                   |            | 0815 | 2000 | 11.75         | 26   | MOVE RIG                                    |  |              |  |      |      |  |  |
|               |                                         |         |        | MANUFACTURER       |    |     |     |     |      |          | FUNNEL VISCOSITY    |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | TYPE               |    |     |     |     |      |          | FLUID LOSS (cm3 )   |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | SERIAL NO.         |    |     |     |     |      |          | pH                  |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | JETS               |    |     |     |     |      |          | MUD MATERIALS ADDED |                                      |                   | SOLIDS CONTROL     |                                    |                |      | CIRCULATION PRESSURE kPa | PUMP NO. 1  |                   | PUMP NO. 2 |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        |                    |    |     |     |     |      |          | PRODUCT             | AMOUNT                               | UNIT              | CENTRIFUGE         |                                    |                |      | LINER SIZE               | SPM         | LINER SIZE        | SPM        |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | DEPTH OUT (m)      |    |     |     |     |      |          | HOURS RUN           | INTAKE DENSITY ( kg/m3 )             | OVER FLOW DENSITY | UNDER FLOW DENSITY | REDUCED PUMP SPEED                 |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | DEPTH IN (m)       |    |     |     |     |      |          |                     |                                      |                   |                    | @ @                                |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | TOTAL DRILLED (m)  |    |     |     |     |      |          | HOURS RUN           | INTAKE DENSITY ( kg/m3 )             | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS                  |                |      |                          | DEPTH ( m ) | DEVIATION         | DIRECTION  |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | TOTAL HRS RUN      |    |     |     |     |      |          |                     |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | CUTTING STRUCTURE  |    |     |     |     |      |          |                     |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        | TI                 | To | MDC | LOC | BRG | GAGE | ODC      | REASON PULLED       | TOTAL RUN mi/HR                      | BOILERS           |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               |                                         |         |        |                    |    |     |     |     |      |          |                     |                                      | 1                 | 2                  |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               | D.P.                                    | STANDS  |        | HOLE CONDITION     |    |     |     |     |      |          |                     |                                      |                   |                    |                                    | HRS RUN        | 12   | HRS RUN                  | 0           |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
|               | D.P.                                    | SINGLES |        |                    |    |     |     |     |      |          |                     |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
| KELLY DOWN    |                                         |         |        | HOLE DRAG          |    |     |     |     |      |          |                     |                                      |                   |                    |                                    | BOILER pH      |      | BOILER pH                |             | DRILLER SIGNATURE |            |      |      | SPECIAL EVENT |      |                                             |  | SAFETY TOPIC |  | MEHL | MACP |  |  |
| TOTAL         |                                         |         |        | TORQUE AT BOTTOM   |    |     |     |     |      |          |                     |                                      |                   |                    |                                    | STACK TEMP     |      | STACK TEMP               |             | MAGELLA MAINGUY   |            |      |      | TIME / DEPTH  |      |                                             |  |              |  |      |      |  |  |
| WT. OF D.C.   |                                         |         |        | FILL ON BOTTOM (m) |    |     |     |     |      |          |                     |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |
| WT. OF STRING |                                         |         |        |                    |    |     |     |     |      |          |                     |                                      |                   |                    |                                    |                |      |                          |             |                   |            |      |      |               |      |                                             |  |              |  |      |      |  |  |



# EVENING

|                                        |  |                                       |  |  |  |                                                          |  |          |  |                    |  |       |  |         |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  |                         |  |                       |  |           |  |          |  |    |  |
|----------------------------------------|--|---------------------------------------|--|--|--|----------------------------------------------------------|--|----------|--|--------------------|--|-------|--|---------|--|-----------------------------|--|-----------|--|---------------|--|--------------|--|-------------|--|---------------|--|---------------|--|-------------------|--|----------------|--|-------------------------|--|-----------------------|--|-----------|--|----------|--|----|--|
| LICENCE NO.                            |  | WELL NAME & NO.                       |  |  |  | DAILY CHECKS                                             |  | OPR R.M. |  | YEAR               |  | MONTH |  | DAY     |  | LAST CASING TUBING OR LINER |  | O.D. (mm) |  | MIN I.D. (mm) |  | MASS (kg/m3) |  | MAKE        |  | GRADE         |  | NO. OF JOINTS |  | TOTAL LENGTH      |  | KB TO CSG HEAD |  | SET AT (m)              |  | SPUD DATE             |  |           |  | TIME     |  |    |  |
| 1159                                   |  | PARA ET AL CAMERON L-73               |  |  |  | (1.) Daily Walk Around Inspection                        |  | NR TE    |  | 2007               |  | 2     |  | 17      |  | RIG NO. 129                 |  | 219.1     |  | 205.9         |  | 35.72        |  | IPSCO       |  | J55           |  |               |  |                   |  | 4              |  |                         |  | RIG RELEASE           |  |           |  | TIME     |  |    |  |
| OPERATOR                               |  | CONTRACTOR NAME                       |  |  |  | (2.) Detailed Inspection - Weekly ( Using Check List )   |  | NR TE    |  | FUEL @ 08:00 HRS   |  |       |  |         |  | RIG                         |  | 139.7     |  | 125.73        |  | 23.07        |  | IPSCO       |  | J55           |  |               |  |                   |  | 4              |  |                         |  | WELL TYPE             |  | VERT.     |  | RE-ENTRY |  | NO |  |
| PARAMOUNT RESOURCES LTD.               |  | PRECISION DRILLING, DIV OF PDC        |  |  |  | (3.) H2S Signs Posted if Required                        |  | NR TE    |  | BOILER             |  | 3900  |  | 1000    |  |                             |  | 139.7     |  | 125.73        |  | 23.07        |  | IPSCO       |  | J55           |  |               |  |                   |  | 4              |  |                         |  | OPERATOR'S AFE        |  | 07N710027 |  |          |  |    |  |
| SURFACE LOCATION                       |  | UNIQUE ID                             |  |  |  | (4.) Well Licence & Stick Diagram Posted                 |  | NR TE    |  | TEMPERATURE        |  | -21   |  | DC / DP |  | MASS                        |  | GRADE     |  | MINIMUM I.D.  |  | T. JNT. O.D. |  | TYPE THREAD |  | NO. OF JOINTS |  | PUMP TYPE     |  | PUMP MANUFACTURER |  | STROKE LENGTH  |  | KELLY BSHG              |  | .33                   |  | OP FUEL   |  |          |  |    |  |
| 60:02:38.30 N 117:29:54.30 W           |  | 100/60-10-117-15/0                    |  |  |  | (5.) Flare Lines Staked                                  |  | TE       |  | CURRENT CONDITIONS |  | COLD  |  | DC      |  | 152                         |  | 122       |  | STD           |  | 58           |  | 150         |  | 4" H90        |  | 4             |  | BPMMP             |  | EMSCO          |  | 229                     |  | CONTRACTOR'S JOB NUM  |  | 750       |  |          |  |    |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  |  |  | (6.) BOP Drills Performed                                |  | TE       |  | WIND DIRECTION     |  | CALM  |  | DC      |  | 121                         |  | 69.5      |  |               |  | 57           |  | 123         |  | 3" 1/2 IF16   |  | F-800         |  |                   |  |                |  | TOUR SHEET SERIAL NUM   |  | PREC129_20070217_2B   |  |           |  |          |  |    |  |
| Neil Rundell                           |  | TYLER ELL                             |  |  |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines |  | TE       |  | ROAD CONDITION     |  | ICE   |  | DP      |  | 101                         |  | 21.4      |  | E             |  | 66           |  | 127         |  | 4" FH         |  | 154           |  |                   |  |                |  | VENDOR SOFTWARE VERSION |  | EDR_3-2-4_HF2 ETS 2.2 |  |           |  |          |  |    |  |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |                 | RENTALS / SERVICES |              | MORN        | DAY | EVE |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|-------|--------|-----------------|-----------------|--------------------|--------------|-------------|-----|-----|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |       |        |                 | NO.             | TYPE               | TYPE         | IT38 LOADER |     |     |  |
| TIME<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |       |        | 1               | BRANDT          |                    | CREW VEHICLE |             |     |     |  |
|             | MORN  | 7.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |       |        | 8.00            | SCREENS CHANGED | NEW/USED           |              |             |     |     |  |
|             | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    | 11.75 | 12.00  | TOP             | TOP             |                    |              |             |     |     |  |
|             | EVE   | 2.75             |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 0.25        |                |           |                |         |           |                | 1.0  |    |    |    |       | 4.00   | MIDDLE          | MIDDLE          |                    |              |             |     |     |  |
|             | TOTAL | 10.50            |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  | 0.25        |                |           |                |         |           |                | 1.50 |    |    |    | 11.75 | 24.00  | 180             | 89              | BOTTOM             | BOTTOM       |             |     |     |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |      | LENGTH | BIT RECORD                                              |  |  |  |  |  |  | EVENING TOUR        |        |      |                |                          |                   | MUD RECORD               |                          |            |                          |            | METRES DRILLED |                   |     |     |      | TIME LOG      |              |      |                                             |  |              |  |      |        |  |   |   |
|-----|-----------------------------------------|------|--------|---------------------------------------------------------|--|--|--|--|--|--|---------------------|--------|------|----------------|--------------------------|-------------------|--------------------------|--------------------------|------------|--------------------------|------------|----------------|-------------------|-----|-----|------|---------------|--------------|------|---------------------------------------------|--|--------------|--|------|--------|--|---|---|
|     | BIT                                     | O.D. |        | BIT NO.                                                 |  |  |  |  |  |  | MUD TYPE            |        |      |                | WATER BASED              |                   | <input type="checkbox"/> | OIL BASED                |            | <input type="checkbox"/> | FROM       | TO             | D-R-C             | RPM | WOB | FROM | TO            | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |              |  |      |        |  |   |   |
|     |                                         |      |        | SIZE                                                    |  |  |  |  |  |  | TIME                |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     | 2000 | 2015          | 0.25         | 21   | SAFETY MEETING (RIGGING UP)                 |  |              |  |      |        |  |   |   |
|     |                                         |      |        | IADC CODE                                               |  |  |  |  |  |  | DENSITY (kg/m3 )    |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     | 2015 | 2300          | 2.75         | 1    | RIG UP DRILLING EQUIPMENT                   |  |              |  |      |        |  |   |   |
|     |                                         |      |        | MANUFACTURER                                            |  |  |  |  |  |  | FUNNEL VISCOSITY    |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     | 2300 | 2345          | 0.75         | 21   | SAFETY MEETING (NIPPLE UP)                  |  |              |  |      |        |  |   |   |
|     |                                         |      |        | TYPE                                                    |  |  |  |  |  |  | FLUID LOSS (cm3 )   |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     | 2345 | 2400          | 0.25         | 14   | NIPPLE UP DIVERTER                          |  |              |  |      |        |  |   |   |
|     |                                         |      |        | SERIAL NO.                                              |  |  |  |  |  |  | pH                  |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     | 2400 |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | JETS                                                    |  |  |  |  |  |  | MUD MATERIALS ADDED |        |      | SOLIDS CONTROL |                          |                   |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1 |                          | PUMP NO. 2 |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        |                                                         |  |  |  |  |  |  | PRODUCT             | AMOUNT | UNIT | CENTRIFUGE     |                          |                   |                          |                          | LINER SIZE | SPM                      | LINER SIZE | SPM            |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | DEPTH OUT (m)                                           |  |  |  |  |  |  |                     |        |      | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | DEPTH IN (m)                                            |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          | REDUCED PUMP SPEED       |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | TOTAL DRILLED (m)                                       |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          | @                        |            | @                        |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | TOTAL HRS RUN                                           |  |  |  |  |  |  |                     |        |      | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       | DEVIATION SURVEYS        |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | CUTTING STRUCTURE                                       |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          | DEPTH ( m )              | DEVIATION  | DIRECTION                |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | TI To MDC LOC BRG GAGE ODC REASON PULLED TOTAL RUN m/HR |  |  |  |  |  |  |                     |        |      |                | BOILERS                  |                   |                          |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        |                                                         |  |  |  |  |  |  |                     |        |      |                | 1                        |                   | 2                        |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        |                                                         |  |  |  |  |  |  |                     |        |      |                | HRS RUN                  | 4                 | HRS RUN                  | 0                        |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        |                                                         |  |  |  |  |  |  |                     |        |      |                | BOILER pH                | 11                | BOILER pH                |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        |                                                         |  |  |  |  |  |  |                     |        |      |                | STACK TEMP               | 680               | STACK TEMP               |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | D.P. STANDS                                             |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          |                          |            |                          |            |                | DRILLER SIGNATURE |     |     |      | SPECIAL EVENT |              |      |                                             |  | SAFETY TOPIC |  | MEHL | MACP   |  |   |   |
|     |                                         |      |        | D.P. SINGLES                                            |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      | RIG UP |  | 0 | 0 |
|     |                                         |      |        | KELLY DOWN                                              |  |  |  |  |  |  | HOLE DRAG           |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | TOTAL                                                   |  |  |  |  |  |  | TORQUE AT BOTTOM    |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | WT. OF D.C.                                             |  |  |  |  |  |  | FILL ON BOTTOM (m)  |        |      |                |                          |                   |                          |                          |            |                          |            |                |                   |     |     |      |               |              |      |                                             |  |              |  |      |        |  |   |   |
|     |                                         |      |        | WT. OF STRING                                           |  |  |  |  |  |  |                     |        |      |                |                          |                   |                          |                          |            |                          |            |                | DEAN PODOLSKI     |     |     |      | TIME / DEPTH  |              |      |                                             |  |              |  |      |        |  |   |   |



DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>17                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070217_2B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>58                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  |                                         |  | OPERATOR'S AFE<br>07N710027                  |  |  |  |

| MORNING TOUR |              | FROM           |  | 0000 | TO  | 0800 | INJURIES |  |  |  |
|--------------|--------------|----------------|--|------|-----|------|----------|--|--|--|
| CREW         | SOC INS. NO. | NAME           |  | HRS  |     | YES  | NO       |  |  |  |
| DRILLER      |              | DEAN PODOLSKI  |  | 8.00 |     |      | DP       |  |  |  |
| DERRICKHAND  |              | NEIL HALFE     |  | 8.00 |     |      | NH       |  |  |  |
| MOTOR HAND   |              | KIRK LYLYK     |  | 8.00 |     |      | KL       |  |  |  |
| FLOORHAND    |              | VOYTO DURECH   |  | 8.00 |     |      | VD       |  |  |  |
| FLOORHAND    |              | DARRELL IZZARD |  | 8.00 |     |      | DI       |  |  |  |
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| RIG MANAGER  |              | TYLER ELL      |  | 1.00 | DAY |      | TE       |  |  |  |
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MORNING

|                                        |                                       |                                                             |    |     |                    |      |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|----|-----|--------------------|------|--------|--------------|-----------------------------|-----------|---------------|--------------|--------------|-------------|---------------|--------------|-------------------|------------|---------------|------------|-------|----------------|-----------|--|--|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |    | OPR | R.M.               | YEAR | MONTH  | DAY          | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE         | GRADE       | NO. of JOINTS | TOTAL LENGTH | KB TO CSG HEAD    | SET AT (m) | SPUD DATE     | 2007/02/18 | TIME  | 09:45          |           |  |  |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR | TE  | RIG NO.            | 129  |        |              |                             | 219.1     | 205.9         | 35.72        | IPSCO        | J55         |               |              | 4                 |            | RIG RELEASE   |            | TIME  |                |           |  |  |
| OPERATOR                               | CONTRACTOR NAME                       | (2.) Detailed Inspection - Weekly ( Using Check List )      | NR | TE  | FUEL @ 08:00 HRS   |      |        |              |                             |           | 139.7         | 125.73       | 23.07        | IPSCO       | J55           |              |                   | 4          |               | WELL TYPE  | VERT. | RE-ENTRY       | NO        |  |  |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (3.) H2S Signs Posted if Required                           | NR | TE  | RIG                | 5000 | BOILER |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       | OPERATOR'S AFE | 07N710027 |  |  |
| SURFACE LOCATION                       | UNIQUE ID                             | (4.) Well Licence & Stick Diagram Posted                    | NR | TE  | TEMPERATURE        |      | DC/ DP | DC / DP SIZE |                             | MASS      | GRADE         | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. of JOINTS | PUMP TYPE    | PUMP MANUFACTURER |            | STROKE LENGTH |            |       |                |           |  |  |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (5.) Flare Lines Staked                                     |    |     | -21                |      |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (6.) BOP Drills Performed                                   |    |     | CURRENT CONDITIONS |      | DC     |              | 152                         | 122       | STD           | 58           | 150          | 4" H90      | 4             | BPMP         | EMSCO             |            | 229           |            |       |                |           |  |  |
| NEIL RUNDELL                           | TYLER ELL                             | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |    |     | COLD               |      | DC     |              | 121                         | 69.5      |               | 57           | 123          | 3" 1/2 IF16 | F-800         |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    | TE |     | WIND DIRECTION     |      | DC     |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |    |     | CALM               |      | DC     |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (3.) Mast Inspection before Raising or Lowering             |    |     | ROAD CONDITION     |      | DP     |              | 101                         | 21.4      | E             | 66           | 127          | 4" FH       | 154           |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (4.) Crown Saver Checked                                    | TE |     | ICE                |      | DP     |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (5.) Motor Kills Checked                                    | TE |     |                    |      |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |             |  | MORN | DAY | EVE |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|-------|--------|-----------------|--------|----------|--------------------|-------------|--|------|-----|-----|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |       |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER |  |      |     |     |
| TIME<br>HRS | MORN  |                  |              |         |        |                 | 1.0   | 0.25        |            |                    |             |               |                  |                | 6.5              |             |                |           |                |         |           | 0.25           |      |    |    |    |       | 8.00   | SCREENS CHANGED | NO     | NEW/USED | CREW VEHICLE       |             |  |      |     |     |
|             | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 1.0         |               |                  |                |                  |             |                |           |                |         |           | 1.5            |      |    |    |    |       | 12.00  | TOP             |        | TOP      |                    |             |  |      |     |     |
|             | EVE   |                  | 2.75         |         |        |                 |       | 0.25        |            |                    | 0.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 0.5  |    |    |    | 4.00  | MIDDLE |                 | MIDDLE |          |                    |             |  |      |     |     |
|             | TOTAL |                  | 12.00        |         |        |                 | 1.00  | 0.75        |            |                    | 1.25        |               |                  |                | 6.50             |             |                |           |                |         |           | 2.00           | 0.50 |    |    |    | 24.00 | BOTTOM |                 | BOTTOM |          |                    |             |  |      |     |     |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |       |        | 180             |        |          |                    |             |  |      |     |     |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) | LENGTH  | BIT RECORD |                   |    |           |     |      |      |                   | MORNING TOUR  |                          |                   |                    | MUD RECORD         |                          |           |           | METRES DRILLED |                          |               |                          |            | TIME LOG |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|---------------|--------------------------------------|---------|------------|-------------------|----|-----------|-----|------|------|-------------------|---------------|--------------------------|-------------------|--------------------|--------------------|--------------------------|-----------|-----------|----------------|--------------------------|---------------|--------------------------|------------|----------|------------|-----|------|-----|--------------|------|---------------------------------------------|--|--|--|--|--|--|--|
| 1             | BIT                                  | O.D.    | .32        | BIT NO.           |    | 1         |     |      |      | MUD TYPE          |               |                          |                   | WATER BASED        |                    | <input type="checkbox"/> |           | OIL BASED |                | <input type="checkbox"/> |               | FROM                     | TO         | D-R-C    | RPM        | WOB | FROM | TO  | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |  |  |  |  |  |  |
| 1             | BIT SUB                              | 195     | .84        | SIZE              |    | 311       |     |      |      | TIME              |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     | 0    | 15  | 0.25         | 7    | RIG SERVICE DRAWWORKS                       |  |  |  |  |  |  |  |
| 2             | 8" DC                                | 195     | 18.77      | IADC CODE         |    |           |     |      |      | DENSITY (kg/m3 )  |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     | 15   | 30  | 0.25         | 21   | SAFETY MEETING (NIPPLE UP DIVERTER)         |  |  |  |  |  |  |  |
|               |                                      |         |            | MANUFACTURER      |    | VAREL     |     |      |      | FUNNEL VISCOSITY  |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     | 30   | 700 | 6.50         | 14   | NIPPLE UP DIVERTER                          |  |  |  |  |  |  |  |
|               |                                      |         |            | TYPE              |    | CHO4JMRSV |     |      |      | FLUID LOSS (cm3 ) |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     | 700  | 800 | 1.00         | 6    | MAKE UP 8" BHA AND 311mm BIT                |  |  |  |  |  |  |  |
|               |                                      |         |            | SERIAL NO.        |    | 230270    |     |      |      | pH                |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | JETS              |    | 3X        |     | 14.3 |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               | CIRCULATION PRESSURE kPa | PUMP NO. 1 |          | PUMP NO. 2 |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    | 1X        |     | 12.7 |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          | LINER SIZE | SPM      | LINER SIZE | SPM |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | DEPTH OUT (m)     |    |           |     |      |      | HOURS RUN         |               | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | REDUCED PUMP SPEED |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | DEPTH IN (m)      |    | 0         |     |      |      | 0                 |               |                          |                   |                    | @                  |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | TOTAL DRILLED (m) |    |           |     |      |      | HOURS RUN         |               | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS  |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | TOTAL HRS RUN     |    |           |     |      |      | 0                 |               |                          |                   |                    | DEPTH ( m )        |                          | DEVIATION |           | DIRECTION      |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | CUTTING STRUCTURE |    |           |     |      |      | 0                 |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            | TI                | To | MDC       | LOC | BRG  | GAGE | ODC               | REASON PULLED | TOTAL RUN m/HR           | BOILERS           |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          | 1                 |                    | 2                  |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               | D.P.                                 | STANDS  |            |                   |    |           |     |      |      | HRS RUN           |               | 8                        | HRS RUN           |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               | D.P.                                 | SINGLES |            |                   |    |           |     |      |      | BOILER pH         |               | 11                       | BOILER pH         |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
| KELLY DOWN    |                                      |         |            |                   |    |           |     |      |      | STACK TEMP        |               | 575                      | STACK TEMP        |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
| TOTAL         |                                      |         | 19.93      |                   |    |           |     |      |      |                   |               |                          |                   |                    | DRILLER SIGNATURE  |                          |           |           |                |                          | SPECIAL EVENT |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
| WT. OF D.C.   |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    | DEAN PODOLSKI      |                          |           |           |                |                          | TIME / DEPTH  |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
| WT. OF STRING |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |
|               |                                      |         |            |                   |    |           |     |      |      |                   |               |                          |                   |                    |                    |                          |           |           |                |                          |               |                          |            |          |            |     |      |     |              |      |                                             |  |  |  |  |  |  |  |

# DAY

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| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |           |          |          | DAY TOUR    |      | MUD RECORD          |                  |                      |                | METRES DRILLED                 |                         |                          |                                |                 | TIME LOG          |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|-----|-----------------------------------------|---------|--------|--------------------|-----------|----------|----------|-------------|------|---------------------|------------------|----------------------|----------------|--------------------------------|-------------------------|--------------------------|--------------------------------|-----------------|-------------------|---------------------------------------------|-------|-----|----------------------------------------------------------------|------------------|--------------|--|--------------|--|------|----------------|--|----|---|--|
|     | BIT                                     | O.D.    |        | BIT NO.            | 1         | MUD TYPE | GEL/CHEM | WATER BASED | X    | OIL BASED           | FROM             | TO                   | D-R-C          | RPM                            | WOB                     | FROM                     | TO                             | ELAPSED<br>TIME | CODE              | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
| 1   |                                         |         | .32    |                    |           |          |          |             |      |                     |                  |                      |                |                                |                         |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
| 1   | BIT SUB                                 | 195     | .84    | SIZE               | 311       |          |          |             |      | TIME                | 1000             | 1400                 | 1800           | 0                              | 105                     | D                        | 215                            | 3               | 800               | 815                                         | 0.25  | 7   | RIG SERVICE ( F/T DIVERTER ANNULAR CL 18 SEC /OP 19 SEC )      |                  |              |  |              |  |      |                |  |    |   |  |
| 2   | 8" DC                                   | 195     | 18.77  | IADC CODE          |           |          |          |             |      | DENSITY (kg/m3 )    | 1000             | 1070                 | 1090           |                                |                         |                          |                                |                 | 815               | 945                                         | 1.50  | 21  | PRESPU D SAFETY MEETING CHECK AND SERVICE ALL SAFETY EQUIPMENT |                  |              |  |              |  |      |                |  |    |   |  |
| 1   | X.O.                                    | 192     | .57    | MANUFACTURER       | VAREL     |          |          |             |      | FUNNEL VISCOSITY    | 30               | 35                   | 35             |                                |                         |                          |                                |                 | 945               | 1900                                        | 9.25  | 2   | DRILL ACTUAL FROM 0m TO 105m                                   |                  |              |  |              |  |      |                |  |    |   |  |
| 4   | 6' DC                                   | 152     | 36.09  | TYPE               | CHO4JMRSV |          |          |             |      | FLUID LOSS (cm3 )   |                  |                      |                |                                |                         |                          |                                |                 | 1900              | 2000                                        | 1.00  | 10  | DEVIATION SURVEY                                               |                  |              |  |              |  |      |                |  |    |   |  |
| 1   | X.O.                                    | 151     | .64    | SERIAL NO.         | 230270    |          |          |             |      | pH                  | 10               | 9                    | 9              |                                |                         |                          |                                |                 | 2000              |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
| 4   | 4 3/4 COLLAR                            | 121     | 37.12  |                    |           |          |          |             |      |                     |                  |                      |                |                                |                         |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | JETS               | 3X        | 14.3     |          |             |      | MUD MATERIALS ADDED |                  |                      | SOLIDS CONTROL |                                |                         |                          | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1      |                   | PUMP NO. 2                                  |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        |                    | 1X        | 12.7     |          |             |      | PRODUCT             | AMOUNT           | UNIT                 | CENTRIFUGE     |                                |                         |                          |                                | LINER<br>SIZE   | SPM               | LINER<br>SIZE                               | SPM   |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | DEPTH OUT (m)      |           |          |          |             |      | SODA ASH            | 5                | SX                   | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | 2110                           | 152             | 125               |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | DEPTH IN (m)       | 0         |          |          |             |      | GEL                 | 16               | SX                   |                |                                |                         |                          | REDUCED PUMP SPEED             |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | TOTAL DRILLED (m)  | 105       |          |          |             |      | SAWDUST             | 10               | SX                   | 0              |                                |                         |                          | 850                            | @               | 68                | @                                           | 105   |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | TOTAL HRS RUN      | 9.25      |          |          |             |      | DETERGENT           | 2                | PAIS                 | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | DEVIATION SURVEYS              |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | CUTTING STRUCTURE  |           |          |          |             |      |                     |                  |                      |                |                                |                         |                          | DEPTH ( m )                    | DEVIATION       |                   | DIRECTION                                   |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        | TI                 | To        | MDC      | LOC      | BRG         | GAGE | ODC                 | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |                |                                |                         |                          | BOILERS                        |                 |                   |                                             | 31.69 | .25 |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     |                                         |         |        |                    |           |          |          |             |      |                     |                  |                      | 1              |                                | 2                       |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     | D.P.                                    | STANDS  |        | HOLE CONDITION     |           |          |          |             |      |                     |                  |                      |                |                                | HRS RUN                 | 12                       | HRS RUN                        | 0               |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     | D.P.                                    | SINGLES |        |                    |           |          |          |             |      |                     |                  |                      |                |                                | BOILER<br>pH            | 12                       | BOILER<br>pH                   |                 | DRILLER SIGNATURE |                                             |       |     |                                                                | SPECIAL<br>EVENT |              |  | SAFETY TOPIC |  | MEHL | MACP           |  |    |   |  |
|     | KELLY DOWN                              |         | 11.12  | HOLE DRAG          |           |          |          |             |      |                     |                  | 2 UP 1 DOWN          |                |                                |                         |                          |                                |                 |                   | MAGELLA MAINGUY                             |       |     |                                                                |                  | TIME / DEPTH |  |              |  |      | DIVERTER DRILL |  | 16 | 0 |  |
|     | TOTAL                                   |         | 105.47 | TORQUE AT BOTTOM   |           |          |          |             |      |                     |                  | 0                    |                |                                |                         |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     | WT. OF D.C.                             | 16      |        | FILL ON BOTTOM (m) |           |          |          |             |      |                     |                  | 0                    |                |                                |                         |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |
|     | WT. OF STRING                           | 16      |        |                    |           |          |          |             |      |                     |                  |                      |                |                                |                         |                          |                                |                 |                   |                                             |       |     |                                                                |                  |              |  |              |  |      |                |  |    |   |  |



# EVENING

[illegible]

| CODE NO.         |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |      | RENTALS / SERVICES |             |              | MORN | DAY | EVE |  |  |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|-----------------|-----------------|------|--------------------|-------------|--------------|------|-----|-----|--|--|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                 | NO.             | TYPE | TYPE               | IT38 LOADER |              |      |     |     |  |  |
| TIME<br>-<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 1               | BRANDT          |      |                    |             |              |      |     |     |  |  |
|                  | MORN  |                  |              |         |        |                 | 1.0   | 0.25        |            |                    |             |               |                  |                | 6.5              |             |                |           |                |         |           |                | 0.25 |      |      |    |    |        | 8.00            | SCREENS CHANGED | NO   | NEW/USED           | USED        | CREW VEHICLE |      |     |     |  |  |
|                  | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 1.0         |               |                  |                |                  |             |                |           |                |         |           |                | 1.5  |      |      |    |    |        | 12.00           | TOP             |      | TOP                |             |              |      |     |     |  |  |
|                  | EVE   |                  | 2.75         |         |        |                 |       | 0.25        |            |                    | 0.25        |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 | 0.5  |      |    |    |        | 4.00            | MIDDLE          |      | MIDDLE             |             |              |      |     |     |  |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 180             |                 | 89   |                    |             |              |      |     |     |  |  |
|                  | TOTAL |                  |              | 12.00   |        |                 |       | 1.00        | 0.75       |                    |             | 1.25          |                  |                |                  | 6.50        |                |           |                |         |           |                |      | 2.00 | 0.50 |    |    |        |                 | 24.00           | 180  |                    | BOTTOM      | BOTTOM       |      |     |     |  |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |           |      |     |             |           | EVENING TOUR |                     |                |                          | MUD RECORD        |                    |                    |                             | METRES DRILLED |                   |            |     |       | TIME LOG |               |      |                                |              |                                                |                                             |      |      |  |
|---------------|-----------------------------------------|---------|--------|--------------------|-----------|------|-----|-------------|-----------|--------------|---------------------|----------------|--------------------------|-------------------|--------------------|--------------------|-----------------------------|----------------|-------------------|------------|-----|-------|----------|---------------|------|--------------------------------|--------------|------------------------------------------------|---------------------------------------------|------|------|--|
| 1             | BIT                                     | O.D.    | .32    | BIT NO.            | 1         |      |     |             |           |              | MUD TYPE            | GEL            |                          | WATER BASED       |                    | X                  | OIL BASED                   |                |                   | FROM       | TO  | D-R-C | RPM      | WOB           | FROM | TO                             | ELAPSED TIME | CODE                                           | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |      |      |  |
| 1             | BIT SUB                                 | 195     | .84    | SIZE               | 311       |      |     |             |           |              | TIME                | 2000           |                          | 2200              |                    | 2330               |                             |                | 105               | 119        | D   | 220   | 3        | 2000          | 2015 | 0.25                           | 7            | RIG SERVICE ( F/T ANNULAR CL 19 SEC OP 20 SEC) |                                             |      |      |  |
| 2             | 8" DC                                   | 195     | 18.77  | IADC CODE          |           |      |     |             |           |              | DENSITY (kg/m3 )    | 1040           |                          | 1050              |                    | 1080               |                             |                |                   |            |     |       |          | 2015          | 2030 | 0.25                           | 21           | SAFETY MEETING ( BOP DRILL WITH DIVERTER)      |                                             |      |      |  |
| 1             | X.O.                                    | 192     | .57    | MANUFACTURER       | VAREL     |      |     |             |           |              | FUNNEL VISCOSITY    | 30             |                          | 35                |                    | 54                 |                             |                |                   |            |     |       |          | 2030          | 2300 | 2.50                           | 2            | DRILL ACTUAL FROM 105m TO 109m                 |                                             |      |      |  |
| 4             | 6' DC                                   | 152     | 36.09  | TYPE               | CHO4JMRSV |      |     |             |           |              | FLUID LOSS (cm3 )   |                |                          |                   |                    |                    |                             |                |                   |            |     |       |          | 2300          | 2330 | 0.50                           | 22           | MODIFY FLOW LINE WITH WELDER                   |                                             |      |      |  |
| 1             | X.O.                                    | 151     | .64    | SERIAL NO.         | 230270    |      |     |             |           |              | pH                  | 10             |                          | 10                |                    | 10.5               |                             |                |                   |            |     |       |          | 2330          | 2345 | 0.25                           | 10           | DEVIATION SURVEY (ACCUM)                       |                                             |      |      |  |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12  | JETS               | 3X        | 14.3 |     |             |           |              | MUD MATERIALS ADDED |                |                          | SOLIDS CONTROL    |                    |                    | CIRCULATION PRESSURE<br>kPa | PUMP NO. 1     |                   | PUMP NO. 2 |     | 2345  | 2400     | 0.25          | 2    | DRILL ACTUAL FROM 109m TO 119m |              |                                                |                                             |      |      |  |
| 1             | JAR                                     | 122     | 4.88   | JETS               | 1X        | 12.7 |     |             |           |              | PRODUCT             | AMOUNT         | UNIT                     | CENTRIFUGE        |                    |                    |                             | LINER SIZE     | SPM               | LINER SIZE | SPM | 2400  |          |               |      |                                |              |                                                |                                             |      |      |  |
| 1             | 4 3/4 COLLAR                            | 121     | 9.15   | DEPTH OUT (m)      |           |      |     |             | GEL       | 10           | SX                  | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 2200               | 152                         | 125            |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        | DEPTH IN (m)       | 0         |      |     |             | DETERGENT | 2            | PAILS               |                |                          |                   |                    | REDUCED PUMP SPEED |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        | TOTAL DRILLED (m)  | 119       |      |     |             | CAUSTIC   | 1            | SX                  | 4              | 1080                     | 1060              | 1450               | 780                | @                           | 68             | @                 | 119        |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        | TOTAL HRS RUN      | 12        |      |     |             |           |              |                     | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS  |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        | CUTTING STRUCTURE  |           |      |     |             |           |              | 4                   | 1080           | 1060                     | 1450              | DEPTH ( m )        |                    | DEVIATION                   |                | DIRECTION         |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        | TI                 | To        | MDC  | LOC | BRG         | GAGE      | ODC          | REASON PULLED       | TOTAL RUN m/HR | BOILERS                  |                   |                    | 96.17              | .50                         |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               |                                         |         |        |                    |           |      |     |             |           |              |                     |                | 1                        |                   | 2                  |                    |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               | D.P.                                    | STANDS  |        | HOLE CONDITION     |           |      |     |             |           |              | HRS RUN             | 4              | HRS RUN                  | 0                 |                    |                    |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
|               | D.P.                                    | SINGLES |        | HOLE DRAG          |           |      |     | 2 UP 3 DOWN |           |              |                     |                |                          |                   | BOILER pH          | 11                 | BOILER pH                   |                | DRILLER SIGNATURE |            |     |       |          | SPECIAL EVENT |      |                                |              | SAFETY TOPIC                                   |                                             | MEHL | MACP |  |
| KELLY DOWN    |                                         |         | 11.12  | TORQUE AT BOTTOM   |           |      |     | 0           |           |              |                     |                |                          |                   | STACK TEMP         | 680                | STACK TEMP                  |                | DEAN PODOLSKI     |            |     |       |          | TIME / DEPTH  |      |                                |              | DIVERTER BOP DRILL                             |                                             | 30   | 0    |  |
| TOTAL         |                                         |         | 119.50 | FILL ON BOTTOM (m) |           |      |     | 0           |           |              |                     |                |                          |                   |                    |                    |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
| WT. OF D.C.   | 18                                      |         |        |                    |           |      |     |             |           |              |                     |                |                          |                   |                    |                    |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |
| WT. OF STRING | 18                                      |         |        |                    |           |      |     |             |           |              |                     |                |                          |                   |                    |                    |                             |                |                   |            |     |       |          |               |      |                                |              |                                                |                                             |      |      |  |

# DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>18                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070218_1E |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>59                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  | OPERATOR'S AFE<br>07N710027             |  |                                              |  |  |  |

| MORNING TOUR |              | FROM |                | 0 | TO   |     | 800 |    |  | INJURIES |  |
|--------------|--------------|------|----------------|---|------|-----|-----|----|--|----------|--|
| CREW         | SOC INS. NO. |      | NAME           |   | HRS  |     | YES | NO |  |          |  |
| DRILLER      |              |      | DEAN PODOLSKI  |   | 8.00 |     |     | DP |  |          |  |
| DERRICKHAND  |              |      | NEIL HALFE     |   | 8.00 |     |     | NH |  |          |  |
| MOTOR HAND   |              |      | KIRK LYLYK     |   | 8.00 |     |     | KL |  |          |  |
| FLOORHAND    |              |      | VOYTO DURECH   |   | 8.00 |     |     | VD |  |          |  |
| FLOORHAND    |              |      | DARRELL IZZARD |   | 8.00 |     |     | DI |  |          |  |
|              |              |      |                |   |      |     |     |    |  |          |  |
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| RIG MANAGER  |              |      | TYLER ELL      |   | 1.00 | DAY |     | TE |  |          |  |
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MORNING

|                                        |                                       |                                                             |    |     |                  |        |              |      |                             |              |               |              |               |           |                   |              |                |                         |                         |                       |                       |          |    |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|----|-----|------------------|--------|--------------|------|-----------------------------|--------------|---------------|--------------|---------------|-----------|-------------------|--------------|----------------|-------------------------|-------------------------|-----------------------|-----------------------|----------|----|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |    | OPR | R.M.             | YEAR   | MONTH        | DAY  | LAST CASING TUBING OR LINER | O.D. (mm)    | MIN I.D. (mm) | MASS (kg/m3) | MAKE          | GRADE     | NO. of JOINTS     | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m)              | SPUD DATE               | 2007/02/18            | TIME                  | 09:45    |    |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR | TE  | RIG NO.          | 2007   | 2            | 19   |                             | 219.1        | 205.9         | 35.72        | IPSCO         | J55       |                   |              |                | 4                       |                         | RIG RELEASE           |                       | TIME     |    |
| OPERATOR                               | CONTRACTOR NAME                       | (2.) Detailed Inspection - Weekly ( Using Check List )      |    |     | FUEL @ 08:00 HRS |        |              |      |                             | 139.7        | 125.73        | 23.07        | IPSCO         | J55       |                   |              |                | 4                       |                         | WELL TYPE             | VERT.                 | RE-ENTRY | NO |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (3.) H2S Signs Posted if Required                           | NR | TE  | RIG              |        |              |      |                             |              |               |              |               |           |                   |              |                |                         |                         | OPERATOR'S AFE        | 07N710027             |          |    |
| SURFACE LOCATION                       | UNIQUE ID                             | (4.) Well Licence & Stick Diagram Posted                    |    |     | BOILER           |        |              |      |                             |              |               |              |               |           |                   |              |                |                         |                         | KELLY BSHG            | .33                   | OP FUEL  |    |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (5.) Flare Lines Staked                                     |    |     | 7500             | 1500   |              |      |                             |              |               |              |               |           |                   |              |                |                         | CONTRACTOR'S JOB NUM    |                       | 750                   |          |    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (6.) BOP Drills Performed                                   |    |     | TEMPERATURE      |        |              |      |                             |              |               |              |               |           |                   |              |                |                         | TOUR SHEET SERIAL NUM   |                       | PREC129_20070219_1C   |          |    |
| NEIL RUNDELL                           | TYLER ELL                             | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    | NR | TE  | WATER            |        |              |      |                             |              |               |              |               |           |                   |              |                |                         | VENDOR SOFTWARE VERSION |                       | EDR_3-2-4_HF2 ETS 2.2 |          |    |
|                                        |                                       | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |    | TE  | COLD             | DC/ DP | DC / DP SIZE | MASS | GRADE                       | MINIMUM I.D. | T. JNT. O.D.  | TYPE THREAD  | NO. of JOINTS | PUMP TYPE | PUMP MANUFACTURER |              | STROKE LENGTH  | CONTRACTOR'S JOB NUM    |                         | 750                   |                       |          |    |
|                                        |                                       | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |    |     | WIND DIRECTION   | DC     | 152          | 122  | STD                         | 58           | 150           | 4" H90       | 4             | BPMP      | EMSCO             |              | 229            | TOUR SHEET SERIAL NUM   |                         | PREC129_20070219_1C   |                       |          |    |
|                                        |                                       | (3.) Mast Inspection before Raising or Lowering             |    |     | CALM             | DC     | 121          | 69.5 |                             | 57           | 123           | 3" 1/2 IF16  | F-800         |           |                   |              |                | VENDOR SOFTWARE VERSION |                         | EDR_3-2-4_HF2 ETS 2.2 |                       |          |    |
|                                        |                                       | (4.) Crown Saver Checked                                    |    | TE  | ROAD CONDITION   |        |              |      |                             |              |               |              |               |           |                   |              |                |                         |                         |                       |                       |          |    |
|                                        |                                       | (5.) Motor Kills Checked                                    |    |     | ICE              | DP     | 101          | 21.4 | E                           | 66           | 127           | 4" FH        | 154           |           |                   |              |                |                         |                         |                       |                       |          |    |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        | RENTALS / SERVICES |      | MORN         | DAY | EVE |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|--------|--------------------|------|--------------|-----|-----|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.    | TYPE               | TYPE | IT38 LOADER  |     |     |  |
| TIME<br>HRS | MORN  |                  | 5.5          |         |        |                 |       | 0.25        |            |                    | 2.0         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 8.00   | 1               | BRANDT |                    |      |              |     |     |  |
|             | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 12.00  | SCREENS CHANGED | NO     | NEW/ USED          | USED | CREW VEHICLE |     |     |  |
|             | EVE   |                  | 3.0          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 4.00   | TOP             |        | TOP                |      |              |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | MIDDLE          |        | MIDDLE             |      |              |     |     |  |
|             | TOTAL |                  |              | 17.75   |        |                 |       |             | 0.75       |                    |             | 4.75          |                  |                |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    | 24.00  | 180             |        | BOTTOM             |      | BOTTOM       |     |     |  |

| NO. | DRILLING ASSEMBLY ( AT END OF TOUR ) | LENGTH  | BIT RECORD |                                                         |  |             | MORNING TOUR | MUD RECORD          |  |                |  | METRES DRILLED |  |                                     |           | TIME LOG                 |                          |                   |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 1   | BIT                                  | O.D.    | .32        | BIT NO.                                                 |  | 1           |              | MUD TYPE            |  | GEL-CHEM       |  | WATER BASED    |  | <input checked="" type="checkbox"/> | OIL BASED |                          | <input type="checkbox"/> | FROM              | TO  | D-R-C              | RPM | WOB        | FROM | TO                                                                  | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | BIT SUB                              | 195     | .84        | SIZE                                                    |  | 311         |              | TIME                |  | 200            |  | 400            |  |                                     |           |                          |                          | 119               | 194 | D                  | 220 | 3          | 0    | 15                                                                  | 0.25         | 7    | RIG SERVICE (F/T ANUNLAR CL 19 SEC OP 18 SEC) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2   | 8" DC                                | 195     | 18.77      | IADC CODE                                               |  |             |              | DENSITY (kg/m3 )    |  | 1080           |  | 1080           |  |                                     |           |                          |                          |                   |     |                    |     |            | 15   | 30                                                                  | 0.25         | 21   | SAFETY MEETING ( MOUSE HOLE CONNECTIONS)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | X.O.                                 | 192     | .57        | MANUFACTURER                                            |  | VAREL       |              | FUNNEL VISCOSITY    |  | 50             |  | 45             |  |                                     |           |                          |                          |                   |     |                    |     |            | 30   | 600                                                                 | 5.50         | 2    | DRILL ACTUAL FROM 119m to 194m                |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4   | 6' DC                                | 152     | 36.09      | TYPE                                                    |  | CHO4JMRSV   |              | FLUID LOSS (cm3 )   |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            | 600  | 800                                                                 | 2.00         | 10   | DEVIATION SURVEY (ACCUM)                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | X.O.                                 | 151     | .64        | SERIAL NO.                                              |  | 230270      |              | pH                  |  | 10.5           |  | 10.5           |  |                                     |           |                          |                          |                   |     |                    |     |            | 800  |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4   | 4 3/4 COLLAR                         | 121     | 37.12      | JETS                                                    |  | 3X 14.3     |              | MUD MATERIALS ADDED |  | SOLIDS CONTROL |  |                |  | CIRCULATION PRESSURE kPa            |           | PUMP NO. 1               |                          | PUMP NO. 2        |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | JAR                                  | 122     | 4.88       | DEPTH OUT (m)                                           |  |             |              | PRODUCT             |  | AMOUNT         |  | UNIT           |  | CENTRIFUGE                          |           |                          |                          | LINER SIZE        |     | SPM                |     | LINER SIZE |      | SPM                                                                 |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12  | 4 3/4 COLLAR                         | 121     | 83.68      | DEPTH IN (m)                                            |  | 0           |              | DETERGENT           |  | 1              |  | PAIS           |  | HOURS RUN                           |           | INTAKE DENSITY ( kg/m3 ) |                          | OVER FLOW DENSITY |     | UNDER FLOW DENSITY |     | 3600       |      | 152                                                                 |              | 125  |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            | TOTAL DRILLED (m)                                       |  | 194         |              |                     |  |                |  |                |  | REDUCED PUMP SPEED                  |           |                          |                          | 960               |     | @                  |     | 68         |      | @                                                                   |              | 222  |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            | TOTAL HRS RUN                                           |  | 17.5        |              |                     |  |                |  |                |  | DEVIATION SURVEYS                   |           |                          |                          | DEPTH ( m )       |     | DEVIATION          |     | DIRECTION  |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            | CUTTING STRUCTURE                                       |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          | 128.76            |     | .50                |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            | TI To MDC LOC BRG GAGE ODC REASON PULLED TOTAL RUN m/HR |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          | 156.36            |     | 1                  |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            |                                                         |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          | 184.61            |     | .75                |     |            |      | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | D.P.                                 | STANDS  |            |                                                         |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      | ACCUM CONTROLS,AIR HORN,PVT FOR PROPER ACCURACY                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | D.P.                                 | SINGLES |            | HOLE CONDITION                                          |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | KELLY DOWN                           | 11.12   |            | HOLE DRAG                                               |  | 2 up 1 down |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | TOTAL                                | 194.03  |            | TORQUE AT BOTTOM                                        |  | 0           |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | WT. OF D.C.                          | 22      |            | FILL ON BOTTOM (m)                                      |  | 0           |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      |                                                                     |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     | WT. OF STRING                        | 22      |            |                                                         |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      | CONNECTIONS                                                         |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            |                                                         |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      | 28                                                                  |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|     |                                      |         |            |                                                         |  |             |              |                     |  |                |  |                |  |                                     |           |                          |                          |                   |     |                    |     |            |      | 0                                                                   |              |      |                                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

DAY

|                                        |                                       |                                                             |        |         |                     |          |              |                             |           |               |              |             |               |               |                   |                |               |                         |                       |                       |                     |    |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|--------|---------|---------------------|----------|--------------|-----------------------------|-----------|---------------|--------------|-------------|---------------|---------------|-------------------|----------------|---------------|-------------------------|-----------------------|-----------------------|---------------------|----|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |        | YEAR    |                     | MONTH    | DAY          | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE        | GRADE         | NO. of JOINTS | TOTAL LENGTH      | KB TO CSG HEAD | SET AT (m)    | SPUD DATE               | 2007/02/18            | TIME                  | 09:45               |    |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | OPR NR | R.M. TE | RIG NO.             | 2007219  |              |                             | 219.1     | 205.9         | 35.72        | IPSCO       | J55           |               |                   | 4              |               | RIG RELEASE             |                       | TIME                  |                     |    |
| OPERATOR                               | CONTRACTOR NAME                       | (2.) Detailed Inspection - Weekly ( Using Check List )      | NR     | TE      | FUEL @ 08:00 HRS    |          |              |                             | 139.7     | 125.73        | 23.07        | IPSCO       | J55           |               |                   |                | 4             |                         | WELL TYPE             | VERT.                 | RE-ENTRY            | NO |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (3.) H2S Signs Posted if Required                           | NR     | TE      | RIG                 | 75001500 |              |                             |           |               |              |             |               |               |                   |                |               | OPERATOR'S AFE          | 07N710027             |                       |                     |    |
| SURFACE LOCATION                       | UNIQUE ID                             | (4.) Well Licence & Stick Diagram Posted                    | NR     | TE      | BOILER              |          | TEMPERATURE  |                             |           |               |              |             |               |               |                   |                |               | KELLY BSHG              | .33                   | OP FUEL               |                     |    |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (5.) Flare Lines Staked                                     |        |         | DC/ DP              |          | DC / DP SIZE | MASS                        | GRADE     | MINIMUM I.D.  | T. JNT. O.D. | TYPE THREAD | NO. of JOINTS | PUMP TYPE     | PUMP MANUFACTURER |                | STROKE LENGTH | CONTRACTOR'S JOB NUM    |                       |                       | 750                 |    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (6.) BOP Drills Performed                                   |        |         | WIND DIRECTION      |          | DC           | 152                         | 122       | STD           | 58           | 150         | 4" H90        | 4             | BPMP              | EMSCO          |               | 229                     | TOUR SHEET SERIAL NUM |                       | PREC129_20070219_1C |    |
| NEIL RUNDELL                           | TYLER ELL                             | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |        |         | CALM ROAD CONDITION |          | DC           | 121                         | 69.5      |               | 57           | 123         | 3" 1/2 IF16   | F-800         |                   |                |               | VENDOR SOFTWARE VERSION |                       | EDR_3-2-4_HF2 ETS 2.2 |                     |    |
|                                        |                                       | (7.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) | TE     |         | ICE                 |          | DP           | 101                         | 21.4      | E             | 66           | 127         | 4" FH         | 154           |                   |                |               |                         |                       |                       |                     |    |
|                                        |                                       | (2.) Mast Inspection before Raising or Lowering             |        |         |                     |          |              |                             |           |               |              |             |               |               |                   |                |               |                         |                       |                       |                     |    |
|                                        |                                       | (4.) Crown Saver Checked                                    |        |         |                     |          |              |                             |           |               |              |             |               |               |                   |                |               |                         |                       |                       |                     |    |
|                                        |                                       | (5.) Motor Kills Checked                                    |        |         |                     |          |              |                             |           |               |              |             |               |               |                   |                |               |                         |                       |                       |                     |    |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |           | RENTALS / SERVICES |             | MORN         | DAY | EVE |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|--------|-----------|--------------------|-------------|--------------|-----|-----|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.    | TYPE      | TYPE               | IT38 LOADER |              |     |     |
| TIME - HRS | MORN  |                  | 5.5          |         |        |                 |       | 0.25        |            |                    | 2.0         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 8.00   | SCREENS CHANGED | NO     | NEW/ USED | USED               |             | CREW VEHICLE |     |     |
|            | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 12.00  | TOP             |        | TOP       |                    |             |              |     |     |
|            | EVE   |                  | 3.0          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 4.00   | MIDDLE          |        | MIDDLE    |                    |             |              |     |     |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    | 180    |                 | 89     |           |                    |             |              |     |     |
|            | TOTAL |                  |              | 17.75   |        |                 |       |             | 0.75       |                    |             | 4.75          |                  |                |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    |        | 24.00           | BOTTOM |           | BOTTOM             |             |              |     |     |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    | 89     |                 |        |           |                    |             |              |     |     |

| NO. | DRILLING ASSEMBLY ( AT END OF TOUR ) | LENGTH  | BIT RECORD         |                   |             |           | DAY TOUR |                     | MUD RECORD |                |  |             | METRES DRILLED |                                     |           |                          | TIME LOG                 |                          |            |                    |     |                    |                   |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|-----|--------------------------------------|---------|--------------------|-------------------|-------------|-----------|----------|---------------------|------------|----------------|--|-------------|----------------|-------------------------------------|-----------|--------------------------|--------------------------|--------------------------|------------|--------------------|-----|--------------------|-------------------|-------------------|--------------|------|----------------------------------------------------|-----------|--|------------------------------------------------------------------------|--|--|-----------------|--|------|--|------|--|--|--|--|--|--|
| 1   | BIT                                  | O.D.    | .32                | BIT NO.           |             | 1         |          | MUD TYPE            |            | GEL/CHEM       |  | WATER BASED |                | <input checked="" type="checkbox"/> | OIL BASED |                          | <input type="checkbox"/> | FROM                     | TO         | D-R-C              | RPM | WOB                | FROM              | TO                | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS        |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 1   | BIT SUB                              | 195     | .84                | SIZE              |             | 311       |          | TIME                |            |                |  | 1000        |                | 1400                                |           | 2000                     |                          | 194                      | 319        | D                  | 225 | 4                  | 800               | 815               | 0.25         | 7    | RIG SERVICE ( F/IT DIVERTER CL 19 SEC /OP 19 SEC ) |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 2   | 8" DC                                | 195     | 18.77              | IADC CODE         |             |           |          | DENSITY (kg/m3 )    |            |                |  | 1110        |                | 1110                                |           | 1120                     |                          |                          |            |                    |     |                    | 815               | 830               | 0.25         | 21   | SAFETY MEETING ( ROLLING COLLERS )                 |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 1   | X.O.                                 | 192     | .57                | MANUFACTURER      |             | VAREL     |          | FUNNEL VISCOSITY    |            |                |  | 45          |                | 45                                  |           | 45                       |                          |                          |            |                    |     |                    | 830               | 1745              | 9.25         | 2    | DRILL ACTUAL FROM 194m to 319m                     |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 4   | 6' DC                                | 152     | 36.09              | TYPE              |             | CHO4JMRSV |          | FLUID LOSS (cm3 )   |            |                |  |             |                |                                     |           |                          |                          |                          |            |                    |     |                    | 1745              | 2000              | 2.25         | 10   | DEVIATION SURVEY ( ACCUM )                         |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 1   | X.O.                                 | 151     | .64                | SERIAL NO.        |             | 230270    |          | pH                  |            |                |  | 9           |                | 9                                   |           | 9                        |                          |                          |            |                    |     |                    | 2000              |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 4   | 4 3/4 COLLAR                         | 121     | 37.12              | JETS              |             | 3X 14.3   |          | MUD MATERIALS ADDED |            | SOLIDS CONTROL |  |             |                | CIRCULATION PRESSURE kPa            |           | PUMP NO. 1               |                          | PUMP NO. 2               |            |                    |     |                    |                   |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 1   | JAR                                  | 122     | 4.88               | DEPTH OUT (m)     |             |           |          | PRODUCT             |            | AMOUNT         |  | UNIT        |                | CENTRIFUGE                          |           |                          |                          | LINER SIZE               |            | SPM                |     | LINER SIZE         |                   | SPM               |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 12  | 4 3/4 COLLAR                         | 121     | 112.17             | DEPTH IN (m)      |             | 0         |          | DETERGENT           |            | 2              |  | PAIS        |                | HOURS RUN                           |           | INTAKE DENSITY ( kg/m3 ) |                          | OVER FLOW DENSITY        |            | UNDER FLOW DENSITY |     | REDUCED PUMP SPEED |                   |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 6   | H.W.D.P.                             | 121     | 57.14              | TOTAL DRILLED (m) |             | 319       |          |                     |            |                |  |             |                | 12                                  |           |                          |                          | 1050                     |            | 1040               |     | 1580               |                   | 1120 @ 68 @ 318   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 1   | X.O.                                 | 120     | .26                | TOTAL HRS RUN     |             | 26.75     |          |                     |            |                |  |             |                | HOURS RUN                           |           |                          |                          | INTAKE DENSITY ( kg/m3 ) |            | OVER FLOW DENSITY  |     | UNDER FLOW DENSITY |                   | DEVIATION SURVEYS |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     |                                      |         |                    | CUTTING STRUCTURE |             |           |          |                     |            |                |  |             |                | 12                                  |           |                          |                          | 1050                     |            | 1040               |     | 1680               |                   | DEPTH ( m )       |              |      |                                                    | DEVIATION |  | DIRECTION                                                              |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     |                                      |         |                    | TI                |             | To        |          | MDC                 |            | LOC            |  | BRG         |                | GAGE                                |           | ODC                      |                          | REASON PULLED            |            | TOTAL RUN m/HR     |     | 212.92             |                   |                   |              | .75  |                                                    |           |  | NOTES : CHECKED CROWN SAVER BRAKE LINKAGES,PINS ,TONGS AND TONGS LINES |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     |                                      |         |                    |                   |             |           |          |                     |            |                |  |             |                |                                     |           |                          |                          | BOILERS                  |            |                    |     | 241.57             |                   |                   |              | .75  |                                                    |           |  | AIR HORN,DIVERTER LINES AND FLARE TANK,TUGGER LINES AND HOOK           |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     | D.P.                                 | STANDS  |                    |                   |             |           |          |                     |            |                |  |             |                |                                     |           |                          |                          |                          |            |                    |     |                    |                   | 270.13            |              |      |                                                    | .25       |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
| 4   | D.P.                                 | SINGLES | 38.94              | HOLE CONDITION    |             |           |          |                     |            |                |  |             |                | HRS RUN                             |           |                          |                          | 12                       |            | HRS RUN            |     | 0                  |                   | 309.13            |              |      |                                                    | .50       |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     | KELLY DOWN                           | 11.30   | HOLE DRAG          |                   | 2 UP 1 DOWN |           |          |                     |            |                |  |             | BOILER pH      |                                     |           |                          | 11                       |                          | BOILER pH  |                    |     |                    |                   |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |
|     | TOTAL                                | 319.04  | TORQUE AT BOTTOM   |                   | 0           |           |          |                     |            |                |  |             | STACK TEMP     |                                     |           |                          | 650                      |                          | STACK TEMP |                    |     |                    | DRILLER SIGNATURE |                   |              |      | SPECIAL EVENT                                      |           |  |                                                                        |  |  | SAFETY TOPIC    |  | MEHL |  | MACP |  |  |  |  |  |  |
|     | WT. OF D.C.                          | 25      | FILL ON BOTTOM (m) |                   | 0           |           |          |                     |            |                |  |             |                |                                     |           |                          |                          |                          |            |                    |     |                    | MAGELLA MAINGUY   |                   |              |      | TIME / DEPTH                                       |           |  |                                                                        |  |  | ROLLING COLLERS |  | 27   |  | 0    |  |  |  |  |  |  |
|     | WT. OF STRING                        | 26      |                    |                   |             |           |          |                     |            |                |  |             |                |                                     |           |                          |                          |                          |            |                    |     |                    |                   |                   |              |      |                                                    |           |  |                                                                        |  |  |                 |  |      |  |      |  |  |  |  |  |  |



## EVENING

[illegible]

| CODE NO.                             |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 | RENTALS / SERVICES |              |             | MORN | DAY | EVE |  |  |  |
|--------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|-----------------|--------------------|--------------|-------------|------|-----|-----|--|--|--|
|                                      |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.             | TYPE               | TYPE         | IT38 LOADER |      |     |     |  |  |  |
| T<br>I<br>M<br>E<br>-<br>H<br>R<br>S |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | 1               | BRANDT          |                    | CREW VEHICLE |             |      |     |     |  |  |  |
|                                      | MORN  |                  | 5.5          |         |        |                 |       | 0.25        |            |                    | 2.0         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 8.00            | SCREENS CHANGED | NO                 | NEW/USED     | USED        |      |     |     |  |  |  |
|                                      | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 12.00           | TOP             |                    | TOP          |             |      |     |     |  |  |  |
|                                      | EVE   |                  | 3.0          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 4.00            | MIDDLE          |                    | MIDDLE       |             |      |     |     |  |  |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | 180             |                 | 89                 |              |             |      |     |     |  |  |  |
|                                      | TOTAL |                  | 17.75        |         |        |                 |       |             | 0.75       |                    |             | 4.75          |                  |                |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    |        | 24.00           | BOTTOM          |                    | BOTTOM       |             |      |     |     |  |  |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    | 89     |                 |                 |                    |              |             |      |     |     |  |  |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |           |      | EVENING TOUR        |          |      | MUD RECORD  |                          |                   | METRES DRILLED     |                   |                             |            |                    | TIME LOG          |      |                                                                       |                                                |               |                                                                     |              |      |      |
|---------------|-----------------------------------------|---------|--------|--------------------|-----------|------|---------------------|----------|------|-------------|--------------------------|-------------------|--------------------|-------------------|-----------------------------|------------|--------------------|-------------------|------|-----------------------------------------------------------------------|------------------------------------------------|---------------|---------------------------------------------------------------------|--------------|------|------|
|               | BIT                                     | O.D.    |        | .32                | BIT NO.   | 1    |                     | MUD TYPE | GEL  | WATER BASED | X                        | OIL BASED         |                    | FROM              | TO                          | D-R-C      | RPM                | WOB               | FROM | TO                                                                    | ELAPSED TIME                                   | CODE          | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS                         |              |      |      |
| 1             | BIT SUB                                 | 195     | .84    | SIZE               | 311       |      | TIME                | 2000     | 2200 | 2400        |                          | 319               | 367                | D                 | 220                         | 5          | 2000               | 2015              | 0.25 | 7                                                                     | RIG SERVICE (F/T ANNULAR CL 20 SEC OP 19 SEC ) |               |                                                                     |              |      |      |
| 2             | 8" DC                                   | 195     | 18.77  | IADC CODE          |           |      | DENSITY (kg/m3 )    | 1110     | 1110 | 1110        |                          |                   |                    |                   |                             |            | 2015               | 2030              | 0.25 | 21                                                                    | SAFETY MEETING (REVIEWED INCIDENT REPORTS)     |               |                                                                     |              |      |      |
| 1             | X.O.                                    | 192     | .57    | MANUFACTURER       | VAREL     |      | FUNNEL VISCOSITY    | 45       | 45   | 45          |                          |                   |                    |                   |                             |            | 2030               | 2330              | 3.00 | 2                                                                     | DRILL ACTUAL FROM 319m TO 367m                 |               |                                                                     |              |      |      |
| 4             | 6' DC                                   | 152     | 36.09  | TYPE               | CHO4JMRSV |      | FLUID LOSS (cm3 )   |          |      |             |                          |                   |                    |                   |                             |            | 2330               | 2400              | 0.50 | 10                                                                    | DEVIATION SURVEY(ACCUM)                        |               |                                                                     |              |      |      |
| 1             | X.O.                                    | 151     | .64    | SERIAL NO.         | 230270    |      | pH                  | 9        | 9    | 9           |                          |                   |                    |                   |                             |            | 2400               |                   |      |                                                                       |                                                |               |                                                                     |              |      |      |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12  | JETS               | 3X        | 14.3 | MUD MATERIALS ADDED |          |      |             | SOLIDS CONTROL           |                   |                    |                   | CIRCULATION PRESSURE<br>kPa | PUMP NO. 1 |                    | PUMP NO. 2        |      |                                                                       |                                                |               |                                                                     |              |      |      |
| 1             | JAR                                     | 122     | 4.88   |                    | 1X        | 12.7 | PRODUCT             | AMOUNT   | UNIT | CENTRIFUGE  |                          |                   |                    | LINER SIZE        |                             | SPM        | LINER SIZE         | SPM               |      |                                                                       |                                                |               |                                                                     |              |      |      |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17 | DEPTH OUT (m)      |           |      |                     |          |      | HOURS RUN   | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 5200              | 152                         | 125        | REDUCED PUMP SPEED |                   |      |                                                                       |                                                |               |                                                                     |              |      |      |
| 6             | H.W.D.P.                                | 121     | 57.14  | DEPTH IN (m)       | 0         |      |                     |          |      |             |                          |                   |                    | 1220              |                             |            |                    | @                 | 68   | @                                                                     | 360                                            |               |                                                                     |              |      |      |
| 1             | X.O.                                    | 120     | .26    | TOTAL DRILLED (m)  | 367       |      |                     |          |      | HOURS RUN   | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS |                             |            |                    |                   |      |                                                                       |                                                |               |                                                                     |              |      |      |
|               |                                         |         |        | TOTAL HRS RUN      | 29.75     |      |                     |          |      |             |                          |                   |                    | DEPTH ( m )       |                             |            |                    | DEVIATION         |      | DIRECTION                                                             |                                                |               |                                                                     |              |      |      |
|               |                                         |         |        | CUTTING STRUCTURE  |           |      |                     |          |      |             | 8                        | 1110              | 1100               | 1650              |                             |            |                    |                   |      |                                                                       |                                                |               |                                                                     |              |      |      |
|               |                                         |         |        | TI                 | To        | MDC  | LOC                 | BRG      | GAGE | ODC         | REASON PULLED            | TOTAL RUN m/Hr    | BOILERS            |                   |                             |            | 338.17             | .75               |      |                                                                       |                                                |               |                                                                     |              |      |      |
|               |                                         |         |        |                    |           |      |                     |          |      |             |                          |                   | 1                  |                   |                             |            | 2                  |                   |      |                                                                       | 367.33                                         | .25           | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |              |      |      |
|               | D.P.                                    | STANDS  |        |                    |           |      |                     |          |      |             |                          |                   | HRS RUN            |                   |                             |            | 4                  | HRS RUN           | 0    | VISUALLY CHECKED DIVERTER LINE AND FLARE TANK,PVT FOR PROPER ACCURACY |                                                |               |                                                                     |              |      |      |
| 9             | D.P.                                    | SINGLES | 87.41  | HOLE CONDITION     |           |      |                     |          |      |             |                          |                   | BOILER pH          |                   |                             |            | 12                 | BOILER pH         |      | AIR HORN,ACCUM CONTROLS AND HYD. LEVEL                                |                                                |               |                                                                     |              |      |      |
| KELLY DOWN    |                                         |         | 11.30  | HOLE DRAG          |           |      | 2 UP 1 DOWN         |          |      |             |                          |                   |                    |                   |                             |            |                    |                   |      |                                                                       |                                                |               |                                                                     |              |      |      |
| TOTAL         |                                         |         | 367.51 | TORQUE AT BOTTOM   |           |      | 0                   |          |      |             |                          |                   |                    |                   |                             |            |                    | DRILLER SIGNATURE |      |                                                                       |                                                | SPECIAL EVENT |                                                                     |              |      |      |
| WT. OF D.C.   |                                         | 25      |        | FILL ON BOTTOM (m) |           |      | 0                   |          |      |             |                          |                   |                    |                   |                             |            |                    | MAGELLA MAINGUY   |      |                                                                       |                                                | TIME / DEPTH  |                                                                     |              |      |      |
| WT. OF STRING |                                         | 27      |        |                    |           |      |                     |          |      |             |                          |                   |                    |                   |                             |            |                    |                   |      |                                                                       |                                                |               |                                                                     | SAFETY TOPIC | MEHL | MACP |
|               |                                         |         |        |                    |           |      |                     |          |      |             |                          |                   |                    |                   |                             |            |                    |                   |      |                                                                       |                                                |               |                                                                     | INCIDENTS    | 30   | 0    |

# DRILLING CREW PAYROLL DATA

|                                                  |                                              |                                               |                                 |                                              |                       |
|--------------------------------------------------|----------------------------------------------|-----------------------------------------------|---------------------------------|----------------------------------------------|-----------------------|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       | YEAR<br>2007                                 | MONTH<br>2                                    | DAY<br>19                       | TOUR SHEET SERIAL NO.<br>PREC129_20070219_1C |                       |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |                                               |                                 | RIG NO.<br>129                               |                       |
| RIG MANAGER<br>TYLER ELL                         | PROVINCE<br>N.W.T.                           | CAMP<br><input checked="" type="checkbox"/> X | YES<br><input type="checkbox"/> | NO<br><input type="checkbox"/>               | RIG SAFETY DAYS<br>60 |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W | CONTRATOR'S JOB NUM<br>750                   |                                               |                                 | OPERATOR'S AFE<br>07N710027                  |                       |

[illegible]



# MORNING

[illegible]

| CONEC NO.        |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |             |        | MORN | DAY | EVE |  |  |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|--------|----------|--------------------|-------------|--------|------|-----|-----|--|--|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER |        |      |     |     |  |  |
| TIME<br>-<br>HRS | MORN  |                  | 3.5          |         |        | 0.5             | 3.0   | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 8.00   | 2               | BRANDT |          | CREW VEHICLE       |             |        |      |     |     |  |  |
|                  | DAY   |                  | 1.75         |         |        | 1.75            | 3.5   | 0.25        |            |                    | 0.25        |               | 4.25             |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 12.00  | SCREENS CHANGED |        | NEW/USED |                    |             |        |      |     |     |  |  |
|                  | EVE   |                  |              |         |        | 2.5             |       |             |            |                    |             |               | 1.25             |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 4.00   | TOP             |        | TOP      |                    |             |        |      |     |     |  |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | MIDDLE          |        | MIDDLE   |                    |             |        |      |     |     |  |  |
|                  | TOTAL |                  |              | 5.25    |        |                 | 4.75  | 6.50        | 0.50       |                    |             | 0.75          |                  | 5.50           |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    |        | 24.00           | 180    |          | BOTTOM             |             | BOTTOM |      |     |     |  |  |

| NO.         | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |           |                     |          | MORNING TOUR |             |                          |                   | MUD RECORD         |                    |                          |            | METRES DRILLED |                   |      |     |                                                            | TIME LOG      |              |                                                                        |                                             |  |          |      |    |   |
|-------------|-----------------------------------------|---------|--------|--------------------|-----------|---------------------|----------|--------------|-------------|--------------------------|-------------------|--------------------|--------------------|--------------------------|------------|----------------|-------------------|------|-----|------------------------------------------------------------|---------------|--------------|------------------------------------------------------------------------|---------------------------------------------|--|----------|------|----|---|
|             | BIT                                     | O.D.    |        | BIT NO.            | 1         | MUD TYPE            | GEL/CHEM |              | WATER BASED |                          | X                 | OIL BASED          |                    |                          | FROM       | TO             | D-R-C             | RPM  | WOB | FROM                                                       | TO            | ELAPSED TIME | CODE                                                                   | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |          |      |    |   |
| 1           | BIT SUB                                 | 195     | .84    | SIZE               | 311       | TIME                | 200      |              | 400         | 600                      | 367               | 425                | D                  | 225                      | 5          | 0              | 015               | 0.25 | 7   | RIG SERVICE ( F/T DIVERTER ANNULAR CL 19 SEC / OP 19 SEC ) |               |              |                                                                        |                                             |  |          |      |    |   |
| 2           | 8" DC                                   | 195     | 18.77  | IADC CODE          |           | DENSITY (kg/m3 )    | 1060     |              | 1060        | 1070                     |                   |                    |                    |                          |            | 015            | 030               | 0.25 | 21  | SAFETY MEETING( TIPPING )                                  |               |              |                                                                        |                                             |  |          |      |    |   |
| 1           | X.O.                                    | 192     | .57    | MANUFACTURER       | VAREL     | FUNNEL VISCOSITY    | 45       |              | 45          | 85                       |                   |                    |                    |                          |            | 030            | 400               | 3.50 | 2   | DRILL ACTUAL FROM 367m TO 425m                             |               |              |                                                                        |                                             |  |          |      |    |   |
| 4           | 6' DC                                   | 152     | 36.09  | TYPE               | CHO4JMRSV | FLUID LOSS (cm3 )   |          |              |             |                          |                   |                    |                    |                          |            | 400            | 430               | 0.50 | 10  | DEVIATION SURVEY                                           |               |              |                                                                        |                                             |  |          |      |    |   |
| 1           | X.O.                                    | 151     | .64    | SERIAL NO.         | 230270    | pH                  | 9        |              | 9           | 9                        |                   |                    |                    |                          |            | 430            | 500               | 0.50 | 5   | CIRCULATE BOTTOM UP                                        |               |              |                                                                        |                                             |  |          |      |    |   |
| 4           | 4 3/4 COLLAR                            | 121     | 37.12  | JETS               | 3X 14.3   | MUD MATERIALS ADDED |          |              |             | SOLIDS CONTROL           |                   |                    |                    | CIRCULATION PRESSURE kPa | PUMP NO. 1 |                | PUMP NO. 2        |      | 800 |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| 1           | JAR                                     | 122     | 4.88   |                    | 1X 12.7   | PRODUCT             | AMOUNT   | UNIT         | CENTRIFUGE  |                          |                   |                    | LINER SIZE         | SPM                      | LINER SIZE | SPM            |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| 12          | 4 3/4 COLLAR                            | 121     | 112.17 | DEPTH OUT (m)      |           | DETERGENT           | 1        | PAIS         | HOURS RUN   | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 5890               | 152                      | 125        |                |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| 6           | H.W.D.P.                                | 121     | 57.14  | DEPTH IN (m)       | 0         | GEL                 | 14       | SX           |             |                          |                   |                    | REDUCED PUMP SPEED |                          |            |                |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| 1           | X.O.                                    | 120     | .26    | TOTAL DRILLED (m)  | 425       |                     |          |              | 8           | 1060                     | 1050              | 1560               | 1450               | @                        | 68         | @              | 425               |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
|             |                                         |         |        | TOTAL HRS RUN      | 33.25     |                     |          |              | HOURS RUN   | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS  |                          |            |                |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
|             |                                         |         |        | CUTTING STRUCTURE  |           |                     |          |              | 8           | 1060                     | 1050              | 1560               | DEPTH ( m )        | DEVIATION                |            | DIRECTION      |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
|             |                                         |         |        | TI                 | To        | MDC                 | LOC      | BRG          | GAGE        | ODC                      | REASON PULLED     | TOTAL RUN m/HR     | BOILERS            |                          |            |                | 396.62            | .75  |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
|             |                                         |         |        |                    |           |                     |          |              |             |                          |                   |                    | 1                  |                          | 2          |                | 425.76            | .75  |     |                                                            |               |              | NOTES : CHECKED CROWN SAVER BRAKE LINKAGES,PINS,TONGSB AND TONGS LINES |                                             |  |          |      |    |   |
|             | D.P.                                    | STANDS  |        |                    |           |                     |          |              |             |                          |                   |                    |                    |                          |            |                |                   |      |     |                                                            |               |              | DIVERTER LINE AND FLARE TANK,RIG AND ACCUMULATOR HYD LVL               |                                             |  |          |      |    |   |
| 15          | D.P.                                    | SINGLES | 145.66 | HOLE CONDITION     |           |                     |          |              |             |                          | HRS RUN           | 8                  | HRS RUN            |                          |            |                |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| KELLY DOWN  |                                         |         | 11.30  | HOLE DRAG          |           |                     |          | 2 UP 1 DOWN  |             |                          |                   |                    |                    |                          |            |                |                   |      |     |                                                            |               |              |                                                                        |                                             |  |          |      |    |   |
| TOTAL       |                                         |         | 425.76 | TORQUE AT BOTTOM   |           |                     |          | 0            |             |                          |                   |                    | BOILER pH          | 11                       | BOILER pH  |                | DRILLER SIGNATURE |      |     |                                                            | SPECIAL EVENT |              |                                                                        | SAFETY TOPIC                                |  | MEHL     | MACP |    |   |
| WT. OF D.C. |                                         | 25      |        | FILL ON BOTTOM (m) |           |                     |          | 0            |             |                          |                   |                    | STACK TEMP         | 650                      | STACK TEMP |                | MAGELLA MAINGUY   |      |     |                                                            | TIME / DEPTH  |              |                                                                        |                                             |  | TRIPPING |      | 31 | 0 |

DAY

|                                        |  |                         |  |                                                                                             |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  |         |  |       |  |             |  |                             |  |                  |  |               |  |              |  |              |  |             |  |               |  |              |  |                   |  |                         |  |                       |  |                      |  |          |  |       |  |
|----------------------------------------|--|-------------------------|--|---------------------------------------------------------------------------------------------|--|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|---------|--|-------|--|-------------|--|-----------------------------|--|------------------|--|---------------|--|--------------|--|--------------|--|-------------|--|---------------|--|--------------|--|-------------------|--|-------------------------|--|-----------------------|--|----------------------|--|----------|--|-------|--|
| LICENCE NO.                            |  | WELL NAME & NO.         |  | DAILY CHECKS                                                                                |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  | YEAR    |  | MONTH |  | DAY         |  | LAST CASING TUBING OR LINER |  | O.D. (mm)        |  | MIN I.D. (mm) |  | MASS (kg/m3) |  | MAKE         |  | GRADE       |  | NO. of JOINTS |  | TOTAL LENGTH |  | KB TO CSG HEAD    |  | SET AT (m)              |  | SPUD DATE             |  | 2007/02/18           |  | TIME     |  | 09:45 |  |
| 1159                                   |  | PARA ET AL CAMERON L-73 |  | (1.) Daily Walk Around Inspection<br>(2.) Detailed Inspection - Weekly ( Using Check List ) |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  | RIG NO. |  | 129   |  | 219.1       |  |                             |  | 205.9            |  | 35.72         |  | IPSCO        |  | J55          |  | 32          |  | 436.48        |  | 4            |  | 436               |  | RIG RELEASE             |  |                       |  | TIME                 |  |          |  |       |  |
| OPERATOR                               |  |                         |  | CONTRACTOR NAME                                                                             |  |  |  | (3.) H2S Signs Posted if Required<br>(4.) Well Licence & Stick Diagram Posted<br>(5.) Flare Lines Staked<br>(6.) BOP Drills Performed                                                                                              |  |  |  |  |  |         |  |       |  | RIG         |  |                             |  | FUEL @ 08:00 HRS |  | 139.7         |  | 125.73       |  | 23.07        |  | IPSCO       |  | J55           |  |              |  | 4                 |  |                         |  | WELL TYPE             |  | VERT.                |  | RE-ENTRY |  | NO    |  |
| PARAMOUNT RESOURCES LTD.               |  |                         |  | PRECISION DRILLING, DIV OF PDC                                                              |  |  |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines                                                                                                                                                                           |  |  |  |  |  |         |  |       |  | BOILER      |  |                             |  | 9000             |  | 2200          |  |              |  |              |  |             |  |               |  |              |  |                   |  | OPERATOR'S AFE          |  | 07N710027             |  |                      |  |          |  |       |  |
| SURFACE LOCATION                       |  |                         |  | UNIQUE ID                                                                                   |  |  |  | (1.) Rig Site Health & Safety Meeting ( one/crew/month )<br>(2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )<br>(3.) Mast Inspection before Raising or Lowering<br>(4.) Crown Saver Checked<br>(5.) Motor Kills Checked |  |  |  |  |  |         |  |       |  | TEMPERATURE |  |                             |  |                  |  |               |  |              |  |              |  |             |  |               |  |              |  |                   |  | STROKE LENGTH           |  |                       |  | CONTRACTOR'S JOB NUM |  | 750      |  |       |  |
| 60:02:38.30 N 117:29:54.30 W           |  |                         |  | 100/60-10-117-15/0                                                                          |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  |         |  |       |  | DC/ DP      |  | DC / DP SIZE                |  | MASS             |  | GRADE         |  | MINIMUM I.D. |  | T. JNT. O.D. |  | TYPE THREAD |  | NO. of JOINTS |  | PUMP TYPE    |  | PUMP MANUFACTURER |  | 229                     |  | TOUR SHEET SERIAL NUM |  | PREC129_20070220_1B  |  |          |  |       |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  |                         |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER                                                       |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  |         |  |       |  | WATER       |  |                             |  |                  |  |               |  |              |  |              |  |             |  |               |  |              |  |                   |  | VENDOR SOFTWARE VERSION |  | EDR_3-2-4_HF2 ETS 2.2 |  |                      |  |          |  |       |  |
| NEIL RUNDELL                           |  |                         |  | TYLER ELL                                                                                   |  |  |  |                                                                                                                                                                                                                                    |  |  |  |  |  |         |  |       |  | ICE         |  | DP                          |  | 101              |  | 21.4          |  | E            |  | 66           |  | 127         |  | 4" FH         |  | 154          |  |                   |  |                         |  |                       |  |                      |  |          |  |       |  |

| TIME<br>HRS | CODE NO. | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |             |      | RENTALS / SERVICES |  |  | MORN | DAY | EVE |                 |           |              |  |  |  |  |  |        |        |  |  |
|-------------|----------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|-------|--------|-----------------|-------------|------|--------------------|--|--|------|-----|-----|-----------------|-----------|--------------|--|--|--|--|--|--------|--------|--|--|
|             |          | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |       |        | NO. 1           | TYPE BRANDT | TYPE | IT38 LOADER        |  |  |      |     |     |                 |           |              |  |  |  |  |  |        |        |  |  |
|             | MORN     |                  | 3.5          |         |        | 0.5             | 3.0   | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |       | 8.00   |                 |             |      |                    |  |  |      |     |     | SCREENS CHANGED | NEW/ USED | CREW VEHICLE |  |  |  |  |  |        |        |  |  |
|             | DAY      |                  | 1.75         |         |        | 1.75            | 3.5   | 0.25        |            |                    | 0.25        |               | 4.25             |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    | 12.00 | TOP    |                 |             |      |                    |  |  |      |     |     |                 |           |              |  |  |  |  |  | TOP    |        |  |  |
|             | EVE      |                  |              |         |        | 2.5             |       |             |            |                    |             |               | 1.25             |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    | 4.00  |        |                 |             |      |                    |  |  |      |     |     |                 |           |              |  |  |  |  |  |        |        |  |  |
|             | TOTAL    |                  | 5.25         |         |        | 4.75            | 6.50  | 0.50        |            |                    | 0.75        |               | 5.50             |                |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |       | 24.00  |                 |             |      |                    |  |  |      |     |     |                 |           |              |  |  |  |  |  | BOTTOM | BOTTOM |  |  |
|             |          |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |       |        |                 |             |      |                    |  |  |      |     |     |                 |           |              |  |  |  |  |  |        |        |  |  |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |  | LENGTH  | BIT RECORD |                   |                    |                | DAY TOUR    |                     | MUD RECORD |                          |     |                   | METRES DRILLED |                                     |           |      | TIME LOG                 |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
|---------------|--------------------------------------|--|---------|------------|-------------------|--------------------|----------------|-------------|---------------------|------------|--------------------------|-----|-------------------|----------------|-------------------------------------|-----------|------|--------------------------|--------------------------|-------------------|-------|------------|-------------|---------------|------|--------------|-----------|-----------------------------------------------|-----------|-----|------------------|--------------|--|------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| 1             | BIT                                  |  | O.D.    | .32        | BIT NO.           |                    | 1              |             | MUD TYPE            |            | GEL/CHEM                 |     | WATER BASED       |                | <input checked="" type="checkbox"/> | OIL BASED |      | <input type="checkbox"/> | FROM                     | TO                | D-R-C | RPM        | WOB         | FROM          | TO   | ELAPSED TIME | CODE      | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS   |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 1             | BIT SUB                              |  | 195     | .84        | SIZE              |                    | 311            |             | TIME                |            |                          |     | 1000              |                | 1130                                |           | 1245 |                          | 425                      | 436               | D     | 220        | 5           | 800           | 815  | 0.25         | 7         | RIG SERVICE (F/T ANNULAR CL 19 SEC OP 18 SEC) |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 2             | 8" DC                                |  | 195     | 18.77      | IADC CODE         |                    |                |             | DENSITY (kg/m3 )    |            |                          |     | 1100              |                | 1100                                |           | 1100 |                          |                          |                   |       |            |             | 815           | 915  | 1.00         | 6         | WIPER TRIP TO BIT                             |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 1             | X.O.                                 |  | 192     | .57        | MANUFACTURER      |                    | VAREL          |             | FUNNEL VISCOSITY    |            |                          |     | 85                |                | 85                                  |           | 85   |                          |                          |                   |       |            |             | 915           | 1030 | 1.25         | 5         | CIRC. AND WORK PIPE TO BOTTOM (MUD RING)      |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 4             | 6' DC                                |  | 152     | 36.09      | TYPE              |                    | CHO4JMRSV      |             | FLUID LOSS (cm3 )   |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             | 1030          | 1215 | 1.75         | 2         | DRILL ACTUAL FROM 425m TO 436m                |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 1             | X.O.                                 |  | 151     | .64        | SERIAL NO.        |                    | 230270         |             | pH                  |            |                          |     | 9                 |                | 9                                   |           | 9    |                          |                          |                   |       |            |             | 1215          | 1245 | 0.50         | 5         | CONDITION MUD & CIRCULATE                     |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 4             | 4 3/4 COLLAR                         |  | 121     | 37.12      | JETS              |                    | 1X             |             |                     |            |                          |     | 12.7              |                |                                     |           |      |                          |                          |                   |       |            |             | 1245          | 1300 | 0.25         | 10        | DEVIATION SURVEY                              |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 1             | JAR                                  |  | 122     | 4.88       | DEPTH OUT (m)     |                    |                |             | MUD MATERIALS ADDED |            |                          |     |                   |                |                                     |           |      |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1        |       | PUMP NO. 2 |             | 1300          | 1315 | 0.25         | 21        | SAFETY MEETING (TRIPPING)                     |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 12            | 4 3/4 COLLAR                         |  | 121     | 112.17     | DEPTH IN (m)      |                    | 0              |             | PRODUCT             |            | AMOUNT                   |     | UNIT              |                | CENTRIFUGE                          |           |      |                          | 4700                     | 152               | 110   |            |             | 1315          | 1545 | 2.50         | 6         | POOH TO RUN CASING ( LAY OUT 8" COLLARS )     |           |     |                  |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 6             | H.W.D.P.                             |  | 121     | 57.14      | TOTAL DRILLED (m) |                    | 436            |             | HOURS RUN           |            | INTAKE DENSITY ( kg/m3 ) |     | OVER FLOW DENSITY |                | UNDER FLOW DENSITY                  |           |      |                          | REDUCED PUMP SPEED       |                   |       |            |             |               |      |              | 1545      | 1645                                          | 1.00      | 12  | RIG UP TONG HAND |              |  |                                          |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
| 1             | X.O.                                 |  | 120     | .26        | TOTAL HRS RUN     |                    | 35             |             | HOURS RUN           |            | 12                       |     | 1100              |                | 1090                                |           | 1700 |                          | DEVIATION SURVEYS        |                   |       |            | 1980        |               |      |              | @         | 68                                            | @         | 436 | 2000             |              |  | RAN 32 JOINTS, 436.48 METERS OF 219.1MM, |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
|               |                                      |  |         |            | CUTTING STRUCTURE |                    |                |             | HOURS RUN           |            | 12                       |     | 1100              |                | 1090                                |           | 1700 |                          |                          |                   |       |            | DEPTH ( m ) |               |      |              | DEVIATION |                                               | DIRECTION |     |                  |              |  |                                          | 35.72 KG/M, NEW IPSCO J55 SURFACE CASING.                           |                                                      |  |  |  |  |  |  |  |  |  |
|               |                                      |  |         |            | TI                |                    | To             | MDC         | LOC                 | BRG        | GAGE                     | ODC | REASON PULLED     | TOTAL RUN m/HR | BOILERS                             |           |      |                          |                          |                   |       |            | 436         |               |      |              | 1         |                                               |           |     |                  |              |  | LANDED AT 436 MKB. CEMENTED W/ 38 TONNES |                                                                     |                                                      |  |  |  |  |  |  |  |  |  |
|               |                                      |  |         |            | 0                 |                    | 0              | IG          | A                   | 0          | 0                        | IG  | TD                | 12.4           | 1                                   |           | 2    |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          | O:1:0 G + 1.5% CACL2. PLUG DOWN 01:15 FEB 21/07                     |                                                      |  |  |  |  |  |  |  |  |  |
|               | D.P.                                 |  | STANDS  |            |                   |                    |                |             |                     |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          | W/ 4 M3 OF GOOD CEMENT RETURNS. ANNULAS IS STATIC.                  |                                                      |  |  |  |  |  |  |  |  |  |
| 17            | D.P.                                 |  | SINGLES |            | 165.07            |                    | HOLE CONDITION |             |                     |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |                                                      |  |  |  |  |  |  |  |  |  |
| KELLY DOWN    |                                      |  |         | 2.13       |                   | HOLE DRAG          |                | 1 UP 1 DOWN |                     |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          |                                                                     | ACCUM CONTROLS AND HYD,LEVEL,PVT FOR PROPER ACCURACY |  |  |  |  |  |  |  |  |  |
| TOTAL         |                                      |  |         | 436.00     |                   | TORQUE AT BOTTOM   |                | 0           |                     |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          |                                                                     | TUGGER LINE AND HOOK,PIPE SLIPS,AIR HORN             |  |  |  |  |  |  |  |  |  |
| WT. OF D.C.   |                                      |  |         | 25         |                   | FILL ON BOTTOM (m) |                | 0           |                     |            |                          |     |                   |                |                                     |           |      |                          |                          |                   |       |            |             |               |      |              |           |                                               |           |     |                  |              |  |                                          |                                                                     | ELEVATOR CERT# H-10818                               |  |  |  |  |  |  |  |  |  |
| WT. OF STRING |                                      |  |         | 28         |                   |                    |                |             |                     |            |                          |     |                   |                |                                     |           |      |                          |                          | DRILLER SIGNATURE |       |            |             | SPECIAL EVENT |      |              |           |                                               |           |     |                  | SAFETY TOPIC |  | MEHL                                     |                                                                     | MACP                                                 |  |  |  |  |  |  |  |  |  |
|               |                                      |  |         |            |                   |                    |                |             |                     |            |                          |     |                   |                |                                     |           |      |                          |                          | DEAN PODOLSKI     |       |            |             | TIME / DEPTH  |      |              |           |                                               |           |     |                  | TRIPPING     |  | 35                                       |                                                                     | 0                                                    |  |  |  |  |  |  |  |  |  |



# EVENING

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| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |          | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|----|--------|-----------------|-----------------|----------|--------------------|--------------|--|------|-----|-----|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |    |        |                 | NO.             | TYPE     | TYPE               | IT38 LOADER  |  |      |     |     |  |
| TIME<br>HRS | MORN  |                  | 3.5          |         |        | 0.5             | 3.0   | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 8.00            | 1               | BRANDT   |                    | CREW VEHICLE |  |      |     |     |  |
|             | DAY   |                  | 1.75         |         |        | 1.75            | 3.5   | 0.25        |            |                    | 0.25        |               | 4.25             |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 12.00           | SCREENS CHANGED | NEW/USED |                    |              |  |      |     |     |  |
|             | EVE   |                  |              |         |        | 2.5             |       |             |            |                    |             |               | 1.25             |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 4.00            | TOP             | TOP      |                    |              |  |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    |        | 180             | 89              |          |                    |              |  |      |     |     |  |
|             | TOTAL |                  | 5.25         |         |        | 4.75            | 6.50  | 0.50        |            |                    |             | 0.75          |                  | 5.50           |                  |             |                |           |                |         |           |                |      | 0.75 |    |    |    |        | 24.00           | MIDDLE          | MIDDLE   |                    |              |  |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    | 180    | BOTTOM          | BOTTOM          |          |                    |              |  |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    | 89     |                 |                 |          |                    |              |  |      |     |     |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |             |      | EVENING TOUR        |          |      | MUD RECORD     |               |                | METRES DRILLED           |                          |                   |                    |                    | TIME LOG  |      |           |              |                                   |                                             |  |              |      |      |
|-----|-----------------------------------------|---------|--------|--------------------|-------------|------|---------------------|----------|------|----------------|---------------|----------------|--------------------------|--------------------------|-------------------|--------------------|--------------------|-----------|------|-----------|--------------|-----------------------------------|---------------------------------------------|--|--------------|------|------|
|     | BIT                                     | O.D.    |        | .32                | BIT NO.     | 1    |                     | MUD TYPE |      | WATER BASED    |               | OIL BASED      |                          | FROM                     | TO                | D-R-C              | RPM                | WOB       | FROM | TO        | ELAPSED TIME | CODE                              | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |              |      |      |
| 1   | BIT SUB                                 | 195     | .84    | SIZE               | 311         |      | TIME                |          | 2100 | 2200           |               |                |                          |                          |                   |                    |                    | 2000      | 2230 | 2.50      | 5            | CONDITION MUD & CIRCULATE         |                                             |  |              |      |      |
| 2   | 8" DC                                   | 195     | 18.77  | IADC CODE          |             |      | DENSITY (kg/m3 )    |          | 1100 | 1100           |               |                |                          |                          |                   |                    |                    | 2230      | 2245 | 0.25      | 21           | SAFETY MEETING ( WITH CEMENTERS ) |                                             |  |              |      |      |
| 1   | X.O.                                    | 192     | .57    | MANUFACTURER       | VAREL       |      | FUNNEL VISCOSITY    |          | 85   | 52             |               |                |                          |                          |                   |                    |                    | 2245      | 2400 | 1.25      | 12           | CEMENT WITH SANGEL                |                                             |  |              |      |      |
| 4   | 6' DC                                   | 152     | 36.09  | TYPE               | CHO4JMRSV   |      | FLUID LOSS (cm3)    |          |      |                |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
| 1   | X.O.                                    | 151     | .64    | SERIAL NO.         | 230270      |      | pH                  |          | 9    | 9              |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
| 4   | 4 3/4 COLLAR                            | 121     | 37.12  | JETS               | 3X          | 14.3 | MUD MATERIALS ADDED |          |      | SOLIDS CONTROL |               |                | CIRCULATION PRESSURE kPa | PUMP NO. 1               |                   | PUMP NO. 2         |                    |           |      |           |              |                                   |                                             |  |              |      |      |
| 1   | JAR                                     | 122     | 4.88   |                    | 1X          | 12.7 | PRODUCT             | AMOUNT   | UNIT | CENTRIFUGE     |               |                | HOURS RUN                | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 1190               | 152       | 90   |           |              |                                   |                                             |  |              |      |      |
| 12  | 4 3/4 COLLAR                            | 121     | 112.17 | DEPTH OUT (m)      |             |      | DESCO               | 2        | SX   |                |               |                |                          |                          |                   |                    | REDUCED PUMP SPEED |           |      |           |              |                                   |                                             |  |              |      |      |
| 6   | H.W.D.P.                                | 121     | 57.14  | DEPTH IN (m)       | 0           |      |                     |          |      |                |               |                |                          |                          |                   |                    | 853                | @         | 68   | @         | 436          |                                   |                                             |  |              |      |      |
| 1   | X.O.                                    | 120     | .26    | TOTAL DRILLED (m)  | 436         |      |                     |          |      |                |               |                |                          |                          |                   |                    | DEVIATION SURVEYS  |           |      |           |              |                                   |                                             |  |              |      |      |
|     |                                         |         |        | TOTAL HRS RUN      | 35          |      |                     |          |      |                |               |                |                          |                          |                   |                    | DEPTH ( m )        | DEVIATION |      | DIRECTION |              |                                   |                                             |  |              |      |      |
|     |                                         |         |        | CUTTING STRUCTURE  |             |      |                     |          |      |                |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
|     |                                         |         |        | TI                 | To          | MDC  | LOC                 | BRG      | GAGE | ODC            | REASON PULLED | TOTAL RUN m/Hr | BOILERS                  |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
|     |                                         |         |        |                    |             |      |                     |          |      |                |               |                | 1                        | 2                        |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
|     | D.P.                                    | STANDS  |        | HOLE CONDITION     |             |      |                     |          |      |                |               |                | HRS RUN                  | 4                        | HRS RUN           | 0                  |                    |           |      |           |              |                                   |                                             |  |              |      |      |
| 17  | D.P.                                    | SINGLES | 165.07 | HOLE DRAG          | 1 UP 5 DOWN |      |                     |          |      |                |               |                | BOILER pH                | 11                       | BOILER pH         |                    | DRILLER SIGNATURE  |           |      |           |              | SPECIAL EVENT                     |                                             |  | SAFETY TOPIC | MEHL | MACP |
|     | KELLY DOWN                              | 2.13    |        | TORQUE AT BOTTOM   | 0           |      |                     |          |      |                |               |                | STACK TEMP               | 525                      | STACK TEMP        |                    | RYAN OXNER         |           |      |           |              | TIME / DEPTH                      |                                             |  | CEMENTING    |      | 22   |
|     | TOTAL                                   | 436.00  |        | FILL ON BOTTOM (m) | 0           |      |                     |          |      |                |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
|     | WT. OF D.C.                             | 25      |        |                    |             |      |                     |          |      |                |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |
|     | WT. OF STRING                           | 28      |        |                    |             |      |                     |          |      |                |               |                |                          |                          |                   |                    |                    |           |      |           |              |                                   |                                             |  |              |      |      |

DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>20                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070220_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>61                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  |                                         |  | OPERATOR'S AFE<br>07N710027                  |  |  |  |

| MORNING TOUR |              | FROM |                 | 0 | TO |      | 800 |     |    |  |  | INJURIES |  |
|--------------|--------------|------|-----------------|---|----|------|-----|-----|----|--|--|----------|--|
| CREW         | SOC INS. NO. |      | NAME            |   |    | HRS  |     | YES | NO |  |  |          |  |
| DRILLER      |              |      | MAGELLA MAINGUY |   |    | 8.00 |     |     | MM |  |  |          |  |
| DERRICKHAND  |              |      | ADAM OAKE       |   |    | 8.00 |     |     | AO |  |  |          |  |
| MOTORHAND    |              |      | JASON BICKERT   |   |    | 8.00 |     |     | JB |  |  |          |  |
| FLOOR HAND   |              |      | TYLER FINNEY    |   |    | 8.00 |     |     | TF |  |  |          |  |
| FLOORHAND    |              |      | CAMERON MACKAY  |   |    | 8.00 |     |     | CM |  |  |          |  |
|              |              |      |                 |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                 |   |    |      |     |     |    |  |  |          |  |
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# MORNING

[illegible]

| CODE NO.                             |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25   | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |
|--------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|------|----|--------|-----------------|--------|----------|--------------------|--------------|--|------|-----|-----|--|
|                                      |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |      |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER  |  |      |     |     |  |
| T<br>I<br>M<br>E<br>-<br>H<br>R<br>S |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |      |    |        | 1               | BRANDT |          |                    |              |  |      |     |     |  |
|                                      | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               | 1.25             | 4.0            | 1.5              |             |                |           |                |         |           | 0.25           | 1.0  |      |      |      |    | 8.00   | SCREENS CHANGED | NO     | NEW/USED | USED               | CREW VEHICLE |  |      |     |     |  |
|                                      | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                | 3.0              | 4.5         |                |           |                |         |           | 0.5            |      | 3.0  | 1.0  |      |    | 12.00  | TOP             |        | TOP      |                    |              |  |      |     |     |  |
|                                      | EVE   |                  |              |         |        |                 | 2.5   |             |            | 1.25               |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      |      |      |    | 4.00   | MIDDLE          |        | MIDDLE   |                    |              |  |      |     |     |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |      |    |        | 180             |        | 89       |                    |              |  |      |     |     |  |
|                                      | TOTAL |                  |              |         |        |                 | 2.50  |             |            |                    | 1.25        |               |                  | 1.25           | 4.00             | 4.50        | 4.50           |           |                |         |           |                | 1.00 | 1.00 | 3.00 | 1.00 |    |        | 24.00           | BOTTOM |          | BOTTOM             |              |  |      |     |     |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |      |    | 89     |                 |        |          |                    |              |  |      |     |     |  |

[illegible]

DAY

|                                        |                                       |                                                             |    |     |                    |       |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|----|-----|--------------------|-------|--------|--------------|-----------------------------|-----------|---------------|--------------|--------------|-------------|---------------|--------------|-------------------|------------|---------------|------------|-------|----------------|-----------|--|--|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |    | OPR | R.M.               | YEAR  | MONTH  | DAY          | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE         | GRADE       | NO. of JOINTS | TOTAL LENGTH | KB TO CSG HEAD    | SET AT (m) | SPUD DATE     | 2007/02/18 | TIME  | 09:45          |           |  |  |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR | TE  | RIG NO.            | 129   |        |              |                             | 219.1     | 205.9         | 35.72        | IPSCO        | J55         | 32            | 436.48       | 4                 | 436        | RIG RELEASE   |            | TIME  |                |           |  |  |
| OPERATOR                               | CONTRACTOR NAME                       | (2.) Detailed Inspection - Weekly ( Using Check List )      |    |     | FUEL @ 08:00 HRS   |       |        |              |                             |           | 139.7         | 125.73       | 23.07        | IPSCO       | J55           |              |                   | 4          |               | WELL TYPE  | VERT. | RE-ENTRY       | NO        |  |  |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (3.) H2S Signs Posted if Required                           | NR | TE  | RIG                | 18000 | BOILER |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       | OPERATOR'S AFE | 07N710027 |  |  |
| SURFACE LOCATION                       | UNIQUE ID                             | (4.) Well Licence & Stick Diagram Posted                    |    |     | TEMPERATURE        |       | DC/ DP | DC / DP SIZE |                             | MASS      | GRADE         | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. of JOINTS | PUMP TYPE    | PUMP MANUFACTURER |            | STROKE LENGTH |            |       |                |           |  |  |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (5.) Flare Lines Staked                                     | NR | TE  | -29                |       |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (6.) BOP Drills Performed                                   |    |     | CURRENT CONDITIONS |       | DC     | 152          | 122                         | STD       | 58            | 150          | 4" H90       | 4           | BPMP          | EMSCO        |                   | 229        |               |            |       |                |           |  |  |
| NEIL RUNDELL                           | TYLER ELL                             | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |    |     | COLD               |       | DC     | 121          | 69.5                        |           | 57            | 123          | 3" 1/2 IF16  | F-800       |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    | TE |     | WIND DIRECTION     |       |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |    |     | S.E.               |       | DC     |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (3.) Mast Inspection before Raising or Lowering             |    |     | ROAD CONDITION     |       |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (4.) Crown Saver Checked                                    | TE |     | ICE                |       | DP     | 101          | 21.4                        | E         | 66            | 127          | 4" FH        | 154         |               |              |                   |            |               |            |       |                |           |  |  |
|                                        |                                       | (5.) Motor Kills Checked                                    | TE |     |                    |       |        |              |                             |           |               |              |              |             |               |              |                   |            |               |            |       |                |           |  |  |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25  | 26    | TOTALS | SHALE SHAKER(S) |     |          | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|-----|-------|--------|-----------------|-----|----------|--------------------|--------------|--|------|-----|-----|--|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |     |       |        |                 | NO. | TYPE     | TYPE               | IT38 LOADER  |  |      |     |     |  |
| TIME - HRS | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               | 1.25             | 4.0            | 1.5              |             |                |           |                |         |           | 0.25           | 1.0  |      |      |     |       | 8.00   | SCREENS CHANGED | NO  | NEW USED | USED               | CREW VEHICLE |  |      |     |     |  |
|            | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                | 3.0              | 4.5         |                |           |                |         |           | 0.5            |      |      | 3.0  | 1.0 |       | 12.00  | TOP             | TOP |          |                    |              |  |      |     |     |  |
|            | EVE   |                  |              |         |        |                 | 2.5   |             |            | 1.25               |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      |      |     | 4.00  | MIDDLE | MIDDLE          |     |          |                    |              |  |      |     |     |  |
|            | TOTAL |                  |              |         |        |                 | 2.50  |             |            | 1.25               |             |               | 1.25             | 4.00           | 4.50             | 4.50        |                |           |                |         |           | 1.00           | 1.00 | 3.00 | 1.00 |     | 24.00 | BOTTOM | BOTTOM          |     |          |                    |              |  |      |     |     |  |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |     |       |        | 89              |     |          |                    |              |  |      |     |     |  |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) | LENGTH  | BIT RECORD         |                   |       |     |     | DAY TOUR          |      | MUD RECORD  |               |                |  | METRES DRILLED |    |       |     |     | TIME LOG |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |
|---------------|--------------------------------------|---------|--------------------|-------------------|-------|-----|-----|-------------------|------|-------------|---------------|----------------|--|----------------|----|-------|-----|-----|----------|------|--------------|------|---------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| 1             | BIT                                  | O.D.    | .32                | BIT NO.           | 1     |     |     | MUD TYPE          |      | WATER BASED |               | OIL BASED      |  | FROM           | TO | D-R-C | RPM | WOB | FROM     | TO   | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS                               |  |  |  |  |  |  |  |  |  |
| 1             | TORSIONAL SUB                        | 195     | 2.85               | SIZE              | 200   |     |     | TIME              |      |             |               |                |  |                |    |       |     |     | 800      | 1100 | 3.00         | 23   | CUT CASING WELD ON CSG. BOWL                                              |  |  |  |  |  |  |  |  |  |
| 4             | 6" DC                                | 152     | 36.09              |                   |       |     |     | DENSITY (kg/m3 )  |      |             |               |                |  |                |    |       |     |     | 1100     | 1115 | 0.25         | 21   | SAFETY MEETING (NIPPLE UP BOP)                                            |  |  |  |  |  |  |  |  |  |
| 1             | X.O.                                 | 151     | .64                | IADC CODE         |       |     |     | FUNNEL VISCOSITY  |      |             |               |                |  |                |    |       |     |     | 1115     | 1415 | 3.00         | 14   | NIPPLE UP B.O.P.                                                          |  |  |  |  |  |  |  |  |  |
| 4             | 4 3/4 COLLAR                         | 121     | 37.12              | MANUFACTURER      | VAREL |     |     | FLUID LOSS (cm3 ) |      |             |               |                |  |                |    |       |     |     | 1415     | 1515 | 1.00         | 24   | UNTHAW B.O.P.'S TO OPERATING TEMPERTURE                                   |  |  |  |  |  |  |  |  |  |
| 1             | JAR                                  | 122     | 5.13               | TYPE              | MKS45 |     |     | pH                |      |             |               |                |  |                |    |       |     |     | 1515     | 1530 | 0.25         | 21   | SAFETY MEETING WITH PRESSURE TESTER AND CREW                              |  |  |  |  |  |  |  |  |  |
| 12            | 4 3/4 COLLAR                         | 121     | 112.17             | SERIAL NO.        |       |     |     |                   |      |             |               |                |  |                |    |       |     |     | 1530     | 2000 | 4.50         | 15   | TEST B.O.P. WITH RAINBOW PRESSURE TESTERS                                 |  |  |  |  |  |  |  |  |  |
| 6             | H.W.D.P.                             | 121     | 57.14              |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     | 2000     |      |              |      | .                                                                         |  |  |  |  |  |  |  |  |  |
| 1             | X.O.                                 | 120     | .26                | JETS              |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | .                                                                         |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | .                                                                         |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | DEPTH OUT (m)     |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | TESTED ALL MANIFOLD VLVS, CHOKES, ALL FLANGES, CSG BOWL AND VALVES, HCR   |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | DEPTH IN (m)      | 436   |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | AND MANUAL VALVE, BLIND RAMS, KILL LINE AND CHECK VALVE, DRILLING SPOOLS, |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | TOTAL DRILLED (m) |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | STABBING VALVE, INSIDE BOPS, PIPE RAMS AND ANNULAR ALL TO 1400 KPA LOW    |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | TOTAL HRS RUN     |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | 7000 HIGH, 10 MIN EACH, ACC RATING 20700KPA, PRECHARGE 7000KPA            |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | CUTTING STRUCTURE |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | 3 FUNCTION TEST STARTING 20700, REMAINING 13500 RECHARGED TO 20700KPA     |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    | TI                | To    | MDC | LOC | BRG               | GAGE | ODC         | REASON PULLED | TOTAL RUN m/HR |  |                |    |       |     |     |          |      |              |      | IN 1 MIN 30 SEC, N2#1 14000KPA, #2 13000KPA                               |  |  |  |  |  |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES       |  |  |  |  |  |  |  |  |  |
|               | D.P.                                 | STANDS  |                    |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      | AIR HORN,PVT FOR PROPER ACCURACY,BOP SLINGS,TUGGER LINE AND HOOK          |  |  |  |  |  |  |  |  |  |
| 17            | D.P.                                 | SINGLES | 165.07             | HOLE CONDITION    |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |
| KELLY DOWN    |                                      |         | 2.13               | HOLE DRAG         |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |
| TOTAL         |                                      |         | 418.92             | TORQUE AT BOTTOM  |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |
| WT. OF D.C.   |                                      | 25      | FILL ON BOTTOM (m) |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |
| WT. OF STRING |                                      | 28      |                    |                   |       |     |     |                   |      |             |               |                |  |                |    |       |     |     |          |      |              |      |                                                                           |  |  |  |  |  |  |  |  |  |

|                   |  |  |  |  |               |  |  |  |  |  |              |  |  |      |      |
|-------------------|--|--|--|--|---------------|--|--|--|--|--|--------------|--|--|------|------|
| DRILLER SIGNATURE |  |  |  |  | SPECIAL EVENT |  |  |  |  |  | SAFETY TOPIC |  |  | MEHL | MACP |
| DEAN PODOLSKI     |  |  |  |  | TIME / DEPTH  |  |  |  |  |  | NIPPLE UP    |  |  | 0    | 0    |



EVENING

|                                        |                         |                                       |  |                                                             |  |  |  |  |  |  |  |     |      |         |       |                     |                             |           |               |              |       |              |               |              |                |             |                   |            |                |           |  |  |
|----------------------------------------|-------------------------|---------------------------------------|--|-------------------------------------------------------------|--|--|--|--|--|--|--|-----|------|---------|-------|---------------------|-----------------------------|-----------|---------------|--------------|-------|--------------|---------------|--------------|----------------|-------------|-------------------|------------|----------------|-----------|--|--|
| LICENCE NO.                            | WELL NAME & NO.         | DAILY CHECKS                          |  |                                                             |  |  |  |  |  |  |  | OPR | R.M. | YEAR    | MONTH | DAY                 | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE  | GRADE        | NO. of JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m)  | SPUD DATE         | 2007/02/18 | TIME           | 09:45     |  |  |
| 1159                                   | PARA ET AL CAMERON L-73 | (1.) Daily Walk Around Inspection     |  |                                                             |  |  |  |  |  |  |  | NR  | TE   | RIG NO. | 129   | 219.1               |                             | 205.9     | 35.72         | IPSCO        | J55   | 32           | 436.48        | 4            | 436            | RIG RELEASE |                   | TIME       |                |           |  |  |
| OPERATOR                               |                         | CONTRACTOR NAME                       |  | (3.) H2S Signs Posted if Required                           |  |  |  |  |  |  |  |     |      | NR      | TE    | FUEL @ 08:00 HRS    |                             | 139.7     | 125.73        | 23.07        | IPSCO | J55          |               |              | 4              |             | WELL TYPE         | VERT.      | RE-ENTRY       | NO        |  |  |
| PARAMOUNT RESOURCES LTD.               |                         | PRECISION DRILLING, DIV OF PDC        |  | (4.) Well Licence & Stick Diagram Posted                    |  |  |  |  |  |  |  |     |      | NR      | TE    | RIG                 |                             | 18000     | BOILER        | 2400         |       |              |               |              |                |             |                   |            | OPERATOR'S AFE | 07N710027 |  |  |
| SURFACE LOCATION                       |                         | UNIQUE ID                             |  | (5.) Flare Lines Staked                                     |  |  |  |  |  |  |  |     |      | NR      | TE    | TEMPERATURE         |                             |           |               |              |       |              |               |              |                |             |                   |            |                |           |  |  |
| 60:02:38.30 N 117:29:54.30 W           |                         | 100/60-10-117-15/0                    |  | (6.) BOP Drills Performed                                   |  |  |  |  |  |  |  |     |      | NR      | TE    | CURRENT CONDITIONS  |                             | DC/ DP    | DC / DP SIZE  | MASS         | GRADE | MINIMUM I.D. | T. JNT. O.D.  | TYPE THREAD  | NO. of JOINTS  | PUMP TYPE   | PUMP MANUFACTURER |            | STROKE LENGTH  |           |  |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |                         | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |  |  |  |  |  |  |  |     |      | NR      | TE    | COLD                |                             | DC        | 152           | 122          | STD   | 58           | 150           | 4" H90       | 4              | BPMP        | EMSCO             |            | 229            |           |  |  |
| NEIL RUNDELL                           |                         | TYLER ELL                             |  | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |  |  |  |  |  |  |  |     |      | TE      |       | WIND DIRECTION      |                             | DC        | 121           | 69.5         |       | 57           | 123           | 3" 1/2 IF16  | F-800          |             |                   |            |                |           |  |  |
|                                        |                         |                                       |  | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |  |  |  |  |  |  |  |     |      | TE      |       | S.E. ROAD CONDITION |                             | DC        | 101           | 21.4         | E     | 66           | 127           | 4" FH        | 154            |             |                   |            |                |           |  |  |
|                                        |                         |                                       |  | (3.) Mast Inspection before Raising or Lowering             |  |  |  |  |  |  |  |     |      | TE      |       | ICE                 |                             | DP        | 101           | 21.4         | E     | 66           | 127           | 4" FH        | 154            |             |                   |            |                |           |  |  |
|                                        |                         |                                       |  | (4.) Crown Saver Checked                                    |  |  |  |  |  |  |  |     |      | TE      |       |                     |                             |           |               |              |       |              |               |              |                |             |                   |            |                |           |  |  |
|                                        |                         |                                       |  | (5.) Motor Kills Checked                                    |  |  |  |  |  |  |  |     |      | TE      |       |                     |                             |           |               |              |       |              |               |              |                |             |                   |            |                |           |  |  |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |              | MORN | DAY | EVE |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|-----------------|--------|----------|--------------------|--------------|------|-----|-----|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER  |      |     |     |
| TIME - HRS | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               | 1.25             | 4.0            | 1.5              |             |                |           |                |         |           | 0.25           | 1.0  |      |      |    |    | 8.00   | SCREENS CHANGED | NO     | NEW/USED | USED               | CREW VEHICLE |      |     |     |
|            | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                | 3.0              | 4.5         |                |           |                |         |           | 0.5            |      | 3.0  | 1.0  |    |    | 12.00  | TOP             | TOP    |          |                    |              |      |     |     |
|            | EVE   |                  |              |         |        |                 | 2.5   |             |            | 1.25               |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      |      |    |    | 4.00   | MIDDLE          | MIDDLE |          |                    |              |      |     |     |
|            | TOTAL |                  |              |         |        |                 | 2.50  |             |            | 1.25               |             |               | 1.25             | 4.00           | 4.50             | 4.50        |                |           |                |         |           | 1.00           | 1.00 | 3.00 | 1.00 |    |    | 24.00  | BOTTOM          | BOTTOM |          |                    |              |      |     |     |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        |                 |        |          |                    |              |      |     |     |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |         | LENGTH             | BIT RECORD        |       |     |     |     | EVENING TOUR      |                     | MUD RECORD    |                                     |           |                          | METRES DRILLED |                    |                          |                          |                    | TIME LOG          |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|---------------|--------------------------------------|---------|--------------------|-------------------|-------|-----|-----|-----|-------------------|---------------------|---------------|-------------------------------------|-----------|--------------------------|----------------|--------------------|--------------------------|--------------------------|--------------------|-------------------|-------------|--------------|-----------|------------------------------------------------------------------------------------------|-----------|--|--|--|--------------|--|------|------|--|--|--|--|
| 1             | BIT                                  | O.D.    | .29                | BIT NO.           | 1     |     |     |     | MUD TYPE          | FLOC                | WATER BASED   | <input checked="" type="checkbox"/> | OIL BASED | <input type="checkbox"/> | FROM           | TO                 | D-R-C                    | RPM                      | WOB                | FROM              | TO          | ELAPSED TIME | CODE      | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS                                              |           |  |  |  |              |  |      |      |  |  |  |  |
| 1             | TORSIONAL SUB                        | 195     | 2.85               | SIZE              | 200   |     |     |     | TIME              |                     | 2300          |                                     |           |                          |                |                    |                          |                          |                    | 2000              | 2130        | 1.50         | 6         | RIH WITH BHA                                                                             |           |  |  |  |              |  |      |      |  |  |  |  |
| 4             | 6" DC                                | 152     | 36.09              |                   |       |     |     |     | DENSITY (kg/m3 )  |                     | 1000          |                                     |           |                          |                |                    |                          |                          |                    | 2130              | 2145        | 0.25         | 21        | SAFETY MEETING ( SLIP AND CUT )                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 1             | X.O.                                 | 151     | .64                | IADC CODE         |       |     |     |     | FUNNEL VISCOSITY  |                     | 29            |                                     |           |                          |                |                    |                          |                          |                    | 2145              | 2300        | 1.25         | 9         | SLIP AND CUT DRILL LINE 20.4M                                                            |           |  |  |  |              |  |      |      |  |  |  |  |
| 4             | 4 3/4 COLLAR                         | 121     | 37.12              | MANUFACTURER      | VAREL |     |     |     | FLUID LOSS (cm3 ) |                     |               |                                     |           |                          |                |                    |                          |                          |                    | 2300              | 2400        | 1.00         | 6         | FINNSH RIH TAGGED CEMENT @ 420M                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 1             | JAR                                  | 122     | 5.13               | TYPE              | MKS65 |     |     |     | pH                |                     | 10            |                                     |           |                          |                |                    |                          |                          |                    | 2400              |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 12            | 4 3/4 COLLAR                         | 121     | 112.17             | SERIAL NO.        | 1786  |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 6             | H.W.D.P.                             | 121     | 57.14              |                   | 7X    | 9.5 |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 1             | X.O.                                 | 120     | .26                | JETS              |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | DEPTH OUT (m)     |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | DEPTH IN (m)      | 436   |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | TOTAL DRILLED (m) |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | TOTAL HRS RUN     |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | CUTTING STRUCTURE |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    | TI                | To    | MDC | LOC | BRG | GAGE              | ODC                 | REASON PULLED | TOTAL RUN m/HR                      |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               | D.P.                                 | STANDS  |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, FLARE AND DEGASSER LINES, AIR HORN |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           | TUGGER LINES AND HOOKS, TONG LINES AND DIES, MANIFOLD CONFIG, BOP'S, ELEVATORS           |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           | COLLAR AND DP SLIPS, ACCUM HYD LVL                                                       |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| 17            | D.P.                                 | SINGLES | 165.07             | HOLE CONDITION    |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| KELLY DOWN    |                                      |         | 2.13               | HOLE DRAG         |       |     |     |     | 0                 |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| TOTAL         |                                      |         | 418.89             | TORQUE AT BOTTOM  |       |     |     |     | 0                 |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| WT. OF D.C.   |                                      | 25      | FILL ON BOTTOM (m) |                   |       |     |     | 0   |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
| WT. OF STRING |                                      | 28      |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   | MUD MATERIALS ADDED |               |                                     |           | SOLIDS CONTROL           |                |                    |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1         |                   | PUMP NO. 2  |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   | PRODUCT             |               | AMOUNT                              |           | UNIT                     |                | CENTRIFUGE         |                          |                          |                    | LINEAR SIZE       | SPM         | LINEAR SIZE  | SPM       |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | HOURS RUN          | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | 5800              | 140         | 108          |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | REDUCED PUMP SPEED |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | 0                  |                          |                          |                    |                   | 2400        | @            | 68        | @                                                                                        | 420       |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | HOURS RUN          | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | DEVIATION SURVEYS |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | 0                  |                          |                          |                    |                   | DEPTH ( m ) |              | DEVIATION |                                                                                          | DIRECTION |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | BOILERS            |                          |                          |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | 1                  |                          | 2                        |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | HRS RUN            | 4                        | HRS RUN                  | 0                  |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | BOILER pH          | 11                       | BOILER pH                |                    |                   |             |              |           |                                                                                          |           |  |  |  |              |  |      |      |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                | STACK TEMP         | 290                      | STACK TEMP               |                    | DRILLER SIGNATURE |             |              |           | SPECIAL EVENT                                                                            |           |  |  |  | SAFETY TOPIC |  | MEHL | MACP |  |  |  |  |
|               |                                      |         |                    |                   |       |     |     |     |                   |                     |               |                                     |           |                          |                |                    | 290                      |                          |                    | RYAN OXNER        |             |              |           | TIME / DEPTH                                                                             |           |  |  |  | SLIP AND CUT |  | 24   |      |  |  |  |  |

DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>21                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070221_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>62                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  |                                         |  | OPERATOR'S AFE<br>07N710027                  |  |  |  |

| MORNING TOUR |              | FROM           |  | 0    | TO  | 800 |    |  | INJURIES |  |
|--------------|--------------|----------------|--|------|-----|-----|----|--|----------|--|
| CREW         | SOC INS. NO. | NAME           |  | HRS  |     | YES | NO |  |          |  |
| DRILLER      |              | RYAN OXNER     |  | 8.00 |     |     | RO |  |          |  |
| DERRICK HAND |              | PETER MATUSKA  |  | 8.00 |     |     | PM |  |          |  |
| MOTORHAND    |              | CHRIS HUNNEMAN |  | 8.00 |     |     | CH |  |          |  |
| FLOOR HAND   |              | IVAN CINDRIC   |  | 8.00 |     |     | IC |  |          |  |
| FLOORHAND    |              | RANDAL ROCHAT  |  | 8.00 |     |     | RR |  |          |  |
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| RIG MANAGER  |              | TYLER ELL      |  | 1.00 | DAY |     | TE |  |          |  |
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# MORNING

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| CODE NO.         |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |     |          | RENTALS / SERVICES |              |             | MORN | DAY | EVE |  |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|-------|--------|-----------------|-----|----------|--------------------|--------------|-------------|------|-----|-----|--|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |       |        |                 |     | NO.      | TYPE               | TYPE         | IT38 LOADER |      |     |     |  |
| TIME<br>-<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |       |        |                 | 1   | BRANDT   |                    | CREW VEHICLE |             |      |     |     |  |
|                  | MORN  |                  | 6.25         |         |        | 0.25            |       | 0.25        |            |                    | 0.5         |               |                  |                |                  | 0.5         |                |           |                |         |           | 0.25           |      |      |    |    |       | 8.00   | SCREENS CHANGED | NO  | NEW/USED | USED               |              |             |      |     |     |  |
|                  | DAY   |                  | 7.0          |         |        |                 | 1.5   | 0.25        |            | 2.5                | 0.25        |               |                  |                |                  |             |                |           |                |         |           | 0.5            |      |      |    |    | 12.00 | TOP    |                 | TOP |          |                    |              |             |      |     |     |  |
|                  | EVE   |                  |              |         |        |                 | 1.75  | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 1.75 |      |    |    | 4.00  | 180    |                 | 89  |          |                    |              |             |      |     |     |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |       |        | MIDDLE          |     | MIDDLE   |                    |              |             |      |     |     |  |
|                  | TOTAL |                  | 13.25        |         |        |                 | 0.25  | 3.25        | 0.75       |                    | 2.50        | 0.75          |                  |                |                  |             | 0.50           |           |                |         |           |                | 1.00 | 1.75 |    |    |       | 24.00  | 180             |     | BOTTOM   |                    | BOTTOM       |             |      |     |     |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD           |       |     | MORNING TOUR |      |             | MUD RECORD |                  |                      | METRES DRILLED                 |                         |                          |                                |                         | TIME LOG                       |                    |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
|---------------|-----------------------------------------|---------|--------|----------------------|-------|-----|--------------|------|-------------|------------|------------------|----------------------|--------------------------------|-------------------------|--------------------------|--------------------------------|-------------------------|--------------------------------|--------------------|-----------------|----------------|---------------------------------------------|-----------|-----|--------------------------------------------------------------------------------|---|-------------------------------------------------|------------------------------------------------------------------------------------------|--|--|--|--|
|               | BIT                                     | O.D.    |        | BIT NO.              | 1     |     | MUD TYPE     | FLOC | WATER BASED | X          | OIL BASED        |                      | FROM                           | TO                      | D-R-C                    | RPM                            | WOB                     | FROM                           | TO                 | ELAPSED<br>TIME | CODE           | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
| 1             | TORSIONAL SUB                           | 195     | 2.85   | SIZE                 | 200   |     |              |      |             |            |                  | TIME                 | 200                            | 400                     | 600                      | 436                            | 447                     | D                              | 100                | 3               | 0              | 0030                                        | 0.50      | 2   | DRILL CEMENT FLOAT AND SHOE                                                    |   |                                                 |                                                                                          |  |  |  |  |
| 4             | 6" DC                                   | 152     | 36.09  | IADC CODE            |       |     |              |      |             |            |                  | DENSITY (kg/m3 )     | 1000                           | 1000                    | 1000                     | 447                            | 632                     | D                              | 110                | 4               | 0030           | 0045                                        | 0.25      | 21  | SAFETY MEETING BOP DRILL OP HCR 2 SEC CL ANNULAR 12 SEC 120 SEC TO SECURE WELL |   |                                                 |                                                                                          |  |  |  |  |
| 1             | X.O.                                    | 151     | .64    | MANUFACTURER         | VAREL |     |              |      |             |            |                  | FUNNEL VISCOSITY     | 29                             | 29                      | 29                       |                                |                         |                                |                    |                 | 0045           | 100                                         | 0.25      | 2   | DRILL ACTUAL FROM 436M TO 447M                                                 |   |                                                 |                                                                                          |  |  |  |  |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12  | TYPE                 | MKS65 |     |              |      |             |            |                  | FLUID LOSS (cm3 )    |                                |                         |                          |                                |                         |                                |                    |                 | 100            | 115                                         | 0.25      | 5   | CIRCULATE CLEAN HOLE                                                           |   |                                                 |                                                                                          |  |  |  |  |
| 1             | JAR                                     | 122     | 5.13   | SERIAL NO.           | 1786  |     |              |      |             |            |                  | pH                   | 10                             | 10                      | 10                       |                                |                         |                                |                    |                 | 115            | 145                                         | 0.50      | 15  | LEAK OFF TEST WITH RAINBOW PREASURE TESTERS FORMATION FRAC @ 26.2              |   |                                                 |                                                                                          |  |  |  |  |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17 | JETS                 | 7X    | 9.5 |              |      |             |            |                  | MUD MATERIALS ADDED  |                                |                         | SOLIDS CONTROL           |                                |                         | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1         |                 | PUMP NO. 2     |                                             | 145       | 200 | 0.25                                                                           | 7 | RIG SERVICE ( F/T PIPE RAMS CL 2 SEC OP 2 SEC ) |                                                                                          |  |  |  |  |
| 6             | H.W.D.P.                                | 121     | 57.14  |                      |       |     |              |      |             |            |                  | PRODUCT              | AMOUNT                         | UNIT                    | CENTRIFUGE               |                                |                         |                                | LINEAR<br>SIZE     | SPM             | LINEAR<br>SIZE | SPM                                         | 200       | 730 | 5.50                                                                           | 2 | DRILL ACTUAL FROM 447M TO 632M                  |                                                                                          |  |  |  |  |
| 1             | X.O.                                    | 120     | .26    | DEPTH OUT (m)        |       |     |              |      |             |            |                  | SODIUM BICARB        | 3                              | SX                      | HOURS<br>RUN             | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | 6500               | 140             | 110            |                                             |           | 800 |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
|               |                                         |         |        | DEPTH IN (m)         | 436   |     |              |      |             |            |                  |                      |                                |                         | 8                        | 1020                           | 1000                    | 1360                           | REDUCED PUMP SPEED |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
|               |                                         |         |        | TOTAL DRILLED (m)    | 196   |     |              |      |             |            |                  | HOURS<br>RUN         | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | DEVIATION SURVEYS              |                         |                                |                    |                 | 2538           | @                                           | 68        | @   | 447                                                                            |   |                                                 |                                                                                          |  |  |  |  |
|               |                                         |         |        | TOTAL HRS RUN        | 5.75  |     |              |      |             |            |                  | 8                    | 1020                           | 1000                    | 1380                     | DEVIATION SURVEYS              |                         |                                |                    |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
|               |                                         |         |        | CUTTING STRUCTURE    |       |     |              |      |             |            |                  |                      |                                |                         |                          |                                |                         |                                | DEPTH ( m )        |                 | DEVIATION      |                                             | DIRECTION |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
|               |                                         |         |        | TI                   | To    | MDC | LOC          | BRG  | GAGE        | ODC        | REASON<br>PULLED | TOTAL<br>RUN<br>m/Hr |                                |                         |                          | BOILERS                        |                         |                                | 515                | 1               |                |                                             |           |     |                                                                                |   |                                                 | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, FLARE AND DEGASSER LINES, AIR HORN |  |  |  |  |
|               | D.P.                                    | STANDS  |        |                      |       |     |              |      |             |            |                  | 34                   |                                |                         |                          | 1                              |                         | 2                              |                    |                 |                |                                             |           |     |                                                                                |   |                                                 | TUGGER LINES AND HOOKS, TONG LINES AND DIES, MANIFOLD CONFIG BOP'S,ACCUM HYD LVL         |  |  |  |  |
| 38            | D.P.                                    | SINGLES | 369.58 | HOLE CONDITION       |       |     |              |      |             |            |                  |                      | HRS RUN                        | 8                       | HRS RUN                  |                                |                         |                                |                    |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
| KELLY DOWN    |                                         |         | 11.30  | HOLE DRAG 1 UP       |       |     |              |      |             |            |                  |                      | BOILER<br>pH                   | 12                      | BOILER<br>pH             |                                | DRILLER SIGNATURE       |                                |                    |                 |                | SPECIAL<br>EVENT                            |           |     | SAFETY TOPIC                                                                   |   | MEHL                                            | MACP                                                                                     |  |  |  |  |
| TOTAL         |                                         |         | 632.57 | TORQUE AT BOTTOM 0   |       |     |              |      |             |            |                  |                      | STACK<br>TEMP                  | 525                     | STACK<br>TEMP            |                                | RYAN OXNER              |                                |                    |                 |                | TIME / DEPTH                                |           |     | BOP DRILL                                                                      |   | 28                                              | 7146                                                                                     |  |  |  |  |
| WT. OF D.C.   |                                         | 21      |        | FILL ON BOTTOM (m) 0 |       |     |              |      |             |            |                  |                      |                                |                         |                          |                                |                         |                                |                    |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |
| WT. OF STRING |                                         | 27      |        |                      |       |     |              |      |             |            |                  |                      |                                |                         |                          |                                |                         |                                |                    |                 |                |                                             |           |     |                                                                                |   |                                                 |                                                                                          |  |  |  |  |



## EVENING

|                                        |                                       |                                                             |                                |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|--------------------------------|----------------------------------------------------------|---------|-------|------------------|-------|-------|-------|-------|-----|------|--------|-------------------------|-----------------------|-----------------------------|-------------|---------------|--------------|---------|--------------|---------------|--------------|----------------|--------------|-------------|-----------------------|----------------------|-------------------|---------------|----------------|-----------|----------|----|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |                                |                                                          |         |       |                  |       |       |       |       | OPR | R.M. | YEAR   | MONTH                   | DAY                   | LAST CASING TUBING OR LINER | O.D. (mm)   | MIN I.D. (mm) | MASS (kg/m3) | MAKE    | GRADE        | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m)   | SPUD DATE   | 2007/02/18            | TIME                 | 09:45             |               |                |           |          |    |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR                             | TE                                                       | RIG NO. | 129   | FUEL @ 08:00 HRS | 219.1 | 205.9 | 35.72 | IPSCO | J55 | 32   | 436.48 | 4                       | 436                   |                             | RIG RELEASE |               | TIME         |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
|                                        |                                       | (3.) H2S Signs Posted if Required                           | NR                             | TE                                                       | RIG     | 14500 |                  |       |       |       |       |     |      |        |                         |                       |                             | 2000        | TEMPERATURE   | -31          | DC / DP | DC / DP SIZE | MASS          | GRADE        | MINIMUM I.D.   | T. JNT. O.D. | TYPE THREAD | NO. OF JOINTS         | PUMP TYPE            | PUMP MANUFACTURER | STROKE LENGTH | WELL TYPE      | VERT.     | RE-ENTRY | NO |
|                                        |                                       | (4.) Well Licence & Stick Diagram Posted                    | NR                             | TE                                                       |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               | OPERATOR'S AFE | 07N710027 |          |    |
|                                        |                                       | (5.) Flare Lines Staked                                     | NR                             | TE                                                       | WATER   | COLD  |                  |       |       |       |       |     |      |        |                         |                       |                             | DC          | 152           | 122          | STD     | 58           | 150           | 4" H90       | 4              | BPMMP        | EMSCO       | 229                   | KELLY BSHG           | .33               | OP FUEL       |                |           |          |    |
|                                        |                                       | (6.) BOP Drills Performed                                   | NR                             | TE                                                       |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       | CONTRACTOR'S JOB NUM | 750               |               |                |           |          |    |
|                                        |                                       | PARAMOUNT RESOURCES LTD.                                    | PRECISION DRILLING, DIV OF PDC | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines | NR      | TE    |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             | TOUR SHEET SERIAL NUM | PREC129_20070222_1B  |                   |               |                |           |          |    |
| SURFACE LOCATION                       | UNIQUE ID                             | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        | VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (3.) Mast Inspection before Raising or Lowering             | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
|                                        |                                       | (4.) Crown Saver Checked                                    | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
|                                        |                                       | (4.) Crown Saver Checked                                    | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
|                                        |                                       | (5.) Motor Kills Checked                                    | TE                             |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |
| NEIL RUNDELL                           | TYLER ELL                             |                                                             |                                |                                                          |         |       |                  |       |       |       |       |     |      |        |                         |                       |                             |             |               |              |         |              |               |              |                |              |             |                       |                      |                   |               |                |           |          |    |

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| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD                                                       |        |                     | EVENING TOUR                   |                         | MUD RECORD               |                   | METRES DRILLED |                                |               |                  |               | TIME LOG                                                                                 |                                               |                 |                                                    |                                             |
|---------------|-----------------------------------------|---------|--------|------------------------------------------------------------------|--------|---------------------|--------------------------------|-------------------------|--------------------------|-------------------|----------------|--------------------------------|---------------|------------------|---------------|------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------|----------------------------------------------------|---------------------------------------------|
|               | BIT                                     | O.D.    |        | BIT NO.                                                          | 1      | MUD TYPE            | FLOC                           | WATER BASED             | X                        | OIL BASED         | FROM           | TO                             | D-R-C         | RPM              | WOB           | FROM                                                                                     | TO                                            | ELAPSED<br>TIME | CODE                                               | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |
| 1             | TORSIONAL SUB                           | 195     | 2.85   | SIZE                                                             | 200    | TIME                | 2000                           | 2200                    | 2400                     |                   |                |                                |               |                  | 2000          | 2015                                                                                     | 0.25                                          | 7               | RIG SERVICE ( F/T BLIND RAMS CL 2 SEC OP 2 SEC )   |                                             |
| 4             | 6' DC                                   | 152     | 36.09  | IADC CODE                                                        |        | DENSITY (kg/m3 )    | 1000                           | 1000                    | 1000                     |                   |                |                                |               |                  | 2015          | 2030                                                                                     | 0.25                                          | 21              | SAFETY MEETING ( RIH OPEN ENDED )                  |                                             |
| 1             | X.O.                                    | 151     | .64    | MANUFACTURER                                                     | VAREL  | FUNNEL VISCOSITY    | 29                             | 29                      | 29                       |                   |                |                                |               |                  | 2030          | 2100                                                                                     | 0.50                                          | 6               | RIH OPEN ENDED TO RUN CEMENT PLUG F/C @ 436M, 739M |                                             |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12  | TYPE                                                             | MKS65  | FLUID LOSS (cm3 )   |                                |                         |                          |                   |                |                                |               |                  | 2100          | 2215                                                                                     | 1.25                                          | 6               | RIH PICK UP PIPE FROM CATWALK TO GET TO BOTTOM     |                                             |
| 1             | JAR                                     | 122     | 5.13   | SERIAL NO.                                                       | 1786   | pH                  | 10                             | 10                      | 10                       |                   |                |                                |               |                  | 2215          | 2400                                                                                     | 1.75                                          | 22              | WAIT ON CEMENTERS                                  |                                             |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17 | JETS                                                             | 7X 9.5 | MUD MATERIALS ADDED |                                |                         | SOLIDS CONTROL           |                   |                | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1    |                  | PUMP NO. 2    |                                                                                          |                                               |                 |                                                    |                                             |
| 6             | H.W.D.P.                                | 121     | 57.14  |                                                                  |        | PRODUCT             | AMOUNT                         | UNIT                    | CENTRIFUGE               |                   |                |                                | LINER<br>SIZE | SPM              | LINER<br>SIZE | SPM                                                                                      |                                               |                 |                                                    |                                             |
| 1             | X.O.                                    | 120     | .26    | DEPTH OUT (m)                                                    |        | HOURS<br>RUN        | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | 5200              | 140            | 90                             |               |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
|               |                                         |         |        | DEPTH IN (m)                                                     | 436    | REDUCED PUMP SPEED  |                                |                         |                          |                   |                |                                |               |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
|               |                                         |         |        | TOTAL DRILLED (m)                                                | 303    | 0                   |                                |                         |                          | 1200              | @              | 68                             | @             | 739              |               |                                                                                          |                                               |                 |                                                    |                                             |
|               |                                         |         |        | TOTAL HRS RUN                                                    | 12.75  | HOURS<br>RUN        | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY | DEVIATION SURVEYS |                |                                |               |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
|               |                                         |         |        | CUTTING STRUCTURE                                                |        | 0                   |                                |                         |                          | DEPTH ( m )       | DEVIATION      |                                | DIRECTION     |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
|               |                                         |         |        | TI To MDC LOC BRG GAGE ODC REASON<br>PULLED TOTAL<br>RUN<br>m/Hr |        | BOILERS             |                                |                         |                          |                   |                |                                |               |                  |               | NOTES : CHECKED CROWN SAVER, BRAKE LINKAGES AND PINS, FLARE AND DEGASSER LINES, AIR HORN |                                               |                 |                                                    |                                             |
|               | D.P.                                    | STANDS  |        |                                                                  |        | 1 2                 |                                |                         |                          |                   |                |                                |               |                  |               | TUGGER LINES AND HOOKS, TONG LINES AND DIES, MANIFOLD CONFIG, BOP'S,                     |                                               |                 |                                                    |                                             |
| 49            | D.P.                                    | SINGLES | 476.67 | HOLE CONDITION                                                   |        | HRS RUN             | 4                              | HRS RUN                 | 0                        |                   |                |                                |               |                  |               |                                                                                          | DP AND COLLAR SLIPS, ELEVATORS, REMOTE CHOKE, |                 |                                                    |                                             |
| KELLY DOWN    |                                         |         | 11.30  | HOLE DRAG                                                        | 0      |                     |                                |                         |                          |                   |                |                                |               |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
| TOTAL         |                                         |         | 739.66 | TORQUE AT BOTTOM                                                 | 0      |                     |                                |                         |                          |                   |                |                                |               |                  |               |                                                                                          |                                               |                 |                                                    |                                             |
| WT. OF D.C.   |                                         | 21      |        | FILL ON BOTTOM (m)                                               | 0      | BOILER<br>pH        | 12                             | BOILER<br>pH            |                          | DRILLER SIGNATURE |                |                                |               | SPECIAL<br>EVENT |               |                                                                                          | SAFETY TOPIC                                  |                 | MEHL                                               | MACP                                        |
| WT. OF STRING |                                         | 27      |        |                                                                  |        | STACK<br>TEMP       | 525                            | STACK<br>TEMP           |                          | RYAN OXNER        |                |                                |               | TIME / DEPTH     |               |                                                                                          | TRIPPING                                      |                 | 20                                                 | 7146                                        |



DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>22                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070222_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>63                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  |                                         |  | OPERATOR'S AFE<br>07N710027                  |  |  |  |

| MORNING TOUR |              | FROM |                | 0 | TO   | 800 |     |    | INJURIES |  |
|--------------|--------------|------|----------------|---|------|-----|-----|----|----------|--|
| CREW         | SOC INS. NO. |      | NAME           |   | HRS  |     | YES | NO |          |  |
| DRILLER      |              |      | RYAN OXNER     |   | 8.00 |     |     | RO |          |  |
| DERRICK HAND |              |      | PETER MATUSKA  |   | 8.00 |     |     | PM |          |  |
| MOTORHAND    |              |      | CHRIS HUNNEMAN |   | 8.00 |     |     | CH |          |  |
| FLOOR HAND   |              |      | IVAN CINDRIC   |   | 8.00 |     |     | IC |          |  |
| FLOORHAND    |              |      | RANDAL ROCHAT  |   | 8.00 |     |     | RR |          |  |
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| RIG MANAGER  |              |      | TYLER ELL      |   | 1.00 | DAY |     | TE |          |  |
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MORNING

|                                        |                                       |                                                             |         |     |                    |        |       |     |                             |              |               |              |              |              |               |               |                |                   |                      |               |                         |          |                       |  |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|---------|-----|--------------------|--------|-------|-----|-----------------------------|--------------|---------------|--------------|--------------|--------------|---------------|---------------|----------------|-------------------|----------------------|---------------|-------------------------|----------|-----------------------|--|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |         | OPR | R.M.               | YEAR   | MONTH | DAY | LAST CASING TUBING OR LINER | O.D. (mm)    | MIN I.D. (mm) | MASS (kg/m3) | MAKE         | GRADE        | NO. of JOINTS | TOTAL LENGTH  | KB TO CSG HEAD | SET AT (m)        | SPUD DATE            | 2007/02/18    | TIME                    | 09:45    |                       |  |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR      | TE  | RIG NO.            | 2007   | 2     | 23  |                             | 129          | 219.1         | 205.9        | 35.72        | IPSCO        | J55           | 32            | 436.48         | 4                 | 436                  | RIG RELEASE   |                         | TIME     |                       |  |
| OPERATOR                               | CONTRACTOR NAME                       | (3.) H2S Signs Posted if Required                           | NR      | TE  | FUEL @ 08:00 HRS   |        |       |     |                             |              |               |              |              |              |               |               |                |                   |                      | WELL TYPE     | VERT.                   | RE-ENTRY | NO                    |  |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (4.) Well Licence & Stick Diagram Posted                    | NR      | TE  | RIG                | BOILER |       |     |                             | 139.7        | 125.73        | 23.07        | IPSCO        | J55          |               |               | 4              |                   | OPERATOR'S AFE       | 07N710027     |                         |          |                       |  |
| SURFACE LOCATION                       | UNIQUE ID                             | (5.) Flare Lines Staked                                     | NR      | TE  | 10400              | 1900   |       |     |                             |              |               |              |              |              |               |               |                |                   | KELLY BSHG           | .33           | OP FUEL                 |          |                       |  |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (6.) BOP Drills Performed                                   |         |     | TEMPERATURE        |        |       |     |                             |              |               |              |              |              |               |               |                |                   | CONTRACTOR'S JOB NUM |               | 750                     |          |                       |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    | WEATHER | TE  | -28                |        |       |     | DC/ DP                      | DC / DP SIZE | MASS          | GRADE        | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD   | NO. of JOINTS | PUMP TYPE      | PUMP MANUFACTURER |                      | STROKE LENGTH | TOUR SHEET SERIAL NUM   |          | PREC129_20070223_1C   |  |
|                                        |                                       | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |         |     | CURRENT CONDITIONS |        |       |     | DC                          | 152          | 122           | STD          | 58           | 150          | 4" H90        | 4             | BPMP           | EMSCO             |                      | 229           | VENDOR SOFTWARE VERSION |          | EDR_3-2-4_HF2 ETS 2.2 |  |
|                                        |                                       | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |         |     | COLD               |        |       |     | DC                          | 121          | 69.5          |              | 57           | 123          | 3" 1/2 IF16   | F-800         |                |                   |                      |               |                         |          |                       |  |
|                                        |                                       | (3.) Mast Inspection before Raising or Lowering             |         |     | WIND DIRECTION     |        |       |     | DC                          |              |               |              |              |              |               |               |                |                   |                      |               |                         |          |                       |  |
|                                        |                                       | (4.) Crown Saver Checked                                    |         | TE  | N.E.               |        |       |     | DC                          |              |               |              |              |              |               |               |                |                   |                      |               |                         |          |                       |  |
| NEIL RUNDELL                           | TYLER ELL                             | (5.) Motor Kills Checked                                    |         |     | ROAD CONDITION     |        |       |     | DP                          | 101          | 21.4          | E            | 66           | 127          | 4" FH         | 154           |                |                   |                      |               |                         |          |                       |  |
|                                        |                                       |                                                             |         |     | ICE                |        |       |     | DP                          |              |               |              |              |              |               |               |                |                   |                      |               |                         |          |                       |  |

| CODE NO.         |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|-----------------|--------|----------|--------------------|--------------|--|------|-----|-----|--|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER  |  |      |     |     |  |
| TIME<br>-<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 1               | BRANDT |          |                    |              |  |      |     |     |  |
|                  | MORN  |                  |              |         |        | 0.5             | 1.5   | 0.25        |            |                    |             |               | 1.0              | 1.25           |                  |             |                |           |                |         |           | 0.25           | 3.25 |      |      |    |    | 8.00   | SCREENS CHANGED | NO     | NEW/USED | USED               | CREW VEHICLE |  |      |     |     |  |
|                  | DAY   |                  |              |         |        | 0.25            | 4.75  | 0.25        |            |                    |             |               | 0.5              | 4.5            |                  |             |                |           |                |         |           | 0.25           |      |      | 1.5  |    |    | 12.00  | TOP             | TOP    |          |                    |              |  |      |     |     |  |
|                  | EVE   |                  |              |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      | 3.5  |    |    | 4.00   | MIDDLE          | MIDDLE |          |                    |              |  |      |     |     |  |
|                  | TOTAL |                  |              |         |        | 0.75            | 6.25  | 0.75        |            |                    |             |               |                  | 1.50           | 5.75             |             |                |           |                |         |           |                | 0.75 | 3.25 | 5.00 |    |    | 24.00  | 180             | BOTTOM | BOTTOM   |                    |              |  |      |     |     |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 89              |        |          |                    |              |  |      |     |     |  |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |    | LENGTH  | BIT RECORD         |                   |   |       | MORNING TOUR |                   | MUD RECORD |        |     |               | METRES DRILLED |                                     |           |                          | TIME LOG                 |                   |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
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| 1             | BIT                                  |    | O.D.    | .29                | BIT NO.           |   | 2     |              | MUD TYPE          |            | H2O    |     | WATER BASED   |                | <input checked="" type="checkbox"/> | OIL BASED |                          | <input type="checkbox"/> | FROM              | TO | D-R-C              | RPM | WOB                | FROM | TO   | ELAPSED TIME | CODE                                                                  | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 1             | TORSIONAL SUB                        |    | 195     | 2.85               | SIZE              |   | 200   |              | TIME              |            | 200    |     | 400           |                | 600                                 |           |                          |                          |                   |    |                    |     | 0                  | 0015 | 0.25 | 7            | RIG SERVICE ( F/T PIPE RAM CL 2 SEC OP 2 SEC )                        |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 4             | 6' DC                                |    | 152     | 36.09              | IADC CODE         |   |       |              | DENSITY (kg/m3 )  |            | 1000   |     | 1000          |                | 1000                                |           |                          |                          |                   |    |                    |     | 0015               | 330  | 3.25 | 22           | WAIT ON CEMENTERS                                                     |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 1             | X.O.                                 |    | 151     | .64                | MANUFACTURER      |   | VAREL |              | FUNNEL VISCOSITY  |            | 29     |     | 29            |                | 29                                  |           |                          |                          |                   |    |                    |     | 330                | 345  | 0.25 | 21           | SAFETY MEETING ( CEMENTING )                                          |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 4             | 4 3/4 COLLAR                         |    | 121     | 37.12              | TYPE              |   | MKS65 |              | FLUID LOSS (cm3 ) |            |        |     |               |                |                                     |           |                          |                          |                   |    |                    |     | 345                | 400  | 0.25 | 12           | CEMENT WITH SANGEL ( RUN PLUG #1 )                                    |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 1             | JAR                                  |    | 122     | 5.13               | SERIAL NO.        |   | 1786  |              | pH                |            | 10     |     | 10            |                | 10                                  |           |                          |                          |                   |    |                    |     | 400                | 445  | 0.75 | 6            | POOH 12 STANDS NO F/C UNTIL OUT OF CEMENT                             |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 12            | 4 3/4 COLLAR                         |    | 121     | 112.17             |                   |   |       |              |                   |            |        |     |               |                |                                     |           |                          |                          |                   |    |                    |     | 445                | 500  | 0.25 | 5            | CIRCULATE BOTTOMS UP ( PERFORMED F/C STILL LOOSING FLUID IN ANNULAR ) |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 6             | H.W.D.P.                             |    | 121     | 57.14              |                   |   | 7X    |              | 9.5               |            |        |     |               |                |                                     |           | CIRCULATION PRESSURE kPa |                          | PUMP NO. 1        |    | PUMP NO. 2         |     | 500                | 600  | 1.00 | 13           | WAIT ON CEMENT                                                        |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 1             | X.O.                                 |    | 120     | .26                | JETS              |   |       |              | PRODUCT           |            | AMOUNT |     | UNIT          |                | CENTRIFUGE                          |           | LINER SIZE               |                          | SPM               |    | LINER SIZE         |     | SPM                |      | 600  | 615          | 0.25                                                                  | 6                                           | RIH TO TAG PLUG AND RUN PLUG # 2 ( TAGGED @ 571M ) |      |                                                       |                                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | DEPTH OUT (m)     |   |       |              | SAWDUST           |            | 10     |     | SX            |                | HOURS RUN                           |           | INTAKE DENSITY ( kg/m3 ) |                          | OVER FLOW DENSITY |    | UNDER FLOW DENSITY |     | 875                | 140  | 100  |              |                                                                       | 615                                         | 700                                                | 0.75 | 12                                                    | CEMENT PLUG # 2                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | DEPTH IN (m)      |   | 436   |              |                   |            |        |     |               |                | 0                                   |           |                          |                          |                   |    |                    |     | REDUCED PUMP SPEED |      |      |              | 700                                                                   | 730                                         | 0.50                                               | 6    | POOH 7 STANDS INTO DERRICK NO F/C UNTIL OUT OF CEMENT |                                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | TOTAL DRILLED (m) |   | 303   |              |                   |            |        |     |               |                | HOURS RUN                           |           | INTAKE DENSITY ( kg/m3 ) |                          | OVER FLOW DENSITY |    | UNDER FLOW DENSITY |     | 220                | @    | 68   | @            | 505                                                                   | 730                                         | 745                                                | 0.25 | 5                                                     | CIRCULATE BOTTOMS UP ( PERFORMED F/C ) |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | TOTAL HRS RUN     |   | 12.75 |              |                   |            |        |     |               |                |                                     |           |                          |                          | DEVIATION SURVEYS |    |                    |     |                    |      |      |              | 745                                                                   | 800                                         | 0.25                                               | 13   | WAIT ON CEMENT                                        |                                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | CUTTING STRUCTURE |   |       |              |                   |            |        |     |               |                | 0                                   |           |                          |                          |                   |    |                    |     | DEPTH ( m )        |      |      |              | DEVIATION                                                             |                                             | DIRECTION                                          |      |                                                       |                                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    | TI                |   | To    | MDC          | LOC               | BRG        | GAGE   | ODC | REASON PULLED | TOTAL RUN m/HR |                                     |           |                          |                          | BOILERS           |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
|               |                                      |    |         |                    |                   |   |       |              |                   |            |        |     |               |                | 1                                   |           | 2                        |                          |                   |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
|               | D.P.                                 |    | STANDS  |                    |                   |   |       |              |                   |            |        |     |               |                | HRS RUN                             |           | 8                        |                          | HRS RUN           |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| 49            | D.P.                                 |    | SINGLES | 476.67             | HOLE CONDITION    |   |       |              |                   |            |        |     |               |                | BOILER pH                           |           | 12                       |                          | BOILER pH         |    |                    |     | DRILLER SIGNATURE  |      |      |              | SPECIAL EVENT                                                         |                                             |                                                    |      | SAFETY TOPIC                                          |                                        | MEHL      |  | MACP |  |      |  |  |
| KELLY DOWN    |                                      |    |         | 11.30              | HOLE DRAG         |   | 0     |              |                   |            |        |     |               |                | STACK TEMP                          |           | 525                      |                          | STACK TEMP        |    |                    |     | RYAN OXNER         |      |      |              | TIME / DEPTH                                                          |                                             |                                                    |      |                                                       |                                        | CEMENTING |  | 20   |  | 7146 |  |  |
| TOTAL         |                                      |    |         | 739.66             | TORQUE AT BOTTOM  |   | 0     |              |                   |            |        |     |               |                |                                     |           |                          |                          |                   |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| WT. OF D.C.   |                                      | 21 |         | FILL ON BOTTOM (m) |                   | 0 |       |              |                   |            |        |     |               |                |                                     |           |                          |                          |                   |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |
| WT. OF STRING |                                      | 27 |         |                    |                   |   |       |              |                   |            |        |     |               |                |                                     |           |                          |                          |                   |    |                    |     |                    |      |      |              |                                                                       |                                             |                                                    |      |                                                       |                                        |           |  |      |  |      |  |  |

DAY

|                                        |                         |                                       |  |                                                             |  |  |  |  |  |  |  |     |    |         |     |                    |       |        |                             |           |               |              |              |             |               |              |                   |                      |               |                         |      |                       |  |
|----------------------------------------|-------------------------|---------------------------------------|--|-------------------------------------------------------------|--|--|--|--|--|--|--|-----|----|---------|-----|--------------------|-------|--------|-----------------------------|-----------|---------------|--------------|--------------|-------------|---------------|--------------|-------------------|----------------------|---------------|-------------------------|------|-----------------------|--|
| LICENCE NO.                            | WELL NAME & NO.         | DAILY CHECKS                          |  |                                                             |  |  |  |  |  |  |  | OPR |    | R.M.    |     | YEAR               | MONTH | DAY    | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE         | GRADE       | NO. of JOINTS | TOTAL LENGTH | KB TO CSG HEAD    | SET AT (m)           | SPUD DATE     | 2007/02/18              | TIME | 09:45                 |  |
| 1159                                   | PARA ET AL CAMERON L-73 | (1.) Daily Walk Around Inspection     |  |                                                             |  |  |  |  |  |  |  | NR  | TE | RIG NO. | 129 | 219.1              | 205.9 | 35.72  |                             | IPSCO     | J55           | 32           | 436.48       | 4           | 436           | RIG RELEASE  |                   | TIME                 |               |                         |      |                       |  |
| OPERATOR                               |                         | CONTRACTOR NAME                       |  | (3.) H2S Signs Posted if Required                           |  |  |  |  |  |  |  |     |    | NR      | TE  | FUEL @ 08:00 HRS   |       |        |                             |           |               |              |              |             |               |              | WELL TYPE         | VERT.                | RE-ENTRY      | NO                      |      |                       |  |
| PARAMOUNT RESOURCES LTD.               |                         | PRECISION DRILLING, DIV OF PDC        |  | (4.) Well Licence & Stick Diagram Posted                    |  |  |  |  |  |  |  |     |    | NR      | TE  | RIG                |       | BOILER |                             |           |               |              |              |             |               |              |                   | OPERATOR'S AFE       | 07N710027     |                         |      |                       |  |
| SURFACE LOCATION                       |                         | UNIQUE ID                             |  | (5.) Flare Lines Staked                                     |  |  |  |  |  |  |  |     |    | NR      | TE  | 10400              | 1900  |        |                             |           |               |              |              |             |               |              |                   | KELLY BSHG           | .33           | OP FUEL                 |      |                       |  |
| 60:02:38.30 N 117:29:54.30 W           |                         | 100/60-10-117-15/0                    |  | (6.) BOP Drills Performed                                   |  |  |  |  |  |  |  |     |    |         |     | TEMPERATURE        |       |        |                             |           |               |              |              |             |               |              |                   | CONTRACTOR'S JOB NUM |               | 750                     |      |                       |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |                         | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |  |  |  |  |  |  |  |     |    | TE      |     | CURRENT CONDITIONS |       | DC/ DP | DC / DP SIZE                | MASS      | GRADE         | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. of JOINTS | PUMP TYPE    | PUMP MANUFACTURER |                      | STROKE LENGTH | TOUR SHEET SERIAL NUM   |      | PREC129_20070223_1C   |  |
| NEIL RUNDELL                           |                         | TYLER ELL                             |  | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |  |  |  |  |  |  |  |     |    |         |     | COLD               |       | DC     | 152                         | 122       | STD           | 58           | 150          | 4" H90      | 4             | BPMMP        | EMSCO             |                      | 229           | VENDOR SOFTWARE VERSION |      | EDR_3-2-4_HF2 ETS 2.2 |  |
|                                        |                         |                                       |  | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |  |  |  |  |  |  |  |     |    |         |     | WIND DIRECTION     |       | DC     | 121                         | 69.5      |               | 57           | 123          | 3" 1/2 IF16 | F-800         |              |                   |                      |               |                         |      |                       |  |
|                                        |                         |                                       |  | (3.) Mast Inspection before Raising or Lowering             |  |  |  |  |  |  |  |     |    |         |     | N.E.               |       | DC     |                             |           |               |              |              |             |               |              |                   |                      |               |                         |      |                       |  |
|                                        |                         |                                       |  | (4.) Crown Saver Checked                                    |  |  |  |  |  |  |  |     |    |         |     | ROAD CONDITION     |       | DP     | 101                         | 21.4      | E             | 66           | 127          | 4" FH       | 154           |              |                   |                      |               |                         |      |                       |  |
|                                        |                         |                                       |  | (5.) Motor Kills Checked                                    |  |  |  |  |  |  |  |     |    |         |     | ICE                |       | DP     |                             |           |               |              |              |             |               |              |                   |                      |               |                         |      |                       |  |

| CODE NO.   | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |       |                 | RENTALS / SERVICES |           |        | MORN         | DAY         | EVE |  |  |  |  |
|------------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|-----------------|-------|-----------------|--------------------|-----------|--------|--------------|-------------|-----|--|--|--|--|
|            |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | NO.             | TYPE  | TYPE            |                    |           |        |              |             |     |  |  |  |  |
|            | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                 |       |                 |                    | 1         | BRANDT |              | IT38 LOADER |     |  |  |  |  |
| TIME - HRS | MORN             |              |         |        | 0.5             | 1.5   | 0.25        |            |                    |             |               | 1.0              | 1.25           |                  |             |                |           |                |         |           | 0.25           | 3.25 |      |      |    |    |        |                 | 8.00  | SCREENS CHANGED | NO                 | NEW/ USED | USED   | CREW VEHICLE |             |     |  |  |  |  |
|            | DAY              |              |         |        | 0.25            | 4.75  | 0.25        |            |                    |             |               | 0.5              | 4.5            |                  |             |                |           |                |         |           | 0.25           |      |      | 1.5  |    |    |        |                 | 12.00 | TOP 180         | TOP 89             |           |        |              |             |     |  |  |  |  |
|            | EVE              |              |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      | 3.5  |    |    |        |                 | 4.00  | MIDDLE 180      | MIDDLE             |           |        |              |             |     |  |  |  |  |
|            | TOTAL            |              |         |        |                 | 0.75  | 6.25        | 0.75       |                    |             |               |                  | 1.50           | 5.75             |             |                |           |                |         |           |                | 0.75 | 3.25 | 5.00 |    |    |        |                 | 24.00 | BOTTOM 89       | BOTTOM             |           |        |              |             |     |  |  |  |  |

| NO.               | DRILLING ASSEMBLY ( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |       |     |     |     | DAY TOUR            |        | MUD RECORD    |                                                 |         |                                    | METRES DRILLED           |                          |                   |                    | TIME LOG |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|-------------------|--------------------------------------|---------|--------|--------------------|-------|-----|-----|-----|---------------------|--------|---------------|-------------------------------------------------|---------|------------------------------------|--------------------------|--------------------------|-------------------|--------------------|----------|--------------------|------|---------------|--------------|----------------------|-----------------------------------------------|------|------|-------------------------------------------|---------------------------------------------------------|--|--|--------------|--|--|--|-----------|--|------|--|----|--|------|--|
| 1                 | BIT                                  | O.D.    | .29    | BIT NO.            | 2     |     |     |     | MUD TYPE            | H2O    |               | WATER BASED <input checked="" type="checkbox"/> |         | OIL BASED <input type="checkbox"/> |                          | FROM                     | TO                | D-R-C              | RPM      | WOB                | FROM | TO            | ELAPSED TIME | CODE                 | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS   |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 1                 | TORSIONAL SUB                        | 195     | 2.85   | SIZE               | 200   |     |     |     | TIME                | 800    |               | 1200                                            |         | 1400                               |                          |                          |                   |                    |          |                    | 800  | 815           | 0.25         | 7                    | RIG SERVICE (F/T ANNULAR CL 13 SEC OP 13 SEC) |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 4                 | 6' DC                                | 152     | 36.09  | IADC CODE          |       |     |     |     | DENSITY (kg/m3 )    | 1000   |               | 1000                                            |         | 1000                               |                          |                          |                   |                    |          |                    | 815  | 915           | 1.00         | 13                   | WAIT ON CEMENT FLOW CHECK NO LOSSES           |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 1                 | X.O.                                 | 151     | .64    | MANUFACTURER       | VAREL |     |     |     | FUNNEL VISCOSITY    | 29     |               | 29                                              |         | 29                                 |                          |                          |                   |                    |          |                    | 915  | 945           | 0.50         | 6                    | RIH TO TAG CEMENT TAG @ 559m                  |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 4                 | 4 3/4 COLLAR                         | 121     | 37.12  | TYPE               | MKS65 |     |     |     | FLUID LOSS (cm3 )   |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    | 945  | 1000          | 0.25         | 21                   | SAFETY MEETING WITH SANJAL AND RIG CREW       |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 1                 | JAR                                  | 122     | 5.13   | SERIAL NO.         | 1786  |     |     |     | pH                  | 10     |               | 10                                              |         | 10                                 |                          |                          |                   |                    |          |                    | 1000 | 1030          | 0.50         | 12                   | CEMENT PLUG #3 WITH SNJAL                     |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 12                | 4 3/4 COLLAR                         | 121     | 112.17 |                    | 7X    |     | 9.5 |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    | 1030 | 1100          | 0.50         | 6                    | POOH AND RACK BACK 7 STANDS IN DERRICK        |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 6                 | H.W.D.P.                             | 121     | 57.14  | JETS               |       |     |     |     | MUD MATERIALS ADDED |        |               | SOLIDS CONTROL                                  |         |                                    | CIRCULATION PRESSURE kPa | PUMP NO. 1               |                   | PUMP NO. 2         |          | 1100               | 1115 | 0.25          | 5            | CIRCULATE BOTTOMS UP |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 1                 | X.O.                                 | 120     | .26    |                    |       |     |     |     | PRODUCT             | AMOUNT | UNIT          | CENTRIFUGE                                      |         |                                    | HOURS RUN                | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 1020     | 140                | 100  |               |              | 1115                 | 1245                                          | 1.50 | 13   | WAIT ON CEMENT FLOW CHECK NO LOSSES       |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | DEPTH OUT (m)      |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          | REDUCED PUMP SPEED |      |               |              | 1245                 | 1300                                          | 0.25 | 6    | RIH TO TAG CEMENT @ 476m                  |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | DEPTH IN (m)       | 436   |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          | 420                | @    | 68            | @            | 430                  | 1300                                          | 1530 | 2.50 | 6                                         | POOH LAY OUT 50 SINGLES OF PIPE AND 4 STANDS IN DERRICK |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | TOTAL DRILLED (m)  | 303   |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          | DEVIATION SURVEYS  |      |               |              | 1530                 | 1630                                          | 1.00 | 6    | RIH WITH BHA AND DRILL STRING             |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | TOTAL HRS RUN      | 12.75 |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              | 1630                 | 1830                                          | 2.00 | 13   | WAIT ON CEMENT (DRILL OUT CEMENT @ 18:30) |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | CUTTING STRUCTURE  |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          | DEPTH ( m )        |      |               |              | 1830                 | 2000                                          | 1.50 | 23   | DRILL OUT CEMENT                          |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        | TI                 | To    | MDC | LOC | BRG | GAGE                | ODC    | REASON PULLED | TOTAL RUN m/HR                                  | BOILERS |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   |                                      |         |        |                    |       |     |     |     |                     |        |               |                                                 | 1       |                                    | 2                        |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
|                   | D.P.                                 | STANDS  |        | HOLE CONDITION     |       |     |     |     | HRS RUN             | 12     | HRS RUN       | 0                                               |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| 49                | D.P.                                 | SINGLES | 476.67 |                    |       |     |     |     | BOILER pH           | 11     | BOILER pH     |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| KELLY DOWN        |                                      |         | 11.30  | HOLE DRAG          |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| TOTAL             |                                      |         | 739.66 | TORQUE AT BOTTOM   |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| WT. OF D.C.       |                                      |         | 21     | FILL ON BOTTOM (m) |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| WT. OF STRING     |                                      |         | 27     |                    |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      |               |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  |           |  |      |  |    |  |      |  |
| DRILLER SIGNATURE |                                      |         |        |                    |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      | SPECIAL EVENT |              |                      |                                               |      |      |                                           |                                                         |  |  | SAFETY TOPIC |  |  |  | MEHL      |  | MACP |  |    |  |      |  |
| DEAN PODOLSKI     |                                      |         |        |                    |       |     |     |     |                     |        |               |                                                 |         |                                    |                          |                          |                   |                    |          |                    |      | TIME / DEPTH  |              |                      |                                               |      |      |                                           |                                                         |  |  |              |  |  |  | CEMENTING |  |      |  | 18 |  | 7146 |  |



# EVENING

|                                        |                                       |                                                          |  |  |  |  |  |  |  |  |  |     |      |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------|---------------------------------------|----------------------------------------------------------|--|--|--|--|--|--|--|--|--|-----|------|------------------|-------|--------------------|-----------------------------|-----------|---------------|--------------|-------|--------------|---------------|--------------|----------------|------------|-------------------|----------------|------------|----------------|----------|-----|-----|-----|----|-----|--------|---|-------|-------|--|-----|----------------------|----------------|----|-----|------|--|----|-----|-------------|-------|--|--|--|--|-----------------------|---------------------|----|-----|------|---|----|-----|-------|-----|--|--|--|--|--|--|-------------------------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                             |  |  |  |  |  |  |  |  |  | OPR | R.M. | YEAR             | MONTH | DAY                | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE  | GRADE        | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m) | SPUD DATE         | 2007/02/18     | TIME       | 09:45          |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                        |  |  |  |  |  |  |  |  |  | NR  | TE   | RIG NO.          | 129   |                    |                             | 219.1     | 205.9         | 35.72        | IPSCO | J55          | 32            | 436.48       | 4              | 436        | RIG RELEASE       |                | TIME       |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                        |                                       | (2.) Detailed Inspection - Weekly (Using Check List)     |  |  |  |  |  |  |  |  |  | NR  | TE   | FUEL @ 08:00 HRS |       |                    |                             |           |               |              |       |              |               |              |                |            | RIG               | BOILER         | RIG TYPE   | VERT.          | RE-ENTRY | NO  |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OPERATOR                               | CONTRACTOR NAME                       | (3.) H2S Signs Posted if Required                        |  |  |  |  |  |  |  |  |  | NR  | TE   | 10400            |       |                    |                             | 1900      |               |              |       | IPSCO        | J55           |              |                | 4          |                   | OPERATOR'S AFE | 07N710027  |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (4.) Well Licence & Stick Diagram Posted                 |  |  |  |  |  |  |  |  |  | NR  | TE   | TEMPERATURE      |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SURFACE LOCATION                       | UNIQUE ID                             | (5.) Flare Lines Staked                                  |  |  |  |  |  |  |  |  |  | NR  | TE   | WATER            | -28   | CURRENT CONDITIONS |                             | DC/DP     | DC / DP SIZE  | MASS         | GRADE | MINIMUM I.D. | T. JNT. O.D.  | TYPE THREAD  | NO. OF JOINTS  | PUMP TYPE  | PUMP MANUFACTURER | STROKE LENGTH  | KELLY BSHG | .33            | OP FUEL  |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (6.) BOP Drills Performed                                |  |  |  |  |  |  |  |  |  | NR  | TE   |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                | COLD       | WIND DIRECTION | DC       | 152 | 122 | STD | 58 | 150 | 4" H90 | 4 | BPMMP | EMSCO |  | 229 | CONTRACTOR'S JOB NUM | 750            |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines |  |  |  |  |  |  |  |  |  | NR  | TE   |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     | N.E.                 | ROAD CONDITION | DC | 121 | 69.5 |  | 57 | 123 | 3" 1/2 IF16 | F-800 |  |  |  |  | TOUR SHEET SERIAL NUM | PREC129_20070223_1C |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NEIL RUNDELL                           | TYLER ELL                             | (8.) Crown Saver Checked                                 |  |  |  |  |  |  |  |  |  | NR  | TE   |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  | ICE                   |                     | DP | 101 | 21.4 | E | 66 | 127 | 4" FH | 154 |  |  |  |  |  |  | VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                        |                                       | (9.) Motor Kills Checked                                 |  |  |  |  |  |  |  |  |  | NR  | TE   |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                        |                                       |                                                          |  |  |  |  |  |  |  |  |  | NR  | TE   |                  |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                |            |                |          |     |     |     |    |     |        |   |       |       |  |     |                      |                |    |     |      |  |    |     |             |       |  |  |  |  |                       |                     |    |     |      |   |    |     |       |     |  |  |  |  |  |  |                         |                       |  |  |  |  |  |  |  |  |  |  |  |  |  |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S)        |              |                 | RENTALS / SERVICES |             |  | MORN | DAY | EVE |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|------------------------|--------------|-----------------|--------------------|-------------|--|------|-----|-----|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                        | NO.          | TYPE            | TYPE               | IT38 LOADER |  |      |     |     |  |
| TIME<br>HRS | MORN  |                  |              |         |        | 0.5             | 1.5   | 0.25        |            |                    |             |               | 1.0              | 1.25           |                  |             |                |           |                |         |           | 0.25           | 3.25 |      |      |    |    | 8.00   | BRANDT                 |              |                 | CREW VEHICLE       |             |  |      |     |     |  |
|             | DAY   |                  |              |         |        | 0.25            | 4.75  | 0.25        |            |                    |             |               | 0.5              | 4.5            |                  |             |                |           |                |         |           | 0.25           |      | 1.5  |      |    |    | 12.00  | SCREENS CHANGED<br>TOP |              | NEW/USED<br>TOP |                    |             |  |      |     |     |  |
|             | EVE   |                  |              |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      | 3.5  |      |    |    | 4.00   | 180                    |              | 89              |                    |             |  |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | MIDDLE                 |              | MIDDLE          |                    |             |  |      |     |     |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 180                    |              |                 |                    |             |  |      |     |     |  |
|             | TOTAL |                  |              |         |        |                 | 0.75  | 6.25        | 0.75       |                    |             |               |                  | 1.50           | 5.75             |             |                |           |                |         |           |                | 0.75 | 3.25 | 5.00 |    |    |        | 24.00                  | BOTTOM<br>89 |                 | BOTTOM             |             |  |      |     |     |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH             | BIT RECORD        |         |     | EVENING TOUR        |          |      | MUD RECORD     |                                |                         | METRES DRILLED                 |                    |               |               |                   | TIME LOG |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|---------------|-----------------------------------------|---------|--------------------|-------------------|---------|-----|---------------------|----------|------|----------------|--------------------------------|-------------------------|--------------------------------|--------------------|---------------|---------------|-------------------|----------|-----------|------|-----------------|--------------------------------------------------|---------------------------------------------|--|--|-----------------|--|------|------|--|--|--|
|               | BIT                                     | O.D.    |                    | .29               | BIT NO. | 2   |                     | MUD TYPE | H2O  | WATER BASED    | X                              | OIL BASED               |                                | FROM               | TO            | D-R-C         | RPM               | WOB      | FROM      | TO   | ELAPSED<br>TIME | CODE                                             | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |  |                 |  |      |      |  |  |  |
| 1             | TORSIONAL SUB                           | 195     | 2.85               | SIZE              | 200     |     | TIME                | 2000     | 2200 | 2400           |                                |                         |                                |                    |               |               |                   | 2000     | 2015      | 0.25 | 7               | RIG SERVICE ( F/IT ANNULAR CL 12 SEC OP 13 SEC ) |                                             |  |  |                 |  |      |      |  |  |  |
| 4             | 6" DC                                   | 152     | 36.09              | IADC CODE         |         |     | DENSITY (kg/m3 )    | 1000     | 1000 | 1000           |                                |                         |                                |                    |               |               |                   | 2015     | 2345      | 3.50 | 23              | DRILL OUT CEMENT                                 |                                             |  |  |                 |  |      |      |  |  |  |
| 1             | X.O.                                    | 151     | .64                | MANUFACTURER      | VAREL   |     | FUNNEL VISCOSITY    | 29       | 29   | 29             |                                |                         |                                |                    |               |               |                   | 2345     | 2400      | 0.25 | 21              | SAFETY MEETING ( WORKING UNDER SUSPENDED LOADS ) |                                             |  |  |                 |  |      |      |  |  |  |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12              | TYPE              | MKS65   |     | FLUID LOSS (cm3 )   |          |      |                |                                |                         |                                |                    |               |               |                   | 2400     |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| 1             | JAR                                     | 122     | 5.13               | SERIAL NO.        | 1786    |     | pH                  | 10       | 10   | 10             |                                |                         |                                |                    |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17             | JETS              | 7X      | 9.5 | MUD MATERIALS ADDED |          |      | SOLIDS CONTROL |                                |                         | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1         |               | PUMP NO. 2    |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| 6             | H.W.D.P.                                | 121     | 57.14              |                   |         |     | PRODUCT             | AMOUNT   | UNIT | CENTRIFUGE     |                                |                         |                                | LINER<br>SIZE      | SPM           | LINER<br>SIZE | SPM               |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| 1             | X.O.                                    | 120     | .26                | DEPTH OUT (m)     |         |     |                     |          |      | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | 2800               | 140           | 100           |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    | DEPTH IN (m)      | 436     |     |                     |          |      |                |                                |                         |                                | REDUCED PUMP SPEED |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    | TOTAL DRILLED (m) | 303     |     |                     |          |      | 4              | 1020                           | 1000                    | 1320                           | 1100               | @             | 68            | @                 | 570      |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    | TOTAL HRS RUN     | 12.75   |     |                     |          |      | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | DEVIATION SURVEYS  |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    | CUTTING STRUCTURE |         |     |                     |          |      |                | 4                              | 1020                    | 1000                           | 1320               | DEPTH ( m )   |               | DEVIATION         |          | DIRECTION |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    | TI                | To      | MDC | LOC                 | BRG      | GAGE | ODC            | REASON<br>PULLED               | TOTAL<br>RUN<br>m/HR    | BOILERS                        |                    |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               |                                         |         |                    |                   |         |     |                     |          |      |                |                                |                         | 1                              |                    | 2             |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
|               | D.P.                                    | STANDS  |                    |                   |         |     |                     |          |      |                |                                |                         | HRS RUN                        | 4                  | HRS RUN       | 0             |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| 49            | D.P.                                    | SINGLES | 476.67             | HOLE CONDITION    |         |     |                     |          |      |                |                                |                         | BOILER<br>pH                   | 11                 | BOILER<br>pH  |               | DRILLER SIGNATURE |          |           |      |                 | SPECIAL<br>EVENT                                 |                                             |  |  | SAFETY TOPIC    |  | MEHL | MACP |  |  |  |
| KELLY DOWN    |                                         |         | 11.30              | HOLE DRAG         |         |     | 0                   |          |      |                |                                |                         | STACK<br>TEMP                  | 525                | STACK<br>TEMP |               | RYAN OXNER        |          |           |      |                 | TIME / DEPTH                                     |                                             |  |  | SUSPENDED LOADS |  | 27   | 7146 |  |  |  |
| TOTAL         |                                         |         | 739.66             | TORQUE AT BOTTOM  |         |     | 0                   |          |      |                |                                |                         |                                |                    |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| WT. OF D.C.   |                                         | 21      | FILL ON BOTTOM (m) |                   |         | 0   |                     |          |      |                |                                |                         |                                |                    |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |
| WT. OF STRING |                                         | 27      |                    |                   |         |     |                     |          |      |                |                                |                         |                                |                    |               |               |                   |          |           |      |                 |                                                  |                                             |  |  |                 |  |      |      |  |  |  |

|                                                  |  |                                              |                                                                             |           |                                              |                       |
|--------------------------------------------------|--|----------------------------------------------|-----------------------------------------------------------------------------|-----------|----------------------------------------------|-----------------------|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  | YEAR<br>2007                                 | MONTH<br>2                                                                  | DAY<br>23 | TOUR SHEET SERIAL NO.<br>PREC129_20070223_1C |                       |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |                                                                             |           |                                              | RIG NO.<br>129        |
| RIG MANAGER<br>TYLER ELL                         |  | PROVINCE<br>N.W.T.                           | CAMP<br><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |           |                                              | RIG SAFETY DAYS<br>64 |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  | CONTRACTOR'S JOB NUM<br>750                  |                                                                             |           | OPERATOR'S AFE<br>07N710027                  |                       |

[illegible]

# MORNING

[illegible]

| CODE NO.         |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23  | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |             | MORN | DAY | EVE |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|-----|------|----|----|--------|-----------------|--------|----------|--------------------|-------------|------|-----|-----|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |     |      |    |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER |      |     |     |
| TIME<br>-<br>HRS | MORN  |                  | 2.5          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      | 4.5 |      |    |    | 8.00   | SCREENS CHANGED | BRANDT | NEW/USED | CREW VEHICLE       |             |      |     |     |
|                  | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |     |      |    |    | 12.00  | TOP             | TOP    |          |                    |             |      |     |     |
|                  | EVE   |                  | 3.0          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |     |      |    |    | 4.00   | MIDDLE          | MIDDLE |          |                    |             |      |     |     |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |     |      |    |    |        | BOTTOM          | BOTTOM |          |                    |             |      |     |     |
|                  | TOTAL |                  |              | 14.75   |        |                 |       |             | 0.75       |                    |             | 3.25          |                  |                |                  |             |                |           |                |         |           |                | 0.75 |     | 4.50 |    |    |        | 24.00           | 89     |          |                    |             |      |     |     |

[illegible]



# DAY

[illegible]

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |        | RENTALS / SERVICES |             |              | MORN | DAY | EVE |  |  |  |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|------|----|----|--------|-----------------|-----------------|--------|--------------------|-------------|--------------|------|-----|-----|--|--|--|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |      |    |    |        |                 | NO.             | TYPE   | TYPE               | IT38 LOADER |              |      |     |     |  |  |  |  |
| TIME<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        | 1               | BRANDT          |        |                    |             |              |      |     |     |  |  |  |  |
|             | MORN  |                  | 2.5          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      | 4.5  |    |    |        | 8.00            | SCREENS CHANGED | NO     | NEW/USED           | USED        | CREW VEHICLE |      |     |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        |                 |                 |        |                    |             |              |      |     |     |  |  |  |  |
|             | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |      |    |    |        | 12.00           | TOP             |        | TOP                |             |              |      |     |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        |                 |                 |        |                    |             |              |      |     |     |  |  |  |  |
|             | EVE   |                  | 3.0          |         |        |                 |       |             | 0.25       |                    |             | 0.5           |                  |                |                  |             |                |           |                |         |           |                |      | 0.25 |      |    |    |        |                 | 4.00            | MIDDLE |                    | MIDDLE      |              |      |     |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        |                 |                 |        |                    |             |              |      |     |     |  |  |  |  |
|             | TOTAL |                  | 14.75        |         |        |                 |       | 0.75        |            |                    | 3.25        |               |                  |                |                  |             |                |           |                |         |           |                | 0.75 |      | 4.50 |    |    |        | 24.00           | 180             |        | BOTTOM             |             | BOTTOM       |      |     |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |      |    |    |        |                 | 89              |        |                    |             |              |      |     |     |  |  |  |  |

| NO.         | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD         |         |     | DAY TOUR            |          | MUD RECORD |                |                          |                   | METRES DRILLED     |                             |            |           |            | TIME LOG      |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|-------------|-----------------------------------------|---------|---------|--------------------|---------|-----|---------------------|----------|------------|----------------|--------------------------|-------------------|--------------------|-----------------------------|------------|-----------|------------|---------------|----------------------------------------------------------|--------|------|---------------------------------------------------------------------|-----------------------------------------------|--------------|------|---------------------------------------------|
|             | BIT                                     | O.D.    |         | .29                | BIT NO. | 2   |                     | MUD TYPE | GEL-CHEM   |                | WATER BASED              |                   | X                  | OIL BASED                   |            |           | FROM       | TO            | D-R-C                                                    | RPM    | WOB  | FROM                                                                | TO                                            | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |
| 1           | TORSIONAL SUB                           | 195     | 2.85    | SIZE               | 200     |     | TIME                | 800      |            | 1200           |                          | 2000              |                    | 817                         | 1002       | D         | 100        | 6             | 800                                                      | 815    | 0.25 | 7                                                                   | RIG SERVICE (F/T ANNULAR CL 12 SEC OP 13 SEC) |              |      |                                             |
| 4           | 6' DC                                   | 152     | 36.09   | IADC CODE          |         |     | DENSITY (kg/m3 )    | 1000     |            | 1020           |                          | 1090              |                    |                             |            |           |            |               | 815                                                      | 830    | 0.25 | 21                                                                  | SAFETY MEETING (PICKING UP PIPE FROM V-DOOR)  |              |      |                                             |
| 1           | X.O.                                    | 151     | .64     | MANUFACTURER       | VAREL   |     | FUNNEL VISCOSITY    | 29       |            | 30             |                          | 37                |                    |                             |            |           |            |               | 830                                                      | 1745   | 9.25 | 2                                                                   | DRILL ACTUAL FROM 817m TO 1002m               |              |      |                                             |
| 4           | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE               | MKS65   |     | FLUID LOSS (cm3 )   |          |            |                |                          | 13                |                    |                             |            |           |            |               | 1745                                                     | 2000   | 2.25 | 10                                                                  | DEVIATION SURVEY (ACCUM)                      |              |      |                                             |
| 1           | JAR                                     | 122     | 5.13    | SERIAL NO.         | 1786    |     | pH                  | 10.5     |            | 10.5           |                          | 12                |                    |                             |            |           |            |               | 2000                                                     |        |      |                                                                     |                                               |              |      |                                             |
| 12          | 4 3/4 COLLAR                            | 121     | 112.17  | JETS               | 7X      | 9.5 | MUD MATERIALS ADDED |          |            | SOLIDS CONTROL |                          |                   |                    | CIRCULATION PRESSURE<br>kPa | PUMP NO. 1 |           | PUMP NO. 2 |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
| 6           | H.W.D.P.                                | 121     | 57.14   |                    |         |     | PRODUCT             | AMOUNT   | UNIT       | CENTRIFUGE     |                          |                   |                    |                             | LINER SIZE | SPM       | LINER SIZE | SPM           |                                                          |        |      |                                                                     |                                               |              |      |                                             |
| 1           | X.O.                                    | 120     | .26     | DEPTH OUT (m)      |         |     | CAUSTIC             | 1        | SX         | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | 4450                        | 140        | 110       |            |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         | DEPTH IN (m)       | 436     |     | SODIUM BICARB       | 4        | SX         |                |                          |                   |                    | REDUCED PUMP SPEED          |            |           |            |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         | TOTAL DRILLED (m)  | 566     |     | DRISPAC             | 4        | SX         | 12             | 1090                     | 1080              | 1400               | 2100                        | @          | 68        | @          | 739           |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         | TOTAL HRS RUN      | 24.50   |     | GEL                 | 75       | SX         | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS           |            |           |            |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         | CUTTING STRUCTURE  |         |     | SODA ASH            | 8        | SX         |                |                          |                   |                    | DEPTH ( m )                 |            | DEVIATION |            | DIRECTION     |                                                          |        |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         | TI                 | To      | MDC | LOC                 | BRG      | GAGE       | ODC            | REASON PULLED            | TOTAL RUN m/HR    | HUMALITE           | 2                           | SX         | BOILERS   |            |               | 846.66                                                   | 1      |      |                                                                     |                                               |              |      |                                             |
|             |                                         |         |         |                    |         |     |                     |          |            |                |                          |                   |                    |                             |            | 1         |            | 2             |                                                          | 943.85 | .75  | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES |                                               |              |      |                                             |
|             | D.P.                                    | STANDS  |         |                    |         |     |                     |          |            |                |                          |                   |                    |                             |            |           |            |               | TUGGER HOOK,AIR HORN,PVT FOR PROPER ACCURACY,SIDPP GUAGE |        |      |                                                                     |                                               |              |      |                                             |
| 76          | D.P.                                    | SINGLES | 739.26  | HOLE CONDITION     |         |     |                     |          |            | HRS RUN        | 12                       | HRS RUN           | 0                  |                             |            |           |            |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
| KELLY DOWN  |                                         |         | 11.30   | HOLE DRAG          |         |     | 2 up 1 down         |          |            |                |                          |                   |                    | BOILER pH                   | 12         | BOILER pH |            |               |                                                          |        |      |                                                                     |                                               |              |      |                                             |
| TOTAL       |                                         |         | 1002.25 | TORQUE AT BOTTOM   |         |     | 0                   |          |            |                |                          |                   |                    | DRILLER SIGNATURE           |            |           |            | SPECIAL EVENT | MUD UP                                                   |        |      |                                                                     | SAFETY TOPIC                                  | MEHL         | MACP |                                             |
| WT. OF D.C. |                                         | 21      |         | FILL ON BOTTOM (m) |         |     | 0                   |          |            | STACK TEMP     | 290                      | STACK TEMP        |                    | DEAN PODOLSKI               |            |           |            | TIME / DEPTH  | 1000                                                     |        | 856  |                                                                     | LIFTING PIPE                                  |              | 38   | 7146                                        |

# EVENING

[illegible]

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24  | 25   | 26 | TOTALS | SHALE SHAKER(S) |                 | RENTALS / SERVICES |          | MORN        | DAY          | EVE    |  |  |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|-----|------|----|--------|-----------------|-----------------|--------------------|----------|-------------|--------------|--------|--|--|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |     |      |    |        |                 | NO.             | TYPE               | TYPE     | IT38 LOADER |              |        |  |  |  |
| TIME<br>HRS | MORN  |                  | 2.5          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      | 4.5 |      |    |        | 8.00            | 1               | BRANDT             |          |             |              |        |  |  |  |
|             | DAY   |                  | 9.25         |         |        |                 |       | 0.25        |            |                    | 2.25        |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |     |      |    |        | 12.00           | SCREENS CHANGED | NO                 | NEW/USED | USED        | CREW VEHICLE |        |  |  |  |
|             | EVE   |                  | 3.0          |         |        |                 |       | 0.25        |            |                    | 0.5         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |     |      |    |        | 4.00            | TOP             |                    | TOP      |             |              |        |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |     |      |    |        | 180             |                 | 89                 |          |             |              |        |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |     |      |    |        |                 | MIDDLE          |                    | MIDDLE   |             |              |        |  |  |  |
|             | TOTAL |                  | 14.75        |         |        |                 |       |             | 0.75       |                    |             | 3.25          |                  |                |                  |             |                |           |                |         |           |                |      | 0.75 |     | 4.50 |    |        |                 | 24.00           | 180                |          | BOTTOM      |              | BOTTOM |  |  |  |

| NO.               | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD         |       |     | EVENING TOUR |                     | MUD RECORD  |      | METRES DRILLED   |                                |                         |                                |                    | TIME LOG |                  |      |           |                 |                                                 |                                             |  |      |      |
|-------------------|-----------------------------------------|---------|---------|--------------------|-------|-----|--------------|---------------------|-------------|------|------------------|--------------------------------|-------------------------|--------------------------------|--------------------|----------|------------------|------|-----------|-----------------|-------------------------------------------------|---------------------------------------------|--|------|------|
|                   | BIT                                     | O.D.    |         | BIT NO.            | 2     |     | MUD TYPE     | GEL/CHEM            | WATER BASED | X    | OIL BASED        |                                | FROM                    | TO                             | D-R-C              | RPM      | WOB              | FROM | TO        | ELAPSED<br>TIME | CODE                                            | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |      |      |
| 1                 | TORSIONAL SUB                           | 195     | 2.85    | SIZE               | 200   |     |              | TIME                | 2000        | 2200 | 2400             | 1002                           | 1050                    | D                              | 90                 | 6        | 2000             | 2015 | 0.25      | 7               | RIG SERVICE ( F/T PIPE RAMS CL 2 SEC OP 2 SEC ) |                                             |  |      |      |
| 4                 | 6' DC                                   | 152     | 36.09   | IADC CODE          |       |     |              | DENSITY (kg/m3 )    | 1090        | 1090 | 1090             |                                |                         |                                |                    |          | 2015             | 2030 | 0.25      | 21              | SAFETY MEETING ( HOUSE KEEPING )                |                                             |  |      |      |
| 1                 | X.O.                                    | 151     | .64     | MANUFACTURER       | VAREL |     |              | FUNNEL VISCOSITY    | 46          | 50   | 54               |                                |                         |                                |                    |          | 2030             | 2330 | 3.00      | 2               | DRILL ACTUAL FROM 1002M TO 1050M                |                                             |  |      |      |
| 4                 | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE               | MKS65 |     |              | FLUID LOSS ( cm3 )  | 11          | 11   | 10.5             |                                |                         |                                |                    |          | 2330             | 2400 | 0.50      | 10              | DEVIATION SURVEY ( ACCUM )                      |                                             |  |      |      |
| 1                 | JAR                                     | 122     | 5.13    | SERIAL NO.         | 1786  |     |              | pH                  | 10.5        | 10   | 10               |                                |                         |                                |                    |          | 2400             |      |           |                 |                                                 |                                             |  |      |      |
| 12                | 4 3/4 COLLAR                            | 121     | 112.17  | JETS               | 7X    | 9.5 |              | MUD MATERIALS ADDED |             |      | SOLIDS CONTROL   |                                |                         | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1         |          | PUMP NO. 2       |      |           |                 |                                                 |                                             |  |      |      |
| 6                 | H.W.D.P.                                | 121     | 57.14   |                    |       |     |              | PRODUCT             | AMOUNT      | UNIT | CENTRIFUGE       |                                |                         |                                | LINER<br>SIZE      | SPM      | LINER<br>SIZE    | SPM  |           |                 |                                                 |                                             |  |      |      |
| 1                 | X.O.                                    | 120     | .26     | DEPTH OUT (m)      |       |     |              | GEL                 | 20          | SX   | HOURS<br>RUN     | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | 4900               | 140      | 110              |      |           |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         | DEPTH IN (m)       | 436   |     |              | DRISPAC             | 1           | SX   |                  |                                |                         |                                | REDUCED PUMP SPEED |          |                  |      |           |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         | TOTAL DRILLED (m)  | 614   |     |              | HUMALITE            | 4           | SX   | 4                | 1100                           | 1090                    | 1620                           | 2300               | @        | 68               | @    | 1041      |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         | TOTAL HRS RUN      | 27.5  |     |              |                     |             |      | HOURS<br>RUN     | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | DEVIATION SURVEYS  |          |                  |      |           |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         | CUTTING STRUCTURE  |       |     |              |                     |             |      | 4                | 1100                           | 1090                    | 1640                           | DEPTH ( m )        |          | DEVIATION        |      | DIRECTION |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         | TI                 | To    | MDC | LOC          | BRG                 | GAGE        | ODC  | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR           |                         | BOILERS                        |                    |          | 1041             | 1    |           |                 |                                                 |                                             |  |      |      |
|                   |                                         |         |         |                    |       |     |              |                     |             |      |                  |                                |                         | 1                              |                    | 2        |                  |      |           |                 |                                                 |                                             |  |      |      |
|                   | D.P.                                    | STANDS  |         |                    |       |     |              |                     |             |      |                  |                                |                         | HRS RUN                        | 4                  | HRS RUN  | 0                |      |           |                 |                                                 |                                             |  |      |      |
| 81                | D.P.                                    | SINGLES | 787.90  | HOLE CONDITION     |       |     |              |                     |             |      |                  |                                |                         |                                | BOILER<br>pH       | 12       | BOILER<br>pH     |      |           |                 |                                                 |                                             |  |      |      |
| KELLY DOWN        |                                         |         | 11.30   | HOLE DRAG          |       |     | 1 UP 1 DOWN  |                     |             |      |                  |                                |                         |                                |                    |          |                  |      |           |                 |                                                 |                                             |  |      |      |
| TOTAL             |                                         |         | 1050.89 | TORQUE AT BOTTOM   |       |     | 0            |                     |             |      |                  |                                |                         |                                |                    |          |                  |      |           |                 |                                                 |                                             |  |      |      |
| WT. OF D.C.       |                                         | 21      |         | FILL ON BOTTOM (m) |       |     | 0            |                     |             |      |                  |                                |                         |                                | STACK<br>TEMP      | 325      | STACK<br>TEMP    |      |           |                 |                                                 |                                             |  |      |      |
| WT. OF STRING     |                                         | 37      |         |                    |       |     |              |                     |             |      |                  |                                |                         |                                |                    |          |                  |      |           |                 |                                                 |                                             |  |      |      |
| DRILLER SIGNATURE |                                         |         |         |                    |       |     |              |                     |             |      |                  |                                |                         |                                |                    |          | SPECIAL<br>EVENT |      |           |                 |                                                 | SAFETY TOPIC                                |  | MEHL | MACP |
| RYAN OXNER        |                                         |         |         |                    |       |     |              |                     |             |      |                  |                                |                         |                                |                    |          | TIME / DEPTH     |      |           |                 |                                                 | HOUSE KEEPING                               |  | 38   | 6761 |

DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>24                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070224_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>65                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  |                                         |  | OPERATOR'S AFE<br>07N710027                  |  |  |  |

| MORNING TOUR |              | FROM |                | 0 | TO   |     | 800 |    |  | INJURIES |  |
|--------------|--------------|------|----------------|---|------|-----|-----|----|--|----------|--|
| CREW         | SOC INS. NO. |      | NAME           |   | HRS  |     | YES | NO |  |          |  |
| DRILLER      |              |      | RYAN OXNER     |   | 8.00 |     |     | RO |  |          |  |
| DERRICK HAND |              |      | PETER MATUSKA  |   | 8.00 |     |     | PM |  |          |  |
| MOTORHAND    |              |      | CHRIS HUNNEMAN |   | 8.00 |     |     | CH |  |          |  |
| FLOOR HAND   |              |      | IVAN CINDRIC   |   | 8.00 |     |     | IC |  |          |  |
| FLOORHAND    |              |      | RANDAL ROCHAT  |   | 8.00 |     |     | RR |  |          |  |
|              |              |      |                |   |      |     |     |    |  |          |  |
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| RIG MANAGER  |              |      | TYLER ELL      |   | 1.00 | DAY |     | TE |  |          |  |
|              |              |      |                |   |      |     |     |    |  |          |  |
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# EVENING

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| LICENCE NO.                                     | WELL NAME & NO.                       | DAILY CHECKS                                                |  |  |  |  |  |  |  |    |     | OPR R.M. | YEAR           | MONTH | DAY                | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE  | GRADE        | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m) | SPUD DATE         | 2007/02/18       | TIME    | 09:45        |       |        |
| 1159                                            | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           |  |  |  |  |  |  |  |    |     | NR       | RIG NO.        | 2007  | 2                  |                             | 25        | 219.1         | 205.9        | 35.72 | IPSCO        | J55           | 32           | 436.48         | 4          | 436               | RIG RELEASE      |         | TIME         |       |        |
|                                                 |                                       | (2.) Detailed Inspection - Weekly ( Using Check List )      |  |  |  |  |  |  |  |    |     | TE       |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   | FUEL @ 08:00 HRS | RIG     | BOILER       | 139.7 | 125.73 |
| OPERATOR                                        | CONTRACTOR NAME                       | (3.) H2S Signs Posted if Required                           |  |  |  |  |  |  |  |    |     | NR       | 4000           | 2400  |                    |                             |           |               |              |       |              |               |              |                |            |                   |                  |         |              |       |        |
| PARAMOUNT RESOURCES LTD.                        | PRECISION DRILLING, DIV OF PDC        | (4.) Well Licence & Stick Diagram Posted                    |  |  |  |  |  |  |  |    |     | NR       |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   | TEMPERATURE      | DC / DP | DC / DP SIZE | MASS  | GRADE  |
| SURFACE LOCATION                                | UNIQUE ID                             | (5.) Flare Lines Staked                                     |  |  |  |  |  |  |  |    |     | NR       | WEATHER        | -22   | CURRENT CONDITIONS |                             | DC / DP   | DC / DP SIZE  | MASS         | GRADE | MINIMUM I.D. | T. JNT. O.D.  | TYPE THREAD  | NO. OF JOINTS  | PUMP TYPE  | PUMP MANUFACTURER |                  |         |              |       |        |
| 60:02:38.30 N 117:29:54.30 W                    | 100/60-10-117-15/0                    | (6.) BOP Drills Performed                                   |  |  |  |  |  |  |  |    |     | TE       |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   | COLD             | DC      | 152          | 122   | STD    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE          | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |  |  |  |  |  |  |  |    |     |          | WIND DIRECTION | DC    | 121                |                             | 69.5      |               | 57           | 123   | 3" 1/2 IF16  | F-800         |              |                |            |                   |                  |         |              |       |        |
| NEIL RUNDELL                                    | TYLER ELL                             | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |  |  |  |  |  |  |  |    |     |          |                |       |                    | N.E.                        |           |               |              |       |              |               |              |                |            |                   | DC               |         |              |       |        |
|                                                 |                                       | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |  |  |  |  |  |  |  |    |     |          | ROAD CONDITION | DP    | 101                |                             | 21.4      | E             | 66           | 127   | 4" FH        | 154           |              |                |            |                   |                  |         |              |       |        |
| (3.) Mast Inspection before Raising or Lowering |                                       |                                                             |  |  |  |  |  |  |  |    | ICE | DP       |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                  |         |              |       |        |
| (4.) Crown Saver Checked                        |                                       |                                                             |  |  |  |  |  |  |  | TE |     |          |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                  |         |              |       |        |
| (5.) Motor Kills Checked                        |                                       |                                                             |  |  |  |  |  |  |  |    |     |          |                |       |                    |                             |           |               |              |       |              |               |              |                |            |                   |                  |         |              |       |        |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 | RENTALS / SERVICES |              |             | MORN | DAY | EVE |  |  |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|----|--------|-----------------|-----------------|--------------------|--------------|-------------|------|-----|-----|--|--|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |    |        |                 | NO.             | TYPE               | TYPE         | IT38 LOADER |      |     |     |  |  |  |
| TIME<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    |        | 1               | BRANDT          |                    | CREW VEHICLE |             |      |     |     |  |  |  |
|             | MORN  |                  | 7.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 8.00            | SCREENS CHANGED | NO                 | NEW/USED     | USED        |      |     |     |  |  |  |
|             | DAY   |                  | 9.5          |         |        |                 |       | 0.25        |            |                    | 2.0         |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 12.00           | TOP             |                    | TOP          |             |      |     |     |  |  |  |
|             | EVE   |                  | 3.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 4.00            | MIDDLE          |                    | MIDDLE       |             |      |     |     |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    |        | 180             |                 | 89                 |              |             |      |     |     |  |  |  |
|             | TOTAL |                  |              | 20.50   |        |                 |       |             | 0.75       |                    |             | 2.00          |                  |                |                  |             |                |           |                |         |           |                |      | 0.75 |    |    |    |        |                 | 24.00           | BOTTOM             |              | BOTTOM      |      |     |     |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    | 89     |                 |                 |                    |              |             |      |     |     |  |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |      | LENGTH | BIT RECORD   |         |     |                     |          |      | EVENING TOUR |                |           |   | MUD RECORD |                             |            |      | METRES DRILLED |      |                                                 |              |      | TIME LOG                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|     | BIT                                     | O.D. |        | .29          | BIT NO. | 2   |                     | MUD TYPE | GEL  | WATER BASED  | X              | OIL BASED |   | FROM       | TO                          | D-R-C      | RPM  | WOB            | FROM | TO                                              | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | TORSIONAL SUB                           | 195  | 2.85   | SIZE         | 200     |     | TIME                | 2000     | 2200 | 2400         | 1225           | 1254      | D | 90         | 5                           | 2000       | 2015 | 0.25           | 7    | RIG SERVICE ( F/T ANNULAR CL 12 SEC OP 13 SEC ) |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4   | 6' DC                                   | 152  | 36.09  | IADC CODE    |         |     | DENSITY (kg/m3 )    | 1200     | 1100 | 1110         |                |           |   |            |                             | 2015       | 2030 | 0.25           | 21   | SAFETY MEETING ( CONNECTIONS )                  |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | X.O.                                    | 151  | .64    | MANUFACTURER | VAREL   |     | FUNNEL VISCOSITY    | 45       | 45   | 44           |                |           |   |            |                             | 2030       | 2400 | 3.50           | 2    | DRILL ACTUAL FROM 1225M TO 1254M                |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4   | 4 3/4 COLLAR                            | 121  | 37.12  | TYPE         | MKS65   |     | FLUID LOSS (cm3 )   | 9        | 9    | 9            |                |           |   |            |                             | 2400       |      |                |      |                                                 |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1   | JAR                                     | 122  | 5.13   | SERIAL NO.   | 1786    |     | pH                  | 11       | 11   | 11           |                |           |   |            |                             |            |      |                |      |                                                 |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12  | 4 3/4 COLLAR                            | 121  | 112.17 | JETS         | 7X      | 9.5 | MUD MATERIALS ADDED |          |      |              | SOLIDS CONTROL |           |   |            | CIRCULATION PRESSURE<br>kPa | PUMP NO. 1 |      | PUMP NO. 2     |      |                                                 |              |      |                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



# DRILLING CREW PAYROLL DATA

|                                                         |                                                     |                   |                                                                                    |                                                     |  |
|---------------------------------------------------------|-----------------------------------------------------|-------------------|------------------------------------------------------------------------------------|-----------------------------------------------------|--|
| WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>       | YEAR<br><b>2007</b>                                 | MONTH<br><b>2</b> | DAY<br><b>25</b>                                                                   | TOUR SHEET SERIAL NO.<br><b>PREC129_20070225_1C</b> |  |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>             | CONTRACTOR<br><b>PRECISION DRILLING, DIV OF PDC</b> |                   |                                                                                    | RIG NO.<br><b>129</b>                               |  |
| RIG MANAGER<br><b>TYLER ELL</b>                         | PROVINCE<br><b>N.W.T.</b>                           |                   | CAMP<br><input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO | RIG SAFETY DAYS<br><b>66</b>                        |  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b> | CONTRACTOR'S JOB NUM<br><b>750</b>                  |                   |                                                                                    | OPERATOR'S AFE<br><b>07N710027</b>                  |  |

[illegible]

# MORNING

[illegible][illegible]

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD         |       |     | MORNING TOUR |             |      | MUD RECORD  |                  |                      | METRES DRILLED |      |                |                                |                         | TIME LOG                       |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
|---------------|-----------------------------------------|---------|---------|--------------------|-------|-----|--------------|-------------|------|-------------|------------------|----------------------|----------------|------|----------------|--------------------------------|-------------------------|--------------------------------|--------------------|-----|-----------------|------------------|---------------------------------------------|----|--------------------------------------------------|--|------|------|--|
|               | BIT                                     | O.D.    |         | BIT NO.            | 2     |     | MUD TYPE     | GEL/ CHEM   |      | WATER BASED | X                | OIL BASED            |                | FROM | TO             | D-R-C                          | RPM                     | WOB                            | FROM               | TO  | ELAPSED<br>TIME | CODE             | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |    |                                                  |  |      |      |  |
| 1             | TORSIONAL SUB                           | 195     | 2.85    | SIZE               | 200   |     |              |             |      |             |                  | TIME                 | 200            | 400  | 600            | 1254                           | 1303                    | D                              | 110                | 6   | 0               | 015              | 0.25                                        | 7  | RIG SERVICE ( F/IT PIPE RAMS CL 2 SEC OP 2 SEC ) |  |      |      |  |
| 4             | 6' DC                                   | 152     | 36.09   | IADC CODE          |       |     |              |             |      |             |                  | DENSITY (kg/m3 )     | 1090           | 1090 | 1090           |                                |                         |                                |                    |     | 015             | 030              | 0.25                                        | 21 | SAFETY MEETING ( WORKING WITH TUBULARS )         |  |      |      |  |
| 1             | X.O.                                    | 151     | .64     | MANUFACTURER       | VAREL |     |              |             |      |             |                  | FUNNEL VISCOSITY     | 47             | 50   | 51             |                                |                         |                                |                    |     | 030             | 715              | 6.75                                        | 2  | DRILL ACTUAL FROM 1254M TO 1303M                 |  |      |      |  |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE               | MKS65 |     |              |             |      |             |                  | FLUID LOSS (cm3 )    | 9              | 9    | 9              |                                |                         |                                |                    |     | 715             | 800              | 0.75                                        | 10 | DEVIATION SURVEY ( ACCUM )                       |  |      |      |  |
| 1             | JAR                                     | 122     | 5.13    | SERIAL NO.         | 1786  |     |              |             |      |             |                  | pH                   | 11             | 11   | 11             |                                |                         |                                |                    |     | 800             |                  |                                             |    |                                                  |  |      |      |  |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17  | JETS               | 7X    | 9.5 |              |             |      |             |                  | MUD MATERIALS ADDED  |                |      | SOLIDS CONTROL |                                |                         | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1         |     | PUMP NO. 2      |                  |                                             |    |                                                  |  |      |      |  |
| 6             | H.W.D.P.                                | 121     | 57.14   |                    |       |     |              |             |      |             |                  | PRODUCT              | AMOUNT         | UNIT | CENTRIFUGE     |                                |                         |                                | LINER<br>SIZE      | SPM | LINER<br>SIZE   | SPM              |                                             |    |                                                  |  |      |      |  |
| 1             | X.O.                                    | 120     | .26     | DEPTH OUT (m)      |       |     |              |             |      |             |                  | KELZAN XCD           | 1              | SX   | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | 7900               | 140 | 130             |                  |                                             |    |                                                  |  |      |      |  |
|               |                                         |         |         | DEPTH IN (m)       | 436   |     |              |             |      |             |                  | SAWDUST              | 20             | SX   |                |                                |                         |                                | REDUCED PUMP SPEED |     |                 |                  |                                             |    |                                                  |  |      |      |  |
|               |                                         |         |         | TOTAL DRILLED (m)  | 867   |     |              |             |      |             |                  |                      |                |      | 8              | 1090                           | 1080                    | 1620                           | 2400               | @   | 68              | @                | 1264                                        |    |                                                  |  |      |      |  |
|               |                                         |         |         | TOTAL HRS RUN      | 54.75 |     |              |             |      |             |                  |                      |                |      | HOURS<br>RUN   | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY | UNDER<br>FLOW<br>DENSITY       | DEVIATION SURVEYS  |     |                 |                  |                                             |    |                                                  |  |      |      |  |
|               |                                         |         |         | CUTTING STRUCTURE  |       |     |              |             |      |             |                  |                      |                |      | 8              | 1090                           | 1080                    | 1620                           | DEPTH ( m )        |     | DEVIATION       |                  | DIRECTION                                   |    |                                                  |  |      |      |  |
|               |                                         |         |         | TI                 | To    | MDC | LOC          | BRG         | GAGE | ODC         | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |                |      | BOILERS        |                                |                         |                                | 1274               | .75 |                 |                  |                                             |    |                                                  |  |      |      |  |
|               |                                         |         |         |                    |       |     |              |             |      |             |                  | 16                   |                |      | 1              |                                | 2                       |                                |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
|               | D.P.                                    | STANDS  |         | HOLE CONDITION     |       |     |              |             |      |             |                  |                      | HRS RUN        | 8    | HRS RUN        |                                |                         |                                |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
| 107           | D.P.                                    | SINGLES | 1040.41 | HOLE DRAG          |       |     |              | 1 UP 2 DOWN |      |             |                  |                      |                |      |                |                                |                         |                                |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
| KELLY DOWN    |                                         |         | 11.30   | TORQUE AT BOTTOM   |       |     |              | 0           |      |             |                  |                      |                |      |                |                                |                         |                                |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
| TOTAL         |                                         |         | 1303.40 | FILL ON BOTTOM (m) |       |     |              | 0           |      |             |                  |                      |                |      |                |                                |                         |                                |                    |     |                 |                  |                                             |    |                                                  |  |      |      |  |
| WT. OF D.C.   |                                         | 21      |         |                    |       |     |              |             |      |             |                  |                      |                |      |                |                                |                         |                                | DRILLER SIGNATURE  |     |                 | SPECIAL<br>EVENT |                                             |    | SAFETY TOPIC                                     |  | MEHL | MACP |  |
| WT. OF STRING |                                         | 43      |         |                    |       |     |              |             |      |             |                  |                      |                |      |                |                                |                         |                                | RYAN OXNER         |     |                 | TIME / DEPTH     |                                             |    | WORKING WITH TUBULAR                             |  | 44   | 6761 |  |

# DAY

|                                                             |                         |                                       |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
|-------------------------------------------------------------|-------------------------|---------------------------------------|--|--|--|--|--|--|--|----|----|-----------------------|---------------------|-------------------------|-----------------------|------------------|-----------------------------|----------------------|---------------|--------------|-------|-------------|---------------|--------------------|----------------|--------------|-------------|------------|--------------|----------------|-------------|---------------|-------------|-------------------|
| LICENCE NO.                                                 | WELL NAME & NO.         | DAILY CHECKS                          |  |  |  |  |  |  |  |    |    | OPR                   | R.M.                | YEAR                    | MONTH                 | DAY              | LAST CASING TUBING OR LINER | O.D. (mm)            | MIN I.D. (mm) | MASS (kg/m3) | MAKE  | GRADE       | NO. OF JOINTS | TOTAL LENGTH       | KB TO CSG HEAD | SET AT (m)   | SPUD DATE   | 2007/02/18 | TIME         | 09:45          |             |               |             |                   |
| 1159                                                        | PARA ET AL CAMERON L-73 | (1.) Daily Walk Around Inspection     |  |  |  |  |  |  |  |    |    | NR                    | TE                  | RIG NO.                 | 129                   | FUEL @ 08:00 HRS |                             | 219.1                | 205.9         | 35.72        | IPSCO | J55         | 32            | 436.48             | 4              | 436          | RIG RELEASE |            | TIME         |                |             |               |             |                   |
|                                                             |                         | (3.) H2S Signs Posted if Required     |  |  |  |  |  |  |  |    |    | NR                    | TE                  |                         |                       |                  |                             | RIG                  | BOILER        | 11500        | 2400  | TEMPERATURE | -17           | CURRENT CONDITIONS | DC/DP          | DC / DP SIZE | MASS        | GRADE      | MINIMUM I.D. | T. JNT. O.D.   | TYPE THREAD | NO. OF JOINTS | PUMP TYPE   | PUMP MANUFACTURER |
| (4.) Well Licence & Stick Diagram Posted                    |                         |                                       |  |  |  |  |  |  |  | NR | TE | 139.7                 | 125.73              | 23.07                   | IPSCO                 | J55              |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| (5.) Flare Lines Staked                                     |                         |                                       |  |  |  |  |  |  |  | NR | TE |                       |                     |                         |                       |                  |                             | W E A T H E R        | SNOWING       | DC           | 152   | 122         | STD           | 58                 | 150            | 4" H90       | 4           | BPMMP      | EMSCO        | 229            |             |               |             |                   |
| (6.) BOP Drills Performed                                   |                         |                                       |  |  |  |  |  |  |  | NR | TE | WIND DIRECTION        | DC                  | 121                     | 69.5                  |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                | 57          | 123           | 3" 1/2 IF16 | F-800             |
| (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |                         |                                       |  |  |  |  |  |  |  | NR | TE |                       |                     |                         |                       |                  |                             | ROAD CONDITION       | DP            | 101          | 21.4  | E           | 66            | 127                | 4" FH          | 154          |             |            |              | OPERATOR'S AFE |             |               |             |                   |
| (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |                         |                                       |  |  |  |  |  |  |  | TE |    | ICE                   |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |                         |                                       |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             | CONTRACTOR'S JOB NUM | 750           |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| (3.) Mast Inspection before Raising or Lowering             |                         |                                       |  |  |  |  |  |  |  |    |    | TOUR SHEET SERIAL NUM | PREC129_20070226_1B |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| (4.) Crown Saver Checked                                    |                         |                                       |  |  |  |  |  |  |  | TE |    |                       |                     | VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| (5.) Motor Kills Checked                                    |                         |                                       |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| OPERATOR                                                    |                         | CONTRACTOR NAME                       |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| PARAMOUNT RESOURCES LTD.                                    |                         | PRECISION DRILLING, DIV OF PDC        |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| SURFACE LOCATION                                            |                         | UNIQUE ID                             |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| 60:02:38.30 N 117:29:54.30 W                                |                         | 100/60-10-117-15/0                    |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE                      |                         | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |
| NEIL RUNDELL                                                |                         | TYLER ELL                             |  |  |  |  |  |  |  |    |    |                       |                     |                         |                       |                  |                             |                      |               |              |       |             |               |                    |                |              |             |            |              |                |             |               |             |                   |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |              |  | MORN | DAY | EVE |  |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|--------|----------|--------------------|--------------|--|------|-----|-----|--|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER  |  |      |     |     |  |
| TIME - HRS | MORN  |                  | 6.75         |         |        |                 |       | 0.25        |            |                    | 0.75        |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 8.00   | 2               | BRANDT |          |                    | CREW VEHICLE |  |      |     |     |  |
|            | DAY   |                  | 11.5         |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 12.00  | SCREENS CHANGED | NO     | NEW/USED | USED               |              |  |      |     |     |  |
|            | EVE   |                  | 3.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |    |    |    |    | 4.00   | TOP             |        | TOP      |                    |              |  |      |     |     |  |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | MIDDLE          |        | MIDDLE   |                    |              |  |      |     |     |  |
|            | TOTAL |                  |              | 21.75   |        |                 |       |             | 0.75       |                    |             | 0.75          |                  |                |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    |        | 24.00           | BOTTOM |          | BOTTOM             |              |  |      |     |     |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |  | LENGTH  | BIT RECORD         |                   |  |             | DAY TOUR |          | MUD RECORD |     |             |  | METRES DRILLED    |                  |          |                     |             | TIME LOG   |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|-----|-----------------------------------------|--|---------|--------------------|-------------------|--|-------------|----------|----------|------------|-----|-------------|--|-------------------|------------------|----------|---------------------|-------------|------------|----------------|-----------|--------------------------|------------|--------------------------|--------------|--------------------|---------------------------------------------|--------------------------------------------------------------------------|----------------|-----------|-----------------------------------------------|------------------------------------|---------------------------------------------|---|--|------|--|
|     |                                         |  |         | BIT NO.            | 2                 |  |             |          | MUD TYPE | GEL-CHEM   |     | WATER BASED |  | X                 | OIL BASED        |          |                     | FROM        | TO         | D-R-C          | RPM       | WOB                      | FROM       | TO                       | ELAPSED TIME | CODE               | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
| 1   | BIT                                     |  | O.D.    | .29                | BIT NO.           |  |             | 2        |          |            |     |             |  | MUD TYPE          |                  | GEL-CHEM |                     | WATER BASED |            | X              | OIL BASED |                          |            | FROM                     | TO           | D-R-C              | RPM                                         | WOB                                                                      | FROM           | TO        | ELAPSED TIME                                  | CODE                               | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |   |  |      |  |
| 1   | TORSIONAL SUB                           |  | 195     | 2.85               | SIZE              |  |             | 200      |          |            |     |             |  | TIME              |                  | 1000     |                     | 1400        |            | 1800           |           | 1303                     | 1380       | D                        | 110          | 6                  | 800                                         | 815                                                                      | 0.25           | 7         | RIG SERVICE (F/T ANNULAR CL 13 SEC OP 12 SEC) |                                    |                                             |   |  |      |  |
| 4   | 6' DC                                   |  | 152     | 36.09              | IADC CODE         |  |             |          |          |            |     |             |  |                   | DENSITY (kg/m3 ) |          | 1100                |             | 1120       |                | 1140      |                          |            |                          |              |                    |                                             | 815                                                                      | 830            | 0.25      | 21                                            | SAFETY MEETING(WORKING WITH STEAM) |                                             |   |  |      |  |
| 1   | X.O.                                    |  | 151     | .64                | MANUFACTURER      |  |             | VAREL    |          |            |     |             |  | FUNNEL VISCOSITY  |                  | 48       |                     | 47          |            | 50             |           |                          |            |                          |              |                    | 830                                         | 2000                                                                     | 11.50          | 2         | DRILL ACTUAL FROM 1303m TO 1380m              |                                    |                                             |   |  |      |  |
| 4   | 4 3/4 COLLAR                            |  | 121     | 37.12              | TYPE              |  |             | MKS65    |          |            |     |             |  | FLUID LOSS (cm3 ) |                  | 8        |                     | 8           |            | 8.5            |           |                          |            |                          |              |                    | 2000                                        |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
| 1   | JAR                                     |  | 122     | 5.13               | SERIAL NO.        |  |             | 1786     |          |            |     |             |  | pH                |                  | 11       |                     | 11          |            | 10.5           |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
| 12  | 4 3/4 COLLAR                            |  | 121     | 112.17             | JETS              |  |             | 7X       |          |            | 9.5 |             |  |                   |                  |          | MUD MATERIALS ADDED |             |            | SOLIDS CONTROL |           |                          |            | CIRCULATION PRESSURE kPa |              | PUMP NO. 1         |                                             | PUMP NO. 2                                                               |                |           |                                               |                                    |                                             |   |  |      |  |
| 6   | H.W.D.P.                                |  | 121     | 57.14              | DEPTH OUT (m)     |  |             |          |          |            |     |             |  | PRODUCT           |                  | AMOUNT   |                     | UNIT        |            | CENTRIFUGE     |           |                          |            | LINER SIZE               |              | SPM                |                                             | LINER SIZE                                                               |                | SPM       |                                               |                                    |                                             |   |  |      |  |
| 1   | X.O.                                    |  | 120     | .26                | DEPTH IN (m)      |  |             | 436      |          |            |     |             |  | SAWDUST           |                  | 10       |                     | SX          |            | HOURS RUN      |           | INTAKE DENSITY ( kg/m3 ) |            | OVER FLOW DENSITY        |              | UNDER FLOW DENSITY |                                             | 5600                                                                     |                | 140       |                                               | 110                                |                                             |   |  |      |  |
|     |                                         |  |         |                    | TOTAL DRILLED (m) |  |             | 944      |          |            |     |             |  |                   |                  |          |                     |             |            | 12             |           | 1140                     |            | 1130                     |              | 1620               |                                             | 1900                                                                     |                | @         |                                               | 68                                 |                                             | @ |  | 1303 |  |
|     |                                         |  |         |                    | TOTAL HRS RUN     |  |             | 66.25    |          |            |     |             |  |                   |                  |          |                     |             |            | HOURS RUN      |           | INTAKE DENSITY ( kg/m3 ) |            | OVER FLOW DENSITY        |              | UNDER FLOW DENSITY |                                             | DEVIATION SURVEYS                                                        |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    | CUTTING STRUCTURE |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            | 12             |           | 1140                     |            | 1130                     |              | 1620               |                                             | DEPTH ( m )                                                              |                | DEVIATION |                                               | DIRECTION                          |                                             |   |  |      |  |
|     |                                         |  |         |                    | TI                |  |             | To       |          |            | MDC |             |  | LOC               |                  |          | BRG                 |             |            | GAGE           |           |                          | ODC        |                          |              | REASON PULLED      |                                             |                                                                          | TOTAL RUN m/HR |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    | D.P.              |  |             | STANDS   |          |            |     |             |  |                   |                  |          |                     |             |            | HRS RUN        |           | 12                       |            | HRS RUN                  |              | 0                  |                                             | NOTES : CHECKED CROWN SAVER,BRAKE LINKAGES AND PINS,TONGS AND LINES      |                |           |                                               |                                    |                                             |   |  |      |  |
| 116 | D.P.                                    |  | SINGLES | 1117.20            | HOLE CONDITION    |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            | BOILER pH      |           | 11                       |            | BOILER pH                |              |                    |                                             | VISUALLY CHECKED FLARE AND DEGASSER LINES,AIR HORN ,TUGGER LINE AND HOOK |                |           |                                               |                                    |                                             |   |  |      |  |
|     | KELLY DOWN                              |  | 11.30   | HOLE DRAG          |                   |  | 1 UP 1 DOWN |          |          |            |     |             |  |                   |                  |          |                     |             | STACK TEMP |                | 675       |                          | STACK TEMP |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     | TOTAL                                   |  | 1380.19 | TORQUE AT BOTTOM   |                   |  | 0           |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     | WT. OF D.C.                             |  | 21      | FILL ON BOTTOM (m) |                   |  | 0           |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     | WT. OF STRING                           |  | 44      |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
|     |                                         |  |         |                    |                   |  |             |          |          |            |     |             |  |                   |                  |          |                     |             |            |                |           |                          |            |                          |              |                    |                                             |                                                                          |                |           |                                               |                                    |                                             |   |  |      |  |
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| LICENCE NO.              | WELL NAME & NO.         |  |  |  |  |  |  |  |  |  |                 | DAILY CHECKS                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |    | OPR | R.M. |                             |    |  |  |  |  |  |  |  |     |         |       |                  |  |  |      |  |  |  |  |  |  |       |           |               |              |        |       |               |              |                |             |           |            |           |       |          |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| 1159                     | PARA ET AL CAMERON L-73 |  |  |  |  |  |  |  |  |  |                 | (1.) Daily Walk Around Inspection<br>(2.) Detailed Inspection - Weekly ( Using Check List )<br>(3.) H2S Signs Posted if Required<br>(4.) Well Licence & Stick Diagram Posted<br>(5.) Flare Lines Staked<br>(6.) BOP Drills Performed<br>(7.) Visually Inspect BOPs- Flare Lines & Degasser Lines |  |  |  |  |  |  |  |  |    | NR  | TE   | LAST CASING TUBING OR LINER |    |  |  |  |  |  |  |  |     | YEAR    | MONTH | DAY              |  |  |      |  |  |  |  |  |  |       | O.D. (mm) | MIN I.D. (mm) | MASS (kg/m3) | MAKE   | GRADE | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m)  | SPUD DATE | 2007/02/18 | TIME      | 09:45 |          |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|                          |                         |  |  |  |  |  |  |  |  |  |                 |                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |    | NR  | TE   |                             |    |  |  |  |  |  |  |  |     | RIG NO. | 129   | FUEL @ 08:00 HRS |  |  |      |  |  |  |  |  |  | 219.1 | 205.9     | 35.72         | IPSCO        | J55    | 32    | 436.48        | 4            | 436            | RIG RELEASE |           | TIME       |           |       |          |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| OPERATOR                 |                         |  |  |  |  |  |  |  |  |  | CONTRACTOR NAME |                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  | NR | TE  |      |                             |    |  |  |  |  |  |  |  | RIG |         |       | BOILER           |  |  |      |  |  |  |  |  |  |       |           |               | 139.7        | 125.73 | 23.07 | IPSCO         | J55          |                |             | 4         |            | WELL TYPE | VERT. | RE-ENTRY | NO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| PARAMOUNT RESOURCES LTD. |                         |  |  |  |  |  |  |  |  |  |                 | PRECISION DRILLING, DIV OF PDC                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |    |     |      | NR                          | TE |  |  |  |  |  |  |  |     |         |       | 11500            |  |  | 2400 |  |  |  |  |  |  |       |           |               |              |        |       |               |              |                |             |           |            |           |       |          |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |

| CODE NO.         |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |        | RENTALS / SERVICES |              |  | MORN   | DAY | EVE |  |  |  |
|------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|----|--------|-----------------|-----------------|--------|--------------------|--------------|--|--------|-----|-----|--|--|--|
|                  |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |    |        |                 | NO.             | TYPE   | TYPE               | IT38 LOADER  |  |        |     |     |  |  |  |
| TIME<br>-<br>HRS | MORN  |                  | 6.75         |         |        |                 |       | 0.25        |            |                    | 0.75        |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 8.00            | 1               | BRANDT |                    | CREW VEHICLE |  |        |     |     |  |  |  |
|                  | DAY   |                  | 11.5         |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 12.00           | SCREENS CHANGED | NO     | NEW/USED           | USED         |  |        |     |     |  |  |  |
|                  | EVE   |                  | 3.5          |         |        |                 |       | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 |      |    |    |    |        | 4.00            | TOP             |        | TOP                |              |  |        |     |     |  |  |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    |        | 180             |                 | 89     |                    |              |  |        |     |     |  |  |  |
|                  |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |    |        |                 | MIDDLE          |        | MIDDLE             |              |  |        |     |     |  |  |  |
|                  | TOTAL |                  | 21.75        |         |        |                 |       |             | 0.75       |                    |             | 0.75          |                  |                |                  |             |                |           |                |         |           |                |      | 0.75 |    |    |    |        | 24.00           | 180             |        |                    | BOTTOM       |  | BOTTOM |     |     |  |  |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD         |       |     | EVENING TOUR        |        |             | MUD RECORD     |                  |                       | METRES DRILLED                 |               |               |               |                    | TIME LOG |              |                 |                                                 |                                             |  |     |              |      |      |
|---------------|-----------------------------------------|---------|---------|--------------------|-------|-----|---------------------|--------|-------------|----------------|------------------|-----------------------|--------------------------------|---------------|---------------|---------------|--------------------|----------|--------------|-----------------|-------------------------------------------------|---------------------------------------------|--|-----|--------------|------|------|
| 1             | BIT                                     | O.D.    | .29     | BIT NO.            | 2     |     | MUD TYPE            | GEL    | WATER BASED | X              | OIL BASED        |                       | FROM                           | TO            | D-R-C         | RPM           | WOB                | FROM     | TO           | ELAPSED<br>TIME | CODE                                            | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |     |              |      |      |
| 1             | TORSIONAL SUB                           | 195     | 2.85    | SIZE               | 200   |     | TIME                |        | 2000        | 2200           | 2400             | 1380                  | 1419                           | D             | 100           | 8             | 2000               | 2015     | 0.25         | 7               | RIG SERVICE ( F/T PIPE RAMS CL 2 SEC OP 2 SEC ) |                                             |  |     |              |      |      |
| 4             | 6' DC                                   | 152     | 36.09   | IADC CODE          |       |     | DENSITY (kg/m3 )    |        | 1140        | 1160           | 1160             |                       |                                |               |               |               | 2015               | 2030     | 0.25         | 21              | SAFETY MEETING ( H2S WITH SAFETY HAND )         |                                             |  |     |              |      |      |
| 1             | X.O.                                    | 151     | .64     | MANUFACTURER       | VAREL |     | FUNNEL VISCOSITY    |        | 52          | 54             | 54               |                       |                                |               |               |               | 2030               | 2400     | 3.50         | 2               | DRILL ACTUAL FROM 1380M TO1419M                 |                                             |  |     |              |      |      |
| 4             | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE               | MKS65 |     | FLUID LOSS (cm3 )   |        | 9           | 9              | 9                |                       |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| 1             | JAR                                     | 122     | 5.13    | SERIAL NO.         | 1786  |     | pH                  |        | 10.5        | 9              | 10               |                       |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| 12            | 4 3/4 COLLAR                            | 121     | 112.17  | JETS               | 7X    | 9.5 | MUD MATERIALS ADDED |        |             | SOLIDS CONTROL |                  |                       | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1    |               | PUMP NO. 2    |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| 6             | H.W.D.P.                                | 121     | 57.14   |                    |       |     | PRODUCT             | AMOUNT | UNIT        | CENTRIFUGE     |                  |                       |                                | LINER<br>SIZE | SPM           | LINER<br>SIZE | SPM                |          |              |                 |                                                 |                                             |  |     |              |      |      |
| 1             | X.O.                                    | 120     | .26     | DEPTH OUT (m)      |       |     |                     |        |             |                |                  | 6300                  | 140                            | 110           |               |               | REDUCED PUMP SPEED |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         | DEPTH IN (m)       | 436   |     |                     |        |             |                |                  | 2175 @ 68 @ 1380      |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         | TOTAL DRILLED (m)  | 983   |     |                     |        |             |                |                  | DEVIATION SURVEYS     |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         | TOTAL HRS RUN      | 66.25 |     |                     |        |             |                |                  | 4 1140 1130 1620      |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         | CUTTING STRUCTURE  |       |     |                     |        |             |                |                  | 4 1140 1130 1620      |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         | TI                 | To    | MDC | LOC                 | BRG    | GAGE        | ODC            | REASON<br>PULLED | TOTAL<br>RUN<br>m/HHR | BOILERS                        |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               |                                         |         |         |                    |       |     |                     |        |             |                |                  | 6.5                   | 1                              |               | 2             |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
|               | D.P.                                    | STANDS  |         | HOLE CONDITION     |       |     |                     |        |             |                |                  | HRS RUN               | 4                              | HRS RUN       | 0             |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| 119           | D.P.                                    | SINGLES | 1156.03 | HOLE DRAG          |       |     | 1 UP 2 DOWN         |        |             |                |                  |                       |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| KELLY DOWN    |                                         |         | 11.30   | TORQUE AT BOTTOM   |       |     | 0                   |        |             |                |                  |                       | BOILER<br>pH                   | 12            | BOILER<br>pH  |               | DRILLER SIGNATURE  |          |              |                 |                                                 | SPECIAL<br>EVENT                            |  |     | SAFETY TOPIC | MEHL | MACP |
| TOTAL         |                                         |         | 1419.02 | FILL ON BOTTOM (m) |       |     | 0                   |        |             |                |                  |                       | STACK<br>TEMP                  | 350           | STACK<br>TEMP |               | RYAN OXNER         |          | TIME / DEPTH |                 |                                                 |                                             |  | H2S | 45           | 6547 |      |
| WT. OF D.C.   |                                         | 21      |         |                    |       |     |                     |        |             |                |                  |                       |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |
| WT. OF STRING |                                         | 43      |         |                    |       |     |                     |        |             |                |                  |                       |                                |               |               |               |                    |          |              |                 |                                                 |                                             |  |     |              |      |      |

# DRILLING CREW PAYROLL DATA

|                                                         |                                                     |                   |                                                                                    |                                                     |  |
|---------------------------------------------------------|-----------------------------------------------------|-------------------|------------------------------------------------------------------------------------|-----------------------------------------------------|--|
| WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>       | YEAR<br><b>2007</b>                                 | MONTH<br><b>2</b> | DAY<br><b>26</b>                                                                   | TOUR SHEET SERIAL NO.<br><b>PREC129_20070226_1B</b> |  |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>             | CONTRACTOR<br><b>PRECISION DRILLING, DIV OF PDC</b> |                   |                                                                                    | RIG NO.<br><b>129</b>                               |  |
| RIG MANAGER<br><b>TYLER ELL</b>                         | PROVINCE<br><b>N.W.T.</b>                           |                   | CAMP<br><input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO | RIG SAFETY DAYS<br><b>67</b>                        |  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b> | CONTRACTOR'S JOB NUM<br><b>750</b>                  |                   |                                                                                    | OPERATOR'S AFE<br><b>07N710027</b>                  |  |

| MORNING TOUR     |              |   | FROM           |  | 0    | TO     | 800 |        |  | INJURIES |  |
|------------------|--------------|---|----------------|--|------|--------|-----|--------|--|----------|--|
| CREW             | SOC INS. NO. |   | NAME           |  | HRS  |        | YES | NO     |  |          |  |
| DRILLER          |              |   | RYAN OXNER     |  | 8.00 |        |     | RO     |  |          |  |
| DERRICK HAND     |              |   | PETER MATUSKA  |  | 8.00 |        |     | PM     |  |          |  |
| MOTORHAND        |              |   | CHRIS HUNNEMAN |  | 8.00 |        |     | CH     |  |          |  |
| FLOOR HAND       |              |   | IVAN CINDRIC   |  | 8.00 |        |     | IC     |  |          |  |
| FLOORHAND        |              |   | RANDAL ROCHAT  |  | 8.00 |        |     | RR     |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
| RIG MANAGER      |              |   | TYLER ELL      |  | 1.00 | DAY    |     | TE     |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
|                  |              |   |                |  |      |        |     |        |  |          |  |
| RATE SCHEDULE    |              | X | REGULAR        |  |      | REPAIR |     | INVERT |  |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS        |  |      |        |     |        |  |          |  |
|                  |              |   | RANDAL ROCHAT  |  |      |        |     |        |  |          |  |

| DAY TOUR         |              |   | FROM           |  | 800  | TO     | 2000 |        |  | INJURIES |  |
|------------------|--------------|---|----------------|--|------|--------|------|--------|--|----------|--|
| CREW             | SOC INS. NO. |   | NAME           |  | HRS  |        | YES  | NO     |  |          |  |
| DRILLER          |              |   | DEAN PODOLSKI  |  | 8.00 |        |      | DP     |  |          |  |
| DERRICKHAND      |              |   | NEIL HALFE     |  | 8.00 |        |      | NH     |  |          |  |
| MOTOR HAND       |              |   | KIRK LYLYK     |  | 8.00 |        |      | KL     |  |          |  |
| FLOORHAND        |              |   | DARRELL IZZARD |  | 8.00 |        |      | DI     |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
| RATE SCHEDULE    |              | X | REGULAR        |  |      | REPAIR |      | INVERT |  |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS        |  |      |        |      |        |  |          |  |
|                  |              |   | DARRELL IZZARD |  |      |        |      |        |  |          |  |

| EVENING TOUR     |              |   | FROM           |  | 2000 | TO     | 2400 |        |  | INJURIES |  |
|------------------|--------------|---|----------------|--|------|--------|------|--------|--|----------|--|
| CREW             | SOC INS. NO. |   | NAME           |  | HRS  |        | YES  | NO     |  |          |  |
| DRILLER          |              |   | RYAN OXNER     |  | 8.00 |        |      | RO     |  |          |  |
| DERRICK HAND     |              |   | PETER MATUSKA  |  | 8.00 |        |      | PM     |  |          |  |
| MOTORHAND        |              |   | CHRIS HUNNEMAN |  | 8.00 |        |      | CH     |  |          |  |
| FLOOR HAND       |              |   | IVAN CINDRIC   |  | 8.00 |        |      | IC     |  |          |  |
| FLOORHAND        |              |   | RANDAL ROCHAT  |  | 8.00 |        |      | RR     |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
|                  |              |   |                |  |      |        |      |        |  |          |  |
| RATE SCHEDULE    |              | X | REGULAR        |  |      | REPAIR |      | INVERT |  |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS        |  |      |        |      |        |  |          |  |
|                  |              |   | RANDAL ROCHAT  |  |      |        |      |        |  |          |  |





# DAY

|                                        |  |                                       |  |                                                          |  |                    |  |      |  |                             |  |              |               |              |              |              |             |               |              |                   |            |               |                         |                       |          |    |
|----------------------------------------|--|---------------------------------------|--|----------------------------------------------------------|--|--------------------|--|------|--|-----------------------------|--|--------------|---------------|--------------|--------------|--------------|-------------|---------------|--------------|-------------------|------------|---------------|-------------------------|-----------------------|----------|----|
| LICENCE NO.                            |  | WELL NAME & NO.                       |  | YEAR                                                     |  | MONTH              |  | DAY  |  | LAST CASING TUBING OR LINER |  | O.D. (mm)    | MIN I.D. (mm) | MASS (kg/m3) | MAKE         |              | GRADE       | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD    | SET AT (m) | SPUD DATE     | 2007/02/18              | TIME                  | 09:45    |    |
| 1159                                   |  | PARA ET AL CAMERON L-73               |  | (1.) Daily Walk Around Inspection                        |  | RIG NO.            |  | 129  |  | FUEL @ 08:00 HRS            |  | 219.1        | 205.9         | 35.72        | IPSCO        |              | J55         | 32            | 436.48       | 4                 | 436        | RIG RELEASE   |                         | TIME                  |          |    |
| OPERATOR                               |  | CONTRACTOR NAME                       |  | (3.) H2S Signs Posted if Required                        |  | RIG                |  | 6500 |  | BOILER                      |  | 2500         | 139.7         | 125.73       | 23.07        | IPSCO        |             | J55           |              |                   | 4          |               | WELL TYPE               | VERT.                 | RE-ENTRY | NO |
| PARAMOUNT RESOURCES LTD.               |  | PRECISION DRILLING, DIV OF PDC        |  | (4.) Well Licence & Stick Diagram Posted                 |  | TEMPERATURE        |  | -20  |  | DC / DP                     |  | DC / DP SIZE | MASS          | GRADE        | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. OF JOINTS | PUMP TYPE    | PUMP MANUFACTURER |            | STROKE LENGTH | OPERATOR'S AFE          | 07N710027             |          |    |
| SURFACE LOCATION                       |  | UNIQUE ID                             |  | (5.) Flare Lines Staked                                  |  | CURRENT CONDITIONS |  |      |  | DC                          |  | 152          | 122           | STD          | 58           | 150          | 4" H90      | 4             | BPMMP        | EMSCO             |            | 229           | KELLY BSHG              | .33                   | OP FUEL  |    |
| 60:02:38.30 N 117:29:54.30 W           |  | 100/60-10-117-15/0                    |  | (6.) BOP Drills Performed                                |  | SNOWING            |  |      |  | DC                          |  | 121          | 69.5          |              | 57           | 123          | 3" 1/2      | F16           | F-800        |                   |            |               | CONTRACTOR'S JOB NUM    | 750                   |          |    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines |  | WIND DIRECTION     |  |      |  | DC                          |  | 101          | 21.4          | E            | 66           | 127          | 4" FH       | 154           |              |                   |            |               | TOUR SHEET SERIAL NUM   | PREC129_20070227_1B   |          |    |
| NEIL RUNDELL                           |  | TYLER ELL                             |  | (8.) Motor Kills Checked                                 |  | N.E.               |  |      |  | DP                          |  | 101          | 21.4          | E            | 66           | 127          | 4" FH       | 154           |              |                   |            |               | VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |          |    |

[illegible]

| NO.               | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |      | LENGTH  | BIT RECORD         |                   |       | DAY TOUR    |                     | MUD RECORD  |      |                |                          | METRES DRILLED    |                             |                   |               |            | TIME LOG           |      |              |                                                 |                                             |                                               |      |  |  |
|-------------------|-----------------------------------------|------|---------|--------------------|-------------------|-------|-------------|---------------------|-------------|------|----------------|--------------------------|-------------------|-----------------------------|-------------------|---------------|------------|--------------------|------|--------------|-------------------------------------------------|---------------------------------------------|-----------------------------------------------|------|--|--|
|                   | BIT                                     | O.D. |         | BIT NO.            | 2                 |       | MUD TYPE    | GEL                 | WATER BASED | X    | OIL BASED      |                          | FROM              | TO                          | D-R-C             | RPM           | WOB        | FROM               | TO   | ELAPSED TIME | CODE                                            | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                               |      |  |  |
| 1                 |                                         |      | .29     |                    |                   |       |             |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| 1                 | TORSIONAL SUB                           |      | 195     | 2.85               | SIZE              | 200   |             | TIME                | 1000        | 1400 | 1800           | 1358                     | 1450              | R                           | 120               | 1.5           | 800        | 1030               | 2.50 | 6            | POOH F/C @ 725M, 430M                           |                                             |                                               |      |  |  |
| 4                 | 6' DC                                   |      | 152     | 36.09              | IADC CODE         |       |             | DENSITY (kg/m3 )    | 1170        | 1180 | 1180           |                          |                   |                             |                   |               | 1030       | 1045               | 0.25 | 7            | RIG SERVICE ( PIPE RAMS CL 2 SEC OP 2 SEC )     |                                             |                                               |      |  |  |
| 1                 | X.O.                                    |      | 151     | .64                | MANUFACTURER      | VAREL |             | FUNNEL VISCOSITY    | 70          | 70   | 85             |                          |                   |                             |                   |               | 1045       | 1100               | 0.25 | 21           | SAFETY MEETING ( TRIPPING )                     |                                             |                                               |      |  |  |
| 4                 | 4 3/4 COLLAR                            |      | 121     | 37.12              | TYPE              | MKS65 |             | FLUID LOSS (cm3 )   | 8           | 8    | 8              |                          |                   |                             |                   |               | 1100       | 1300               | 2.00 | 6            | RIH KELLY UP ALL TIGHT SPOTS TO REAM F/C @ 725M |                                             |                                               |      |  |  |
| 1                 | JAR                                     |      | 122     | 5.13               | SERIAL NO.        | 1786  |             | pH                  | 8.5         | 8.5  | 10             |                          |                   |                             |                   |               | 1300       | 1530               | 2.50 | 3            | REAMING FROM 1358M TO 1450M                     |                                             |                                               |      |  |  |
| 12                | 4 3/4 COLLAR                            |      | 121     | 112.17             | JETS              | 7X    | 9.5         | MUD MATERIALS ADDED |             |      | SOLIDS CONTROL |                          |                   | CIRCULATION PRESSURE<br>kPa | PUMP NO. 1        |               | PUMP NO. 2 |                    | 1530 | 1730         | 2.00                                            | 5                                           | CONDITION MUD & CIRCULATE                     |      |  |  |
| 6                 | H.W.D.P.                                |      | 121     | 57.14              |                   |       |             | PRODUCT             | AMOUNT      | UNIT | CENTRIFUGE     |                          |                   |                             | LINER SIZE        | SPM           | LINER SIZE | SPM                | 1730 | 2000         | 2.50                                            | 6                                           | POOH TO LOG F/C @ 1450M, 1378M, 725M, 430M, 0 |      |  |  |
| 1                 | X.O.                                    |      | 120     | .26                | DEPTH OUT (m)     |       |             | CAUSTIC             | 2           | SX   | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY          | 8300              | 140           | 131        | REDUCED PUMP SPEED |      |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    | DEPTH IN (m)      | 436   |             | SODA ASH            | 15          | SX   | 12             | 1180                     | 1170              | 1560                        | 2575              | @             | 68         | @                  | 1380 |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    | TOTAL DRILLED (m) | 1014  |             | GEL                 | 15          | SX   | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY          | DEVIATION SURVEYS |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    | TOTAL HRS RUN     | 75.25 |             | SAWDUST             | 5           | SX   | 12             | 1180                     | 1170              | 1560                        | DEPTH ( m )       | DEVIATION     |            | DIRECTION          |      |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    | CUTTING STRUCTURE |       |             |                     |             |      | 12             | 1180                     | 1170              | 1560                        |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    | TI                | To    | MDC         | LOC                 | BRG         | GAGE | ODC            | REASON PULLED            | TOTAL RUN mi/HR   | BOILERS                     |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
|                   |                                         |      |         |                    |                   |       |             |                     |             |      |                |                          |                   | 1                           |                   | 2             |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
|                   | D.P.                                    |      | STANDS  |                    |                   |       |             |                     |             |      |                |                          |                   | HRS RUN                     | 12                | HRS RUN       | 0          |                    |      |              |                                                 |                                             |                                               |      |  |  |
| 123               | D.P.                                    |      | SINGLES | 1194.96            | HOLE CONDITION    |       |             |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| KELLY DOWN        |                                         |      | 3.35    | HOLE DRAG          |                   |       | 1 UP 2 DOWN |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| TOTAL             |                                         |      | 1450.00 | TORQUE AT BOTTOM   |                   |       | 0           |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| WT. OF D.C.       |                                         | 21   |         | FILL ON BOTTOM (m) |                   |       | 0           |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| WT. OF STRING     |                                         | 46   |         |                    |                   |       |             |                     |             |      |                |                          |                   |                             |                   |               |            |                    |      |              |                                                 |                                             |                                               |      |  |  |
| DRILLER SIGNATURE |                                         |      |         |                    |                   |       |             |                     |             |      |                |                          |                   |                             |                   | SPECIAL EVENT |            |                    |      |              | SAFETY TOPIC                                    |                                             | MEHL                                          | MACP |  |  |
| RYAN OXNER        |                                         |      |         |                    |                   |       |             |                     |             |      |                |                          |                   |                             |                   | TIME / DEPTH  |            |                    |      |              | TRIPPING                                        |                                             | 49                                            | 6376 |  |  |

# EVENING

[illegible]

| CODE NO.                             |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |     |              | RENTALS / SERVICES |             |  | MORN | DAY | EVE |  |
|--------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|----|----|----|--------|-----------------|-----|--------------|--------------------|-------------|--|------|-----|-----|--|
|                                      |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |    |    |    |        |                 | NO. | TYPE         | TYPE               | IT38 LOADER |  |      |     |     |  |
| T<br>I<br>M<br>E<br>-<br>H<br>R<br>S |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    | 1      | BRANDT          |     | CREW VEHICLE |                    |             |  |      |     |     |  |
|                                      | MORN  |                  | 5.5          |         |        | 1.0             | 1.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    | 8.00   | SCREENS CHANGED | NO  | NEW/USED     | USED               |             |  |      |     |     |  |
|                                      | DAY   |                  |              | 2.5     |        | 2.0             | 7.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |    |    |    |    |    | 12.00  | TOP             |     | TOP          |                    |             |  |      |     |     |  |
|                                      | EVE   |                  |              |         |        |                 | 3.0   | 0.25        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.75           |    |    |    |    |    | 4.00   | MIDDLE          |     | MIDDLE       |                    |             |  |      |     |     |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        | 180             |     | 89           |                    |             |  |      |     |     |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |    |    |    |        |                 | 180 |              |                    |             |  |      |     |     |  |
|                                      | TOTAL |                  | 5.50         | 2.50    |        | 3.00            | 11.00 | 0.75        |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 1.25           |    |    |    |    |    | 24.00  | BOTTOM          |     | BOTTOM       |                    |             |  |      |     |     |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD          |        |             | EVENING TOUR   |          | MUD RECORD |                          | METRES DRILLED |                |            |            |                          | TIME LOG |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|-----|-----------------------------------------|---------|---------|---------------------|--------|-------------|----------------|----------|------------|--------------------------|----------------|----------------|------------|------------|--------------------------|----------|--------------------|-------|--------------------|-----|-------------------|------|--------------|------|---------------------------------------------|---------------|--------|--|--|--------------|--|------|--|------|--|------|--|
|     | BIT                                     | O.D.    |         | BIT NO.             | 2      |             | MUD TYPE       | GEL/CHEM |            | WATER BASED              |                | X              | OIL BASED  |            |                          | FROM     | TO                 | D-R-C | RPM                | WOB | FROM              | TO   | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |               |        |  |  |              |  |      |  |      |  |      |  |
| 1   | TORSIONAL SUB                           | 195     | 2.85    | SIZE                | 200    |             |                |          |            |                          |                |                |            |            | 0                        |          |                    |       |                    |     | 2000              | 2015 | 0.25         | 7    | RIG SERVICE( F/T HCR OP 2 SEC / CL 2 SEC )  |               |        |  |  |              |  |      |  |      |  |      |  |
| 4   | 6' DC                                   | 152     | 36.09   | IADC CODE           |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     | 2015              | 2100 | 0.75         | 21   | SAFETY MEETING ( H2S DRILL WITH NEW CREW )  |               |        |  |  |              |  |      |  |      |  |      |  |
| 1   | X.O.                                    | 151     | .64     | MANUFACTURER        | VAREL  |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     | 2100              | 2400 | 3.00         | 6    | POOH TO LOG.F/C @1450m,1378m,750m,430m,0m   |               |        |  |  |              |  |      |  |      |  |      |  |
| 4   | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE                | MKS65  |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     | 2400              |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
| 1   | JAR                                     | 122     | 5.13    | SERIAL NO.          | 1786   |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
| 12  | 4 3/4 COLLAR                            | 121     | 112.17  | JETS                | 7X 9.5 |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
| 6   | H.W.D.P.                                | 121     | 57.14   | DEPTH OUT (m)       |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
| 1   | X.O.                                    | 120     | .26     | DEPTH IN (m)        | 436    |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | TOTAL DRILLED (m)   | 1014   |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | TOTAL HRS RUN       | 75.25  |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | CUTTING STRUCTURE   |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | TI                  | To     | MDC         | LOC            | BRG      | GAGE       | ODC                      | REASON PULLED  | TOTAL RUN m/Hr |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     | D.P.                                    | STANDS  |         |                     |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
| 123 | D.P.                                    | SINGLES | 1194.96 | HOLE CONDITION      |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     | KELLY DOWN                              |         | 3.35    | HOLE DRAG           |        | 1 UP 2 DOWN |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     | TOTAL                                   |         | 1450.00 | TORQUE AT BOTTOM    |        | 0           |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     | WT. OF D.C.                             | 21      |         | FILL ON BOTTOM (m)  |        | 0           |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     | WT. OF STRING                           | 46      |         |                     |        |             |                |          |            |                          |                |                |            |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | MUD MATERIALS ADDED |        |             | SOLIDS CONTROL |          |            | CIRCULATION PRESSURE kPa |                | PUMP NO. 1     |            | PUMP NO. 2 |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         | PRODUCT             |        |             | AMOUNT         |          |            | UNIT                     |                |                | CENTRIFUGE |            |                          |          | LINER SIZE         |       | SPM                |     | LINER SIZE        |      | SPM          |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | HOURS RUN  |            | INTAKE DENSITY ( kg/m3 ) |          | OVER FLOW DENSITY  |       | UNDER FLOW DENSITY |     | 7580              |      | 140          |      | 125                                         |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                |            |            |                          |          | REDUCED PUMP SPEED |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | 4          |            | 1180                     |          | 1170               |       | 1620               |     | 2575              |      | @            |      | 68                                          |               | @ 1450 |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | HOURS RUN  |            | INTAKE DENSITY ( kg/m3 ) |          | OVER FLOW DENSITY  |       | UNDER FLOW DENSITY |     | DEVIATION SURVEYS |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | 4          |            | 1180                     |          | 1170               |       | 1630               |     | DEPTH ( m )       |      | DEVIATION    |      | DIRECTION                                   |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | BOILERS    |            |                          |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | 1          |            | 2                        |          |                    |       |                    |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | HRS RUN    |            | 4                        |          | HRS RUN            |       | 0                  |     |                   |      |              |      |                                             |               |        |  |  |              |  |      |  |      |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | BOILER pH  |            | 12                       |          | BOILER pH          |       |                    |     | DRILLER SIGNATURE |      |              |      |                                             | SPECIAL EVENT |        |  |  | SAFETY TOPIC |  | MEHL |  | MACP |  |      |  |
|     |                                         |         |         |                     |        |             |                |          |            |                          |                |                | STACK TEMP |            | 580                      |          | STACK TEMP         |       |                    |     | MAGELLA MAINGUY   |      |              |      |                                             | TIME / DEPTH  |        |  |  |              |  | H2S  |  | 45   |  | 6376 |  |

DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>2 |  | DAY<br>27                               |  | TOUR SHEET SERIAL NO.<br>PREC129_20070227_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div>X</div> YES <div></div> NO |  | RIG SAFETY DAYS<br>68                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  | OPERATOR'S AFE<br>07N710027             |  |                                              |  |  |  |

| MORNING TOUR |              | FROM |                | 0 | TO |      | 800 |     |    |  |  | INJURIES |  |
|--------------|--------------|------|----------------|---|----|------|-----|-----|----|--|--|----------|--|
| CREW         | SOC INS. NO. |      | NAME           |   |    | HRS  |     | YES | NO |  |  |          |  |
| DRILLER      |              |      | DEAN PODOLSKI  |   |    | 8.00 |     |     | DP |  |  |          |  |
| DERRICKHAND  |              |      | NEIL HALFE     |   |    | 8.00 |     |     | NH |  |  |          |  |
| MOTOR HAND   |              |      | KIRK LYLYK     |   |    | 8.00 |     |     | KL |  |  |          |  |
| FLOORHAND    |              |      | DARRELL IZZARD |   |    | 8.00 |     |     | DI |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
| RIG MANAGER  |              |      | TYLER ELL      |   |    | 1.00 | DAY |     | TE |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
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|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
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|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
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|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
|              |              |      |                |   |    |      |     |     |    |  |  |          |  |
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# MORNING

|                                        |                                       |                                                             |    |    |                     |                        |  |       |         |              |       |       |              |              |             |               |                             |           |                         |                       |                     |         |               |              |                |            |           |            |      |       |
|----------------------------------------|---------------------------------------|-------------------------------------------------------------|----|----|---------------------|------------------------|--|-------|---------|--------------|-------|-------|--------------|--------------|-------------|---------------|-----------------------------|-----------|-------------------------|-----------------------|---------------------|---------|---------------|--------------|----------------|------------|-----------|------------|------|-------|
| LICENCE NO.                            | WELL NAME & NO.                       | DAILY CHECKS                                                |    |    |                     |                        |  |       |         |              |       | OPR   | R.M.         | YEAR         | MONTH       | DAY           | LAST CASING TUBING OR LINER | O.D. (mm) | MIN I.D. (mm)           | MASS (kg/m3)          | MAKE                | GRADE   | NO. OF JOINTS | TOTAL LENGTH | KB TO CSG HEAD | SET AT (m) | SPUD DATE | 2007/02/18 | TIME | 09:45 |
| 1159                                   | PARA ET AL CAMERON L-73               | (1.) Daily Walk Around Inspection                           | NR | TE | RIG NO.             | 129                    |  |       | 219.1   | 205.9        | 35.72 | IPSCO | J55          | 32           | 436.48      | 4             |                             | 436       | RIG RELEASE             |                       | TIME                |         |               |              |                |            |           |            |      |       |
|                                        |                                       | (2.) Detailed Inspection - Weekly ( Using Check List )      |    |    | FUEL @ 08:00 HRS    |                        |  | 139.7 | 125.73  | 23.07        | IPSCO | J55   |              |              |             | 4             |                             |           | WELL TYPE               | VERT.                 | RE-ENTRY            | NO      |               |              |                |            |           |            |      |       |
| OPERATOR                               | CONTRACTOR NAME                       | (3.) H2S Signs Posted if Required                           | NR | TE | RIG                 | 4000                   |  |       | BOILER  | 1000         |       |       |              |              |             |               |                             |           |                         | OPERATOR'S AFE        | 07N710027           |         |               |              |                |            |           |            |      |       |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        | (4.) Well Licence & Stick Diagram Posted                    | NR | TE | TEMPERATURE         |                        |  |       |         |              |       |       |              |              |             |               |                             |           |                         | KELLY BSHG            | .33                 | OP FUEL |               |              |                |            |           |            |      |       |
|                                        |                                       | (5.) Flare Lines Staked                                     | NR | TE |                     |                        |  |       |         |              |       |       |              |              |             |               |                             |           |                         |                       |                     |         |               |              |                |            |           |            |      |       |
| SURFACE LOCATION                       | UNIQUE ID                             | (6.) BOP Drills Performed                                   | NR | TE |                     |                        |  |       |         |              |       |       |              |              |             |               |                             |           |                         | CONTRACTOR'S JOB NUM  | 750                 |         |               |              |                |            |           |            |      |       |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/0                    | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    | NR | TE |                     | -18 CURRENT CONDITIONS |  |       | DC / DP | DC / DP SIZE | MASS  | GRADE | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. OF JOINTS |                             | PUMP TYPE | PUMP MANUFACTURER       | STROKE LENGTH         |                     |         |               |              |                |            |           |            |      |       |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    | TE |    |                     | SNOWING                |  |       | DC      | 152          | 122   | STD   | 58           | 150          | 4" H90      | 4             |                             | BPMMP     | EMSCO                   | 229                   |                     |         |               |              |                |            |           |            |      |       |
| NEIL RUNDELL                           | TYLER ELL                             | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |    |    | WIND DIRECTION      |                        |  | DC    | 121     | 69.5         |       | 57    | 123          | 3" 1/2       | F16         | F-800         |                             |           |                         | TOUR SHEET SERIAL NUM | PREC129_20070228_1B |         |               |              |                |            |           |            |      |       |
|                                        |                                       | (3.) Mast Inspection before Raising or Lowering             |    |    | N.E. ROAD CONDITION |                        |  | DC    | 101     | 21.4         | E     | 66    | 127          | 4" FH        | 154         |               |                             |           |                         |                       |                     |         |               |              |                |            |           |            |      |       |
|                                        |                                       | (4.) Crown Saver Checked                                    | TE |    | ICE                 |                        |  | DP    |         |              |       |       |              |              |             |               |                             |           |                         |                       |                     |         |               |              |                |            |           |            |      |       |
|                                        |                                       | (5.) Motor Kills Checked                                    |    |    |                     |                        |  |       |         |              |       |       |              |              |             |               |                             |           | VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |                     |         |               |              |                |            |           |            |      |       |

| CODE NO.    |      | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |        | RENTALS / SERVICES |              |             | MORN   | DAY | EVE |  |  |  |  |
|-------------|------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|-----------------|--------|--------------------|--------------|-------------|--------|-----|-----|--|--|--|--|
|             |      | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 |                 | NO.    | TYPE               | TYPE         | IT38 LOADER |        |     |     |  |  |  |  |
| TIME<br>HRS |      |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        |                 | 1               | BRANDT |                    | CREW VEHICLE |             |        |     |     |  |  |  |  |
|             | MORN |                  |              |         |        |                 | 2.0   | 0.25        |            |                    |             | 5.5           |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 8.00            | SCREENS CHANGED | NO     | NEW/USED           | USED         |             |        |     |     |  |  |  |  |
|             |      |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        |                 |                 | TOP    |                    | TOP          |             |        |     |     |  |  |  |  |
|             | DAY  |                  |              |         |        | 2.5             | 6.75  | 0.25        |            | 1.25               |             |               | 1.0              |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 12.00           | 180             |        | 89                 |              |             |        |     |     |  |  |  |  |
|             |      |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        |                 |                 |        |                    | MIDDLE       |             | MIDDLE |     |     |  |  |  |  |
|             | EVE  |                  |              |         |        |                 |       | 0.25        |            |                    |             |               |                  | 3.5            |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 4.00            | 180             |        |                    |              |             |        |     |     |  |  |  |  |
| TOTAL       |      |                  |              |         |        | 2.50            | 8.75  | 0.75        |            | 1.25               |             | 5.50          | 4.50             |                |                  |             |                |           |                |         |           | 0.75           |      |    |    |    |    | 24.00  | 89              |                 |        |                    |              |             |        |     |     |  |  |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH  | BIT RECORD         |         |     | MORNING TOUR        |          | MUD RECORD |                | METRES DRILLED   |                      |                                |                   |      | TIME LOG      |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|-----|-----------------------------------------|---------|---------|--------------------|---------|-----|---------------------|----------|------------|----------------|------------------|----------------------|--------------------------------|-------------------|------|---------------|-------------|------------------|-----------|------|-----------------|--------------------------------------------------|---------------------------------------------|--|------|------|
|     | BIT                                     | O.D.    |         | .24                | BIT NO. | 2   |                     | MUD TYPE | GEL/CHEM   | WATER BASED    | X                | OIL BASED            |                                | FROM              | TO   | D-R-C         | RPM         | WOB              | FROM      | TO   | ELAPSED<br>TIME | CODE                                             | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |  |      |      |
| 1   | BIT SUB                                 | 156     | .96     | SIZE               | 200     |     | TIME                | 200      | 400        | 600            | 0                |                      |                                |                   |      |               |             | 0                | 015       | 0.25 | 7               | RIG SERVICE( F/T ANNULAR CL 12 SEC / OP 12 SEC ) |                                             |  |      |      |
| 4   | 6' DC                                   | 152     | 36.09   | IADC CODE          |         |     | DENSITY (kg/m3 )    | 1180     | 1180       | 1180           |                  |                      |                                |                   |      |               |             | 015              | 030       | 0.25 | 21              | SAFETY MEETING ( LOGGING )                       |                                             |  |      |      |
| 1   | X.O.                                    | 151     | .64     | MANUFACTURER       | VAREL   |     | FUNNEL VISCOSITY    | 85       | 85         | 85             |                  |                      |                                |                   |      |               |             | 030              | 600       | 5.50 | 11              | WIRELINE LOGS                                    |                                             |  |      |      |
| 4   | 4 3/4 COLLAR                            | 121     | 37.12   | TYPE               | MKS65   |     | FLUID LOSS (cm3 )   | 8        | 8          | 8              |                  |                      |                                |                   |      |               |             | 600              | 800       | 2.00 | 6               | RIH WITH RERUN BIT, F/C@ 0m,430m                 |                                             |  |      |      |
| 1   | JAR                                     | 122     | 5.13    | SERIAL NO.         | 1786    |     | pH                  | 10       | 10         | 10             |                  |                      |                                |                   |      |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
| 12  | 4 3/4 COLLAR                            | 121     | 112.17  | JETS               | 7X      | 9.5 | MUD MATERIALS ADDED |          |            | SOLIDS CONTROL |                  |                      | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1        |      | PUMP NO. 2    |             |                  |           |      |                 |                                                  |                                             |  |      |      |
| 6   | H.W.D.P.                                | 121     | 57.14   |                    |         |     | PRODUCT             | AMOUNT   | UNIT       | CENTRIFUGE     |                  |                      |                                | LINER<br>SIZE     | SPM  | LINER<br>SIZE | SPM         |                  |           |      |                 |                                                  |                                             |  |      |      |
| 1   | X.O.                                    | 120     | .26     | DEPTH OUT (m)      | 1450    |     |                     |          |            |                |                  |                      | 7580                           | 140               | 125  |               |             |                  |           |      |                 | LOG TOOLS MCG,MFE,MTC,MGS,MML,MDN,MSS,MAI        |                                             |  |      |      |
|     |                                         |         |         | DEPTH IN (m)       | 436     |     |                     |          |            |                |                  |                      | REDUCED PUMP SPEED             |                   |      |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     |                                         |         |         | TOTAL DRILLED (m)  | 1014.00 |     |                     |          |            |                |                  |                      | 2460                           | @                 | 68   | @             | 1450        |                  |           |      |                 |                                                  |                                             |  |      |      |
|     |                                         |         |         | TOTAL HRS RUN      | 75.25   |     |                     |          |            |                |                  |                      | DEVIATION SURVEYS              |                   |      |               |             |                  |           |      |                 | BLOW BOILER 3 X                                  |                                             |  |      |      |
|     |                                         |         |         | CUTTING STRUCTURE  |         |     |                     |          |            |                |                  |                      | 8                              | 1180              | 1170 | 1580          | DEPTH ( m ) |                  | DEVIATION |      | DIRECTION       |                                                  |                                             |  |      |      |
|     |                                         |         |         | TI                 | To      | MDC | LOC                 | BRG      | GAGE       | ODC            | REASON<br>PULLED | TOTAL<br>RUN<br>m/HR |                                | 8                 | 1180 | 1170          | 1580        |                  |           |      |                 |                                                  |                                             |  |      |      |
|     |                                         |         |         |                    |         |     |                     |          |            |                |                  |                      | BOILERS                        |                   |      |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     |                                         |         |         |                    |         |     |                     |          |            |                |                  |                      | 1                              |                   | 2    |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     | D.P.                                    | STANDS  |         | 0                  | 1       | LT  | G                   | X        | 1          | CT             | TD               | 13.52                |                                | HRS RUN           | 8    | HRS RUN       | 0           |                  |           |      |                 |                                                  |                                             |  |      |      |
| 123 | D.P.                                    | SINGLES | 1194.96 | HOLE CONDITION     |         |     |                     |          |            |                |                  |                      |                                | BOILER<br>pH      | 12   | BOILER<br>pH  |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     | KELLY DOWN                              | 5.29    |         | HOLE DRAG          |         |     | 0                   |          |            |                |                  |                      |                                |                   |      |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     | TOTAL                                   | 1450.00 |         | TORQUE AT BOTTOM   |         |     | 0                   |          |            |                |                  |                      |                                |                   |      |               |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     | WT. OF D.C.                             | 21      |         | FILL ON BOTTOM (m) |         |     | 0                   |          |            |                |                  |                      |                                | STACK<br>TEMP     | 580  | STACK<br>TEMP |             |                  |           |      |                 |                                                  |                                             |  |      |      |
|     | WT. OF STRING                           | 46      |         |                    |         |     |                     |          |            |                |                  |                      |                                | DRILLER SIGNATURE |      |               |             | SPECIAL<br>EVENT | LOG       |      |                 |                                                  | SAFETY TOPIC                                |  | MEHL | MACP |
|     |                                         |         |         |                    |         |     |                     |          |            |                |                  |                      |                                | MAGELLA MAINGUY   |      |               |             | TIME / DEPTH     | 200       |      | 1448            |                                                  | LOGGING                                     |  | 0    | 6376 |



# EVENING

[illegible]

| CODE NO.                             |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23 | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |        | RENTALS / SERVICES |             |  | MORN | DAY | EVE |  |  |
|--------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|----|----|----|----|--------|-----------------|-----------------|--------|--------------------|-------------|--|------|-----|-----|--|--|
|                                      |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |    |    |    |    |        |                 | NO.             | TYPE   | TYPE               | IT38 LOADER |  |      |     |     |  |  |
| T<br>I<br>M<br>E<br>-<br>H<br>R<br>S |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        | 1               | BRANDT          |        | CREW VEHICLE       |             |  |      |     |     |  |  |
|                                      | MORN  |                  |              |         |        |                 | 2.0   | 0.25        |            |                    |             | 5.5           |                  |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    |        | 8.00            | SCREENS CHANGED | NO     | NEW/USED           | USED        |  |      |     |     |  |  |
|                                      | DAY   |                  |              |         |        | 2.5             | 6.75  | 0.25        |            | 1.25               |             |               | 1.0              |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    | 12.00  | TOP             |                 | TOP    |                    |             |  |      |     |     |  |  |
|                                      | EVE   |                  |              |         |        |                 |       | 0.25        |            |                    |             |               | 3.5              |                |                  |             |                |           |                |         |           |                | 0.25 |    |    |    |    | 4.00   | MIDDLE          |                 | MIDDLE |                    |             |  |      |     |     |  |  |
|                                      | TOTAL |                  |              |         |        | 2.50            | 8.75  | 0.75        |            | 1.25               |             |               | 5.50             | 4.50           |                  |             |                |           |                |         |           |                | 0.75 |    |    |    |    | 24.00  | 180             |                 | BOTTOM | BOTTOM             |             |  |      |     |     |  |  |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |    |    |    |    |        |                 | 89              |        |                    |             |  |      |     |     |  |  |

| NO. | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |          |          | EVENING TOUR |             |      | MUD RECORD          |                  |                      | METRES DRILLED |              |                                |                                |                          | TIME LOG           |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|-----|-----------------------------------------|---------|--------|--------------------|----------|----------|--------------|-------------|------|---------------------|------------------|----------------------|----------------|--------------|--------------------------------|--------------------------------|--------------------------|--------------------|-------------------|-----------|---------------------------------------------|------------------|----|----------------------------------------------------------------|--------------|--|------|------|
|     | BIT                                     | O.D.    |        | BIT NO.            | MUD TYPE | GEL/CHEM |              | WATER BASED | X    | OIL BASED           |                  | FROM                 | TO             | D-R-C        | RPM                            | WOB                            | FROM                     | TO                 | ELAPSED<br>TIME   | CODE      | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | SIZE               |          |          |              |             |      | TIME                | 2000             | 2200                 | 2400           | 0            |                                |                                |                          |                    |                   | 2000      | 2015                                        | 0.25             | 7  | RIG SERVICE ( F/T HCR OP 2 SEC / CL 2 SEC )                    |              |  |      |      |
|     |                                         |         |        | IADC CODE          |          |          |              |             |      | DENSITY (kg/m3 )    | 1190             | 1190                 | 1190           |              |                                |                                |                          |                    |                   | 2015      | 2030                                        | 0.25             | 21 | SAFETY MEETINGWITH POWER TONG TOTAL DEPTH                      |              |  |      |      |
|     |                                         |         |        | MANUFACTURER       |          |          |              |             |      | FUNNEL VISCOSITY    | 85               | 85                   | 85             |              |                                |                                |                          |                    |                   | 2030      | 2400                                        | 3.50             | 12 | RUN CASING WITH TOTAL DEPTH                                    |              |  |      |      |
|     |                                         |         |        | TYPE               |          |          |              |             |      | FLUID LOSS (cm3 )   | 8                | 8                    | 8              |              |                                |                                |                          |                    |                   | 2400      |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | SERIAL NO.         |          |          |              |             |      | pH                  | 10               | 10                   | 10             |              |                                |                                |                          |                    |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | JETS               |          |          |              |             |      | MUD MATERIALS ADDED |                  |                      | SOLIDS CONTROL |              |                                | CIRCULATION<br>PRESSURE<br>kPa | PUMP NO. 1               |                    | PUMP NO. 2        |           |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        |                    |          |          |              |             |      | PRODUCT             | AMOUNT           | UNIT                 | CENTRIFUGE     |              |                                |                                | LINER<br>SIZE            | SPM                | LINER<br>SIZE     | SPM       |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | DEPTH OUT (m)      |          |          |              |             |      |                     |                  |                      |                | HOURS<br>RUN | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY        | UNDER<br>FLOW<br>DENSITY | 6200               | 152               | 1450      |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | DEPTH IN (m)       |          |          |              |             |      |                     |                  |                      |                |              |                                |                                |                          | REDUCED PUMP SPEED |                   |           |                                             |                  |    | 5 1/2 50-TON SIDE DOOR ELEVATOR / SERIAL# TDPT-6001 /W.O 55576 |              |  |      |      |
|     |                                         |         |        | TOTAL DRILLED (m)  |          |          |              |             |      |                     |                  |                      |                | 4            | 1190                           | 1180                           | 1620                     | 3900               | @                 | 68        | @                                           |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | TOTAL HRS RUN      |          |          |              |             |      |                     |                  |                      |                | HOURS<br>RUN | INTAKE<br>DENSITY<br>( kg/m3 ) | OVER<br>FLOW<br>DENSITY        | UNDER<br>FLOW<br>DENSITY | DEVIATION SURVEYS  |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | CUTTING STRUCTURE  |          |          |              |             |      |                     |                  |                      |                | 4            | 1190                           | 1180                           | 1630                     | DEPTH ( m )        | DEVIATION         | DIRECTION |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        | TI                 | To       | MDC      | LOC          | BRG         | GAGE | ODC                 | REASON<br>PULLED | TOTAL<br>RUN<br>m/Hr | BOILERS        |              |                                |                                |                          |                    |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|     |                                         |         |        |                    |          |          |              |             |      |                     |                  |                      | 1              |              | 2                              |                                |                          |                    |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|     | D.P.                                    | STANDS  |        | HOLE CONDITION     |          |          |              |             |      |                     |                  |                      |                |              |                                | HRS RUN                        | 4                        | HRS RUN            | 0                 |           |                                             |                  |    |                                                                |              |  |      |      |
|     | D.P.                                    | SINGLES |        | HOLE DRAG          |          |          |              |             |      |                     |                  |                      | 1 UP 1 DOWN    |              |                                |                                |                          |                    | BOILER<br>pH      | 12        | BOILER<br>pH                                |                  |    |                                                                |              |  |      |      |
|     | KELLY DOWN                              |         |        | TORQUE AT BOTTOM   |          |          |              |             |      |                     |                  |                      | 0              |              |                                |                                |                          |                    | STACK<br>TEMP     | 580       | STACK<br>TEMP                               |                  |    |                                                                |              |  |      |      |
|     | TOTAL                                   |         |        | FILL ON BOTTOM (m) |          |          |              |             |      |                     |                  |                      | 0              |              |                                |                                |                          |                    |                   |           |                                             |                  |    |                                                                |              |  |      |      |
|     | WT. OF D.C.                             |         |        |                    |          |          |              |             |      |                     |                  |                      |                |              |                                |                                |                          |                    | DRILLER SIGNATURE |           |                                             | SPECIAL<br>EVENT |    |                                                                | SAFETY TOPIC |  | MEHL | MACP |
|     | WT. OF STRING                           |         |        |                    |          |          |              |             |      |                     |                  |                      |                |              |                                |                                |                          |                    | MAGELLA MAINGUY   |           |                                             | TIME / DEPTH     |    |                                                                | RUN CAISINGS |  | 25   | 6333 |

# DRILLING CREW PAYROLL DATA

|                                                         |                                                     |                   |                                                                                    |                                                     |  |
|---------------------------------------------------------|-----------------------------------------------------|-------------------|------------------------------------------------------------------------------------|-----------------------------------------------------|--|
| WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>       | YEAR<br><b>2007</b>                                 | MONTH<br><b>2</b> | DAY<br><b>28</b>                                                                   | TOUR SHEET SERIAL NO.<br><b>PREC129_20070228_1B</b> |  |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>             | CONTRACTOR<br><b>PRECISION DRILLING, DIV OF PDC</b> |                   |                                                                                    | RIG NO.<br><b>129</b>                               |  |
| RIG MANAGER<br><b>TYLER ELL</b>                         | PROVINCE<br><b>N.W.T.</b>                           |                   | CAMP<br><input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO | RIG SAFETY DAYS<br><b>69</b>                        |  |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b> | CONTRACTOR'S JOB NUM<br><b>750</b>                  |                   |                                                                                    | OPERATOR'S AFE<br><b>07N710027</b>                  |  |

| MORNING TOUR     |              |   | FROM            |  | 0    | TO     | 800 |    |        | INJURIES |  |
|------------------|--------------|---|-----------------|--|------|--------|-----|----|--------|----------|--|
| CREW             | SOC INS. NO. |   | NAME            |  | HRS  |        | YES | NO |        |          |  |
| DRILLER          |              |   | MAGELLA MAINGUY |  | 8.00 |        |     | MM |        |          |  |
| DERRICKHAND      |              |   | ADAM OAKE       |  | 8.00 |        |     | AO |        |          |  |
| MOTORHAND        |              |   | JASON BICKERT   |  | 8.00 |        |     | JB |        |          |  |
| FLOOR HAND       |              |   | TYLER FINNEY    |  | 8.00 |        |     | TF |        |          |  |
| FLOORHAND        |              |   | CAMERON MACKAY  |  | 8.00 |        |     | CM |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
| RIG MANAGER      |              |   | TYLER ELL       |  | 1.00 | DAY    |     | TE |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
|                  |              |   |                 |  |      |        |     |    |        |          |  |
| RATE SCHEDULE    |              | X | REGULAR         |  |      | REPAIR |     |    | INVERT |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS         |  |      |        |     |    |        |          |  |
|                  |              |   | CAMERON MACKAY  |  |      |        |     |    |        |          |  |

| DAY TOUR         |              |   | FROM           |  | 800   | TO     | 2000 |    |        | INJURIES |  |
|------------------|--------------|---|----------------|--|-------|--------|------|----|--------|----------|--|
| CREW             | SOC INS. NO. |   | NAME           |  | HRS   |        | YES  | NO |        |          |  |
| DRILLER          |              |   | RYAN OXNER     |  | 12.00 |        |      | RO |        |          |  |
| DERRICK HAND     |              |   | PETER MATUSKA  |  | 12.00 |        |      | PM |        |          |  |
| MOTORHAND        |              |   | CHRIS HUNNEMAN |  | 12.00 |        |      | CH |        |          |  |
| FLOOR HAND       |              |   | IVAN CINDRIC   |  | 12.00 |        |      | IC |        |          |  |
| FLOORHAND        |              |   | RANDAL ROCHAT  |  | 12.00 |        |      | RR |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
|                  |              |   |                |  |       |        |      |    |        |          |  |
| RATE SCHEDULE    |              | X | REGULAR        |  |       | REPAIR |      |    | INVERT |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS        |  |       |        |      |    |        |          |  |
|                  |              |   | RANDAL ROCHAT  |  |       |        |      |    |        |          |  |

| EVENING TOUR     |              |   | FROM            |  | 2000 | TO     | 2400 |    |        | INJURIES |  |
|------------------|--------------|---|-----------------|--|------|--------|------|----|--------|----------|--|
| CREW             | SOC INS. NO. |   | NAME            |  | HRS  |        | YES  | NO |        |          |  |
| DRILLER          |              |   | MAGELLA MAINGUY |  | 4.00 |        |      | MM |        |          |  |
| DERRICKHAND      |              |   | ADAM OAKE       |  | 4.00 |        |      | AO |        |          |  |
| MOTORHAND        |              |   | JASON BICKERT   |  | 4.00 |        |      | JB |        |          |  |
| FLOOR HAND       |              |   | TYLER FINNEY    |  | 4.00 |        |      | TF |        |          |  |
| FLOORHAND        |              |   | CAMERON MACKAY  |  | 4.00 |        |      | CM |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
|                  |              |   |                 |  |      |        |      |    |        |          |  |
| RATE SCHEDULE    |              | X | REGULAR         |  |      | REPAIR |      |    | INVERT |          |  |
| CREW SAFETY DAYS |              |   | DRIVERS         |  |      |        |      |    |        |          |  |
|                  |              |   | CAMERON MACKAY  |  |      |        |      |    |        |          |  |





DAY

|                                        |  |                         |  |                                       |  |  |  |  |  |  |  |  |  |                                                             |  |                  |  |              |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
|----------------------------------------|--|-------------------------|--|---------------------------------------|--|--|--|--|--|--|--|--|--|-------------------------------------------------------------|--|------------------|--|--------------|--|-----------------------------|--|-----------|--|---------------|--|--------------|--|-------------|--|---------------|--|---------------|--|-------------------|--|----------------|--|----------------|--|------------|--|------------|--|-------|--|-------|--|
| LICENCE NO.                            |  | WELL NAME & NO.         |  | DAILY CHECKS                          |  |  |  |  |  |  |  |  |  | YEAR                                                        |  | MONTH            |  | DAY          |  | LAST CASING TUBING OR LINER |  | O.D. (mm) |  | MIN I.D. (mm) |  | MASS (kg/m3) |  | MAKE        |  | GRADE         |  | NO. of JOINTS |  | TOTAL LENGTH      |  | KB TO CSG HEAD |  | SET AT (m)     |  | SPUD DATE  |  | 2007/02/18 |  | TIME  |  | 09:45 |  |
| 1159                                   |  | PARA ET AL CAMERON L-73 |  | (1.) Daily Walk Around Inspection     |  |  |  |  |  |  |  |  |  | RIG NO.                                                     |  | 129              |  | 219.1        |  |                             |  | 205.9     |  | 35.72         |  | IPSCO        |  | J55         |  | 32            |  | 436.48        |  | 4                 |  | 436            |  | RIG RELEASE    |  | 2007/03/01 |  | TIME       |  | 18:00 |  |       |  |
| OPERATOR                               |  |                         |  | CONTRACTOR NAME                       |  |  |  |  |  |  |  |  |  | (3.) H2S Signs Posted if Required                           |  | FUEL @ 08:00 HRS |  | 139.7        |  |                             |  | 125.73    |  | 23.07         |  | IPSCO        |  | J55         |  | 111           |  | 1450.82       |  | 4                 |  | 1450           |  | WELL TYPE      |  | VERT.      |  | RE-ENTRY   |  | NO    |  |       |  |
| PARAMOUNT RESOURCES LTD.               |  |                         |  | PRECISION DRILLING, DIV OF PDC        |  |  |  |  |  |  |  |  |  | (4.) Well Licence & Stick Diagram Posted                    |  | RIG              |  | 1800         |  |                             |  | 700       |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  | OPERATOR'S AFE |  | 07N710027  |  |            |  |       |  |       |  |
| SURFACE LOCATION                       |  |                         |  | UNIQUE ID                             |  |  |  |  |  |  |  |  |  | (5.) Flare Lines Staked                                     |  | TEMPERATURE      |  |              |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
| 60:02:38.30 N 117:29:54.30 W           |  |                         |  | 100/60-10-117-15/0                    |  |  |  |  |  |  |  |  |  | (6.) BOP Drills Performed                                   |  | DC/ DP           |  | DC / DP SIZE |  | MASS                        |  | GRADE     |  | MINIMUM I.D.  |  | T. JNT. O.D. |  | TYPE THREAD |  | NO. of JOINTS |  | PUMP TYPE     |  | PUMP MANUFACTURER |  | STROKE LENGTH  |  |                |  |            |  |            |  |       |  |       |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  |                         |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  |  |  |  |  |  |  |  |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |  | WEATHER          |  | -18          |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
| NEIL RUNDELL                           |  |                         |  | TYLER ELL                             |  |  |  |  |  |  |  |  |  | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |  | SNOWING          |  | DC           |  | 152                         |  | 122       |  | STD           |  | 58           |  | 150         |  | 4" H90        |  | 4             |  | BPMP              |  | EMSCO          |  | 229            |  |            |  |            |  |       |  |       |  |
|                                        |  |                         |  |                                       |  |  |  |  |  |  |  |  |  | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |  | WIND DIRECTION   |  | DC           |  | 121                         |  | 69.5      |  |               |  | 57           |  | 123         |  | 3" 1/2 IF16   |  | F-800         |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
|                                        |  |                         |  |                                       |  |  |  |  |  |  |  |  |  | (3.) Mast Inspection before Raising or Lowering             |  | N.E.             |  | DC           |  |                             |  |           |  |               |  |              |  |             |  |               |  |               |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
|                                        |  |                         |  |                                       |  |  |  |  |  |  |  |  |  | (4.) Crown Saver Checked                                    |  | ROAD CONDITION   |  | DP           |  | 101                         |  | 21.4      |  | E             |  | 66           |  | 127         |  | 4" FH         |  | 154           |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |
|                                        |  |                         |  |                                       |  |  |  |  |  |  |  |  |  | (5.) Motor Kills Checked                                    |  | ICE              |  | DP           |  | 101                         |  | 21.4      |  | E             |  | 66           |  | 127         |  | 4" FH         |  | 154           |  |                   |  |                |  |                |  |            |  |            |  |       |  |       |  |

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |        |          | RENTALS / SERVICES |             | MORN | DAY | EVE |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|-------|--------|-----------------|--------|----------|--------------------|-------------|------|-----|-----|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |       |        |                 | NO.    | TYPE     | TYPE               | IT38 LOADER |      |     |     |
| TIME<br>HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |       |        | 1               | BRANDT |          | CREW VEHICLE       |             |      |     |     |
|             | MORN  |                  |              |         |        | 2.5             |       | 0.25        |            |                    |             |               | 2.75             |                | 1.75             |             |                |           |                |         |           | 0.75           |      |      |    |    |       | 8.00   | SCREENS CHANGED | NO     | NEW/USED |                    |             |      |     |     |
|             | DAY   | 11.75            |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      |    |    | 12.00 | TOP    | TOP             |        |          |                    |             |      |     |     |
|             | EVE   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 3.75 |      |    |    | 4.00  | MIDDLE | MIDDLE          |        |          |                    |             |      |     |     |
|             | TOTAL | 11.75            |              |         |        |                 | 2.50  |             | 0.25       |                    |             |               |                  | 2.75           |                  | 1.75        |                |           |                |         |           |                | 1.25 | 3.75 |    |    |       | 24.00  | BOTTOM          | BOTTOM |          |                    |             |      |     |     |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |  | LENGTH  | BIT RECORD                                              |  |  |  |  | DAY TOUR            |  | MUD RECORD     |      |            |                          | METRES DRILLED           |                    |                    |              |            | TIME LOG |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|---------------|--------------------------------------|--|---------|---------------------------------------------------------|--|--|--|--|---------------------|--|----------------|------|------------|--------------------------|--------------------------|--------------------|--------------------|--------------|------------|----------|-----------|---------------|------|---------------------------------------------|--------------------------------------------------------------|--|--|---------------------|--|------|--|------|--|--|
|               | BIT                                  |  | O.D.    | BIT NO.                                                 |  |  |  |  | MUD TYPE            |  | WATER BASED    |      | OIL BASED  |                          | FROM                     | TO                 | D-R-C              | RPM          | WOB        | FROM     | TO        | ELAPSED TIME  | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | SIZE                                                    |  |  |  |  | TIME                |  |                |      |            |                          |                          |                    |                    |              |            | 800      | 815       | 0.25          | 21   | SAFETY MEETING(RIG OUT)                     |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | IADC CODE                                               |  |  |  |  | DENSITY (kg/m3 )    |  |                |      |            |                          |                          |                    |                    |              |            | 815      | 2000      | 11.75         | 1    | TEAR OUT DRILLING EQUIPMENT                 |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | MANUFACTURER                                            |  |  |  |  | FUNNEL VISCOSITY    |  |                |      |            |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | TYPE                                                    |  |  |  |  | FLUID LOSS (cm3 )   |  |                |      |            |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | SERIAL NO.                                              |  |  |  |  | pH                  |  |                |      |            |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | JETS                                                    |  |  |  |  | MUD MATERIALS ADDED |  | SOLIDS CONTROL |      |            |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1         |                    | PUMP NO. 2   |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         |                                                         |  |  |  |  | PRODUCT             |  | AMOUNT         | UNIT | CENTRIFUGE |                          |                          |                    | LINER SIZE         | SPM          | LINER SIZE | SPM      |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | DEPTH OUT (m)                                           |  |  |  |  | ALCAPAN 1130        |  | 10             | SX   | HOURS RUN  | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | 0                  | 152          | 0          |          |           |               |      |                                             | CHECK ALL OVERHEAD HOIST EQUIPMENT PRYOR TO LOWERING DERRICK |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | DEPTH IN (m)                                            |  |  |  |  | ENVIROFLOC          |  | 40             | SX   |            |                          |                          |                    | REDUCED PUMP SPEED |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | TOTAL DRILLED (m)                                       |  |  |  |  |                     |  |                |      | 12         | 1180                     | 1000                     | 1620               | 0                  | @            | 0          | @        | 0         |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | TOTAL HRS RUN                                           |  |  |  |  |                     |  |                |      | HOURS RUN  | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | DEVIATION SURVEYS  |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | CUTTING STRUCTURE                                       |  |  |  |  |                     |  |                |      | 12         | 1180                     | 1000                     | 1620               | DEPTH ( m )        |              | DEVIATION  |          | DIRECTION |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         | TI To MDC LOC BRG GAGE ODC REASON PULLED TOTAL RUN m/HR |  |  |  |  |                     |  |                |      | BOILERS    |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               |                                      |  |         |                                                         |  |  |  |  |                     |  |                |      | 1          |                          | 2                        |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               | D.P.                                 |  | STANDS  |                                                         |  |  |  |  |                     |  |                |      | HRS RUN    | 12                       | HRS RUN                  | 0                  |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
|               | D.P.                                 |  | SINGLES |                                                         |  |  |  |  |                     |  |                |      | BOILER pH  | 12                       | BOILER pH                |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
| KELLY DOWN    |                                      |  |         | HOLE DRAG                                               |  |  |  |  |                     |  |                |      | STACK TEMP | 325                      | STACK TEMP               |                    | DRILLER SIGNATURE  |              |            |          |           | SPECIAL EVENT |      |                                             |                                                              |  |  | SAFETY TOPIC        |  | MEHL |  | MACP |  |  |
| TOTAL         |                                      |  |         | TORQUE AT BOTTOM                                        |  |  |  |  |                     |  |                |      | RYAN OXNER |                          |                          |                    |                    | TIME / DEPTH |            |          |           |               |      |                                             |                                                              |  |  | LAYING OVER DERRICK |  | 30   |  |      |  |  |
| WT. OF D.C.   |                                      |  |         | FILL ON BOTTOM (m)                                      |  |  |  |  |                     |  |                |      |            |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |
| WT. OF STRING |                                      |  |         |                                                         |  |  |  |  |                     |  |                |      |            |                          |                          |                    |                    |              |            |          |           |               |      |                                             |                                                              |  |  |                     |  |      |  |      |  |  |

EVENING

|                                        |  |                         |  |                                       |  |  |  |                                                             |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  |                       |  |                     |  |         |  |
|----------------------------------------|--|-------------------------|--|---------------------------------------|--|--|--|-------------------------------------------------------------|--|--|--|--|--|---------|--|-------|--|------------------|--|-----------------------------|--|-----------|--|---------------|--|--------------|--|-------|--|-------|--|---------------|--|--------------|--|----------------|--|------------|--|-------------|--|-------------------------|--|-----------------------|--|---------------------|--|---------|--|
| LICENCE NO.                            |  | WELL NAME & NO.         |  | DAILY CHECKS                          |  |  |  |                                                             |  |  |  |  |  | YEAR    |  | MONTH |  | DAY              |  | LAST CASING TUBING OR LINER |  | O.D. (mm) |  | MIN I.D. (mm) |  | MASS (kg/m3) |  | MAKE  |  | GRADE |  | NO. of JOINTS |  | TOTAL LENGTH |  | KB TO CSG HEAD |  | SET AT (m) |  | SPUD DATE   |  | 2007/02/18              |  | TIME                  |  | 09:45               |  |         |  |
| 1159                                   |  | PARA ET AL CAMERON L-73 |  | (1.) Daily Walk Around Inspection     |  |  |  |                                                             |  |  |  |  |  | RIG NO. |  | 129   |  | FUEL @ 08:00 HRS |  |                             |  | 219.1     |  | 205.9         |  | 35.72        |  | IPSCO |  | J55   |  | 32            |  | 436.48       |  | 4              |  | 436        |  | RIG RELEASE |  | 2007/03/01              |  | TIME                  |  | 18:00               |  |         |  |
| OPERATOR                               |  |                         |  | CONTRACTOR NAME                       |  |  |  | (3.) H2S Signs Posted if Required                           |  |  |  |  |  |         |  |       |  | NR               |  |                             |  | TE        |  | 139.7         |  | 125.73       |  | 23.07 |  | IPSCO |  | J55           |  | 111          |  | 1450.82        |  | 4          |  | 1450        |  | WELL TYPE               |  | VERT.                 |  | RE-ENTRY            |  | NO      |  |
| PARAMOUNT RESOURCES LTD.               |  |                         |  | PRECISION DRILLING, DIV OF PDC        |  |  |  | (4.) Well Licence & Stick Diagram Posted                    |  |  |  |  |  |         |  |       |  | NR               |  |                             |  | TE        |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  | OPERATOR'S AFE          |  | 07N710027             |  |                     |  |         |  |
| SURFACE LOCATION                       |  |                         |  | UNIQUE ID                             |  |  |  | (5.) Flare Lines Staked                                     |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  | KELLY BSHG            |  | .33                 |  | OP FUEL |  |
| 60:02:38.30 N 117:29:54.30 W           |  |                         |  | 100/60-10-117-15/0                    |  |  |  | (6.) BOP Drills Performed                                   |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  | CONTRACTOR'S JOB NUM    |  | 750                   |  |                     |  |         |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  |                         |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER |  |  |  | (7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |  |  |  |  |  |         |  |       |  | NR               |  | TE                          |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  | TOUR SHEET SERIAL NUM |  | PREC129_20070301_1C |  |         |  |
| NEIL RUNDELL                           |  |                         |  | TYLER ELL                             |  |  |  | (1.) Rig Site Health & Safety Meeting ( one/crew/month )    |  |  |  |  |  |         |  |       |  | TE               |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  | VENDOR SOFTWARE VERSION |  | EDR_3-2-4_HF2 ETS 2.2 |  |                     |  |         |  |
|                                        |  |                         |  |                                       |  |  |  | (2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  |                       |  |                     |  |         |  |
|                                        |  |                         |  |                                       |  |  |  | (3.) Mast Inspection before Raising or Lowering             |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  |                       |  |                     |  |         |  |
|                                        |  |                         |  |                                       |  |  |  | (4.) Crown Saver Checked                                    |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  |                       |  |                     |  |         |  |
|                                        |  |                         |  |                                       |  |  |  | (5.) Motor Kills Checked                                    |  |  |  |  |  |         |  |       |  |                  |  |                             |  |           |  |               |  |              |  |       |  |       |  |               |  |              |  |                |  |            |  |             |  |                         |  |                       |  |                     |  |         |  |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23   | 24 | 25 | 26    | TOTALS | SHALE SHAKER(S) |    |          | RENTALS / SERVICES |              |             | MORN | DAY | EVE |  |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|------|----|----|-------|--------|-----------------|----|----------|--------------------|--------------|-------------|------|-----|-----|--|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |      |    |    |       |        |                 |    | NO.      | TYPE               | TYPE         | IT38 LOADER |      |     |     |  |
| TIME - HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |       |        |                 | 1  | BRANDT   |                    |              |             |      |     |     |  |
|            | MORN  |                  |              |         |        | 2.5             |       | 0.25        |            |                    |             |               | 2.75             |                | 1.75             |             |                |           |                |         |           | 0.75           |      |      |    |    |       | 8.00   | SCREENS CHANGED | NO | NEW/USED | USED               | CREW VEHICLE |             |      |     |     |  |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |      |    |    |       |        |                 |    |          |                    |              |             |      |     |     |  |
|            | DAY   | 11.75            |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           |      |      |    |    |       | 12.00  | TOP             |    | TOP      |                    |              |             |      |     |     |  |
|            | EVE   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.25 | 3.75 |    |    |       | 4.00   | MIDDLE          |    | MIDDLE   |                    |              |             |      |     |     |  |
|            | TOTAL | 11.75            |              |         |        | 2.50            |       | 0.25        |            |                    |             |               | 2.75             |                | 1.75             |             |                |           |                |         |           | 1.25           | 3.75 |      |    |    | 24.00 | 180    | BOTTOM          |    | BOTTOM   |                    |              |             |      |     |     |  |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |  | LENGTH  | BIT RECORD        |  |  |  | EVENING TOUR        |  | MUD RECORD     |      |            |  | METRES DRILLED           |            |                          |                   | TIME LOG           |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|---------------|--------------------------------------|--|---------|-------------------|--|--|--|---------------------|--|----------------|------|------------|--|--------------------------|------------|--------------------------|-------------------|--------------------|--------------------|-------------------|--------------|------|-----------------------------------------------------|---------------|--|-----------|--|--|--|--------------|--|------|--|-----------------|--|---|--|---|--|
|               | BIT                                  |  | O.D.    | BIT NO.           |  |  |  | MUD TYPE            |  | WATER BASED    |      | OIL BASED  |  | FROM                     | TO         | D-R-C                    | RPM               | WOB                | FROM               | TO                | ELAPSED TIME | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS         |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | SIZE              |  |  |  | TIME                |  |                |      |            |  |                          |            |                          |                   |                    | 2000               | 2015              | 0.25         | 21   | SAFETY MEETING(PREP RIG FOR MORNING MOVE)           |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | IADC CODE         |  |  |  | DENSITY (kg/m3 )    |  |                |      |            |  |                          |            |                          |                   |                    | 2015               | 2400              | 3.75         | 22   | RIG OUT THIRD PARTY EQUIPMENT THROUGH OUT THE NIGHT |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | MANUFACTURER      |  |  |  | FUNNEL VISCOSITY    |  |                |      |            |  |                          |            |                          |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | TYPE              |  |  |  | FLUID LOSS (cm3 )   |  |                |      |            |  |                          |            |                          |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | SERIAL NO.        |  |  |  | pH                  |  |                |      |            |  |                          |            |                          |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | JETS              |  |  |  | MUD MATERIALS ADDED |  | SOLIDS CONTROL |      |            |  | CIRCULATION PRESSURE kPa | PUMP NO. 1 |                          | PUMP NO. 2        |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         |                   |  |  |  | PRODUCT             |  | AMOUNT         | UNIT | CENTRIFUGE |  |                          |            | 152                      |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | DEPTH OUT (m)     |  |  |  |                     |  |                |      | HOURS RUN  |  |                          |            | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | REDUCED PUMP SPEED |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | DEPTH IN (m)      |  |  |  |                     |  |                |      |            |  |                          |            |                          |                   |                    |                    | @                 |              | @    |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | TOTAL DRILLED (m) |  |  |  |                     |  |                |      | HOURS RUN  |  |                          |            | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY | DEVIATION SURVEYS  |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         | TOTAL HRS RUN     |  |  |  |                     |  |                |      |            |  |                          |            |                          |                   |                    |                    | DEPTH ( m )       |              |      |                                                     | DEVIATION     |  | DIRECTION |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            | BOILERS                  |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            | 1                        |                   | 2                  |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               | D.P.                                 |  | STANDS  |                   |  |  |  |                     |  |                |      |            |  |                          |            | HRS RUN                  | 4                 | HRS RUN            | 0                  |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
|               | D.P.                                 |  | SINGLES |                   |  |  |  |                     |  |                |      |            |  |                          |            | BOILER pH                | 12                | BOILER pH          |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
| KELLY DOWN    |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            | STACK TEMP               | 275               | STACK TEMP         |                    | DRILLER SIGNATURE |              |      |                                                     | SPECIAL EVENT |  |           |  |  |  | SAFETY TOPIC |  | MEHL |  | MACP            |  |   |  |   |  |
| TOTAL         |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            |                          |                   |                    |                    | MAGELLA MAINGUY   |              |      |                                                     | TIME / DEPTH  |  |           |  |  |  |              |  |      |  | COLD CONDITIONS |  | 0 |  | 0 |  |
| WT. OF D.C.   |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            |                          |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |
| WT. OF STRING |                                      |  |         |                   |  |  |  |                     |  |                |      |            |  |                          |            |                          |                   |                    |                    |                   |              |      |                                                     |               |  |           |  |  |  |              |  |      |  |                 |  |   |  |   |  |

# DRILLING CREW PAYROLL DATA

|                                                  |                                              |                                                                             |          |                                              |  |
|--------------------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------|----------|----------------------------------------------|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       | YEAR<br>2007                                 | MONTH<br>3                                                                  | DAY<br>1 | TOUR SHEET SERIAL NO.<br>PREC129_20070301_1C |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |                                                                             |          | RIG NO.<br>129                               |  |
| RIG MANAGER<br>TYLER ELL                         | PROVINCE<br>N.W.T.                           | CAMP<br><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |          | RIG SAFETY DAYS<br>70                        |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W | CONTRATOR'S JOB NUM<br>750                   |                                                                             |          | OPERATOR'S AFE<br>07N710027                  |  |

| MORNING TOUR     |  |              | FROM           |                 | 0 | TO     | 800 |  |        |    |  |  | INJURIES |  |
|------------------|--|--------------|----------------|-----------------|---|--------|-----|--|--------|----|--|--|----------|--|
| CREW             |  | SOC INS. NO. |                | NAME            |   | HRS    |     |  | YES    | NO |  |  |          |  |
| DRILLER          |  |              |                | MAGELLA MAINGUY |   | 8.00   |     |  |        | MM |  |  |          |  |
| DERRICKHAND      |  |              |                | ADAM OAKE       |   | 8.00   |     |  |        | AO |  |  |          |  |
| MOTORHAND        |  |              |                | JASON BICKERT   |   | 8.00   |     |  |        | JB |  |  |          |  |
| FLOOR HAND       |  |              |                | TYLER FINNEY    |   | 8.00   |     |  |        | TF |  |  |          |  |
| FLOORHAND        |  |              |                | CAMERON MACKAY  |   | 8.00   |     |  |        | CM |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
| RIG MANAGER      |  |              |                | TYLER ELL       |   | 1.00   | DAY |  |        | TE |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              |                |                 |   |        |     |  |        |    |  |  |          |  |
| RATE SCHEDULE    |  | X            | REGULAR        |                 |   | REPAIR |     |  | INVERT |    |  |  |          |  |
| CREW SAFETY DAYS |  |              | DRIVERS        |                 |   |        |     |  |        |    |  |  |          |  |
|                  |  |              | CAMERON MACKAY |                 |   |        |     |  |        |    |  |  |          |  |

| DAY TOUR         |  |              |               | FROM           |  | 800    | TO | 2000 |        |    |  |  |  | INJURIES |  |
|------------------|--|--------------|---------------|----------------|--|--------|----|------|--------|----|--|--|--|----------|--|
| CREW             |  | SOC INS. NO. |               | NAME           |  | HRS    |    |      | YES    | NO |  |  |  |          |  |
| DRILLER          |  |              |               | RYAN OXNER     |  | 12.00  |    |      |        | RO |  |  |  |          |  |
| DERRICK HAND     |  |              |               | PETER MATUSKA  |  | 12.00  |    |      |        | PM |  |  |  |          |  |
| MOTORHAND        |  |              |               | CHRIS HUNNEMAN |  | 12.00  |    |      |        | CH |  |  |  |          |  |
| FLOOR HAND       |  |              |               | IVAN CINDRIC   |  | 12.00  |    |      |        | IC |  |  |  |          |  |
| FLOORHAND        |  |              |               | RANDAL ROCHAT  |  | 12.00  |    |      |        | RR |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              |               |                |  |        |    |      |        |    |  |  |  |          |  |
| RATE SCHEDULE    |  | X            | REGULAR       |                |  | REPAIR |    |      | INVERT |    |  |  |  |          |  |
| CREW SAFETY DAYS |  |              | DRIVERS       |                |  |        |    |      |        |    |  |  |  |          |  |
|                  |  |              | RANDAL ROCHAT |                |  |        |    |      |        |    |  |  |  |          |  |

| EVENING TOUR     |  |              | FROM    |                 | 2000 | TO     | 2400 |  |        |    |  |  | INJURIES |  |
|------------------|--|--------------|---------|-----------------|------|--------|------|--|--------|----|--|--|----------|--|
| CREW             |  | SOC INS. NO. |         | NAME            |      | HRS    |      |  | YES    | NO |  |  |          |  |
| DRILLER          |  |              |         | MAGELLA MAINGUY |      | 4.00   |      |  |        | MM |  |  |          |  |
| DERRICKHAND      |  |              |         | ADAM OAKE       |      | 4.00   |      |  |        | AO |  |  |          |  |
| MOTORHAND        |  |              |         | JASON BICKERT   |      | 4.00   |      |  |        | JB |  |  |          |  |
| FLOOR HAND       |  |              |         | TYLER FINNEY    |      | 4.00   |      |  |        | TF |  |  |          |  |
| FLOORHAND        |  |              |         | CAMERON MACKAY  |      | 4.00   |      |  |        | CM |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |
| RATE SCHEDULE    |  | X            | REGULAR |                 |      | REPAIR |      |  | INVERT |    |  |  |          |  |
| CREW SAFETY DAYS |  |              | DRIVERS |                 |      |        |      |  |        |    |  |  |          |  |
|                  |  |              |         |                 |      |        |      |  |        |    |  |  |          |  |





# DAY

[illegible][illegible]

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |    |     |     |     |      | DAY TOUR            | MUD RECORD               |                   |                    |                          | METRES DRILLED     |                          |                          |            |             | TIME LOG   |               |      |           |              |              |                                                      |      |      |  |
|---------------|-----------------------------------------|---------|--------|--------------------|----|-----|-----|-----|------|---------------------|--------------------------|-------------------|--------------------|--------------------------|--------------------|--------------------------|--------------------------|------------|-------------|------------|---------------|------|-----------|--------------|--------------|------------------------------------------------------|------|------|--|
|               | BIT                                     | O.D.    |        | BIT NO.            |    |     |     |     |      | MUD TYPE            | <input type="text"/>     |                   | WATER BASED        | <input type="checkbox"/> | OIL BASED          | <input type="checkbox"/> | FROM                     | TO         | D-R-C       | RPM        | WOB           | FROM | TO        | ELAPSED TIME | CODE         | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS          |      |      |  |
|               |                                         |         |        | SIZE               |    |     |     |     |      | TIME                |                          |                   |                    |                          |                    |                          |                          |            |             |            |               | 800  | 830       | 0.50         | 21           | SAFETY MEETING(WITH BASSNETT TRUCKING)               |      |      |  |
|               |                                         |         |        | IADC CODE          |    |     |     |     |      | DENSITY (kg/m3 )    |                          |                   |                    |                          |                    |                          |                          |            |             |            |               | 830  | 2000      | 11.50        | 22           | MOVE RIG 568KM FROM NWT LOCATION TO ALBERTA LOCATION |      |      |  |
|               |                                         |         |        | MANUFACTURER       |    |     |     |     |      | FUNNEL VISCOSITY    |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | TYPE               |    |     |     |     |      | FLUID LOSS (cm3 )   |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | SERIAL NO.         |    |     |     |     |      | pH                  |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | JETS               |    |     |     |     |      | MUD MATERIALS ADDED |                          |                   | SOLIDS CONTROL     |                          |                    |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1 |             | PUMP NO. 2 |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        |                    |    |     |     |     |      | PRODUCT             | AMOUNT                   | UNIT              | CENTRIFUGE         |                          |                    |                          | LINER SIZE               | SPM        | LINER SIZE  | SPM        |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | DEPTH OUT (m)      |    |     |     |     |      | HOURS RUN           | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY |                          | 152                |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | DEPTH IN (m)       |    |     |     |     |      |                     |                          |                   |                    |                          | REDUCED PUMP SPEED |                          |                          |            | @           |            | @             |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | TOTAL DRILLED (m)  |    |     |     |     |      | HOURS RUN           | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY |                          | DEVIATION SURVEYS  |                          |                          |            | DEPTH ( m ) |            | DEVIATION     |      | DIRECTION |              |              |                                                      |      |      |  |
|               |                                         |         |        | TOTAL HRS RUN      |    |     |     |     |      |                     |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | CUTTING STRUCTURE  |    |     |     |     |      |                     |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        | TI                 | To | MDC | LOC | BRG | GAGE | ODC                 | REASON PULLED            | TOTAL RUN m/HR    | BOILERS            |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               |                                         |         |        |                    |    |     |     |     |      |                     |                          |                   | 1                  |                          | 2                  |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               | D.P.                                    | STANDS  |        |                    |    |     |     |     |      |                     |                          |                   | HRS RUN            | 0                        | HRS RUN            | 0                        |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
|               | D.P.                                    | SINGLES |        |                    |    |     |     |     |      |                     |                          |                   | BOILER pH          | 0                        | BOILER pH          |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
| KELLY DOWN    |                                         |         |        | HOLE CONDITION     |    |     |     |     |      |                     |                          |                   | STACK TEMP         | 0                        | STACK TEMP         |                          | DRILLER SIGNATURE        |            |             |            | SPECIAL EVENT |      |           |              | SAFETY TOPIC |                                                      | MEHL | MACP |  |
| TOTAL         |                                         |         |        | HOLE DRAG          |    |     |     |     |      |                     |                          |                   |                    |                          |                    |                          | RYAN OXNER               |            |             |            | TIME / DEPTH  |      |           |              | RIG MOVE     |                                                      | 0    | 0    |  |
| WT. OF D.C.   |                                         |         |        | TORQUE AT BOTTOM   |    |     |     |     |      |                     |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |
| WT. OF STRING |                                         |         |        | FILL ON BOTTOM (m) |    |     |     |     |      |                     |                          |                   |                    |                          |                    |                          |                          |            |             |            |               |      |           |              |              |                                                      |      |      |  |

EVENING

|                                        |  |                         |  |                                                                                                                                                                                                                                                                                                          |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  |                                                     |  |                  |  |               |  |              |  |              |  |              |  |               |  |               |  |                |  |                                       |  |                                                |  |                                                |  |                                                                     |  |  |  |
|----------------------------------------|--|-------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|---------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------|--|------------------|--|---------------|--|--------------|--|--------------|--|--------------|--|---------------|--|---------------|--|----------------|--|---------------------------------------|--|------------------------------------------------|--|------------------------------------------------|--|---------------------------------------------------------------------|--|--|--|
| LICENCE NO.                            |  | WELL NAME & NO.         |  | DAILY CHECKS                                                                                                                                                                                                                                                                                             |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  | <div> <div> <div>OPR</div> <div>R.M.</div> </div> <div> <div>NR</div> <div>TE</div> </div> </div> |  | <div> <div>YEAR</div> <div>2007</div> </div> <div> <div>MONTH</div> <div>3</div> </div> <div> <div>DAY</div> <div>2</div> </div> |  | <div> <div>LAST CASING TUBING OR LINER</div> </div> |  | O.D. (mm)        |  | MIN I.D. (mm) |  | MASS (kg/m3) |  | MAKE         |  | GRADE        |  | NO. of JOINTS |  | TOTAL LENGTH  |  | KB TO CSG HEAD |  | SET AT (m)                            |  | <div>SPUD DATE</div> <div>2007/02/18</div>     |  | <div>TIME</div> <div>09:45</div>               |  |                                                                     |  |  |  |
| 1159                                   |  | PARA ET AL CAMERON L-73 |  | <div> <div>(1.) Daily Walk Around Inspection</div> <div>(2.) Detailed Inspection - Weekly ( Using Check List )</div> <div>(3.) H2S Signs Posted if Required</div> <div>(4.) Well Licence &amp; Stick Diagram Posted</div> <div>(5.) Flare Lines Staked</div> <div>(6.) BOP Drills Performed</div> </div> |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  | RIG NO.                                                                                           |  | 129                                                                                                                              |  |                                                     |  | 219.1            |  | 205.9         |  | 35.72        |  | IPSCO        |  | J55          |  | 32            |  | 436.48        |  | 4              |  | 436                                   |  | <div>RIG RELEASE</div> <div>2007/03/01</div>   |  | <div>TIME</div> <div>18:00</div>               |  |                                                                     |  |  |  |
| OPERATOR                               |  |                         |  | CONTRACTOR NAME                                                                                                                                                                                                                                                                                          |  |  |  | <div> <div>(3.) H2S Signs Posted if Required</div> <div>(4.) Well Licence &amp; Stick Diagram Posted</div> <div>(5.) Flare Lines Staked</div> <div>(6.) BOP Drills Performed</div> </div>                                                                                                      |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  |                                                     |  | FUEL @ 08:00 HRS |  |               |  |              |  |              |  |              |  |               |  |               |  |                |  | <div>WELL TYPE</div> <div>VERT.</div> |  | <div>RE-ENTRY</div> <div>NO</div>              |  |                                                |  |                                                                     |  |  |  |
| PARAMOUNT RESOURCES LTD.               |  |                         |  | PRECISION DRILLING, DIV OF PDC                                                                                                                                                                                                                                                                           |  |  |  | <div> <div>(1.) Rig Site Health &amp; Safety Meeting ( one/crew/month )</div> <div>(2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )</div> <div>(3.) Mast Inspection before Raising or Lowering</div> <div>(4.) Crown Saver Checked</div> <div>(5.) Motor Kills Checked</div> </div> |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  |                                                     |  | RIG              |  | 500           |  | 700          |  |              |  |              |  |               |  |               |  |                |  |                                       |  | <div>OPERATOR'S AFE</div> <div>07N710027</div> |  |                                                |  |                                                                     |  |  |  |
| SURFACE LOCATION                       |  |                         |  | UNIQUE ID                                                                                                                                                                                                                                                                                                |  |  |  | <div> <div>(1.) Rig Site Health &amp; Safety Meeting ( one/crew/month )</div> <div>(2.) CAODC Rig Safet Inspection Checklist ( one/rig/month )</div> <div>(3.) Mast Inspection before Raising or Lowering</div> <div>(4.) Crown Saver Checked</div> <div>(5.) Motor Kills Checked</div> </div> |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  |                                                     |  | TEMPERATURE      |  |               |  |              |  |              |  |              |  |               |  |               |  |                |  |                                       |  | <div>KELLY BSHG</div> <div>.33</div>           |  | <div>OP FUEL</div> <div></div>                 |  |                                                                     |  |  |  |
| 60:02:38.30 N 117:29:54.30 W           |  |                         |  | 100/60-10-117-15/0                                                                                                                                                                                                                                                                                       |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  | DC/ DP                                              |  | DC / DP SIZE     |  | MASS          |  | GRADE        |  | MINIMUM I.D. |  | T. JNT. O.D. |  | TYPE THREAD   |  | NO. of JOINTS |  | PUMP TYPE      |  | PUMP MANUFACTURER                     |  | STROKE LENGTH                                  |  | <div>CONTRACTOR'S JOB NUM</div> <div>750</div> |  |                                                                     |  |  |  |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE |  |                         |  | SIGNATURE OF CONTRACTOR'S RIG MANAGER                                                                                                                                                                                                                                                                    |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  | WINDY                                               |  | DC               |  | 152           |  | 122          |  | STD          |  | 58           |  | 150           |  | 4" H90        |  | 4              |  | BPMMP                                 |  | EMSCO                                          |  | 229                                            |  | <div>TOUR SHEET SERIAL NUM</div> <div>PREC129_20070302_1B</div>     |  |  |  |
| NEIL RUNDELL                           |  |                         |  | TYLER ELL                                                                                                                                                                                                                                                                                                |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  | WIND DIRECTION                                      |  | DC               |  | 121           |  | 69.5         |  |              |  | 57           |  | 123           |  | 3" 1/2        |  | F16            |  | F-800                                 |  |                                                |  |                                                |  | <div>VENDOR SOFTWARE VERSION</div> <div>EDR_3-2-4_HF2 ETS 2.2</div> |  |  |  |
|                                        |  |                         |  |                                                                                                                                                                                                                                                                                                          |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  | N.E. ROAD CONDITION                                 |  | DC               |  | 101           |  | 21.4         |  | E            |  | 66           |  | 127           |  | 4" FH         |  | 154            |  |                                       |  |                                                |  |                                                |  |                                                                     |  |  |  |
|                                        |  |                         |  |                                                                                                                                                                                                                                                                                                          |  |  |  |                                                                                                                                                                                                                                                                                                |  |  |  |  |  |                                                                                                   |  |                                                                                                                                  |  | ICE                                                 |  | DP               |  | 101           |  | 21.4         |  | E            |  | 66           |  | 127           |  | 4" FH         |  | 154            |  |                                       |  |                                                |  |                                                |  |                                                                     |  |  |  |

| CODE NO.   |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22   | 23    | 24 | 25 | 26 | TOTALS | SHALE SHAKER(S) |                 |        | RENTALS / SERVICES |        |              | MORN | DAY | EVE |  |  |  |
|------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|------|-------|----|----|----|--------|-----------------|-----------------|--------|--------------------|--------|--------------|------|-----|-----|--|--|--|
|            |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |      |       |    |    |    |        |                 |                 | NO.    | TYPE               | TYPE   | IT38 LOADER  |      |     |     |  |  |  |
| TIME - HRS |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |       |    |    |    |        |                 | 1               | BRANDT |                    |        |              |      |     |     |  |  |  |
|            | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.25           | 7.75 |       |    |    |    |        | 8.00            | SCREENS CHANGED | NO     | NEW/USED           | USED   | CREW VEHICLE |      |     |     |  |  |  |
|            | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           | 0.5            | 11.5 |       |    |    |    |        | 12.00           | TOP             |        | TOP                |        |              |      |     |     |  |  |  |
|            | EVE   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |       |    |    |    |        |                 | 180             |        | 89                 |        |              |      |     |     |  |  |  |
|            | TOTAL |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                | 0.75 | 19.25 |    |    |    |        | 20.00           | 180             |        |                    | MIDDLE | MIDDLE       |      |     |     |  |  |  |
|            |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |      |       |    |    |    |        |                 |                 | 89     |                    | BOTTOM | BOTTOM       |      |     |     |  |  |  |

| NO.           | DRILLING ASSEMBLY ( AT END OF TOUR ) |         | LENGTH | BIT RECORD         |    |     |     | EVENING TOUR        |                | MUD RECORD  |               |                          |                          | METRES DRILLED     |                    |            |     | TIME LOG |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|---------------|--------------------------------------|---------|--------|--------------------|----|-----|-----|---------------------|----------------|-------------|---------------|--------------------------|--------------------------|--------------------|--------------------|------------|-----|----------|-------------------|----|--------------|---------------|---------------------------------------------|-----------|--|--|--------------|--|------|------|--|--|--|--|--|--|--|--|--|
|               | BIT                                  | O.D.    |        | BIT NO.            |    |     |     | MUD TYPE            |                | WATER BASED |               | OIL BASED                |                          | FROM               | TO                 | D-R-C      | RPM | WOB      | FROM              | TO | ELAPSED TIME | CODE          | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | SIZE               |    |     |     | TIME                |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | IADC CODE          |    |     |     | DENSITY (kg/m3 )    |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | MANUFACTURER       |    |     |     | FUNNEL VISCOSITY    |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | TYPE               |    |     |     | FLUID LOSS (cm3 )   |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | SERIAL NO.         |    |     |     | pH                  |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | JETS               |    |     |     | MUD MATERIALS ADDED | SOLIDS CONTROL |             |               |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1         |                    | PUMP NO. 2 |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        |                    |    |     |     | PRODUCT             | AMOUNT         | UNIT        | CENTRIFUGE    |                          |                          |                    | 152                |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | DEPTH OUT (m)      |    |     |     |                     |                |             | HOURS RUN     | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | REDUCED PUMP SPEED |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | DEPTH IN (m)       |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          | @                 |    | @            |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | TOTAL DRILLED (m)  |    |     |     |                     |                |             | HOURS RUN     | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY        | UNDER FLOW DENSITY | DEVIATION SURVEYS  |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | TOTAL HRS RUN      |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          | DEPTH ( m )       |    |              | DEVIATION     |                                             | DIRECTION |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | CUTTING STRUCTURE  |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        | TI                 | To | MDC | LOC | BRG                 | GAGE           | ODC         | REASON PULLED | TOTAL RUN m/HR           | BOILERS                  |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        |                    |    |     |     |                     |                |             |               |                          | 1                        |                    | 2                  |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               | D.P.                                 | STANDS  |        |                    |    |     |     |                     |                |             |               |                          | HRS RUN                  | 0                  | HRS RUN            | 0          |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               | D.P.                                 | SINGLES |        | HOLE CONDITION     |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
| KELLY DOWN    |                                      |         |        | HOLE DRAG          |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
| TOTAL         |                                      |         |        | TORQUE AT BOTTOM   |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
| WT. OF D.C.   |                                      |         |        | FILL ON BOTTOM (m) |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
| WT. OF STRING |                                      |         |        |                    |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          |                   |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        |                    |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          | DRILLER SIGNATURE |    |              | SPECIAL EVENT |                                             |           |  |  | SAFETY TOPIC |  | MEHL | MACP |  |  |  |  |  |  |  |  |  |
|               |                                      |         |        |                    |    |     |     |                     |                |             |               |                          |                          |                    |                    |            |     |          | TIME / DEPTH      |    |              |               |                                             |           |  |  |              |  |      |      |  |  |  |  |  |  |  |  |  |

# DRILLING CREW PAYROLL DATA

|                                                         |                                                     |                                  |                                            |                                                     |                              |
|---------------------------------------------------------|-----------------------------------------------------|----------------------------------|--------------------------------------------|-----------------------------------------------------|------------------------------|
| WELL NAME & NO.<br><b>PARA ET AL CAMERON L-73</b>       | YEAR<br><b>2007</b>                                 | MONTH<br><b>3</b>                | DAY<br><b>2</b>                            | TOUR SHEET SERIAL NO.<br><b>PREC129_20070302_1B</b> |                              |
| OPERATOR<br><b>PARAMOUNT RESOURCES LTD.</b>             | CONTRACTOR<br><b>PRECISION DRILLING, DIV OF PDC</b> |                                  |                                            | RIG NO.<br><b>129</b>                               |                              |
| RIG MANAGER<br><b>TYLER ELL</b>                         | PROVINCE<br><b>N.W.T.</b>                           | CAMP<br><input type="checkbox"/> | YES<br><input checked="" type="checkbox"/> | NO<br><input type="checkbox"/>                      | RIG SAFETY DAYS<br><b>71</b> |
| SURFACE LOCATION<br><b>60:02:38.30 N 117:29:54.30 W</b> | CONTRACTOR'S JOB NUM<br><b>750</b>                  |                                  |                                            | OPERATOR'S AFE<br><b>07N710027</b>                  |                              |

[illegible]



# MORNING

|                                        |                                       |
|----------------------------------------|---------------------------------------|
| LICENCE NO.                            | WELL NAME & NO.                       |
| 1159                                   | PARA ET AL CAMERON L-73               |
| OPERATOR                               | CONTRACTOR NAME                       |
| PARAMOUNT RESOURCES LTD.               | PRECISION DRILLING, DIV OF PDC        |
| SURFACE LOCATION                       | UNIQUE ID                             |
| 60:02:38.30 N 117:29:54.30 W           | 100/60-10-117-15/O                    |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | SIGNATURE OF CONTRACTOR'S RIG MANAGER |
| NEIL RUNDELL                           | TYLER ELL                             |

|                                                              |     |      |
|--------------------------------------------------------------|-----|------|
| DAILY CHECKS                                                 | OPR | R.M. |
| ( 1.) Daily Walk Around Inspection                           |     |      |
| ( 2.) Detailed Inspection - Weekly (Using Check List )       |     |      |
| ( 3.) H2S Signs Posted if Required                           |     |      |
| ( 4.) Well Licence & Stick Diagram Posted                    |     |      |
| ( 5.) Flare Lines Staked                                     |     |      |
| ( 6.) BOP Drills Performed                                   |     |      |
| ( 7.) Visually Inspect BOPs- Flare Lines & Degasser Lines    |     |      |
| ( 1.) Rig Site Health & Safety Meeting ( one/crew/month )    |     |      |
| ( 2.) CAODC Rig Safet Inspection Checklist ( one/rig/month ) |     |      |
| ( 3.) Mast Inspecion before Raising or Lowering              |     |      |
| ( 4.) Crown Saver Checked                                    |     |      |
| ( 5.) Motor Kills Checked                                    |     |      |

|                    |            |          |                             |              |                  |                 |       |              |              |             |               |               |                   |                |               |  |
|--------------------|------------|----------|-----------------------------|--------------|------------------|-----------------|-------|--------------|--------------|-------------|---------------|---------------|-------------------|----------------|---------------|--|
| YEAR<br>2007       | MONTH<br>3 | DAY<br>3 | LAST CASING TUBING OR LINER | O.D.<br>(mm) | MIN I.D.<br>(mm) | MASS<br>(kg/m3) | MAKE  |              |              |             | GRADE         | NO. OF JOINTS | TOTAL LENGTH      | KB TO CSG HEAD | SET AT<br>(m) |  |
| RIG NO.            | 129        |          |                             | 219.1        | 205.9            | 35.72           | IPSCO |              |              |             | J55           | 32            | 436.48            | 4              | 436           |  |
| FUEL @ 08:00 HRS   |            |          |                             | 139.7        | 125.73           | 23.07           | IPSCO |              |              |             | J55           | 111           | 1450.82           | 4              | 1450          |  |
| RIG                | BOILER     |          |                             |              |                  |                 |       |              |              |             |               |               |                   |                |               |  |
| 500                | 700        |          |                             |              |                  |                 |       |              |              |             |               |               |                   |                |               |  |
| TEMPERATURE        |            |          |                             |              |                  |                 |       |              |              |             |               |               |                   |                |               |  |
| -30                |            |          |                             | DC / DP      | SIZE             | MASS            | GRADE | MINIMUM I.D. | T. JNT. O.D. | TYPE THREAD | NO. OF JOINTS | PUMP TYPE     | PUMP MANUFACTURER |                | STROKE LENGTH |  |
| CURRENT CONDITIONS |            |          |                             | DC           | DP               | 152             | 122   | STD          | 58           | 150         | 4" H90        | 4             | BPMMP             | EMSCO          | 229           |  |
| WINDY              |            |          |                             | DC           | DP               | 121             | 69.5  |              | 57           | 123         | 3" 1/2 IF16   | F-800         |                   |                |               |  |
| WIND DIRECTION     |            |          |                             | DC           | DP               | 101             | 21.4  | E            | 66           | 127         | 4" FH         | 154           |                   |                |               |  |
| N.E.               |            |          |                             | DC           | DP               | 101             | 21.4  | E            | 66           | 127         | 4" FH         | 154           |                   |                |               |  |
| ROAD CONDITION     |            |          |                             | DC           | DP               | 101             | 21.4  | E            | 66           | 127         | 4" FH         | 154           |                   |                |               |  |
| ICE                |            |          |                             | DC           | DP               | 101             | 21.4  | E            | 66           | 127         | 4" FH         | 154           |                   |                |               |  |
| WEATHER            |            |          |                             | DC           | DP               | 101             | 21.4  | E            | 66           | 127         | 4" FH         | 154           |                   |                |               |  |

|                         |                       |          |       |
|-------------------------|-----------------------|----------|-------|
| SPUD DATE               | 2007/02/18            | TIME     | 09:45 |
| RIG RELEASE             | 2007/03/01            | TIME     | 18:00 |
| WELL TYPE               | VERT.                 | RE-ENTRY | NO    |
| OPERATOR'S AFE          | 07N710027             |          |       |
| KELLY BSHG              | .33                   | OP FUEL  |       |
| CONTRACTOR'S JOB NUM    | 750                   |          |       |
| TOUR SHEET SERIAL NUM   | PREC129_20070303_1B   |          |       |
| VENDOR SOFTWARE VERSION | EDR_3-2-4_HF2 ETS 2.2 |          |       |

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| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |        | LENGTH | BIT RECORD         |    |     |     |     |      | MORNING TOUR        | MUD RECORD           |                |                |                          | METRES DRILLED    |                          |                          |                    |           | TIME LOG   |               |      |    |              |              |                                             |      |  |
|---------------|-----------------------------------------|--------|--------|--------------------|----|-----|-----|-----|------|---------------------|----------------------|----------------|----------------|--------------------------|-------------------|--------------------------|--------------------------|--------------------|-----------|------------|---------------|------|----|--------------|--------------|---------------------------------------------|------|--|
|               | BIT                                     | O.D.   |        | BIT NO.            |    |     |     |     |      | MUD TYPE            | <input type="text"/> |                | WATER BASED    | <input type="checkbox"/> | OIL BASED         | <input type="checkbox"/> | FROM                     | TO                 | D-R-C     | RPM        | WOB           | FROM | TO | ELAPSED TIME | CODE         | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |      |  |
|               |                                         |        |        | SIZE               |    |     |     |     |      | TIME                |                      |                |                |                          |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | IADC CODE          |    |     |     |     |      | DENSITY (kg/m3 )    |                      |                |                |                          |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | MANUFACTURER       |    |     |     |     |      | FUNNEL VISCOSITY    |                      |                |                |                          |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | TYPE               |    |     |     |     |      | FLUID LOSS (cm3)    |                      |                |                |                          |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | SERIAL NO.         |    |     |     |     |      | pH                  |                      |                |                |                          |                   |                          |                          |                    |           |            |               |      |    |              |              | NO CREW                                     |      |  |
|               |                                         |        |        | JETS               |    |     |     |     |      | MUD MATERIALS ADDED |                      |                | SOLIDS CONTROL |                          |                   |                          | CIRCULATION PRESSURE kPa | PUMP NO. 1         |           | PUMP NO. 2 |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | DEPTH OUT (m)      |    |     |     |     |      | PRODUCT             | AMOUNT               | UNIT           | CENTRIFUGE     |                          |                   |                          |                          | LINER SIZE         | SPM       | LINER SIZE | SPM           |      |    |              |              |                                             |      |  |
|               |                                         |        |        | DEPTH IN (m)       |    |     |     |     |      |                     |                      |                | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       |                          | 152                |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | TOTAL DRILLED (m)  |    |     |     |     |      |                     |                      |                |                |                          |                   |                          |                          | REDUCED PUMP SPEED |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | TOTAL HRS RUN      |    |     |     |     |      |                     |                      |                |                |                          |                   |                          |                          | @                  |           | @          |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | CUTTING STRUCTURE  |    |     |     |     |      |                     |                      |                | HOURS RUN      | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY       |                          | DEVIATION SURVEYS  |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        | TI                 | To | MDC | LOC | BRG | GAGE | ODC                 | REASON PULLED        | TOTAL RUN m/HR |                |                          |                   |                          |                          | DEPTH ( m )        | DEVIATION | DIRECTION  |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        |                    |    |     |     |     |      |                     |                      |                | BOILERS        |                          |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               |                                         |        |        |                    |    |     |     |     |      |                     |                      |                | 1              | 2                        |                   |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
|               | D.P.                                    | STANDS |        | HOLE CONDITION     |    |     |     |     |      |                     |                      |                | HRS RUN        | 4                        | HRS RUN           | 0                        |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
| KELLY DOWN    |                                         |        |        | HOLE DRAG          |    |     |     |     |      |                     |                      |                | BOILER pH      |                          | BOILER pH         |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
| TOTAL         |                                         |        |        | TORQUE AT BOTTOM   |    |     |     |     |      |                     |                      |                | STACK TEMP     |                          | STACK TEMP        |                          |                          |                    |           |            |               |      |    |              |              |                                             |      |  |
| WT. OF D.C.   |                                         |        |        | FILL ON BOTTOM (m) |    |     |     |     |      |                     |                      |                |                |                          |                   |                          |                          | DRILLER SIGNATURE  |           |            | SPECIAL EVENT |      |    |              | SAFETY TOPIC | MEHL                                        | MACP |  |
| WT. OF STRING |                                         |        |        |                    |    |     |     |     |      |                     |                      |                |                |                          |                   |                          |                          |                    |           |            | TIME / DEPTH  |      |    |              |              |                                             |      |  |

# DAY

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| CODE NO.                             |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23 | 24    | 25 | 26 | TOTALS | SHALE SHAKER(S) |        | RENTALS / SERVICES |              | MORN        | DAY | EVE |
|--------------------------------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|----|-------|----|----|--------|-----------------|--------|--------------------|--------------|-------------|-----|-----|
|                                      |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |    |       |    |    |        |                 | NO.    | TYPE               | TYPE         | IT38 LOADER |     |     |
| T<br>I<br>M<br>E<br>-<br>H<br>R<br>S | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        | 1               | BRANDT |                    | CREW VEHICLE |             |     |     |
|                                      | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    | 12.0  |    |    |        |                 | 12.00  | SCREENS CHANGED    | NEW/USED     |             |     |     |
|                                      | EVE   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      | TOTAL |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    | 12.00 |    |    |        |                 | 12.00  | TOP                | TOP          |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 | 180    | 89                 |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |
|                                      |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |    |       |    |    |        |                 |        |                    |              |             |     |     |

[illegible]

## EVENING

[illegible]

| CODE NO.    |       | 1                | 2            | 3       | 4      | 5               | 6     | 7           | 8          | 9                  | 10          | 11            | 12               | 13             | 14               | 15          | 16             | 17        | 18             | 19      | 20        | 21             | 22 | 23    | 24   | 25 | 26 | TOTALS | SHALE SHAKER(S) |       |                 | RENTALS / SERVICES |              | MORN        | DAY    | EVE |  |  |  |  |
|-------------|-------|------------------|--------------|---------|--------|-----------------|-------|-------------|------------|--------------------|-------------|---------------|------------------|----------------|------------------|-------------|----------------|-----------|----------------|---------|-----------|----------------|----|-------|------|----|----|--------|-----------------|-------|-----------------|--------------------|--------------|-------------|--------|-----|--|--|--|--|
|             |       | RIGUP & TEARDOWN | DRILL ACTUAL | REAMING | CORING | COND MUD & CIRC | TRIPS | RIG SERVICE | REPAIR RIG | CUT OFF DRILL LINE | DEV. SURVEY | WIRELINE LOGS | RUN CSG & CEMENT | WAIT ON CEMENT | NIPPLE UP B.O.P. | TEST B.O.P. | DRILLSTEM TEST | PLUG BACK | SQUEEZE CEMENT | FISHING | DIR. WORK | SAFETY MEETING |    |       |      |    |    |        |                 |       | NO.             | TYPE               | TYPE         | IT38 LOADER |        |     |  |  |  |  |
| TIME<br>HRS | MORN  |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |       |      |    |    |        |                 | 2     | BRANDT          |                    | CREW VEHICLE |             |        |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |       |      |    |    |        |                 |       | SCREENS CHANGED |                    | NEW/USED     |             |        |     |  |  |  |  |
|             |       |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |       |      |    |    |        |                 |       | TOP             |                    | TOP          |             |        |     |  |  |  |  |
|             | DAY   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |       | 12.0 |    |    |        |                 |       | 180             |                    | 89           |             |        |     |  |  |  |  |
|             | EVE   |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    |       |      |    |    |        |                 |       |                 | MIDDLE             |              | MIDDLE      |        |     |  |  |  |  |
|             | TOTAL |                  |              |         |        |                 |       |             |            |                    |             |               |                  |                |                  |             |                |           |                |         |           |                |    | 12.00 |      |    |    |        |                 | 12.00 | 89              |                    | BOTTOM       |             | BOTTOM |     |  |  |  |  |

| NO.           | DRILLING ASSEMBLY<br>( AT END OF TOUR ) |        | LENGTH | BIT RECORD         |    |     |     |     |      | EVENING TOUR |                     | MUD RECORD               |                   |                    |            | METRES DRILLED |            |                          |                    |            | TIME LOG   |     |      |    |               |      |                                             |              |      |      |  |
|---------------|-----------------------------------------|--------|--------|--------------------|----|-----|-----|-----|------|--------------|---------------------|--------------------------|-------------------|--------------------|------------|----------------|------------|--------------------------|--------------------|------------|------------|-----|------|----|---------------|------|---------------------------------------------|--------------|------|------|--|
|               | BIT                                     | O.D.   |        | BIT NO.            |    |     |     |     |      |              | MUD TYPE            |                          |                   | WATER BASED        |            | OIL BASED      |            | FROM                     | TO                 | D-R-C      | RPM        | WOB | FROM | TO | ELAPSED TIME  | CODE | DETAILS OF OPERATIONS IN SEQUENCE & REMARKS |              |      |      |  |
|               |                                         |        |        | SIZE               |    |     |     |     |      |              | TIME                |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | IADC CODE          |    |     |     |     |      |              | DENSITY (kg/m3 )    |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | MANUFACTURER       |    |     |     |     |      |              | FUNNEL VISCOSITY    |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | TYPE               |    |     |     |     |      |              | FLUID LOSS (cm3)    |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      | NO CREW                                     |              |      |      |  |
|               |                                         |        |        | SERIAL NO.         |    |     |     |     |      |              | pH                  |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | JETS               |    |     |     |     |      |              | MUD MATERIALS ADDED |                          |                   | SOLIDS CONTROL     |            |                |            | CIRCULATION PRESSURE kPa | PUMP NO. 1         |            | PUMP NO. 2 |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        |                    |    |     |     |     |      |              | PRODUCT             | AMOUNT                   | UNIT              | CENTRIFUGE         |            |                |            | LINER SIZE               | SPM                | LINER SIZE | SPM        |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | DEPTH OUT (m)      |    |     |     |     |      |              | HOURS RUN           | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY |            |                |            |                          | 152                |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | DEPTH IN (m)       |    |     |     |     |      |              |                     |                          |                   |                    |            |                |            |                          | REDUCED PUMP SPEED |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | TOTAL DRILLED (m)  |    |     |     |     |      |              |                     |                          |                   |                    |            |                |            |                          | @                  |            | @          |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | TOTAL HRS RUN      |    |     |     |     |      |              | HOURS RUN           | INTAKE DENSITY ( kg/m3 ) | OVER FLOW DENSITY | UNDER FLOW DENSITY |            |                |            |                          | DEVIATION SURVEYS  |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | CUTTING STRUCTURE  |    |     |     |     |      |              |                     |                          |                   |                    |            |                |            | DEPTH ( m )              | DEVIATION          | DIRECTION  |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        | TI                 | To | MDC | LOC | BRG | GAGE | ODC          | REASON PULLED       | TOTAL RUN m/HR           | BOILERS           |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               |                                         |        |        |                    |    |     |     |     |      |              |                     |                          | 1                 | 2                  |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
|               | D.P.                                    | STANDS |        | HOLE CONDITION     |    |     |     |     |      |              |                     |                          |                   |                    | HRS RUN    | 0              | HRS RUN    | 0                        |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
| KELLY DOWN    |                                         |        |        | HOLE DRAG          |    |     |     |     |      |              |                     |                          |                   |                    | BOILER pH  |                | BOILER pH  |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |
| TOTAL         |                                         |        |        | TORQUE AT BOTTOM   |    |     |     |     |      |              |                     |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    | SPECIAL EVENT |      |                                             | SAFETY TOPIC | MEHL | MACP |  |
| WT. OF D.C.   |                                         |        |        | FILL ON BOTTOM (m) |    |     |     |     |      |              |                     |                          |                   |                    | STACK TEMP |                | STACK TEMP |                          |                    |            |            |     |      |    | TIME / DEPTH  |      |                                             |              |      |      |  |
| WT. OF STRING |                                         |        |        |                    |    |     |     |     |      |              |                     |                          |                   |                    |            |                |            |                          |                    |            |            |     |      |    |               |      |                                             |              |      |      |  |

# DRILLING CREW PAYROLL DATA

|                                                  |  |  |  |                                              |  |            |  |                                         |  |                                              |  |  |  |
|--------------------------------------------------|--|--|--|----------------------------------------------|--|------------|--|-----------------------------------------|--|----------------------------------------------|--|--|--|
| WELL NAME & NO.<br>PARA ET AL CAMERON L-73       |  |  |  | YEAR<br>2007                                 |  | MONTH<br>3 |  | DAY<br>3                                |  | TOUR SHEET SERIAL NO.<br>PREC129_20070303_1B |  |  |  |
| OPERATOR<br>PARAMOUNT RESOURCES LTD.             |  |  |  | CONTRACTOR<br>PRECISION DRILLING, DIV OF PDC |  |            |  |                                         |  | RIG NO.<br>129                               |  |  |  |
| RIG MANAGER<br>TYLER ELL                         |  |  |  | PROVINCE<br>N.W.T.                           |  |            |  | CAMP<br><div></div> YES <div>X</div> NO |  | RIG SAFETY DAYS<br>72                        |  |  |  |
| SURFACE LOCATION<br>60:02:38.30 N 117:29:54.30 W |  |  |  | CONTRATOR'S JOB NUM<br>750                   |  |            |  | OPERATOR'S AFE<br>07N710027             |  |                                              |  |  |  |

| MORNING TOUR |              | FROM    |  | 0   | TO |     | 800 |  |  | INJURIES |  |
|--------------|--------------|---------|--|-----|----|-----|-----|--|--|----------|--|
| CREW         | SOC INS. NO. | NAME    |  | HRS |    | YES | NO  |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              | NO CREW |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
|              |              |         |  |     |    |     |     |  |  |          |  |
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