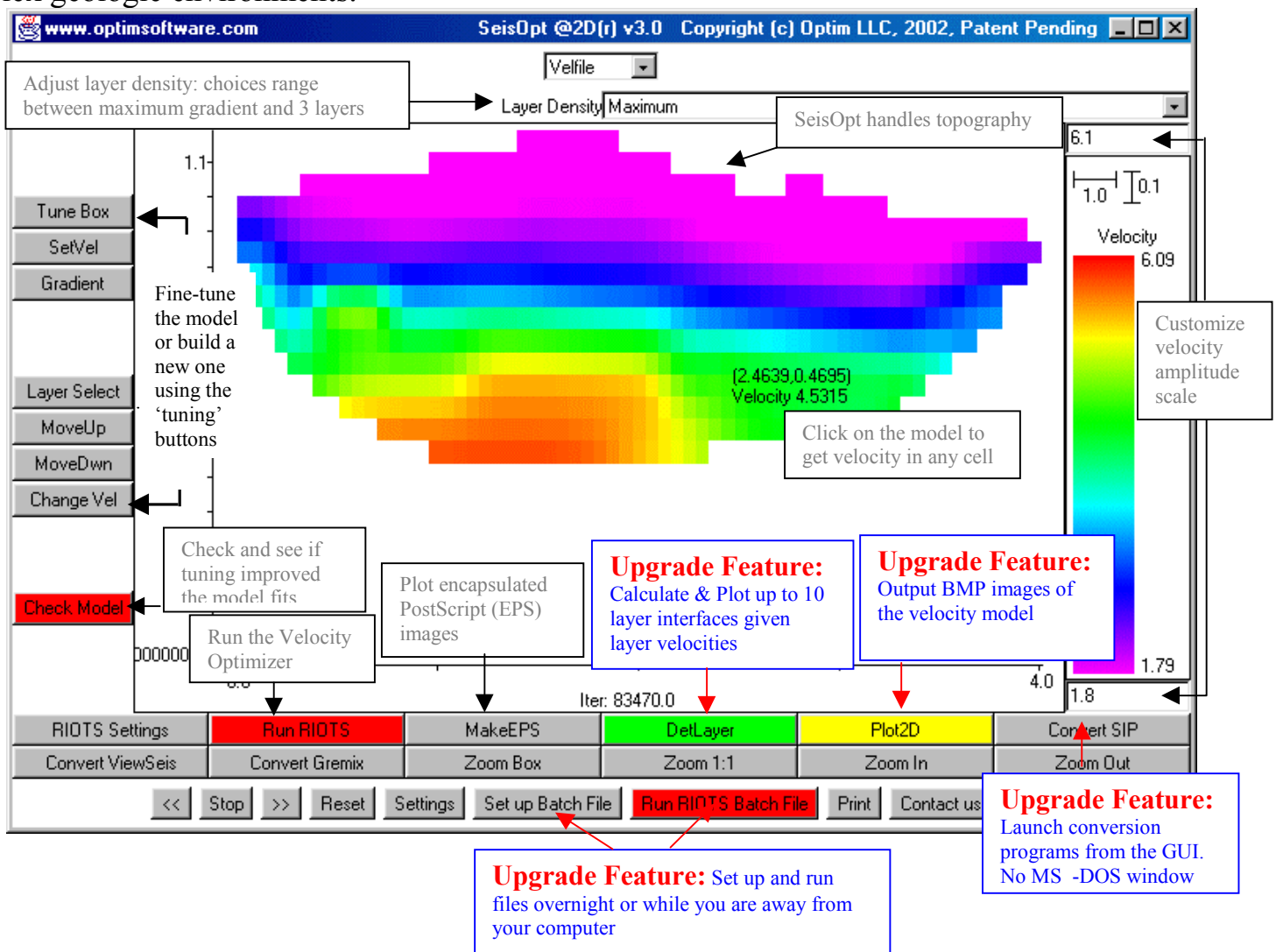
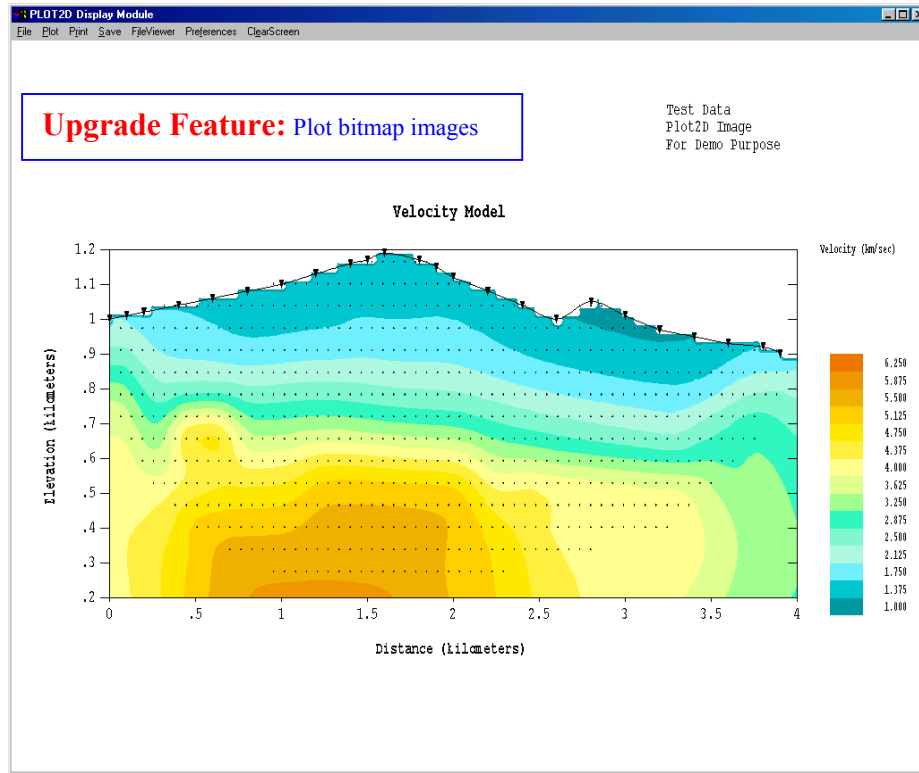


Upgraded Version 3.0 Features

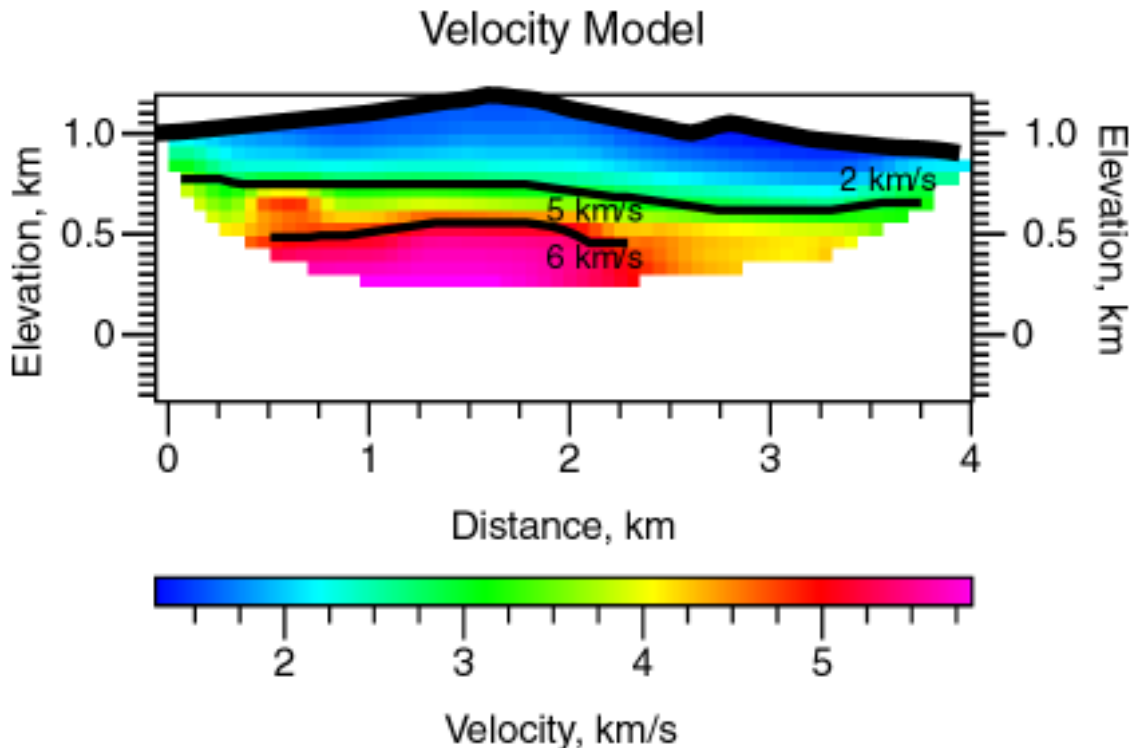
- Calculate and plot up to 10 layer interfaces through the gradient model, given the layer velocities. Layer velocities can be derived from well data or other *a priori* information.
 - Plot contoured bitmap images of the velocity model. Superimpose layer interfaces on the bitmap image.
 - Launch conversion programs from the main GUI– No need for MS-DOS window.
 - Set up batch file and perform batch processing, from the GUI, overnight or while you are away from the computer.
 - Export Pickfiles to ASCII format from the GUI, and then import into MS-Excel spreadsheet for plotting and further manipulation.
- ▶ **SeisOpt[®] @2D** automatically and accurately reveals subsurface velocity structure even in laterally complex geologic environments.



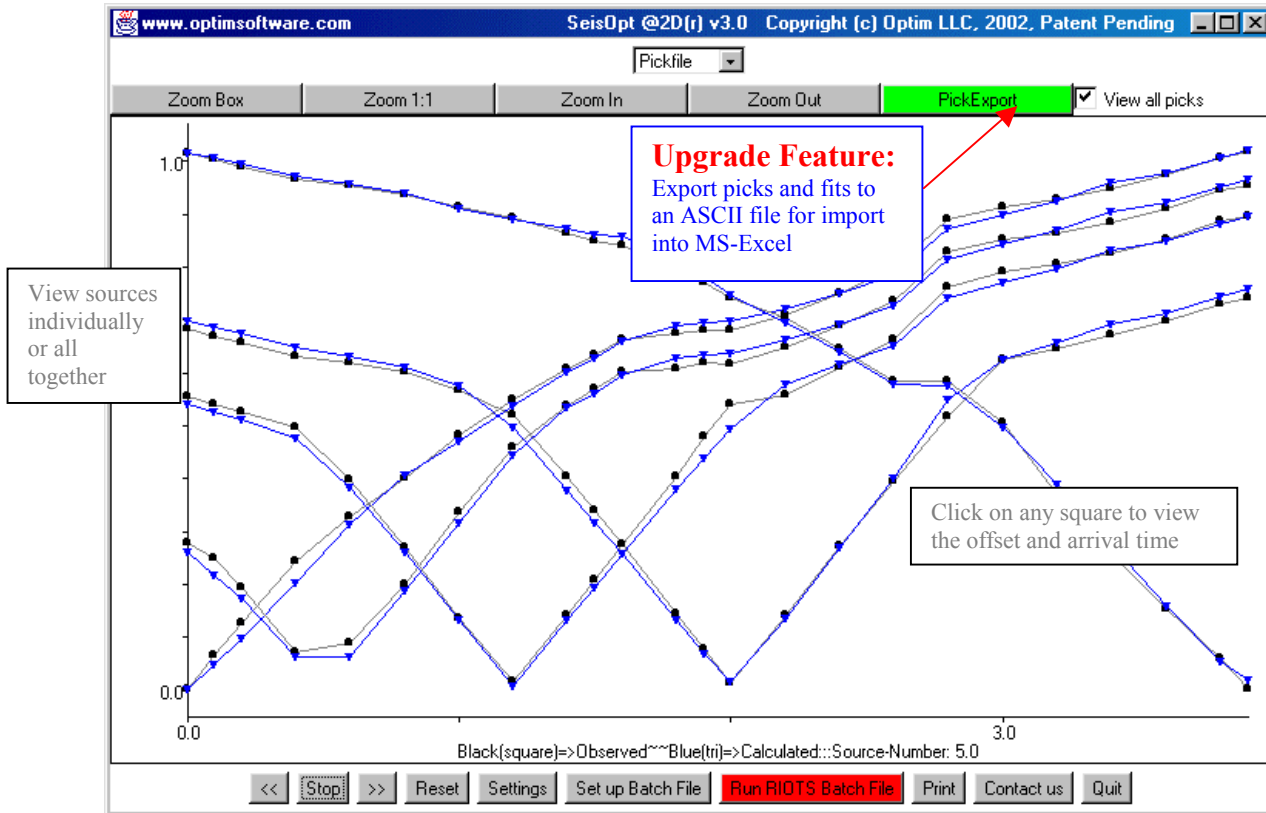
► **SeisOpt® @2D MakeEPS™ and Plot2D™** provides users with the ability produce report quality figures. Adjust, label and crop final figures, then write them to a portable format for final output. Plot layer interfaces determined using the 'DetLayer' module. Export image as BMP or EPS (encapsulated PostScript format).



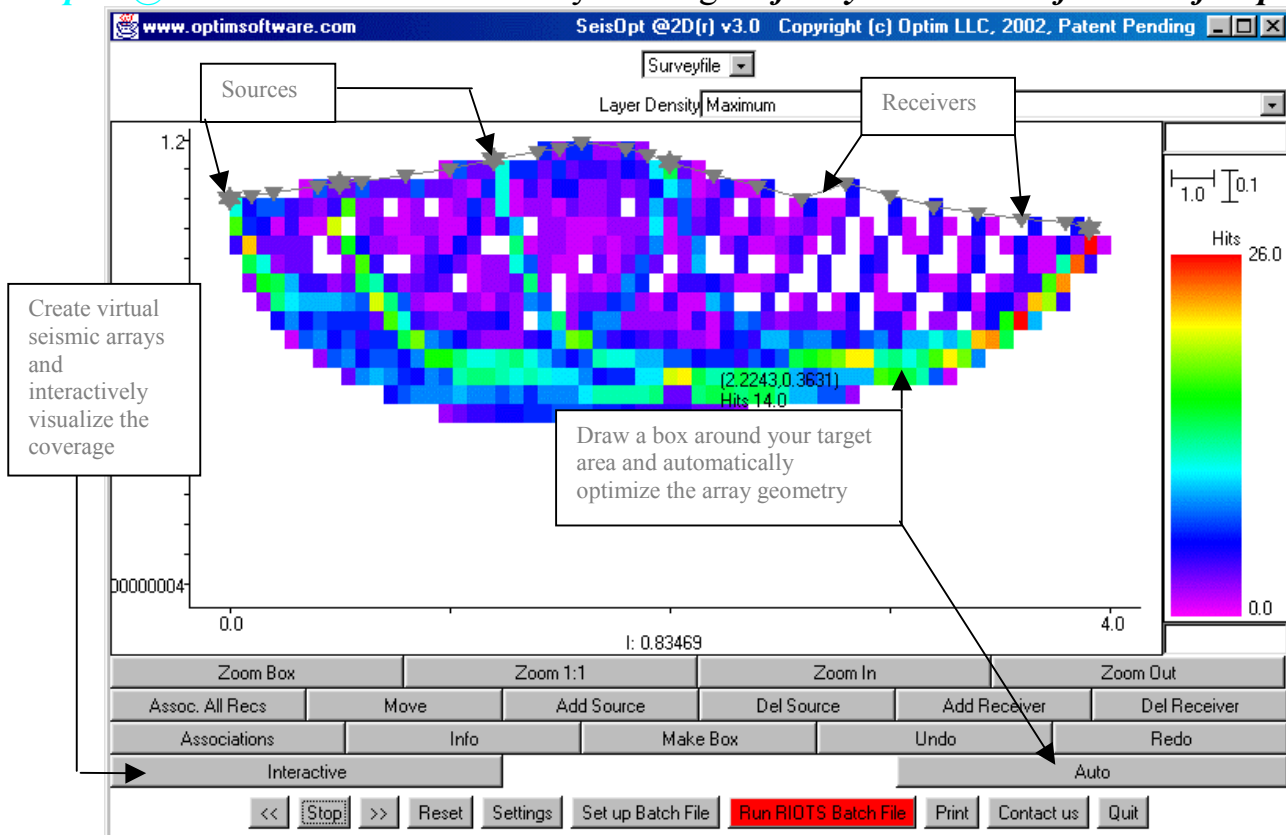
Upgrade Feature: Plot layer interface on model



► **SeisOpt® @2D** provides visual and quantitative tools so you can test the accuracy of your velocity models. Export the picks and fits for plotting with MS-Excel.

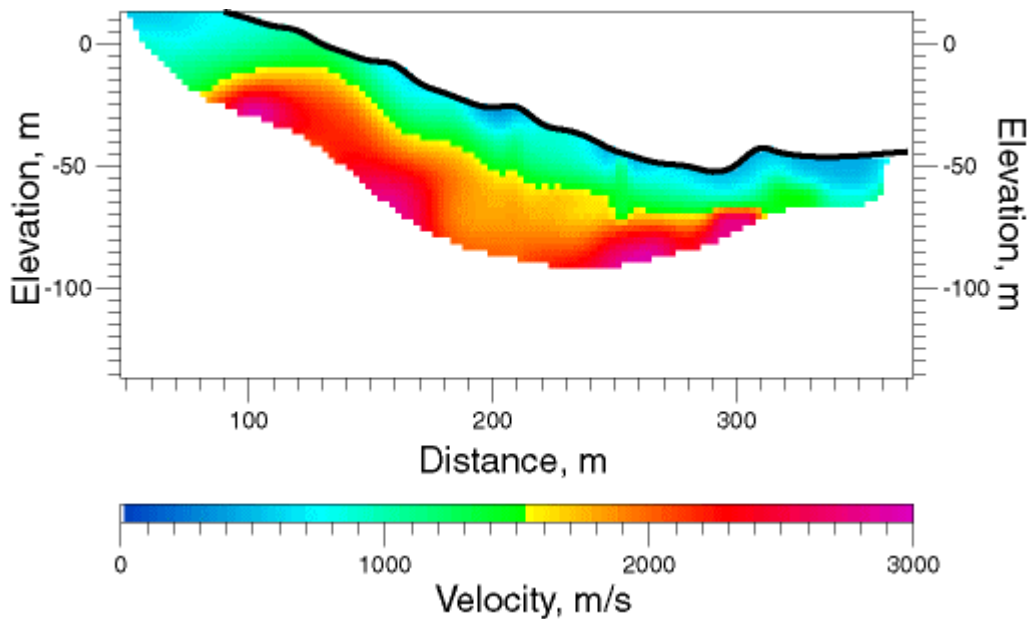


► **SeisOpt® @2D** visualizes subsurface ray coverage *before you leave the field or after processing*



What is the Technology behind *SeisOpt*[®] @2D?

SeisOpt velocity optimization software achieves a globally optimized velocity model using only first arrival travel time data and array geometry as input. *SeisOpt* requires no prior assumptions of subsurface structure, or any other subjective data, as input. *SeisOpt* technology is now being used throughout the world for geotechnical, mining and petroleum applications. The technology is based on a nonlinear optimization method called generalized simulated annealing. The algorithm performs repeated forward modeling, where new models are conditionally accepted or rejected based on a probability criterion. This criterion allows the algorithm to escape from non-unique, local, travel-time minima to achieve a unique, globally optimized model of subsurface velocity structure. The algorithm makes no assumptions on the orientation of the subsurface velocity gradient, and can therefore reveal vertical structures and strong lateral gradients, if present. The method is therefore ideal in areas characterized by strong lateral velocity gradients, and in areas with extreme topography or complex near-surface structure where the user has little or no prior knowledge of subsurface structure.



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