4. INTERPRETATION

Blue Horizon

The Blue Horizon is tied to the base of Wangerrip unconformity at each of the wells, 4501 feet at Mussel-2, 4055 feet at Prawn-1, 2412 feet at Whelk-1 and 2555 feet at Pecten-1. The Blue Horizon is the same as Horizon 'B' of the Portland-King Island Survey. There is generally little difficulty in picking this horizon, and it can mostly be recognized within a cycle on the records as the base of the zone of good reflections, with foreset bedding and channelling. However, in the western half of the prospect it loses its distinctive character and there is no sharp change in record appearance between the Paleocene and Upper Cretaceous section.

Structurally the map shows the expected offshore dip and is quite similar to previous maps. There are a few closed highs which are of interest. The large closed high at the intersection of Lines H03-32 and H03-46 exhibits about 0.020 sec. of closure. The large closed high on Line H03-26 exhibits 0.020 sec. of closure. The remaining closed high on Line H03-7 is small and doubtful.

Red Horizon

This horizon, which is more difficult to follow than the Blue Horizon, is identified as the Sherbrook Group/Otway Group unconformity at Mussel No. 1 and Pecten No. 1. This is confirmed on the grounds of refractor velocity at the location of the refraction probe on Line H03-20. At Prawn No. 1 the horizon is not positively tied, as the unconformity has not been satisfactorily identified in the well.

Away from the above tie points, and particularly in the west, the horizon is probably above the unconformity, in some areas as much as 0.500 seconds. The lines running into deep water show good record quality in the deep water, but in all cases continuity is very poor over the area of steep water bottom, so that the dip shown between deep water lines is, in the absence of a deep water tie line, unreliable.

The horizon as shown on the time map shows two distinct areas, a shallow platform in the east and a deeper trough in the central and western part of the survey area, the boundary between the two being approximately 142°30' E.

The platform area shows very complex structure with extensive faulting, particularly in the eastern half. Over much of the area, particularly in the