

016

SHEET 17 DETAILED CONTD.

A chart examination of the many lines involved indicates that the anomalies are generally broad but they vary in that sometimes correlation with drainage is possible, at other times with altimeter, in some cases no obvious correlation - and in others where topographic correlation could be inferred there exist greater decreases in the ground-aircraft clearance without corresponding increases in E.M. response. This exemplifies a common situation that while extraneous influences such as drainage and topography can obviously affect or accentuate a response, the zone may still have some positive conductivity contrast as it is believed this one possesses.

So, as on Sheets 10 and 14, a marked association between ultra-basic intrusives along major faults and E.M. high trends is again evident.

Although there is insufficient evidence as yet to establish it as a principle, it is interesting to observe that there is a tendency for E.M. ratios to be higher over higher magnetic intensity portions of trends.

North West Coastal Area.

17/5: This more or less N-S E.M. trend with ratios from 0.2 to 0.7 paralleling the coastline, could possibly connect to the north with 17/2 and 14/5 but drainage obscures the picture in that area. It is closely associated with the major Cambrian-Mesozoic junction fault until a position about mid-way between PPs 89 and 90. The most pronounced E.M. anomaly on Line 604 Frame 734 coincides with a minor magnetic high but is unfortunately being strongly affected probably by a river. Major and minor faults correlate with various changes in magnetic contours, whilst just to the west (south-west of PP 89) the faulted Jurassic Dolerite is well defined on magnetics.

Vicinity of PPs 07 and 93.

About mid-way between PPs 06 and 07 there is an E.M. high trend of low ratio of the order of 0.2 which correlates with a major more or less N-S trending intra Cambrian Dundas fault. This fault does not appear to have an appreciable influence on magnetics, except possibly along its northern extremity.

Near PP 92, this fault is joined by another major intra Cambrian Dundas fault striking ENE-WSW which is reflected in magnetics to the east. There is no obvious E.M. response from this fault which could be due to the flight lines almost paralleling the strike along most of its length.