890001

Prospect 602

CSR LIMITED - MINERALS DIVISION

EXPLORATION GROUP

AIRBORNE INPUT EM/MAGNETIC TEST LINES

E.L. 15/76, DUNDAS

TASMANIA

81-1598

EMR 46/81

SYDNEY

May, 1981

P.M. MACNAMARA

890002

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P.M. MACNAMARA	3
ZEEHAN OFFICE	4

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/....

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PLANS (in Pocket)

KEYWORDS

TASMANIA
8SK 55-Ø5
GEOPHYSICS
EM
1978
MAGNETICS
AIRBORNE
GEOCHEMISTRY
GEOLOGY
GOLD

890006

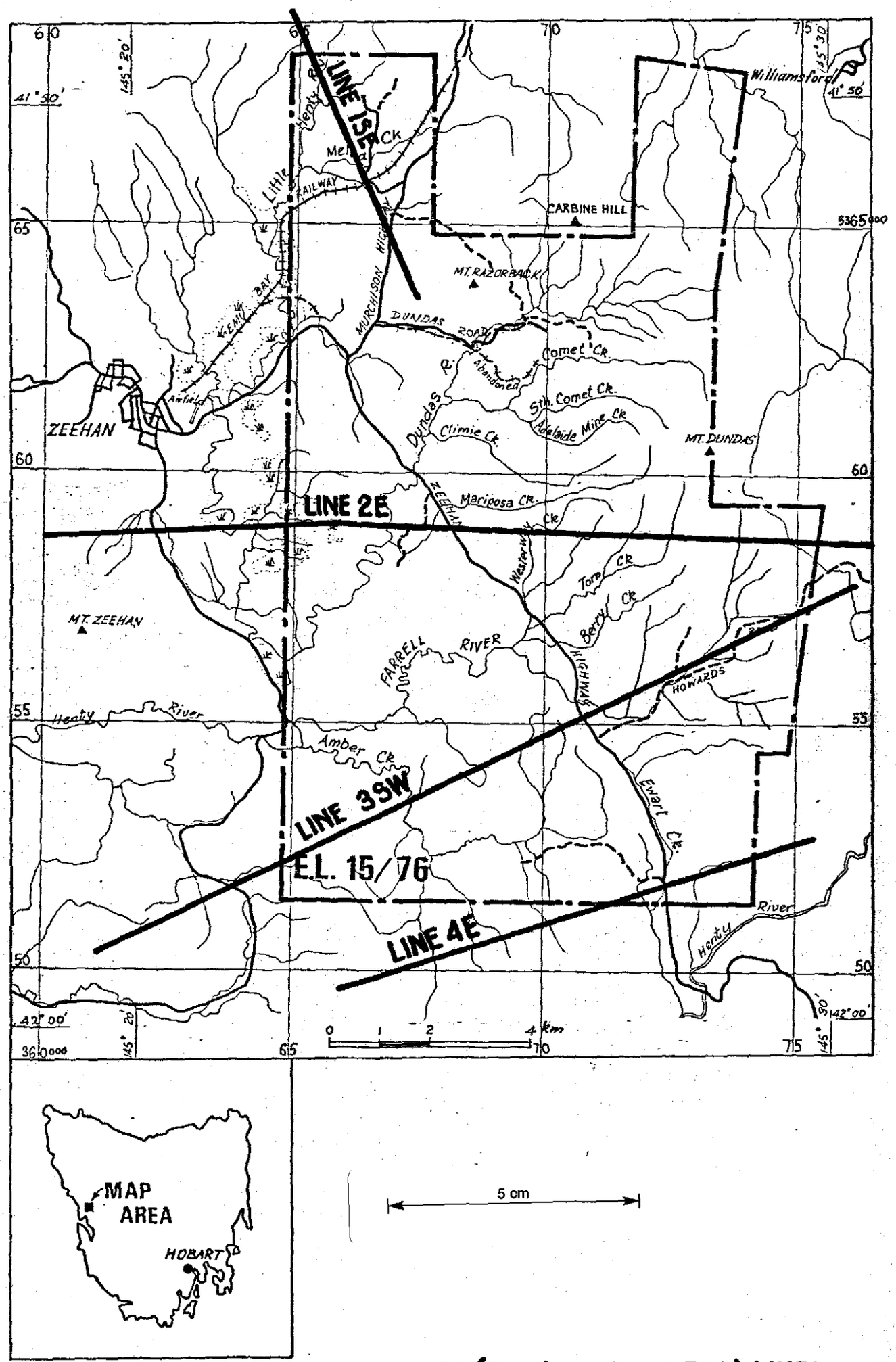

FIG. 1. LOCATION MAP - GEOTERREX (Barringer Input E.M.) LINES E.L. 15/76 DUNDAS TASMANIA

1. INTRODUCTION

Geoterrex Pty. Ltd. flew four airborne INPUT/magnetic test lines over E.L. 15/76, Dundas in May, 1978 (see Figure 1). Due to difficult terrain, only 39 km of the budgeted 50 km of flight lines were flown.

Airborne geophysical equipment carried by the contractor in their fixed-wing Super Canso included a Barringer Mark V Input system and a Geometrics 803 nuclear precession magnetometer. Navigation was by visual means using 1/40,000 airphotos as a base and a 35 mm tracking camera for control.

A report on the geophysical responses encountered on the lines surveyed was supplied by Geoterrex (see Appendix I). This present report discusses the survey results in relation to known geology and mineralisation.

To date it has not been possible to obtain additional airborne geophysical data over the Dundas E.L. due to both the lack of a suitable system and the reluctance of contractors to risk their equipment in such rugged terrain.

2. SUMMARY

Magnetic response appears to show moderate variation over the Cambrian greywacke-type Dundas Group units, suggesting magnetics would be useful for line-to-line correlation of sub-units in these rocks.

Magnetics surveying is apparently less useful for this type of correlation in the Ordovician-Devonian continental-type sediments. These show little magnetic variation and profiles are "flat".

As none of the flight lines cross zones of significant mineralisation, the magnetic response in such areas is not apparent from the tests. However, pyrrhotite bodies such as the Renison Bell type could be expected to respond strongly.

Input E.M. responses are harder to judge but some Input anomalies were recorded and appear to be of interest. Geoterrex comment that the area appears to be generally resistive and therefore ideal for airborne EM exploration for massive sulphides.

No orientation over known mineralisation within the E.L. was undertaken as no large bodies are known to exist.

In the following text and on the enclosed plans, EM anomalies and magnetic highs are referred to by the prefix EM or MH followed by the fiducial location.

The EM and MH anomalies of most interest are :-

Line	Anomaly
15E	MH 181.85
"	MH 183.45
"	EM 183.15
3SW	MH 193.10
	EM 196.29
4NE	MH 208.20

/....

On Line 15E, MH 181.85 is apparently stratigraphically low in the Crimson Creek Formation. It is worth checking to see if it relates to any mineralisation occurring just above the Donah Quartzite and Slate/Crimson Creek Formation contact such as occurs elsewhere in the Zeehan region.

MH 183.45 is apparently related to an ultramafic unit at the Razorback Conglomerate/Hodge Slate contact. Anomalous values of Cu-Ni-Zn-Cr and trace gold were recorded in this zone by soil samples from the Nevada Grid (Macnamara, 1980a). Drilling potential is being evaulated. As EM 183.15 indicates a conductor occurring stratigraphically below but in the vicinity of this zone of interest, it should be kept in mind as a possible deeper target if drilling is recommended.

MH 193.10 on Line 3SW and MH 208.20 on Line 4NE may reflect gabbro/dolerite dykes or basic volcanic units. These may be related to the gold indicated by panning in streams east of the Queenstown Highway between these two lines. The area is mainly covered by Quaternary boulder morainal material. The gold could originate from either the morainal sediments or the bedrock.

EM 196.69 on Line 3SW occurs in Devonian Florence Quartzite. It could be tested initially by drainage sampling in order to check for mineralisation associated with the conductor.

3. DATA PRESENTATION

Geoterrex supplied 1:40,000 scale contact prints showing flight lines and recovery points. These were transferred on to 1:10,000 scale blown-up aerial photos and then onto the 1:10,000 scale base maps (see DRG No.'s K555-6 and 7). As some flight lines extend beyond the boundaries of these base maps, they have also been plotted on a 1:25,000 topographic/geology base map (DRG No. K555-21).

The following points are worth noting in relation to the recording charts :-

(a) The magnetic trace is positive upwards (somewhat unusual for Geoterrex).

(b) EM Input anomaly time lag is 4 seconds or 0.2 of a fiducial (i.e., 2 divisions on the chart).

(c) 1 fiducial = 20 seconds = 20 magnetometer readings.

On the map showing flight line locations and fiducial control points, magnetic highs are shown as "MH" followed by the fiducial position. The position of EM anomalies is shown similarly.

Appendix III shows some typical Input recordings and anomalies. Mr. W.J. Langron, Chief Geophysicist, CSR Minerals Division, advises that the examples shown for massive/disseminated/surficial/bedrock conductors should not be taken too literally. However, "as a general rule the response from a good bedrock conductor will extend into the 5th and 6th channel and have some width to it". Mr. Langron's comments on the data are attached as Appendix II.

4. INDIVIDUAL FLIGHT LINE RESPONSE

4.1 Line 1SE

The contact between the Oonah Quartzite and Slate and the Crimson Creek Formation occurs approximately at fiducial 180.95 (see DRG No. K555-6). Apart from an inflexion marking a slight increase in magnetic response at fiducial 180.50 there are no marked changes such as those caused at Renison South and Stanley River by magnetic chert marker units.

Cobbles of white chert with black siliceous oolites have been located in creeks in this area (Macnamara, 1979). Elsewhere, including Stanley River, these often mark the base of the dolomitic units at the top of the Oonah Quartzite and Slate, below the magnetic chert marker units. However, no evidence of similar dolomite has yet been noted. in the Cuni area.

The magnetic high at fiducial 181.85 (MH 181.85) occurs within the Crimson Creek Formation, but its exact cause is unknown. Ultramafic or magnetic tuff units are possibilities.

A minor magnetic high at fiducial 183.45 (MH 183.45) may reflect the ultramafic unit occurring at the Razorback Conglomerate/Hodge Slate contact in this area. Elevated Cu-Ni-Zn-Cr values are associated with this previously unmapped ultramafic which was located during soil sampling on the Nevada Grid (Macnamara, 1980).

An EM anomaly at fiducial 183.15 (EM 183.15) occurs 250 m south of the Zeehan-Melba Flat railway adjacent to Nevada Creek. The response is narrow, sharp and large on the 1st EM channel. The origin is unknown - possibly a conductor beneath the Hodge Slate or a fault associated with the nearby Nevada Creek.

MH 183.45 and EM 183.15 plus the geochemical anomalies encountered at the Razorback Conglomerate/Hodge Slate contact on the Nevada Grid need further assessment as potential drill targets.

4.2 Line 2E

A moderate magnetic high of unknown origin occurs at fiducial 187.95 (MH 187.95) in Dundas Group sediments. Elsewhere the magnetic signature shows moderate variation on the fine scale (especially in Dundas Group rocks) suggesting airborne magnetic profiles would be reasonably useful for line to line correlations of rock units.

No conductors of interest were recorded on line 2E and EM response is poor on channels 5 and 6.

4.3 Line 3SW

A magnetic high east of fiducial 191.30 may represent the northern extension of a belt of serpentinites observed on access tracks to the south, i.e. in the vicinity of 5355.9N/375.4E and also to the S.E. of this point, on a nearby track. These serpentinites lie several hundred metres east of the E.L. 15/76 boundary.

MH 193.10 at 5356.3N/372.6E is adjacent to a track branching northwards of Howards Road. The magnetic high occurs beneath morainal boulder deposits (Qpm) which overlie Dundas Group slates. No anomalous geochemistry is known in this vicinity which could be easily checked by drainage sampling as access is not too difficult. The shape of the magnetic anomaly suggests a dyke-like body (see also MH 208.20 on Line 4).

Westwards from (say) fiducial 193.50, there is a slow steady increase in magnetic response on the fine scale and a relatively flat response on the coarse scale.

This is a reflection of the Ordovician, Silurian and Devonian sediments which here at least show poor potential for line-to line correlation using magnetic signature, as magnetic markers are apparently absent from the sequence.

Several weak,fast-decaying EM anomalies are recorded on Line 3.

A coincident EM/magnetic anomaly at 202.35 well outside the E.L. appears to be in the vicinity of Firewood Siding Fault which separates Ordovician-Devonian rocks to the NE from Permian to the S.W. (see 1:63,360 Zeehan Geological Sheet).

EM 196.69 occurs at 5353.5N/367.5E in Devonian Florence Quartzite. No magnetic anomaly is associated and there is no known mineralisation in the general vicinity. The anomaly may be related to a shale conductor. It could be checked initially by drainage sampling.

4.4 Line 4NE

This line crosses the southern border of E.L. 15/76 obliquely in the vicinity of the Queenstown Highway. Only from the vicinity of the highway eastwards does the geophysical signature reflect the geology of the rocks lying northwards within the E.L. To the south and southwest, the geology is different to that within the E.L.

MH 208.20 on the southern border of the E.L. at 5351.3N/373.8E occurs approximately 200 m west of rocks mapped as a gabbro/dolerite on the 1:63,360 Zeehan Geological Sheet. Regional trends suggest this magnetic high may correlate with MH 193.10 on Line 3SW, but the correlation is tenuous. Panning indicates the general area between Lines 3SW and 4NE east of the Queenstown Highway is prospective for gold but is largely concealed by Quaternary boulder moraine.

A minor broad magnetic high centred on fiducial 206.00 occurs in "Cambrian Unassigned" (1:63,360 Zeehan)

Sheet) to the south of the E.L.

EM 206.45 is a sharp 4 channel anomaly of unknown origin in the same general area.

EM 207.30 is a broad, ill-defined anomaly with reasonable conductivity occurring 250 m west of the Queenstown Highway on the west edge of Dundas Group volcanics near a fault. It lies to the south of the E.L. and known geology suggests it is unlikely to project northwards into the E.L.

/.

5. REFERENCES

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.. MACNAMARA, P.M. (1980a):
Soil Sampling 1979, Cuni-Nevada-Razorback Grids, E.L. 15/76, Dundas, West Tasmania (Report EMR 20/80).

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1979 Drainage Sampling, E.L. 15/76, Dundas, West Tasmania (Report EMR 60/80).

PMM/SS
22/5/81

APPENDIX I

GEOTERREX REPORT - INPUT EM SURVEY

ROSEBERY AREA

890017

613A ELIZABETH ST.,
REDFERN, N.S.W. 2016
AUSTRALIA

geoterrex PTY. LTD.

TELEPHONE: (02) ~~699-6438~~ 699-6438.
TELEX: AA 25505

3rd October, 1978.

Mr. W. ~~Lancran~~,
Pacminex Pty. Ltd.,
8th Floor,
O'Connell House,
15-19 Bent Street,
SYDNEY. N.S.W. 2000.

Dear Bill,

Enclosed is the report on your INPUT test near Renison. I have suggested three of the anomalies for possible followup, but two of these (on Lines 1 and 3) most probably have surficial sources. I've also commented on the terrain clearance of the aircraft and I recommend against further flying very close to Mt. Dundas. However the ground west of Mt. Dundas could be flown at approximately 150 metre clearance. If you become interested to undertake more flying in this area we could fly lines shorter than our normal minimum to keep the total kilometres down.

I will be making several trips downtown over the next few weeks to show some new INPUT test data around. I hope I can see you for lunch someday.

Yours sincerely,

Graham.

G. R. Butt.
Geophysicist.

890018

AIRBORNE ELECTROMAGNETIC SURVEY

BARRINGER INPUT SYSTEM

of

ROSEBERY AREA

TASMANIA

for

PACMINEX PTY. LIMITED.,

by

GEOTERREX PTY. LIMITED.,

(83-287)

SYDNEY, AUSTRALIA

SEPTEMBER, 1978.

I. INTRODUCTION

An airborne INPUT/magnetic test was flown for Pacminex Pty. Limited near Rosebery, Tasmania on May 16, 1979 from an operational base at Devonport, Tasmania. The test consisted of four lines flown with various orientations and was designed to test the performance of the aircraft and the INPUT system south of Renison Bell. A total of 39 kilometres was flown, with some portions of lines being aborted due to the very rugged terrain.

The survey was conducted with a Super Canso PBY-5A, under registration VH-EXG, which is operated by Executive Air Services on charter to Geoterrex Pty. Ltd. It was equipped with a Barringer Mark V INPUT system, a Geometrics 803 nuclear precession magnetometer, a Honeywell visicorder, a Bonzer TRN-70 radar altimeter, a 50Hz monitor and a Geocam 35 mm continuous strip tracking camera.

Navigation was by visual means utilizing individual air photo at a scale of 1:40,000.

II. PERSONNEL

The following Geoterrex personnel participated in the test survey :

Pilot	: John Edwards
Co-Pilot	: C. Moody
Aircraft Engineer	: T. Duggan
Electronics Technician	: L. Williams J. Da Costa
Data Compiler	: K. Thomas
Geophysicists	: T. Whiting G. Butt.

III. DATA PRESENTATION

The original geophysical analogue records are presented in a folder and the pertinent EM anomalies recorded are portrayed on field drawn overlays to the flight path, recovered onto the air photographs. INPUT anomalies are plotted according to Geoterrex normal procedure. The flight logs allow cross reference between the analogue data, the flight film and the path recovery.

IV. INTERPRETATION

A normal interpretation involving line to line correlation of conductors and geology has not been attempted owing to the large separation of the flight lines.

Line 1-SE

This line is the one flown closest to Renison Bell. It displays an ideal low conductivity background for EM exploration, as do the other three lines. A very sharp response has been recorded at Fid 183.16 near a magnetic inflection. The anomaly is too wide on the late channels to be caused by a man made source, but the apparent conductivity is not high enough to indicate a favourable bedrock conductor. The source is possibly a narrow conductive fault zone.

The average altitude on this line is 140 metres, although the northern end of the line was flown close to 180 metres.

Line 2-E

There is no conductor of interest recorded on this line. The average terrain clearance is 145 metres, with the eastern end of the line flown at approximately 200 metres due to a ridge on the southern side of Mt. Dundas.

Line 3-SW

Several weak, fast decaying anomalies are recorded on Line 3. Of potential interest are the responses at Fid 196.69 (15/0.5) at Fid 202.35 (82/2.9) and at Fid 203.20 (36/2.5)

The anomaly at Fid 196.69 has a narrow response on channel four, but its decay rate is rather fast, indicating intermediate to low conductivity.

The other two anomalies are recorded off the airphoto at the end of the flight line. The large amplitude recorded at Fid 202.35 indicates a near surface source. The more interesting of the two anomalies is recorded at Fid 203.20 since it indicates a highly conductive source. However it was flown rather high at 210 metres and the amplitude, being rather large, suggests a surficial source as well.

The average terrain clearance on this line is 115 metres, if the northeast end of the line is not taken into account. Here the average was closer to 180 metres and this terrain represents a difficult contouring problem.

Line 4-NE

The only response of any interest on this line is recorded at Fid 206.45. It is a very sharp four channel anomaly. It's character suggests a possible cultural source, but the location is quite remote and a bedrock source could be the cause.

The average terrain clearance of this line is close to 150 metres, with the eastern end closer to 130 metres.

V. CONCLUSIONS

1. The area covered by the four test lines has proven to be generally resistive and is ideal for airborne EM exploration for massive sulphides or tin - pyrrhotite deposits.

2. The contouring performance of the Super Canso allowed an average terrain clearance of 150 metres west of the road skirting Mt. Dundas. This height would still provide a depth penetration of at least 100 metres. On the immediate slopes of

Mt. Dundas, however a terrain clearance of 150 metres could not be maintained. Any flying in this area would probably be at 200 metres plus, and the depth penetration at this altitude would be only of the order of 40 metres.

3. The following responses are recommended for further investigation, although the lack of detailed coverage makes interpretation somewhat unreliable:

Line 1 SE	Fid 183.16	46/1.2
Line 3 SW	Fid 203.20	36/2.5
Line 4 NE	Fid 206.45	5/0.2

Respectfully Submitted,

G. R. Butt.

INSTRUMENT SPECIFICATIONS

MARK V INPUT SYSTEM

TRANSMITTER: Pulse Width : 0.9

Pulse separation : 2.67msecs.

RECEIVER:

CHANNEL	GATE CENTRE (usec)	GATE WIDTH (usec)	CALIBRATION 2mV per
1	350	200	3.0"
2	550	200	3.0"
3	750	400	3.0"
4	1150	400	3.0"
5	1550	600	3.0"
6	1950	600	3.0"

Primary field at cable amplifier input = 1.5V

MAGNETOMETER: Geometrics Model 803.

	Sensitivity	Scale
Fine Scale : 200nT Full Scale	± 2nT	inch 40nT
Coarse Scale : 2000nT Full Scale	± 20nT	inch 400nT

Total field increases upwards.

Magnetometer reads every 1.0 sec.

ALTIMETER: Model Bonzer TRN-70

Approximate scale : 1 inch = 60 metres approximately.

Height increases downwards.

FIDUCIAL SYSTEM:

1 fiducial = 20 secs = 20 magnetometer readings.

INPUT lag = 4.0 secs = 0.2 fiducials.

APPENDIX II

MEMO FROM W.J. LANGRON

INPUT FLIGHTS, DUNDAS AREA

890026

PACMINEX PTY. LIMITED

MEMORANDUM TO: MR. P.M. MACNAMARA, ZEEHAN. OUR REF: WJL/SS/602

FROM: W.J. LANGRON DATE: 31st May, 1978.

INPUT FLIGHTS, DUNDAS AREA, TASMANIA

Mr. Vicary and I have examined the edited flight tapes in relation to the flight paths and known geology and he has passed the essential information to you for consideration before your return if you can manage it.

There are some annotations on the tapes which I do not understand and these will have to wait clarification until Graham Butt's return to Sydney early in June. However, there are several conductors indicated on the flight lines. Generally these are broad, of poor conductivity and do not extend beyond the 3rd or 4th channel; often they have a "lean" (e.g. at fid. 200 on L3SW/1). Taken together, these characteristics suggest broad conductive zones and/or conductive overburden. Many of these anomalies, too, are associated with extreme variations in aircraft height and/or excessive altitude. The locations of these conductive zones should be examined in terms of geological boundaries.

There are some INPUT anomalies of particular interest. One is located at fid.183.15 on L-1SE/1. The anomaly is narrow, sharp and large amplitude in the 1st channel. It is almost certainly a cultural feature and plots on a bridge on the old Zeehan-Melba Flats railway line. There is an associated small magnetic anomaly on the shoulder of a large amplitude, broad magnetic anomaly due presumably to gabbro-serpentine rocks. Neither Mr. Vicary or I remember the railway line still being in place and it is desirable that the exact location of the anomaly be pinpointed from the strip film before making a final assessment of it.

The INPUT anomaly at fid.202.35 on L-3SW/1 is also narrow but has higher 1st channel amplitude and better conductivity than the first anomaly discussed. It is coincident with a small, isolated magnetic anomaly and should be examined on the ground. The anomaly location is just off the edge of the airphoto provided and probably occurs in shales; it lies outside our lease area. A poorer quality INPUT anomaly at fid.200.0 on this flight line appears to be located in a similar shale environment but does not have an associated magnetic anomaly.

The only other INPUT anomaly of interest is located about fid.207.3 on L-4NE/4. The anomaly itself is broad, ill-defined but with reasonable conductivity. Its possible attraction is its closeness to a well-defined magnetic anomaly. It may represent a contact situation or it may be too far removed from the magnetic body to be related to it. The location is about the Zeehan-Queenstown road and should be inspected for possible interest.

The value of the magnetics could be established only by flying some sort of regular pattern. Some anomalies (e.g. that at fid.193.1 on L-3SW/1) are obviously dyke-like intrusives and lend themselves to depth estimates. Other large magnetic variations (such as on L-1SE/1 and L-2E/1) are due to deeper related sources or larger bodies.

/....

For most of the work flown the aircraft was within altitude tolerance, but the most prospective portions of the area had to be left out of the programme because of rugged topography. Obviously HEM-400 could cover more of the country but it is questionable whether the results would be any more meangingful than those we have from INPUT. Any ground follow-up of the INPUT anomalies discussed above will help us in our decision regarding further airborne EM work at Dundas.

W.J. LANGRON

c.c. M.J. Vicary

APPENDIX III

TYPICAL INPUT EM RECORDINGS

TYPICAL INPUT RECORDING

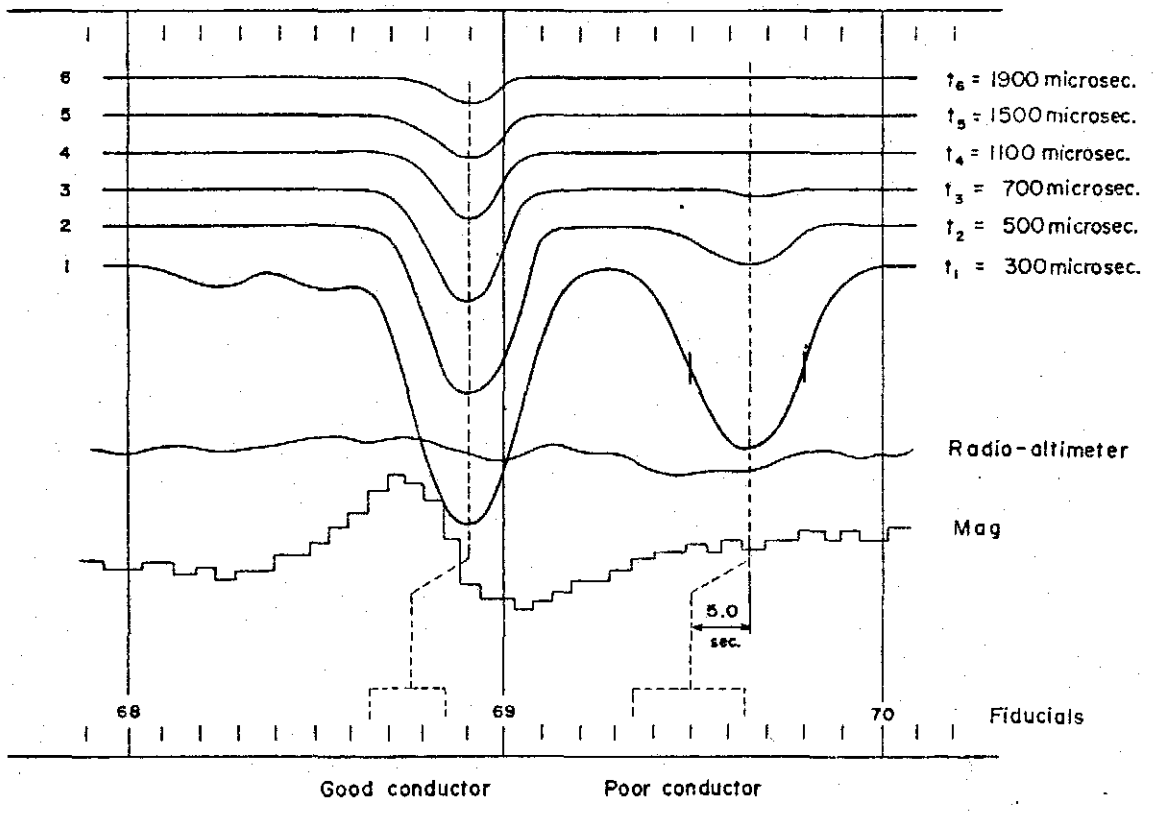


FIGURE 18

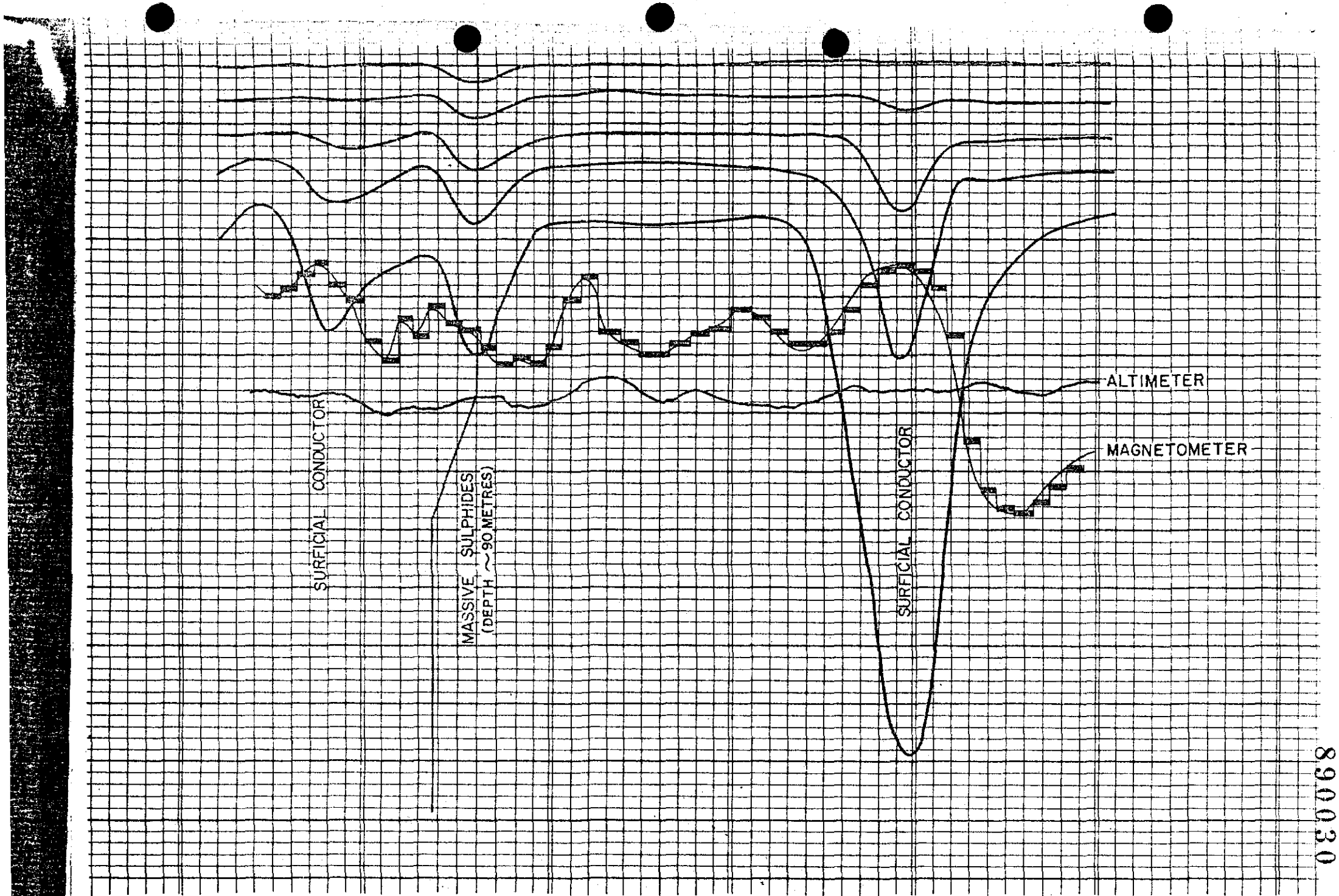
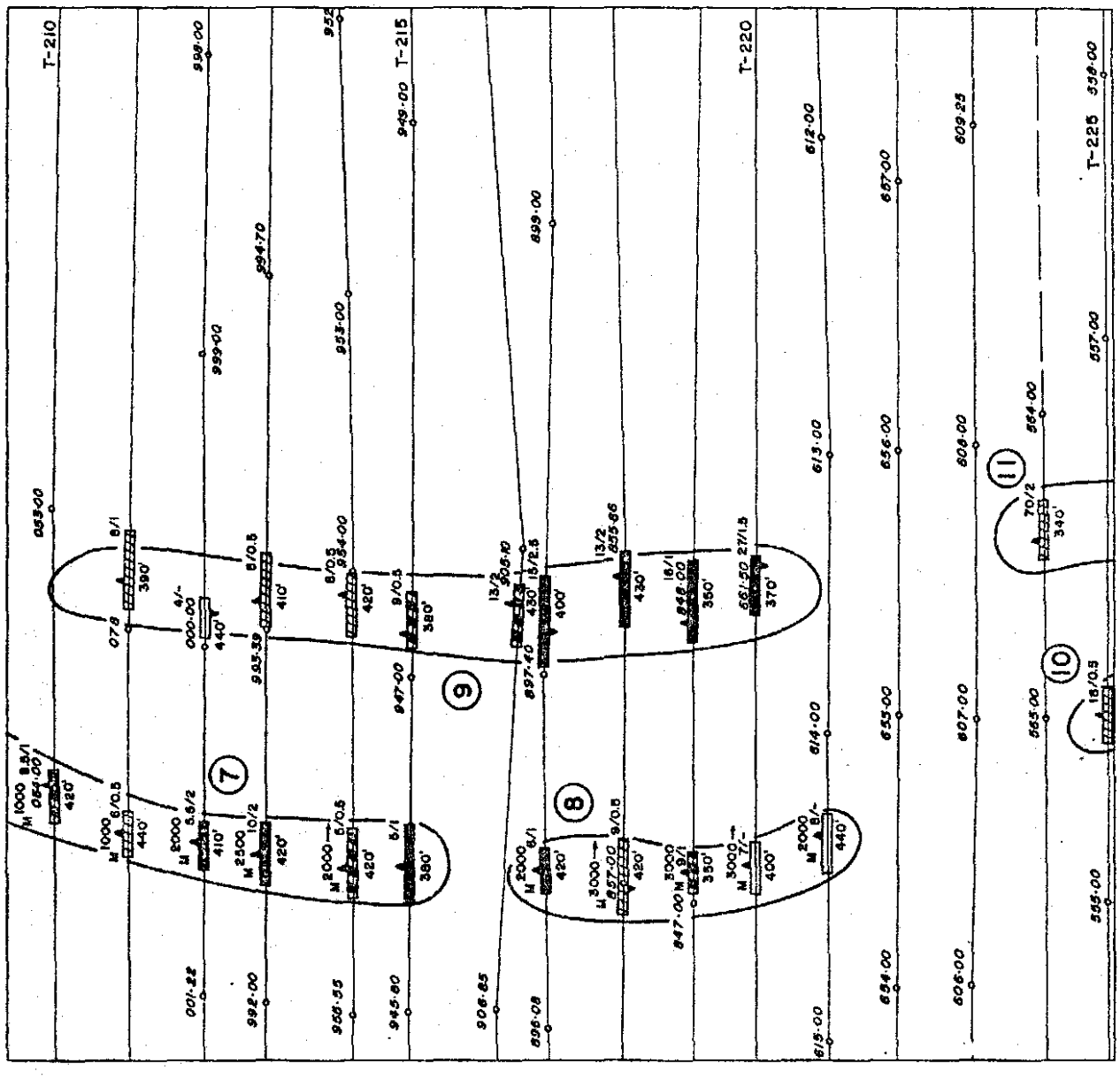


FIGURE 22

INPUT MK. V
MASSIVE SULPHIDE RESPONSE



LEGEND

CHANNEL RESPONSE (1st. ← 4th.) 41/9 ← (450') ← ALTITUDE

6 – CHANNEL ANOMALY . . . . . .

5 – CHANNEL ANOMALY . . . . . .

4 – CHANNEL ANOMALY . . . . . .

3 – CHANNEL ANOMALY . . . . . .

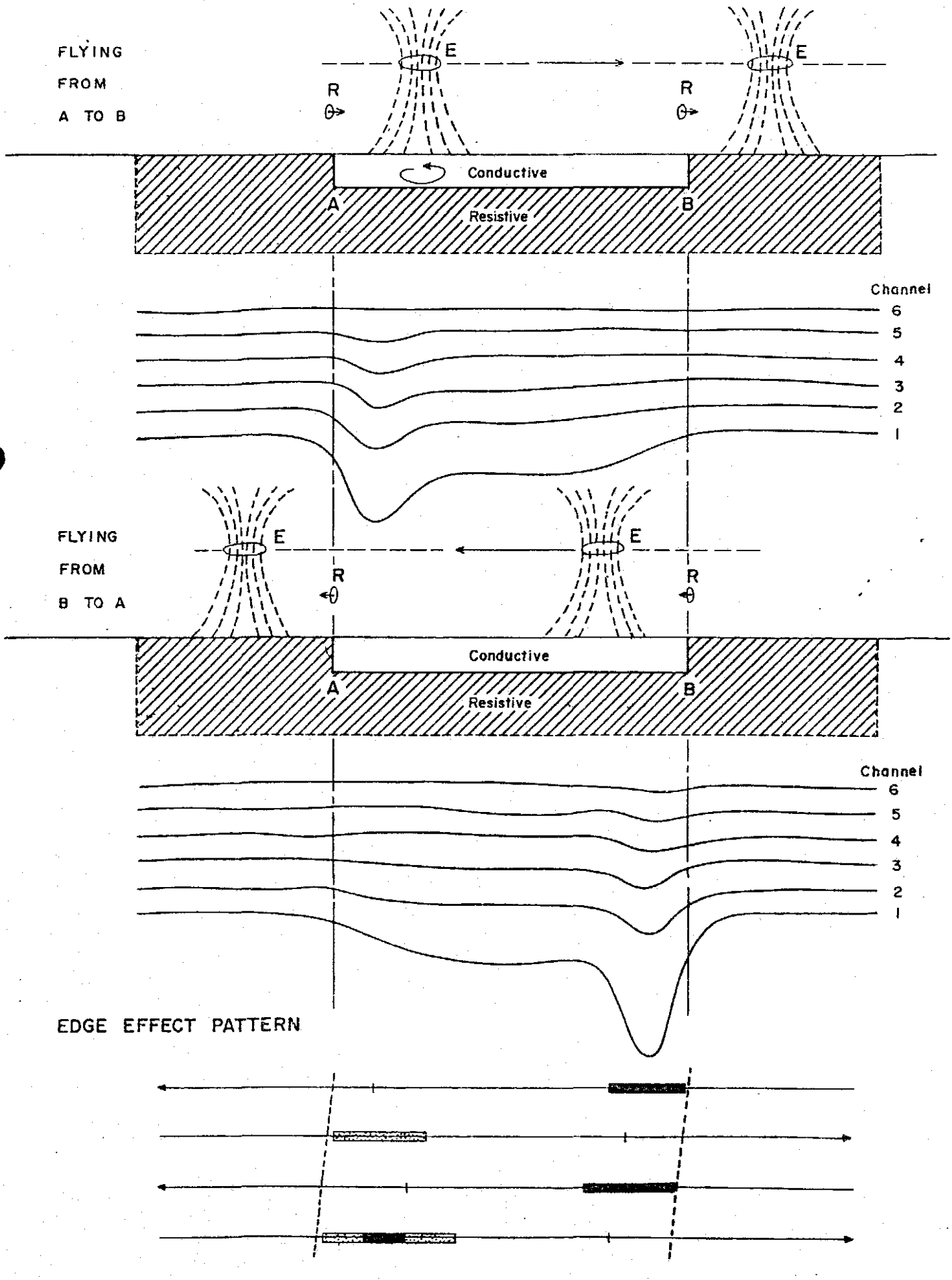
2 – CHANNEL ANOMALY M300

EM AND COINCIDENT MAGNETICS . . . . . ← M300

INDIRECT MAGNETIC ASSOCIATION . . . . . .

FIGURE 23 – TYPICAL INPUT CONDUCTOR MAP

FIGURE 24 - EDGE EFFECT



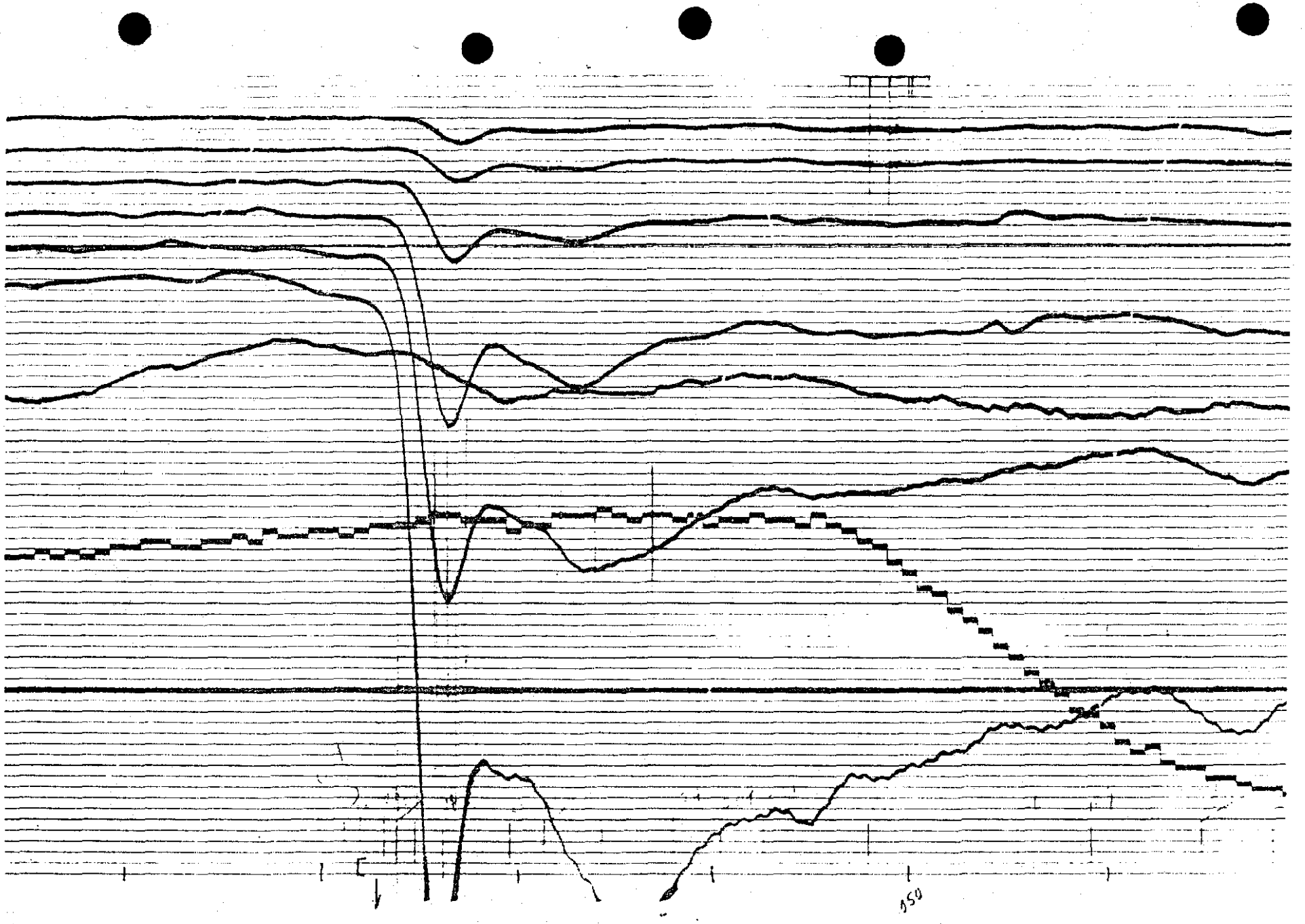
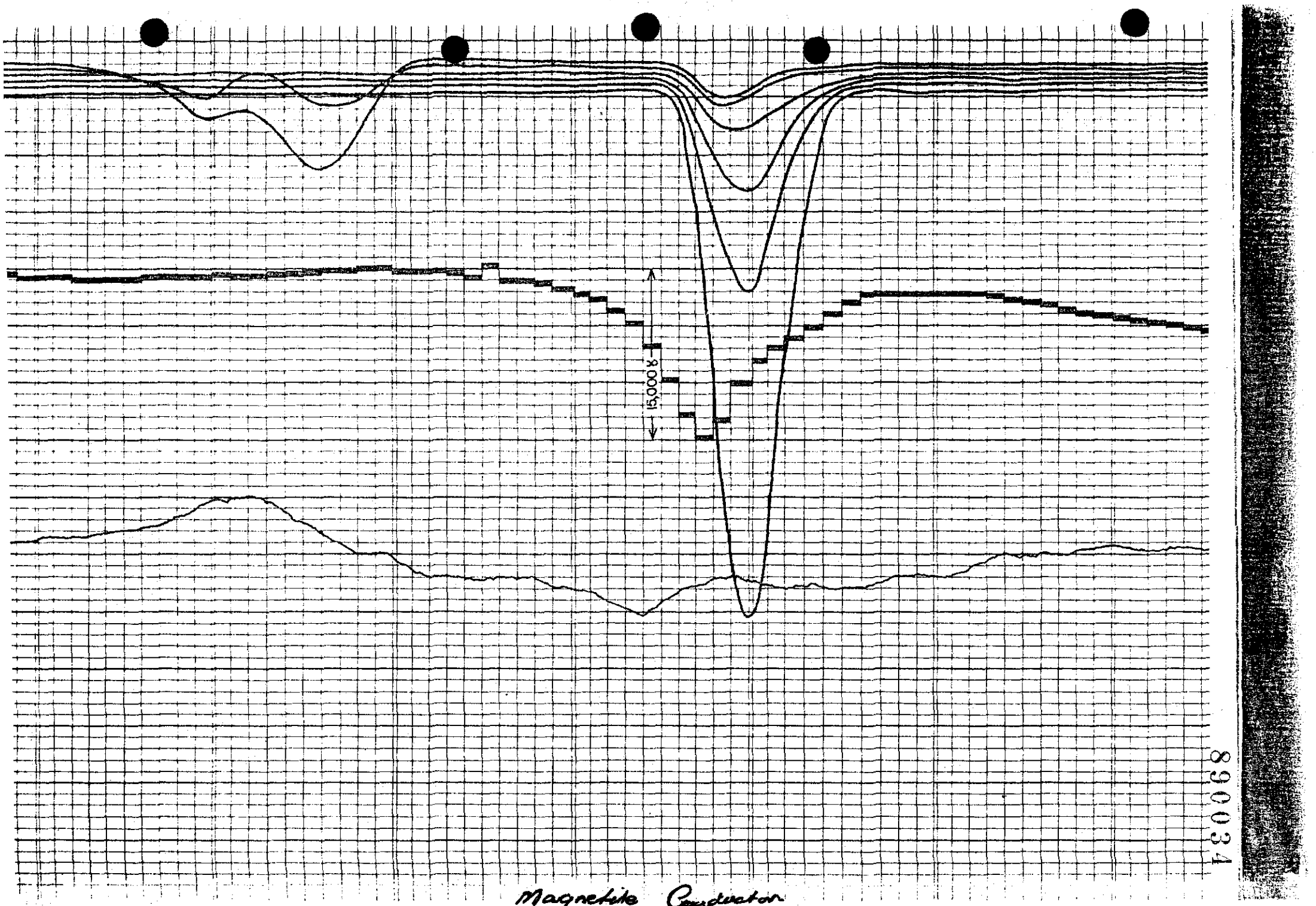


FIGURE 25 - EDGE EFFECT OF SURFACE CONDUCTOR



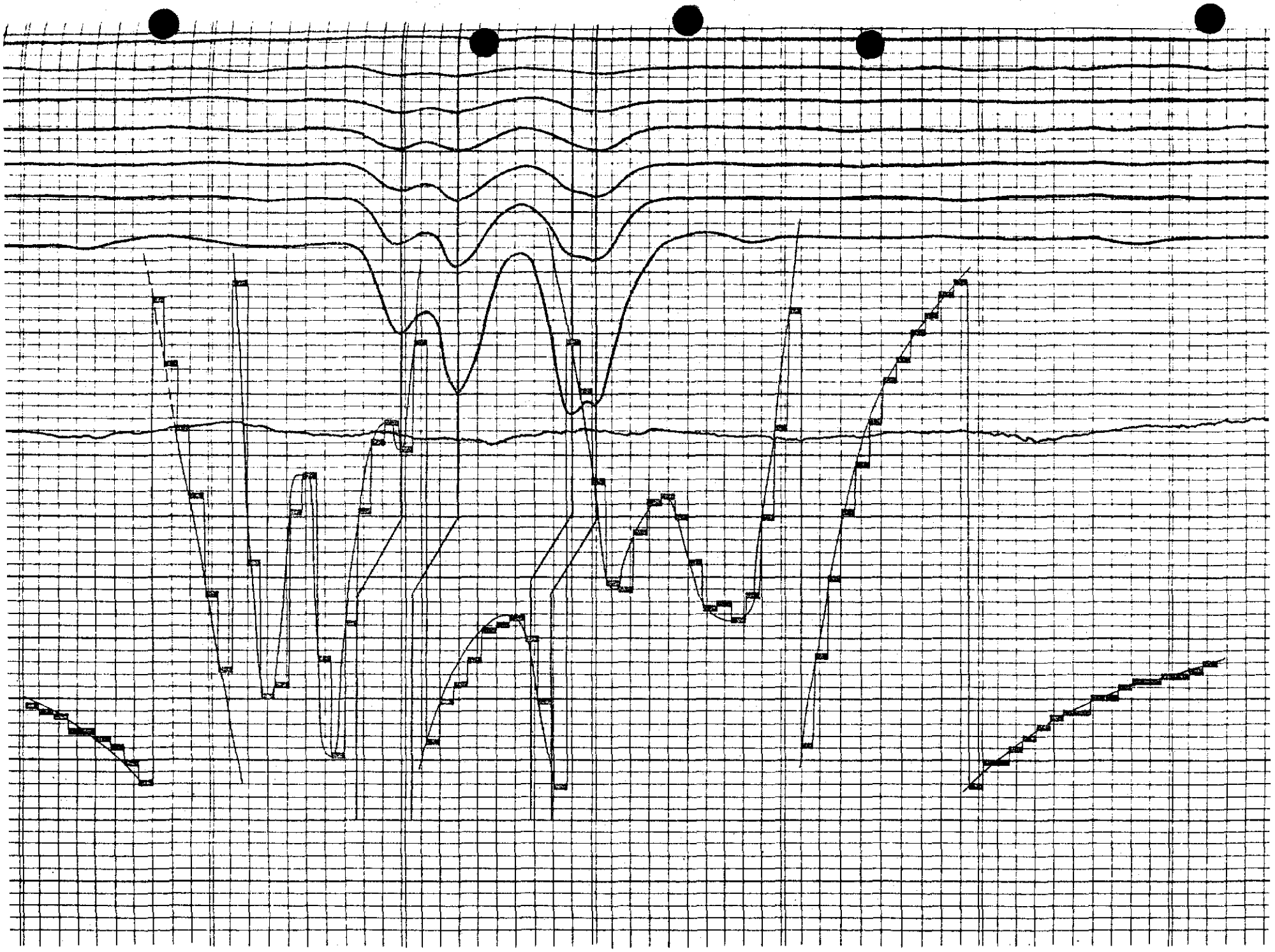


FIGURE 28 - GRAPHITE CONDUCTORS

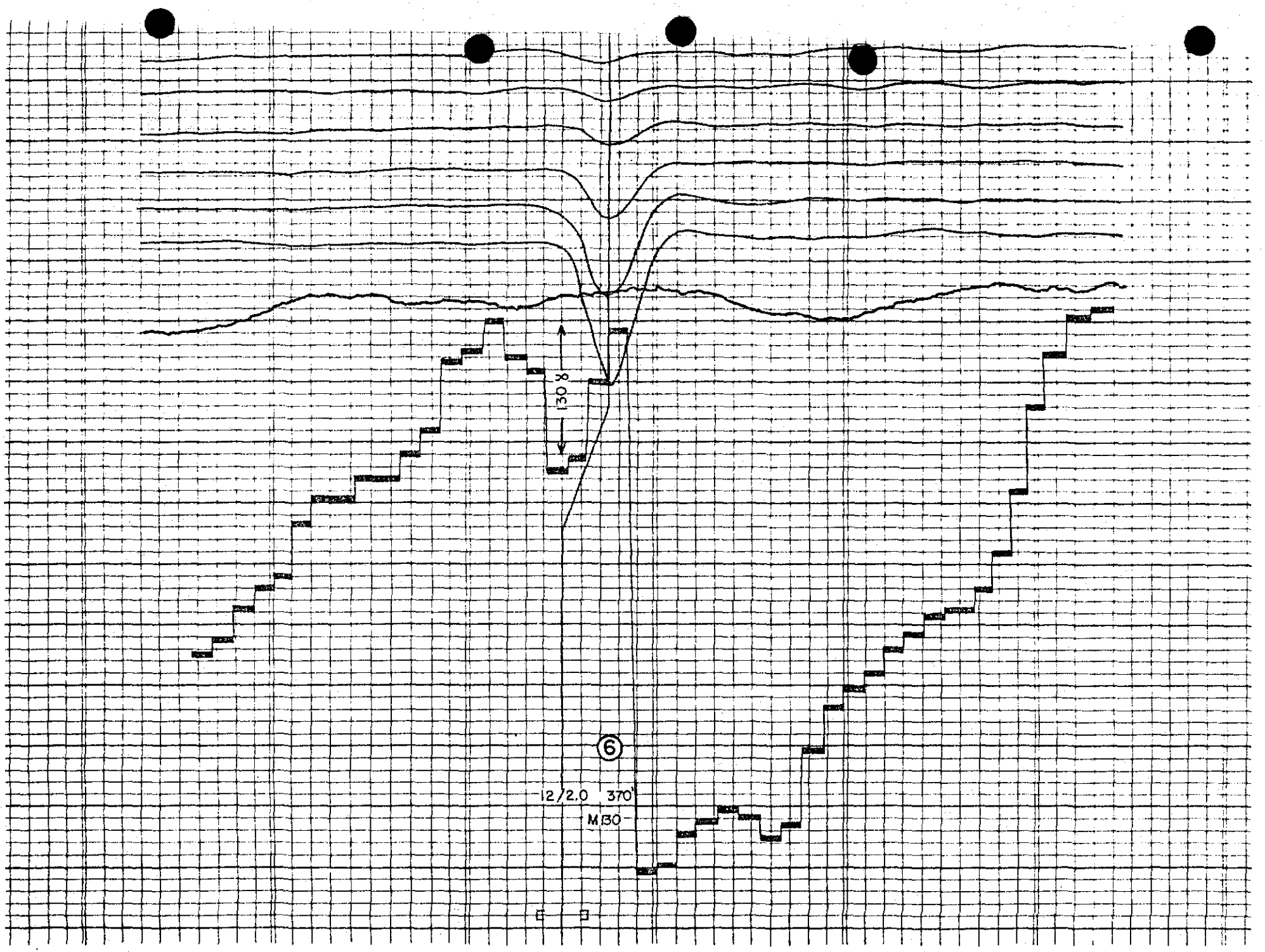
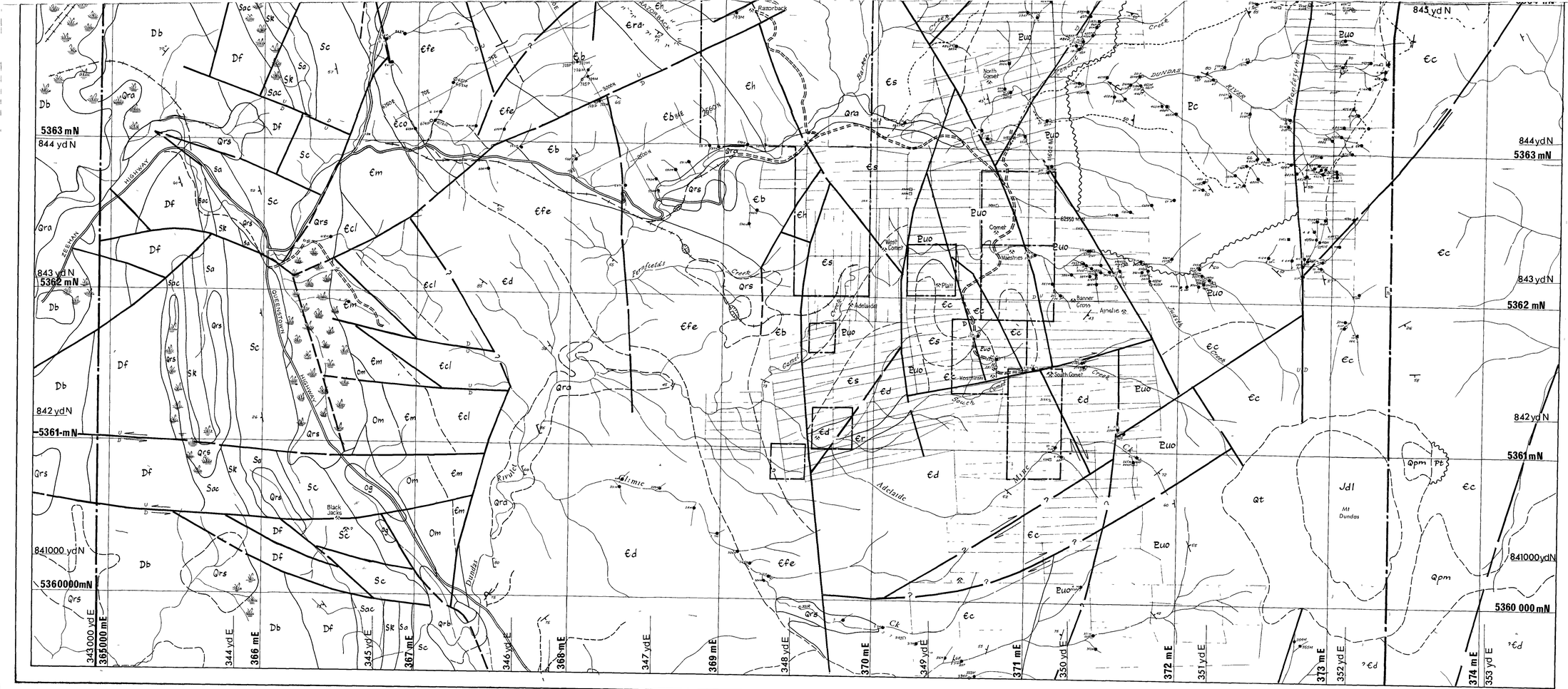
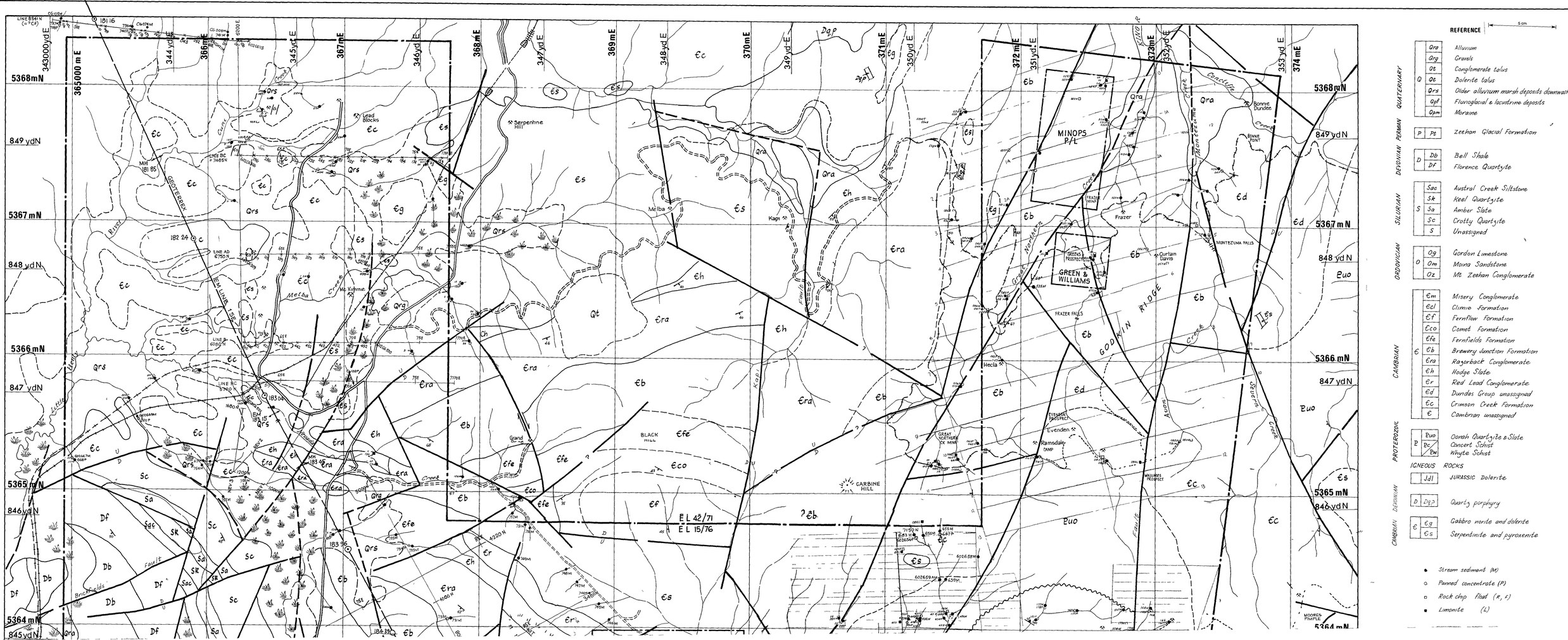


FIGURE 30 MASSIVE SULPHIDE CONDUCTOR


181
182
GEOTERREX BARRENGER SYSTEM AIRBORNE TEST E.M LINE 1.5E (1978)
MH 208·20
MAGNETIC HIGH AT FIDUCIAL 208·20 ON FLIGHT LINE
EM 206·45
EM ANOMALY AT FIDUCIAL 206·45 ON FLIGHT LINE
5 cm
890037
PACMINEX PTY. LIMITED
GEOTERREX EM TEST LINES AND DRAINAGE SAMPLE NUMBERS
E L 15/76 - North Sheet
DUNDAS, WEST TASMANIA
SCALE 1 10 000
DRAWN P.M.M / P.H
DATE Jan 79
REVISED May/81
K 555 - 6
81-1598



REFERENCE

5 cm

Q	Qra	Alluvium
	Qrg	Gravels
	Qt	Conglomerate talus
	Qe	Dolerite talus
	Qrs	Older alluvium marsh deposits downwash etc
	Qpf	Fluvioglacial & lacustrine deposits
	Qpm	Moraine
P	Pz	Zeehan Glacial Formation
D	Db	Bell Shale
	Df	Florence Quartzite
S	Sac	Austral Creek Siltstone
	Sk	Keel Quartzite
	Sa	Amber Slate
	Sc	Crotty Quartzite
	S	Unassigned
O	Og	Gordon Limestone
	Om	Moina Sandstone
	Oz	Mt Zeehan Conglomerate
Є	Єm	Misery Conglomerate
	Єcl	Climie Formation
	Єf	Fernflow Formation
	Єco	Comet Formation
	Єfe	Fernfields Formation
	Єb	Brewery Junction Formation
	Єra	Razorback Conglomerate
	Єh	Hodge Slate
	Єr	Red Lead Conglomerate
	Єd	Dundas Group unassigned
	Єc	Crimson Creek Formation
	Є	Cambrian unassigned
P	Puo	Oonah Quartzite & Slate
	Pc	Concert Schist
	Pw	Whyte Schist

IGNEOUS ROCKS

	Jdl	JURASSIC Dolerite
D	Dqp	Quartz porphyry
Є	Єg	Gabbro norite and dolerite
	Єs	Serpentinite and pyroxenite

- Stream sediment (M)
- Panned concentrate (P)
- Rock chip float (R, F)
- Limonite (L)

PACMINEX PTY. LIMITED

GEOTERREX E M TEST LINES AND DRAINAGE SAMPLE NUMBERS

890035

E.L. 15/76 - South Sheet

DUNDAS, WEST TASMANIA

SCALE	1:10000
DRAWN	P M M / P H
DATE	December 1977
REVISED	Jan '79, May '81

K555-7

81-1598

MAP SHEET ZEEHAN 1:15840

PROJECT PIEMAN

MAP SHEET ZEEHAN 1:15840

LINE 1 S.E.

179·77 181·16 182·24 183·04 183·96 184·39

LINE 2 E

184·78 185·97 187·35 189·25 191·55 192·37 194·15 195·75 197·97

LINE 3 S.W.

199·62

LINE 4 N.E.

202·93 205·83 205·85 MH206·00 EM206·45 EM207·30 207·35 207·93

Fault

Brickfields

850yds 845yds 840yds 835yds 830yds

5360m 5355m 5350m

REFERENCE

EL 15/76

EL 7/68

207·93 GEOTERREX Airborne E.M.

5 cm

SCALE 1:25,000

0 1 2km

890039

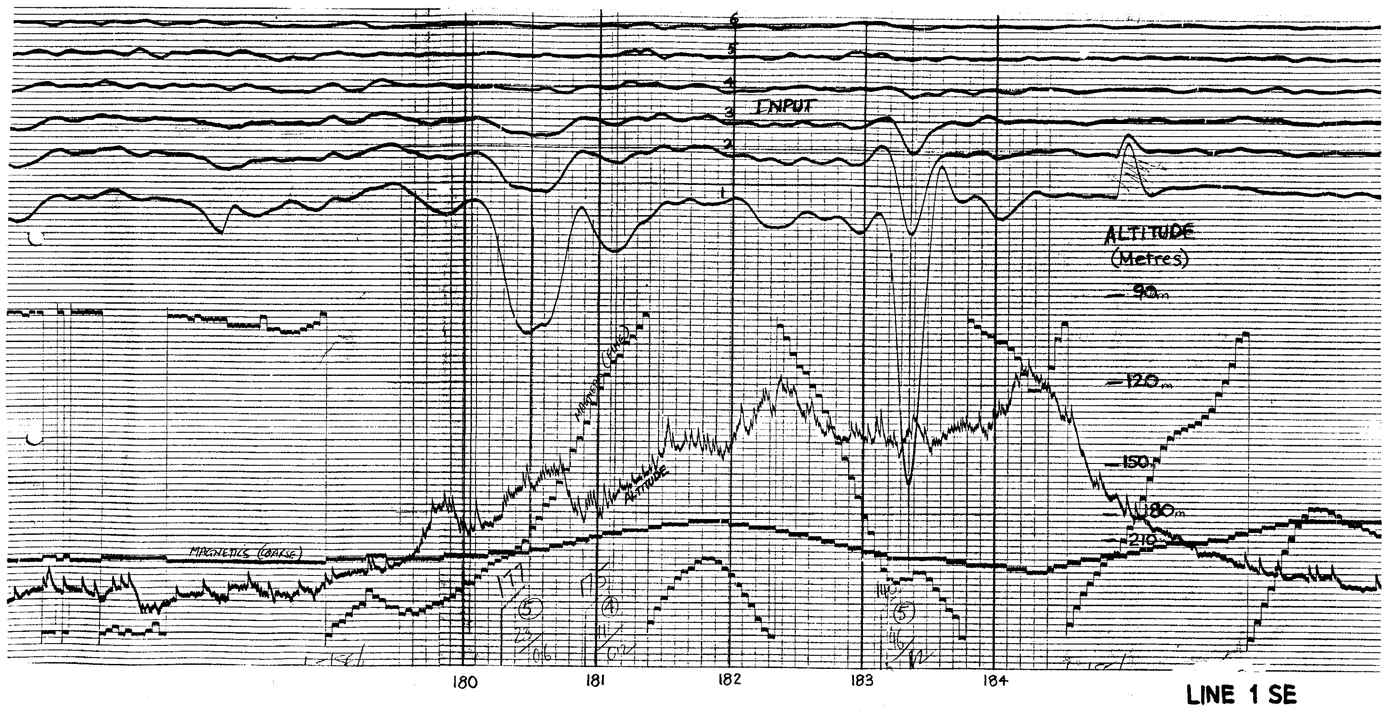
CSR LIMITED-MCD

E.L. 15/76 DUNDAS TAS.

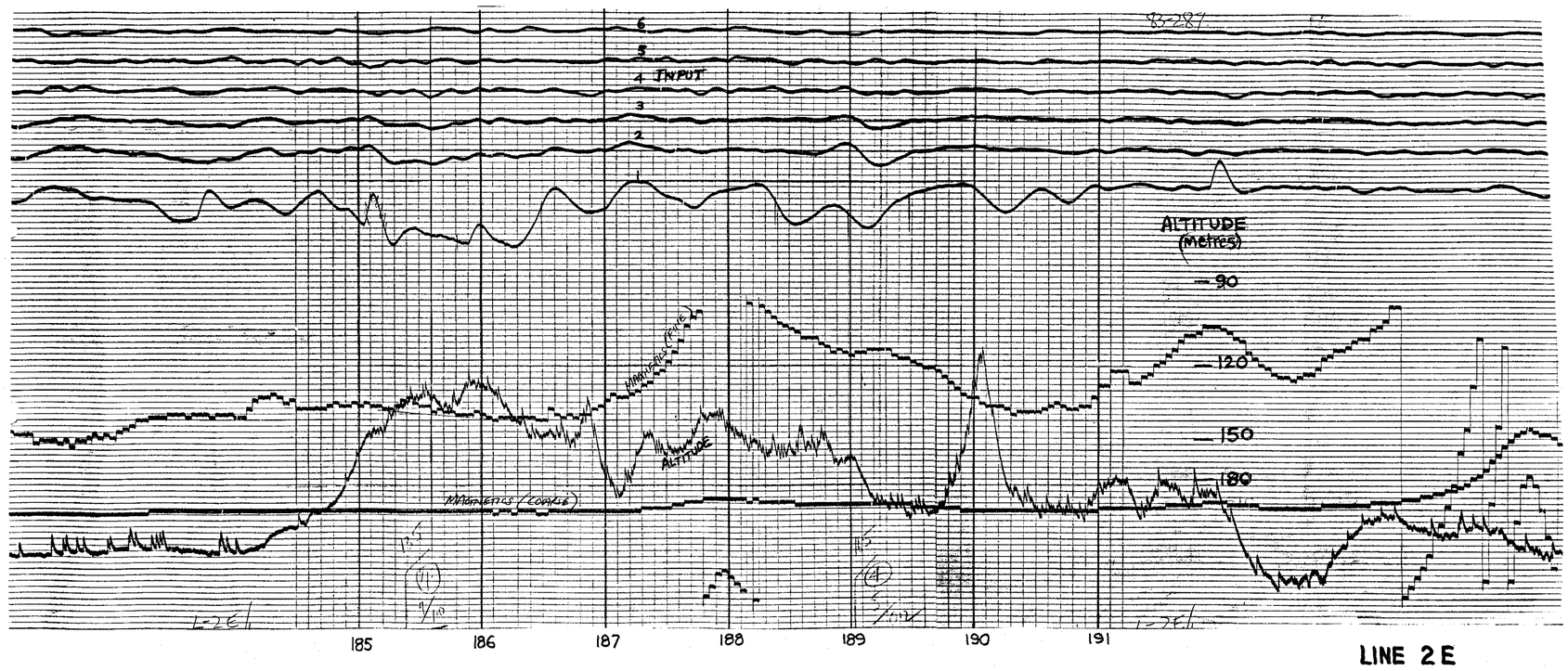
GEOLOGY & E.M. TEST LINES

SCALE	: 1: 25,000	DRG. No. K555-21
DRAWN	: P.M.M.	
DATE	: May '81	
REVISED	:	

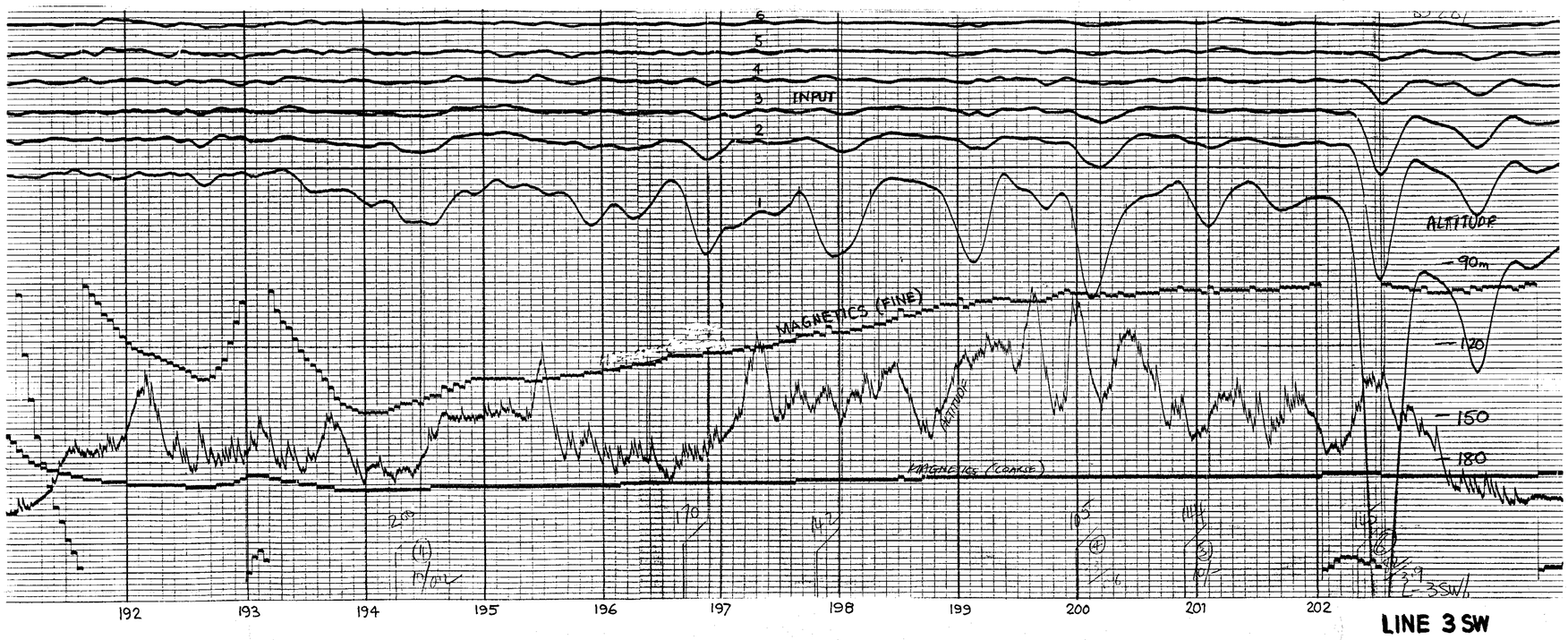
81-1598



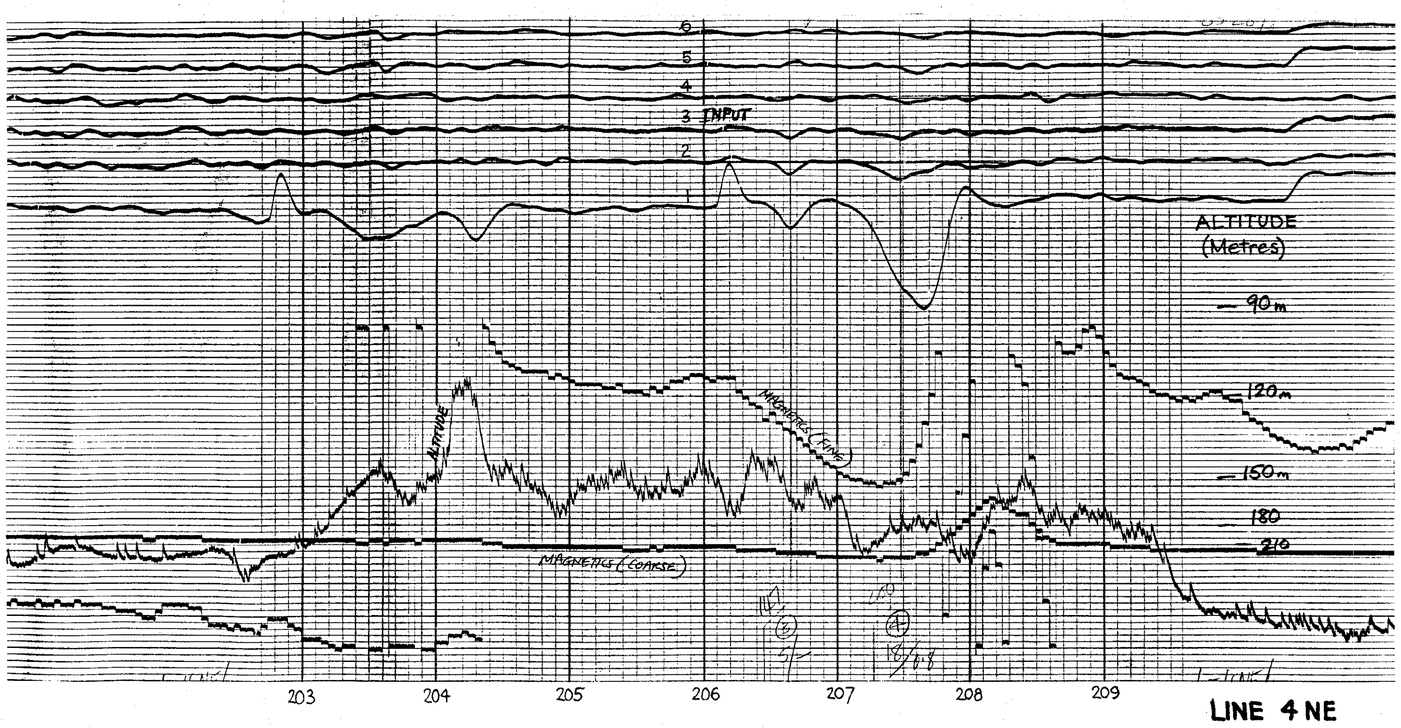
LINE 1 SE



LINE 2E



LINE 3 SW



LINE 4 NE

5 cm

FOR EMR 46/81

890040

CSR LIMITED-MCD

AIRBORNE INPUT E.M. AND MAGNETIC RECORDS TEST FLIGHTS

EL. 15/76 DUNDAS TAS.

SCALE	K555-22
DRAWN	
DATE MAY 1981	
REVISED	

81-1598