

367 SH3 ROSEBERY

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 108 C 1303 L	(FLIGHT 82	23) 113	85	83	179	173	15	0	4	0	8	0
LINE 109 D 1512 L	(FLIGHT 14	23) 13	3	1	4	20	11	0	1	178	258	82
LINE 110 B 1619 B? C 1613 B?	(FLIGHT 2	23) 2	1	2	10	17	1	28	1	72	327	44
			1	2	10	16	1	32	1	93	544	58
LINE 111 A 1637 B B 1644 B? C 1679 L D 1695 S	(FLIGHT 2	23) 6	1	3	9	34	2	30	1	125	1035	0
			0	2	11	22	1	7	1	45	778	12
			2	1	6	22	1	11	1	59	1458	21
			0	2	1	3	14	0	1	17	3160	0
LINE 112 A 1845 H B 1843 B C 1836 B? D 1750 L	(FLIGHT 1	23) 9	0	8	15	49	1	4	1	34	399	11
			1	9	19	61	1	7	1	70	809	3
			2	7	24	98	1	3	1	28	541	6
			57	58	58	52	109	105	17	0	9	0
LINE 113 A 1867 B B 1894 S C 1958 L	(FLIGHT 3	23) 18	3	11	51	114	1	8	1	43	694	0
			0	2	2	45	1	4	1	4	2391	0
			7	1	0	1	7	10	63	18	157	1035
LINE 114 A 2105 H C 2099 B F 2016 L	(FLIGHT 0	23) 7	1	10	23	97	1	0	1	24	412	2
			3	17	6	18	64	114	2	9	47	348
			2	16	1	2	8	6	1	0	163	980
LINE 115 B 2125 B D 2156 S	(FLIGHT 7	23) 10	13	12	36	43	8	28	1	81	136	40
			0	2	2	4	2	45	1	3	2	2243
LINE 116 B 2297 B F 2224 L	(FLIGHT 6	23) 10	10	14	40	54	5	28	1	97	133	54
			21	14	4	1	4	5	20	3	4	171
LINE 117 A 2322 B	(FLIGHT 3	23) 4	2	4	19	15	5	38	1	124	187	70

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART
OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT
LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.