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JUL 1984	A.O.	C.G.	E.O.	Reg. No.
D. DIR.	- 3 JUL 1984			E & IL
DEPT. OF MINES				
BTF. No. 6659/84				

GEOPEKO

A DIVISION OF PEKO-WALLSEND OPERATIONS LIMITED

PROGRESS REPORT ON ROBBINS ISLAND

E.L. 10/83

J.D.H. SUMPTON,
JUNE, 1984

MICROFILMED

OPEN FILE

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1.

INTRODUCTION

Exploration Licence 10/83 was taken up in order to extend exploration previously undertaken on the Tasmanian mainland to the south (on E.L. 7/83 and E.L. 8/83 see Figure 1). In the period from the granting of E.L. 10/83 until June 1984, the only exploration undertaken by Geopeko on the licence consisted of the flying of an airborne magnetometer survey covering the whole licence. This report describes that survey, presents the aeromagnetic data, and offers some preliminary interpretation of these data.

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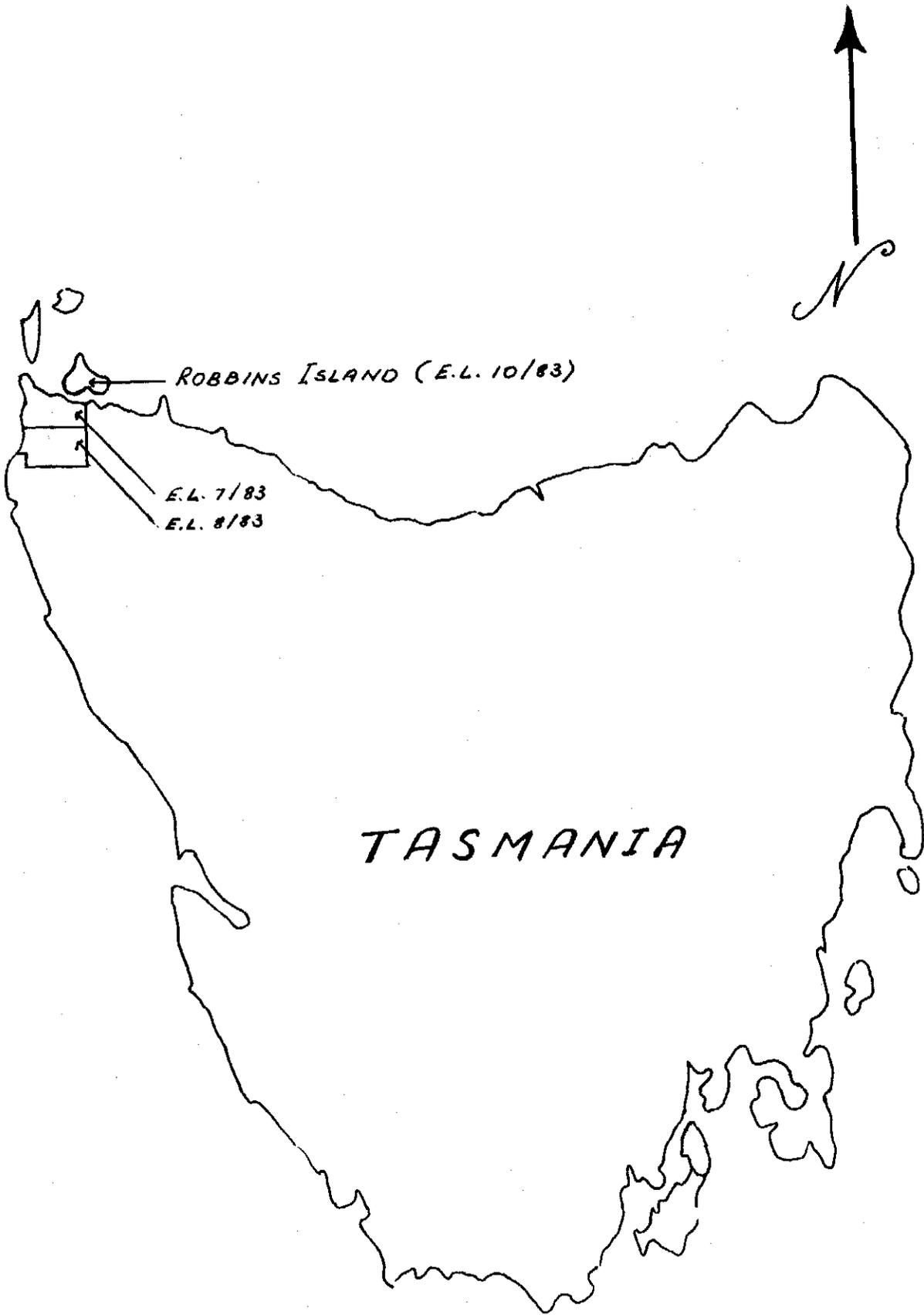


FIGURE 1

E.L. 10/83 - LOCATION DIAGRAM

2. HISTORICAL NOTE

Prior to the granting of E.L. 10/83, an objection to the Peko-Wallsend Operations Ltd application was lodged with the Tasmanian Mines Department by the present owners of Robbins Island (of which E.L. 10/83 is wholly composed). Central to this objection was the present owners contention that they held rights to any minerals on or under the island under the terms of the Royal Charter granted to the Van Diemen's Land Company in the first half of the nineteenth century. It is true that Robbins Island, as well as other large tracts of Crown Land in what is now known as Tasmania, were granted to the Van Diemen's Land Company in 1848, however whether or not the present owners of Robbins Island retain any rights under the V.D.L. Charter was not proven.

Legal opinion was that the V.D.L. Company was incorporated to bring into cultivation Crown Land that was lying waste at the time, and to take advantage of 'a large number of convicts, who are at present maintained at the public expense, some of whom might be advantageously employed in the cultivation of such waste lands' (an Act of Imperial Parliament of 1825 6 GEO IV c 39). The V.D.L. Company's Charter granted the company the power to mine on its land (other than land granted for the express purpose of mining) only for the purposes of quarrying stone, lime, clay or other materials for building. The owners of Robbins Island later withdrew their objection, however in doing so they made the point that the removal of their objection was not an acknowledgment that they did not have mineral rights to the area, nevertheless with the removal of the objection E.L. 10/83 was duly granted. Appendix A is an extract from the Van Diemen's Land Company Charter.

006

3. AEROMAGNETIC SURVEY

The airborne magnetometer survey covered approximately 790 line kilometres, encompassing the entire land surface of Robbins Island (about 100km²) and the Robbins Passage which lies between the island and the north coast of Tasmania (see Figure 2). This coverage links this survey with the Montagu aeromagnetic survey flown to the same specifications over E.L. 25/80 (now E.L. 7/83 and E.L. 8/83). Flight lines were in an East-West direction with a nominal flight line separation of 250m. Mean terrain clearance was set at 120 metres, and the sampling interval was specified at 60m along flight lines.

The contractor used for the survey was Austirex International Ltd., using a Government Aircraft Factories NOMAD aircraft model 22B. The airborne proton precession magnetometer (measuring total field) used was a Geometrics G813 model, which has a stated recording precision of 0.01nT, and a noise level less than 1.0nT.

Airborne Radiometric data were recorded throughout the survey, using a Geometrics GR-800 multichannel spectrometer, although these data were not processed further.

As the survey covered a fairly featureless offshore island and considerable areas of the surrounding waters, normal navigation using aerial photos was considered inadequate, and range-range radar positioning was specified.

Plans showing total magnetic intensity contours and flight line positions are presented in Plans 1-10.

4. MAGNETIC INTERPRETATION

The magnetic character of the area surveyed can be mostly, if not wholly, explained by the presence of two magnetite bearing formations. The two slightly arcuate belts of magnetic rocks to the west can be attributed to Cambrian volcanics, as identified on E.L. 7/83 to the south. This is an extension of the dome structure interpreted from the airborne magnetic signature of the volcanics to south (Large 1982). Consistant with this interpretation the western belt of volcanics appears to dip to the west, and the eastern belt to dip to the east.

The complex character of the magnetics towards the eastern end of the Island can most likely be attributed to Tertiary basalt, although from existing mapping most of this area is covered by recent sand. Within this area there are zones of more intense magnetic intensity although it is likely that these reflect changes in thickness of the basalt and/or magnetite content and/or distance from the magnetometer sensor (offshore), rather than a non-basalt source. The magnetic anomalies in the central south of the survey area are actually in E.L. 7/83, and have been identified as Tertiary basalt.

008

5.

CONCLUSION

The recent airborne magnetometer survey of Robbins Island (E.L. 10/83) has mapped out the continuation of magnetic formations recognised from the south. In the authors opinion there is no evidence of accumulations of magnetic material not attributable to these formations.

Further exploration on E.L. 10/83 would logically involve at least a small amount of geological reconnaissance in order to relate the geology of the licence to that of E.L. 7/83 to the south, and to assess the potential of the area for economic mineral occurrences. Further analysis of the magnetics would provide structural information to aid in geological mapping.

009

6.

ACKNOWLEDGEMENT

The information concerning the tenure of mineral rights on Robbins Island comes mainly from investigations by Mr. J.P. Millikan of Geopeko and Mr. C.K. Brown of Page Seager, Solicitors.

010

7.

REFERENCES

Large, R.R., 1982:

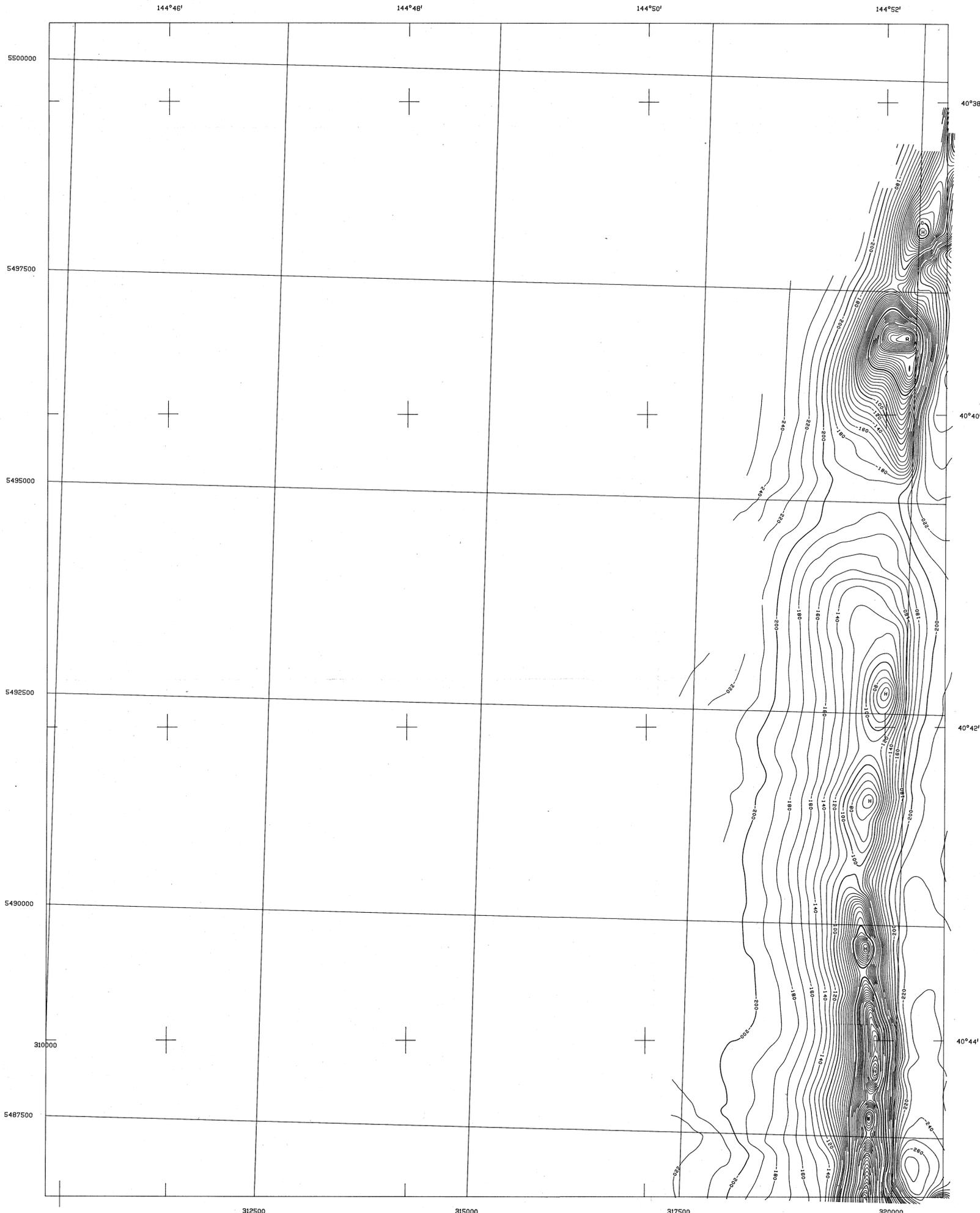
Annual Report - E.L. 25/80
Montagu, 1981 season.
Unpub. Geopeko Company Report.

Appendix A

Van Diemen's Land Company Charter



or parts of the said lands to be granted subject only to such conditions and restrictions of any kind as should be stipulated in and by the grant or grants thereof to the said
 Company and whereas we in consideration of the said Instructions and in pursuance of the last Act before recited Act of Parliament did by warrant under our
 Royal Sign Manual bearing date on or about the fifteenth day of November now last past transmitted by our trusty and well beloved Cousin Henry Earl Grey
 one of our principal Secretaries of State authorize and empower the Governor or Lieutenant Governor of our said Island of New Guinea and its Dependencies to
 execute a Deed under the Great Seal of the said Island and its Dependencies as to the tenor or effect of those presents **WE KNOW YE** that in consideration of the
 promises We of our especial grace mere motion and certain knowledge **THE WE** granted and for us our Heirs and Successors DO hereby grant unto the said
 Land Company and their Successors **Firstly** All that Block or Tract of Land situate lying and being in the District known as the **Surrey Hills** in our said Island
 of New Guinea and containing altogether about one hundred and fifty thousand acres be the same more or less bounded on the North by a due East line of five miles along
 Crown Land commencing at the apex of **Palentine Peak** and following the **Old Star Creek** the **Old Road** leading from **Doloraine** to **Dum Bay** and the **Black River** in the
 East by a due South line of thirteen miles and one half mile also along Crown Land crossing the **Lower River** the **Mount Cutlog Range** part of the **Black Range** in
 crossing the **asforesaid Road** and passing thirty six chains and twenty five links to the West of the Summit of the **Rocky Mount** on the **Black Ridge** as aforesaid in
 the South by a due West line of thirteen miles and one half mile also along Crown Land crossing part of the **Black Range** as aforesaid the **Blackish River** and the
Blackish River and passing about one hundred and ten chains to the South of the Summit of **Mount Crisp** about one hundred and fifty chains to the
 North of the Summit of **Mount Crisp** on the West by a due North line of thirteen miles and one half mile also along Crown Land crossing about one hundred and
 twenty chains to the West of the Summit of **Mount Crisp** about two hundred and ten chains to the East of the Summit of **Mount Bischoff** and thirty chains and
 sixty links to the West of the Summit of **Mount Crisp** on the North by a due East line of three miles and one half mile also along Crown Land crossing the **Star
 Creek** again on the West by a due North line of six miles and thirty five chains **And** along Crown Land crossing the **Star Creek** again on the North by a due East line
 of five miles also along Crown Land extending to the West boundary of the **Thompson's Hill's Block** at a point distant two miles to the South of the North West corner
 thereof and thence again on the East by a due South line of six miles and thirty five chains along part of that **Block** and along Crown Land to the point of commencement
And also secondly All that Block or Tract of Land situate lying and being in the District known as the **Attitude's Plains** in the said Island of New Guinea
 and containing altogether about one thousand acres be the same more or less bounded on the West by a due North line of three hundred and sixteen chains and twenty
 two links along Crown Land commencing at a point distant about four hundred and twenty three chains in an East North Easterly direction from the South East
 angle of the **Surrey Hills Block** crossing the **River** and the **Old Road** leading from **Doloraine** to **Dum Bay** and passing twenty two chains thereabouts to the
 West of **Boards Sugar Loaf** on the North by a due East line of three hundred and sixteen chains and twenty four links also along Crown Land crossing the **Star River**
 on the East by a due South line of three hundred and sixteen chains and twenty two links also along Crown Land recrossing the **River** and the **Old Road** as aforesaid
 and thence on the South by a due West line of three hundred and sixteen chains and twenty four links also along Crown Land to the point of commencement
And likewise Thirdly All that Block or Tract of Land situate lying and being in the District known as the **Thompson's Hill's** in the said Island of
 New Guinea and containing altogether about one thousand acres be the same more or less bounded on the West by a due North line of three hundred and sixteen
 chains and twenty two links along the **Surrey Hills Block** along Crown Land and along the **Dum Bay Block** commencing at the East boundary of the first mentioned
Block at a point distant three hundred and fifty eight chains and seventy eight links North of the apex of **Palentine Peak** crossing the **Star River** and **Star
 River** on the North by a due East line of three hundred and sixteen chains and twenty four links along the **Dum Bay Block** as aforesaid and along Crown Land
 crossing the **Star River** the **Old Road** leading from **Doloraine** to **Dum Bay** and the **Dum River** on the East by a due South line of three hundred and sixteen
 chains and twenty two links also along Crown Land and thence on the North by a due West line of three hundred and sixteen chains and twenty four links
 also along Crown Land recrossing the asforesaid Road crossing the **Star River** and recrossing the **Dum River** as aforesaid to the point of commencement
And Fourthly All that Block or Tract of Land situate lying and being in the District known as **Circular Head** in our said Island of New Guinea
 and containing altogether about twenty thousand acres be the same more or less bounded on the North by a due West line of four hundred and sixty
 nine chains along Crown Land commencing at the **Black River** and extending to the **Deep Creek** on the Western side by the **Deep Creek** to **Dum Bay** thence



SURVEY SYSTEM
 AIRCRAFT NOMAD 22B VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GM9
 NAVIGATION COMPUTER DECCA TRANS 9447D
 GEOMETRICS GEOMETRICS 6813
 MAGNETOMETER Stinger Installation
 SPECTROMETER GEOMETRICS GR8000
 Downward array 50340 cc Na(Tl)
 Upward array 8390 cc Na(Tl)
 ACQUISITION SYSTEM SONTEK IGSS1
 RADIO NAVIGATION POSITIONING SYSTEM MOTOROLA MINI RANGER MK 3

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL 250 metres
 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

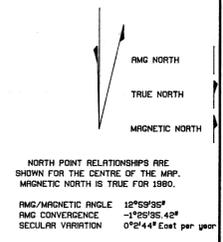
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 CONTOUR INTERVAL 10 nT

Flown and compiled by
AUSTREX INTERNATIONAL LTD
 November 1983 - January 1984
 Project management by
GEOPEKO GEOPHYSICAL GROUP



INDEX TO ADJOINING MAPS

7816 IV-NE	7816 I-NW	7816 I-NE
7816 IV-SE	7816 I-SW	7816 I-SE
7816 III-NE	7816 II-NW	7816 II-NE



402016

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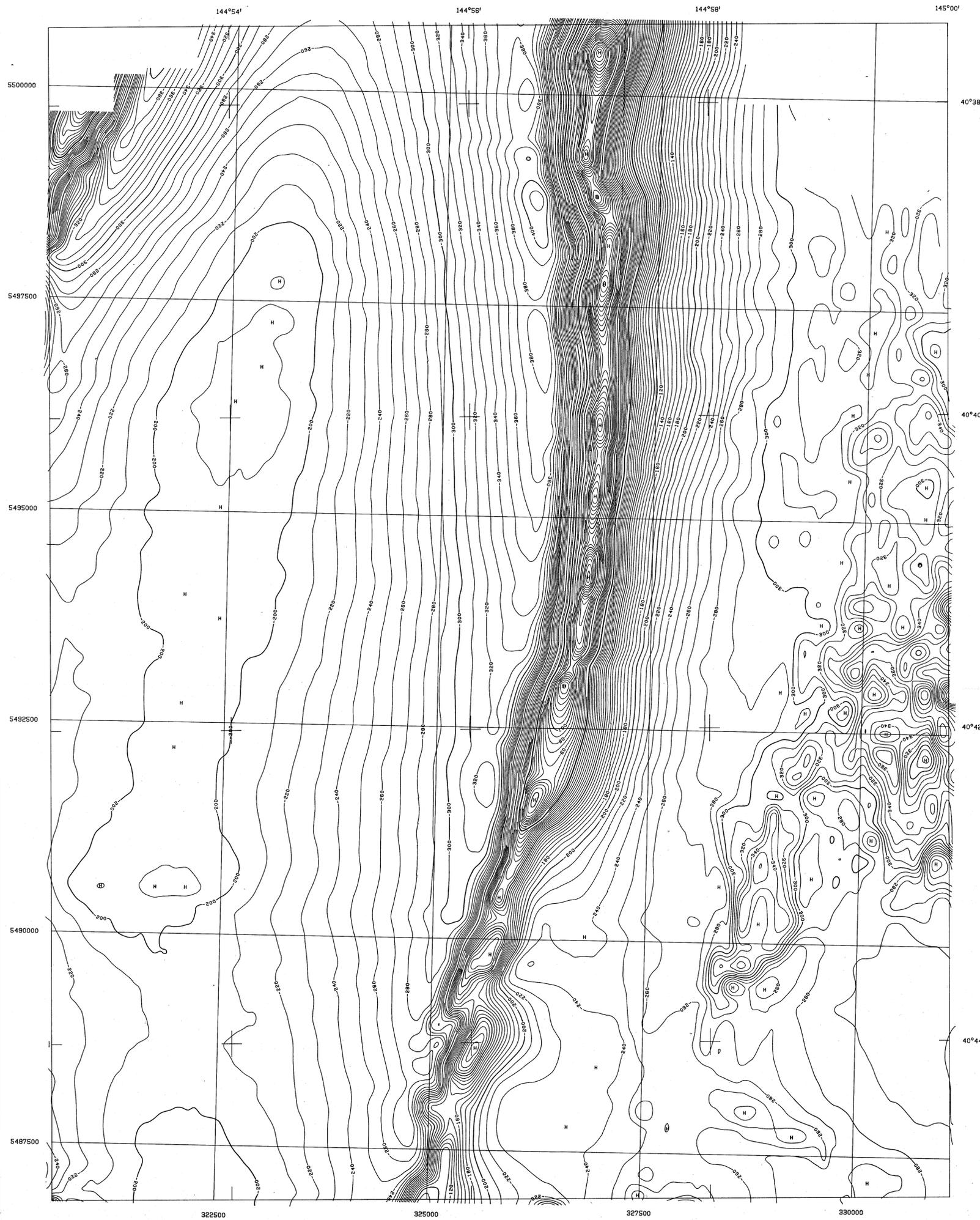
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DEVONPORT Map Ref **WELCOME 7816-I-SW**

MAGNETIC INTENSITY CONTOURS

Gordon No

Base No **84-2155**
PLAN 1



SURVEY SYSTEM
 AIRCRAFT: NOMAD 228 VH-CPX
 DOPPLER: DECCA 72
 COMPASS: SPERRY GMS
 NAVIGATION COMPUTER: DECCA TANS 9447D
 MAGNETOMETER: GEDMETRICS G819
 Stinger installation: GEDMETRICS CR800D
 SPECTROMETER: 50340 cc Na(I)
 Downward array: 8390 cc Na(I)
 ACQUISITION SYSTEM: SONOTEK IGSS1
 RADIO NAVIGATION POSITIONING SYSTEM: MOTOROLA MINI RANGER MK 3

FLIGHT SPECIFICATION
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 TRAVERSE LINE DIRECTION: 90 or 270 degrees
 TIE LINE INTERVAL: 2500 metres
 TIE LINE DIRECTION: 0 or 180 degrees
 TERRAIN CLEARANCE: 120 metres
 SPEED: 50 metres/sec
 ACQUISITION INTERVAL: 1.0 second
 NAVIGATION AND RECOVERY: Real-time range range radar
 Doppler assisted

DATA PROCESSING
 REGIONAL FIELD: IGRF Model 1980 removed
 GRID CELL SIZE: 75 m x 75 m
 CONTOUR INTERVAL: 10 nT

Flown and compiled by
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 Project management by
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INDEX TO ADJOINING MAPS

7816 I-NW	7816 I-NE	7916 IV-NW
7816 I-SW	7816 I-SE	7916 IV-SW
7816 II-NW	7816 II-NE	7916 III-NW

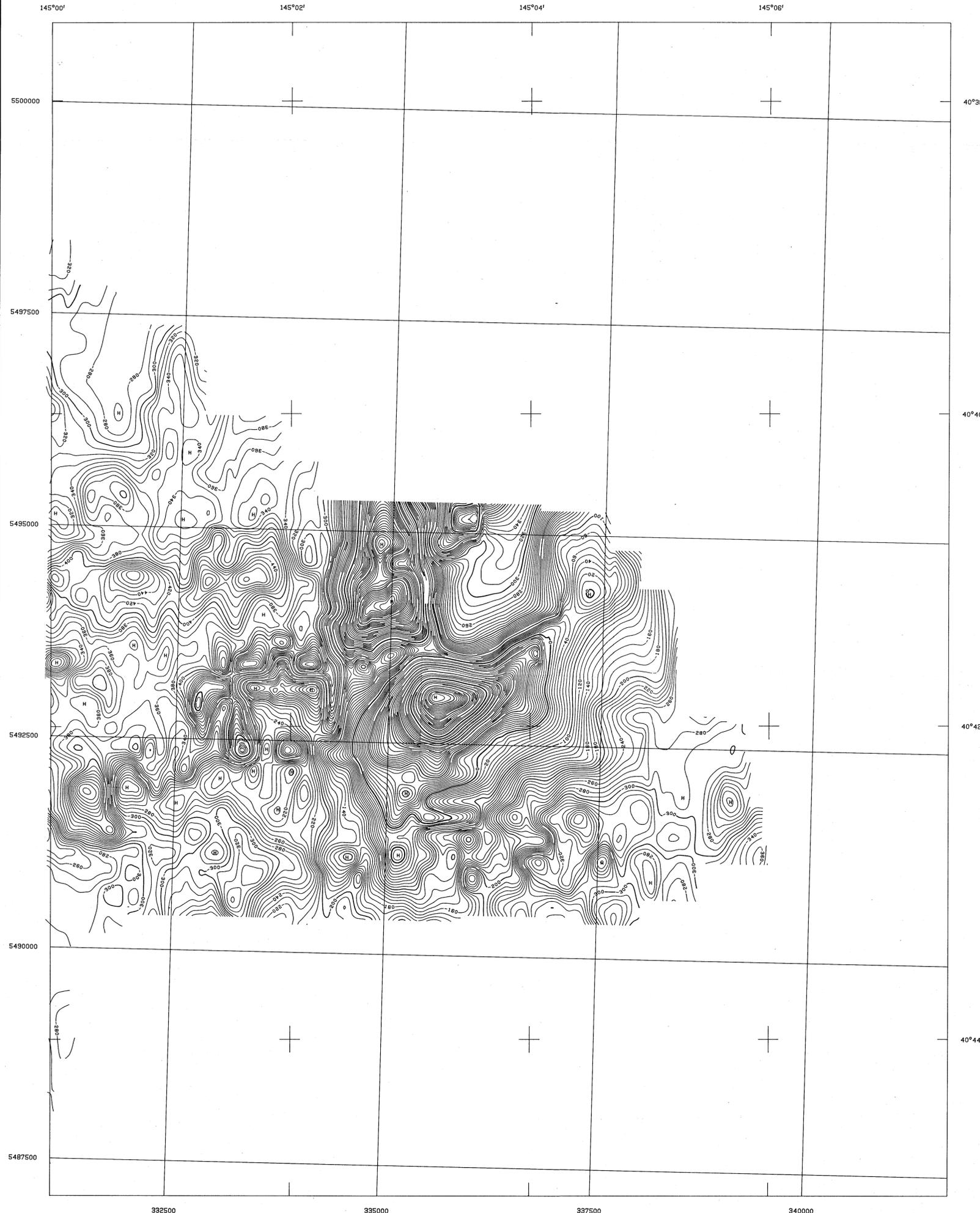
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402017

DEVONPORT Map Ref **WELCOME 7816-I-SE**
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MAGNETIC INTENSITY CONTOURS
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A DIVISION OF PEKO-WALLSEND OPERATIONS LTD.
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Gordon No _____ Base No _____



SURVEY SYSTEM
 AIRCRAFT NOMAD 22B VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GMS
 NAVIGATION COMPUTER DECCA TRANS 9447D
 MAGNETOMETER GEOMETRICS G813
 SPECTROMETER Stinger Installation
 Downward array GEOMETRICS GR8000
 Upward array 50340 cc Na(Tl)
 ACQUISITION SYSTEM 8390 cc Na(Tl)
 RADIO NAVIGATION POSITIONING SYSTEM SONOTEK IGSS1
 MOTOROLA MINI RANGER MK 3

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL 250 metres
 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range radar
 Doppler assisted

DATA PROCESSING
 REGIONAL FIELD IGRF Model 1980 removed
 GRID CELL SIZE 75 m x 75 m
 CONTOUR INTERVAL 10 nT

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 Project management by
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5 cm

INDEX TO ADJOINING MAPS

7816 I-NE	7916 IV-NW	7916 IV-NE
7816 I-SE	7916 IV-SW	7916 IV-SE
7816 II-NE	7916 III-NW	7916 III-NE

▲ AMG NORTH
 ▲ TRUE NORTH
 ▲ MAGNETIC NORTH

NORTH POINT RELATIONSHIPS ARE SHOWN FOR THE CENTRE OF THE MAP.
 MAGNETIC NORTH IS TRUE FOR 1980.

AMG/MAGNETIC ANGLE 12°57'31"
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402018

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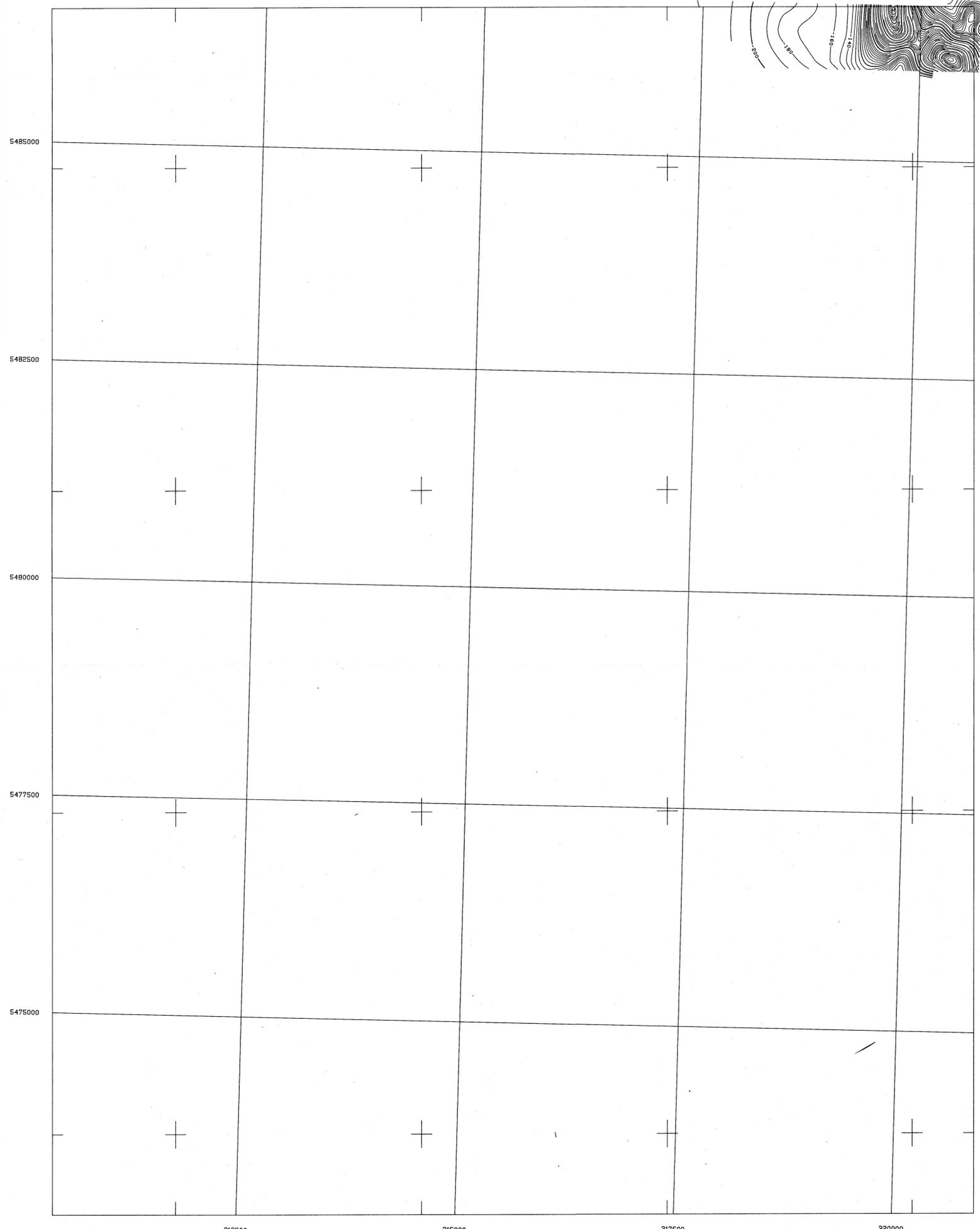
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MAGNETIC INTENSITY CONTOURS

003
 84-2155
 PLAN 3

Gordon No _____ Base No _____

144°46' 144°48' 144°50' 144°52'



SURVEY SYSTEM

AIRCRAFT NOMAD 228 VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GMB
 NAVIGATION COMPUTER DECCA TRANS 9447D
 MAGNETOMETER GEOMETRICS GB13
 Stinger Installation
 SPECTROMETER GEOMETRICS GR800D
 Downward array 50340 cc Na(Tl)
 Upward array 8390 cc Na(Tl)
 ACQUISITION SYSTEM SONOTEX IGSS1
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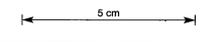
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 SPEED 50 metres/sec
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 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

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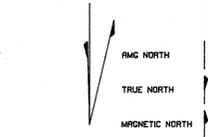
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 Project management by
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7816 III-NE	7816 II-NW	7816 II-NE
7816 III-SE	7816 II-SW	7816 II-SE

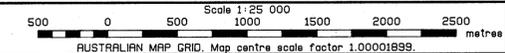


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402019

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DEVONPORT

Map Ref **WELCOME 7816-II-NW**

MAGNETIC INTENSITY CONTOURS

004

84-2155

Gordon No

Base No **PLAN 4**

144°54'

144°56'

144°58'

145°00'

5485000

40°46'

5482500

40°48'

5480000

5477500

40°50'

5475000

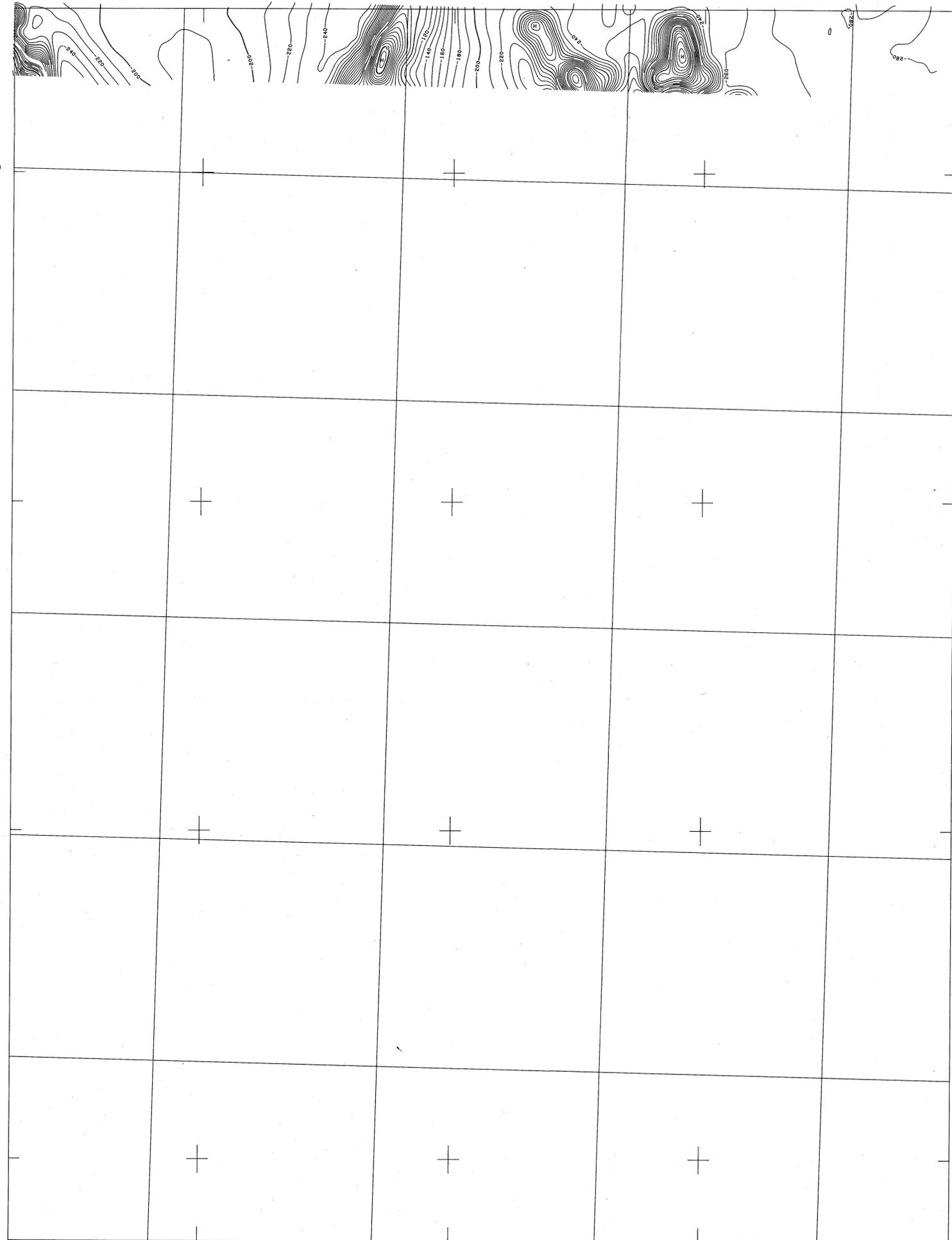
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322500

325000

327500

330000



SURVEY SYSTEM
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 DOPPLER DECCA 72
 COMPASS SPERRY GMS
 NAVIGATION COMPUTER DECCA TRANS 9447D
 MAGNETOMETER GEOMETRICS G813
 Stinger installation
 SPECTROMETER GEOMETRICS G800D
 Downward array 50340 cc NaI(Tl)
 Upward array 8390 cc NaI(Tl)
 ACQUISITION SYSTEM SONOTEX IGSS1
 RADIO NAVIGATION POSITIONING SYSTEM MOTOROLA MINI RANGER MK 3

FLIGHT SPECIFICATION
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 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

DATA PROCESSING
 REGIONAL FIELD IGRF Model 1980 removed
 GRID CELL SIZE 75 m x 75 m
 CONTOUR INTERVAL 10 nT

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7816 II-SW	7816 II-SE	7916 III-SW

MAGNETIC NORTH
 TRUE NORTH
 MAGNETIC NORTH
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402000



GEOPKO
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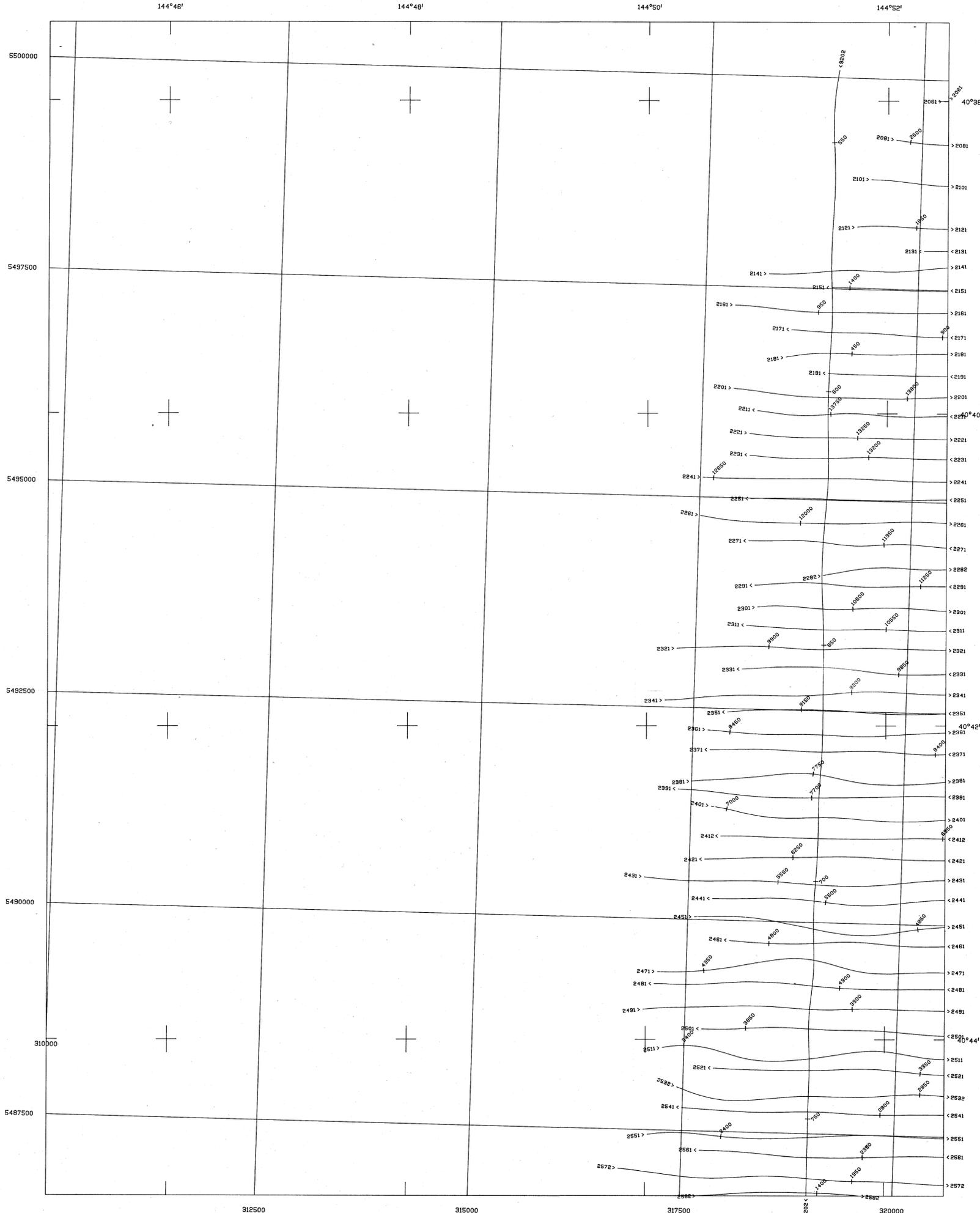
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005

MAGNETIC INTENSITY CONTOURS

842155
 PLANS

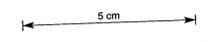
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SURVEY SYSTEM
 AIRCRAFT NOMAD 22B VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GM9
 NAVIGATION COMPUTER DECCA TRANS 9447D
 MAGNETOMETER GEOMETRICS 2813
 SPECTROMETER Stinger Installation
 Downward array GEOMETRICS GR8000
 Upward array 50340 cc Na(Tl)
 ACQUISITION SYSTEM 8390 cc Na(Tl)
 SDNTEK IGSS1

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL 250 metres
 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

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7816 IV-SE	7816 I-SW	7816 I-SE
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▲ MAG NORTH
 ▲ TRUE NORTH
 ▲ MAGNETIC NORTH

NORTH POINT RELATIONSHIPS ARE SHOWN FOR THE CENTRE OF THE MAP. MAGNETIC NORTH IS TRUE FOR 1980.

MAG/MAGNETIC ANGLE 12°59'56"
 MAG CONVERGENCE -1°25'35.42"
 SECULAR VARIATION 0°24.4" East per year



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A DIVISION OF PEKO-WALLSEND OPERATIONS LTD.

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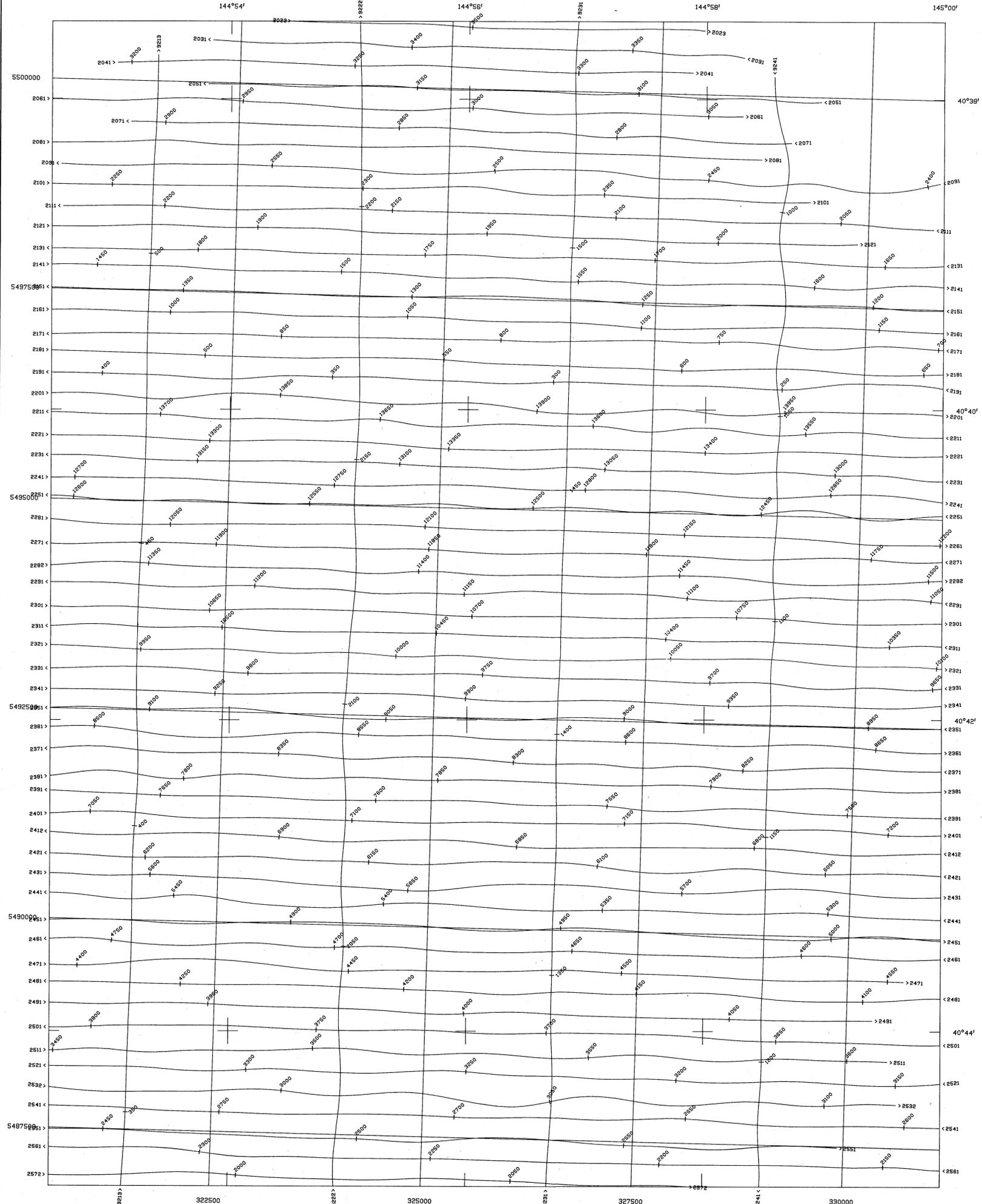
DEVONPORT Map Ref **WELCOME 7816-I-SW**

FLIGHT PATH 006

84-2155

Gordon No

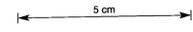
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SURVEY SYSTEM
 AIRCRAFT: NOMAD 22B VH-CPX
 DOPPLER: DECCA 72
 COMPASS: SPERRY GMS
 NAVIGATION COMPUTER: DECCA TRANS S447D
 MAGNETOMETER: GEOMETRICS G813
 SPECTROMETER: Stinger Installation
 Downward array: GEOMETRICS CR800
 Upward array: 50340 cc NaI(Tl)
 ACQUISITION SYSTEM: 8390 cc NaI(Tl) SONGTEK IGSS1

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL: 250 metres
 TRAVERSE LINE DIRECTION: 90 or 270 degrees
 TIE LINE INTERVAL: 2500 metres
 TIE LINE DIRECTION: 0 or 180 degrees
 TERRAIN CLEARANCE: 120 metres
 SPEED: 50 metres/sec
 ACQUISITION INTERVAL: 1.0 second
 NAVIGATION AND RECOVERY: Real-time range range radar Doppler assisted

Flown and compiled by
AUSTIREX INTERNATIONAL LTD
 November 1983 - January 1984
 Project management by
GEOPEKO GEOPHYSICAL GROUP



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7816 I-SW	7816 I-SE	7916 IV-SW
7816 II-NW	7816 II-NE	7916 III-NW

▲ MAGNETIC NORTH
 ▲ TRUE NORTH
 ▲ NORTH POINT RELATIONSHIPS ARE SHOWN FOR THE CENTRE OF THE MAP. MAGNETIC NORTH IS TRUE FOR 1980.
 ▲ ANG/MAGNETIC ANGLE: 12°59'39"
 ▲ ANG CONVERGENCE: -1°20'41.82"
 ▲ SECULAR VARIATION: 0°2'45" East per year

402022

DEVONPORT

GEOPEKO
 A DIVISION OF PEKO-WALLSEND OPERATIONS LTD.

Scale 1:25 000
 500 0 500 1000 1500 2000 2500 metres
 AUSTRALIAN MAP GRID, Map centre scale factor 0.99997388.

Map Ref **WELCOME 7816-I-SE**

FLIGHT PATH

007

Gordon No

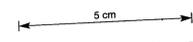
Base No **84-2155**
PLAN 7



SURVEY SYSTEM
 AIRCRAFT NDMRD 22B VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GMS
 NAVIGATION COMPUTER DECCA TRANS 9447D
 MAGNETOMETER GEOMETRICS GB19
 SPECTROMETER Stinger Installation
 Downward array 50340 cc Na(IIT)
 Upward array 8390 cc Na(IIT)
 ACQUISITION SYSTEM SONOTEK IGSS1

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL 250 metres
 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

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7916 I-SE	7916 IV-SW	7916 IV-SE
7916 II-NE	7916 III-NW	7916 III-NE

▲ MAG NORTH
 ▲ TRUE NORTH
 ▲ MAGNETIC NORTH

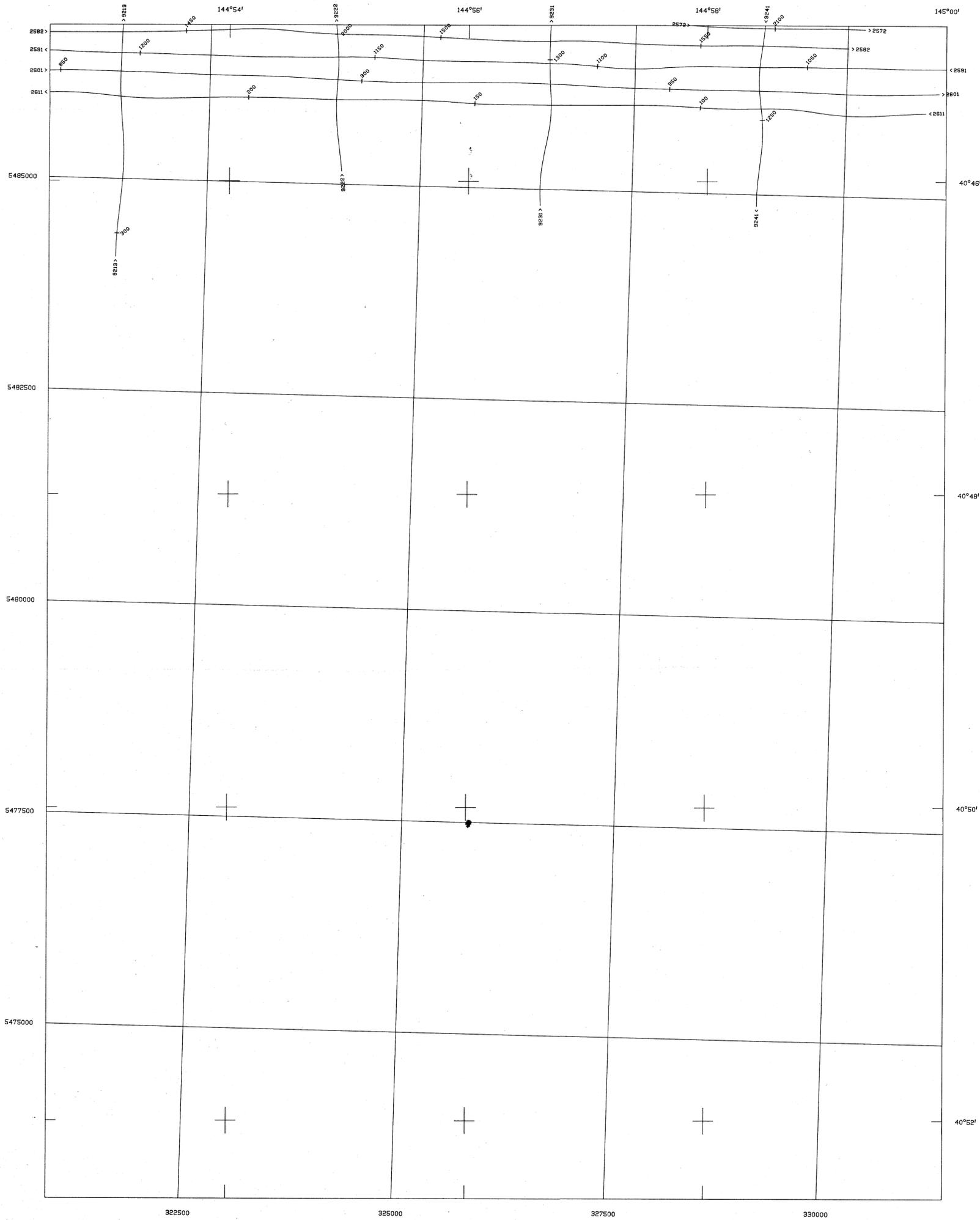
NORTH POINT RELATIONSHIPS ARE SHOWN FOR THE CENTRE OF THE MAP. MAGNETIC NORTH IS TRUE FOR 1980.

MAG/MAGNETIC ANGLE 12°57'51"
 MAG CONVERGENCE -1°55'48.24"
 SECULAR VARIATION 0°2'47" East per year



GEOPEKO
 A DIVISION OF PEKO-WALLSEND OPERATIONS LTD.
 Scale 1:25 000
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 AUSTRALIAN MAP GRID. Map centre scale factor 0.99992993.
 Map Ref **CIRCULAR HEAD 7916-IV-SW**

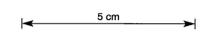
FLIGHT PATH 008
 84-2155
 Gordon No _____ Base No **PLAN 8**



SURVEY SYSTEM
 AIRCRAFT NDMAD 22B VH-CPX
 DOPPLER DECCA 72
 COMPASS SPERRY GM9
 NAVIGATION COMPUTER DECCA TANS 9447D
 MAGNETOMETER GEOMETRICS G813
 SPECTROMETER Stinger Installation
 GEOMETRICS GR8000
 Downward array 50340 cc NaI(Tl)
 Upward array 8390 cc NaI(Tl)
 ACQUISITION SYSTEM SONTEK IGSS1

FLIGHT SPECIFICATION
 TRAVERSE LINE INTERVAL 250 metres
 TRAVERSE LINE DIRECTION 90 or 270 degrees
 TIE LINE INTERVAL 2500 metres
 TIE LINE DIRECTION 0 or 180 degrees
 TERRAIN CLEARANCE 120 metres
 SPEED 50 metres/sec
 ACQUISITION INTERVAL 1.0 second
 NAVIGATION AND RECOVERY Real-time range range radar
 Doppler assisted

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 November 1983 - January 1984
 Project management by
GEOPEKO GEOPHYSICAL GROUP



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7816 I-SW	7816 I-SE	7816 IV-SW
7816 II-NW	7816 II-NE	7816 III-NW
7816 II-SW	7816 II-SE	7816 III-SW

▲ MAG NORTH
 ▲ TRUE NORTH
 ▲ MAGNETIC NORTH

NORTH POINT RELATIONSHIPS ARE SHOWN FOR THE CENTRE OF THE MAP. MAGNETIC NORTH IS TRUE FOR 1980.

MAG/MAGNETIC ANGLE 13°14'
 MAG CONVERGENCE -1°50'54.09"
 SECULAR VARIATION 0°2'45" East per year

402025

	GEOPEKO A DIVISION OF PEKO-WALLSEND OPERATIONS LTD. Scale 1:25 000 500 0 500 1000 1500 2000 2500 metres AUSTRALIAN MAP GRID. Map centre scale factor 0.99997247.	
	Map Ref DEVONPORT	WELCOME 7816-II-NE
FLIGHT PATH		010 84-2155
Grid No	Base No	PLAN 10