

121 368 SH.1 SHEFFIELD

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	ANOMALY/ FID/INTERP	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 27	(FLIGHT 4)																			
M 2341 B?	2	11	1	15	76	86								1	0	1	42	172	5	
N 2330 H?	5	13	5	15	76	20								3	0	1	34	103	0	
O 2324 B?	5	26	9	29	147	163								2	0	1	28	88	0	
P 2320 H?	2	14	6	25	38	110								1	0	1	40	219	2	
LINE 28	(FLIGHT 4)																			
A 2185 H	3	9	8	17	59	51								3	16	1	69	78	36	
B 2194 H	0	3	0	6	27	41								1	10	1	48	118	29	
C 2201 H	2	5	5	11	45	36								2	13	1	51	56	35	
D 2219 H	0	3	0	6	29	43								1	0	1	29	329	6	
F 2232 H	1	4	1	7	34	38								1	6	1	37	169	16	
G 2244 H	1	16	5	33	137	202								2	0	1	17	82	4	
H 2253 E	2	23	5	39	159	246								1	0	1	28	156	1	
I 2262 H	2	11	5	2	33	83								2	11	1	33	64	6	
J 2273 H	0	7	3	14	72	48								3	0	1	21	24	10	
K 2276 H	4	11	12	20	45	52								4	0	2	37	44	10	
L 2282 H	0	6	4	12	48	47								2	11	1	52	67	36	
M 2291 B?	1	6	2	9	38	41								1	1	1	50	286	7	
N 2295 H	0	4	0	6	15	54								1	0	1	25	380	2	
LINE 291	(FLIGHT 4)																			
A 2175 H	2	9	4	15	54	103								1	5	1	35	89	19	
B 2163 H	0	4	2	7	35	36								2	7	1	66	98	46	
D 2146 H	0	2	0	2	8	23								1	3	1	121	1035	0	
E 2143 H	0	2	0	3	10	30								1	8	1	29	753	3	
F 2136 H	0	6	1	8	36	71								1	0	1	21	178	2	
G 2128 H	2	17	3	23	95	161								1	2	1	14	405	0	
H 2100 H	4	8	12	17	61	38								3	4	1	32	41	18	
J 2089 H	6	9	12	21	60	41								3	0	1	24	31	12	
N 2064 L	134	138	133	131	280	266								22	0	5	19	6	5	
LINE 30	(FLIGHT 4)																			
A 1824 H	2	8	6	14	68	65								2	22	1	67	163	28	
B 1840 H?	3	9	5	18	76	63								2	15	1	61	274	19	
C 1869 B?	6	19	7	13	72	100								3	3	1	35	168	2	
D 1878 H	3	6	1	13	50	79								1	7	1	21	181	4	
F 1889 L	9	10	12	18	35	14								7	19	1	62	168	22	
H 1896 H	2	10	2	17	73	130								1	0	1	18	114	3	
K 1919 L?	9	29	21	45	150	138								3	0	1	17	12	8	
L 1921 H	7	22	15	33	155	132								4	0	1	24	64	0	
N 1933 B?	8	15	12	41	144	103								4	12	2	50	38	26	

* 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.