

123  
368 SH.1 SHEFFIELD

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND MHOS	DEPTH* M	HORIZONTAL SHEET	COND MHOS	DEPTH M	CONDUCTIVE RESIS OHM-M	DEPTH M
	PPM	PPM	PPM	PPM	PPM	PPM								
LINE 34	(FLIGHT 4)													
D 1306 H	0	3	1	6	29	27	2	24	1	56	106	38		
E 1311 H	1	4	3	5	22	26	1	0	1	36	159	15		
F 1329 H	1	3	1	6	16	56	1	7	1	41	532	15		
G 1336 H	0	6	0	9	37	71	1	0	1	18	295	0		
J 1357 H?	1	11	2	16	54	119	1	0	1	18	167	0		
M 1369 H	0	5	0	12	19	112	1	0	1	22	345	1		
O 1380 H	11	18	31	37	86	29	8	11	3	46	21	25		
P 1384 H	11	22	36	37	99	50	5	0	2	21	9	13		
LINE 35	(FLIGHT 4)													
A 1249 H	1	7	2	10	37	63	1	8	1	45	155	25		
B 1237 H	0	2	0	3	6	34	1	5	1	35	1582	5		
D 1224 H	0	7	0	14	36	106	1	0	1	19	326	0		
E 1204 H	0	3	0	4	12	47	1	0	1	21	869	0		
F 1193 H	0	2	0	3	13	20	1	0	1	39	383	9		
LINE 36	(FLIGHT 4)													
A 1111 H	2	2	2	3	15	12	2	32	1	60	164	38		
B 1139 H	1	2	1	3	11	33	1	0	1	19	965	0		
D 1147 L?	1	8	1	9	44	47	1	0	1	41	623	0		
E 1152 H	0	5	0	7	24	48	1	0	1	57	787	0		
F 1165 H	0	4	0	5	12	60	1	0	1	17	904	0		
G 1175 H	2	4	2	8	40	30	2	0	1	35	83	17		
H 1181 L	3	6	2	3	9	25	3	27	1	109	228	54		
LINE 37	(FLIGHT 4)													
A 1047 H	1	2	0	3	10	16	1	13	1	44	340	17		
B 1040 H	0	2	0	3	15	24	1	23	1	61	380	33		
C 1034 H	0	4	0	5	20	37	1	6	1	43	453	16		
D 1015 L?	0	4	0	7	11	50	1	0	1	20	1021	0		
E 1010 H	0	4	0	5	39	25	3	0	1	25	155	4		
F 1005 L?	0	7	0	5	3	7	1	0	1	70	846	0		
G 1001 H	0	3	0	6	34	42	1	3	1	20	200	1		
H 988 H	1	4	0	5	24	20	2	12	1	72	119	49		
LINE 38	(FLIGHT 4)													
A 895 H	0	2	1	4	14	20	1	22	1	64	222	40		
B 903 H	0	3	1	4	26	39	1	13	1	50	261	26		
C 912 H	2	3	2	4	25	33	1	10	1	41	308	17		
D 921 H?	0	4	0	6	7	65	1	0	1	4	1726	0		
E 935 H	1	6	1	11	68	21	9	3	1	19	113	2		

\* 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.