

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 38	(FLIGHT 4)																		
F 957 H	1	2	2	3	19	27	1	10	1	55	88	36							
LINE 391	(FLIGHT 6)																		
A 1922 H	1	2	0	3	11	12	1	34	1	61	162	39							
B 1931 H	1	1	1	2	12	13	1	30	1	65	308	38							
C 1940 H	2	4	0	5	29	38	1	9	1	40	269	17							
E 1953 H	0	5	0	7	20	69	1	0	1	20	449	0							
G 1968 H	1	2	0	3	18	21	1	8	1	21	222	0							
H 1973 H	1	11	0	17	67	134	1	0	1	16	126	0							
LINE 401	(FLIGHT 6)																		
A 1840 H	2	2	1	6	20	23	1	23	1	66	193	42							
B 1818 H	1	8	0	13	46	101	1	0	1	25	189	6							
C 1806 H	0	4	0	6	36	42	1	1	1	21	166	3							
D 1802 H	0	2	0	4	30	35	1	13	1	29	161	11							
E 1793 LP	0	7	0	4	26	51	1	0	1	33	695	0							
LINE 41	(FLIGHT 4)																		
A 543 H	0	4	3	8	33	44	1	0	1	36	118	17							
B 527 H	1	3	0	3	14	23	1	12	1	51	352	24							
C 515 H	0	7	1	10	50	66	1	0	1	23	114	6							
LINE 42	(FLIGHT 4)																		
A 388 H	0	2	0	4	11	33	1	5	1	37	862	7							
C 407 H	1	4	2	9	33	43	1	0	1	29	128	11							
D 419 H	2	3	2	4	9	37	1	10	1	55	506	27							
E 425 H	1	2	1	2	9	20	1	11	1	55	568	24							
LINE 43	(FLIGHT 4)																		
A 363 H	0	2	0	4	13	25	1	2	1	17	616	0							
B 347 H	1	2	2	4	22	13	3	15	1	33	212	11							
C 343 H	2	4	2	8	18	49	1	0	1	26	254	5							
D 333 H	0	2	0	3	8	20	1	17	1	56	425	28							
LINE 44	(FLIGHT 3)																		
A 3413 H	2	6	1	17	35	96	1	0	1	26	214	5							
B 3415 H	0	7	0	12	22	80	1	1	1	25	248	6							
C 3419 H	1	4	2	11	17	44	1	0	1	30	249	8							
D 3426 H	0	1	2	2	7	15	1	15	1	57	286	30							
LINE 45	(FLIGHT 3)																		
B 3363 H	1	4	2	8	25	58	1	0	1	37	218	15							

* 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.