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368 SH.2 SHEFFIELD

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	ANOMALY/ FID/INTERP	REAL QUAD PPM	REAL QUAD PPM	REAL QUAD PPM	REAL QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 621	(FLIGHT 3)																
B 1772 H	1	7	1	7	33	66	1	0	1	21	270	0					
D 1788 H	3	10	6	18	73	70	2	10	1	43	62	28					
E 1798 H	3	7	6	10	20	12	3	0	4	46	12	24					
LINE 63	(FLIGHT 3)																
A 1554 H	2	2	2	2	12	23	1	6	1	57	383	28					
B 1571 H	4	5	3	6	36	60	5	34	1	105	138	59					
C 1577 H	0	3	2	4	17	15	1	17	1	64	212	39					
D 1594 H	5	21	6	48	192	185	3	0	1	14	38	2					
E 1605 H	3	9	13	19	49	65	1	0	1	27	31	14					
G 1610 H	5	11	15	18	50	21	5	0	3	42	14	20					
LINE 64	(FLIGHT 3)																
A 1518 H	1	3	0	3	3	20	1	8	1	66	476	37					
B 1507 H	2	3	1	4	17	33	1	11	1	42	256	19					
C 1499 H	3	4	1	6	27	52	1	15	1	46	208	25					
D 1494 H	0	4	0	5	15	30	1	14	1	51	255	27					
E 1485 H	0	11	0	19	73	117	1	0	1	21	153	4					
F 1477 H	0	6	0	11	47	54	1	0	1	17	191	0					
I 1465 H	37	45	31	40	86	35	11	0	4	23	8	9					
J 1462 H	20	43	111	112	338	120	12	0	1	18	11	10					
LINE 65	(FLIGHT 3)																
A 1384 H	2	4	4	8	30	29	2	20	1	52	92	34					
B 1389 H	3	4	4	6	32	30	2	15	1	54	93	35					
C 1398 H?	3	7	3	7	31	55	3	25	1	75	129	35					
D 1407 H	1	5	2	8	33	32	2	1	1	32	94	14					
E 1424 B?	49	74	124	138	380	70	33	0	2	15	5	9					
F 1428 B?	24	18	34	27	225	88	19	0	4	28	10	10					
H 1440 L	95	96	99	104	254	131	19	151	5	191	7	177					
LINE 66	(FLIGHT 3)																
A 1325 H	3	3	3	4	25	12	3	29	1	64	44	48					
B 1319 H	3	3	2	3	25	21	2	17	1	54	57	38					
C 1311 H	2	7	2	7	33	51	1	10	1	43	79	27					
E 1286 B?	41	44	69	82	318	137	14	0	3	22	12	6					
F 1283 L	34	20	89	128	328	304	15	0	2	14	37	0					
H 1279 B?	6	53	77	97	163	181	6	0	3	30	12	13					
I 1276 L	25	44	77	43	220	110	15	0	8	29	2	16					
LINE 67	(FLIGHT 3)																
B 1185 H	2	6	2	6	11	50	1	6	1	62	178	40					

\* 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.