

129

368 SH.2 SHEFFIELD

| ANOMALY/ FID/INTERP | COAXIAL 900 HZ | | COPLANAR 900 HZ | | COPLANAR 7200 HZ | | COND MHOS | DEPTH* M | HORIZONTAL SHEET | | CONDUCTIVE EARTH | |
|------------------------|-------------------|-----|--------------------|-----|---------------------|-----|--------------|-------------|---------------------|------------|---------------------|------------|
| | PPM | PPM | PPM | PPM | PPM | PPM | | | COND MHOS | DEPTH M | RESIS OHM-M | DEPTH M |
| LINE 67 | (FLIGHT 3) | | | | | | | | | | | |
| C 1196 H | 5 | 7 | 4 | 11 | 47 | 48 | 2 | 13 | 1 | 50 | 68 | 34 |
| F 1216 H | 4 | 4 | 3 | 8 | 24 | 26 | 1 | 23 | 1 | 53 | 99 | 35 |
| I 1228 B? | 23 | 48 | 37 | 58 | 27 | 56 | 7 | 0 | 1 | 27 | 87 | 0 |
| K 1233 B? | 84 | 86 | 88 | 117 | 195 | 138 | 17 | 0 | 4 | 26 | 9 | 11 |
| LINE 68 | (FLIGHT 3) | | | | | | | | | | | |
| A 1152 H | 0 | 2 | 1 | 6 | 17 | 27 | 1 | 16 | 1 | 63 | 353 | 35 |
| B 1139 H | 2 | 5 | 3 | 14 | 63 | 30 | 5 | 17 | 1 | 50 | 55 | 34 |
| C 1131 H | 4 | 3 | 4 | 7 | 28 | 34 | 1 | 20 | 1 | 50 | 81 | 34 |
| D 1119 H | 5 | 12 | 5 | 16 | 66 | 62 | 2 | 6 | 1 | 43 | 77 | 26 |
| G 1108 B? | 31 | 27 | 34 | 40 | 204 | 178 | 14 | 0 | 2 | 41 | 26 | 18 |
| I 1104 B? | 51 | 31 | 42 | 86 | 94 | 69 | 16 | 0 | 1 | 16 | 49 | 0 |
| LINE 69 | (FLIGHT 3) | | | | | | | | | | | |
| B 1023 H | 2 | 2 | 2 | 3 | 15 | 15 | 1 | 27 | 1 | 67 | 160 | 44 |
| D 1044 H | 4 | 5 | 4 | 8 | 39 | 40 | 2 | 0 | 1 | 24 | 104 | 6 |
| E 1051 H | 8 | 8 | 6 | 15 | 56 | 35 | 3 | 23 | 1 | 56 | 43 | 42 |
| G 1059 B? | 14 | 61 | 28 | 57 | 120 | 52 | 4 | 0 | 2 | 35 | 28 | 12 |
| LINE 70 | (FLIGHT 3) | | | | | | | | | | | |
| A 946 H | 2 | 4 | 3 | 6 | 26 | 18 | 2 | 12 | 1 | 60 | 120 | 38 |
| B 921 H | 0 | 3 | 3 | 4 | 15 | 9 | 2 | 23 | 1 | 70 | 96 | 49 |
| D 915 H | 11 | 9 | 3 | 18 | 71 | 111 | 1 | 2 | 1 | 38 | 73 | 23 |
| F 908 B? | 28 | 21 | 71 | 82 | 92 | 26 | 15 | 0 | 1 | 0 | 176 | 0 |
| I 903 B? | 28 | 49 | 51 | 80 | 50 | 71 | 8 | 8 | 1 | 34 | 88 | 8 |
| LINE 71 | (FLIGHT 3) | | | | | | | | | | | |
| A 806 H | 2 | 1 | 1 | 3 | 14 | 14 | 1 | 19 | 1 | 54 | 164 | 31 |
| B 820 H | 0 | 4 | 1 | 8 | 32 | 44 | 1 | 0 | 1 | 28 | 160 | 8 |
| F 841 B? | 36 | 64 | 55 | 99 | 227 | 281 | 8 | 0 | 2 | 31 | 29 | 10 |
| G 843 B? | 27 | 51 | 101 | 109 | 48 | 98 | 12 | 0 | 6 | 44 | 4 | 30 |
| I 848 B? | 30 | 46 | 69 | 83 | 68 | 32 | 11 | 0 | 1 | 0 | 228 | 0 |
| LINE 72 | (FLIGHT 3) | | | | | | | | | | | |
| A 764 H | 1 | 2 | 0 | 2 | 9 | 11 | 1 | 34 | 1 | 64 | 266 | 38 |
| B 739 L | 21 | 14 | 15 | 19 | 16 | 41 | 14 | 1 | 2 | 40 | 49 | 12 |
| D 732 B? | 9 | 13 | 27 | 23 | 20 | 40 | 9 | 6 | 2 | 42 | 22 | 20 |
| E 730 B? | 9 | 13 | 27 | 23 | 20 | 50 | 9 | 0 | 2 | 23 | 46 | 0 |
| LINE 731 | (FLIGHT 6) | | | | | | | | | | | |
| A 1615 H | 0 | 4 | 0 | 5 | 20 | 24 | 1 | 17 | 1 | 51 | 211 | 28 |

* 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.