

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
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM								
LINE 1	(FLIGHT 6)													
A 1129 L	41	26	22	6	17	31	29	0	1	159	1035	0		
B 1127 L	29	21	31	26	20	55	18	0	57	68	1	65		
D 1123 L	0	10	0	72	47	105	2	0	1	4	335	0		
F 1120 H	0	18	12	36	133	241	1	0	1	14	98	0		
G 1109 E	14	38	41	39	130	79	7	3	1	22	74	0		
H 1106 H	19	60	39	102	398	377	5	0	2	20	30	1		
I 1103 E	12	26	41	62	241	192	7	11	2	51	26	29		
LINE 2	(FLIGHT 6)													
C 1035 L	9	30	25	44	139	300	5	7	2	47	46	22		
D 1037 L	8	45	1	41	163	300	1	0	1	17	82	4		
F 1046 E	7	43	32	57	289	247	4	4	1	38	152	8		
G 1053 H	14	29	33	72	133	66	5	0	2	27	21	8		
H 1054 H	17	59	33	37	384	346	5	0	3	27	18	9		
I 1056 H	18	64	47	34	389	341	7	4	2	25	21	8		
LINE 3	(FLIGHT 6)													
B 1003 H	0	11	2	20	66	144	1	0	1	17	581	0		
C 999 H	0	9	0	16	21	107	1	0	1	21	586	0		
E 992 E	20	48	51	9	401	364	4	0	1	17	21	8		
E' 987 H	9	21	9	34	146	177	3	5	2	21	22	3		
F 983 H	20	30	36	47	143	129	9	9	2	24	26	6		
G 979 E	10	57	16	89	366	375	2	0	1	20	66	0		
H 973 ?	4	9	3	14	51	46	3	0	1	44	110	6		
LINE 4	(FLIGHT 6)													
A 905 H?	1	10	1	17	40	141	1	0	1	32	678	0		
D 917 E	10	20	20	38	37	39	5	0	1	30	57	4		
E 919 H	15	22	41	75	198	120	5	0	1	17	20	8		
F 922 H	15	21	28	59	248	347	6	4	2	25	25	5		
G 924 H	14	49	20	63	272	427	4	1	2	21	34	3		
H 928 H	9	72	23	119	477	557	2	0	1	19	52	0		
I 936 H	4	28	11	35	214	268	2	0	1	25	75	1		
LINE 5	(FLIGHT 6)													
A 877 H	2	1	2	3	8	12	1	0	1	36	338	7		
B 869 H	0	5	5	11	38	26	3	10	1	44	132	24		
C 858 H?	5	32	25	50	152	99	3	0	2	35	36	12		
D 855 B?	14	27	28	49	174	97	6	1	1	34	52	8		
E 850 B?	7	10	11	9	51	56	7	6	1	44	69	12		
G 838 H	2	6	4	13	42	31	2	0	1	28	76	10		

\* 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.