

063

365 SH1 ARTHUR RIVER

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 385 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 2260	(FLIGHT 41)																			
A 247 B?	0	8	0	14	0	5	1	7	1	57	956	0								
LINE 2280	(FLIGHT 41)																			
B 646 B?	5	6	5	3	0	5	7	47	1	50	295	11								
C 638 S	1	5	2	8	0	3	1	1	1	22	561	0								
D 614 B?	10	8	4	13	0	5	8	25	1	48	274	6								
LINE 2290	(FLIGHT 41)																			
A 718 S	1	8	5	17	0	8	2	0	1	40	221	0								
C 721 B	5	13	6	27	1	12	3	4	1	46	164	9								
LINE 2300	(FLIGHT 41)																			
A 1049 B	4	8	9	23	3	10	3	4	1	32	101	0								
B 1021 B	3	8	8	19	1	10	3	17	1	56	261	13								
C 1019 B?	3	8	9	19	1	7	3	14	1	62	108	25								
D 1017 H	6	18	10	24	1	9	1	0	1	44	372	0								
E 1016 B	6	18	10	24	0	9	3	16	1	49	142	15								
LINE 2311	(FLIGHT 41)																			
B 1230 G	2	5	9	15	3	7	3	18	1	66	97	27								
LINE 2320	(FLIGHT 41)																			
A 1548 B	3	11	5	28	0	12	2	2	1	53	244	11								
B 1541 G	5	16	15	36	2	18	3	11	1	45	63	18								
LINE 2330	(FLIGHT 41)																			
A 1606 G	3	5	5	8	1	5	4	40	1	61	85	28								
B 1612 H	4	10	10	25	1	11	3	12	1	38	79	9								
C 1623 H	3	14	5	29	1	11	2	8	1	28	265	0								
LINE 2343	(FLIGHT 47)																			
A 773 B?	3	7	9	16	3	8	4	0	1	48	63	13								
B 767 H	5	16	8	28	2	11	3	5	1	40	101	9								
C 764 B?	4	10	7	19	0	10	3	15	1	37	214	2								
LINE 2350	(FLIGHT 42)																			
A 339 B	4	8	6	19	1	9	3	3	1	40	432	0								
LINE 2360	(FLIGHT 42)																			
A 757 G	4	5	4	13	0	6	4	25	1	51	165	12								
B 703 S	4	9	3	19	2	8	2	0	1	28	265	0								

* 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.