HELICOPTER ELECTROMAGNETIC
AND MAGNETIC SURVEY
HOUSTON AREA, BRITISH COLUMBIA
MATTAGAMI LAKE EXPLORATION LIMITED
APRIL, 1980

MINERAL RESOURCES BRANCH
ASSESSMENT REPORT
8247

July, 1980
Mississauga, Ontario.

AERODAT LIMITED.
D.B. Sutherland,B.A.,M.A.,P.Eng.

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(Scale 1:15,840)

1. INTRODUCTION

A combined helicopter electromagnetic and magnetic survey totalling 511 line kilometres was carried out for Mattagami Lake Exploration Limited in the area southwest of Houston, British Columbia. The survey was flown on April 23rd, 24th, and 25th, 1980.

The survey was flown at a nominal spacing of 200 metres and an average bird height of 40 metres, using an Alouette III helicopter CF-TKH operated by Kenting Helicopters Ltd., of Calgary, Alberta. Survey airspeed averaged about 70 mph.

The electromagnetic system used was an Aerodat dual frequency unit, consisting of vertical, coaxial coils mounted approximately 7.0 metres apart in a "bird" towed 100 feet below the helicopter. Separate transmitting and receiving coils were used for each frequency. Operating frequency of the system was 900 Hz and 4200 Hz. Additional equipment included a Barringer Research AM-104 proton magnetometer, a Hoffman radar altimeter, a Geocam 35 mm flight path camera, a Barringer 8-channel hot pen recorder. In addition to analogue recording, data was also recorded on magnetic tape using an Aerodat-Perle data acquisition system.

Specifications of the instruments are given in Appendix I, and Appendix II provides details on the analogue recorder channels.

2. DATA PRESENTATION

2.1 Electromagnetics

Airborne Electromagnetic Survey Interpretation Map shows interpreted axes of conductive responses on the lower frequency. The responses are indicated as circles with a number outside the circle giving the inphase amplitude in parts per million (ppm) of the primary field strength, and a number within the circle giving the apparent conductance range on a ten division scale shown on the map legend. The apparent conductance is determined by applying the inphase and quadrature anomaly amplitudes to a phasor diagram for the vertical half-plane model. The relationship of apparent conductance to true conductance, which in the case of narrow, slab-like bodies is the product of the electrical conductivity and average thickness, depends upon how closely the body approximates the sheet-like form, and upon how nearly at right angles its strike direction is to the flight line of the aircraft.

Conductance in mhos is the reciprocal of resistance in ohms and is a geologic parameter because it is characteristic of the conductor alone. It is generally independent of frequency and flying height (or depth of burial) and relatively independent of conductor strike length and dip.

The inphase amplitude is a function of both flying height and dip, and is more strongly affected by conductor size than is conductance. Although the conductances presented are apparent only, they are most useful for comparative evaluation of conductors.

Most overburdens have apparent conductances which fall into the lowest range on the scale (<2 mhos), whereas conductive clays may have apparent conductances in the next range (2-4 mhos). The higher ranges in the scale (>4 mhos) indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials which conduct electronically are limited to the metallic sulphides and to graphite. Thus, the higher apparent conductance categories are generally limited to graphite and to sulphide-bearing rocks. A strong conductance (>15 mhos) indicates well-connected mineralization extending throughout a fairly large region, and this often suggests either graphite zones or massive sulphides. Poor to moderate conductances (4-15 mhos) may originate from massive sulphides, if they are not well interconnected or if they are of a poorly conducting variety such as galena.

Also determined from the phasor curves but not shown in the Airborne Electromagnetic Survey are the apparent depths to the conductors. Although the phasor curves are often

able to distinguish between conditions of comparatively thick and thin overburden, the depth estimates are not generally reliable. Some of the more common reasons for this are:

(i) the conductivity of the body may change with depth

(ii) the conductor plunges

(iii) the dip is substantially less than vertical

(iv) interference from conductive overburden or host rock has distorted the anomalies

(v) the body has too short a strike length to give a good half-plane response.

Any of the conditions enumerated above may effect the anomaly amplitudes. Some will cause roughly proportionate changes in both phases, so that the depth estimates tend to be more seriously affected than the conductance estimates. Appendix III provides a listing of responses together with amplitude (in ppm), apparent conductances, apparent depths to the conductor and sensor height.

Airborne Electromagnetic Survey Profile Maps show continuous record of inphase and quadrature EM responses along the flight lines in addition to the information shown on the Electromagnetic Survey Map. These profiles are transcribed and plotted from magnetic tape recorded in flight, after assigning a suitable base-level value. Profiles are presented for both the 900 and 4200 frequencies separately.

In each case the heavier line represents inphase, and the thinner line is out-of-phase.

2.2 Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce and EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM response may be suppressed or even reversed in sign.

3. GENERAL OBSERVATIONS

3.1 General Observations

The survey contains an unusually large number of responses, most displaying low apparent conductance. There are 361 low frequency anomalies and 249 high frequency anomalies. The distribution of the responses according to apparent conductivity is shown in the following table.

Category	Mhos.	Low Freq.	%	High Freq.	%
0	2	175	48	178	72
1	2-4	145	40	55	22
2	4-8	33	9	12	5
3	8-15	7	2	2	
4	15-30	2		0	
5	30-60	1		1	
6	60-125	0		0	
7	125-250	0		0	
8	250-500	0		1	
9	500	0		0	
		361		249	

It is important to note that 48 percent of the low frequency responses and 72 percent of the high frequency responses show conductances of less than 2 mhos, which is normally considered as overburden. Another 40 percent of the low frequency responses and 22 percent of the high, have conductances of 2 to 4 mhos, which is normally regarded as clay responses. Or to state the inverse, only 12 percent of the low frequency response

qualify as possible sulphide sources and 6 percent of the high frequency. However, due to imperfections in the conductance measurement the percent of sulphide sources may be higher.

Known mineralization in the area has been found in two localities. A large boulder of higher grade lead-zinc float with high gold and silver that would be expected to be a good conductor. A narrow intersection containing 1/2 inch veins of 2.6% Pb and 2.8 Zn, with silver which would be expected to be moderate conductor in vein form.

The above mineralization suggests that quite poorly conductive zones could be of interest, particularly if the mineralization is thin or disconnected. Consequently, the following interpretative procedure has been adopted.

(1) Where possible anomalies have been grouped into zones for ease of discussion.

(2) Many weak isolated responses will not be covered by the report.

(3) Priorities for each zone will be assigned on the basis of conductance, character and magnetic association of the responses.

In general, the anomalies are numbered consecutively for the first line on which they appear.

3.2 Conductor Description

1. - 4B moderate conductance - high third priority - reassess on zone 2 results.

2. - long conductor - probably formational but higher conductances on lines 4,7,8 and 9 warrant high second priority rating.

3. - probably overburden - third priority.

4. - short zone - second priority.

5. - isolated response moderate conductance - third priority at present

6. - formational conductance - low priority.

7, 8, 9, & 10

- probably formational but moderate conductance on survey lines. Check north end of 7 first and reassess remainder - second priority.

11. - Broad area of weak response. Low priority.

12. - Long zone - probably formational or overburden - low priority.

13, 14, 15, & 16

- Appear as four sub-parallel formational conductors. Zone 14 is strongest on line 11 - third priority.

17. - Poor conductance - overburden - low priority.

18, 19, & 20

- Three sub-parallel zones of moderate conductivity - probably continuation of 7, 8, 9, & 10. Check 19 first and reassess 18 & 20 - second priority.

21, 22 & 23

- May be formational but weaker than above. Low priority at present.

24, 25 & 26

- Weak conductors suggest overburden but their trend follows magnetics. Low priority.

27, 28 & 29

- Possibly overburden responses but trends follow magnetics - low priority.

30 & 31

- Two short, parallel E-W trending zones that may be formational - low priority.

32 - An unusual conductor. A long zone that parallels a photo lineament. The quadrature response and low conductance suggest overburden but there is good magnetic correlation on 26 and 27. There is a coincidental high of nearly 400 gammas on 26F while 27S lies slightly on the flank of a similar strong high. Zone 32 is regarded as a first priority target on 26 and 27 and warrants follow-up with magnetics and EM.

33 & 34

- Poor conductance and high quadrature suggest overburden as their cause. Low priority.

35. - A N-E trending zone with poor conductance over most of its length. However, values improve on 27 and 28. A formational zone that warrants a second priority on 28.

36. - An unusual N-S zone of low conductance - low priority.

37. - An E-W zone of poor conductance. Low priority.

38 & 39

- Two N-S zones of low conductance with the south end of 38 correlating with swamp. Nevertheless both zones checking near line 33 on the basis of their proximity to known mineralization on line 36. First priority due to proximity.

40. - An interesting, isolated, small amplitude response on line 42 that displays a conductance of 86 mhos and warrants a first priority rating due to its proximity to mineralization.

41. - An E-W trending zone that suggests overburden. It has been awarded a second priority rating due to its proximity to known mineralization.

42. - A N-E trending conductor with character typical of overburden. Low priority.

42A, 43, 44 & 45

- Four sub-parallel conductors typical of overburden that might represent a N-E trending formation. Low priority.

46. - An interesting conductor that follows the edge of a river course and displays moderate conductance on 49, 53 and 55. It has been awarded a first priority classification, for its proximity to mineralization.

47. - Typical overburden responses correlate with swamp on photo - low priority.

4. CONCLUSIONS AND RECOMMENDATIONS

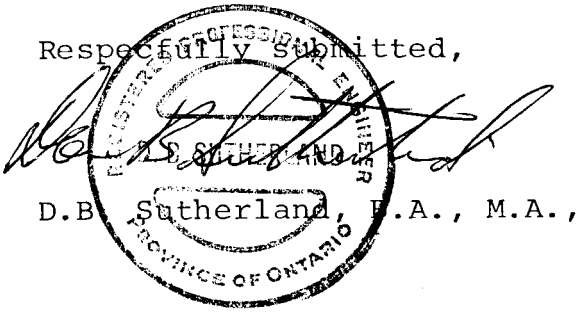
A total of 48 zones were interpreted from the survey results, which include five first priority zones, and 11 second priority zones.

Of the first priority zones, zone 32 has low conductance but excellent magnetic correlation on two lines. Zone 40 is an isolated conductor with high conductance and zones 38, 39 and 46 have been upgraded due to their proximity to known mineralization.

The 11 second priority zones suggest formational features as their cause. Some checks have been recommended in the body of the report to investigate these zones.

The remaining third priority zones and the unpicked responses are believed to be due chiefly to overburden.

Respectfully submitted,



D.B. Sutherland, B.A., M.A., P.Eng.

Toronto, Ontario.
July, 1980.

CERTIFICATE

I, Don Benjamin Sutherland, of the City of Toronto, Province of Ontario, do hereby certify that:

1. I am a geophysicist residing at 975 Mount Pleasant Road, Toronto, Ontario.
2. I am a graduate of the University of Toronto, with a B.A. Degree (1952) in Physics and Geology and an M.A. Degree (1953) in Physics.
3. I am a member of the Society of Exploration Geophysicists and the European Association of Exploration Geophysicists.
4. I am a Professional Geophysicist and Consultant registered in the Province of Ontario.
5. I have no direct or indirect interest, nor do I expect to receive any directly or indirectly in the property or securities of Mattagami Lake Exploration Limited.
6. The statements made in this report are based on a study of published geological literature and unpublished private reports.
7. Permission is granted to use in whole or in part for assessment and qualification requirements but not for advertising purposes.

Dated at Toronto

This 30th day of July, 1980

REGISTERED PROFESSIONAL ENGINEER D. B. SUTHERLAND PROVINCE OF ONTARIO

Don B. Sutherland, B.A., M.A., P.Eng.

APPENDIX I

Instrumentation

Electromagnetic Instrument

Type: Dual frequency inphase-quadrature instrument manufactured by Aerodat Limited, Toronto.

Coils: The transmitting and receiving coils are located in a "bird" towed 100' below the helicopter. The coils are coaxial and are 25 feet apart. The coil axis is in the direction of travel.

Frequency: 900 Hz and 4200 Hz.

Noise Level: 1-2 ppm at 0.1 second time constant.

Magnetometer

Type: Proton precession model AM-104 manufactured by Barringer Research Limited, Toronto.

Cycling time: 1.13 seconds.

Polarizing time: 0.587 seconds.

Sensing head design: 5 inch diameter Toroid.

Horizontal Positioning

Geocam 35 mm flight path camera and intervalometer.

Vertical Positioning

Hoffman Radar Altimeter

Data Recorders

Eight channel Barringer analogue pen recorder.
Aerodat DAC-NAV magnetic tape digital acquisition system.

APPENDIX II

Analogue Tape

The flight tape consists of eight channels of information as follows:

Channel	Time Constant	Scale Units/mm	Noise
1. Radar Altitude	1 sec	10 feet	10 feet
2. EM 900 inphase	0.1 sec	2 ppm	1 ppm
3. EM 900 Quadrature	0.1 sec	2 ppm	1 ppm
4. EM 4200 inphase	0.1 sec	2 ppm	1 ppm
5. EM 4200 quadrature	0.1 sec	2 ppm	1 ppm
6. Magnetometer	1 sec	2.5 gamma	1 gamma
7. 60 Hz Monitor			
8. Magnetometer	1 sec	25 gamma	1 gamma

In addition, three fiducial markers are used between the channels, as follows:

Fiducial	Occurrence
60 hz marker	occurs only over power lines.
Camera fiducials	occurs regularly at 5 second intervals on every line.
Navigator fiducials	occurs discontinuously on every line.

The 60 hz. fiducial identifies anomalies generated by power lines, allowing them to be deleted from the EM map.

The navigator fiducial marks represent points on the ground which were recognized by the aircraft navigator. The beginning of the flight line is flagged by a pair of navigator

fiducials. These are followed by a series of unevenly-spaced fiducials moving right-wards along the tape, which is the direction of flight. The end of the line is flagged by a string of three navigator fiducial marks.

The camera fiducial marks indicate points on the strip film.

The flight line numbers and anomaly letters as marked on the maps are taken directly from the flight tapes. The line numbers, followed by an N or S are displayed at the top of the tape above the radar altitude trace. The N or S corresponds to the flight direction of the particular line, which is survey north, or survey south. The anomaly letters, in alphabetic order by line, are found between the radar altitude trace and the upper inphase EM trace.

APPENDIX III

Anomaly Listing

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
1A	0	3.1	5.6				1	26	166
1B	0	3.3	7.8				1	7	153
1C	0	1.5	3.9				0	28	168
1D	0	1.1	3.8				0	16	170
2A	5	10.2	2.4				36	59	174
2B	1	2.1	1.6				4	195	137
2C	0	2.0	5.5				1	70	105
2D	2	6.7	6.5				4	66	138
3A	2	9.3	7.9				6	41	151
3B	2	12.2	10.6				6	16	157
3C	0	2.5	9.9				0	0	146
4A	4	8.0	2.5				22	66	182
4B	3	8.1	4.6				10	97	129
4C	1	7.3	10.0				3	0	195
4D	0	6.0	12.9				1	36	102
4E	3	13.4	9.5				9	26	153
4F	2	8.5	6.4				7	36	170
5A	2	8.1	7.7				5	3	190
5B	1	8.2	9.4				4	0	186
5C	2	11.7	12.4				5	19	142
5D	2	17.7	15.4				7	6	146
5E	2	19.1	17.4				7	12	133
5F	1	5.6	6.8				3	47	148
5G	2	9.7	6.8				8	58	143
6A	1	7.2	10.0				3	33	134
6B	2	9.1	8.9				5	37	145
6C	2	8.6	6.2				7	56	153
6D	1	3.8	4.1				3	81	154
6E	2	12.0	11.1				6	0	170
6F	2	9.9	10.4				5	27	145
6G	2	12.2	11.6				6	8	159
6H	2	8.8	9.0				5	33	148
6J	1	4.7	4.9				3	41	182
7A	1	3.1	3.8				2	46	192
7B	2	11.7	12.9				5	9	149

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.

LINE AND ANOMALY. CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
7C	1	8.1	9.6				4	17	156
7D	2	11.3	12.5				5	0	164
7E	2	10.2	11.1				4	13	154
7F	2	10.9	9.7				6	12	166
7G	1	4.9	5.5				3	77	136
7H	3	9.0	5.8				9	75	137
7J	2	9.6	7.7				7	41	153
7K	1	4.5	6.0				2	66	134
8A	1	6.6	8.7				3	60	116
8B	2	9.9	10.0				5	50	124
8C	2	10.3	7.6				8	47	148
8D	3	10.3	5.6				11	49	161
8E	2	17.0	19.1				5	51	87
8F	2	10.3	10.0				5	45	130
8G	2	6.4	5.1				6	58	165
8H	1	5.4	5.8				3	55	155
8J	2	6.7	5.7				5	49	165
8K	3	8.5	5.6				8	39	175
9A	2	6.0	4.0				7	78	164
9B	3	7.3	3.7				11	63	177
9C	4	6.6	2.3				18	68	194
9D	3	9.9	6.0				10	67	141
9E	3	10.4	6.3				10	82	122
9F	3	15.5	11.4				9	38	131
9G	0	2.5	3.4				2	111	134
10A	0	3.1	15.3				0	0	132
10B	2	8.1	8.8				4	36	145
10C	2	8.5	7.1				6	43	155
10D	3	9.6	6.4				8	86	119
10E	1	8.1	9.0				4	55	125
10F	2	15.1	16.9				5	0	171
10G	2	16.0	21.4				4	0	153
10H	1	9.6	16.0				2	5	131
10J	1	4.3	4.9				3	69	152
10K	2	12.6	9.7				8	38	141
10M	2	11.8	9.2				7	25	157
10N	3	13.0	9.2				9	43	139

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
11A	0	2.4	3.6				1	48	185
11B	0	3.2	5.0				2	52	155
11C	3	13.5	9.1				9	21	161
11D	3	10.6	6.9				9	43	156
11E	2	14.0	12.5				7	39	124
11F	2	7.6	7.3				5	25	171
11G	1	9.7	17.7				2	0	139
11H	1	10.2	18.5				2	0	145
11J	2	9.9	10.5				4	0	182
11K	3	10.0	5.6				11	81	130
11M	4	9.6	3.7				18	78	150
11N	2	8.6	7.9				5	29	162
12A	1	2.7	2.5				3	146	140
12B	1	4.0	5.7				2	54	147
12C	2	12.4	10.0				7	1	176
12D	2	22.2	27.0				5	2	119
12E	3	19.4	15.1				9	4	149
12F	2	25.7	25.8				7	10	116
12G	2	16.4	18.0				5	27	114
12H	1	15.1	27.6				3	0	131
12J	2	8.0	6.4				6	27	179
12K	3	11.0	6.6				10	20	181
12M	4	8.8	3.3				18	39	197
12N	0	2.6	3.8				2	138	94
13A	1	4.8	5.9				3	31	173
13B	4	12.0	5.0				17	43	166
13C	2	6.4	5.0				6	53	172
13D	1	16.9	31.9				3	0	147
13E	2	20.1	27.0				4	0	149
13F	2	10.3	10.2				5	23	151
13G	2	14.0	13.1				6	0	163
13H	2	15.7	20.3				4	0	177
13J	1	5.7	8.4				2	0	185
13K	0	1.5	3.2				1	12	216
14A	0	4.0	12.3				1	0	177
14B	2	19.8	23.9				5	0	155
14C	2	28.1	32.6				6	0	147
14D	2	22.6	30.5				5	0	128

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
14F	2	13.9	17.9				4	0	166
14F	1	22.9	34.8				4	0	154
14G	2	24.2	32.5				5	0	165
14H	3	9.0	6.0				8	31	179
14J	3	10.6	6.9				9	9	191
14K	2	9.6	7.0				7	15	184
14M	3	9.2	5.4				10	15	200
14N	1	6.2	7.9				3	24	160
14O	1	7.1	10.5				2	42	120
14P	0	3.0	9.1				1	29	113
15A	1	5.9	8.7				2	11	162
15B	1	3.5	4.3				2	43	185
15C	0	1.2	5.9				0	17	125
15D	0	2.4	7.4				0	3	148
15E	3	9.0	6.0				8	43	166
15F	1	13.7	17.9				4	0	176
15G	2	20.9	27.3				5	0	170
15H	1	17.8	30.6				3	0	157
15J	0	1.4	8.4				0	0	149
15K	0	10.6	24.1				2	0	141
15M	2	19.5	17.7				7	0	190
15N	2	14.7	13.9				6	0	178
15O	2	14.8	15.7				5	0	190
15P	0	6.6	13.7				2	0	198
16A	1	8.5	9.7				4	17	157
16B	2	12.8	11.1				7	0	192
16C	2	18.5	17.0				7	0	152
16D	2	9.8	11.3				4	3	162
16E	2	20.5	23.3				5	0	188
16F	2	19.0	20.9				6	0	190
16G	2	9.2	8.9				5	15	168
16H	4	7.9	2.2				26	32	220
16J	2	8.9	6.2				8	15	193
16K	0	4.4	7.2				2	5	176
16M	2	3.6	3.1				4	82	183
16N	1	3.4	4.3				2	30	197
17A	0	3.5	6.1				1	6	183
17B	0	3.8	5.4				2	29	177

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
17C	0	3.5	5.1				2	17	192
17D	1	5.7	5.7				4	61	152
17E	2	3.2	2.4				5	87	202
17F	3	7.9	3.8				12	48	187
17G	3	7.8	4.9				9	25	199
17H	1	6.9	9.3				3	15	157
17J	2	16.0	18.0				5	0	200
17K	2	10.0	10.0				5	3	172
17M	2	10.3	9.2				6	0	186
17N	0	2.6	5.5				1	0	242
17O	0	-0.1	4.3				?	?	168
18A	0	-1.0	2.6				?	?	188
18B	0	1.0	3.2				0	0	222
18C	1	4.9	4.7				4	42	186
18D	0	6.4	15.0				1	0	166
18E	1	4.8	4.6				4	1	229
18F	1	6.5	9.8				2	8	157
18G	2	3.9	2.7				6	47	231
18H	3	6.5	3.7				9	42	202
18J	2	4.7	3.7				5	46	203
18K	2	6.5	6.2				4	0	208
18M	0	1.0	1.5				1	126	194
18N	0	1.2	2.9				0	5	220
18O	0	1.0	1.5				1	111	211
18P	0	1.7	6.5				0	0	176
19A	0	2.4	6.2				1	5	164
19B	0	2.3	4.6				1	20	181
19C	0	1.3	4.0				0	0	187
19D	0	1.1	3.3				0	2	183
19E	1	4.5	5.8				2	43	160
19F	0	1.4	6.6				0	24	114
19G	2	9.0	8.4				5	50	137
19H	2	4.2	2.4				8	119	163
19J	3	4.5	1.9				12	112	179
19K	3	5.9	3.1				10	82	174
19M	1	4.8	4.7				4	62	166
19N	1	10.6	15.9				3	0	154
19O	0	6.6	13.6				2	5	132
19P	0	7.2	17.0				1	0	127

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
19Q	0	8.0	15.5				2	0	148
19R	0	1.0	6.5				0	0	126
20A	0	5.7	2.8						1.6
20B	0	6.6	11.5				2	12	140
20C	0	6.3	11.2				2	11	141
20D	1	5.5	5.9				4	0	211
20E	2	6.2	6.0				4	76	133
20F	2	6.3	6.0				4	96	113
20G	1	4.8	5.8				3	0	230
20H	2	8.8	6.1				8	66	143
20J	2	6.5	5.9				5	50	161
20K	2	5.8	5.0				5	66	158
20M	0	2.8	8.3				1	52	94
20N	0	4.8	9.4				1	44	114
20O	0	3.1	7.1				1	0	176
20P	0	1.8	5.4				0	0	170
20Q	1	6.6	9.4				3	20	149
20R	0	3.4	9.9				1	46	93
20S	0	2.2	8.1				0	2	137
20T	0	5.2	9.1				2	13	151
21A	0	3.9	5.9				2	2	195
21B	1	5.8	8.7				2	1	172
21C	0	2.9	7.0				1	31	134
21D	0	3.4	6.3				1	49	134
21E	1	5.4	8.3				2	47	127
21F	0	5.4	8.8				2	35	134
21G	2	8.0	6.7				6	46	157
21H	3	9.4	6.1				9	58	150
21J	1	9.9	11.5				4	4	160
21K	2	9.5	8.3				6	3	185
21M	2	10.5	11.7				4	0	191
21N	0	5.4	9.1				2	26	140
21O	0	3.5	6.3				1	7	179
22A	0	3.3	6.8				1	0	184
22B	0	3.9	8.1				1	8	156
22C	2	13.2	11.2				7	0	192
22D	2	12.4	11.6				6	0	189
22E	2	12.2	12.3				5	0	176

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
22F	1	6.0	6.2				4	29	176
22G	3	7.8	4.1				11	47	186
22H	2	7.2	7.3				4	58	136
22J	2	8.0	6.9				6	25	176
22K	1	7.5	9.6				3	64	107
22M	1	6.3	6.4				4	80	123
22N	2	10.4	9.9				5	6	170
220	1	7.7	10.6				3	28	136
23A	0	4.6	8.3				2	0	173
23B	1	5.7	7.3				3	0	199
23C	0	1.8	5.8				0	49	114
23D	1	7.5	10.2				3	0	177
23E	0	6.2	17.4				1	46	69
23F	1	8.7	13.4				3	17	131
23G	1	12.1	17.6				3	24	112
23H	0	4.4	6.7				2	11	178
23J	1	6.0	8.5				2	20	156
23K	1	8.1	10.2				3	30	139
23M	2	9.7	10.0				5	21	153
23N	2	10.0	8.1				7	30	160
230	2	7.7	7.7				4	66	126
23P	2	10.4	8.9				6	67	117
23Q	2	11.2	12.3				5	0	168
23R	2	28.3	38.2				5	0	119
23S	2	17.8	21.6				5	15	116
23T	1	14.4	19.4				4	7	126
23U	0	3.9	7.9				1	44	123
23V	1	6.8	9.1				3	44	130
23W	2	9.8	8.3				6	16	172
23X	2	7.7	7.5				5	54	140
23Y	0	2.9	4.4				2	94	126
24A	1	8.8	10.2				4	3	168
24B	1	12.7	21.3				3	0	137
24C	1	6.9	10.7				2	4	155
24D	0	3.1	8.8				1	0	158
24E	1	11.9	18.2				3	0	161
24F	1	13.6	18.3				4	0	181
24G	1	9.4	15.7				2	0	152
24H	1	11.5	15.3				4	0	147

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
24J	2	11.0	11.2				5	0	205
24K	2	8.1	7.8				5	53	139
24M	1	8.1	9.8				3	11	161
24N	2	9.9	7.7				7	0	197
24O	1	7.0	8.9				3	3	173
24P	0	4.4	6.9				2	37	149
24Q	0	3.5	6.6				1	49	130
24R	0	5.6	12.9				1	0	148
24S	1	8.4	11.1				3	0	190
24T	1	9.4	12.7				3	8	146
24U	1	8.1	10.7				3	0	172
24V	1	8.0	9.7				3	20	153
24W	1	8.2	10.8				3	0	180
24X	1	7.8	11.5				3	8	149
25A	0	2.5	5.0				1	40	155
25B	0	3.8	6.8				1	13	167
25C	1	5.9	7.9				3	38	144
25D	1	8.2	12.0				3	5	150
25E	0	8.2	15.1				2	2	134
25F	2	8.6	9.3				4	0	207
25G	1	8.8	11.5				3	0	162
25H	0	4.2	9.7				1	0	180
25J	0	5.5	10.5				2	0	165
25K	1	7.8	9.9				3	15	155
25M	1	8.3	10.1				4	4	166
25N	1	7.6	10.3				3	0	177
25O	1	10.1	16.2				3	1	136
25P	1	10.5	15.4				3	0	171
25Q	1	12.4	15.7				4	0	164
25R	1	8.0	14.2				2	0	149
25S	2	8.2	8.6				4	0	186
25T	0	2.7	4.4				1	29	186
26A	1	4.9	6.3				3	81	117
26B	1	9.6	13.0				3	26	127
26C	1	9.2	15.6				2	27	110
26D	0	6.3	13.6				1	0	140
26E	1	10.5	19.8				2	2	121
26F	1	14.3	20.8				3	0	132
26G	2	7.9	8.2				4	74	113

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
26H	1	4.9	7.4				2	61	121
26J	2	8.4	9.1				4	6	173
26K	2	8.1	8.1				5	68	120
26M	1	9.3	11.8				3	41	119
26N	1	10.6	13.3				4	19	135
26O	1	6.8	7.8				3	21	167
26P	1	6.8	10.9				2	0	167
26Q	2	8.6	9.0				4	0	180
26R	2	10.5	11.5				4	3	162
26S	1	5.6	8.0				2	13	166
26T	0	6.3	12.4				2	25	118
26U	1	6.3	8.6				3	33	143
27A	0	3.1	6.4				1	35	143
27B	0	3.6	7.1				1	0	177
27C	1	6.1	9.4				2	51	116
27D	1	6.3	6.8				4	54	145
27E	2	9.9	9.8				5	0	198
27F	2	12.6	14.7				4	17	133
27G	1	9.4	11.8				4	8	152
27H	0	4.7	10.1				1	19	131
27J	0	6.8	12.3				2	18	129
27K	1	8.8	10.6				4	39	128
27M	2	9.2	10.1				4	33	140
27N	2	9.5	9.9				5	34	141
27O	2	8.3	8.7				4	47	135
27P	2	9.4	10.1				4	16	157
27Q	1	8.4	9.5				4	10	165
27R	0	10.3	28.0				1	19	80
27S	1	15.9	29.7				3	0	114
27T	0	4.5	18.3				0	0	105
27U	0	7.1	13.6				2	17	122
27V	0	7.2	14.8				2	19	114
27W	1	7.0	11.8				2	0	154
27X	1	8.1	11.0				3	2	160
27Y	1	5.3	6.9				3	7	185
27Z	2	5.7	4.2				6	77	162
27AA	2	6.5	5.5				5	71	146
28A	1	3.1	3.1				3	115	147
28B	3	9.0	5.2				10	39	178

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
28C	2	4.8	3.9				5	119	126
28D	1	5.1	7.3				2	33	152
28E	1	6.1	9.0				2	25	146
28F	1	9.7	17.1				2	11	121
28G	1	9.7	16.5				2	13	121
28H	2	11.7	11.6				5	24	142
28J	2	10.6	9.2				6	45	137
28K	2	5.3	3.9				6	59	186
28M	2	9.7	8.5				6	50	137
28N	2	9.1	7.2				7	59	139
28O	2	6.1	5.0				5	73	152
28P	2	4.6	3.8				5	94	153
28Q	1	3.7	5.0				2	93	119
28R	1	5.9	7.4				3	,	200
28S	2	10.6	10.2				5	42	132
28T	1	4.6	6.3				2	50	146
28U	1	5.8	8.3				2	27	150
28V	0	2.2	3.7				1	46	179
29A	0	3.6	5.7				2	52	145
29B	0	3.5	6.1				1	47	143
29C	0	3.9	7.6				1	28	142
29D	1	7.3	12.1				2	0	179
29E	1	3.8	4.7				2	65	157
29F	1	7.2	7.6				4	29	162
29G	0	3.7	7.9				1	67	96
29H	0	5.1	8.1				2	41	133
29J	1	8.6	13.6				2	0	148
29K	0	4.8	12.4				1	48	84
29M	0	5.7	10.4				2	22	133
30A	1	6.3	9.4				2	26	141
30B	1	3.9	4.7				3	38	184
30C	0	3.8	7.4				1	4	168
30D	1	8.7	15.7				2	25	110
30E	1	5.8	6.8				3	25	171
30F	0	8.8	18.7				2	0	147
30G	0	5.2	8.7				2	71	97
30H	1	6.4	7.7				3	77	110
30J	0	5.0	10.6				1	0	161
30K	2	3.3	2.4				5	99	189

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
31A	1	6.7	6.9				4	41	157
31B	1	6.9	8.2				3	75	108
31C	0	7.8	18.3				1	0	144
31D	1	8.8	15.9				2	1	133
31E	1	6.1	7.0				3	51	144
31F	1	7.1	8.3				3	26	157
31G	1	6.0	8.7				2	31	142
31H	0	1.7	5.7				0	31	131
32A	0	1.3	4.4				0	10	167
32B	0	3.7	6.5				1	8	177
32C	1	4.5	5.7				3	48	159
32D	2	3.6	2.4				6	50	239
32E	1	4.2	4.6				3	96	130
32F	0	5.5	11.2				1	7	140
32G	1	3.7	4.9				2	50	166
32H	1	4.1	5.1				3	48	168
33A	0	4.0	5.7				2	79	122
33B	0	3.9	7.1				1	29	148
33C	0	4.1	7.3				1	21	155
33D	0	5.1	11.5				1	0	154
33E	1	5.4	7.6				2	7	175
33F	0	5.5	10.0				2	29	129
33G	0	4.3	6.6				2	28	162
33H	0	-1.0	7.8				?	?	124
34A	0	1.9	16.5				0	0	114
34B	0	1.9	11.6				0	0	129
34C	0	5.9	11.0				2	17	134
34D	0	2.4	8.4				0	6	134
34E	0	2.2	7.2				0	8	142
34F	0	2.7	7.6				1	10	144
34G	0	2.6	6.2				1	29	143
35A	0	4.3	6.4				2	12	179
35B	0	4.6	7.3				2	35	146
35C	0	4.4	7.6				2	38	138
35D	0	3.8	7.9				1	44	121
35E	1	6.9	11.0				2	0	174
35F	0	3.1	9.0				1	0	144

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
35G	&0	1.0	8.9				0	0	122
36A	0	-0.1	5.5				?	?	147
36B	1	5.4	7.6				2	0	206
36C	1	5.8	8.5				2	56	119
36D	1	4.9	7.1				2	34	153
36E	0	4.4	9.6				1	53	99
36F	0	4.0	6.9				1	47	133
36G	0	2.2	3.4				1	98	139
36H	0	3.1	4.1				2	72	157
37A	0	3.8	7.4				1	50	122
37B	0	1.6	5.8				0	5	153
37C	0	3.1	9.0				1	3	141
37D	0	4.0	14.1				1	3	113
37E	1	8.7	12.5				3	18	135
37F	1	7.9	14.0				2	35	106
38A	0	5.1	12.8				1	5	128
38B	0	6.6	11.8				2	0	162
38C	0	5.2	10.7				1	1	148
38D	0	2.4	9.6				0	0	150
38E	1	3.6	4.8				2	39	177
39A	0	3.1	6.5				1	26	150
39B	1	4.8	5.6				3	33	176
39C	0	1.0	4.4				0	43	120
39D	0	1.9	5.2				1	41	137
40A	0	3.1	8.6				1	1	147
40B	0	3.7	8.0				1	15	147
40C	0	5.9	11.1				2	34	116
40D	1	5.0	7.3				2	20	164
41A	1	8.1	9.5				4	17	157
41B	2	6.5	6.2				4	0	222
42A	6	2.1	0.2				86	235	179
42B	2	6.5	6.7				4	6	195
42C	0	2.4	6.5				1	47	117

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
43A	1	9.6	11.6				4	0	189
43B	0	4.5	9.4				1	40	116
44A	0	2.5	5.9				1	42	136
44B	1	7.5	8.6				4	2	179
44C	0	-0.4	3.1				?	?	96
45A	1	7.0	8.7				3	0	184
45B	1	6.8	8.2				3	9	174
45C	1	5.3	7.7				2	31	150
46A	0	2.6	3.7				2	133	103
46B	1	4.9	4.9				4	78	145
46C	1	9.5	16.1				2	30	106
46D	1	9.4	11.7				4	7	154
46E	1	8.3	10.5				3	0	173
46F	1	5.3	5.7				3	0	214
47A	1	8.4	9.8				4	15	158
47B	1	9.2	11.0				4	8	157
47C	1	7.2	10.5				3	0	178
48A	0	5.1	8.1				2	18	157
48B	1	7.8	8.8				4	20	160
48C	2	10.4	9.9				5	23	153
50C	1	10.1	12.6				4	0	188
50D	1	8.7	11.7				3	2	157
50E	0	5.1	9.7				2	2	156
51A	0	1.7	5.1				0	9	164
51B	0	1.6	2.7				1	77	177
51C	1	7.7	10.2				3	4	163
51D	2	7.5	7.3				5	32	163
51E	0	7.6	17.6				1	0	135
51F	0	6.5	15.9				1	0	137
51G	2	4.8	3.6				5	40	212
52A	0	2.4	5.1				1	0	195
52B	1	5.0	5.3				3	43	173
52C	0	6.3	15.1				1	0	165

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
52D	1	10.3	12.2				4	21	139
52E	1	7.5	10.2				3	11	155
52F	0	5.3	8.4				2	47	126
53A	0	4.1	6.0				2	23	174
53B	2	7.9	8.6				4	17	166
53C	4	10.9	4.4				18	27	190
54A	3	9.0	6.1				8	0	209
54B	2	8.2	6.5				6	40	165
55A	2	6.4	6.3				4	0	254
55B	1	6.3	8.0				3	27	157
55C	1	4.9	7.3				2	49	135
55D	3	8.1	4.6				10	0	247
56A	2	8.7	6.0				8	0	218
56B	1	5.1	5.6				3	56	155
56C	5	4.6	1.0				31	166	142
56D	2	7.1	5.7				6	70	145
56E	3	10.6	6.1				11	1	205
57A	1	5.8	7.0				3	53	140
57B	0	2.1	5.0				1	0	194
57C	2	5.9	5.0				5	81	143
58A	0	3.9	6.4				2	46	143
58B	0	1.3	5.0				0	4	156
58C	1	3.5	4.1				2	36	197
58D	1	6.1	6.8				3	63	134
58E	3	10.9	6.5				10	62	140
59A	0	1.0	3.0				0	70	141
59B	0	1.0	3.3				0	33	163
59C	0	1.6	2.9				1	118	124
60A	0	2.1	6.8				0	0	183
60B	0	4.7	7.5				2	28	152
60C	1	6.2	8.7				3	33	142
60D	2	9.1	7.4				6	0	220

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
61A	1	8.8	15.0				2	14	125
61B	0	2.9	6.3				1	41	135
61C	2	5.0	3.6				6	115	137
62A	1	3.8	3.9				3	68	174
62B	0	1.0	4.2				0	0	172
63A	0	2.6	6.8				1	32	133
63B	0	2.6	6.4				1	39	130
64A	0	2.0	4.6				1	65	129
65A	0	1.0	4.7				0	0	167
66A	0	1.6	5.7				0	0	190
66B	0	1.7	6.5				0	10	139
67A	0	2.9	7.7				1	22	135
67B	0	3.0	5.9				1	46	140
68A	0	3.4	11.1				1	0	161
68B	0	1.9	7.5				0	0	148
491A	2	9.4	8.3				6	24	164
491B	2	9.0	7.7				6	44	149
491C	1	10.1	13.8				3	0	149
491D	1	11.0	13.3				4	13	142
491E	2	10.1	11.5				4	27	137
491F	2	7.2	6.8				5	45	156
491G	3	6.6	3.6				10	112	134

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
1A	0			12.6	10.7		2	6	166
1B	0			15.2	15.7		1	0	149
1C	0			8.0	7.4		1	27	168
1D	0			6.8	6.8		1	31	170
2A	1			10.4	4.3		4	46	174
2B	0			4.6	11.5		0	1	137
2C	0			10.0	19.0		0	19	105
2D	0			13.6	11.6		2	30	138
3A	4			18.6	2.9		17	42	152
3B	2			25.0	8.3		7	10	157
3C	1			18.7	11.2		3	21	146
4A	1			7.0	3.0		3	69	182
4B	0			11.9	9.4		2	48	133
4C	1			19.8	13.9		2	0	195
4D	0			23.2	30.7		1	12	102
4E	2			22.9	9.7		5	14	153
4F	2			15.5	6.5		4	21	170
5A	1			15.8	7.5		4	0	190
5B	1			19.6	10.1		3	0	186
5C	1			26.3	15.3		3	8	142
5D	2			32.2	13.8		5	2	146
5E	2			37.2	17.6		5	6	133
5F	0			14.9	14.1		1	12	144
5G	1			16.0	10.2		2	31	143
6A	1			19.8	10.4		3	36	133
6B	2			18.0	6.5		5	40	145
6C	3			12.8	2.9		9	61	155
6D	1			7.2	4.1		2	82	154
6E	2			24.2	10.4		5	0	168
6F	1			21.2	10.5		4	25	142
6G	2			23.9	9.3		5	7	159
6H	2			17.7	7.6		4	34	148
6J	1			9.6	4.4		3	41	182
7A	0			8.0	5.7		2	23	192
7B	2			26.9	13.3		4	5	149

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.

LINE AND ANOMALY, CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
7C 1			19.6	9.7		4	16	156
7D 2			25.6	11.3		5	0	164
7E 1			23.5	12.3		4	0	161
7F 2			22.0	9.5		5	3	166
7G 0			11.8	8.8		2	48	136
7H 2			14.0	4.8		5	69	133
7J 2			17.0	5.3		6	39	153
7K 1			12.9	8.3		2	53	134
8A 1			17.8	13.1		2	45	116
8B 1			20.1	9.9		4	46	124
8C 2			15.0	5.4		5	49	148
8D 3			12.8	2.6		11	56	161
8E 1			40.7	26.9		3	36	89
8F 1			21.6	14.5		3	25	130
8G 1			12.7	5.4		4	39	165
8H 1			13.5	7.1		3	37	156
8J 2			13.7	4.0		7	42	165
8K 4			14.7	2.1		18	35	175
9A 1			11.2	5.9		3	46	160
9B 3			10.4	2.1		10	56	177
9C 3			8.9	1.6		12	55	194
9D 2			20.8	9.7		4	29	141
9E 1			21.3	10.6		4	48	119
9F 2			30.8	10.1		7	26	129
9G 0			13.1	12.8		1	27	134
10A 0			24.1	46.4		1	0	132
10B 1			16.2	8.4		3	37	145
10C 2			14.1	4.8		5	47	155
10D 1			14.0	6.5		4	76	119
10E 1			20.4	11.8		3	40	124
10F 1			33.4	22.5		3	0	171
10G 1			40.8	31.3		3	0	153
10H 0			28.0	29.1		2	0	131
10J 1			8.8	4.1		3	73	155
10K 3			18.5	4.8		8	47	142
10M 2			18.7	5.3		8	30	157
10N 3			18.7	5.0		8	47	140

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.

LINE AND ANOMALY, CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
11A 0			8.0	7.4		1	10	185
11B 0			10.4	13.4		1	0	155
11C 2			22.8	8.4		6	15	155
11D 2			18.4	5.9		7	30	156
11E 2			26.5	11.5		5	34	124
11F 1			16.9	8.1		4	17	165
11G 0			34.3	38.1		2	0	139
11H 0			36.7	36.8		2	0	145
11J 1			22.5	16.4		2	0	182
11K 2			14.3	4.8		6	72	130
11M 3			11.0	2.0		11	80	150
11N 1			17.8	12.0		2	3	162
12A 0			6.7	13.4		0	0	140
12B 0			11.7	18.1		1	0	147
12C 2			22.9	10.2		4	0	176
12D 1			54.8	50.5		2	0	118
12E 2			33.3	17.0		4	0	149
12F 1			51.8	37.8		3	0	115
12G 0			34.9	40.7		1	0	114
12H 1			55.3	56.5		2	0	131
12J 1			14.8	7.9		3	8	179
12K 2			16.5	5.6		6	13	179
12M 6			9.7	0.4		76	53	197
12N 0			6.7	10.4		1	67	94
13A 0			13.7	18.8		1	0	173
13B 2			22.1	9.1		5	2	168
13C 1			16.2	10.6		2	0	172
13D 1			68.3	55.5		3	0	144
13E 1			58.9	49.5		3	0	149
13F 0			23.2	28.1		1	0	151
13G 1			31.2	18.9		3	0	168
13H 1			42.3	33.7		3	0	177
13J 0			20.3	17.8		2	0	185
13K 0			10.3	14.8		1	0	216
14A 0			21.9	31.2		1	0	177
14B 1			49.3	36.8		3	0	154
14C 1			64.1	42.7		4	0	147
14D 1			55.6	47.8		3	0	128

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
14E	1			35.9	31.2		2	0	166
14F	1			66.9	48.8		3	0	154
14G	1			64.0	39.8		4	0	165
14H	2			13.8	3.6		8	30	179
14J	9			13.0	0.1		1000	39	191
14K	3			12.6	3.1		8	32	184
14M	3			11.9	2.5		10	22	201
14N	1			19.4	14.6		2	0	160
14O	0			18.5	24.0		1	5	120
14P	0			13.4	23.3		1	6	113
15A	0			20.9	18.5		2	0	162
15B	0			11.4	11.4		1	0	185
15C	0			11.7	23.5		0	0	125
15D	0			15.2	26.6		1	0	148
15E	1			19.8	11.9		3	0	166
15F	1			36.6	33.2		2	0	176
15G	1			56.8	40.2		3	0	170
15H	1			57.5	53.7		2	0	157
15J	0			13.8	31.7		0	0	148
15K	0			43.4	46.2		2	0	141
15M	2			35.3	18.8		4	0	190
15N	1			27.4	18.2		3	0	178
15O	1			31.7	23.5		3	0	190
15P	0			21.2	28.2		1	0	198
16A	0			18.5	14.4		2	0	157
16B	1			22.0	17.3		2	0	192
16C	1			34.7	25.6		3	0	152
16D	0			19.6	30.1		1	0	162
16E	1			46.6	28.8		4	0	188
16F	1			41.0	25.5		3	0	190
16G	1			19.2	13.9		2	0	168
16H	1			8.3	3.1		4	20	220
16J	1			13.3	8.3		2	0	193
16K	0			13.2	16.5		1	0	176
16M	0			7.7	6.3		1	25	183
16N	0			10.6	15.1		1	0	198
17A	0			9.3	10.1		1	0	183
17B	0			9.9	8.1		1	13	177

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.

LINE AND ANOMALY, CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
17C 0			11.9	9.3		2	0	192
17D 1			12.7	8.3		2	35	152
17E 2			6.1	1.5		6	75	202
17F 2			10.9	2.7		8	39	188
17G 3			13.5	2.2		15	17	199
17H 1			20.1	11.9		3	7	157
17J 1			36.9	21.4		4	0	198
17K 0			22.6	18.7		2	0	172
17M 1			23.6	12.1		4	0	186
17N 0			13.3	12.3		1	0	242
17O 0			5.0	19.1		0	0	168
18A 0			3.3	10.7		0	0	188
18B 0			29.3	28.6		2	0	222
18C 2			22.2	9.9		4	0	183
18D 1			35.9	25.4		3	0	166
18E 1			18.7	12.1		3	0	229
18F 1			17.0	10.7		3	14	157
18G 0			9.7	7.1		2	0	231
18H 0			12.6	18.7		1	0	200
18J 0			15.9	15.3		1	0	203
18K 0			22.0	22.0		2	0	212
18M 0			10.9	9.0		1	0	194
18N 0			19.4	28.2		1	0	220
18O 0			15.2	14.3		1	0	212
18P 0			18.6	19.8		1	0	176
19A 0			14.2	13.2		1	3	157
19B 0			11.5	8.5		2	0	187
19C 0			11.6	11.5		1	0	187
19D 0			10.4	9.7		1	0	180
19E 1			17.3	12.0		2	6	160
19F 0			16.5	22.6		1	12	114
19G 1			22.6	13.7		3	19	137
19H 1			11.4	5.5		3	45	163
19J 2			10.6	3.9		4	45	176
19K 2			12.8	5.2		4	29	176
19M 1			14.1	7.5		3	23	166
19N 1			33.5	26.7		2	0	155
19O 0			25.4	30.5		1	0	130
19P 0			28.6	43.1		1	0	127

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
19Q	0			28.2	31.6		1	0	145
19R	0			7.0	22.7		0	0	126
20A	0			20.9	30.1		1	0	136
20B	0			18.4	25.0		1	0	140
20C	0			16.4	27.5		1	0	141
20D	0			10.3	7.0		2	0	211
20E	0			10.9	7.5		2	61	133
20F	0			10.9	7.9		2	80	111
20G	0			10.5	9.2		1	0	230
20H	2			12.1	4.4		5	69	143
20J	1			12.0	7.9		2	29	161
20K	0			8.9	6.3		2	49	158
20M	0			11.7	20.3		1	30	94
20N	0			14.2	21.7		1	11	114
20O	0			11.0	13.2		1	0	177
20P	0			8.7	11.3		1	0	170
20Q	1			16.7	11.5		2	19	149
20R	0			17.1	20.0		1	42	93
20S	0			13.9	16.4		1	7	137
20T	1			16.8	11.5		2	17	151
21A	1			10.5	5.0		3	14	200
21B	1			17.6	11.5		2	6	161
21C	0			13.1	10.9		2	43	129
21D	0			12.9	13.3		1	24	134
21E	0			17.2	15.0		2	28	125
21F	0			18.8	16.0		2	16	134
21G	1			17.3	8.7		3	22	157
21H	2			16.5	6.5		5	38	151
21J	1			24.5	18.3		2	0	160
21K	1			19.0	9.0		4	0	191
21M	1			24.7	15.5		3	0	187
21N	0			15.5	26.8		1	0	137
21O	0			10.6	16.6		1	0	179
22A	0			10.7	13.2		1	0	183
22B	0			12.3	23.8		0	0	155
22C	1			22.5	11.5		4	0	188
22D	1			24.1	14.6		3	0	191
22E	1			24.1	16.6		3	0	176

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
22F	1			11.9	7.8		2	14	177
22G	2			9.8	3.3		5	44	186
22H	0			15.4	12.5		2	26	138
22J	1			13.8	9.1		2	6	176
22K	0			18.8	21.7		1	24	107
22M	0			12.6	11.2		1	47	123
22N	1			20.4	9.7		4	1	170
22O	1			21.0	15.8		2	13	138
23A	0			8.9	8.1		1	16	173
23B	0			8.2	5.4		2	18	199
23C	0			3.8	9.1		0	38	114
23D	1			15.8	9.3		3	0	183
23E	0			23.3	26.2		1	54	70
23F	1			20.3	12.9		3	29	131
23G	1			29.2	17.8		3	28	115
23H	1			11.1	7.0		2	21	177
23J	0			15.3	14.1		1	0	156
23K	1			19.6	14.6		2	15	140
23M	1			19.8	10.3		3	20	149
23N	2			16.7	6.1		5	30	160
23O	1			15.1	9.6		2	52	126
23P	1			18.1	10.4		3	55	116
23Q	0			24.0	20.4		2	0	168
23R	1			70.5	71.6		2	0	117
23S	1			38.1	33.5		2	0	116
23T	0			32.7	33.6		2	0	126
23U	0			9.7	23.0		0	0	123
23V	0			12.7	21.6		1	0	129
23W	1			14.9	9.6		2	6	172
23X	0			14.0	12.9		1	26	135
23Y	0			5.4	13.7		0	7	123
24A	1			23.7	11.5		4	0	165
24B	0			38.0	36.9		2	0	133
24C	0			21.7	30.4		1	0	155
24D	0			15.5	24.1		1	0	158
24E	1			37.9	32.7		2	0	161
24F	1			38.1	29.3		3	0	181
24G	0			28.9	35.9		1	0	152
24H	0			27.9	34.2		1	0	147

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.

LINE AND ANOMALY, CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
24J 1			23.0	16.7		2	0	205
24K 0			15.8	13.9		2	18	139
24M 1			20.5	15.4		2	0	161
24N 1			15.6	7.5		4	0	197
24O 0			14.9	14.7		1	0	171
24P 0			12.0	13.8		1	5	149
24Q 0			12.1	15.2		1	16	131
24R 0			23.1	22.4		2	0	148
24S 1			21.1	14.3		2	0	189
24T 1			26.5	20.6		2	0	144
24U 1			20.5	15.1		2	0	172
24V 1			19.4	14.4		2	0	162
24W 0			18.0	16.1		2	0	180
24X 0			21.3	19.1		2	0	149
25A 0			9.4	9.9		1	20	155
25B 0			14.6	10.8		2	4	168
25C 1			15.0	9.4		2	32	147
25D 1			23.7	14.8		3	5	148
25E 1			29.1	21.9		2	0	136
25F 2			18.5	6.1		6	0	207
25G 2			22.9	9.6		5	7	160
25H 1			18.5	12.2		2	0	180
25J 1			20.7	12.9		3	0	164
25K 2			20.2	8.8		4	23	150
25M 2			20.0	7.7		5	11	166
25N 2			21.0	8.4		5	0	176
25O 1			28.5	24.2		2	0	136
25P 1			28.7	20.6		3	0	171
25Q 1			30.1	18.1		3	0	164
25R 1			25.7	21.3		2	0	151
25S 3			15.7	3.4		11	16	186
25T 1			8.5	4.7		2	35	189
26A 1			12.1	7.2		2	78	117
26B 0			24.9	26.2		1	0	127
26C 0			26.0	32.7		1	3	110
26D 0			23.5	34.2		1	0	139
26E 0			34.5	40.3		1	0	121
26F 1			37.6	34.0		2	0	132
26G 0			15.4	14.2		1	43	113

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
26H	0			13.1	13.8		1	27	128
26J	1			16.8	11.4		2	0	175
26K	0			16.3	14.7		2	35	119
26M	0			24.3	21.7		2	16	119
26N	0			26.6	22.5		2	0	135
26O	0			15.3	12.9		2	0	164
26P	0			18.6	15.2		2	0	167
26Q	1			16.8	9.1		3	0	180
26R	1			21.3	13.7		3	0	162
26S	0			13.6	13.9		1	0	166
26T	0			22.8	25.7		1	2	122
26U	0			16.8	15.8		1	7	143
27A	0			11.7	12.0		1	23	141
27B	0			14.7	13.4		1	0	175
27C	1			23.2	18.2		2	33	111
27D	1			15.8	8.7		3	36	145
27E	2			23.3	9.4		5	0	194
27F	2			31.2	15.7		4	16	130
27G	1			25.8	13.4		4	3	152
27H	0			19.9	16.7		2	17	131
27J	1			27.5	21.4		2	7	129
27K	1			23.8	13.1		3	27	130
27M	1			23.6	13.0		3	18	140
27N	1			24.2	12.6		4	16	142
27O	1			19.8	11.3		3	31	135
27P	2			22.6	9.5		5	12	156
27Q	1			21.0	12.3		3	0	165
27R	0			45.2	68.5		1	4	80
27S	1			54.1	53.6		2	0	110
27T	0			29.8	47.0		1	0	105
27U	0			25.2	30.3		1	0	122
27V	0			26.1	32.7		1	0	114
27W	0			20.7	18.7		2	0	154
27X	1			19.1	12.7		2	2	160
27Y	1			13.3	9.3		2	0	197
27Z	2			8.7	2.2		7	84	162
27AA	2			10.7	2.7		8	82	146
28A	0			5.1	6.1		1	55	148
28B	2			12.7	5.1		4	28	178

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
28C	0			8.0	9.6		1	47	126
28D	0			14.1	21.5		1	0	151
28E	0			16.9	24.1		1	0	146
28F	0			32.1	38.4		1	0	121
28G	0			30.8	38.0		1	0	121
28H	1			24.8	17.9		2	2	142
28J	1			19.6	4.9		2	17	137
28K	0			10.1	8.6		1	1	185
28M	0			19.0	15.4		2	15	137
28N	0			16.8	14.7		2	15	139
28O	0			11.1	11.9		1	11	152
28P	0			9.7	12.1		1	6	153
28Q	0			11.2	16.6		1	19	119
28R	0			17.7	16.7		1	0	195
28S	1			23.7	16.4		3	17	132
28T	0			14.4	17.2		1	0	146
28U	0			18.3	18.9		1	0	151
28V	0			8.1	11.6		1	0	179
29A	1			6.8	3.8		2	95	145
29B	0			9.8	10.9		1	27	141
29C	0			9.7	16.4		1	0	142
29D	0			20.8	21.2		1	0	179
29E	0			6.0	10.0		0	4	157
29F	0			11.9	10.9		1	9	162
29G	0			10.1	18.2		0	35	93
29H	0			11.8	15.3		1	9	137
29J	0			23.4	21.9		2	0	153
29K	0			20.0	31.9		1	22	86
29M	0			19.6	23.1		1	0	133
30A	0			20.6	17.3		2	5	141
30B	0			12.2	11.0		1	0	183
30C	0			15.7	17.1		1	0	168
30D	0			33.1	33.4		2	7	108
30E	1			17.3	11.4		2	0	171
30F	0			38.9	45.5		2	0	147
30G	0			18.7	25.2		1	25	97
30H	0			18.8	15.6		2	41	110
30J	0			23.4	26.3		1	0	161
30K	0			8.9	7.4		1	2	194

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP	DEPTH FEET	BIRD HEIGHT FEET
31A	1			16.0	10.4		2	16	157
31B	1			19.4	14.9		2	46	108
31C	0			34.7	48.6		1	0	143
31D	0			31.4	35.0		1	0	133
31F	0			14.8	13.8		1	12	145
31F	0			15.9	13.7		2	1	157
31G	0			15.5	13.5		2	16	143
31H	0			11.1	13.9		1	17	135
32A	0			9.8	12.5		1	0	168
32B	0			16.0	12.4		2	0	180
32C	1			14.4	9.6		2	19	159
32D	0			9.5	6.4		2	0	238
32E	0			13.9	12.5		1	33	130
32F	0			22.5	26.6		1	0	135
32G	1			13.1	9.1		2	16	166
32H	0			12.4	9.2		2	14	168
33A	0			8.5	6.5		1	83	122
33B	1			10.1	5.7		2	58	152
33C	0			11.1	10.5		1	17	155
33D	0			17.6	22.5		1	0	149
33F	0			13.2	9.7		2	6	172
33F	0			17.8	18.7		1	9	131
33G	0			13.4	13.5		1	0	162
33H	0			9.3	33.3		0	0	125
34A	0			23.6	54.7		1	0	116
34B	0			20.1	39.5		1	0	129
34C	0			18.7	18.1		1	9	134
34D	0			15.0	18.3		1	4	134
34E	0			14.2	15.1		1	8	142
34F	0			13.3	14.5		1	9	144
34G	0			10.9	11.3		1	24	143
35A	0			8.8	7.6		1	15	179
35B	0			13.7	12.9		1	16	145
35C	0			15.9	13.9		2	19	138
35D	0			15.4	14.9		1	32	121
35E	0			22.3	18.3		2	0	170
35F	0			19.6	22.0		1	0	144

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BEC USE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
35G	0			12.8	35.8		0	0	122
36A	0			7.0	20.2		0	0	147
36B	0			16.7	15.0		2	0	206
36C	0			18.2	15.0		2	28	125
36D	0			14.3	14.7		1	0	153
36F	0			19.7	24.5		1	26	99
36F	0			13.4	14.3		1	18	136
36G	0			7.6	10.4		1	26	139
36H	0			8.9	8.3		1	30	157
37A	0			12.7	10.0		2	55	122
37B	0			9.0	11.5		1	15	147
37C	0			14.5	15.9		1	6	141
37D	0			24.5	34.0		1	0	113
37E	0			22.1	22.5		1	0	135
37F	0			24.9	26.7		1	17	106
38A	0			21.9	22.8		1	1	130
38B	1			21.3	15.7		2	0	162
38C	0			19.1	15.4		2	4	148
38D	0			16.9	23.4		1	0	148
38E	1			8.2	4.6		2	49	177
39A	0			14.4	11.7		2	17	150
39B	1			13.8	7.7		3	9	180
39C	0			7.8	13.9		0	21	120
39D	0			11.8	17.5		1	0	142
40A	0			12.2	14.4		1	5	146
40B	0			11.4	13.3		1	9	147
40C	0			17.6	20.3		1	16	118
40D	0			12.2	9.5		2	16	164
41A	1			21.9	14.2		3	1	155
41B	1			15.3	8.3		3	0	222
42A	0			3.6	2.0		2	120	179
42B	1			15.4	8.4		3	0	195
42C	0			16.9	27.7		1	0	114

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
43A	1			28.4	18.0		3	0	180
43B	0			21.9	21.0		2	20	116
44A	0			10.1	14.1		1	12	136
44B	0			14.4	10.5		2	0	179
44C	0			-0.8	11.8		?	?	96
45A	1			22.4	12.2		3	0	183
45B	1			21.1	13.0		3	0	174
45C	0			19.6	16.0		2	0	152
46A	0			7.1	6.7		1	98	103
46B	0			8.5	10.1		1	26	145
46C	0			29.7	31.4		2	11	106
46D	1			21.7	15.5		2	0	154
46E	1			18.5	12.3		2	0	173
46F	0			9.4	6.5		2	0	214
47A	1			20.3	12.9		3	9	152
47B	1			23.1	15.5		3	0	157
47C	0			21.0	17.9		2	0	178
48A	0			20.3	18.9		2	0	157
48B	1			21.8	17.4		2	0	165
48C	1			25.9	16.7		3	0	161
50C	1			23.4	14.7		3	0	191
50D	1			21.4	15.9		2	0	157
50F	0			16.0	21.3		1	0	152
51A	0			9.3	14.7		1	0	163
51B	0			4.9	9.4		0	0	177
51C	0			20.1	19.0		2	0	163
51D	0			14.7	11.9		2	3	163
51E	0			29.5	46.0		1	0	135
51F	0			26.1	43.9		1	0	137
51G	0			6.5	7.2		1	0	212
52A	1			15.2	7.4		3	0	191
52B	2			16.2	5.1		6	22	172
52C	0			31.1	30.0		2	0	165

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.

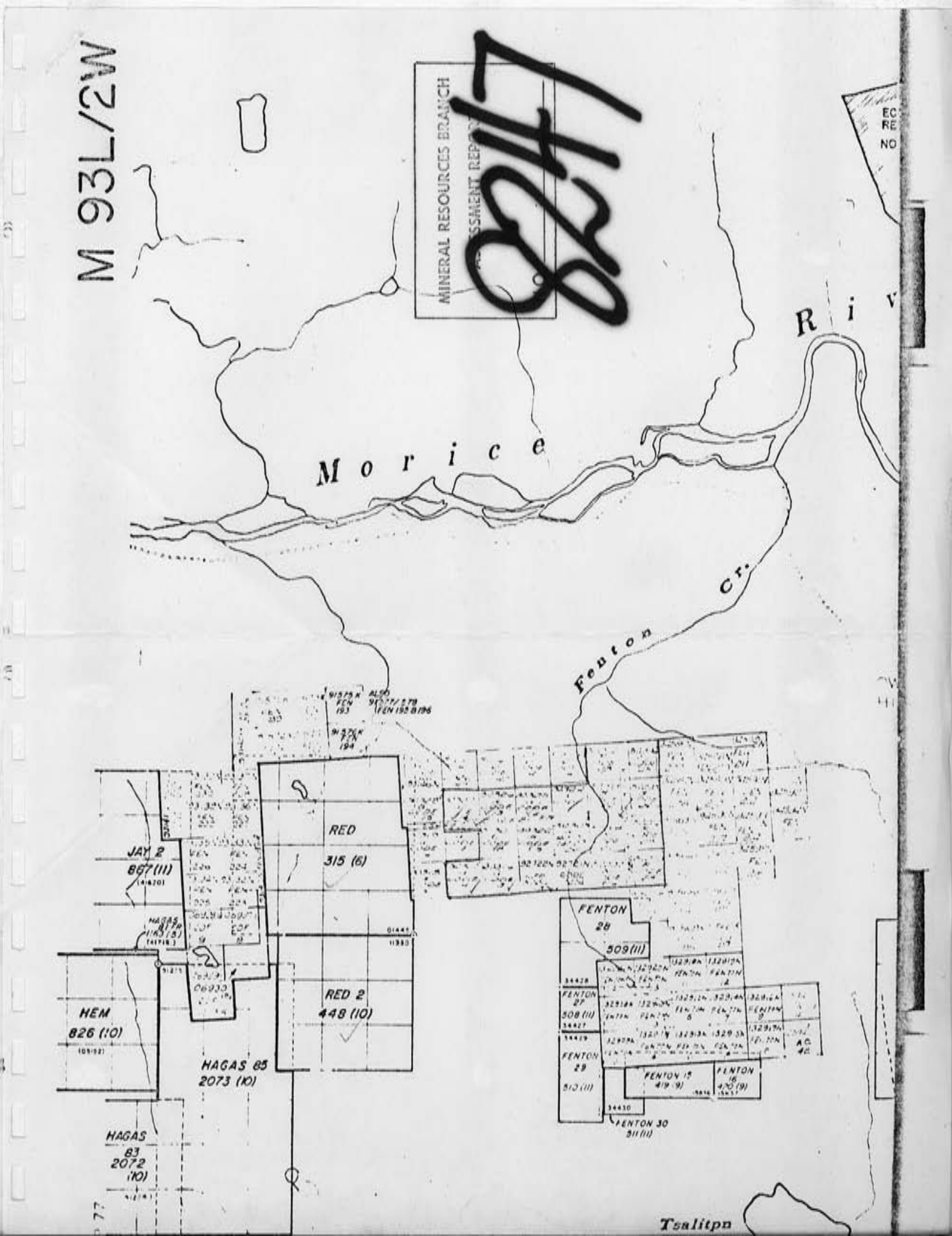
LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
52D	1			27.3	15.8		3	9	139
52E	1			23.1	18.2		2	0	155
52F	0			18.6	16.5		2	22	126
53A	0			13.6	14.7		1	0	174
53B	0			17.3	14.4		2	0	169
53C	1			12.3	6.1		3	17	184
54A	2			17.7	4.8		8	0	209
54B	2			18.4	7.3		5	16	166
55A	2			13.0	5.4		4	0	254
55B	1			15.8	10.3		2	16	158
55C	0			9.9	14.3		1	10	136
55D	1			7.3	3.7		3	0	247
56A	3			19.6	5.3		8	0	210
56B	1			15.3	10.4		2	20	153
56C	0			3.5	2.8		1	132	144
56D	0			11.6	12.8		1	14	145
56E	0			11.5	8.7		2	0	205
57A	1			15.0	9.2		3	40	140
57B	0			7.7	9.3		1	0	183
57C	0			8.2	10.7		1	22	143
58A	0			11.5	9.1		2	40	143
58B	0			6.3	6.8		1	42	156
58C	0			9.1	13.2		1	0	195
58D	0			13.4	15.4		1	14	134
58E	1			14.3	9.6		2	42	136
59A	2			4.0	1.0		5	179	141
59B	0			3.1	5.5		0	33	163
59C	0			2.9	8.3		0	25	124
60A	0			13.6	13.2		1	0	183
60B	0			15.1	13.4		2	7	152
60C	0			16.5	13.3		2	18	142
60D	1			11.6	7.8		2	0	210

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	DEPTH FEET	BIRD HEIGHT FEET
61A	1			30.7	17.8		3	16	126
61B	0			13.3	11.6		1	35	133
61C	0			8.5	9.6		1	38	137
62A	1			12.7	8.3		2	13	174
62B	0			11.8	16.6		1	0	172
63A	0			18.1	17.3		1	12	133
63B	0			16.7	16.3		1	18	130
64A	0			8.5	15.3		0	7	129
65A	0			10.8	14.2		1	0	167
66A	0			8.8	12.2		1	0	190
66B	0			10.8	12.4		1	21	139
67A	0			15.3	15.3		1	16	135
67B	0			11.6	11.0		1	30	140
68A	0			19.6	22.2		1	0	161
68B	0			14.7	12.9		2	17	145
491A	1			20.0	12.9		3	0	164
491B	1			19.2	13.2		2	11	149
491C	0			28.3	29.7		2	0	150
491D	0			27.5	26.2		2	0	142
491E	0			25.5	25.5		2	0	140
491F	0			17.9	17.4		1	0	151
491G	0			8.9	11.9		1	24	134

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.

Names of Claims	units	Record Nos.	Anniversary Date
CODE 204-205	2	02721-02722	OCTOBER
RED	16	315	JUNE
RED 2	9	449	OCTOBER
CODE 3-4	2	30316-30317	JUNE
CODE 8-14	7	30321-30327	JUNE
CODE 21	1	55546	NOVEMBER
CODE 22-30	9	57203-57211	DECEMBER
FEN 207-217	11	94536-94596	OCTOBER
FEN 181-196	16	91563-91578	AUGUST
FEN 223	1	93132	OCTOBER
FEN 230-233	4	93139-93141	OCTOBER
FEN 237	1	93146	OCTOBER
FEN 253	1	93147	OCTOBER


M 93L/2W
MINERAL RESOURCES BRANCH
8817
Morice
Fenton Cr.
RED
315 (6)
RED 2
448 (10)
JAY 2
867 (11)
HEM
826 (10)
HAGAS 85
2073 (10)
HAGAS
83
2072
(10)
FENTON
28
509 (11)
FENTON
27
508 (11)
FENTON
29
510 (11)
FENTON 15
419 (9)
FENTON
16
420 (9)
FENTON 30
511 (11)
Tsalitpa

N

EM RESPONSE

Conductivity thickness in mhos

⑨	> 500
⑧	250 – 500
⑦	125 – 250
⑥	60 – 125
⑤	30 – 60
④	15 – 30
③	8 – 15
②	4 – 8
①	2 – 4
○	< 2
25	Inphase response

EM ANOMALY SYMBOLS

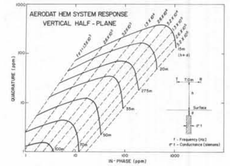
EM Anomaly A, in-phase amplitude 7 p.p.m. Conductivity thickness range 2 (see code)

23 Interpreted conductor axis "23"

Horizontal control ..... based on photo laydown

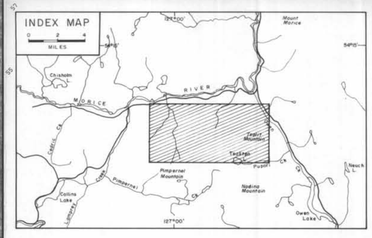
Average bird height ..... 150 feet

Line spacing ..... 660 feet



INDEX MAP

0 4 MILES



MATTAGAMI LAKE EXPLORATION LIMITED

HOUSTON AREA 8247

BRITISH COLUMBIA

INTERPRETATION MAP

AIRBORNE ELECTROMAGNETIC SURVEY

SCALE 1/15,840

1/2 0 0 1/2 Mile

Kilometre

AERODAT

DATE: APRIL 1980

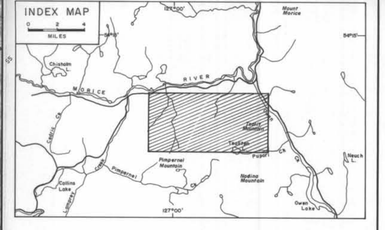
N.T.S. No: 93L

MAP No: 1

N

p.p.m.
30
20
10
0
In-phase
Quadrature

INDEX MAP
0 2 4
MILES



MATTAGAMI LAKE EXPLORATION LIMITED

HOUSTON AREA
BRITISH COLUMBIA
900 Hz

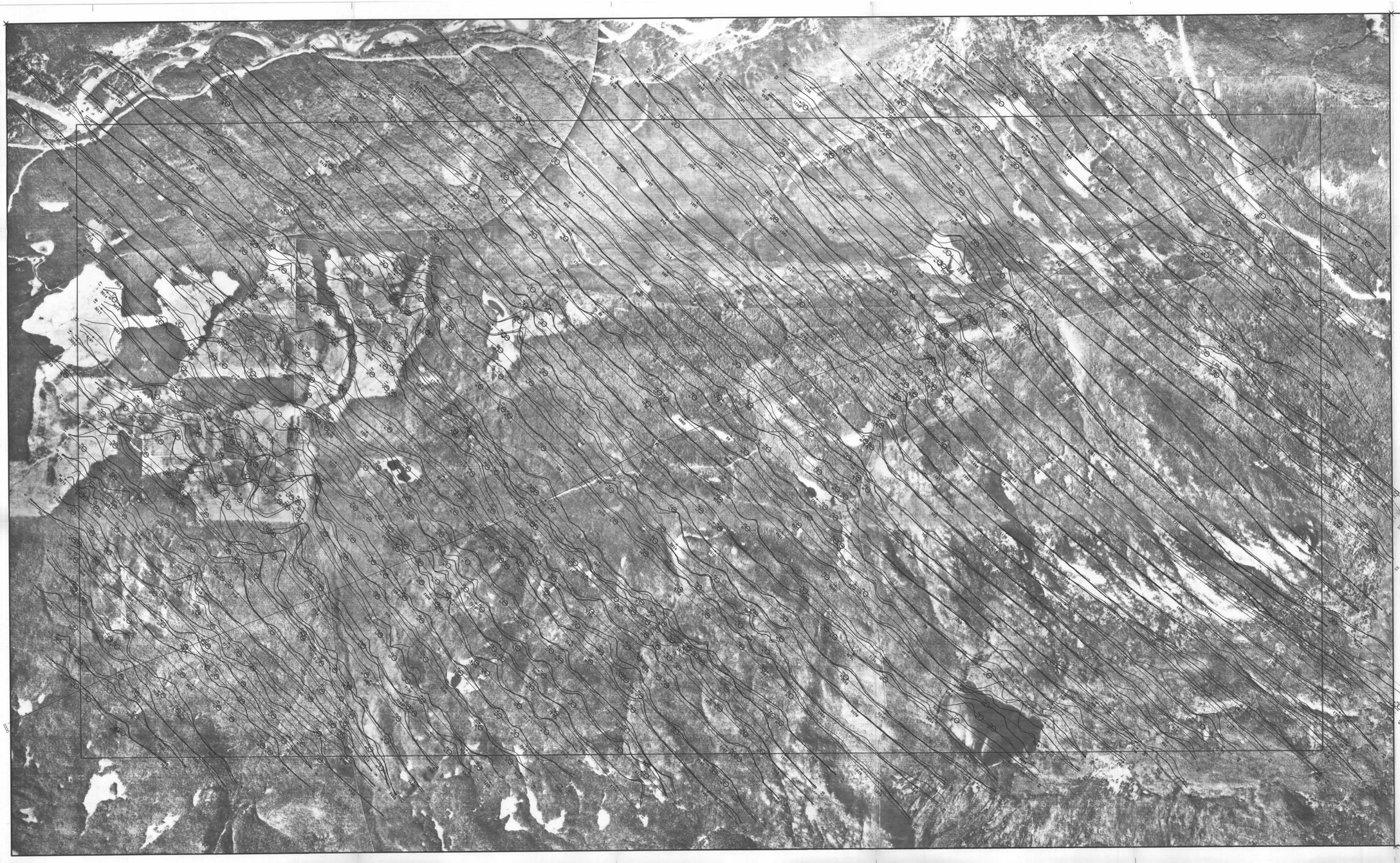
8247

ELECTROMAGNETIC SURVEY PROFILES

SCALE 1/15,840
0 Kilometre
1/2 0 1/2 Mile

AERODAT

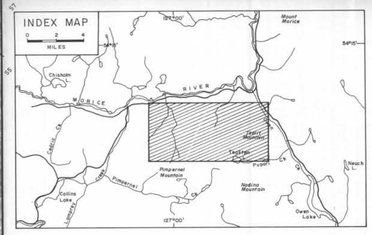
DATE:	APRIL 1980
N.T.S. No:	93L
MAP No:	2



N

p.p.m.
30
20
10
0
In-phase
Quadrature

INDEX MAP
0 2 4
MILES



MATTAGAMI LAKE EXPLORATION LIMITED

HOUSTON AREA
BRITISH COLUMBIA
4200 Hz

8247

ELECTROMAGNETIC SURVEY PROFILES

SCALE 1/15,840
Kilometre
1/2 0 1/2 Mile

AERODAT

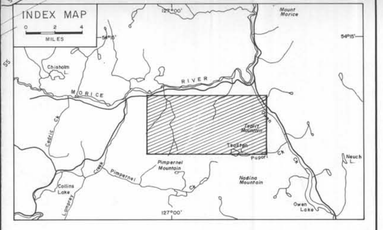
DATE:	APRIL 1980
N.T.S. No:	93L
MAP No:	3

N

LEGEND

500 gammas
100 gammas
20 gammas

INDEX MAP



MATTAGAMI LAKE EXPLORATION LIMITED

HOUSTON AREA
BRITISH COLUMBIA

8247

TOTAL FIELD MAGNETIC MAP

SCALE 1:15,840

Kilometre
1/2 0 1/2 Mile

AERODAT

DATE:	APRIL 1980
N.T.S. No:	93L
MAP No:	4