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Magnetic Survey
New River Area
Maricopa County, Arizona

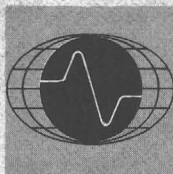
for

Noranda Exploration Incorporated

September 1977

by

GEOEX



HEINRICHS GEOEXPLORATION COMPANY

P.O. BOX 5964, TUCSON, ARIZONA 85703. 806 WEST GRANT ROAD. PHONE: (602) 623-0578

September 29, 1977

Dr. William D. Payne
District Geologist
Noranda Exploration Incorporated
2601 North First Avenue
Tucson, Arizona 85705

Re: Magnetic Survey
New River Area
Maricopa County, AZ
GEOEX Job #1198

Dear Bill:

As we discussed last Friday, together with Greg Hahn, this is a brief letter report on the magnetometer survey we recently completed on your behalf in the New River area, Maricopa County, Arizona.

This survey was done with a GeoMetrics Model G-816 proton precession total field magnetometer having a 1 gamma sensitivity and with the detector mounted on an eight foot staff. A base station (10N on Line 0-E/W) was occupied about every two hours in order to provide for diurnal drift corrections.

Station spacings of 50 feet were used on all lines except Line 0-E/W and the NW half of Line 1W where 25 foot stations were employed. The lines are all oriented N45°W and are spaced 250 feet apart except the southwesternmost three lines (2W, 3W, and 4W) which are separated by 500 feet. A major power line running through the west half of the area caused interference that precluded taking readings within about 300 feet and may have adversely affected some readings up to 450 feet distant.

Data are presented as stacked profiles on two separate sheets and as a contour plan, all at a scale of 1" = 100'. Because of the wide separation between lines compared to the relatively short station spacings and the moderate complexity of magnetic response, the profiles proved more useful than the contour plan for trend determinations and other interpretation. Several of these profile interpreted trends and anomalies are shown on the plan in color and labeled to key to this text.

The profiles show several features indicating that the main geologic

trend is from about N50E to N60E, approximately paralleling the N50E baseline. The main exception to this trend is a broad elongated magnetic low, Anomaly "A", of about 500 gammas relief trending approximately N80E through the central part of the area. This low is best developed on Lines 0-E/W, 0.5E, 1E and 1.5E and has an interpreted source depth of 200 ± 50 feet if it is caused by a body at depth. This buried low magnetic susceptibility (or conceivably reverse polarized) source would probably be less than about 500 feet wide in a north-south direction.

An alternate plausible interpretation of Anomaly "A" is that it is caused by a local pronounced increase in "alluvium" thickness, i.e., a basin. The "alluvium" could also be volcanic tuff or any other relatively low susceptibility material.

Within the perimeter of Anomaly "A" is a pair of shallower source magnetic anomalies, "B" and "C". Anomaly "B" is present on Lines 0.5E, 1E and 1.5E and has a relief of 300 to 600 gammas. A source trending N50E, less than 100 feet wide and buried no deeper than about 50 feet is interpreted. Anomaly "C" is a 700 gamma crossover present only on Line 1E. Its source is probably buried no deeper than 25 feet and is no wider than 25 feet. These two anomalies could possibly be due to volcanic flow edges or remnants - an interpretation compatible with either interpretation discussed above for Anomaly "A". Their extreme shallowness makes them somewhat unlikely Precambrian bedrock candidates particularly if it is assumed that at least a thin veneer of volcanics remains above the Precambrian and below the observed surface volcanic alluvial debris.

Trends "D" and "E" define the edges of a roughly N60°E trending band of higher magnetic response. Trend "E" is quite sharp in places, particularly on Lines 1W, 0-E/W and 0.5W and a depth of source burial no greater than 15 feet is indicated. The NW edge of a basaltic flow is a rather likely source for Trend "E". Trend "D" may represent the SE edge of the same flow and if so, a gentle dip to the SE is indicated because Trend "D" suggests a source depth on the order of 50 to 150 feet deep. The flow would be about 300 to 600 feet wide.

A similar but less well defined feature is suggested by Trends "F" and "G" which are just NW of and roughly parallel to Trend "E". The width here would be about 150 to 250 feet. The extreme length to width ratio of these two interpreted flows is somewhat implausible for typical basalt flows but subsequent parallel faulting of an extensive basalt sheet could be the explanation.

Anomaly "H" is a N55W trending magnetic high zone present on most of the lines run, but is best developed on Lines 1W and 0.5W. This anomaly reaches 400 gammas amplitude on Line 1W and a source depth of about 60 feet is estimated. On Line 0.5W the anomaly is about 250 gammas in amplitude and may be buried about 70 feet.

On Line 4W, two isolated anomalies, "I" and "J", of possible interest are noted. Anomaly "I" is a 400 gamma high with an interpreted source buried perhaps 70 feet. Anomaly "J" is a 300 gamma high with a source buried roughly 90 feet. These depths assume that the two bodies are elongated and dike-like in nature and traversed roughly normal to strike.

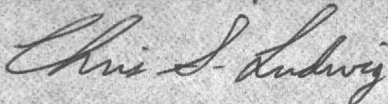
Without more correlating factors to go on, no strong recommendations can be made regarding these data. If the existing weak electromagnetic conductor indications correlate with the magnetics, perhaps some comments can be made. For example if the reported weak EM conductor shows well defined spatial and depth relation to the magnetic interpreted basalt flow edges, it is a reasonable possibility that it is caused by porous, water saturated, tuff bed edges or the bounding fracture zone of the flows. However, if the EM conductor correlates with the deeper Anomaly "A" it perhaps has more chance of being related to possible Precambrian host rocks and is then of considerable more massive sulfide potential.

It is suggested in covered areas such as this where EM conductors are not obviously due to sulfide mineralization that IP be used to help verify a sulfide cause. It has been our experience with several Arizona massive sulfides that they generally have a strong associated IP response. This strong response is due in some cases to the massive sulfide mineralization itself and in other cases it is more due to the surrounding pyritized (and sometimes graphitic) host rocks.

Granted IP may not pinpoint the massive sulfide zone as well as EM in all cases, but it certainly can help remove some of the interpretive uncertainty since, in this environment, EM conductors can be caused by many non-sulfide sources. The self potential information we obtain along with the IP data can also be useful in cases of fairly shallow buried massive sulfides.

Respectfully submitted,

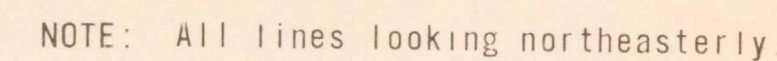
Heinrichs GEOEXploration Company

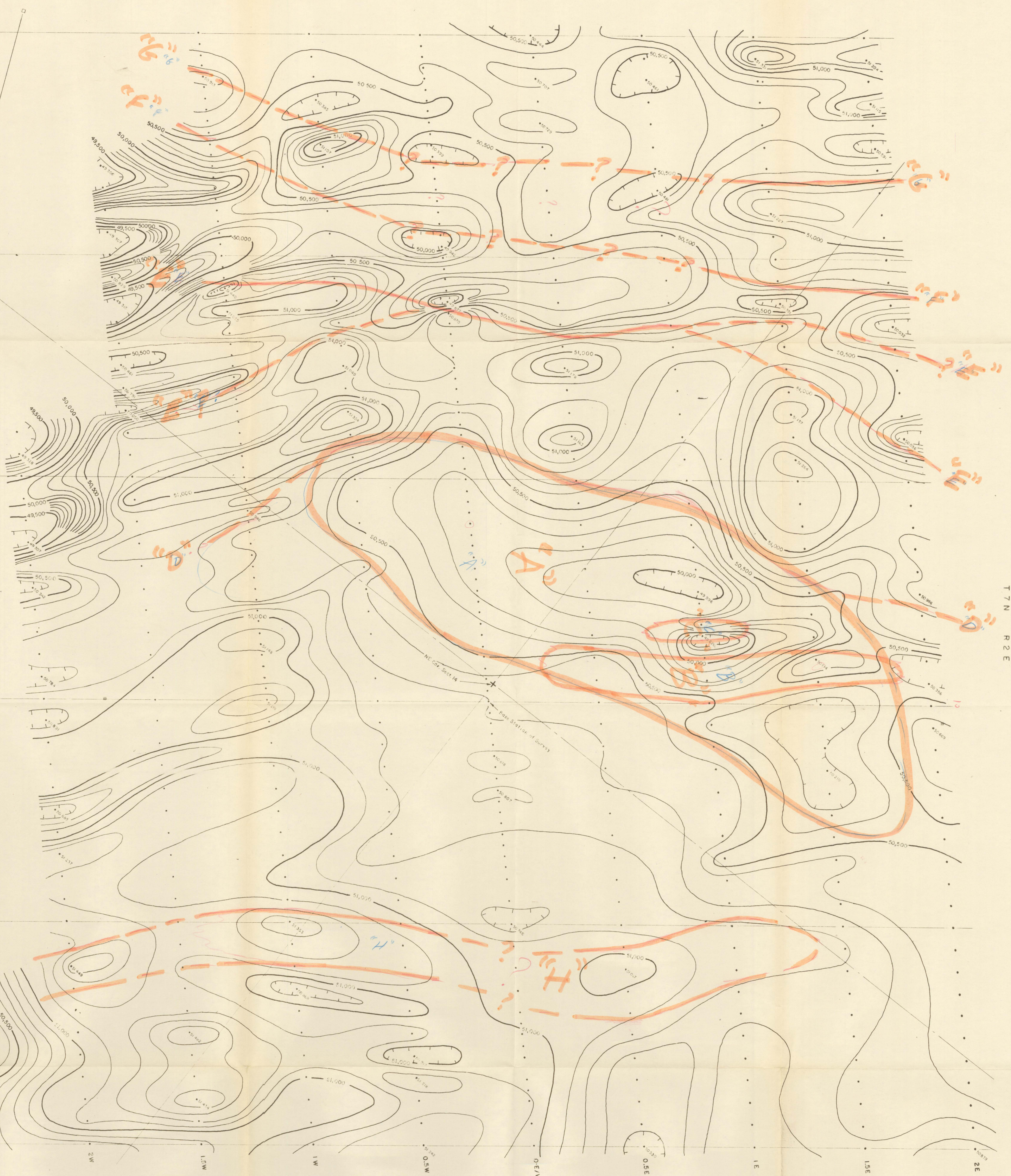


Chris S. Ludwig
Chief Geophysicist

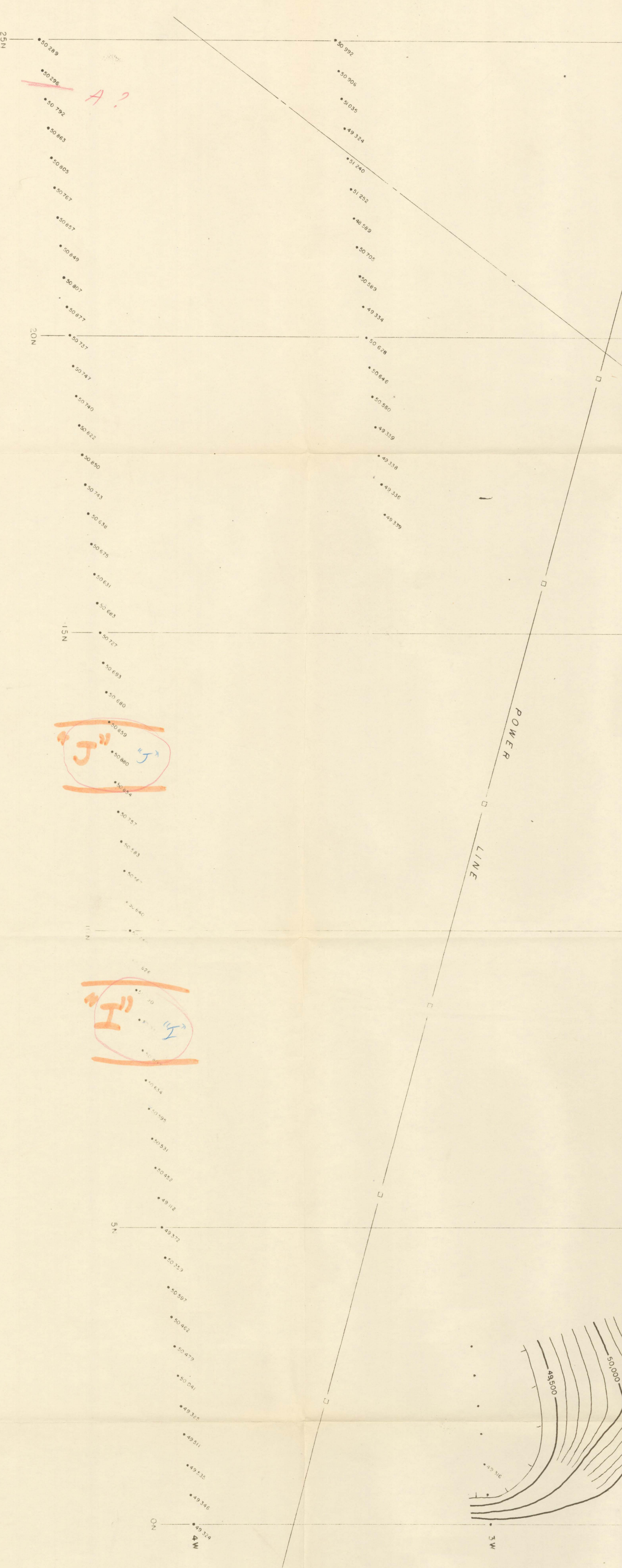
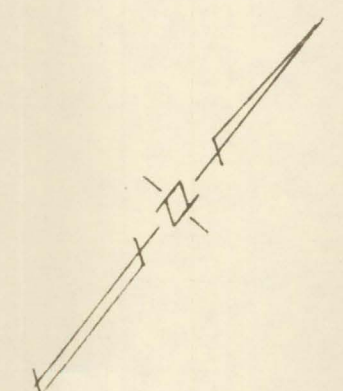
CSL:mt
Enclosures: 3 Diagrams

(LINES 0.5W - 2E)



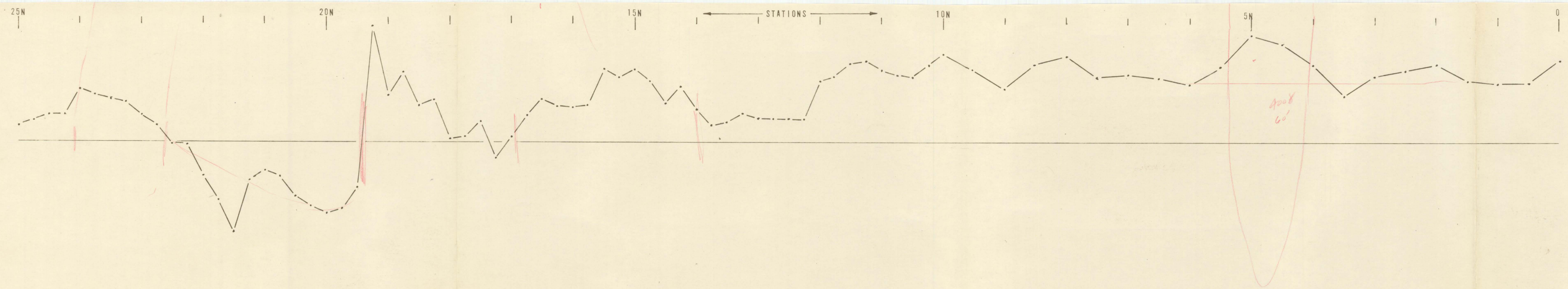


LINE NUMBER
MAGNETIC LINE
STATIONS
CONTOURS OF TOTAL
MAGNETIC INTENSITY
CONTOUR INTERVAL: 100 GAUSS
SCALE: 1" = 100'

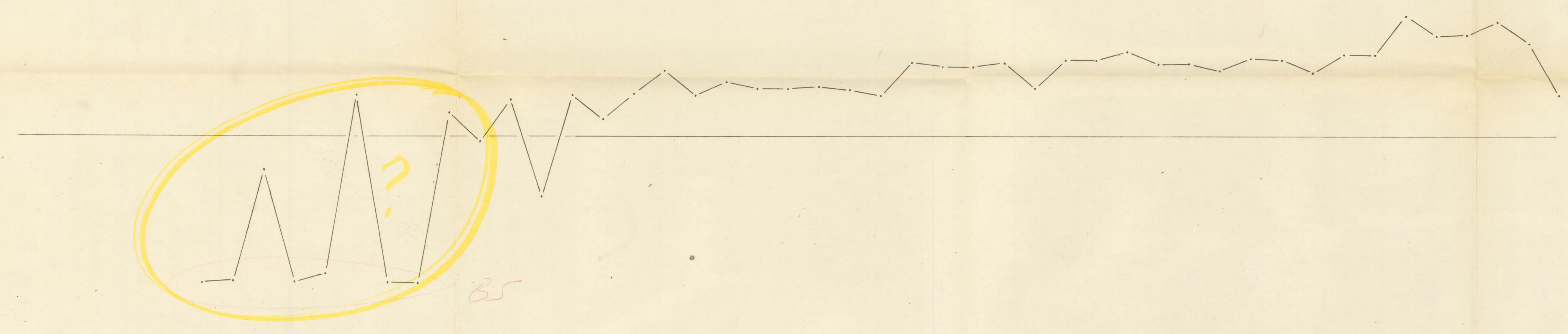


(LINES 4W - 1W)

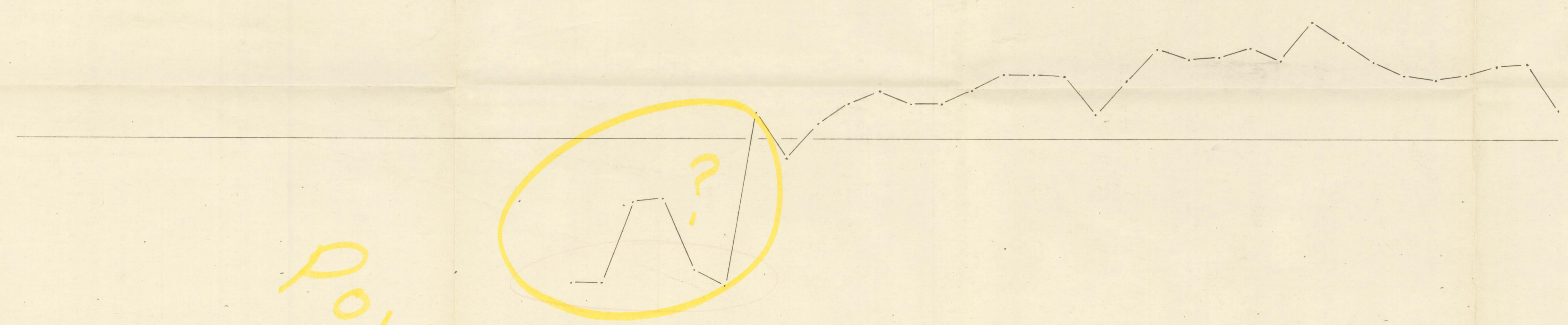
NOTE: All lines looking northeasterly.



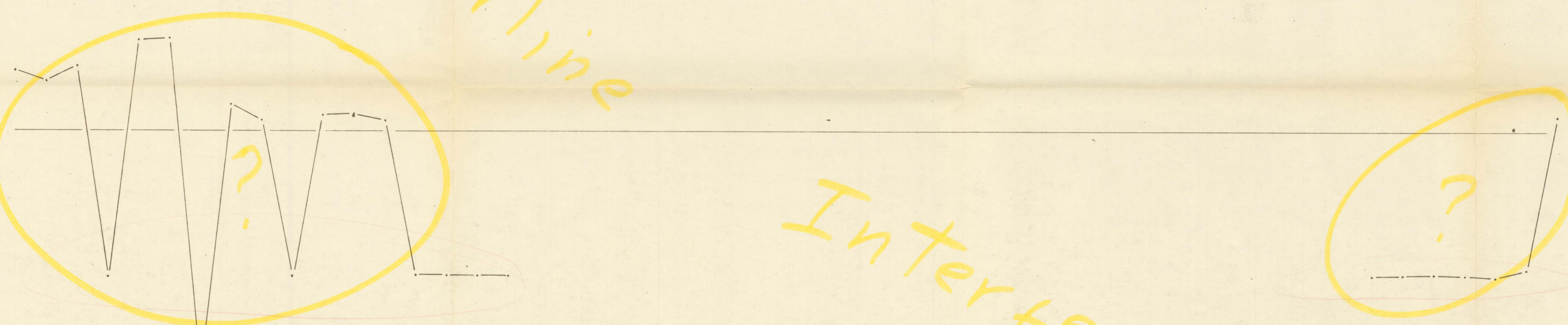
LINE 1W



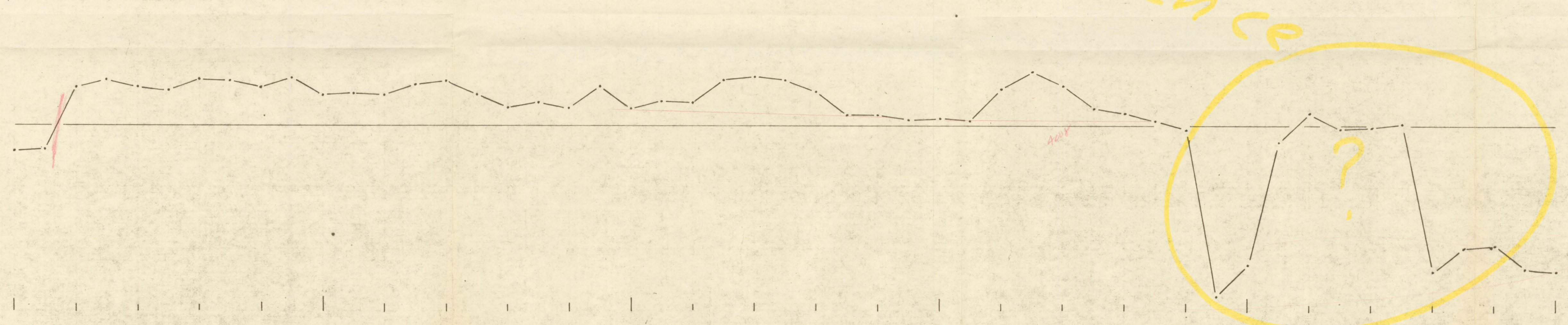
LINE 1.5W



LINE 2W



LINE 3W

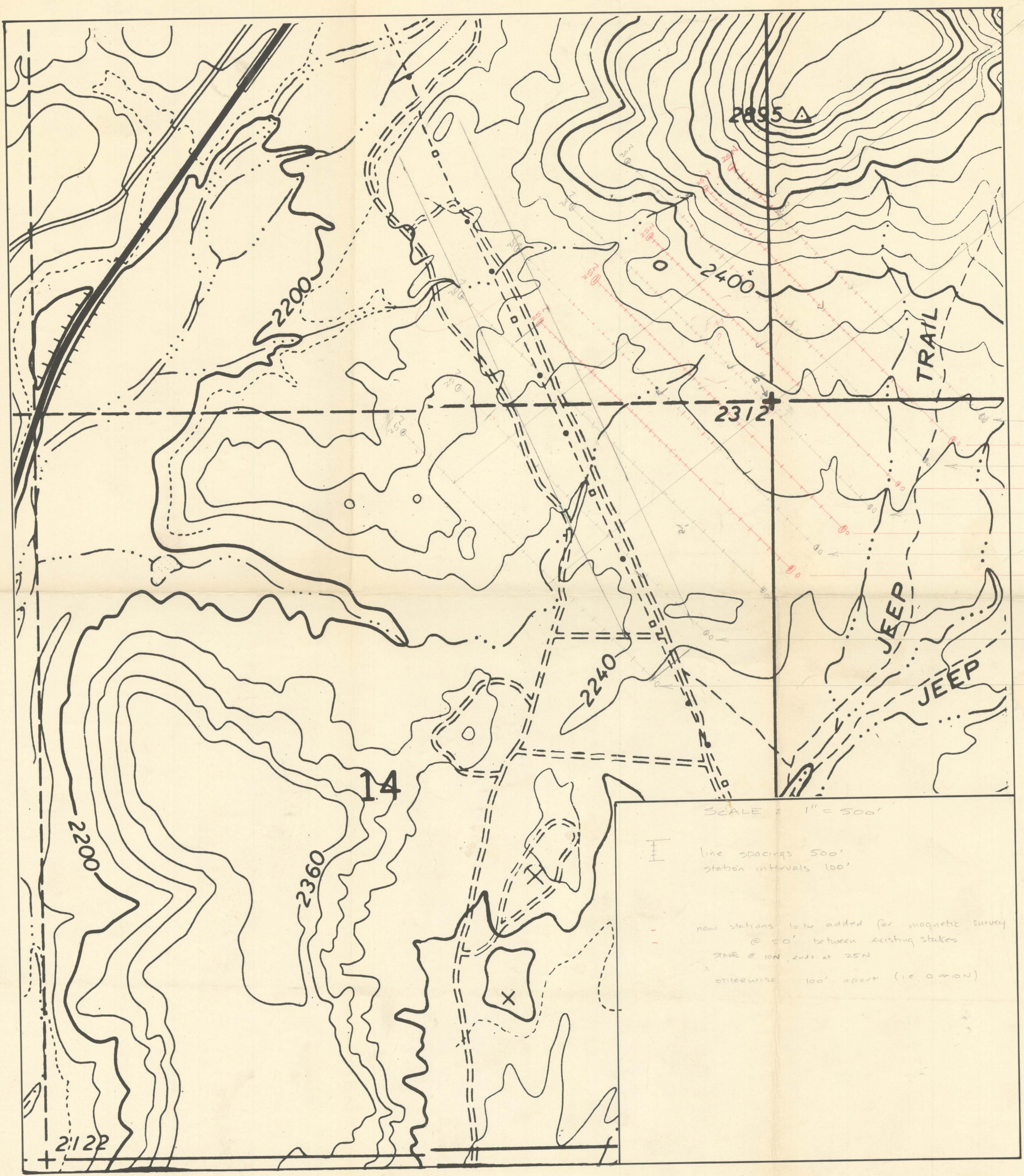


LINE 4W

Powerline

Interference

R 2 E



T
7
N

- LINE 2E ✓
- NEW LINE (MAG) 1.5E ✓
- LINE 1E ✓
- NEW LINE (MAG) 0.5E ✓
- LINE 0 ✓
- NEW LINE (MAG) 0.5W ✓
- LINE 1W ✓
- NEW LINE (MAG) 1.5W ✓
- LINE 2W ✓
- LINE 3W ✓
- LINE 4W ✓
- BSE 10N 20

11 lines
5 miles

E45

September 29, 1977

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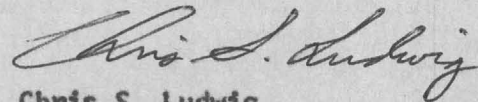
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Respectfully submitted,

Heinrichs GEOEXploration Company



Chris S. Ludwig
Chief Geophysicist

CSL:mt
Enclosures: 3 Diagrams

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1	POWER		LINE				
2			TL				
3	P.L.		5 WIRE 70' WIDE				
4	PL	1:20	49.13.00 49.60.00				
5	1.5W	1:22	52.48.00				
6	1W		49.31.08				
7	1.5W		49.31.19				
8	2W		49.30.19				
9	2.5W	27	50.58.20				
10	3W		50.54.55				
11	3.5W		50.65.59				
12	4W		53.4				
13	4.5		58.0				
14	5W		58.1				
15	5.5W	1:33	68.6				
16	PW	1:38	49.33.00 49.71.2				
17	1.5E		49.80.00				
18	1E		49.18.00 50.48.1				
19	1.5		49.50				
20	2	1:45	49.46.55				
21	2.5		50.48.2				
22	3E		51.02.6				
23	3.5	1:50	51.04.1				
24	4.		50.86.6				
25	4.5		98.6				
26	5		51.12.5				
27	5.5	1:55	09.5				
28	6E		51.13.9				
29							
30							

JOB No. 1198 LINE No. PAGE 2
 AREA NEW RIVER DATE 8/19
 INSTRUMENT MAG 9 816

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	BE						
3	LO 10N	2:35	50697 + 3			1	50700
4			656				659
5			598				601
6			527				530
7	11N	:40	497				500
8			429				432
9			439				442
10			402				405
11	12N		376				379
12			323				326
13			292				299
14			250				253
15	13N	:45	226				229
16			222				225
17			203				205
18			254				257
19	14N		212				215
20			212				215
21			235				238
22			255				258
23	15N	:50	50290				243
24			313				316
25			357				360
26			386 + 2				388
27	16N		455				457
28			534				536
29			598				600
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1			50	+2			
2			712				⁵⁰ 714
3	17N	2:56	722				724
4			703				705
5			698				700
6			707				709
7	18N		708				710
8			740				742
9		3:00	808				810
10			50868				870
11	19N		49875			?	⁴⁹ 877
12			50122				⁵⁰ 124
13			249				251
14			480				482
15	20N	:05	167				169
16			49940				⁴⁹ 942
17			40984				986
18			50232	✓			⁵⁰ 232
19	21N		267	+1			268
20			50323				324
21		3:10	405				406
22			481				482
23	22N		420				421
24			398				399
25			398				399
26			486				487
27	23N	:15	508				509
28			469				470
29			503	✓			504
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1				+1			
2			50 576				⁵⁰ 577
3	24N	3:18	599				600
4			597				598
5			630				631
6			690				691
7	LO 25N	3:20	50 623				624
8							
9	L1W			0			
10	25N	3:25	50 636				636
11			675				675
12			712				712
13			718				718
14	24N	30	913				913
15			877				877
16			843				843
17			825				825
18	23 N		708				708
19			633				633
20		35	483				483
21			464				464
22	22N		236				236
23			022	-1			021
24			49766				⁴⁹ 765
25			50 193				⁵⁰ 192
26	21N		254				253
27		140	218				217
28			058				057
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1				-1			
2			49923				49-982
3	20N	:42	926				925
4			955				49-954
5			50129				50-128
6			51441				51-440
7	19N		50881				50-880
8			51056				51-055
9			50796				50-795
10		46	840				839
11	18N		520				519
12			537				536
13			656				655
14			365				364
15	17N	50	538				537
16			702				701
17			839				838
18			781				780
19	16N		776				775
20			797				50-796
21			51077				51-076
22			020	V			019
23	15N	:54	51086	-2			51-084
24			50995				50-993
25			799				787
26			948				946
27	14N		753				751
28		57	636				634
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1				-2			
2			652				⁵⁰ -650
3			50 719				717
4	13N	3:59	680				678
5			668				666
6			669				667
7			670				668
8	12N		996				994
9			51020				⁵¹ 018
10			131				129
11			150				148
12	11N	4:04	51068				066
13			048				046
14			017				015
15			106				104
16	11N	4:06	51206	7			204
17	10N	4:10	50702	-2			⁵⁰ 700
18							
19	LO 10N	4:25	50704	-4			⁵⁰ -700
20			658				654
21			720				716
22			745				741
23	9N		801				797
24			822				818
25		1:30	818				814
26			798				794
27	8N		811				807
28			759				755
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2			50 788	-4			50 784
3			799				795
4	7N	4:34	868				864
5			829				825
6			860	-3			857
7			872				869
8	6N	36	890				887
9	5.5		956				953
10	5N		949				946
11			965				962
12	4N		972				969
13			921				918
14	3N		963				960
15			50 952				949
16			510 51				51 048
17			041				038
18	2N	143	510 59				056
19	1+50'		038				035
20	1+25'		068				065
21	1N		5113	-2			111
22			51101				099
23	ON	4:47	51099				097
24							
25	LIN						
26	ON	4:55	51159	-1			51 158
27			50 989				50 988
28	1N		980				979
29			51001				51 000
30					X		

JOB No. 1198 LINE No. 8 PAGE 8
 AREA NEW RIVER DATE 8/17
 INSTRUMENT 9816

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	2N	5:00	51130	-1			51129
3			084				083
4	3N		040				039
5			50869				50868
6	4N		51131				51130
7			296				295
8	5N	05	353	0			353
9			51100				100
10	6N		50962				50962
11			51008				51008
12	7N		51042				042
13			021				021
14	8N	:10	194				194
15			51122				122
16	9N		50917				50917
17			51077				51077
18	LW 10N	5:13	51197				197
19	BSE	5:17	50700	0			50700
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1	LO 10N						
2	BSE	1:45	50 698	+2			50 -700
3	LIE						
4	10 N	1:50	50 504				50 506
5			109				111
6	11 N		49995				49 -997
7			618				620
8	11+75		50 337				50 -339
9	12 N		50084				086
10	+25		046				048
11	+50		49964				49 -966
12	13 N	155	50081				50 -083
13			156				158
14	14 N		260				262
15			386				388
16	15 N		558				560
17			587				589
18	16 N	2:00	606				608
19			616				618
20	17 N		600				602
21			625	+1			626
22	18 N		872				873
23			671				672
24	19 N	05	390				391
25			353				354
26	20 N		325				326
27			454				455
28	21 N		734				50 -735
29					X		
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2			⁵⁰ 490	+1			⁵⁰ -481
3	22N	2:10	506				507
4			531				532
5	23N		560				561
6			539				540
7	24N		460				461
8	LIE		563				562
9	25N	2:15	50724				725
10							
11	LIE	2:32	50443				444
12			690				691
13	24N		706				707
14			664				665
15	23N	2:37	728				729
16			517				518
17	22N		654				655
18			656				657
19	21N	:41	627				628
20			626				627
21	20N		456				457
22			347	0			347
23	19N		272				272
24			392				392
25	18N	:45	953				953
26			51178				⁵¹ 178
27	17N		50813				⁵⁰ 813
28			953				953
29	16N	50	51163				⁵¹ 163
30					X		

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2			50994	0			50994
3	0.5 15N		715				715
4		1:53	503				503
5	14N		340				340
6			233				233
7	13N		078				078
8			086				086
9	12N	57	126				126
10			228				228
11	11N		607				607
12			658				658
13	0.5E 10N	3:01	626				626
14	LO BSE	3:03	50700	+0			50700
15							
16							
17	LO BSE	3:27	50710	-10			50700
18	2E 10N	33	643				633
19			366				356
20	11N		369				359
21			730				720
22	12N		734				734
23			996				986
24	13N	40	909				899
25			948				933
26	14N		817				807
27			839				829
28	15N	44	830				820
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1				-10			
2		45	50552				⁵⁰ 542
3	16 N		066	✓			056
4			545	-11			494
5	17 N		503				492
6			502				491
7	18 N		347				336
8			043				032
9	19 N	.50	337				326
10			737				726
11	20 N		50880				⁵⁰ 869
12			51159				⁵¹ 148
13	21 N	4:03	205				194
14			51134	✓			123
15	22 N		50824	-12			⁵⁰ 812
16			603				591
17	23 N		764				752
18			51127				⁵¹ 115
19	24 N	4:10	50916				⁵⁰ 904
20			51216				⁵¹ 204
21	25 N	4:12	51119				107
22							
23				-13			
24	15E 25 N	4:28	51025	-13			012
25			344				331
26	24 N		50843				⁵⁰ 830
27			728				715
28	23 N	32	643				630
29							
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1				-13			
2			5094				⁵⁰ -881
3	1.5E 22N		831				818
4			51138				⁵¹ 125
5	21N	:37	240				227
6			50862				⁵⁰ -849
7	20N		993				980
8			906				893
9	19N	:42	364				351
10			846				833
11	18N		710				697
12			842				829
13	17N	:48	51072				⁵¹ 059
14			150				137
15	16N		067				054
16			277				264
17	15N	:52	51207				194
18			172				159
19	14N		184	-14			170
20		5	028				014
21	13N	:55	50804				⁵⁰ -790
22			552				538
23	12N		386				372
24			186				172
25	11N		628				614
26	1.5E		406				492
27	10N	5:00	50246				232
28	10 BSE	5:04	50714	-14			⁵⁰ -700
29							
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1	L0						
2	10N BSE	5:32	50720	-20			⁵⁰ -700
3	0.50 10N		786				766
4			770				750
5	11N		701				681
6			703				683
7	12N	:37	663				643
8			619	-19			600
9	13N		771				752
10			610				591
11	14N	:43	516				497
12			498				479
13	15N		454				435
14			803	-18			785
15	16N		51207				⁵¹ -159
16			372				354
17	17N	:48	009				⁵⁰ 991
18			067				⁵¹ 049
19	18N		51021				003
20			5119			?	⁵⁰ -501
21	19N		51037				⁵¹ 019
22			50947	-17			⁵⁰ 930
23	20N	:54	416				399
24			330				313
25	21N		294				277
26			730				713
27	22N	57	809				⁵⁰ -792
28			51124				⁵¹ 107
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1	L5W						
2	23N	6:00	50452	-16			⁵⁰ 436
3			401				385
4	24N		534				518
5			590				574
6	25N	6:03	50645				629
7							
8	15W	P.L	25N	-21N			
9	22N	6:12	49321	-15			⁴⁹ 306
10			335	-↓			320
11	21N		50230	-14			⁵⁰ 216
12			49321				⁴⁹ 307
13	20N		393				379
14			50842				⁵⁰ 828
15	19N	6:20	49329				⁴⁹ 315
16			332	-13			319
17	18N		50700				⁵⁰ 687
18			50474				461
19	17N	25	804				791
20			063			?	050
21	16N		842	-12			830
22			746				744
23	15N	30	851				839
24			51053				⁵¹ 041
25	14N		50840				⁵⁰ 828
26			941				929
27	13N	33	893				881
28							
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2				-12			
3	1.5 W		50885	↓			50873
4	12 N	6:35	909	-11			898
5			866				855
6	11 N		836				825
7			51110				51099
8	1.5 W 10 N	6:37	51067				056
9							
10	2 W						
11	10 N	6:43	50915	-10			50905
12			794				784
13	11 N		901				891
14			795				785
15	12 N	46	624				614
16			352				342
17	13 N		715				705
18			49317				49307
19	14 N	49	450				440
20			50099				50089
21	2 W 15 N		49962	-9			49953
22			338				329
23	16 N	6:52	342				333
24	POW. LINE						
25							
26	LO						
27	10 N B/E	6:59	50709	-9			50700
28							
29							
30					X		

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	LO 10N						
3	BSE	7:12	50716	-16			⁵⁰ 700
4	2E 10N	:18	612				596
5			685				669
6	9N		661				645
7			672	-15			657
8	8N		565				550
9			550				535
10	7N	:22	509				494
11			552				537
12	6N		588				573
13			553				538
14	5N		601				586
15			533				518
16	4N	:26	539				523
17			587				572
18	3N		579				564
19			585				570
20	2N		595	-14			581
21			580				566
22	1N		681				667
23			774				760
24	2E ON	7:30	853				839
25							
26	1.5E ON	7:37	50721	-13			708
27			670				657
28	1N	38	660				647
29							
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2			50688	-13			50675
3	15E 2N	7:40	707				694
4			726				713
5	3N		736				723
6			806				793
7	4N		807	-12			795
8			814				802
9	5N	45	773				761
10			668				656
11	6N		545				533
12			680				668
13	7N		431				419
14			340				327
15	8N	50	252				240
16			322				210
17	9N		311	-11			300
18			296				285
19	1.5E 10N	7:53	50299				288
20							
21	1E 10N	7:58	50526				565
22			368				357
23	9N		608				597
24			623				612
25	8N	8:00	642	-10			632
26			682				672
27	7N		673				663
28			442				432
29	6N	03	690				680
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	1E		50690	-10			50-630
3	5N	:04	866				856
4			875				865
5	4N		896				886
6			787				777
7	3N		790				780
8			871				861
9	2N	07	868	-9			859
10			875				866
11	1N		879				870
12			861				852
13	1E	0N 8:10	50845				836
14							
15	5E	0N 8:15	50538	-8			530
16			629				621
17	1N		610				602
18			640				632
19	2N		682				674
20			829				821
21	3N	20	975				967
22			50992				984
23	4N		51095				51087
24			50942	-7			50935
25	5N		891				884
26			899				892
27	6N	25	903				896
28							
29							
30					X		

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2		26	50 844	-7			50 837
3	7N		738	1			731
4			725	1			718
5	8N		710	-6			704
6			701				695
7	9N		706	1			700
8	5E		50643				637
9	10N 8:31		50609	1			603
10							
11	LD BSE	8:34	50706	-6			50 700
12							
13	LD BSE	8:48	50701	-1			50 700
14	5W 10N	52	50780	1			779
15			796	1			745
16	9N		808	0			808
17			778				778
18	8N	55	867	1			867
19			862	1			862
20	7N		735				735
21			796	+1			797
22	6N		843				844
23			50 920				921
24	5N		51 009	1			51 010
25			142				143
26	4N	9:02	132	1			133
27			51 026				027
28	3N		50 979	+2			50 981
29							
30					X		

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2			51103	+2			51105
3	2N	9:07	50915				50917
4			51216				51218
5	1N		194	+3			197
6			231				234
7	15W - ON	9:10	51238				242
8							
9	1.5W ON	9:15	50832	+4			50836
10			51248				51252
11	1N		431				434
12			332				336
13	2N		51313				317
14			50978				482
15	3N	120	51156	+5			161
16			167				172
17	4N		51012				017
18			133				138
19	5N		138				143
20			030				035
21	6N	5	086	+6			092
22			080				086
23	7N		190				196
24			098				104
25	8N	30	51109				115
26			50874				50880
27	9N		51090	+7			51097
28			054				061
29	1.5W 10N	9:32	51058				065
30					X		

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2							
3	LD BSE	9:36	50695	+7			<u>50</u> -700
4							
5							
6							
7	LD 10N BSE	10:00	50694	+6			<u>50</u> -700
8	2N 10N	:06	770				<u>50</u> -776
9			885				891
10	9N		996				<u>51</u> -002
11			51010				016
12	8N		005				011
13			50679				<u>50</u> -685
14	7N	11	961				967
15			51231				<u>51</u> -237
16	6N	15	142				148
17			155				161
18	5N		241				247
19			136				142
20	4N		443				449
21			286				292
22	3N		121				127
23			51001				<u>51</u> -007
24	2N	:20	50984				<u>50</u> -990
25			51016				<u>51</u> -022
26	1N		092				098
27			102				108
28	2W ON	10:22	50729				<u>50</u> -735
29							
30							

	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2							
3	ON L3-	10:25	50615	+L			⁵⁰ 621
4			49381				⁴⁹ 387
5	IN		310				316
6			334				340
7	2N		340				346
8			339				345
9	3N	1030	49329				335
10	P.L						
11							
12	ON L4W	10:39	49318				⁴⁹ 324
13			340				346
14	1N		529				535
15			505				511
16	2N	45	319				⁴⁹ 325
17			50035				⁵⁰ 041
18	3N		473				479
19			456				462
20	4N		541				597
21			50353				359
22	5N	48	49366				⁴⁹ 372
23			49106				112
24	6N		50446				⁵⁰ 452
25	L4W		525				531
26	7N		589				595
27			628				634
28	8N	10:53	801				807
29							
30							

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	14W	1054	50926	+6			50-932
3	9N		784				790
4			620				626
5	10N		644				650
6			634				640
7	11N	57	561				567
8			577				583
9	12N		751				757
10			848				854
11	13N	11:00	874				880
12			853				859
13	14N	11	674				680
14			687				693
15	15N	04	721				727
16			677				683
17	16N		625				631
18			669				675
19	17N	08	632				638
20			737				743
21	18N		844				850
22			816				822
23	19N		734				740
24			741				747
25	20N	12	731				737
26			871				877
27	21N		801				807
28			848				854
29	22N	14	851				857
30							

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2							
3	LAW		50 768	+L			50 774
4	23N	11:15	799				805
5			857				863
6	24N		786				792
7			298				304
8	25N	11:18	283				289
9							
10	25N + 150' = ANOTHER P. LINE						
11							
12	3W 25N	11:27	50 991				997
13			900				906
14	24N		51 029				51 035
15			49 318				49 324
16	23N	31	51 234				51 240
17			246				252
18	22N		48 583				48 589
19			50 699				50 705
20	21N		50 583				589
21			49 328				49 334
22	20N	:35	50 622				50 628
23			640				646
24	19N		574				580
25			49 333				49 339
26	18N		332				338
27			330				336
28	18N	11:40	49 333				339
29	P.L						
30							

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	STA.	TIME	READING	BASE CORR.	Δt	DRIFT CORR.	VALUE
1							
2	LO						
3	10N	11:53	50694 + 6				50 - 700
4	BSE						
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							