Bergvesenet

Postboks 3021, 7002 Trondheim

Rapportarkivet

Bergvesenet rapport nr	Intern Journal nr	Internt arkiv nr	Rapport lokalisering	Gradering
BV 490			Trondheim	**Åpen**
Kommer fra ..arkiv	**Ekstern rapport nr**	**Oversendt fra**	**Fortrolig pga**	**Fortrolig fra dato:**
Falconbridge	Sul 330-74-23	Sulfidmalm A/S		

Tittel

Comparison of helicopter and ground electromagnetics, Pasvik area.

Forfatter	Dato	Bedrift
J B Gammon	1974	Sulfidmalm A/S

Kommune	Fylke	Bergdistrikt	1: 50 000 kartblad	1: 250 000 kartblad
Sør-Varanger	Finnmark	Finnmark	23331 24334 23332	Kirkenes

Fagområde	Dokument type	Forekomster
Geofysikk	Rapport	Oksfjell Fagermo
Råstofftype	**Emneord**	
Malm/metall	Ni	

Sammendrag

Sammenligning (samplotting) av elektromagnetiske helikopter- og bakke målinger(VLF-EM). God korrelasjon med unntak av et par kraftige VLF-Em annomaliuer som ikke plukkes opp av helikopter EM.

FOR FALCONBRIDGE NIKKELVERK A/S

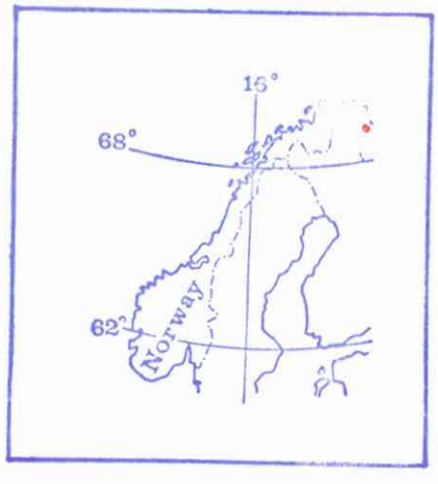
A/S SULFIDMALM

PROJECT NO. 905-23N

Comparison ~~Composition~~ of helicopter and ground electromagnetics, Pasvik area. N. N. Norway.

by

John B. Gammon



Report No. 330/74/23

A/S SULFIDMALM

INTER-OFFICE MEMORANDUM

Date: 14th November, 1974

To: Falconbridge Nikkelverk A/S

cc: W.D. Harrison, H.T.Berry, A/S Sydvaranger v/Sverdrup
Prof. Bugge, R.B.Band, B. Lieungh, F. Hansen

From: J. B. Gammon

Subject:

305-23. Fagermo geophysics, VLF and helicopter results.
Report No. 330/74/23.

Please find attached three maps covering areas of the Fagermo [illegible], [illegible]svik area at a scale of 1:5000. These show Crone RADEM VLF-EM data contoured as "Fraser values" derived from original dipangle measurements. Superimposed on this base is the result of a Terratest helicopter EM survey the results of which were recalculated in terms of conductivity - thickness product and correlated from line to line by DIGHEM [illegible].

In all three grids a very reasonable correlation is shown between the two methods. It is very noticeable however that some of the stronger "VLF" anomalies are not picked up by "Terratest/Dighem" and in some cases only shorter segments were picked up by the helicopter system. Presumably these differences are due to fundamentally different geophysical parameters of the conductors concerned. Some explanation of this from the geological mapping programme would be highly desirable.

INNFALL 19.11.74 | BESV. | AVSK.

ADM. DIR.		FORSKN. AVD.	
ASS. DIR.		EL. LYSEAVD.	
[illegible] DIR.		M.L. AVD.	
[illegible]		R. & SM. AVD.	
[illegible] AVD.		EL. TEKN. AVD.	
[illegible] AVD.		INSTR. AVD.	
[illegible] AVD.		MEK. AVD.	
[illegible]		FORSL. AVD.	

ARKIV | SVARDATO

3700W 3600W 3500W 3400W 3300W 3200W 3100W 3000W 2900W 2800W 2700W 2600W 2500W 2400W 2300W 2200W 2100W 2000W 1900W 1800W 1700W 1600W 1500W 1400W 1300W 1200W 1100W 1000W 900W 800W 700W 600W 500W 400W 300W 200W 100W 0

600N
400N
200N
0
200S
400S
600S
800S
1000S

600N
400N
200N
0
200S
400S
600S
800S
1000S
1200S
1400S
1600S

DIGHEM HELO SURVEY

mN
direction to station, BOF

OKSFJELL VEST, PASVIK

FRASER FIGURES CALCULATED FROM DIP ANGLE DATA

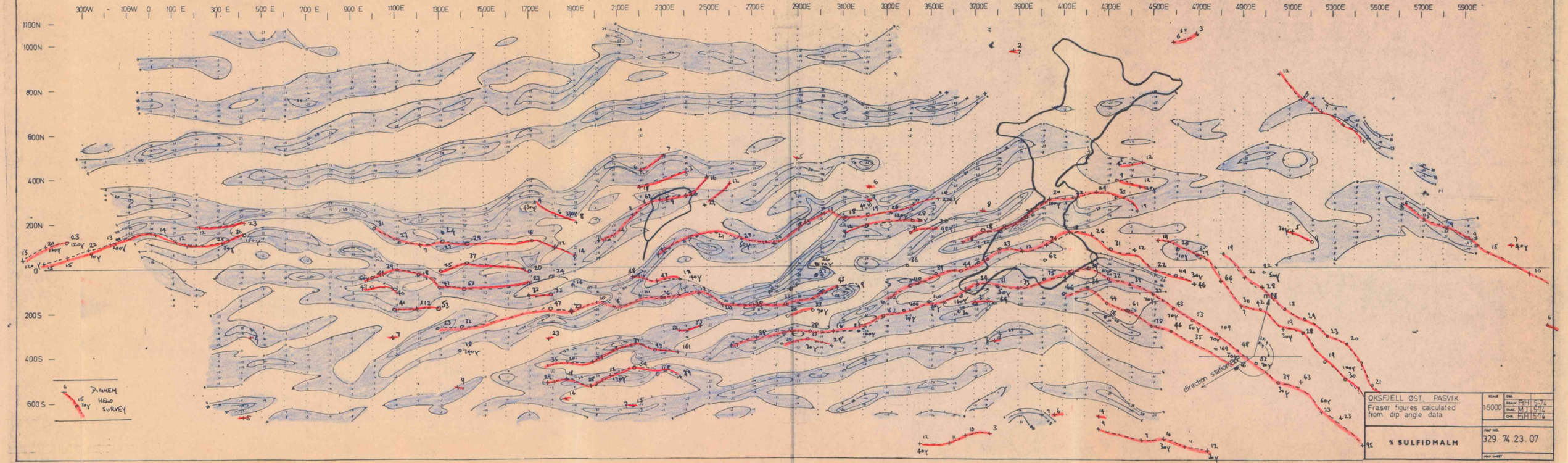
SCALE 1:5000

OBS.
DRAW FIH 5-74
TRAC MJ 5-74
CHK FIH 5-74

% SULFIDMALM

MAP NO. 329.74.23.04

MAP SHEET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100W
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4300E
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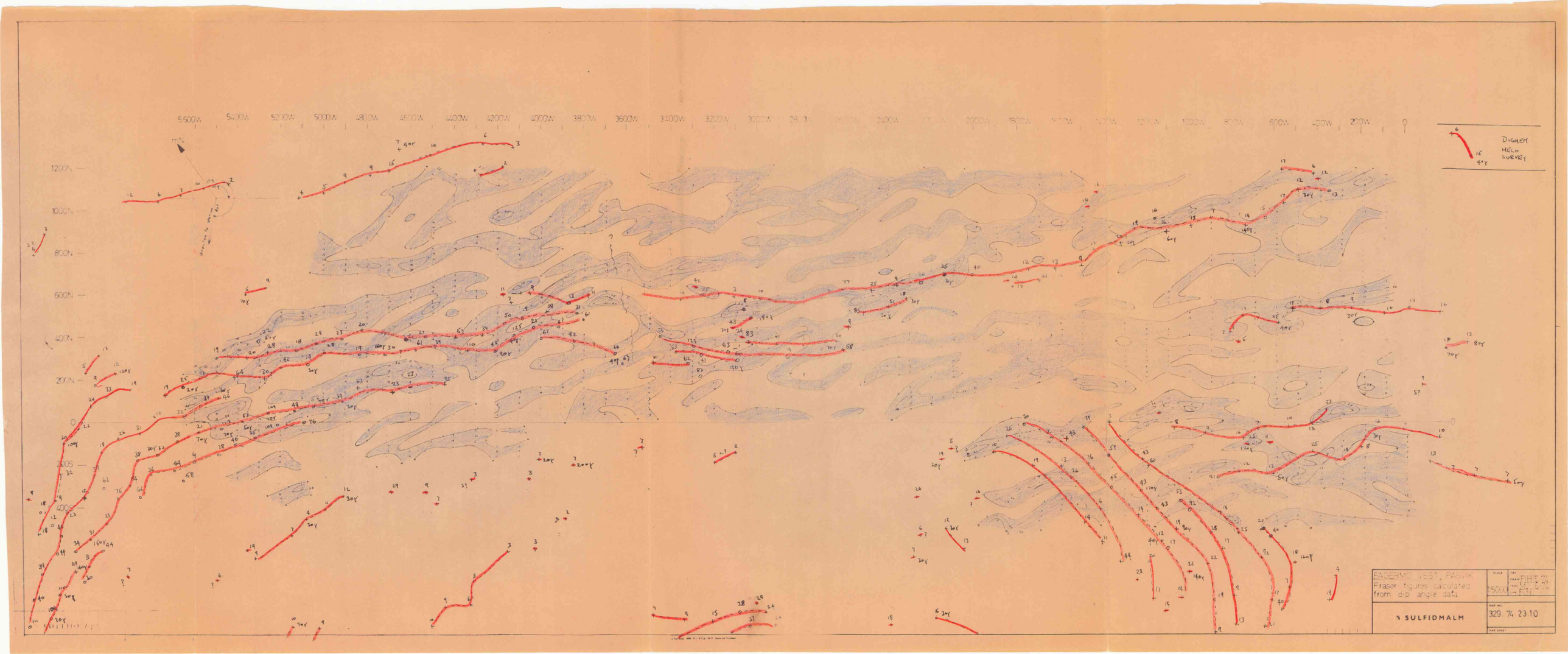
4700E
4900E
5100E
5300E
5500E
5700E
5900E
1100N
1000N
800N
600N
400N
200N
0
200S
400S
600S
DIGHEM
HELO
SURVEY
direction station
OKSFJELL ØST PASVIK
Fraser figures calculated
from dip angle data
% SULFIDMALM
SCALE
1:5000
DRAW. FIH 5.74
TRAC. MH 5.74
CHK. FIH 5.74
MAP NO.
329. 74.23.07
MAP SHEET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5400N
5200N
5000N
4800N
4600N
4400N
4200N
4000N
3800N
3600N
3400N
3200N
3000N
2800N
2400N
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1800N
1600N
1400N
1200N
1000N
800N
600N
400N
200N
0
200S
400S
DIGHEM HELO SURVEY
EAGERMO VEST, PASVIK
Fraser figures calculated from dip angle data
SCALE 1:5000
SULFIDMALM
MAP NO. 329. 74. 23.10