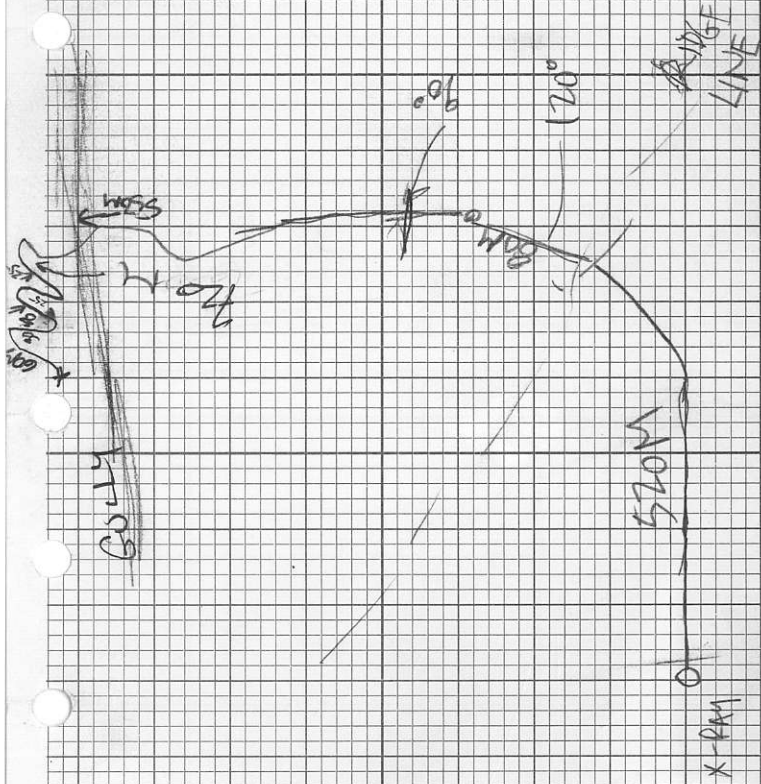


DAYBREAK
 9:00 AM 12:00 PM

YMIR
 800296



| 2+00 W | IN PHASE | | | QUAD | |
|--------|----------|------|-----|------|-----------|
| 2+00 N | +31 | +68 | | +10 | |
| 90 | +37 | +66 | | +18 | |
| 80 | +29 | +62 | | +6 | |
| 70 | +33 | +57 | | +12 | oc diff |
| 60 | +24 | +48 | | +5 | |
| 50 | +24 | +47 | 0 | +4 | |
| 40 | +23 | +48 | +5 | +1 | |
| 30 | +25 | +52 | +12 | +2 | |
| 20 | +27 | +60 | +16 | +7 | |
| 10 | +33 | +68 | +19 | +8 | |
| 1+00 | +35 | +79 | +34 | +6 | |
| 90 | +44 | +102 | +44 | +9 | test pit |
| 80 | +58 | +123 | +56 | +15 | |
| 70 | +65 | +158 | +68 | +15 | load |
| 60 | +93 | +191 | +45 | +28 | |
| 50 | +98 | +206 | +43 | +27 | |
| 40 | +108 | +234 | +66 | +28 | values |
| 30 | +126 | +272 | +60 | +32 | |
| 20 | +146 | +294 | +16 | +33 | |
| 0+10 | +148 | +288 | - | +36 | |
| 0+00 | +140 | +275 | - | +32 | |
| 10 | +135 | +281 | +15 | +31 | high pile |
| 20 | +146 | +290 | - | +37 | |
| 30 | +144 | +275 | - | +37 | |

| 2+00W | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|------------------|
| 40 | +131 | +267 | | +28 | ∞ |
| 50 | +136 | +268 | | +35 | |
| 60 | +132 | +256 | | +28 | |
| 70 | +124 | +247 | | +27 | |
| 80 | +123 | +243 | | +25 | |
| 90 | +120 | +240 | | +19 | |
| 1+005 | +120 | +241 | +12 | +15 | |
| 10 | +121 | +252 | +18 | +20 | ∞ 1000 @ P=05 |
| 20 | +131 | +259 | +11 | +17 | |
| 30 | +128 | +263 | | +21 | |
| 40 | +135 | +257 | | +15 | ∞ |
| 50 | +122 | +237 | | +14 | |
| 60 | +115 | +227 | | +18 | |
| 70 | +112 | +218 | | +11 | |
| 80 | +106 | +214 | | +12 | |
| 90 | +108 | +213 | | +10 | |
| 2+005 | +105 | | | +4 | |

| 1+80w | IN PHASE | | | QUAD | |
|--------|----------|------|-----|------|-----------------------------|
| 2+100N | +33 | +69 | | +5 | dry deck bed ↓ |
| 90 | +36 | +70 | +3 | +6 | |
| 80 | +34 | +72 | +12 | +1 | |
| 70 | +38 | +82 | +19 | +6 | |
| 60 | +44 | +91 | +19 | +8 | |
| 50 | +47 | +101 | +21 | +14 | |
| 40 | +54 | +112 | +25 | +16 | |
| 30 | +58 | +126 | +34 | +11 | |
| 20 | +68 | +146 | +52 | +20 | |
| 10 | +78 | +178 | +65 | +18 | |
| 1+00N | +100 | +211 | +53 | +28 | |
| 90 | +111 | +231 | +30 | +26 | |
| 80 | +120 | +241 | 112 | +31 | |
| 70 | +121 | +243 | +6 | +26 | |
| 60 | +122 | +247 | +4 | +28 | |
| 50 | +125 | +247 | - | +26 | |
| 40 | +122 | +244 | - | +22 | |
| 30 | +122 | +244 | +4 | +22 | |
| 20 | +122 | +248 | +14 | +24 | |
| 10 | +126 | +258 | +14 | +30 | |
| 0+00 | +132 | +262 | 0 | +26 | wet head on |
| 90 | +130 | +258 | - | +24 | |
| 30 | +128 | +253 | - | +18 | |
| 30 | +125 | +246 | - | +24 | |

| (+80w) | IN PHASE | | | QUAD | | |
|--------|----------|------|--|------|-----|-------------|
| 40 | +121 | +239 | | +21 | | |
| 50 | +118 | +232 | | +25 | | |
| 60 | +114 | +224 | | +21 | | |
| 70 | +110 | +222 | | +20 | | |
| 80 | +112 | +222 | | +15 | | |
| 90 | +110 | +221 | | +21 | | |
| 1+00S | +111 | +219 | | +15 | +10 | old road |
| 10 | +108 | +236 | | +37 | +12 | |
| 20 | +128 | +256 | | +28 | +16 | |
| 30 | +128 | +264 | | - | +16 | |
| 40 | +136 | +250 | | - | +10 | |
| 50 | +114 | +213 | | - | +10 | old road |
| 60 | +99 | +194 | | - | +14 | access road |
| 70 | +95 | +188 | | - | +5 | access road |
| 80 | +93 | +187 | | - | +2 | |
| 90 | +94 | +186 | | - | +10 | |
| 2+00S | +92 | | | +8 | | |

C

ACCESS ROAD @ 2+00S (490w)

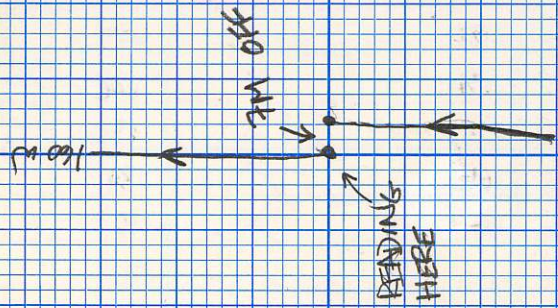
| NO W | IN PHASE | | | QUAD | |
|--------|----------|------|-----|------|---|
| 2+00 N | +48 | +104 | | +13 | See over |
| 90 | +56 | +115 | +17 | +17 | |
| 80 | +59 | +121 | +16 | +17 | test pit |
| 70 | +62 | +131 | +30 | +18 | |
| 60 | +69 | +151 | +41 | +25 | |
| 50 | +82 | +172 | +39 | +27 | |
| 40 | +90 | +190 | +34 | +34 | |
| 30 | +100 | +200 | +38 | +30 | |
| 20 | +106 | +228 | +50 | +30 | |
| 10 | +122 | +256 | +48 | +29 | |
| 1+00 N | +134 | +276 | +12 | +30 | |
| 90 | +142 | +268 | - | +32 | ↑ |
| 80 | +126 | +260 | - | +23 | |
| 70 | +134 | +266 | +14 | +26 | Shear with smooth function in all |
| 60 | +132 | +274 | +21 | +32 | |
| 50 | +142 | +287 | +17 | +34 | |
| 40 | H15 | +291 | - | +36 | |
| 30 | +146 | +286 | - | +36 | |
| 20 | +140 | +278 | - | +31 | |
| 10 | +138 | +268 | - | +32 | |
| 0+00 | +130 | +258 | - | +25 | See over |
| 10 | +128 | +251 | - | +30 | ↑ |
| 20 | +123 | +245 | - | +24 | ↑ |
| 30 | +122 | +244 | +11 | +29 | multiple pile |

CLAIM POST @ 2120N 1175W
RAT #1 RAT #2 RAT #3

Raymond B. BARRETT

JULY 25 '83

N 4572M



160 W

| 1+60w | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|------------------------|
| 40 | +122 | +256 | +18 | +25 | runck pile |
| 50 | +134 | +262 | - | +22 | |
| 60 | +128 | +252 | -6 | +20 | old road |
| 70 | +124 | +256 | +16 | +10 | |
| 80 | +132 | +268 | 0 | +12 | old road |
| 90 | +136 | +256 | - | +26 | |
| 1+00S | +120 | +242 | - | +18 | old road + pipe |
| 10 | +122 | +254 | +32 | +16 | |
| 20 | +132 | +274 | +36 | +20 | |
| 30 | +142 | +290 | - | +34 | |
| 40 | +148 | +260 | - | +32 | ? |
| 50 | +112 | +114 | -1 | 0 | access road @ 1+475 |
| 60 | +102 | +198 | - | -5 | |
| 70 | +96 | +192 | -3 | -10 | |
| 80 | +96 | +195 | +16 | -3 | |
| 90 | +99 | +208 | | 0 | old road |
| 2+00 | +109 | | | +9 | |

| 140W | in Phase | | | Quad | |
|-------|----------|------|-----|------|-------------|
| 40 | +112 | +224 | +16 | +19 | |
| 50 | +112 | +240 | +30 | +19 | |
| 60 | +128 | +254 | +10 | +28 | muck pile |
| 70 | +126 | +250 | -22 | +24 | |
| 80 | +124 | +232 | -20 | +28 | |
| 90 | +108 | +230 | +20 | +10 | |
| 100S | +122 | +252 | +38 | +10 | old Road |
| 110 | +130 | +268 | +26 | +12 | old Road |
| 20 | +138 | +278 | -24 | +9 | |
| 30 | +140 | +244 | -76 | +11 | |
| 40 | +104 | +202 | -42 | -2 | ACCESS ROAD |
| 50 | +98 | +202 | -3 | +8 | |
| 60 | +104 | +199 | -11 | +10 | |
| 70 | +95 | +191 | -10 | +4 | |
| 80 | +96 | +189 | +6 | +6 | |
| 90 | +93 | +197 | | +4 | |
| 2+00S | +104 | | | +11 | old road |

| 146 w | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|---------------------------|
| 2000 | +84 | +188 | | +35 | } Rockslide |
| 90 | +104 | +182 | -18 | +42 | |
| 80 | +78 | +170 | +2 | +32 | |
| 70 | +92 | +184 | +28 | +34 | } Rockface |
| 60 | +92 | +198 | +30 | +30 | |
| 50 | +106 | +214 | +19 | +32 | |
| 40 | +108 | +217 | -1 | +30 | |
| 30 | +109 | +213 | -5 | +29 | |
| 20 | +104 | +212 | +4 | +22 | end of Ridge tree base |
| 10 | +108 | +217 | +11 | +24 | |
| 100 | +109 | +223 | +15 | +22 | |
| 90 | +114 | +232 | +17 | +24 | |
| 80 | +118 | +240 | +18 | +26 | |
| 70 | +122 | +250 | +21 | +28 | |
| 60 | +128 | +261 | +17 | +30 | |
| 50 | +133 | +267 | +14 | +30 | |
| 40 | +134 | +265 | +2 | +33 | |
| 30 | +131 | +269 | +13 | +30 | |
| 20 | +138 | +278 | -5 | +29 | |
| 10 | +140 | +274 | -8 | +26 | |
| 0+00 | +134 | +270 | -23 | +38 | Dead on |
| 10 | +136 | +251 | -43 | +38 | |
| 20 | +115 | +227 | -27 | +24 | |
| 30 | +112 | +224 | -3 | +18 | |

| 1+200 | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|--------------|
| 2+00N | +128 | +252 | | +42 | |
| 90 | +128 | +264 | +10 | +40 | Ridge |
| 80 | +136 | +266 | -6 | +40 | |
| 70 | +130 | +258 | -14 | +36 | outcrop |
| 60 | +128 | +252 | 8 | +32 | |
| 50 | +124 | +250 | -6 | +29 | |
| 40 | +126 | +246 | -12 | +34 | |
| 30 | +120 | +238 | -9 | +28 | |
| 20 | +118 | +237 | -3 | +23 | out crop |
| 10 | +119 | +235 | -3 | +22 | |
| 1+00 | +116 | +234 | +7 | +21 | |
| 90 | +118 | +242 | +12 | +20 | |
| 80 | +124 | +246 | -2 | +22 | |
| 70 | +122 | +240 | -12 | +20 | |
| 60 | +118 | +234 | -12 | +22 | |
| 50 | +116 | +228 | -9 | +21 | |
| 40 | +112 | +225 | +3 | +20 | |
| 30 | +113 | +225 | +7 | +20 | |
| 20 | +112 | +232 | +3 | +18 | |
| 10 | +120 | +228 | -16 | +22 | |
| 0+00 | +108 | +216 | -11 | 117 | MUCK PILE |
| 10 | +108 | +217 | +7 | +27 | |
| 20 | +109 | +223 | +5 | +25 | |
| 30 | +114 | +222 | -9 | +34 | |

| 1+20 W | N PHASE | | | QUAD | |
|--------|---------|------|-----|------|---------------|
| 40 | +108 | +214 | -9 | +26 | |
| 50 | +106 | +213 | -13 | +25 | |
| 60 | +107 | +201 | -27 | +32 | |
| 70 | A14 | +186 | -23 | +28 | |
| 80 | +92 | +178 | -14 | +24 | |
| 90 | +86 | +172 | -2 | +18 | |
| 1+00 S | +86 | +176 | +17 | +11 | access road |
| 10 | +90 | +189 | +21 | +12 | |
| 20 | +99 | +197 | +3 | +18 | dd road |
| 30 | +98 | +192 | -15 | +20 | |
| 40 | +94 | +182 | -6 | +17 | |
| 50 | +88 | +176 | -8 | +6 | |
| 60 | +88 | +174 | -10 | +10 | Iron PLATE |
| 70 | +86 | +166 | -8 | +20 | dd road @ +76 |
| 80 | +80 | +166 | +6 | +12 | |
| 90 | +86 | +172 | | +15 | |
| 2+00 S | +86 | | | +12 | |

| HOOW | N PHASE | | | QUAD |
|-------|---------|------|-----|------|
| 2+00N | +88 | +183 | | +26 |
| 90 | +95 | +189 | +11 | +30 |
| 80 | +94 | +194 | +10 | +31 |
| 70 | +100 | +199 | +1 | +32 |
| 60 | +99 | +195 | -8 | +30 |
| 50 | +96 | +191 | -6 | +27 |
| 40 | +95 | +189 | -2 | +26 |
| 30 | +94 | +189 | -3 | +27 |
| 20 | +95 | +186 | -9 | +24 |
| 10 | +91 | +180 | -7 | +24 |
| HOOW | +89 | +179 | 0 | +20 |
| 90 | +90 | +180 | -3 | +19 |
| 80 | +90 | +176 | 0 | +16 |
| 70 | +86 | +180 | +12 | +14 |
| 60 | +94 | +188 | +9 | +21 |
| 50 | +94 | +189 | +1 | +22 |
| 40 | +95 | +189 | -1 | +20 |
| 30 | +94 | +186 | -1 | +26 |
| 20 | +94 | +188 | -5 | +25 |
| 10 | +94 | +183 | -8 | +20 |
| 0+00 | +89 | +180 | +2 | +16 |
| 10 | +91 | +185 | +8 | +19 |
| 20 | +94 | +188 | +4 | +19 |
| 30 | +94 | +189 | +9 | +20 |

not dead on

| (+00w) | PHASE | | | QUAD | |
|--------|-------|------|-----|------|---------------------|
| 40 | +95 | +197 | +7 | +14 | |
| 50 | +102 | +196 | -9 | +18 | |
| 60 | +94 | +188 | -12 | +16 | |
| 70 | +94 | +184 | -8 | +24 | |
| 80 | +90 | +180 | -12 | +26 | wt load @ 0.85 S |
| 90 | +90 | +172 | -18 | +16 | |
| 1000 | +82 | +162 | -10 | +12 | |
| 10 | +80 | +161 | 0 | +10 | |
| 20 | +81 | +162 | 0 | +13 | |
| 30 | +81 | +161 | +1 | +10 | |
| 40 | +80 | +163 | +1 | +11 | |
| 50 | +83 | +162 | -9 | +11 | |
| 60 | +79 | +154 | -15 | +9 | |
| 70 | +75 | +147 | -14 | +14 | |
| 80 | +72 | +140 | -13 | +15 | |
| 90 | +68 | +134 | | +10 | |
| 2400 | +66 | | | +10 | |

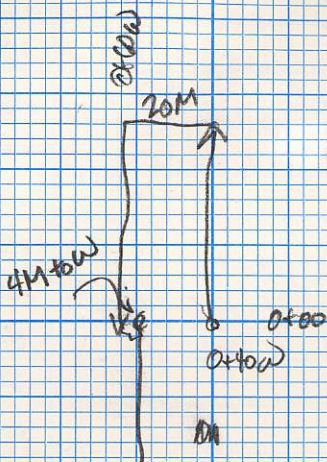
| 0+80W | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|-------------|
| 2+00N | +94 | | | +29 | |
| 90 | +92 | +186 | | +28 | |
| 80 | +94 | +184 | +10 | +27 | |
| 70 | +96 | 190 | +6 | +28 | oc |
| 60 | +96 | +192 | -4 | +28 | oc |
| 50 | +96 | +186 | -8 | +27 | oc |
| 40 | +94 | +184 | +1 | +26 | oc |
| 30 | +93 | +187 | -1 | +26 | |
| 20 | +90 | +183 | -9 | +22 | |
| 10 | +80 | +178 | 0 | +25 | |
| 1400 | +85 | +183 | 8 | +22 | |
| 90 | +85 | +170 | .14 | +25 | |
| 80 | +85 | +169 | -5 | +17 | |
| 70 | +81 | +165 | -10 | +18 | |
| 60 | +78 | +159 | -3 | +19 | |
| 50 | +84 | +182 | +15 | +20 | |
| 40 | +90 | +174 | +15 | +21 | |
| 30 | +87 | +177 | +1 | +16 | |
| 20 | +86 | +193 | -9 | +20 | |
| 10 | +82 | +168 | -5 | +17 | oc |
| 0+00 | +84 | +166 | +2 | +20 | int lead on |
| 10 | +86 | +170 | +8 | +15 | |
| 20 | +88 | +174 | +12 | +14 | |
| 30 | +94 | +182 | +16 | +17 | |
| | | +190 | +8 | | |

| OT 80W | IN PHASE | | | QUAD | |
|--------|----------|------|--|------|---------------|
| 40 | +96 | +190 | | +21 | |
| 50 | +94 | +188 | | +20 | |
| 60 | +94 | +183 | | +18 | |
| 70 | +89 | +170 | | +20 | access road |
| 80 | +81 | +160 | | +22 | road |
| 90 | +79 | +155 | | +16 | |
| 1+00S | +76 | +150 | | +18 | |
| 10 | +74 | +152 | | +16 | |
| 20 | +78 | +156 | | +14 | |
| 30 | +78 | +154 | | +17 | |
| 40 | +76 | +150 | | +16 | 20 ppc @ 1+35 |
| 50 | +74 | +152 | | +11 | |
| 60 | +78 | +144 | | +14 | |
| 70 | +76 | +148 | | +10 | |
| 80 | +72 | +140 | | +8 | |
| 90 | +68 | +132 | | +12 | |
| 2+00S | +64 | | | +10 | |

road @ 2+045

1/2 test pit/trace @ 2+00S, 0+75W

| 0+60 W | IN PHASE | | | QUAD | |
|--------|----------|------|-----|------|--------------|
| 2+00N | +104 | +204 | | +28 | oc |
| 90 | +100 | +202 | -4 | +30 | oc |
| 80 | +102 | +200 | -10 | +28 | oc |
| 70 | +98 | +192 | -14 | +28 | oc |
| 60 | +94 | +186 | -2 | +22 | oc |
| 50 | +92 | +190 | +7 | +23 | oc |
| 40 | +98 | +193 | -5 | +25 | end of oc |
| 30 | +95 | +185 | -9 | +24 | |
| 20 | +90 | +182 | -5 | +23 | |
| 10 | +92 | +180 | -7 | +25 | oc |
| 400 | +88 | +175 | -7 | +22 | |
| 90 | +87 | +173 | -4 | +21 | oc |
| 80 | +86 | +171 | -6 | +20 | |
| 70 | +85 | +167 | -10 | +19 | |
| 60 | +82 | +161 | +2 | +18 | |
| 50 | +79 | +169 | +15 | +14 | |
| 40 | +90 | +176 | +2 | +17 | |
| 30 | +86 | +171 | -9 | +16 | |
| 20 | +85 | +167 | -9 | +17 | |
| 10 | +82 | +162 | -7 | +14 | |
| 0+00 | +80 | +160 | +8 | +10 | see over |
| 10 | +80 | +170 | +20 | +11 | |
| 20 | +90 | +180 | +14 | +14 | |
| 30 | +90 | +184 | +16 | +18 | |

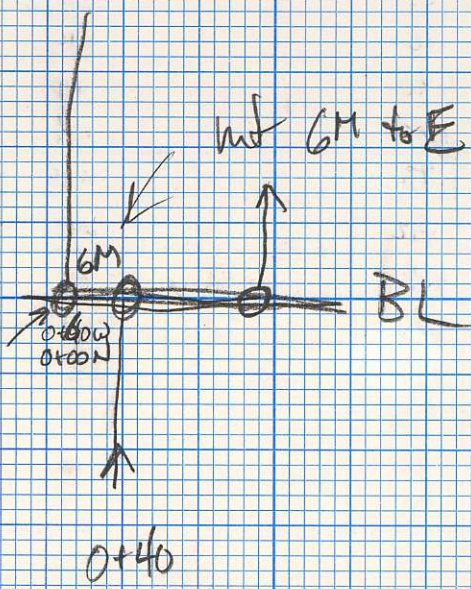


| Q+LOW | IN PHASE | | | QUAD |
|-------|----------|------|-----|------|
| 40 | +94 | +186 | -2 | +19 |
| 50 | +92 | +182 | 8 | +22 |
| 60 | +90 | +178 | -16 | +25 |
| 70 | +88 | +166 | -26 | +18 |
| 80 | +78 | +152 | -22 | +9 |
| 90 | +74 | +144 | -14 | +10 |
| 1+00S | +70 | +138 | -8 | +10 |
| 10 | +68 | +136 | -1 | +12 |
| 20 | +68 | +137 | +2 | +12 |
| 30 | +69 | +138 | -1 | +10 |
| 40 | +69 | +136 | -7 | +6 |
| 50 | +67 | +131 | -13 | +8 |
| 60 | +64 | +123 | -8 | +10 |
| 70 | +59 | +120 | +6 | +11 |
| 80 | +64 | +129 | +5 | +10 |
| 90 | +65 | +128 | | +9 |
| 2+00S | +63 | | | +10 |

ROAD @
0+55'S

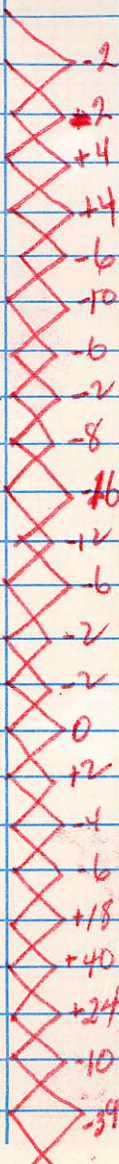
all trail
@ 1+75'S

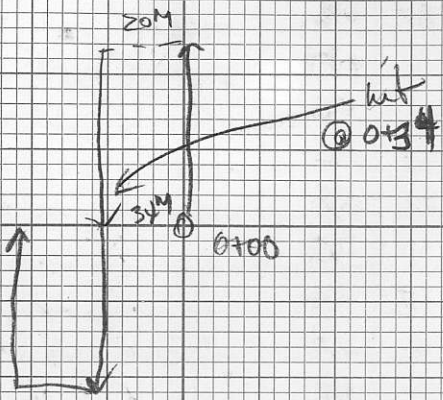
| 0+40W | IN PHASE | | | QUAD | |
|-------|----------|------|-----|------|----------------------------------|
| 2+00N | +104 | +194 | | +30 | OC |
| 90 | +90 | +186 | -8 | +28 | |
| 80 | +96 | +186 | -6 | +24 | OC GRDR with AZ reining |
| 70 | +90 | +180 | -8 | +24 | |
| 60 | +90 | +178 | -8 | +22 | |
| 50 | +88 | +172 | -6 | +23 | |
| 40 | +86 | +172 | -4 | +22 | |
| 30 | +86 | +168 | -10 | +21 | |
| 20 | +82 | +162 | -10 | +20 | |
| 10 | +80 | +158 | -6 | +16 | |
| 1+00 | +78 | +156 | -5 | +15 | |
| 90 | +78 | +153 | -8 | +18 | |
| 80 | +75 | +148 | -8 | +14 | |
| 70 | +73 | +145 | -8 | +15 | |
| 60 | +72 | +140 | -7 | +12 | |
| 50 | +68 | +138 | +6 | +9 | |
| 40 | +70 | +146 | +10 | +9 | |
| 30 | +76 | +148 | -2 | +9 | |
| 20 | +72 | +144 | 0 | +5 | |
| 10 | +72 | +148 | +12 | +5 | <u>see over</u> |
| 0+00 | +76 | +156 | +18 | +8 | |
| 10 | +80 | +166 | +18 | +11 | |
| 20 | +86 | +174 | +12 | +15 | |
| 30 | +88 | +178 | +2 | +16 | |
| 40 | +96 | +176 | -9 | +14 | ROAD |



| 0440W | IN PHASE | | | QUANT |
|-------|----------|------|-----|-------|
| 50 | +86 | +169 | -15 | +18 |
| 60 | +83 | +161 | -10 | +18 |
| 70 | +78 | +153 | -14 | +16 |
| 80 | +75 | +147 | -13 | +18 |
| 90 | +72 | +140 | -13 | +15 |
| 1400S | +68 | +134 | -10 | +12 |
| 10 | +66 | +130 | 5 | +11 |
| 20 | +64 | +129 | +2 | +12 |
| 30 | +65 | +132 | +2 | +13 |
| 40 | +67 | +131 | -9 | +11 |
| 50 | +64 | +123 | -15 | +14 |
| 60 | +59 | +116 | -4 | +16 |
| 70 | +57 | +109 | +8 | +12 |
| 80 | +62 | +124 | +2 | +8 |
| 90 | +62 | +121 | | +6 |
| 2400S | +59 | | | +10 |

| 0+20 W | IN PHASE | | | QUAD | |
|--------|----------|------|--|------|------------|
| 2+00 N | +98 | +200 | | +26 | OC QZHN |
| 90 | +102 | +200 | | +30 | |
| 80 | +98 | +198 | | +30 | |
| 70 | +100 | +198 | | +31 | |
| 60 | +98 | +202 | | +26 | |
| 50 | +104 | +202 | | +31 | |
| 40 | +98 | +196 | | +29 | |
| 30 | +98 | +192 | | +30 | |
| 20 | +94 | +190 | | +25 | |
| 10 | +96 | +190 | | +24 | |
| 1+00 | +94 | +182 | | +22 | |
| 90 | +88 | +174 | | +15 | |
| 80 | +86 | +170 | | +15 | |
| 70 | +84 | +168 | | +11 | |
| 60 | +84 | +168 | | +14 | |
| 50 | +84 | +166 | | +13 | |
| 40 | +82 | +168 | | +8 | |
| 30 | +86 | +168 | | +5 | |
| 20 | +82 | +164 | | +3 | |
| 10 | +82 | +162 | | +6 | |
| 0+00 | +80 | +182 | | +5 | see back |
| 10 | +102 | +202 | | +12 | |
| 20 | +100 | +206 | | +12 | ROAD |
| 30 | +106 | +192 | | +18 | |





0+200 IN PHASE

0+0

40 +86

+167

-25 +7

50 +84

+161

-13 +15

60 +80

+154

-17 +14

70 +77

+144

-18 +13

80 +70

+136

-14 +12

90 +66

+130

-6 +14

1+005 +64

+124

-1 +14

10 +65

+129

-3 +18

20 +64

+126

-5 +12

30 +62

+124

-4 +2

40 +62

+122

-6 +5

50 +60

+118

-8 +4

60 +58

+114

-8 +7

70 +56

+110

-7 +7

80 +54

+107

-1 +2

90 +53

+109

+5

2+005 +56

+2

OC
QEMT

IN PHASE

QUAD

| 0+00W | | | | | |
|-------|-----|------|-----|-----|----------|
| 2+00N | +92 | +180 | | +25 | |
| 90 | +88 | +176 | -2 | +26 | |
| 80 | +88 | +178 | 0 | +24 | |
| 70 | +90 | +176 | -10 | +25 | |
| 60 | +86 | +168 | -16 | +24 | |
| 50 | +82 | +160 | -12 | +22 | |
| 40 | +78 | +156 | -8 | +18 | |
| 30 | +80 | +152 | -4 | +16 | OC GPR ↑ |
| 20 | +78 | +152 | -4 | +18 | |
| 10 | +74 | +152 | -4 | +15 | OC GPR |
| 0+00 | +78 | +148 | -14 | +20 | |
| 1400 | +70 | +138 | -13 | +12 | |
| 90 | +68 | +135 | -5 | +14 | |
| 80 | +67 | +133 | -8 | +15 | |
| 70 | +66 | +127 | -12 | +13 | |
| 60 | +61 | +121 | -4 | +8 | |
| 50 | +60 | +123 | -1 | +12 | |
| 40 | +63 | +120 | -2 | +16 | |
| 30 | +57 | +121 | +23 | +15 | |
| 20 | +64 | +143 | +46 | +15 | |
| 0+00S | +79 | +167 | +29 | +22 | |
| 10 | +80 | +172 | -1 | +24 | ROAD |
| 20 | +84 | +166 | -12 | +24 | |
| 30 | +82 | +160 | -9 | +22 | |
| 40 | +78 | +157 | -3 | +24 | OC |

20
dir

| OTOWW | IN PAGE | | | QUAD | |
|-------|---------|------|-----|------|---|
| 50 | +79 | +157 | -9 | +21 | |
| 60 | +78 | +148 | -21 | +15 | ∞ |
| 70 | +70 | +136 | -19 | +8 | ∞ |
| 80 | +66 | +129 | -12 | +15 | |
| 90 | +63 | +124 | -10 | +20 | |
| 1+005 | +61 | +119 | -12 | +18 | |
| 10 | +58 | +112 | -11 | +10 | |
| 20 | +54 | +108 | -3 | +7 | |
| 30 | +54 | +109 | +6 | +4 | |
| 40 | +55 | +114 | +3 | +8 | |
| 50 | +59 | +112 | -8 | +16 | |
| 60 | +53 | +106 | -8 | +19 | |
| 70 | +53 | +104 | -7 | +7 | |
| 80 | +51 | +99 | -11 | +7 | |
| 90 | +48 | +93 | | +7 | |
| 2+005 | +45 | | | +8 | |

Baseline \angle from 0+00 to W = 284°

Cross tie sampling \angle = 14°

1st PIT @ 0+62 W, 0+03 N

Small PIT @ 0+75 W, 0+05 N

70° shaft @ 1+23 W, 0+06 N

Perpendicular shaft @ 1+17 W, 0+04 N

70° shaft @ 1+32 W, 0+03 N

Adit \rightarrow E @ 1+53 W, 0+02 N

Adit \rightarrow W @ 1+60 W, 0+02 N

Adit @ 1+85 W, 0+55

L shaft @ 2+00 W, 0+25

Creek crossing line @ 5+76 W water is
sufficient flow for drill operation

ASSAY RESULTS YMIR

P.t.s .451, .257

shaft 1.173

18% Pb
8.3 Ag

No. 3 .478

.930

.246

End .06

.275



shaft

Grab .16



Day .010

shaft .074

.305

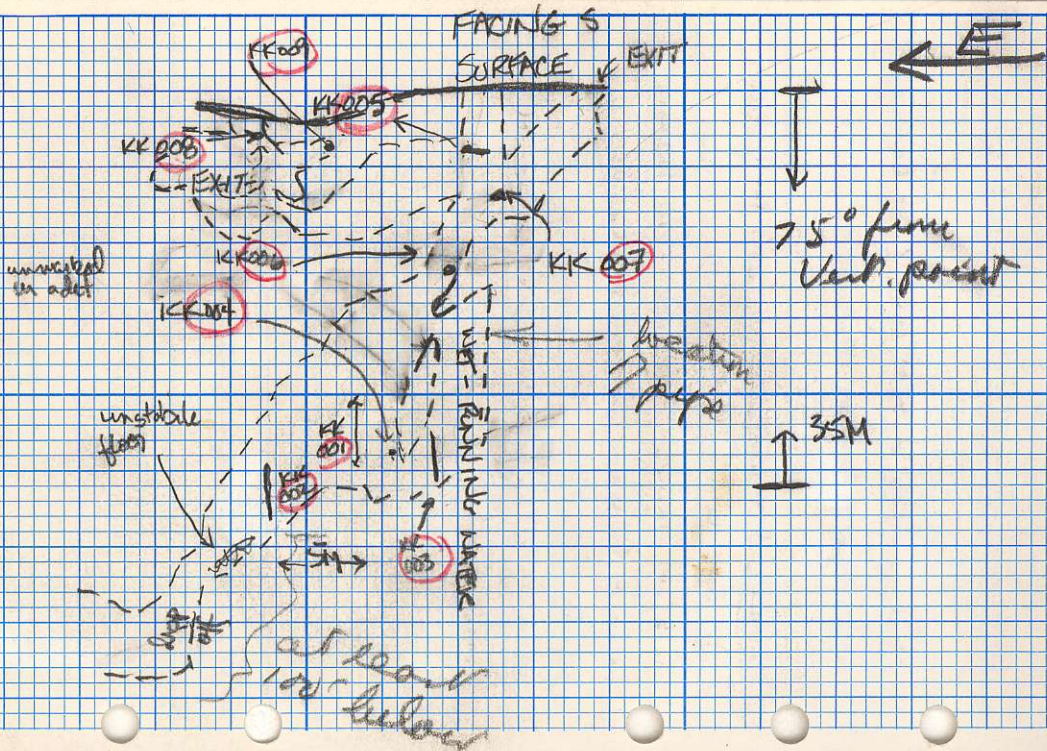
.307

New showing .003

Notes on shaft at 1+17W, 1+23, 1+32

Water available at 35 M level (pipe discharging)
sufficient for drilling requirements

Shoring and reinforcement required for further
safe work to proceed. Spontaneous minor
rockfall observed. More rope and/or ladders
required to reach lower levels extending
towards #8 adit as floor descends at $>50^\circ$
average with unstable surface and some 3M
vertical steps.



Verbal descriptions of samples

KK 001 - located at bottom of main shaft
vertical sampling down N's walls for 5 ft

KK 002 - located 5M E of 001 just before
unstable floor lead to drop off to lower level
vertical sampling as above

KK 003 - located 5M W of 001 in entrance
to a wet raise - vertical sampling as in 001

KK 004 located on W wall of steep section of
shaft 10M above 001. Sample is across
4 ft of vein - high sulfide content noted

KK 005 located 10M down from entrance of
shaft Sample taken across 4 ft of vein

KK 006 located 10M above 004 also in steep
section of shaft Sample taken across 3 ft of
vein.

KK 007 located 15M above 006 sample
taken across S wall for 3 ft.

KK 008 < 2M DOWN FROM ENTRANCE ACROSS
VEIN SAMPLE OF 4 FT

KK 009 7M DOWN ; w 10M IN STOVE END
WALL ACROSS VEIN SAMPLE OF 5 FT.

KK 010 3M DOWN IN SHAFT (PIT) @ 2+00W
TAKEN ON E WALL ACROSS 5 FT INC.
QUARTZ STRINGERS FULL OF PYRITES

KK 011 5M DOWN AT CAVED IN BOTTOM OF
PIT ON E WALL SAMPLED AS IN 010 5 FT

Soils packing list

SAMPLES

BC 0+00 W FROM 2+00N TO 2+00S = 41

BC 0+20 W FROM 1+90N TO 2+00S = 40

BC 0+40 W FROM 2+00N TO 2+00S = 41

BC 0+60 W FROM 2+00N TO 2+00S = 41

BC 0+80 W FROM 2+00N TO 2+00S = 38

EXCEPT FOR 0+20S, 0+10N, 1+50N

BC 1+00 W FROM 2+00N TO 0+80S = 25

EXCEPT FOR 0+10S, 0+30S, 0+40S

226

THE ABOVE SHIPPED TO MIN-EX OCT 9



Packing list

Chip samples KK001 → KK011

11

Soil samples BC 1+00 W FROM 0+00 TO 2+00S

12

BC 1+20 FROM 2+00N TO 2+00S

39

EXCEPT FOR 0+10S & 0+20

BC 1+40 FROM 1+90N TO 2+00S

38

EXCEPT FOR 0+40S + 0+50S

BC 1+60 FROM 2+00N TO 2+00S

40

EXCEPT FOR 0+40S

BC 1+80 FROM 2+00N TO 2+00S

40

EXCEPT FOR 1+90N

O'HARA

PETE

GENERAL DEL
 FMC 263993
 FOR D. LUNDGREN

International Field Service
 News → 218005

FMC O'HARA →

- 1) Claim
- 2) Permission Royal can transfer
- 3) Bond -
- 4) Cost? - 85 for DT
- 5) Drill -
- 6) Schedule →

-
- 1) Souls/EM
 - 2) Underground
 - 3) Schedule

2+00 W FROM 2+00N TO 2+00S

38

EXCEPT FOR 0+30, 1+20, 1+60

Sods = 207

433 samples.
x 11 chips