

SUGGESTIONS FOR LOGISTICS OF THORN PROPERTY

Probably the best way to mobilize would be to ship the equipment to Whitehorse and charter a single-engine Otter from Alkan Air Ltd. to fly directly to Trapper Lake. This plane could pick up the two men and supplies at Atlin Lake on its way through. In this way the cost of hiring a truck and leaving it at Atlin would be eliminated. A good place to get supplies is at the Trading Post in Atlin and a charge account should be established here.

An expeditor in Atlin could facilitate these services and Eddy Braga is recommended, his telephone number is 651-7503. I suggest that Jim Wallis be used to employ a couple of men and do other services in Atlin as he is reliable, is a qualified, registered engineer, and could facilitate the program. In addition, he has visited the property and even attempted to acquire the property before J. R. Woodcock got it.

The supplies can be brought to Trapper Lake by a Cessna 185 belonging to Aurora Air in Atlin, phone 651-7365. Jeff Collins is the pilot.

In addition, Taku Air, phone 651-7667 is also based in Atlin and have a Beaver Aircraft. However, this organization has had a poor reputation as to safety in flying, and I would recommend that they not be used for the men.

J. R. Woodcock

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June 21, 1983

JRW

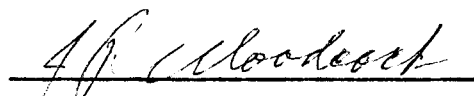
CLAIMS AT THORN PROPERTY

Each of the Daisy claims at the Thorn property were staked with one post. For the Daisy this should be legitimate as the area is almost inaccessible even in the summertime and the claim was staked when there was considerable snow on the ground. We should check with the Mining Recorder in Atlin about adding extra posts for the Daisy claim and possibly abandoning and re-staking the Daisy 2 claim or also adding extra posts to the existing claim. The three extra metal tags for the Daisy claim are on file in Vancouver; however, the extra tags for the Daisy 2 claim were never sent by the staker.

The staker was Phil Tempany of Atlin. It will be necessary to locate the posts and mark them with flagging tape and spray paint. Location should be easy as the claim posts were placed by helicopter and there are few places that the helicopter can land along these creeks. If there is any difficulty in locating the claim posts, then one of the field geologists should find Phil Tempany and have him point out the locations.

If we go ahead with this job in July and Jim Wallis helps us by providing two men, then he will enquire with the Mining Recorder as to what should be done with the claim situation and let us know.

It may be necessary to add more claims on the south or east or north. Therefore, the geologist should take claim tags to the property. The claims should be staked in the name of Inland Recovery Group Ltd. The F.M.C. number for Inland Recovery Group Ltd. for 1983 is 252301.



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