

CRAIG BLANCHET

1988

WAYSIDE FIELD

NOTES

TWO BOB VLF 1

SOUTH VLF GRID

842104

CB 6 JULY 6/88 M577 1/5

Two Bob VLF GRID by myself
 Bushy wet from last night's heavy rain
 but sunny today

LINE 7+50N

HAWAII (LUALUALEI)

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
375E	-23	+1	4100E ON B.L.
387.5	-20	-4	
400E	-20	+3	400E
412.5	-10	+4	
425 E	+10	+14	425 E
437.5	+10	+10	INTO CLEARING
450	+10	+6	
462.5	0	+2	
475	+2	-2	COME OFF ROAD
487.5	+2	-2	MID OF ROAD
500	+8	+1	OFF OF ROAD
512.5	+5	+2	
525	+5	-1	
537.5	+3	+2	
550	+2	+3	
562.5	-8	+2	
575	-20	+2	

HAWAII READINGS TAKEN FACING E

CB-6

2/5

STATION		<u>IP</u>	<u>QUAD</u>	Comment
587.5	-	-22	0	
6 00	-	-27	-2	
612.5	-	-35	-4	
6 25	-	-50	-4	HEADING DOWN HILL
6 37.5	-	-55	-4	
6 50	-	-60	-12	
6 62.5	-	-60	-15	
6 75	-	-50	-12	
6 87.5	-	-50	-10	
700	-	-50	-12	END

LINE 7+00N

STATION		<u>IP</u>	<u>QUAD</u>	
4 00		-10	+4	OF BL
412.5		-15	+6	
4 25		-20	+2	
4 37.5		-15	+6	
4 50		-10	+2	
4 62.5		-8	0	
4 75		-8	0	

CB-6

3/5

STATIONIPQUADComments

487.5

-2

0

500

+8

+8

512.5

+20

+12

525

0

+8

537.5

+2

+3

550

-8

-1

TOP OF
HILL
CLEARING

562.5

-25

-2

575

-22

-1

587.5

-25

-2

600

-30

0

612.5

-30

0

625

-37

-3

637.5

-40

-5

650

-50

-8

662.5

-45

-6

675

-40

-4

687.5

-40

-6

700

-45

-8

↑ WORKING
THIS
WAY

CB-6

4/5

STATION	LINE <u>IP</u>	6 + 50 N <u>QUAD</u>	Comments
400	-15	+5	
412.5	-22	+2	* FLAG 6M E side of road
425	-22	0	GOOD E 6150N (TRENCH 20)
437.5	-27	+1	
450	-15	+6	
462.5	-20	+4	
475	-5	0	
487.5	-5	+5	INTO SMALL CLEARING
500	-5	-2	
512.5	+2	+3	
525	+5	+5	GOING UP DOWN HILL
537.5	0	-3	
550	0	0	OLD ROAD
562.5	-15	-5	
575	-20	0	OLD ROAD
587.5	-25	-4	
600	-30	-8	
612.5	-35	-8	
625	-30	-8	
637.5	-35	-8	

CB-6

5/5

STATIONIPQUADComment

650

-32

-5

662.5

-40

-6

675

-35

-5

687.5

-40

-6

OLD
ROAD

700

-35

-5

CB-7

JULY 7/88

M577

1/5

Two Bob VLF GRID BY MYSELF

Working EAST from BL, Hot & sunny,
Sandy left today, walked to drill site
LINE 6 + 00N (on river)

HAWAII

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
375E	-17	+5	ON BL
387.5	-20	+3	
400	-22	+2	
412.5	-25	+2	ON TRENCH
425	-25	-1	
437.5	-25	-2	
450	-27	-1	
462.5	-25	+1	
475	-25	-1	
487.5	-24	+1	
500	-22	-2	
512.5	-23	-4	
525	-25	-4	E side of old road
537.5	-30	-10	
550	-40	-10	
562.5	-45	-16	
575	-45	-20	
587.5	-41	-22	

ALL HAWAII READINGS TAKEN FACING SE LEVEL

CB-7

2/5

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
600	-35	-18	
612.5	-27	-16	OLD ROAD
625	-25	-18	
637.5	-23	-20	
650	-17	-20	
662.5	-5	-12	
675	+8	-3	
687.5	-100	-15	
700	-50	-22	

LINE 5+50N

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	
375 E	-30	-5	ON BL
387.5	-29	0	
400	-25	-2	
412.5	-27	-6	
425	-35	-4	
437.5	-30	-9	
450	-30	-5	
462.5	-27	-8	
475	-25	-7	ON ROAD

LEVEL

CB-7

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STATION	IP	QUAD	Comments
487.5	-23	-6	
500	-22	-2	
512.5	-27	-11	
525	-30	-14	SW ROAD
537.5	-33	-20	
550	-30	-22	
562.5	-25	-20	
575	+21	-15	
587.5	-17	-17	
600	-10	-18	
612.5	0	-14	
625	417	-13	
637.5	730 ON LEFT	-10	!!! OFF OF RIGHT HAND SCALE
650	-95	-14	
662.5	-40	-16	"
675	-30	-15	POWERLINES BELOW 2M 25M

LEVEL

LINE 5+00 N

STATION	IP	QUAD	Comments
375 E	-30	-7	ON BL
387.5	-29	-3	
400	-30	-6	} ON CLEARING
412.5	-30	-8	
425	-28	-8	
437.5	-30	-12	
450	-30	-12	
462.5	-27	-8	
475	-26	-10	
487.5	-25	-8	
500	-25	-10	
512.5	-25	-14	
525	-21	-20	
537.5	-18	-18	
550	-10	-16	
562.5	+2	-16	
575	+20	-10	
587.5	-27.5	-2	
600	-40	-12	
612.5	-53	-12	

DN LEFT HAND SINKING OF 0 N 2 1/2

III -27.5

POWER LINES

11 LEFT 500 SLACK

CB-7

5/5

STATIONIPQUADComments

625

-40

-16

6375

-20

-10

650

-9

-9

POW BLM
LIN BLM

CB-10

JULY 12 / 1988 M577 1/5

Discrete VLF GRID with J.B.
 Cloudy, Rag's gone to hillock-core samples
 line already flagged J.B.'s readings
 LINE A

SEATTLE

ANNAPOLIS

Comments

STATION	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
12.5	-30	-6	-20	-18	
25.0	-31	-7	-35	-1	
37.5	-33	-8	-25	-2	SMALL CLEARING
50.0	-33	-7	0	+20	
62.5	-34	-10	-20	+14	
75.0	-35	-10	-25	-8	
87.5	-40	-15	-20	-3	END OF CLEARING
100.0	-40	-14	-24	+20	
112.5	-42	-14	-25	+1	
125.0	-39	-12	-20	-10	
137.5	-42	-14	-20	-18	
150.0	-41	-14	-20	-8	
162.5	-39	-12	-22	-20	
175.0	-42	-12	-28	-8	
187.5	-40	-13	-25	+4	
200.0	-39	-12	-22	-4	
212.5	-44	-12	-26	-8	
225.0	-40	-14	-26	-6	

(19) ALL SEATTLE READINGS TAKEN FACING E

ALL ANNAPOLIS READINGS TAKEN FACING ~~NINE~~


STATION	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
237.5	-40	-14	-35	-19	
250.0 (A10)	-38	-12	-19	-12	
262.5	-44	-12	-36	-22	
275.0	-41	-12	-40	-12	
287.5	-41	-10	-35	-16	
300.0 (A12)	-40	-10	-30	-11	[ROCK]
312.5	-41	-8	-42	-18	
325.0	-41	-8	-32	-2	
337.5	-39	-2	-30	0	
350.0	-35	-2	-35	-3	(A-14)

LINE B

STATION	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
12.5					
135.0	-35	-7	+22	+18	
37.5	-34	-6	+13	+18	
50.0	-35	-8	+25	+16	
62.5	-34	-9	+20	+12	ANNAPOLIS NOW COMES IN (AFT. 50.0)
75.0	-36	-10	+2		
87.5	-30	-11			

CB-10

3/5

	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
100.0	-35	-14			TOP OF SMALL CLIFF
112.5	-39	-14			WORKING THIS WAY
125.0	-45	-20			
137.5	-43	-20			
150.0	-41	-22			
162.5	-39	-20			
175.0	-38	-20			
187.5	-31	-16			
200.0	-24	-12			
212.5	-22	-10			
225.0	-24	-10			
337.5	-29	-10			
250.0	-33	-17			
262.5	-31	-18			
275.0	-31	-16			
287.5	-24	-4			
300.0	-36	-8			
312.5	-57	-16			
325.0	-62	-6			

ANNAPOLIS

NOT COMING 1 2

0.0M $\frac{IP}{-30}$ $\frac{QUAD}{+4}$ (SEATTLE) $\frac{IP}{+17}$ $\frac{QUAD}{+9}$ (ANNAPOLIS) 10

4/5

LINE C

SEATTLE

ANNAPOLIS

STATION	IP	QUAD	IP	QUAD	Comments
12.5	-30	-4	+15	+24	
25	-32	-4	+13	+16	
37.5	-31	-6	+14	+16	
50	-30	-6	+17	+22	
62.5	-29	-2	+14	+18	
75	-18	+3	+16	+22	
87.5	-16	+2	+15	+24	
100	-19	-2	+10	+22	
112.5	-21	-2	+10	+18	
125	-15	0	+12	+20	
137.5	-4	+2	+25	+17	
150	+5	0	+25	+12	
162.5	+15	0	+40	+22	
175	+17	+3	+45	+10	
187.5	+14	0	+45	+16	
200	+5	-2	+40	+10	
212.5	+2	-4	+37	+8	
225	+1	-6	+35	+6	
237.5	+6	0	+29	+3	
250	+14	+4	+30	+1	

CB-11 NEVILLE CROSSBY IN VANCOUVER B.C. JULY 13 / 1988 M577 1/6

Diorite VLF grid with J.B. Skies clearing to sunny, (stopped at dump)

LINE A

STATION	SEATTLE		ANNAPOLIS		Comments	
	IP	QUAD	IP	QUAD		
0.0m	-34	-4	+20	+12	↑	
12.5	-30	-2	+26	+18		
25	-30	-6	+18	+19		
37.5	-35	-2	+14	+14		
50	-38	-6	+6	+14		
62.5	-41	-4	+5	+11		
75	-45	-8	0	+10		
87.5	-55	-10	-10	+8		
100	-44	-2	+5	+13		WORKING THIS WAY
112.5	-31	-4	+30	+18		
125	-31	-6	+30	+10		
137.5	-30	-14	+60	+16		
150	-34	-12	+30	+9		
162.5	-35	-14	+30	+10		
175	-28	-13	+35	+12		
187.5	-27	-15	+40	+8		
200	-24	-13	+28	+9		
212.5	-27	-12	+37	0		

ALL SEATTLE READINGS TAKEN FACING E
 ALL ANNAPOLIS READINGS TAKEN FACING NNE

STATION	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
225m	-22	-15	+37	+2	
237.5	-32	-15	+36	0	
250	-25	-14	+40	-8	
262.5	-21	-13	+34	-5	
275	-22	-16	+50	-11	
287.5	-18	-11	+43	-13	
300	-18	-13	+40	-6	
312.5	-17	-10	+35	-6	
325	-20	-14	+40	-16	
337.5	-20	-9	+17	-6	
350	-15	-8	+25	-10	
362.5	-16	-8	+26	+1	
375	-16	-6	+30	+1	
387.5	-14	-8	+29	+4	
400	-10	-8	+31	+4	
412.5	-12	-5	+32	+7	
425	-16	-4	+26	+9	
437.5	-16	-6	+24	+6	
450	-25	-4	+25	+2	
462.5	-29	-6	+13	+6	
475	-32	-2	+10	+8	
487.5	-30	0	+10	+2	

LINE B

<u>STATION</u>	<u>SEATTLE</u>		<u>ANNAPOLIS</u>		<u>Comments</u>
	<u>IP</u>	<u>QUAD</u>	<u>IP</u>	<u>QUAD</u>	
12.5	-35	-5	+18	+16	
25	-39	-4	+17	+15	
37.5	-33	-4	+17	+14	
50	-35	-4	+15	+19	
62.5	-32	-4	+13	+14	
75	-31	-2	+14	+16	
87.5	-35	-8	+19	+18	
100	-37	-3	+9	+14	
112.5	-29	-4	+9	+15	
125	-29	+2	+13	+16	
137.5	-23	+1	+14	+14	
150	-21	0	+18	+13	
162.5	-21	-2	+26	+10	
175	-18	+4	+22	+24	
187.5	-19	-6	+50	+23	
200	-19	-6	+60	+21	
212.5	-19	-6	+55	+21	
225	-9	-2	+53	+16	
237.5	-1	-2	+50	+12	
250	+8	-2	+40	+6	

	SEATTLE		ANNAPOLIS		Comments
STATION	IP	QUAD	IP	QUAD	
262.5	+6	-6	+35	+8	
275	-3	-6	+32	+10	
287.5	+1	-12	+4	-2	
300	+7	-14	+41	-6	
312.5	+25	-4	+65	-10	↓
325	+9	+10	+55	-16	▽
337.5	+1	-9	+42	-12	
350	+3	-6	+40	-12	
362.5	+7	-2	+45	-16	
375	+1	0	+35	-12	
387.5	+3	0	+43	-16	
400	-6	-6	+38	-6	
412.5	-4	-13	+34	+6	
425	+1	-8	+30	-9	
437.5	+22	+7	+31	-8	
450	+23	-9	+32	-4	
462.5	+25	-10	+35	-10	
475	+40	-10	+47	-23	
487.5	+40	-15	+40	-16	
500	+30	-18	+55	-16	
512.5	+12	-20	+25	-18	
525	+5	-24	+30	-20	

CB-5

JULY 5/88

M577

1/2

South Wapside VLF GRID with J.B.

CLOUDY, LIGHT RAIN, FIRST VLF GRID FOR ME

LINE 22+00 E

SEATTLEANNAPOLIS

STATION	IP	QUAD	IP	QUAD	Comment
40+00	+15	+4	+5	+4	ANNAP NOT COMING IN WELL
40+12.5	+15	+4	+5	-1	
40+25	+23	+5	-10	0	
40+37.5	+15	+3	+5	+6	
40+50	+15	+2	+5	+2	
40+62.5	+15	+3	+4	+4	
40+75	+15	+3	+5	0	
40+87.5	+15	+3	+5	+4	
41+00	+15	+4	+5	+6	
41+12.5	+16	+2	+5	+4	
41+25	+16	+1	+5	+3	OLD STREET PIN IN GROUND
41+37.5	+17	-3	+5	0	10 M FROM CREEK
41+50	+16	+4	+10	-2	RIGHT BESIDE CREEK
41+62.5	+18	+4	0	-11	" (N SIDE)
41+75	+20	+8	0	+6	
41+87.5	+22	+10	0	0	
42+00	+23	+10	0	-10	
42+12.5	+20	+6	-10	+2	
42+25	+20	+5	-5	0	

SEATTLE READING TAKEN FACING E
ANNAPOLIS READING TAKEN FACING NE

CB-5

CB-5

2/2

STATION	SEATTLE		ANNAPOLIS		Comments
	IP	QUAD	IP	QUAD	
42+37.5	+20	+5	-10	-6	
42+50	+22	+8	0	-1	
42+62.5	+27	+4	-5	-8	
42+75	+30	+2	+5	-3	
42+87.5	+35	0	+8	-3	
43+00	+33	-1	+5	-4	
43+12.5	+38	-8	+10	-13	
43+25	+40	-8	+5	-4	
43+37.5	+32	-8	+5	-12	
43+50	+35	-10	+10	-10	
43+62.5	+28	-9	+5	-14	
43+75	+25	-8	+10	-14	
43+87.5	+27	-10	+10	-13	
44+00	+27	-6	+5	-12	
44+12.5	+27	-6	+5	-14	
44+25	+29	-8			
44+37.5					
44+50					
44+62.5					
44+75					

CB# 20 AUGUST 17/88 M577 1/10

South Wayside VLF Grid
 Pierre and Gon flagging lines

LINE 43+50 N

SEATTLE

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>COMMENTS</u>
20+50E	+3	+4	ON MAIN ROAD, W side sucker cr.
0+75	+3	+3	E side of creek
100	+8	+6	SMALL clring.
125	+14	+8	
150	+13	+2	leaving clear.
175	+17	0	
200	+35	-2	
225	+19	+2	OLD, OLD ROAD
250	-4	+21	
275	+16	+15	
300	+27	+16	
325	+33	+2	
350	+35	+2	✓
375	+33	-4	
400	+33	-5	
425	+35	-7	
450	+32	-8	
475	+31	-2	

ALL SEATTLE READINGS TAKEN FACING E

LINE 43 +50 N

SEATTLE

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
25+00E	+40	-4	ON BL

LINE 44+00 N

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	
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25+00E	+18	+2	ON BL
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4+75	+15	+2	
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450	+16	0	
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425	+20	0	
-----	-----	---	--

400	+26	0	
-----	-----	---	--

375	+37	+2	
-----	-----	----	--

350	+40	+2	
-----	-----	----	--

325	+45	+8	
-----	-----	----	--

300	+40	+18	✓
-----	-----	-----	---

275	+27	+7	
-----	-----	----	--

250	+15	+14	
-----	-----	-----	--

225	-7	+17	
-----	----	-----	--

200	+112	-17	OLD ROAD AT 210
-----	------	-----	--------------------

175	+30	-12	
-----	-----	-----	--

150	+18	-5	OLD ROAD? WITH DITCH
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125	+20	+1	
-----	-----	----	--

100	+17	+2	
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LINE 44+00 N

STATION	IP	SEATTLE QUAD	Comments
20+75E	+15	+2	} ON MAIN ROAD
0+50E	+9	+2	

LINE 47+50 N

SEATTLE

STATION	IP	QUAD	
21+50E	+15	-1	JUST OFF MAIN ROAD
1+75	+18	-2	
200	+21	-4	
225	+28	-11	
250	+140	-10	OLD ROAD
275	+2	+12	✓
300	+17	+12	
325	+30	+18	
350	+32	+14	
375	+33	+6	
400	+32	+5	
425	+31	+2	
450	+17	-1	
475	+16	0	
25+00E	+17	+2	ON B.L.

LINE 45+00 N

SEATTLE

STATION	IP	QUAD	Comments
25+00E	+16	+1	
4+75	+20	+3	
450	+32	+10	
425	+13	+7	
400	+15	+5	
375	+20	+12	
350	+22	+10	
325	+27	+10	✓
300	+13	+10	
275	+3	+10	
250	+102	-10	OLD ROAD 260 E
225	+24	-3	
200	+25	-4	* S.M. FR. MAIN RD.

LINE 46+00 N

STATION	IP	QUAD	Comments
22+50E	+22	+6	MAIN RD. 10 M
2+75	+52	+12	OLD ROAD
300	+2	+13	✓
325	-3	+10	
350	0	+9	

LINE 46+00 N

STATION	^{SEATTLE} LP	QUAD	Comments
375	+11	+10	
400	+8	+7	
425	+14	+8	
450	+18	+6	
475	+22	+8	
25+00E	+18	+6	ON BL
5+25	+4	+1	
550	+7	0	
575	+17	+2	
600	+23	+4	
625	+28	+3	
650	+44	+6	
675	+45	+8	
700	+35	+9	
725	+20	+9	
750	+15	+12	END OF LINE (STEEP CLIFF)
800			
850			
900			
950			
1000			

LINE 46 + 50 N

SEATTLE

STATION	IP	QUAD	Comments
27+25E	+2	+2	BASE OF CLIFF
7+00	+10	+5	
- 675	+23	+1	
650	+40	+5	
625	+48	+8	
600	+43	+14	
575	+33	+8	
550	+22	+5	
525	+20	+5	
25+00E	+20	+6	ON B.L.
475	+22	+9	✓
450	+11	+7	
425	+4	+6	
400	+5	+10	
375	-2	+6	
350	-2	+9	
325	+8	+12	
300	+10	+10	
275	0	+3	
22+50E	+15	+5	ON MAIN ROAD

LINE 47+00 N.

SEATTLE

STATION	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
22+50E	+15	+3	
2+75	+15	+8	
300	+12	+8	
325	+8	+8	
350	+2	+7	
375	0	+7	
400	+2	+7	
425	+8	+8	
450	+14	+10	
475	+15	+9	
25+00E	+20	+12	✓ ON BL
525	+22	+10	
550	+25	+9	
575	+28	+12	
600	+28	+10	
625	+33	+14	
650	+42	+14	
675	+35	+9	
2700E	+21	+2	
7+25	+12	+6	
750	+4	-2	BASE OF CLIFF
750	+25	+12	TOP OF CLIFF

LINE

SEATTLE 47+00N

STATION IP QUAD

Comments27+75_E +27 +10

8+00 +28 +6

825 +32 +12

850 +33 +12

875 +43 +17

900 +39 +9

925 +28 +6

950 +21 +6

975 +9 +1

30+00_E +12 +3

BASE OF CLIFF

LINE 46+50N (CONT'D)

SEATTLE

STATION IP QUAD

30+00_E +10 +10

29+75 +5 +2

9+50 +13 +2

925 +22 +3

900 +27 +3

875 +30 +5

850 +33 +6

PICKED UP
ON TOP OF
1ST SET OF
CLIFFS

LINE 46+50 N

SEATTLE

STATION	IP	QUAD	Comments
28+25 E	+36	+10	
8+00	+35	+15	✓
775	+35	+16	

LINE 47+50 N

	IP	QUAD	
27+75 E	+27	+8	GOING AROUND BASE OF CLIFF (LINE IS OFF)
7+50	+27	+4	
725	+15	+2	
700	+13	0	
675	+22	+4	
650	+25	+8	✓
625	+27	+5	
600	+30	+5	
575	+28	+6	
550	+23	+5	
525	+22	+7	
25+00 E	+19	+10	ON BL
475	+18	+11	
450	+9	+10	
425	0	+6	

CB# 20

10/10

LINE 47+50 N

STATION	IP	QUAD	Comments
400	-4	+6	
375	-1	+9	
350	+3	+8	✓
23+25	+5	+5	15 M FR. MAIN RD.

300

CB# 21

NEVILLE CROSSBEN
MANCOURNER D. C.

AUGUST 18 / 88 MS 77 1/5

South Wapside VLF Grid Point
and Pierre flagging.

LINE 48 +00 N

SEATTLE

STATION	IP	QUAD	Comments
23+25E	-3	+6	8M OFF MAIN RD.
3+50	-1	+6	
375	-3	+5	
400	-1	+4	
425	+4	+4	
450	+7	+8	
475	+15	+9	
25+00 E	+19	+8	ON BL
525	+23	+10	
550	+21	+7	
575	+30	+4	
600	+26	+3	
625	+25	+4	
650	+28	+4	
675	+34	+2	
700	+30	+3	
725	+30	+4	
750	+29	+10	SIDE OF SMALL RAVINE (CREEK) 40M N

ALL SEATTLE READINGS TAKEN FACING E

LINE 48+00 N

STATION	IP	SEATTLE QUAD	Comments
775	+25	+12	BASE 10 M HIGH OUTCROP
800	+25	+8	✓
825	+30	+8	
850	+26	+6	
875	+29	+9	JON MEETS BEAR!
900			← (THIS IS PICKED UP LATER)
925			
950			
29+75			
30+00			

LINE 41+00 N

STATION	IP	QUAD	Comments
19+75E	-11	0	15 M ER. MAIN RD. (HIGHWAYS) YARD
20+00E	-12	+2	
0+25	-6	+4	
0+50	+2	+8	
0+75	+7	+7	✓
100	+1	+2	
125	0	+1	
150	+4	+2	
175	+8	+3	

LINE 41+00 N

SEATTLE

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
200	+13	+4	
225	*16	+7	
250	+9	+5	
275	+4	+2	
300	0	-4	
325	+6	-6	✓ AT 332E OLD TRENCH
350	+11	-2	
375	+23	+1	
400	+27	-4	
425	+29	+2	(SMALL)
450	+27	-4	WIRE WRAPPED PIPE 455 M
475	*10	-14	
25+00E	+15	-15	15 M FR. SUCKER CREEK

LINE 37+50 N

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
25+00E	+18	-5	
4+75	+14	-1	
450	+18	+3	✓
425	+16	+1	
400	+14	-1	

LINE 37+50N

SEATTLE

STATION	IP	QUAD	Comments
375	+14	+1	
350	+18	+5	
325	+19	+2	
300	+7	+2	
275	0	0	
250	-10	-2	ON SMALL HILL
225	-23	-8	
200	-20	-1	
175	-3	+6	
150	+14	+12	
125	+19	+10	
100	+23	+6	
20+75	+33	+5	
50	+55	+7	
25	+33	+7	
20+00	+25	+10	
75	+15	+4	
19+50	+30	+5	
25	+35	+8	
19+00	+33	+12	
75	+20	+15	

CB # 20

5/5

LINE 37+50 N

SEATTLE

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
18+50E	+2	+12	
8+25	-3	+10	
1800	-2	+8	✓
1775	-4	+9	

CB# 22

M577 4/7

AUGUST 19/88

South Wayside VLF Grid

LINE 46+00 N

SEATTLE

STATION	IP	QUAD	Comments
30+00E	+26	+12	FILL IN FOR PREVIOUS LINE
29+75	+14	+5	
9+50	+15	+4	
925	+20	0	
900	+30	+2	
875	+32	0	
850	+35	+6	
825	+55	+14	
800	+50	+18	
775	+40	+16	
750	+30	+10	

LINE 44+50 N

STA.	IP	QUAD	
30+00E	+16	+4	✓
29+75	+16	-1	
9+50	+17	-2	
925	+18	-3	
900	+23	-3	

~~LINE~~ 44 + 50 N

STATION	IP	QUAD	Comments
875	+24	0	
850	+30	+6	
825	+33	+15	
800	+28	+11	
775	+23	+11	
750	+15	+8	
725	+15	+2	
700	+13	0	
675	+12	+2	
650	+13	+1	
625	+17	+2	✓
600	+21	+7	
575	+24	+6	
550	+22	+3	
525	+17	0	
2500	+15	1	ON BL

LINE 43 + 50 N

SIA.	IP	QUAD	Comments
25+00E	+34	+2	} ✓ ON B.L
B+25	+31	+2	
B50	+27	-4	

LINE 43+50 N

<u>S/A</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
575	+23	-1	BIA CLEARING
600	+20	+1	
625	+19	+2	
650	+22	+8	
675	+26	+11	
^{1 KM} 700	+27	+10	
725	+24	+5	
750	+21	-1	
775	+16	-6	
800	+13	-6	✓
825	+14	-7	
850	+12	-6	
875	+10	-6	
900	+13	-6	
925	+14	-5	
950	+17	-2	
975	+19	+1	
30+00	+20	+1	

LINE 42+50 N

STA	IP	QUAD	Comments
30+00E	+20	+13	
29+75	+6	+4	
9+50	+9	+2	
925	+18	+3	
900	+21	0	
875	+16	-4	
850	+13	-6	
825	+7	-9	
800	+10	-8	
775	+16	-7	✓
750	+20	-8	
725	+25	-3	
700	+35	+10	
675	+34	+10	
650	+30	+6	
625	+30	+5	
600	+33	+4	
575	+37	+4	
550	+35	+2	
525	+35	-1	
25+00E	+38	-3	SN BL

LINE 41 +50

SEATTLE

STATION	IP	QUAD	Comments
25+00A	+24	-5	ON BL
5+25	+27	-3	
550	+30	-1	
575	+31	-5	
600	+27	+7	
625	+27	+8	
650	+28	+5	✓
675	+31	+4	
2 km 700	+40	+6	
725	+46	+3	
750	+39	+6	
775	+36	+6	
800	+20	-1	START OF PLATEAU
825	+17	-1	
850	+19	0	
875	+20	-2	
900	+17	0	
925	+10	0	
950	+5	0	
975	-3	+2	
30+00E	+10	+12	

CB-22

6/7

LINE 40+50 N

<u>STATION</u>	<u>IP</u>	<u>QUAD</u>	<u>Comments</u>
30+00 E	+9	+9	
29+75	-2	+2	
9+50	+8	-1	
925	+6	-7	
900	+9	-5	
875	+12	-2	
850	+17	+1	
825	+19	+1	
800	+32	+4	
775	+40	+10	
750	+45	+4	✓
725	+42	+6	
700	+37	+8	
675	+29	+8	
650	+28	+8	
625	+27	+12	
600	+24	+10	
575	+22	+6	ON CREEK S BANK (TOP)
550	+15	-2	GREEK
525	+18	-7	
25+00 E	+18	-13	ON BL

LINE 40 + 00 N

STATION	IP	QUAD	Comments
25+00E	+19 +8	-9 -15	ORIGINAL ON BL
24+75	+7	-12	
4+50	+22	0	
425	+18	-3	
400	+14	-3	
375	+18	+5	
350	+10	+4	
325	+4	0	
300	-1	-3	
275	+5	+2	
250	+14	+10	
225	+14	+7	
200	+10	+5	
175	+7	+5	✓
150	+2	+3	
125	0	+4	
100	+8	+7	
0+75	+2	+8	
0+50	-4	+6	
0+25	-10	+5	
20+00E	-15	+4	

STOPPED
LINE ON
EAST SIDE
OF HIGHWAYS
YARD.

CB-23 AUGUST 20/88 M577 '17

South Wayside VLF Grid

LINE 42+50N

SEATTLE

STATION IP QUAD Comments

~~20+00E~~

0+25

0+70

0+75

100

125

150

175

200

225

250

275

300

325

350

375

0

+0

+2

+12

+15

+33

+32

+20

+22

+33

+78

+3

+15

+20

+

+4

+4

+5

+5

+12

0

-10

-14

-16

-25

+4

-4

-7

LINE STARTS EDGE OF
HERE CREEK



ALL SEATTLE READINGS TAKEN FACING E

CB-23

2/7

LINE 42+50N

STATION	IP	QUAD	Comments
400	+30	-12	
425	+35	8	
450	+37	-5	✓
475	+37	-4	
2500	+39	-2	

LINE 41+50N

STA	IP	QUAD	Com.	
25+00	+25	-6	ON B.L.	
4+75	+26	-8		
450	+35	+2	20 m ABOVE CR.	
425	+40	-2	✓	
400	+30	-8		RIGHT BESIDE CREEK
375	+28	-1		
350	+25	0		
325	+10	-13		
300	+3	-5		
275	+5	-5	4 m from cr.	
250	+4	-1		
225	+5	-2		
200	+8	0		
175	+16	+4		

CB-23

3/7

LINE 41+50 N

STATION	IP	QUAD	Comments
150	+10	+2	}
125	+3	+1	
100	-5	-1	✓
0+75	-3	+2	
0+50	0	+4	
0+25	+3	+6	}
20+00E	0	+7	
19+75	-8	+4	} SPACE FEEDED
17+50	-8	+4	
15+25	-6	+3	

LINE 49+50 N

STATION	IP	QUAD	Com
24+25E	+2	+1	
4+50	+5	+4	
475	+5	+5	
25+00E	+8	+4	✓ ON BL
525	+7	+2	
550	+10	+4	
575	+25	+6	
600	+22	+14	
625	+28	+13	

CB-23

4/7

LINE 49+50N

STATION	IP	QUAD	Comments
650	+30	+16	}
675	+22	+12	
700	+22	+11	✓
725	+30	+12	
750	+22	+5	
775	+32	+8	
800	+35	+6	
825	+35	+8	
850	+32	+8	
875	+23	+8	
900	+20	+7	
925	+16	+9	} 20 M FROM GULLY BOT.
950	+20	+15	
975	+29	+18	} 20 M FROM GULLY BOT.
30+00E	+25	+17	

LINE 48+00N

STATION	IP	QUAD	Com.
30+00	+40	+12	✓ FILL IN READINGS
29+75	+43	+15	
9+50	+35	+15	
925	+29	+11	
900	+27	+11	

LINE 48+50 N

STATION	IP	QUAD	Comments
30+00E	+33	+14	
29+75	+39	+15	
9+50	+37	+18	
925	+30	+16	
900	+26	+6	
875	+27	+5	
850	+27	+6	
825	+27	+8	
800	+30	+7	
775	+27	+9	
27 750	+24	+18	
725	+20	+15	
700	+29	+15	
675	+35	+10	
650	+32	+4	✓
625	+23	+1	
600	+20	+2	
575	+21	+8	
550	+21	+10	
525	+18	+9	
25+00	+15	+9	
475	+12	+8	

CB-23

6/7

LINE 48+50N

STATION	IP	QUAD	}	Comments
450	+5	+5		
425	-2	+4		
400	-2	+2	}	
23+75	-2	+3		

LINE 38+50N

STA	IP	QUAD	}	Comments
25+00L	+27	-5		
475	+12	-5		
450	+18	-1	✓	
425	+20	+2		
400	+18	+2	✓	
375	+15	+3		
350	+10	+2	✓	
325	+8	+3		
300	+11	+5	✓	
275	+14	+9		
250	0	+1	✓	
225	-3	+1		
200	-7	+2	✓	
175	-9	+3		
150	NO READING			

MUD RAVINE AT
190

LINE 38+50 N

STATION	IP	QUAD	Comments
125	NO READING		
100	-11	+6	BACK ON SOUTH SIDE (OF RAUNE)
0+75	-2	+8	
0+50	+10	+10	✓
0+25	+12	+8	
20+00E	+17	+7	
19+75	+20	+5	} SPACE NEEDED (INPUT)
9+50	+17	+2	
925	+6	+9	
900	-6	+9	
875	-7	+7	
850	-4	+5	
825	-8	-1	
800			

OLD ROAD
945

CRAIG BLANCHET
BRALORNE

Wayside

DATE	PROJECT	TRAV #	NTS #	CLAIM	LOCATION	SAMPLE #
25-Jun-88						
26-Jun-88						
27-Jun-88	M577				VANCOUVER OFFICE	
28-Jun-88	M577				LOADING EQUIPMENT AT WAREHOUSES (VAN, BBT.)	
29-Jun-88	M577				DRIVE VANCOUVER TO BRALORNE	
30-Jun-88	M584				DRIVE CAMP EQUIP. TO CLINTON (WATSON)	
01-Jul-88	M577	CB-1			CUTTING BASE LINE (40+00N)	
02-Jul-88	"	CB-2			" [ran into blk. bear]	
03-Jul-88	"	CB-3			"	
04-Jul-88	"	CB-4			CUTTING B.L. * STARTED 45+00N	
05-Jul-88	"	CB-5			STARTED VLF GRID/WAYSIDE 22+00E	
06-Jul-88	"	CB-6			HAWAII VLF (TWO BOB) BL 3+75 E (750N - 600N)	
07-Jul-88	"	CB-7			HAWAII VLF (TWO BOB) (650N - 500N)	
08-Jul-88	"				CORE SPLITTING (CEMENT & J.B. FROM PEMBERTON)	
09-Jul-88	"				CORE SPLITTING (J.B. GOT CEMENT FRM. LILLOOET)	
10-Jul-88	"	CB-8			FLAGGED LINES FOR WATER LINES (◇ DRILL)	
11-Jul-88	"	CB-9			FLAGGED LINES FROM SWAMP DOWN TO DRILL [ALSO FINISHED VLF 2-88]	
12-Jul-88	"	CB-10			VLF GRID (SEATTLE/ANAP) ON DIORITE WITH J.B.	
13-Jul-88	"	CB-11			FINISHED VLF GRID (SEATTLE/ANAP) ON DIORITE WITH J.B.	
14-Jul-88	"				* CORE SPLITTING / BUILT PHOTO-STAIRS	
15-Jul-88	"	CB-12			CUTTING BASE LINE 45+00N	
16-Jul-88	"	CB-13			CUTTING B.L. (FINISHED) "	
17-Jul-88	"				CORE SPLITTING	
18-Jul-88	"				CORE SPLITTING	
19-Jul-88	"	CB-14			CUTTING BASE LINE (STARTED 50+00N)	
20-Jul-88	"	CB-15			CORE SPLITTING LAYING WATERLINE FOR DRILL	
21-Jul-88	"				CORE SPLITTING	
22-Jul-88	"				CORE SPLITTING	
23-Jul-88	"				CORE SPLITTING	
24-Jul-88	"				CORE SPLITTING	
25-Jul-88	"	CB-16			TEST RUN AND FIRST PART OF DIORITE MAG GRID	
26-Jul-88	M577				CORE SPLITTING / MEASURING	
27-Jul-88	M577				CORE SPLITTING	
28-Jul-88	"	CB-17			CORE SPLITTING / MAG ON DIORITE	
29-Jul-88	"	CB-18			CORE SPLITTING / MAG ON DIORITE	
30-Jul-88	"	CB-19			CORE SPLITTING / FINISHED DIORITE MAG GRID	
31-Jul-88	"				CORE SPLITTING	
01-Aug-88	M577				CORE SPLITTING	
02-Aug-88	"				CORE SPLITTING	
03-Aug-88	"				CORE SPLITTING	
04-Aug-88	"				CORE SPLITTING	
05-Aug-88	"				CORE SPLITTING	
06-Aug-88	"				CORE SPLITTING	
07-Aug-88	"				CORE SPLITTING	
08-Aug-88	"				CORE SPLITTING	
09-Aug-88	"				CORE SPLITTING	
10-Aug-88	"				TRANSPORTING SUBURBAN & CORE SAMPLES TO CHEMEX	
11-Aug-88	"				TRAVEL FROM VAN. TO BRALORNE	
12-Aug-88	"				CORE SPLITTING	
13-Aug-88	"				CORE SPLITTING	
14-Aug-88	"				CORE SPLITTING	
15-Aug-88	"				CORE SPLITTING	
16-Aug-88	M577				CORE SPLITTING	

CRAIG BLANCHET
BRALORNE

Wayside

DATE	PROJECT	TRAV #	NTS #	CLAIM	LOCATION	SAMPLE #
17-Aug-88	M577	CB-20			VLF GRID - SOUTH WAYSIDE	
18-Aug-88	"	CB-21			VLF GRID - SOUTH WAYSIDE	
19-Aug-88	"	CB-22			VLF GRID - "	
20-Aug-88	"	CB-23			VLF GRID - "	
21-Aug-88	"				DRIVE TO MANSON CREEK (STAY FT. ST. JAMES)	
22-Aug-88	"				DRIVE TO MANSON CREEK	
23-Aug-88	M706	CB-24			BASELINE & VLF GRID - "FAIR" CLAIM	
24-Aug-88	M706	CB-25			VLF GRID - TRENCHING	
25-Aug-88	M706	CB-26			VLF GRID - TRENCHING	
26-Aug-88	M706	CB-27			VLF GRID - TRENCHING	
27-Aug-88	M706	CB-28			TRENCHING - DRIVE TO FT. ST. JAMES	
28-Aug-88	M706				DRIVE TO VANCOUVER	
29-Aug-88	M577				OFFICE WORK - TRANSPORT TRUCKS TO MECHANICS	
30-Aug-88						
31-Aug-88						
01-Sep-88						
02-Sep-88						
03-Sep-88						
04-Sep-88						
05-Sep-88						
06-Sep-88						
07-Sep-88						
08-Sep-88						
09-Sep-88						
10-Sep-88						
11-Sep-88						
12-Sep-88						
13-Sep-88						
14-Sep-88						
15-Sep-88						
16-Sep-88						
17-Sep-88						
18-Sep-88						
19-Sep-88						
20-Sep-88						
21-Sep-88						
22-Sep-88						
23-Sep-88						
24-Sep-88						
25-Sep-88						
26-Sep-88						
27-Sep-88						
28-Sep-88						
29-Sep-88						
30-Sep-88						
01-Oct-88						
02-Oct-88						
03-Oct-88						
04-Oct-88						
05-Oct-88						
06-Oct-88						
07-Oct-88						
08-Oct-88						