VLF

+

MAG

842135
Wayside
M577

#1 = annapolis #2 = SEATTLE

JUNE 16/87 VLF — ML.

LINE	STA.	#1 % DIP	#1 QUAD	#2 % DIP	#2 QUAD
1	ML 20	-10%	-19	+30	-19
		-15%	-30	+5	+40
	ML 19	0%	+32	+16	-38
		+5%	-10	0	+10
	ML 18	+15%	+16	+10	+8
		+7	-30	+8	-10
	ML 17	+5	-22	+20	+40
		+25	+38	+20	+10
☆	ML 16	+10	+40	+25	+42
		+20	+4	-65	0
	ML 15	+40	+2	+55	-14
JUNE 17 87 1					
	ML 14	-5	-42	+40	+10
	13	+17	-10	+45	-38
	12	+5	-10	+30	-10
	11	+10	+4	+50	-25
	10	+20	+30	+45	-38
	9	0	+10	+50	-18
	8	+25	-10	+65	-28
	7	+10	+20	+30	-40
→	6	?	?	-90	-38
	5	-90	0	-90	-42
	4				

Cutler appears to be off the air
Annapolis nulls are very subtle
and not easily distinguished. WSH

good Null on Seattle (#2)

end of transmission June 16/87

JUNE 17 87 #1 Cutler weak signal but distinctive nulls. stations are now 25m apart

switch back to annapolis (#1)

M577 VLF LEIR

JUNE 17 87 #1 annapolis #2 seattle

Line	VLF Sta.	#1 DIP	#1 QUAD	#2 DIP	M.L. #2 QUAD
1	ML 20	0	+2	-60	+28
	19	+10	-10	-90	+26
	18	+8	0	-70	+30
	17	+40	+22	-70	+26
	16	+20	-6	-70	+26
	15	+45	0	-60	+13
	14	+35	+8	-40	+4
	13	+27	0	-50	+4
	12	+45	+6	-60	0
	11	+70	+12	-60	-6
	10	+40	-4	-60	-6
	9	+55	-10	-60	-10
	8	+55	-8	-65	-10
	7	+55	0	-60	-10
	6	+75	-3	-65	-15
	5	+55	0	-70	-18
	4	+65	+6	-55	-18
	3	+55	+15	-60	-15
Line 1	2	+50	+6	-60	-18
	ML 1	+35	+2	-60	-18
Line 1 OW	1	+40	+15	-50	-10
	2	+90	+35	-65	-10
	3	+35	+26	-65	0
✓	4	+50	+32	-65	0

MSJ7 VLF LEIR

BL. N 45+00

	Sta	#1 DIP	#1 QUAD	#2 DIP	#2 QUAD
	DW 5	+65	+14	-80	0
	6	+35	+32	-80	0
	7	+35	+38	-90	0
	8	+30	+30	-90	6
	9	+45	+38	-90	+2
	10	+30	+42	-75	0
	11	+50	+42	-80	+2
	12	+70	+42	-75	0
	13	+85	+40	-80	0
	14	+70	+42	-80	0
	15	+60	+42	-70	0
	16	+80	+42	-70	0
	17	?	?	-75	+10
	18	?	?	-80	0
	19	~~45~~	~~42~~	-60	+6
	DW 20	?	?	-55	+20
	21	?	?	-55	+20
	22	"	"	-65	+20
	23	"	"	-55	+20
	24	"	"	-50	+30
	25	"	"	-45	+30
	26	"	"	-55	+28
	27	"	"	-62	+30
	28			-60	+28
	29			-55	+30
✓	30			-70	+30

M577 VLF LEIR

culvert #02 5m south of this station
annapolis nulls not very distinctive

annapolis signals constant

annapolis data not 100%
line approaches within 25 m of power line

culvert 5m south

Line	Sta.	#1 Dip	#1 Quad	#2 Dip	#2 Quad
1	DW 31			-60	+38
	32			-65	+42
	33			-75	+30
	34			-75	+40
	35			-75	+44
1	36			-75	+42
	37	~~-66~~	~~+42~~	-66	+25
	38	~~-70~~	~~+25~~	-70	+25
	39			-75	+25
	40			-60	+20
1	41			-70	+20
	DW42			-66	+10
June	18, 87	Annapolis		Hawaii	
2	[illegible] 169	-15	+6	+25	+20
	168	-10	+6	+23	+26
	168	-10	+6	+5	+22
	[illegible]	-10	+6	+10	+18
	167	-10	+20	+20	+20
	166	-25	+15	+20	+20
	165	-35	+20	+30	+26
	164	-15	+42	+15	+42
	163	no nulls		no nulls	
	162	no	nulls	0	-18
	161	+90	+46	0	+2
	160	+40	+46	+3	+11
✓	159	+24	-40	+10	+30

M577 VLF FLEIR

over two drill holes

station signal comes from SE
~~Annapolis comes from seattle~~

@ culvert #4

not able to distiguish seattle mills

50m from under powerline

12m from under powerline

5m from powerline (both station signals coming from north)

interference 5m away from p.1

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
2	ML 158	+23	+46	0	+12
	157	+23	+46	+8	+22
	ML 62	+6	+46	+5	+26
	61	+13	+46	+5	+26
	60	+10	+48	+5	+15
	59	+15	+42	+5	+22
	58	+10	-40	+3	+10
	57	+12	+45	0	+13
		+15	-36	+5	+11
		+10	+42	+5	+14
2	ML 56	0	-30	0	+10
	ML 63	0	-28	+3	+7
	64	+5	-18	+2	+10
	65	+5	-18	+5	+13
	66	0	-20	0	+10
	67	+5	-16	+5	+8
		0	-13	+5	+7
	ML 68	0	-15	+10	+10
	69	-5	-14	+15	+12
	70	-10	-14	+10	+10
2	71	-6	-14	+15	+11
		-20	-20	+25	+15
	72	-13	-9	+20	+8
	73	0	-5	+10	0
✓	74	-6	-5	+10	+2

M577 VLF LEIR

trench between # 59 + 60 (old; hand dug)

@ B.L 45+00

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 18 2	ML 75	-5	0	+10	-5
	76	-10	-6	+10	-2
		-10	-15	+20	0
	77	-20	-12	+32	0
	78	-25	-10	+25	+8
	79	-25	-10	+25	+8
Line 3	80	0	-8	+10	+6
		0	-6	+15	+6
	81	-10	-5	+17	+2
	82	-10	-10	+17	+11
	83	-5	-6	+13	+9
	84	-2	-10	+10	+12
	85	0	-10	+7	+18
	86	0	-12	+10	+20
	87	+5	-16	+5	+18
	88	+7	-12	+3	+10
3	89	+5	-11	+5	+15
	90	0	-15	+7	+13
	91	0	-13	+7	+8
	92	0	-7	+15	+6
	93	0	-9	+15	+6
		-5	-10	+15	+6
	94	-5	-5	+15	0
✓		-8	-4	+20	+2

M577 VLF LEIR

@ B.L N 50+00 E 1.00

same contour

gully

Line	Station	#1 Dip	#1 QUAD	#2 Dip	#2 Quad
JUNE 18 3	ML 95	-12	-3	+25	-5
	96	-15	-2	+20	-1
	97	-24	-4	+33	+2
	ML 138	-35	0	+37	0
	ML 137	-40	-10	+50	+7
JUNE 18 4	ML 139	-30	-13	+22	-2
	ML 193	-15	-14	+12	-5
		-15	-14	+20	-5
	194	-20	-27	+20	+6
	195	+10	-20	0	-2
	196	+15	-15	0	+7
		+30	-26	-10	+4
	ML 197	+50	-25	-20	0
	198	+60	-21	-30	0
	199	+60	-30	+25	+20
4	200	+50	-34	-10	+18
	201	+40	-21	-12	+10
	202	+90	-40	-40	0
		+80	-40	-40	0
		+90	-40	-40	-20
	203	no nulls	no	nulls	
✓					

MS77 VLF LEIR

on B.L N 55+00 17+10 E 2.26
on B.L. N 55+00 down from ML 137

commodore
south edge of trench 60 m uphill from power lines

power line interference starts here ?

25 m uphill from power line - interference ?

-30 m above p.l. unable to read dips

annapolis station signal change direction

METRIC LEVEL

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 19,87 5	ML 190	-15	+2	+2	+22
	189	-17	+3	+7	+20
	188	-15	+2	0	+18
	187	-8	+2	+5	+17
	186	-10	+4	0	+8
	185	-10	+2	-10	+2
	184	-10	+5	-6	0
	183	-10	+10	-5	-2
	182	0	+14	0	-14
		0	+26	-7	-26
		-5	+44	-22	-22
	181	-35	+42	-35	0
	180	-31	-10	+25	+2
	179	+170	+42	+170	+44
	178	+170%+	+42	+100	+42
	177	+100	+46	+100	+43
	176	+110	-42	+80	+43
	175	+150	-42	+110	+41
	174	-110	+10	+75	+15
	173	-110	+10	+80	+17
	172	-110	+10	+75	+17
	171	—	—	+100	+26
	170	+110	+45	+140	+47
		+150	+40	+130	+41
✓		+110	+45	+110	45

NEVILLE CROSBY INC. VANCOUVER, B.C.

#1 annapolis #2 Seattle. LEIR

starting south of M 45+00

15m from under p.L. - possible interference
directly under p.L. annapolis station signal
direction parallels p.L.
anna. station comes from normal place; 12m from
under p.L.
20m from under p.L.

following powerline road

12m from under p.L
annapolis station comes from NE paralleling
p.L.

no primary null from anna
anna primary O.K.

on B.L. 45+00 N

METRIC LEVEL

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
5	ML 98	+110	+45	+125	+45
	ML 99	+60	+45	+60	+45
		+25	+45	+25	+40
		+15	+40	+15	+45
	ML 100	+15	-30	+25	+42
		+15	-30	+25	+42
	101	+15	-30	+25	+44
	102	+15	-33	+15	+42
	103	+5	-31	+5	+42
	104	0	-30	+5	+35
	105	0	-35	+5	+42
	106	0	-30	+20	+45
	107	+5	-28	+10	+42
	108	+10	-23	+10	+42
	109	+10	-30	+10	+42
	110	0	-22	+5	+42
	111	0	-26	+5	+42
	112	0	-24	+5	+35
	113	0	-27	+10	+30
	114	0	-20	+10	+27
Line 6	ML 118	+5	-20	+15	+25
	ML 115	+10	-30	+15	+25
	116	+15	-28	+23	+27

NEVILLE CROSBY INC
VANCOUVER, B.C.

M677 VLF LEIR

25m north of B.L. N 45 + 00

30 m above P.L.

On B.L. N 50 + 00

METRIC LEVEL

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
Line 6	ML 117	+12	-22	+20	+20
JUNE 19,87		+12	-28	+18	+18
#1 anna	ML 119	+3	-21	+30	+20
#2 seattle	120	+8	-22	+32	+12
	121	+5	-23	+37	+8
		+20	-20	+38	+9
	122	+20	-20	+30	F 14
	123	+15	-28	+20	+20
	124	+25	-30	+15	+20
	125	+20	-35	+15	+24
		+90	-30	+10	+20
Line 7	126	+10	-15	+15	+14
	127	0	-14	+25	+10
	128	0	-6	+15	+8
	129	0	-15	+15	+10
	130	-5	-10	+20	+12
	131	-10	-10	+15	+8
	132	-10	-10	+20	+7
	133	-10	-6	+15	+12
	134	-17	-7	+10	+10
	135	-35	-10	+10	+10
	136	-35	-12	0	0
✓					

NEVILLE CROSBY INC
VANCOUVER, B.C.

M577 VLF LEIR

B.L N 55+00

METRIC LEVEL

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
Line 7	ML 139	-25	-12	0	+6
June 19, 87	ML 193	-10	-10	+10	+10
		-10	-12	+10	+12
	194	-17	-28	+5	+7
	195	+5	-20	+15	+12
	196	+15	-16	+25	+15
		+25	-44	+25	-6
	197	+40	-30	+32	-6
7	198	+65	-18	+55	-10
	199	+55	-30	+80	-19
	200	+70	-35	+70	-22
	201	+50	-30	+55	-26
	202	+90	+45	+27	+42
		+90	+42	+20	-30
		+130	-42	+37	-42
7	203	+130	-42	+60	-40
		+170	-24	+50	+40
	204	+150	-34	+50	-42
	205	+150	-35	+100	-43
	206	+150	-35	+40	-40
	207	+110	0	+55	-18
		0	0	-15	+16
	208	-55	-20	-25	+20
7	209	-60	+10	-10	+21

NEVILLE CROSBY INC
VANCOUVER, B.C.

M577 VLF LEIR

ON B.L N 55+00

25 m above p.L.

P.L 10 m away

annapolis station signal from seattle direction

" on wayside dumps under P.L.

METRIC LEVEL

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
Line 7	ML 210	-35	+20	-10	+22
June 19	211	-30	+20	+5	+12
	212	-30	+20	-5	+20
Line 8	ML 213	-55	+44	-5	+38
	214	-70	-10	-20	+42
	215	-70	-2	-10	+30
	216	-70	+45	-10	+30
	217	-50	+10	-5	+30
	218	-35	+10	-10	+38
	219	-80	+30	-15	+38
	220	-75	+20	-20	+40
	221	-70	+40	-35	+44
	222	-70	+40	-30	+36
	223	-20	+14	-15	+15
	224	-25	+20	-20	+20
	225	-60	+14	-15	+14
	226	—	—	+10	-7
	227	+75	-40	+10	-14
	228	+10	-33	-5	-4

NEVILLE CROSBY INC
VANCOUVER, B.C.

M577 VLF LEIR

on B.L N60+00

10 m from under P.L

under P.L

under P.L

under P.L. no comma nuts

METRIC LEVEL

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 20	JB 43	-5	-38	+25	+22
Line 9	42	+150	-40	+80	+44
#1 anna	41	+60	-40	+120	+30
#2 seattle	40	+10	+46	+55	+34
	39	0	-42	+65	+30
	JB 38	0	-26	+45	+24
	37	0	-26	+40	+20
	36	0	-26	+60	+14
	35	+15	-36	+50	+12
	34	0	-26	+35	+8
	33	0	-26	+45	+10
	32	0	-26	+45	+10
	31	-7	-25	+35	+10
	30	-7	-25	+45	+5
	29	-7	-20	+40	0
	28	-5	-22	+43	-3
	27	-5	-16	+30	0
	26	0	-26	+35	0
	25	-15	-26	+32	+5
	24	-10	-20	+40	0
	23	-10	-14	+35	+10
LINE 9	JB 44	-5	-8	+27	+8
	45	-10	-10	+30	+8
✓	45	-6	-12	+30	+6

NEW LEE CROSBY INC
VANCOUVER, B.C.

M577 VLF LEIR

south of B.L. N45+00

25m above p.L

" " "

on B.L. N 45+00

METRIC LEVEL

LINE	Station	#1 Dip	#1 [illegible]	#2 Dip	#2 Quad
JUNE20	46	-20	0	+27	+5
Line 9		-20	-10	+20	+2
	JB 47	-15	-6	+25	+6
	48	-20	-5	+25	+6
	49	-15	-5	+25	+8
	50	-15	-3	+27	+13
	51	-20	+4	+30	+10
	52	-24	-4	+25	+10
	53	-35	-10	+25	+13
	54	-30	-4	+25	+5
	55	-20	0	+20	+10
Line 9		-25	0	+60	+2
	56	-15	0	+35	+12
		-20	0	+25	+9
	57	-20	+8	+20	+10
	58	-25	0	+25	+10
		-20	0	+25	+14
	59	-10	+4	+10	+12
		-35	0	+10	+10
		-10	-10	+10	+5
Line 9	60	-15	-4	+20	+10
	61	-5	+2	+30	+17
	62	-10	+8	+35	+14
	63	-10	+10	+35	+14
√	64	-15	+5	+25	+8

CROSBIE INC.
VANCOUVER, B.C.

M577 VLF LEIR

on dump of adit

above two holes, trenches adits ?

on B.L. N 50+00

NEVILLE CROSBY INC. 46 LM

LEIR

Line	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
Line 9	JB 65	-10	0	+25	+15
June 20	66	0	0	+30	+5
	67	0	0	+35	+5
		-5	-10	+32	0
	68	0	-15	+25	+2
	69	-5	-5	+35	0
	70	0	-18	+25	-8
	71	-5	-10	+40	-3
	72	0	0	+35	0
	73	0	-10	+25	0
	74	0	0	+20	-3
		0	0	+25	0
		-10	+7	+25	0
		-10	0	+20	0
		-20	0	+25	0
		-10	-5	+25	0
LINE 10	BP 07	0	0	+30	0
	08	0	0	+35	+5
	09	0	0	+35	+5
	10	-10	0	+30	0
	11	-30	0	+15	0
		-35	0	+17	+6
		-20	0	+20	+4
✓	12	-30	-15	+20	-4

M577 VLF LEIR

on B.L N 55+00 15+00 E

on B.L. N 55+00

LEIR

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 20	BP 13	-35	-10	+25	0
	14	-20	-20	+25	0
10	15	-30	-20	+20	+2
	16	-20	-20	+35	+4
	17	-30	-20	+30	+4
	18	-30	-30	+25	0
	19	-25	-20	+40	+6
		-30	-40	+25	+2
	20	-30	-30	+30	0
	21	-20	-20	+25	0
10	22	-20	-30	+25	0
	23	-20	-30	+45	0
	24	-10	-30	+40	0
	25	0	-20	+50	+12
	26	-5	-12	+50	+14
	27	0	-20	+50	+16
	28	0	-20	+55	-8
		0	-22	+50	-8
	29	0	-20	+45	-10
10	30	-10	-26	+20	-8
		-10	-36	+20	-8
		-5	-44	+15	-10
		-20	-25	+15	-16
	31	0	-20	+30	-15
✓		0	-15	+25	0

M577 VLF LEIR

trench below ?

at B.L. N 60+00

on glory hole

LEIR

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 20		0	-20	+25	-2
10	BP 32	-5	-30	+25	0
	JB 75	0	-30	+25	0
11	76	0	-20	+25	0
Line 11		0	-20	+30	0
	77	0	-20	+20	0
11	78	-10	-20	+25	0
	79	0	-20	+15	+2
	80	0	-20	+15	+10
	81	-10	-5	+12	+10
11	82	-20	-10	+5	+10
		-15	0	+6	+15
	83	-30	0	0	+12
11	84	-35	0	-10	+20
	85	-35	0	0	+10
	86	-30	0	-15	+12
11	87	-25	-8	-5	+5
	88	-25	-8	-8	+4
	89	-30	-10	0	0
11	90	-15	-8	0	+4
	91	-30	-30	-10	0
	92	-20	-20	-10	0
11	93	-25	-20	-10	-5
	94	-25	-20	+10	0
✓					

M577 VLF LEIR

On B.L. N 65+00

LEIR

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
JUNE 21 LINE 12		-35	-7	+35	+11
#1 ama	DW 140	-35	-7	+20	+5
#2 scale	141	-20	0	+25	+5
	142	-5	-2	+30	+2
	143	-8	-10	+27	-1
	144	0	-10	+35	0
	145	-5	-25	+25	0
	146	-10	-20	+25	0
12	147	-15	-15	+20	+3
	148	-30	-20	+5	0
	149	-25	-20	+5	-4
		-5	-30	+20	-12
	150	0	-30	+45	-8
	151	+5	-30	+45	-10
	152	+10	-30	+65	-6
	153	+5	-30	+40	-10
	154	0	-35	+35	-10
	155	0	-30	+30	-10
12	156	+15	-30	+40	-7
		0	-25	+25	-7
	157	-5	-30	+30	-10
	158	0	-30	+35	-10
	159	0	-30	+40	-15
		0	-30	+15	-10
	160	+10	-35	+10	-15

M577 VLF LEIR

On B.L. N 55+00

many small old trenches between #148-149

W portal of #2
on B.L. N 60+60

JUNE 21

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
12	DW 161	+30	-30	+30	-20
	162	+60	-35	+45	-27
	163	+75	-33	+55	-35
		+110	-35	+65	-27
12		+90	-30	+40	-23
		+40	-40	+35	-20
	164	+80	-30	+30	-20
	165	+120	-45	+25	-5
12	166	+15	-30	+25	-5
	167	0	-30	+15	-10
	168	0	-25	+15	0
		0	-20	+15	+5
	169	-10	-20	+5	+7
12	170	-15	-20	+10	+5
	171	-20	-20		+8
	172	-20	-10	0	+12
	173	-25	-10	-5	+12
	174	-20	-5	-10	+12
	175	-40	-10	-25	+10
	176	-35	-10	-20	+3
12	177	-35	-30	-20	0
	178	-25	-25	-5	-5
	179	-25	-25	-10	-13
	180	-20	-30	-25	-21
12	462	-15	-25	-30	-24

M677 VLF LEIR

25 m above P.L.

15 m from p.L.

10 m from p.L.
5 m from p.L

30 m above p.L.

bottom of B^2 creek

JUNE 21

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
1	DW 42	-150	+40	-75	+24
	JB 1	-100	+40	-90	+14
	2	-70	+40	-70	+12
	3	-45	+40	-65	+11
	4	-45	+40	-50	+10
	5	-45	+40	-60	+10
	6	-55	+40	-55	+8
	7	-55	+30	-50	+7
	8	-70	+30	-45	+8
	9	-55	+35	-40	+15
	10	-50	+40	-30	+22
	11	-30	+35	-20	+25
	12	-35	+42	-20	+26
	13	-30	+40	-25	+26
	14	-10	-44	-20	+30
	15	-10	+40	-25	+23
	16	-10	+44	-30	+28
	17	+10	+40	-30	+29
	18	+5	+43	-45	+22
	19	+20	+30	-50	+27
	20	+30	+30	-40	+35
	ML 21	+45	+35	-35	+25
1	ML 22	+35	+24	-40	+24
	23	+50	+25	-80	+20
✓	24	+55	+25	-90	+23

M577 VLF LEIR

@ B.L. N 55+00 30 m from B.L.

culvert # 05

above # 5 adit

on B.L. N 60+00

JUNE 21

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
1	ML 25	+50	+20	-70	+26
	26	+55	+13	-60	+25
	27	+65	+10	-65	+25
	28	+40	+14	-60	+28
1	29	+40	+15	-65	+30
	30	+40	+15	-65	+30
	31	+30	+20	-60	+26
	32	+5	+14	-30	+30
	33	0	+20	-10	+33
	34	-5	+15	-10	+44
	35	0	+25	-40	+44
	36	-10	+40	+35	+42
	37	-15	+44	-60	+44
	38	-15	+20	-30	+42
	39	-20	-35	-70	+44
1		-20	-35	-35	+10
	40	-25	+40	-	-
	41	-15	+40	-5	+12
	42	0	+10	-90	+25
	43	-90	+10	+60	0
	44	0	+15	-70	+42
	45	0	+15	-20	+44
	46	+10	+20	-10	+43
1	47	+5	+20	-55	+43
✓	48	0	+15	-30	+43

H577 VLF LEIR

@ culvert #06

bottom of B² creek

@ culvert #07

no seattle secondary null

telephone cable interference?

JUNE 21

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
1	ML 49	0	+15	-25	+44
	50	0	+15	-70	+42
	51	0	+15	-50	+44
	52	0	+20	-40	+44
	53	0	+15	-55	+44
	54	0	+15	-50	+30
	55	-15	+15	-45	+27
1	ML 639	-20	+20	-45	+22
	640	-10	+15	-40	+22
	641	-15	+12	-38	+19
	642	-20	0	-40	+14
	643	-20	+15	-35	+15
	644	-50	+35	-65	-10
	645	-70	+30	-55	+20
	646	-90	+40	-55	+23
	647	-70	+30	-55	+30
	648	-55	+40	-60	+30
	649	-55	+30	-50	+30
	650	-60	+30	-35	+30
	651	-40	+30	-45	+35
	652	-40	+35	-45	+34
	653	-30	+30	-25	+30
	654	-40	+30	-25	+40
	655	-35	+40	-35	+40
	656	-35	+35	-40	+40
1	657	-40	+40	-30	+30

M577 VLF LEIR

on B.L. N 65+00

@ culvert #08

bottom of old lumber mill road

JUNE 22

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
13					
#1 anna.					
#2 seattle	ML 245	-20	-20	+32	0
13		-20	-20	+28	0
		-20	-20	+30	0
	ML 278	-20	-20	+27	+2
13	277	-20	-20	+27	+3
	276	-30	-20	+20	0
	275	-40	-27	+8	-8
	274	-25	-25	+20	-4
	273	-24	-25	+25	-2
	272	-20	-25	+40	-4
	271	-15	-20	+35	-2
	270	-10	-20	+45	0
	269	-5	-25	+50	0
	268	-15	-20	+45	0
	267	-25	-25	+55	-5
	266	-20	-30	+50	-5
	265	-30	-20	+45	-5
	264	-35	-20	+35	-8
	263	-25	-20	+50	-18
	262	-25	-25	+35	-18
	261	-25	-20	+45	-12
✓	260	-15	-10	+35	-6
13	259	-20	-10	+35	-3

① ML 245 → 250 → 256 B.L. LEIR → DW : 380 : 393 road

② DW 439 → 433 B.L. → 440 → 443
447 → 531 → 535 → 541

③ DW 190 → 181 B.L. → ML 491
ML 495 → 516

going north upML from west intrusive contact on adit road ele: 870 m

on B.L. N 60+00

NEVILLE CROSBY INC. 46 LM

JUNE 22

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
13	ML 258	-20	-15	+25	-5
	257	-15	-10	+28	-5
	256	-20	-10	+32	0
	255	-20	-10	+20	+5
	254	-20	-5	+25	+3
	253	-15	-10	+20	+2
13	252	-20	-8	+20	-7
	251	-25	-8	+20	+8
	250	-25	-6	+15	+6
	249	-35	-4	+15	+6
	248	-30	-10	+12	+8
	247	-30	0	+10	+10
	246	-30	0	+10	+10
13	OW 380	-40	0	+10	+10
	381	-30	+5	+15	+10
	382	-20	+10	+8	+12
	383	-25	0	+5	+8
	384	-25	0	+5	+10
	385	-20	+6	+8	+11
	386	-20	+6	+10	+4
	387	-20	-3	+10	+7
	388	-25	0	0	+10
	389	-20	0	+10	+10
✓	390	-25	0	+5	+10
13	391	-20	-5	+10	+10

M577 VLF LEIR

On B.L N 65+00

two BOB gully

JUNE 22

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
	392	-20	-5	+10	+10
13	393	-25	-5	+5	+10
14	DW 541	-25	-8	+5	0
	540	-20	-5	+8	0
	539	-20	0	+10	+4
	538	-20	0	+5	0
	537	-30	-8	0	0
	536	-23	-2	+5	+3
	535	-22	0	+10	+5
	534	-20	-5	+10	+4
	533	-20	-5	+15	+5
	532	-20	0	+2	+4
	531	-15	0	+3	+7
14	DW447	-15	0	+5	+10
	446	-20	-2	+5	+8
	445	-25	0	0	+10
	444	-20	0	+3	+10
	443	-28	0	+7	+11
	442	-30	0	+5	+13
	441	-34	-2	+10	+13
	440	-33	0	+5	+13
	DW 432	-30	0	+10	+14
✓	433	-30	0	+10	+12
14	434	-30	0	+8	+10

M577 VLF LEIR

upper wayside

close to junction of road + main logging road

travelling south. - below logging road (HAUL)

TWO BOB GULLY

below dump of upper Two Bob adit

on B.L. N 65 + 00

JUNE 22

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
14	OW 435	-30	0	+10	+6
	436	-25	0	+15	+7
	437	-25	-3	+15	+8
	438	-25	-5	+20	+7
14	439	-25	0	+22	+5
15	OW 190	-15	-10	+18	+5
	189	-15	-12	+15	+10
	188	-10	-15	+15	+8
	187	-20	-10	+10	+8
	186	-20	-7	+10	+8
	185	-25	-5	+15	+9
	184	-27	-2	+7	+12
	183	-25	0	+3	+12
	182	-32	0	+4	+12
	181	-30	0	0	+13
15	ML 491	-30	0	0	+13
	492	-40	-3	0	+13
	493	-35	+2	-5	+8
	494	-27	0	-3	+8
	495	-25	+4	0	+11
	496	-20	-5	+5	+11
	497	-20	-5	+2	+9
✓	498	-20	-5	+2	+6
15	499	-17	-2	+5	+5

MS77 VLF LEIR.

travelling north

on B.L. N 65+00

bottom of 3rd creek 21m below Marcus Adit

JUNE 22

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
15	M 500	-25	0	0	+3
	501	-20	-5	0	+4
	502	-15	0	-5	0
	503	-15	0	+5	+2
	504	-10	+3	0	0
15	505	-15	0	-5	0
	506	-30	0	-10	-5
	507	-30	0	-10	0
	508	-15	-5	+17	+2
	509	-20	0	+10	+2
	510	-15	0	-8	+2
	511	-18	0	-2	+20
	512	-17	0	-4	0
	513	-25	-5	-17	-6
15	514	-22	0	-26	-7
	515	-12	+2	-22	-10
15	516	-5	+2	-5	0

✓

M577 VLF LEIR

@ main logging road (HAUL)

JUNE 23

LINE	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
16	DW 59	+35	-20	+28	-20
#1 Anna	58	-45	-15	+20	-10
#2 Seattle	57	-30	-18	+25	-10
		-20	-10	+20	-10
	56	-25	-8	+20	-10
	55	-20	-15	+20	-5
	54	-15	-18	+20	+3
	53	-15	-18	+20	0
	52	-15	-14	+15	+3
	51	-10	-10	+15	-3
		-10	-14	+25	+4
	50	-10	-18	+25	0
	49	-10	-15	+40	0
	48	-10	-15	+30	0
	47	-10	-12	+30	+3
	46	-15	-15	+30	-4
	45	-10	-8	+40	0
	44	-10	-10	+35	+5
	43	-15	-10	+30	+2
		-15	-5	+30	0
16	DW 60	-15	-8	+30	0
	61	-20	+2	+30	+3
	62	-10	-3	+30	+3
	63	-20	-4	+30	0
✓	64	-20	-4	+30	0

M577 VLF LEIR

@ B.L 60+00 up to ML 303 → N to ML 279 on B.L N 65+00 up to ML 432 on B.L N 65+00 → ski trail or road.

on B.L. N 45+00

JUNE 23

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
	DW 65	−15	+2	+30	0
#1 anna	66	−25	0	+35	−5
#2 seattle	67	−25	−5	+30	0
	68	−30	−4	+30	0
		−35	0	+30	0
		−30	−4	+30	0
	69	−25	−4	+30	0
	70	−30	+2	+30	0
	71	−30	0	+30	0
	72	−30	+4	+25	+2
	73	−20	+5	+30	+3
	74	−15	+5	+35	+3
	75	−20	+4	+32	+4
	76	−25	+5	+33	0
	77	−20	0	+30	0
	78	−25	0	+34	−5
16	79	−30	0	+35	0
#1 Hawaii #2 Seattle	80	+32	−3	+38	−5
	81	+30	0	+23	0
	DW 82	+30	0	+20	0
	83	+20	+3	+18	+4
	84	+25	0	+20	+5
	85	+27	+2	+24	+5
	86	+20	0	+17	+6
✓	87	+25	+5	+20	0

M577 VLF LEIR

On B.L. N 50+00

Anna	#1 Dip	#1 Quad
OW 80	-30	0
OW 81	-25	+4
OW 82	-30	0

JUNE 23

LINE	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
16	DW 88	+20	+10	+45	−10
#1 Hawaii	89	+15	+15	+40	+5
#2 seattle		+10	+10	+35	+3
	90	+14	+10	+30	+5
	91	+22	+8	+25	0
	92	+25	+10	+20	0
	93	+35	+4	+22	0
	94	+35	+14	+25	+7
	95	+20	+10	+35	+8
	96	+20	+5	+40	+3
		+20	0	+30	0
	97	+24	+4	+35	+3
	98	+15	+5	+37	+5
		+17	+5	+45	+5
16	ML 229	+25	+7	+45	+9
	230	+23	+10	+40	+5
	231	+15	0	+35	+5
	232	+20	0	+30	+4
	233	+20	+5	+27	+5
	234	+20	0	+25	+5
	235	+30	+5	+25	+10
		+40	+10	+25	+5
	236	+35	+10	+25	+4
	237	+40	+10	+30	+6
✓	238	+45	+7	+20	0

M677 VLF LEIR

On B.L. N55+00

JUNE 23

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
16	ML 239	+65	+24	+20	-3
#1 Hawaii	240	+40	+10	+15	-3
#2 Seattle		+45	+25	+35	0
	241	+30	+20	+22	+1
	242	+30	+20	+20	0
	243	+35	+20	+20	0
	244	+30	+14	+22	0
	245	+30	+17	+20	+1
		+25	+15	+30	0
		+25	+15	+25	+2
	ML 278	+35	+20	+30	0
	277	+40	+15	+20	0
✓	276	+35	+15	+20	-3
17	ML 303	+30	+10	+20	+2
	302	+25	+5	+22	+1
	301	+25	+3	+15	-2
	300	+20	+3	+15	-1
	299	+20	+2	+15	-4
	298	+23	0	+16	-2
	297	+30	+10	+40	0
	296	+30	+4	+50	-2
	295	+40	+4	+45	-5
	294	+30	+2	+40	-7
✓	293	+30	+4	+40	-10

M677 VLF LEIR

On B.L N 60+00

JUNE 23

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
17	ML 292	+ 27	+ 2	+ 32	- 14
#1 Hawaii	291	+ 25	0	+ 33	- 10
#2 Seattle	290	+ 32	+ 2	+ 35	- 10
	289	+ 20	0	+ 30	- 4
	288	+ 15	+ 3	+ 35	- 10
	287	+ 20	0	+ 30	- 5
	286	+ 25	- 2	+ 25	- 5
	285	+ 25	- 2	+ 25	- 7
	284	+ 25	- 3	+ 30	- 3
	283	+ 25	0	+ 25	0
	282	+ 30	0	+ 30	0
	281	+ 30	0	+ 30	+ 5
	280	+ 35	+ 2	+ 25	+ 2
	279	+ 25	- 5	+ 20	+ 8
17	ML 434	+ 10	- 9	+ 15	0
	435	+ 10	- 9	+ 15	0
	436	+ 10	- 11	+ 10	- 1
	437	+ 12	- 10	+ 5	0
	438	+ 20	- 5	0	0
	439	+ 25	0	+ 5	+ 5
	440	+ 15	- 2	0	+ 4
		+ 10	0	+ 5	+ 9
	441	+ 10	0	+ 15	+ 10
	442	+ 5	- 3	+ 18	+ 9
✓	443	+ 5	- 2	+ 15	+ 8

M577 VLF LEIR

On B.L 45+00

bottom of gully

JUNE 23

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
17	ML 444	+10	-5	+15	+4
	445	+10	-2	+10	+4
	446	+10	0	+5	+4
	447	+15	+5	+8	+6
	448	+10	+2	+5	+6
17	ML 420	+20	+5	+10	+10
	421	+30	+10	+10	+13
	422	+28	+12	+5	+10
	423	+25	+5	0	+9
	424	+15	-3	0	+4
17	ML 449	+5	0	+12	+7
	450	+5	+3	+10	0
	451	+5	0	+10	-5
	452	0	-3	+5	-5
	453	+10	0	+5	-5
17	454	+10	+5	+10	-5

M677 ULF LEIR

On Haul Road

On ski trail landing road

On ski trail landing

On ski trail

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
12					

VLF M577 LEIR

JUNE 24

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
18	JB 92	-25	-22	-10	-5
#1 anna	93	-30	-22	-5	-5
#2 seattle	94	-30	-20	-3	-2
	OW 491	-30	-30	+10	0
	492	-20	-15	+5	0
	493	-25	-15	+10	0
	494	-25	-15	+10	0
	495	-20	-25	+10	+6
	496	-15	-27	+20	+10
	497	-25	-30	+20	+11
	498	-25	-30	+15	+7
	499	-40	-30	+15	+5
	500	-25	-18	+50	+10
	601	-20	-23	+35	+10
	502	-25	-20	+30	+10
	503	-15	-20	+35	+10
	504	0	-10	+40	+10
	505	0	-10	+35	+10
	506	0	-10	+40	+10
	507	0	-10	+40	+10
	508	-17	-10	+40	+10
	509	-20	-16	+25	+10
	510	-35	-26	+15	+5
	511	-40	-30	+5	+2
✓	512	-40	-40	+10	0

VLF M577 LEIR

on B.L N 65+06

north bank of Wet Creek

NEVILLE CROSBY INC. 46 LM

JUNE 24

LINE	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
18	DW 513	-30	-30	+30	+3
#1 anna	514	-35	-30	+20	+4
#2 seattle		-25	-20	+15	+5
19		-30	-20	+10	0
	ML 622	-20	-20	+20	+5
	621	-20	-30	+25	+10
	620	-15	-12	+20	+6
	619	-5	-10	+35	+12
	618	-5	-10	+30	0
	617	-5	-10	+30	+8
	616	-10	-10	+30	+6
	615	-15	-15	+30	+5
19	614	-15	-20	+30	+2
	613	-5	-20	+35	+6
	612	-10	-17	+20	+5
	611	-20	-20	+15	+10
	610	-10	-20	+13	+8
	609	-10	-25	0	0
	608	-20	-20	0	+8
	607	-15	-25	+10	+9
	606	-15	-24	+10	+10
	605	-10	-20	+10	+10
	604	-10	-20	+5	+5
✓19	603	-15	-20	0	+5

M577 VLF LEIR

north bank of wet creek
travelling south

on BL. 65+00

JUNE 24

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
19	ML 602	-15	-10	0	0
	601	-15	-25	0	+4
	600	-15	-20	+5	0
	599	-15	-30	0	0
	598	-15	-20	0	0
	597	-20	-17	-7	-3
	596	-25	-17	-10	-7
	595	-20	-16	-7	0
19	ML 623	-30	-20	-15	+2
	624	-30	-12	-15	-10
	625	-36	-10	-10	-4
		-30	-10	-20	+8
		-40	-2	-20	+4
	ML 535	-35	-10	-15	+7
19	ML 536	-35	-4	-15	+8
20	DW 177	-25	-15	-20	0
	178	-20	-20	-10	0
	179	-20	-10	-15	-6
	180	-15	-25	-20	-20
20	DW 462	-20	-25	-20	-16
	DW 463	-5	-24	-5	-6
	464	0	-24	+5	0
	465	-5	-25	+3	0
✓	466	-5	-25	0	-3

M677 VLF LEIR

north end of trench

between two trenches #86-6 #86-5

In Two Bob gully

south bank of two Bob gully

north bank of Two Bob gully

JUNE 24

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
20	DW 467	-5	-25	-5	0
	468	0	-25	0	0
	469	+10	-20	-15	+9
	470	+5	-20	-10	+15
	471	+10	-20	-10	+14
	+5m	+10	-16	-15	+24
	+10m	+30	-18	-20	+16
	+15m	+30	-11	-35	+18
	472	+45	-10	-70	+20
	+5m	+45	-10	-60	+10
	+10m	+35	-15	-30	+6
20	DW 473	-25	-5	0	+6
	474	-20	-15	-5	+3
	+8m	-55	-13	+25	0
	+16m	+5	-17	-17	+6
	475	+20	-7	+40	+6
	+8m	-10	-10	-15	+5
	+16m	-40	-14	+10	+2
20	DW 476	0	-16	-15	0
	+12m	-60	-16	+30	-18
	477	+10	-16	-30	+6
	478	+15	-10	-15	+6
	+6m	0	-20	0	+4
	+12M	-100	-30	+90	-60
✓	+18	-80	-30	+140	-20

M677 VLF LEIR

between two trenches #147 #11

north end of upper trench

on B.L N 65+00

within 100 m of B.L

JUNE 24

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
20	DW 479	-50	-40	+150	-20
#1 anna	+10m	-25	-35	+100	-20
#2 seattle	+18m	-20	-30	+130	-20
	DW 480	-20	-30	+55	-24
	+12m	0	-15	+5	0
20	DW 481	+15	-8	+5	0
	482	0	-25	+30	0
	483	-10	-20	+30	-6
	484	-5	-20	+15	-10
	485	0	-15	+20	-2
	486	-5	-10	+5	-10
	487	-15	-20	+15	0
	488	-10	-10	+5	0
	489	-40	-15	+15	-5
	+12m	-35	-15	+5	0
	+25m	-10	-5	-20	0
20	+40m	-15	-5	-15	0
	+50	-10	-5	-20	-10
	[illegible]	[illegible]	[illegible]	[illegible]	5
	+65m	-50	-10	-5	5
	-	(			
	-				
	+75	-70	-18	+30	0
20	+85	-5	0	-30	-5
✓	+95	-40	-10	0	0
	+105	-50	-24	-15	0

M577 VLF LEIR

75 - 100 m above P.L

" 1" dia steel pipe here south bank of
" wet creek

12m above DW 490

1st dry gully north of wet creek

JUNE 24

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
		-70	-20	+30	0
29		-25	-30	+25	-5
	ML 594	-10	-20	+45	-10
	593	0	-20	+25	0
	592	+5	-22	+35	0

✓

M577 LEIR VLF

water hole - pool gully north of wet creek

north bank of wet creek

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
22		-30	-20	+30	+24
222	OW 293	-40	-16	+40	+14
-64 / 158	292	-45	-23	+45	+18
#1 Gamma	291	-40	-18	+45	+14
#2 Hunter	290	-50	-20	+40	+9
	289	-30	-15	+35	+10
	288	-25	-15	+35	+10
	287	-40	-19	+35	+14
	286	-25	-18	+30	+6
	285	-20	-15	+35	+4
	284	-25	-14	+30	+5
	283	-20	-14	+30	+4
	282	-25	-10	+30	+2
	281	-20	-10	+35	0
	280	-20	-10	+25	-6
	279	-15	-6	+20	+4
	278	-10	-10	+15	+10
22 OW	217	-15	-8	+20	+2
	210	-15	-8	+15	0
	209	-15	-10	+20	+2
	208	-25	-6	+15	-6
	207	-25	-5	+20	0
	206	-22	-8	+28	0
	205	-25	-40	+35	0
✓ 22	204	-20	-10	+20	+10

DW 293 → 281 (BL 60+00) → 278 → 211 → 199 / 198 (space) → 194 → DW 363 → 379 → 394 → 401

BL 65

drop to ski trail → ML 463

DW 352 +

on BL N 60+00 E 1616

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
22	OW 203	-20	-10	+20	+6
#1 anna	202	-20	-15	+20	+8
#2 Hawai	201	-25	-17	+25	+4
	200	-20	0	+15	0
	199	-15	-6	+20	0
		-15	-4	+20	-4
22		-20	-10	+20	0
	198	-15	-4	+25	-4
	197	-20	-5	+15	-5
	196	-15	0	+25	-6
	195	-30	-5	+25	-5
	194	-20	0	+20	-5
22	OW 363	-15	+5	+10	-9
	364	-15	+4	+15	0
	365	-15	+14	+10	-5
22	366	-7	+8	+5	-8
	367	-5	+12	+5	-3
	368	-10	+5	+5	-8
	369	-25	0	+10	-3
	370	-20	0	+15	0
	371	-20	-4	+20	-2
	372	-20	0	+10	-5
	373	-5	0	+5	0
✓	374	-5	0	+5	0
22	375	0	0	+15	-10

M577 VLF LEIR

log landing

on B.L N 65+00 E1850

south edge of hairpin road

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
22	DW 376	0	+5	0	0
#1 anna	377	0	0	-5	+5
#2 Hawaii	378	-10	-5	0	0
	379	-12	-5	+10	0
22 DW	394	-10	-7	+5	0
	395	-15	-8	+10	+8
	396	-20	-10	+10	+5
	397	-25	-10	+10	+10
	398	-25	-6	+15	+12
		-20	-5	+10	+10
	399	-10	-2	+15	0
	400	-10	-10	+5	-5
	401	-10	-5	+5	0
22	ML 451	0	-8	+10	-3
		0	0	0	0
	452	0	0	0	0
	453	-5	-3	0	-3
	454 A	-15	-4	+10	+7
22	454 B	-17	-4	+10	+3
22	455	-20	-10	+15	+2
	456	-30	-20	+20	+10
	457	-20	-10	+20	+5
	458	-20	-10	+35	0
	459	-25	-8	+25	+2
✓ 22	460	-20	-10	+30	+6

MS77 VLF LBIR

bottom of gully

south edge of Haul road

ski trail landing draw

ski trail landing (middle of)

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
22	ML 461	-15	0	+25	+5
#1 anna	462	-15	0	+25	-3
#2 Hawaii	463	-15	0	+15	0
	+25m	-15	0	+10	0
22	+50m	-15	0	+15	+3
	+75m	-10	0	+10	+13
	+100 m	-10	0	+10	0
	+125 m	-5	0	+10	+5
22	+150m	-15	0	+15	+13
	+175m	-15	-10	+10	+10
	+185m	-10	-10	+5	+2
22	DW 342	-10	0	+10	0
23	DW 355	0	0	0	+10
	354	0	0	0	+5
	353	0	0	+5	+5
	352	0	0	-5	0
	351	-10	-10	+5	+4
23	350	-10	0	+5	+4
	349	-10	0	+10	+5
	348	-5	-10	+5	0
	347	-5	0	+5	0
	346	0	+2	+10	+3
✓	+15 m	-10	0	+10	+5
23	+30m	-5	0	+5	+3

M577 VLF LEIR

following ski trail

Plateau Pond road ski trail junction

south of plateau pond landing

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
23	DW 345	-10	-5	+15	+4
	+12 m	-10	0	+15	+10
	DW 344	-10	-5	+15	+5
	343	-10	0	+5	0
	342	-10	0	+8	0
	341	-10	0	0	0
	340	-10	0	+5	+4
	339	-10	0	+5	0
	DW 322	0	0	+5	0
23	321	-5	0	+5	-5
	320	0	0	0	0
	319	0	0	0	0
	318	-5	-3	+5	6
	317	0	0	0	0
	316	+5	-4	-5	+2
	315	0	0	-5	-2
	DW 314	0	0	-15	-5
	ML 399	0	+5	-10	-5
23	DW 313	+5	+3	-20	-5
	312	-5	+10	-25	-3
	311	-10	+2	-10	-10
	310	-20	+10	-5	-10
	309	-25	+7	-5	-5
23	DW 515	-15	+4	-5	-10
✓	516	-20	0	+5	-5

MS77 VLF LEIR

junction of Plateau Pond road + Haul road on Haul road

junction of Haul road + Johns road

turning south off Johns road onto Daves Line

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
23	OW 517	0	+10	0	-10
	518	0	+5	0	-10
	519	-15	0	+5	-2
	520	-10	0	+10	0
	521	-15	0	+15	0
	522	-15	-5	+20	0
	523	-15	-10	+25	+5
	524	-20	-6	+25	0
	525	-20	-5	+15	+4
	526	-15	0	+10	+10
	527	-20	-5	+15	+4
	528	-20	-5	+20	+5
	529	-25	-5	+20	0
	OW 530	-25	-3	+20	+10
	+10m	-30	0	+25	0
23	+20m	-35	0	+30	0
		-			
24		-25	-10	+15	0
~~#2 thru~~	OW 294	-30	-10	+15	+5
	295	-25	-10	+15	+4
	296	-20	-10	+20	0
	297	-25	-5	+15	0
	298	-15	0	+5	0
✓	299	-15	0	+5	-10
24	300	-15	+5	+5	-12

M577 VLF LEIR

Johns Road - Two Gabs landing road junction

JUNE 25

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
24	DW 301	-20	0	+10	-5
	302	-15	0	+10	0
	303	-25	0	+10	0
	304	-35	-10	+15	+5
	305	-45	0	+10	0
	306	-45	0	+20	-12
	307	-50	0	+40	-5
	+12m	-40	-5	+25	-8
	308	-40	0	+15	-5
	+12m	-40	0	+10	-5
	309	-25	0	+10	-10
	+12m	-20	+5	+5	-10
24	310	-20	+5	-5	-5

✓

M577 VLF LEIR

JUNE 27

Line	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
25		-10	-25	+20	+5
#1 anna	DW 229	-5	-25	+20	-10
#2 Hawaii	230	-10	-30	+15	-10
	231	-20	-25	+25	-6
	232	-25	-20	+25	-5
	233	-20	-30	+15	0
	234	-25	-15	+20	-8
	235	-25	-15	+25	-10
	236	-25	-10	+20	-5
	237	-25	-10	+20	-5
	238	-30	-5	+10	-5
	239	-20	-10	+10	0
	240	-10	-10	+15	+2
	241	-25	-10	+5	+5
	242	-35	-10	+10	0
		-35	-10	+15	+5
DN	243	-35	-15	+15	0
	+12m	-45	-15	+15	0
25	+25m	-35	-10	+10	0
		SOUTH			
		-			

✓

LINE	STATION	ANNA #1 ff		HAWAII #2 ff	
	-12m				
44	0m				
	25m	-17		-5	
	50	-32		25	
	75	-10		15	
	100	15		-10	
44	125	0		0	
	150	+20		10	
	175	-20		20	
	200	-20		25	
	225	2		10	
	250	22		-10	
	275	13		-25	
44	300				

LINE	STATION	ANNA #1 FF		HAWAII #2 FF	
43	-12m				
	0m	-9		5	
	25m	-3		5	
	50	-3		0	
	75m	19		0	
	100	17		-10	
	125	-23		-20	
43	150	-10		-10	
	175	20		15	
	200	0		30	
	225	-25		15	
	250	-20		0	
	275	-15		15	
	300	-25		25	
	325	-20		15	
	350	-5		15	
	362m				
43	375m				

		ANNA		HAWAII	
LINE	STATION	#1 FF		#2 FF	
42	BL 5000 10+50				
	10+75	-10		20	
	11+00	5		15	
	11+25	5		2	
	11+50	0		-3	
	11+75	-5		3	
	12+00	-5		3	
	12+25	5		0	
	12+50	10		0	
42	12+75	9		-5	
	13+00	2		-5	
	13+25	-1		2	
	13+50	8		-3	
	13+75	12		-2	
	14+00	9		8	
	14+25	4		5	
	14+50	-4		-5	
	14+58				
42	14+65				

LINE	STATION	ANNA #1 FF		HAWAII #2 FF	
41	-12m				
	-6m				
	BL 5000	-5		0	
	25m	5		-10	
	50m	15		-18	
	75m	15		-13	
	MAG 50M	-10		8	
	MAG 75m	-20		28	
	100m	35		15	
	MAG 125	30		0	
41	MAG 137.5				

JULY 23

LINE	STATION	ANNA #1 FF		HAWAII #2 FF	
40	525m	15		16	✓
	550	10		0	
	575	0		-8	
	600	-5		0	
	625	-5		10	
	650	5		15	
	675	-5		10	
	700	-30		10	
	725	-35		10	
	750	-20		15	
	775	7		10	
	800m				
40	BL 5000				

JULY 23 ANNA HAWAII

LINE	STATION	#1 FF		#2FF	
40	-12m				
	0m	10		-10	
	25m	5		-5	
	50	0		5	
	75	5		-5	
	100	10		-25	
40	125	0		-10	
	150	-10		15	
	175	0		10	
	200	5		0	
	225m	-3		0	
	250	7		0	
	275	13		5	
	300	3		10	
	325	5		5	
	350	5		-10	
40	375	0		-10	✓
	400	2		-15	
	425	4		-10	
	450	5		-10	
	475	1		-13	
40	500	3		0	

LINE	STATION	HAWAII #1 FF		SEATTLE #2FF	
39	ML 638	#			
	637	-55		15	
	636	-40		35	
	635	-35		50	
39	634	-30		38	
	633	-30		18	
	632	-40		15	
	631	-30		20	
	630	-10		10	
39	629	5		-2	
	628	15		-4	
	627	25		4	
	626	20		-4	
	+6m	15		-2	
39	+12m	30		-3	
	+18m	25		0	
	+25m	-10		-10	
	+37m	-20		-18	
	+50m				
39	+62m				

LINE	STATION	HAWAII #1 FF		SEATTLE #2 FF	
38	25m				
	12m				
	BL 5500 1480E	0		5	
	25m	0		-5	
	ML923	-5		-5	
	924	-15		5	
	925	-15		10	
	926	-5		-10	
	927	5		-30	
	928	5		-15	
	929	0		-10	
	930	-5		-20	
	931	-15		-10	
	+25m	-10		15	
	ML357	0		30	
	+12m	-5		30	
	ML356	0		15	
	+12m				

JULY 21 ~~DUTCH~~ HAWAII SEATTLE

LINE	STATION	#1 FF		#2 FF	
37	DW292				
	DW293				
	ML908	-25		20	
	909	0		35	
	910	10		40	
	911	5		35	
	912	5		-30	
	913	15		20	
	914	20		10	
	915	15		20	
	916	0		-10	
	917	-10		-30	
	918	-15		-40	
	919	-35		-20	
	920	-30		-10	
	921	0		-23	
	922	0		-33	
	+12 ~				

JULY '21 ANNA SEATTLE ☺

LINE	STATION	#1 FF		#2 FF	
	0 m				
	25	-5		-10	
	50	-15		-5	
	75	-20		5	
36	100	-10		5	
	125	5		-5	
	150	0		-15	
	175	-10		-5	
	200	5		15	
	225	13		22	
36	250	-2		17	
	275	-8		-2	
	300	2		-7	
	325	10		5	
	350	15		15	
	375				
36	400 m				

JULY 18

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
35	487	0		10	
	488	10		15	
	489	0		20	
	490	-30		10	
	+25 m	-25		0	
	+50 m				
	+75 m				

	JULY 18 ANNA			SEATTLE
LINE	STATION	#1 FF		#2 FF
35	425m	0		-5
	450m	10		0
	462m	10		5
	ML465	-20		10
	ML466	-40		-10
	467	-35		-30
35	468	-15		-10
	469	15		10
	470	25		-5
	471	10		-15
	ML472	5		0
	473	5		0
	ML474	-5		-15
	475	-5		-10
35	476	0		7
	477	0		7
	478	-5		-2
	ML479	-10		-2
	480	-5		15
	481	0		18
	482	0		-17
	483	0		-28
	484	5		-3
	ML485	10		15
	ML486	5		-15

JULY 18

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
	+100 m	5		-3	
	125	5		-6	
	150	5		-4	
	175	0		11	
	200	0		15	
	+225 m				
35	-12 m				
	0 m	-10		-3	
	25 m	-5		12	
	50	0		20	
	75	10		10	
	100	15		-5	
	125	5		5	
	150	0		20	
	175	-5		10	
	200	-10		-5	
	225	-10		-10	
	250	-10		-5	
	275	0		-5	
	300	10		-5	
	325	0		0	
	350	0		0	
	375	15		0	
35	400	10		-5	

JULY 18 ANNA

LINE	STATION	#1 FF		SEATTLE #2 FF	
34	387	5		10	
	386	-5		0	
	385	-5		-20	
	+25 m	10		-15	
	+50 m	10		-15	
	+75 m	0		-10	
	100	15		10	
	125	15		15	
	150	-20		10	
	175	-30		5	
	200	-15		0	
	225 m	-5		0	
	250 m	5		0	
	ML374	5		0	
	373	0		5	
	+25 m	5		5	
	+50 m	10		-20	
	ML370	5		-5	
	369	-5		-10	
	+25 m	-10		-15	
	ML367	-10		0	
	366	-10		0	
	+25 m	-10		-8	
	+50 m	0		-3	
	+75 m	10		-2	

JULY 18 ANNA

LINE	STATION	#1FF		SEATTLE #2FF	
34	-25 m				
	-12m				
	0 m	5		5	
	+25m	5		-5	
	50 m	-5		0	
	75	-20		17	
	100	-35		12	
	125	-35		3	
	ML398	-15		8	
	ML397	10		5	
	396	20		5	
	395	25		10	
	394	25		5	
	393	10		0	
	392	0		5	
	391	5		17	
	390	0		7	
	BL N 6500	-20		-17	
	ML389	-15		-7	
	388	5		0	

JULY 17

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
33	400	20		10	
	425	-5		0	
	450 m	-10		-5	
33	475	-5		0	
	500 m	-10		5	
	525 m	-15		m 15	
	550	-15		-10	
	575	-5		-55	
	600	0		-35	
33	625	5		25	
	650	10		40	
	675	10		10	
	687				
33	700				

JULY 17 ANNA SEATTLE

LINE	STATION	#1 FF		#2 FF	
32	500	-15		20	
	525	15		20	
	550	20		5	
	575	10		-5	
	600	0		-10	
	625				
32	650				
33	12M				
	0M	10		15	
	25M	5		20	
	50	0		5	
	75	0		0	
	100	5		-5	
33	125	10		-5	
	150	15		5	
	175	10		0	
	200	-15		-15	
	225	-20		-15	
	250	-10		-5	
33	275	-10		-5	
	300	-10		0	
	325	-5		20	
	350	5		15	
33	375	20		5	

JULY 17

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
32	-25 NW				
	-12 NW	-5		5	
	0 M	5		15	
	25 M	20		35	
	50 M	35		45	
	75	25		15	
	100	-5		20	
	125	-15		-28	
	150	-10		-21	
	175	-18		-20	
	200	-23		-24	
	225	-12		-17	
	250	-2		-5	
	275	-5		-5	
	300	0		-10	
	325	5		0	
	350	0		10	
	375	-5		-5	
	400	-20		-20	
	425	-5		-10	
	450	0		-5	
	475	-30		0	

JUNE 29

LINE	STATION	ANNA #1 FF		SEATTLE HZ FF	
30	+37m	-5		10	
	+50m	5		5	
	+62m	10		0	
	ML470	5		-5	
	+112m				
	ML471				
31	0m				
	12	10		-5	
	25	0		0	
	37	-10		-10	
	50	5		-20	
	62	15		-10	
	75	10		-5	
	87	0		-10	
	100	-10		-5	
	112	0		5	
	125	0		15	
	137	-10		10	
	150	-10		-3	
	162	-5		-3	
	175	0		-2	
	187	0		-2	
	200				
	212				

JUNE 29

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
29	ML 333	15		0	
	332	-5		0	
	331	-15		3	
	330	5		-7	
	329	25		2	
	328	20		17	
	327	5		10	
29	326	0		-10	
	325	5		-15	
	324	10		-5	
	323	5		5	
	ML 192	0		5	
29					
30	ML 374				
	+12	10		5	
	375	5		10	
	+12	5		5	
	376	0		-5	
	+12	-15		-10	
	377	-10		-5	
	+12	-10		0	
	378	-25		0	
	+12	-25		0	
	+25 m	-15		5	

JUNE 29

SEATTLE

LINE	STATION	#1 FF		#2 FF	
29	ML 357				
	356				
	+12 M	10		25	
	355	-5		0	
	354	-5		-15	
29	353	-15		-15	
	352	-35		-5	
	351	-30		0	
	350	-5		-2	
	349	5		-7	
29	348	-5		-8	
	347	-15		-8	
	346	-20		-10	
	345	0		0	
	ML 344	15		20	
	343	10		25	
29	342	10		10	
	341	0		0	
	340	-5		5	
	339	5		5	
	338	-5		-5	
29	337	-20		0	
	336	-10		0	
	335	0		-5	
	334	10		5	

JUNE 27

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
28	DW136	5		-5	
		10		-13	
	137	0		-8	
	138	5		-2	
	+20 M				
28	+40 M				

JUNE 27

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
28	+10 M	-35		-23	
	+25 M	5		7	
	DW119	25		23	
	+25	15		18	
	+50	10		0	
28	+75	10		-10	
		10		-5	
	120	5		-5	
	121	0		-5	
	122	-5		-5	
	123	-10		-10	
	DW124	-5		-15	
DW	125	0		-5	
	126	15		15	
	127	20		25	
	128	-5		10	
	129	-10		10	
	130	3		10	
	131	18		-10	
	DW132	25		-10	
		-5		0	
	133	-28		5	
	134	-18		0	
		-15		15	
28	135	-15		-10	

JUNE 27

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
28					
	DW 99	-35		30	
	100	-30		35	
	101	-10		0	
		5		40	
		15		40	
		20		20	
	102	10		0	
28	103	-5		-5	
	104	-15		0	
	105	-10		-5	
	DW 106	5		-10	
	107	0		-10	
	108	2		0	
	109	12		10	
	110	-7		-5	
		-7		-15	
	111	10		-5	
	DW 112	5		20	
	113	0		15	
	114	0		-5	
28	115	5		-20	
	116	-5		-10	
	117	-30		-5	
	DW 118	-45		-30	

JUNE 27

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
27	ML 142	0		-40	
	141	15		0	
	140	25		35	
		15		25	
	DW 212	15		5	
	213	0		20	
27	214	-20		5	
	215	-15		5	
	216	-15		-5	
	217	-20		-5	
	218	-20		-5	
	219	-20		5	
	DW 220	-15		10	
	221	10		12	
	222	35		5	
		25		16	
	223	-10		10	
	224	-25		-8	
	225	-5		-10	
27	DW 226	0		-20	
	227	-10		-30	
	+10 m	0		-10	
	+20 m				
27					

JUNE 27

LINE	STATION	ANNA #1 FF		SEATTLE #2 FF	
26	BP04	-10		-12	
	03	-20		3	
	02	-10		-8	
	01	5		7	
	+25 m				
26	+50 m				
27	+10 m				
	ML 156				
	155	10		-15	
	154	-15		-60	
	+10 m	-25		-70	
	153	-15		-45	
	152	0		-10	
		13		20	
		13		30	
	151	2		30	
	150	-3		20	
	149	15		5	
	148	25		-5	
	147	10		-15	
	146	-15		-20	
	145	-30		-20	
	144	-10		-5	
27	143	5		-15	

JUNE 27

LINE	Station	ANNA #1 FF		SEATTLE #2 FF	
26					
#1 anna	ML 322	-35		13	
#2 seattle	321	-5		12	
	powderbox	15		9	
	ML 320	-5		-1	
26	319	-5		10	
	318	0		-4	
	317	-25		3	
	316	-25		10	
	ML 315	0		25	
	314	15		17	
26	313	20		2	
	312	10		-2	
	311	5		-12	
	310	10		-25	
	309	-3		-25	
	308	-8		-20	
26	307	-2		-35	
	ML 306	-12		-45	
	305	-15		-20	
	+25 m	10		0	
	+50 m	30		5	
	+75 m	15		5	
	+100 m	10		-10	
26	+125 m	10		-25	

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
#44	travelling		south		
top of Big Trench	-12m	0	-6	+10	+10
#44	0m	+2	-3	+10	+10
	25m	0	0	0	+2
	50m	-15	-2	+15	+15
	75	-15	-4	+20	+6
	100	-10	-4	+10	+10
#44	125	-5	0	+15	+3
	150	-20	+2	+15	+2
CROSS B.L. N 50 +00 15+70 @ 187m	175	-15	+6	+20	+4
	200m	-30	-8	+30	+4
	225	-25	-3	+30	-4
	250	-18	-5	+30	0
	275	-15	+4	+20	+5
#44	300	-15	0	+15	0

NEVILLE CROSBY INC
VANCOUVER, B.C.

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
		travelling north			
#43	-12m	-30	0	+30	-8
	0m	-25	+4	+30	-8
	25m	-22	+4	+30	-4
	50m	-24	+5	+25	-9
	75m	-20	+6	+30	-2
E 13+40	BL N 50+00	-23	+15	+25	0
	125m	-40	+2	+30	-10
#43	150m	-20	+5	+35	0
	175	-20	-2	+40	+3
	200	-30	+5	+35	-5
	225	-30	+4	+25	-5
	250	-20	+10	+20	-5
	275	-15	+4	+25	-10
	300	-15	+2	+20	-10
	325m	-5	0	+10	+3
gully a 337m	350m	0	0	+10	+10
	362m	0	-2	+5	+10
10 m above ML line (355)	375m	0	-5	0	+5
#43					
✓					

NEVILLE CROSBY INC
VANCOUVER, B.C.

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
	mag 125	-20	0	+30	0
#41	mag 137·5	-25	0	+30	0
#42	B.L.N 50+00 10+50	-25	-17	+40	+18
	10+75	-20	-10	+35	+14
E	11+00	-15	-5	+30	+18
	11+25	-20	-10	+25	+16
	11+50	-20	-4	+25	+14
	11+75	-20	+2	+28	+8
E	12+00	-20	+5	+25	-3
	12+25	-15	+6	+25	0
	12+50	-20	+12	+25	-12
#42	12+75	-20	+10	+25	-6
	13+00	-25	+8	+25	-4
	13+25	-24	+4	+30	-2
	13+50	-23	+15	+25	0
	13+75	-25	+8	+28	0
	14+00	-30	0	+30	0
	14+25	-30	+6	+25	-5
	14+50	-34	+2	+25	-7
	14+58	-30	+6	+25	0
#42	14+65	-30	0	+30	0

NEVILLE CROSBY INC
VANCOUVER, B.C.

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
#40	525 m	-20	-4	+48	+2
	550	-30	-5	+32	0
	575	-30	-2	+40	+4
	600	-30	-3	+40	-4
	625	-30	0	+40	+4
	650	-25	0	+40	-4
	675	-30	+4	+30	-6
	700 m	-30	0	+35	-3
	725	-20	+3	+25	0
	750	-10	+8	+30	+2
	775	-5	+10	+20	0
	800m	-5	+10	+20	-2
#40	B.L. N 50+00 1188-5 E	-17	+4	+20	+5
		travelling south			
#41	-12m	-15	-2	+30	+10
	-6m	-15	-2	+25	+10
	B.L N 50+00 1140 E	-20	0	+30	+10
	25 m	-15	0	+25	+10
	50 m	-15	0	+20	0
	75 m	-5	0	+17	+4
	? mag 50m	-10	0	+15	+6
✓	mag 75m	-20	-4	+30	+10
#41	100m	-15	-4	+30	+3

NEALE CROSBY LTD. VANCOUVER, B.C.

LINE	Station	#1 INPHASE	#1 Quad	#2 INP	#2 Quad
JULY 23					
#1 anna		travelling north			
#2 Hawaii	N 45+00	starting above	on road JB 43	south + a DW	of B.L. line
# 40	-12m	-5	-22	+20	+7
	0 m	-5	-20	+20	+4
	25m	-10	-12	+25	+8
	50 m	-10	-16	+25	+12
	75m	-10	-18	+25	+5
	100	-10	-18	+20	0
# 40	125	-15	-13	+35	+5
	150	-15	-5	+35	0
	175	-10	-10	+30	+3
	200	-10	-10	+25	0
	225	-15	-8	+30	+3
250m B.L. N 45+00 E 1050		-10	-10	+25	-3
	275	-12	-7	+30	0
top of hill approx	300	-20	0	+25	+4
	325	-15	+2	+25	0
	350	-20	0	+20	-6
# 40	375	-20	-3	+25	-6
	400	-20	-10	+30	-2
	425	-20	0	+35	0
	450	-22	0	+35	0
✓	475	-22	-2	+40	-7
# 40	500	-25	0	+40	+4

NEVILLE CROSBY INC.
VANCOUVER, B.C.

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
39	ML 638	-55	-25	+40	-20
#1 Hawaii	637	-50	-5	+35	-24
#2 seattle	636	-25	-5	+35	-25
	635	-25	+5	+25	-18
39	634	-10	+4	+10	-2
	633	-5	+4	0	+2
	632	0	+8	-3	+7
	631	+15	+10	-5	+10
	630	+20	+10	-13	+8
39	629	+25	+10	-15	+2
	628	+20	+15	-13	+2
	627	+20	+15	-10	-6
	626	+10	+14	-14	-12
	#6m	+5	+10	-13	-14
39	+12m	+5	+2	-15	-12
	+18m	-5	+5	-10	-18
	+25m	-15	+4	-15	-18
	+37m	-10	+4	-10	-20
	+50m	0	-08	-5	-20
39	+62m	-5	+10	-2	-15
	out of	2-Bob	gulley		
✓					

NEVILLE CROSBY INC
VANCOUVER, B.C.

Line/station #38	#1 Dip travelling	#1 Quad	#2 Dip south	#2 Quad
#1 Hawaii				
#2 Seattle				
25m	+25	+2	+25	+2
12m	+20	+10	+30	+5
B.L 55+00 1480 E	+25	+5	+30	+8
25m	+20	+7	+30	+6
ML 923	+25	+10	+25	+8
ML 924	+15	+10	+30	+7
925	+15	+5	+30	+7
926	+10	+10	+35	+4
927	+15	+5	+15	0
928	+15	+5	+20	0
929	+15	+10	+15	-2
930	+15	+10	+10	-10
931	+10	+5	+5	-5
+25m	+5	+12	+10	-8
ML 357	+10	+10	+20	-3
+12m	+5	+20	+25	-2
ML 356	+5	+10	+35	-2
+12m	+10	+20	+25	0
√				

NEVILLE CROSBY INC

Line/station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
JULY 21					
#1 Hawaii					
#2 Seattle					
37		travelling south			
OW 292	+50	+14	+15	+8	
OW 293	+35	+10	+10	+10	
ML 908	+30	+25	+20	+10	
ML 909	+30	+18	+25	+15	
ML 910	+35	+20	+40	+12	
911	+35	+17	+45	+16	
912	+35	+20	+55	+20	
913	+40	+15	+60	+17	
914	+45	+15	+60	+14	
915	+50	+20	+65	+16	
916	+50	+20	+75	+16	
917	+45	+10	+60	+16	
918	+45	+15	+50	+10	
919	+35	+8	+45	+5	
920	+20	0	+45	+4	
921	+30	+10	+40	+4	
922	+25	+10	+27	+4	B.L. N55+00
+12m	+25	+5	+25	+8	
					✓

NEVILLE CROSBY INC.

JULY 21

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
B.L.N 65+00 25m below DW	0m	-10	-30	+40	-15
	25m	-15	-34	+45	+21
#1 anna	50m	-10	-30	+45	-12
#2 seattle	75m	-10	-34	+50	-10
#36	100m	0	-30	+45	-10
	125m	0	-30	+45	-20
	150m	0	-28	+45	-10
	175m	-5	-25	+50	-5
	200m	+5	-30	+55	0
	225m	0	-20	+45	-10
#36	250m	-5	-20	+45	-5
	275m	-3	-24	+33	-5
	300m	0	-8	+40	+2
	325m	0	-14	+40	+10
359m creek	350m	-5	-15	+40	+4
	375m	-5	-20	+35	+2
#36	400m	-15	-30	+30	+4

This line is below the pipe. (between TWO BOB + Wet Creek)

✓

Line/station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
35 487	-10	-5	+20	+8	
488	-10	-10	+20	+8	
M 489	-10	-6	+15	+8	
M 490	-20	-4	+10	+10	
+25m	0	-5	+5	-4	
+60m	0	+8	+10	-3	
+75m	+5	+4	+5	0	junction

NEVILLE CROSBY INC

✓

Line/Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
35/ 425 m	-20	-10	+10	0	
450 m	-20	-10	+10	0	
462 m	-20	-4	+10	-2	ML 464
ML 465	-30	-8	+10	+4	
ML 466	-20	-10	+5	+4	
467	-10	-10	+5	+6	
35/ 468	0	0	+20	+7	
469	+5	0	+20	+5	
470	0	-14	+15	+6	
471	-10	-10	+15	+3	
ML 472	-10	-5	+25	+10	
473	-10	-10	+20	+10	
ML 474	-15	-10	+20	+10	
475	-10	-6	+25	+7	
35/ 476	-10	-10	+30	+10	
477	-10	-10	+25	+10	
478	-10	-10	+23	+12	B.L.N 65+00 16+50 E
ML 479	-10	-10	+25	+10	
480	-5	-8	+25	+14	
481	-5	-8	+25	+10	
482	-5	-8	+10	+5	
483	-5	-10	+22	+8	
484	-5	-4	+30	+13	
ML 485	-5	-8	+30	+8	
ML 486	-10	-10	+25	+10	✓

NEWNES CROSBY INC

LINE / Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
+100m	-20	-6	+5	-4	
+125m	-15	0	+4	-8	
+150m	-15	0	0	-4	
+175m	-15	0	+5	-8	
+200m	-15	0	+10	-6	
+225m	-15	-6	+10	-4	
#35 -12m	-15	0	+15	+8	
0m	-20	-5	+17	+6	
25m	-10	0	+20	+6	
50m	-15	0	+15	+4	
75m	-10	0	+10	+4	hill top
100m	-15	0	+5	0	gully
125m	-20	0	+10	+10	
150	-20	0	+10	+5	
175	-20	0	0	+8	
200	-20	0	0	+8	B.L N 60+00 E 13+77
225	-15	0	0	+5	
250	-15	0	+5	+3	
275	-10	-10	+5	0	
300	-10	0	+5	0	ram past creek
325	-15	-10	+10	+2	
350	-15	-10	+5	+2	
375	-10	-4	+10	+14	w of road
35 400	-20	-15	+5	-3	

NEVILLE CROSBY INC

Line/Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
#34 ML 387	-10	0	+25	+2	
386	-10	-10	+20	+5	
ML 385	-15	-8	+15	0	
+25 m	-10	-5	+10	0	at junction
+50 m	-5	-3	+10	-4	
+75	-10	-10	0	0	
100	-5	-5	+10	0	
125	+5	0	+10	+4	
150	-5	-4	+15	+8	
175	-15	-6	+15	+10	
200	-15	-6	+15	+10	
225m	-20	-10	+15	+5	
250m	-15	-6	+15	+5	
ML 374	-15	-7	+15	+10	
373	-15	-10	+15	0	
+25m	-15	-10	+20	0	
+50m	-10	-10	+15	-4	
ML 370	-10	-10	+15	-5	
369	-10	-10	+15	-5	
+25m	-15	-6	+5	-10	
ML 367	-15	-7	+10	-5	
366	-20	-10	+10	-4	
+25m	-20	0	+5	-5	
+50m	-25	-4	+7	-2	
+75m	-15	0	+5	-3	✓

NEVILLE CROSBY INC.

LINE / station	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
July 18					
#34					
#1 anna		travelling south			
#2 seattle					
-25 m	0	+8	0	0	
-12 m	-5	+4	+5	0	
0 m	0	+5	+5	0	junction
+25 m	0	+5	+5	0	
50 m	0	+10	0	0	
75	-5	+3	+10	0	
100	-15	0	+12	+5	
125	-25	-6	+10	+5	
ML 398	-30	-10	+15	+3	
ML 397	-25	-10	+15	+5	
396	-20	-10	+15	+6	
395	-15	-4	+20	+5	
394	-5	0	+20	-3	
393	-5	0	+20	0	back hoe 5m away
392	-5	0	+20	-2	
391	-5	+4	+25	0	
390	0	0	+32	+4	
on B.L. N 65+00 17+50 E	-10	0	+20	0	
ML 389	-15	0	+20	0	
✓ 388	-10	-6	+15	+2	

NEVILLE CROSBY INC

	Line	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
#33	400	-15	-5	+5	0	
	425	-30	-10	-5	+3	
	450m	-20	-5	0	0	
#33	475	-20	0	0	0	
	500m	-20	0	0	+5	
	525m	-15	-10	0	0	
	550	-15	0	-5	0	
	575	-5	0	-10	+10	
	600	-10	0	+15	+3	going down gully
#33	625	-5	-10	+25	+15	north of ski trail
	650	-10	0	+15	+8	
	675	-10	-4	0	0	
	687	-15	-4	0	-5	meet road
#33	700	-15	-5	+5	0	at 687m

7m up Plateau Pond Road from DW 341

NEVILLE CROSBY INC

Line	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
#32 500	+15	+16	+20	+10	
525	+10	+6	+10	+10	
550	+10	+6	+5	+12	
575	0	0	+5	+14	
600	0	0	+5	+15	
625	0	0	+10	+15	
#32 650	0	0	+10	+14	
#33 -12m	-15	+10	+5	+6	south edge of Hart Road
0 m	-15	0	+15	+10	
25m	-20	0	+5	+8	
50	-20	-5	0	+8	
75	-20	-5	0	+5	87m gully
100	-20	0	0	0	
#33 125	-20	-5	0	0	
150	-25	-4	+5	+4	158 m gully
175	-25	-5	0	-5	
200	-35	-6	0	-5	
225	-25	-6	+5	0	
250	-20	-5	+10	0	
#33 275	-20	-10	+10	0	
300	-15	0	+10	0	
325	-15	0	+15	0	
350	-10	0	+5	-4	
#33 375	-15	-5	0	+8	

NEVILLE CROSBY INC

LINE	#1 Dip	#1 Quad	#2 Dip	#2 Quad	
#1 Anna #2 seat	#32				
	travelling SW				
July 17					
- 25 NW	- 10	0	0	- 10	ele 970m
- 12 NW	- 10	+ 3	0	- 10	
0 m	- 5	0	0	- 10	
25 m	- 10	0	- 5	0	
50 m	- 10	0	- 10	- 10	
75	- 25	+ 10	- 30	- 12	
100	- 30	+ 5	- 30	- 5	road
125	- 30	+ 5	- 25	+ 2	
150	- 20	+ 6	- 15	0	
175	- 25	0	- 12	- 3	
200	- 15	+ 5	- 7	0	
225	- 12	+ 6	0	- 6	
250	- 5	+ 10	+ 5	- 5	
275	- 10	+ 4	+ 5	- 8	
300	- 5	0	+ 5	- 7	
325	- 5	0	+ 10	0	
350	- 10	+ 10	+ 10	0	
375	- 5	0	+ 5	- 3	12.5 m into scar
400	- 10	- 5	+ 5	0	edge of road
425	0	+ 3	+ 15	+ 4	
450	+ 5	+ 7	+ 15	0	
475	- 10	- 10	+ 15	0	✓

NEVILLE CROSBY INC.

upper edge of road scar

on B.L. 65+00 looking south

THROUGH UPPER LANDING

north edge of landing bottom of road

Wayside road 30 m north of DW 464

over looking French?

NEVILLE CROSBY INC. 46 LM

JUNE 29

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
30	+37 m	0	0	+15	0
	+50m	0	0	+10	+5
	+62m	0	-10	+10	+5
	ML470	-5	-15	+10	+10
	+12m	-5	-10	+10	+5
	ML471	-5	-10	+15	+5
31	0 m	-10	-5	+15	0
	12	-15	0	+20	0
	25	-15	-10	+20	-5
	37	-20	-5	+20	0
	50	-10	-5	+20	0
	62	-15	-4	+30	0
	75	-20	-5	+30	0
	87	-20	-10	+30	0
	100	-25	-10	+35	0
	112	-15	-6	+35	0
	125	-20	-5	+35	0
	137	-20	-10	+30	0
	150	-15	-10	+25	0
	162	-15	-5	+30	-5
	175	-10	-10	+28	0
	187	-15	-5	+30	-5
	200	-10	-10	+30	-4
✓	212	-15	-5	+30	-8

trenches above

B.L. 45 +00

SCAR

JUNE 29

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
29	ML 333	-20	0	+25	+10
#1 anne	332	-25	0	+25	+10
#2 seat	331	-30	-4	+30	+5
	330	-30	0	+23	0
	329	-20	-5	+25	+5
	328	-15	-4	+30	0
	327	-15	+4	+35	+4
29	326	-15	0	+30	+4
	325	-15	-6	+25	+3
	324	-10	-10	+25	+7
	323	-10	-10	+25	+3
	ML 192	-10	-10	+30	0
29		-10	-10	+25	0
30	ML 374	-20	-10	+15	+8
	+12	-20	-4	+15	+5
	375	-25	-10	+15	+8
	+12	-25	-10	+10	+5
	376	-25	-10	+10	+10
	+12	-30	-10	+10	+10
	377	-20	-5	+15	+8
	+12	-20	0	+15	+10
	378	-20	-10	+15	+5
	+12	-10	0	+15	+8
✓	ML +25m	-5	-10	+15	+5

ML 192 323 B.L. 344 enc M 357

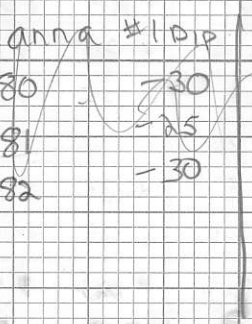
B.L. N 50+00

JUNE 29

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
29	ML 357	-5	-10	+10	+4
	356	0	0	+25	+4
traveling south	+12m	+5	-6	+30	0
	355	0	0	+30	0
	354	0	0	+25	0
29	353	0	0	+20	+6
	352	-15	+5	+20	+10
	351	-20	+5	+20	+10
	350	-25	+16	+20	+12
	349	-15	+8	+18	+6
29	348	-25	0	+15	+6
	347	-20	-10	+15	+10
	346	-35	0	+10	+10
	345	-30	-4	+10	+10
	ML 344	-25	0	+15	+10
	343	-25	0	+25	+20
29	342	-20	+4	+25	+10
	341	-20	0	+25	+10
	340	-25	-4	+25	+8
	339	-20	+5	+30	+10
	338	-20	+10	+25	+10
29	337	-30	+25	+25	0
	336	-30	+5	+30	+5
	335	-30	0	+20	0
✓	ML 334	-30	0	+30	+4

~~on B.L. N 50+00~~

anna	#1 Dip	#1 Quad
80	-30	0
81	-25	+4
82	-30	0



NEVILLE CROSBY INC. 46 LM

JUNE 27

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
28	DN 136	-10	-15	+25	-5
		-10	+5	+25	-5
	DN 137	-20	-10	+30	-10
	138	-10	-10	+33	0
	+20m	-20	-10	+30	0
28	+40m	-15	-10	+35	0

✓

B.L.N 50400

June 27

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
28	+10m	-10	-10	+30	0
	+25m	+5	-10	+30	0
DW	119	0	-10	+33	0
	+25	-10	-10	+20	0
	+50	-10	-15	+20	-5
28	+75	-15	-5	+15	+5
		-15	-5	+25	0
	120	-20	-10	+20	-10
	121	-20	0	+25	+10
	122	-20	0	+25	+5
	123	-20	-10	+25	+6
DW	124	-15	0	+30	+10
28	125	-15	+5	+30	+10
	126	-15	0	+35	+10
	127	-15	0	+30	+18
	128	-30	0	+20	+10
	129	-20	0	+20	+10
	130	-20	-10	+20	+14
	131	-20	+5	+10	+10
DW	132	-23	0	+20	+20
		-35	+10	+20	+10
	133	-33	0	+20	0
	134	-20	0	+20	+5
✓		-20	0	+15	0
28	135	-15	-5	+25	-5

on B.L. N. 45+00

JUNE 27

LINE	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
28		-40	-10	+15	-10
	DW 99	-40	-10	+10	0
	100	-25	-8	+20	0
	101	-20	-10	+35	0
		-15	-10	+35	0
		-20	-10	+20	+5
		-20	-10	+10	+5
	102	-30	-10	+5	0
28	103	-30	-10	+5	+5
	104	-30	-5	+10	+5
	105	-25	-5	+5	+7
	DW106	-20	0	+10	+8
	107	-25	0	+10	+10
	108	-25	+10	+15	+10
	109	-20	+10	+15	+15
	110	-32	+4	+10	+10
		-25	+5	+10	+7
	111	-20	0	+20	+8
	DW 112	-30	0	+15	+10
	113	-25	0	+10	+10
	114	-30	-10	+5	0
28	115	-25	0	+5	+10
	116	-30	-15	+15	+5
✓	117	-30	-10	+20	0
	DW 118	-20	-10	+10	0

on B.L. 45+00

gully

gully

JUNE 27

Line	station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
27	ML 142	-25	-10	-20	0
	141	-20	-15	-10	0
	140	-10	0	0	0
		-10	0	+5	0
	DW 212	-5	0	+10	0
	213	0	0	+15	-10
27	214	-15	-10	+20	0
	215	-10	-5	+20	0
	216	-20	-4	+20	0
	217	-20	-10	+25	0
	218	-30	-10	+20	0
	219	-30	-15	+20	-5
	DW 220	-40	-20	+20	-4
	221	-35	-20	+30	+10
	222	-25	-15	+22	-20
		-15	-5	+33	-20
	223	-20	-10	+35	-10
	224	-30	-15	+30	-14
	225	-30	-10	+30	0
27	DW 226	-25	-10	+25	-6
	227	-35	-15	+15	0
	+10m	-30	-10	+10	6
	+20m	-30	-10	+20	0
27					
✓					

travelling. Study

JUNE 27

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
26	BP 04	−35	−10	+40	0
	03	−30	−10	+50	−10
	02	−25	−5	+37	−3
	BP 01	−20	−14	+50	0
	+25m	−25	−5	+45	−10
26	+50m	−25	0	+35	−8
27	+10m	−20	0	+40	−6
	M 156	−20	0	+45	−14
	155	−10	0	+45	−6
	154	−20	−5	+25	−9
	+10m	−25	0	+5	+4
	153	−30	+4	−5	−5
	152	−30	0	−10	−5
		−25	+18	0	0
		−22	+14	+5	+4
	151	−20	+10	+15	+4
	150	−25	+4	+20	+5
	149	−20	+4	+20	+4
	148	−10	+10	+20	0
	147	−10	+5	+15	0
	146	−10	+5	+10	0
	145	−25	0	+5	−3
✓	144	−25	0	0	0
27	143	−20	0	+10	0

gully

or: B.L. N 45+06

JUNE 27

Line	Station	#1 Dip	#1 Quad	#2 Dip	#2 Quad
26		-40	-20	+15	-5
#1 anna	ML 322	-30	-15	+5	-5
#2 seattle	321	-20	-5	+7	0
	powder box	-15	-10	0	0
	ML 320	-30	-10	0	0
26	319	-20	-10	-2	+2
	318	-20	-15	+3	+4
	317	-25	-15	+5	+10
	316	-15	-20	0	+5
	ML 315	-5	+10	+5	+10
	314	-10	-5	+10	+5
26	313	-10	-10	-10	0
	312	-20	-10	-12	6
	311	-20	-10	-10	0
	310	-20	-10	-10	0
	309	-25	-5	0	-5
	308	-25	-5	+5	-5
26	307	-17	-10	+10	-10
	ML 306	-25	-5	+15	-10
	305	-15	-10	+35	-15
	+25m	-15	-5	+35	-10
	+50m	-10	-10	+35	-5
	+75m	-30	-10	+35	+5
✓	+100m	-25	-5	+30	-5
26	+125m	-30	-4	+35	-5

DW 229 → 243

↑ ML 322 → B.L 45+00
305 → BP 01

up to ML 156 → B.L DW 212 →
DW 228

up to DW 99 → B.L 102 → 119
space. B.L 50+00 DW 120 →
138

travelling South

LINE	sta.	#1 IN	#1 Quad		F.F.
#38	-25m	-15	-2		
#1=anna	-12m	-15	-1		
	0m	-13	-1	B.L. 55+00 ele. 890 m	7
	25m	-10	+3		8
38	ML 923	-10	-4		3
	924	-10	-2		5
	925	-5	+2		11
	926	-4	+5		-3
south	927	-14	-4		-11
	928	-6	-2		-1
	929	-13	-5		-4
38	930	-11	-6		-2
travelling	931	-10	-3		14
	+25m	0	-5		21
	ML 357	0	-5		10
	ML 356	0	-5		0
	355	0	-3		-5
	354	-5	0		-15
	353	-10	+1	→	-13
38	352	-8	+2		
	travelling		south		

LINE	Station	#1 IN	#1 QUAD		F.F
16?	-12m	-10	+0		
	DW 76	-15	+8	B.L N 50+00	12
	DW 77	-17	+4		16
	78	-20	0		13
	79	-28	0		-1
	80	-22	+5		5
	81	-25	0		5
16	82	-30	+3		-12
	83	-22	+2		-11
	84	-21	+3		-7
	DW 85	-20	+3		-11
	86	-16	+1		-17
	87	-14	-4		-30
	88	-5	-5		-24
	89	+5	-3		5
	+25m	0	-6		25
16	90	-5	-5		30
	91	-15	-5		25
	92	-20	-7		10
	93	-25	-13		-15
	94	-20	-6		-25
	95	-10	-15		-6
V	96	-10	-1		9
	+25m	-14	+2		1
16	97	-15	-5		-9

LINE	Station	#1 IN	#1 Quad		F.F.
16	OW 98	-10	0		0
#1 anna	+25m	-10	0	B.L. N 55+00 14+40 E	10
	ML 229	-15	-6		0
	230	-15	-1		-3
16	231	-10	+2		7
	232	-17	0		3
	233	-15	-4		8
	234	-15	+4		30
16	235	-25	-5		20
	+25m	-35	-13		-10
	236	-25	-14		-5
16	237	-25	-14		20
	238	-30	-16		15
	239	-40	-22		-18
	240	-30	-17		-38
	+25m	-22	-16		-17
16	241	-10	-14		13
	242	-25	-21		5
	243	-20	-14		-3
	244	-20	-10		7
	245	-22	-16		3
	+25m	-25	-5		-7
	+50m	-20	-16		-5
16	ML278	-20	-12		0
	ML277	-20	-15		5

LINE	Station	#IN.	#1 Quad		F.F.
#1 anna	ML 276	-20	-22		9
16	275	-25	-22		9
	274	-24	-28		1
	273	-30	-26		-19
	272	-20	-20		-25
	271	-15	-20		
	270	-10	-18		
#1 anna	ML 638	no nulls			
39	637	+130	-38		
	636	+60	-38		
39	635	+60	-42		
	634	+25	-26		
	633	+2	-20		
	632	-5	-16		
	631	-15	-12		
	630	-20	-20		
39	+12m	-30	-15		
,	629	-25	-22		
	628	-25	-18		
	627	-20	-18		
	626	-13	-22		
	+6m	-10	-22		
39	+12m	-10	-26		

LINE	station	#1 IN.	#1 Quad		
39	+18m	-5	-24		
#1 anna	+25m	0	-24		
	+31m	0	-25		
	+37m	0	-28		
	+50m	+5	-25		
39	+62m	+10	-30		

Aug 2

LINE	Station	#1 IN	#1 Quad		
#1 anna	ML 454A	-15	-3	ski trail	
17	453	-8	-1		
	452	-2	0		
	+12m	-2	0		
	+25m	-3	+2		
	ML 451	-5	-2	ski trail landing	
	ML 450	-10	-3		
	449	-5	0		
	ML 424	-10	0	on haul road	
	423	-25	-7		
	422	-35	-9		
	421	-30	-8		
	420	-20	-4		
	+15m	-15	-2		
17	ML 448	-13	0		
	447	-15	0		
	446	-12	+1		
	445	-6	+3		
	444	-7	+4		
17	443	-7	+6		
	442	-5	+8		
✓	441	-10	+4		
	+15m	-18	+3		
	440	-20	+3	hairpin road	
17	439	-30	-3		

South travelling

Aug 2

LINE	Station	#1 IN	#1 Quad		
*Tanna	ML 438	-25	+4		
17	437	-16	+9		
	436	-10	+10		
	435	-15	+8		
	434	-17	+8		
South	ML 279	-25	+2	B.L. E	65+00 19+50
	280	-33	-2		
	281	-35	-5		
travelling	282	-28	-1	lower	landing
	283	-22	-2		
	284	-25	-6		
	285	-20	-3		
17	286	-20	-7		
	287	-16	-4		
	288	-17	-4		
	289	-15	-8		
	290	-15	-8		
17	ML 291	-20	-8		
	292	-21	-14		
	293	-21	-10		
	294	-22	-15		
✓	295	-20	-10		
	296	-21	-8		
	297	-18	-7		
	298	-22	-10		

Aug 2

LINE	Station	#1 IN	#1 Quad	22 37	
#1 anna	ML 299	-24	-6		
17	300	-20	-6		
	301	-20	-8		
	302	-23	-6		
	303	-30	-7	B.L. N 40+00 17+00 E	
	304	-25	-14		
	travelling north				
37	-12m	-20	-8		
	ML 922	-25	-12	B.L. 55+00 N 13+06 E	
	921	-18	-8		
37	920	-12	-2		
	919	-15	-4		
	918	-15	-9		
	917	-12	-8		
37	916	-20	-15		
	915	-27	-14		
	914	-17	-13		
	913	-18	-8		
	912	-19	-12		
	911	-18	-18		
37	910	-22	-15		
	909	-20	-20		
37 ML	908	-35	-15		
37 OW	293	-35	-12		

LINE	Station	#1 IN	#1 Quad		
#1 anna	DW 292	-35	-15		
37	291	-40	-15		
✓	290	-40	-15		
22	289	-25	-12		
	288	-25	-14		
	287	-23	-10		
	286	-20	-8		
	285	-30	-8		
	284	-27	-10		
	283	-25	-7		
	282	-25	-9		
		-20	-7	B.L. 60+00	
		-20	-9		
	279	-20	-5		
	278	-12	-10		

Aug 11, 87

LINE	Station	#2 IN	#2 Quad		F.F.
#2 seattle					
25	-12m	-6	+3		
	OW 243	-7	+4		
	+25m	-8	+4		-3
	OW 242	-8	+3		5
	241	-2	+2		14
	240	0	+1		10
north	239	0	-4		2
	238	0	-6		12
	237	+12	-10		27
travelling	236	+10	-13		23
	235	+20	-12		8
	234	+15	-15		-4
	233	+16	-10		-4
	232	+15	-6		-1
	231	+15	-2		4
	230	+20	-16		10
25	OW 229	+27	+8		12
	+12m	+30	+16		17
25	+25m	+37	+15		
	5 400 A50 312				
	17 65 25 325	350 375			
	1300 125	312			
✓		212 862 425 625			

A3 2 3

Aug 11

LINE	Station	#Z IN	#Z Quad		F.F
40	-12m	+30	+8		
#Z seattle	0m	+32	+8		8
	25m	+26	0		2
	50m	+28	-4	DW 51	4
	75m	+28	-2		9
	100m	+22	-8		0
40	125m	+25	-8		8
	150m	+25	-6		9
	175m	+14	-9		-16
	200m	+27	-8		-13
	225m	+28	-8		2
	250m	+26	-10	B.L. N 45+00 E 10+50	2
40	275m	+27	-8		-2
	300m	+25	-6		-8
	325m	+30	-8		-5
	350m	+30	-8		-2
	375m	+30	-8		-2
	400m	+32	-6		-3
40	425m	+30	-3		-8
	450m	+35	0		-5
	475m	+35	-3		2
	500m	+35	-3		5
✓	525m	+33	-4		4
	550m	+32	-3		3
40	575m	+32	0		4

Aug 11

LINE	Station	#2 IN	#2 Quad		F.F.
40	600 m	+30	0		2
	625 m	+30	+2		-1
	650 m	+30	+2		1
	675 m	+31	0		7
	700 m	+28	+2		-2
	725 m	+26	+2		-17
40	750 m	+35	+5		-12
	775 m	+36	+4		1
	800 m	+37	+4		5
	825 m	+33	+4	B.L. 50+00 N 1188.5 E	-2
	837 m	+35	+4		
40	850 m	+37	+3		
41	-25m	+25	+9		
	-12 m	+28	+10		
	0 m	+25	+4	B.L 50+00 N	-2
	25 m	+26	+4		-7
	50 m	+20	0		-11
	75 m	+20	-3		1
	mag 50 m	+27	-1		17
	mag 75 m	+30	-4		11
	mag 100 m	+28	-7		-10
	mag 125 m	+19	-9		-32
41	mag 137 m	+7	-10		

south

+ travelling

✓

Aug 11, 87

LINE	Station	#Z IN	#Z Dip		
42	10+50 E	+20	+2	B.L 50+00 N	
#Z seattle	10+75	+25	+3		7
	11+00	+20	+4		-3
	11+25	+18	+6		-27
42	11+50	+30	+8		-20
	11+75	+35	+8		2
	12+00	+33	+2		11
	12+25	+30	-2		14
	12+50	+27	-4		10
	12+75	+22	-5		4
	13+00	+25	0		2
42	13+25	+20	+1		-5
	13+50	+25	+6		0
	13+75	+25	+8		10
	14+00	+20	+7		7
	14+25	+20	+8		4
	14+50	+18	+10		3
	14+57	+18	+10		
42	14+62	+17	+8		

LINE	Station	#2 IN	#2 Quad		F.F.
43	0 m	+32	-1		
	25 m	+28	-1		6
	50 m	+28	+3		5
	75 m	+26	+2		1
43	100 m	+25	+2	B.L. N	50 +00 -2
	125 m	+28	+5		3
	150 m	+25	+4		9
	175 m	+25	+6		19
	200 m	+19	+3		12
	225 m	+12	+4		-7
	250 m	+20	+4		-4
	275 m	+18	+3		0
	300 m	+18	+2		-7
	325 m	+20	+1		-15
	350 m	+23	+1		-20
43	362 m	+30	-2		
	375 m	+33	0		

north

Aug 11, 87

LINE	Station	#2 IN	#2 Quad		FF
44	-25m	+28	-2		
	-12m	+33	0		
	0m	+28	+4		-3
44	25m	+30	+7		-10
	50m	+21	+11		-17
	75m	+20	+13		-6
	100m	+25	+15		9
	125m	+25	+16		-3
	150m	+17	+14		-23
	175m	+10	+13	B.L. N 50+00 W 187m	-29
	200m	+3	+12		-14
44	225m	+10	+20		7
	250m	+10	+20		12
	300m	+15	+21		13
44	325m	+18	+18		
	ML 193	+5	+10		
	+12m	+3	+6		
	ML 139	0	+2	B.L 55+00 N	
	ML 135	+5	+5		
	134	+10	+9		
	133	+20	+8		
	132	+17	+9		
	131	+17	+8		
	130	+15	+10		

south

travelling

south

Aug 11 87

LINE	Station	#2 IN	#2 Quad		
	ML 129	+15	+10		
	128	+16	+10		
	127	+20	+8		
	126	+25	+10		
	+12m	+24	+10		
	+25m	+5	+22		
	+12m	+6	+23		
~	ML 125	+10	+22		
	124	+16	+20		
	123	+25	+20		
	122	+20	+20		
	+25m	+25	+14		
South	121	+32	+8		
	120	+30	+14		
	ML 119	+33	+16		
	+25m	+17	+20		
	ML 117	+23	+23		
	116	+19	+25		
	115	+21	+25		
South	118	+17	+26	B.L. 50+00 N 17+12 E	
	114	+7	+28		
	113	+6	+33		
	112	+6	+31		
	111	+6	+37		

LINE	Station	#2 IN	#2 Quad		
	ML 110	+6	+39		
	109	+5	+45		
	108	+6	+42		
	107	+12	+40		
	106	+8	+42		
	105	+8	+34		
	104	+8	+35		
	103	+6	+40		
	102	+11	+44		
	101	+20	+42		
	+25m	+25	+40		
	100	+23	+43		
	+25m	+27	+44		
	+50m	+20	+42		
	ML 99	+40	+42	P.L.	
	ML 98	+120	+33	P.L.	
		+110	+40	B.L 45+06 N	
	+25m	+70	+42	P.L	
	ML 170	+132	+40	P.L.	
	171	+112	+40		
	172	+70	+20		
	173	+81	+20		
	174	+78	+21		
	175	+90	+26		
	176	+90	+33		

Aug 11

LINE	Station	#2 IN	#2 Quad		
	ML 177	+90	+40		
	178	+90	+42		
	179	+163	+38		
	181	-35	-18		
	+25m	-22	-27		
	+25m	-5	-20		
	ML 182	0	-8		
	183	-7	-4		
	184	-9	-1		
	185	-9	0		
	186	-5	+8		
	187	+2	+14		
	188	+2	+18		
	189	+6	+20		
	190	+3	+20		
	+25m	+2	+20		

Aug 16 87		22	23	24	F.F.
LINE	Station	#2 IN	#2 Quad		
#2 seattle	-12m	+22	+2		
22	0m	+22	+2	B.L. 60+00	-3
	OW 280	+20	-3		-4
	279	+27	-5		8
	278	+19	-1		12
	211	+20	+4		13
	210	+14	+5		10
	209	+12	+6		7
	208	+12	+4		7
	207	+7	+4		-11
	206	+10	+3	Diorite	-28
22	205	+20	+7		-20
	204	+25	+6		-4
	203	+25	+5		6
	202	+24	+2		6
	201	+20	-2		0
	200	+23	-2		-8
	199	+21	-3		-22
	+25m	+30	0		-18
	+50m	+36	-2		3
OW	198	+33	-3		9
	197	+30	-5		8
	196	+30	-5		10
22	195	+25	-4		10

NEVILLE CROSBY INC.
VANCOUVER, B.C.

Aug 16 87					
LINE	Station	#Z IN	#Z Quad		F.F.
22	DW 194	+25	-2	B.L N 65+00 E 18+50	10
#Z seattle	DW 363	+20	-3		10
	364	+20	-2		9
	365	+15	-4		5
	366	+16	0		9
	367	+14	-2		22
	368	+8	-3		27
22	369	0	0		11
	370	-5	-2		-17
	371	+2	+2		-31
	372	+10	+4		-28
✓	373	+18	+5		-19
	374	+22	+6		-11
	375	+25	+5		-1
DW	376	+26	+4		22
	377	+22	0		39
	378	+7	-2		24
	379	+2	-2		3
	394	+3	+6		12
	395	+3	+14		22
	396	-10	+5		9
	397	-6	+10		-11
	398	-3	+9		-39
	+25m	+5	+9		-33

NEVILLE CROSBY INC
VANCOUVER, B.C.

LINE	Station	#Z IN	#Z Quad		F.F.
Aug 16 87	OW 399	+18	+9		5
#Z seattle	400	+10	0		10
ZZ	401	+8	-5		1
ZZ ML	451	+10	-3		5
	+25m	+7	-4		4
	452	+6	-4		-2
	453	+7	-5		0
	454 A	+8	-4		5
	454 B	+5	-7		-7
	455	+5	-7		-23
ZZ	456	+15	-5		-15
	457	+18	-3		4
	458	+17	-2		11
	459	+12	-2		4
	460	+12	-3		4
	461	+13	0		11
	462	+7	0		7
ZZ ML	463	+7	0		3
	+25m	+6	0		6
	+50 m	+5	0		4
	+75 m	+2	0		-11
	+100 m	+5	-1		-26
	+125 m	+13	+2		-9
	+150 m	+20	+10		23
	+175 m	+7	+4		22

NEVILLE CROSBY INC
VANCOUVER, B.C.

Aug 16 87					FF
LINE	Station	#2 IN	#2 Dip		
22	DW 342	+3	0		-
#2 seattle	DW 341	+2	0		-
23	DW 355	+2	+10		
	354	0	+6		
	353	-2	+8		-7
	352	-3	+5		-4
	351	-3	+6		2
	350	0	+5		12
	349	+6	+5		19
	348	+10	+5		19
	347	+15	+6		19
	346	+20	+5		15
	+25	+20	+5		2
	344	+17	+8		-10
	343	+13	+3		-21
	342	+3	0		-25
	341	+2	0		-10
	340	+4	+2		-8
	339	-7	-4		-21
	322	-8	-2		-15
	321	-10	-4		

✓

south

travelling

NEVILLE CROSBY INC
VANCOUVER, B.C.

Aug	16 87				F.F.
LINE	station	#2 IN	#2 Quad		
23	DW 320	-4	-2		16
#2 seattle	319	+2	+2		30
	318	+14	+2		28
	317	+12	0		1
	316	+5	-1		-21
	315	0	-5		-27
DW	314	-10	-7		-30
ML	399	-15	-6		-20
DW	313	-15	-7		-8
	312	-18	-8		-8
	311	-20	-8		-14
	310	-27	-8		-14
R	309	-25	-5		2
	+25m	-20	-5		6
DW	515	-26	-9		2
	516	-17	-10		25
	517	-4	-3		40
	518	+1	-2		27
	519	+5	-7		18
	520	+10	-2		14
	521	+10	-2		7
	522	+12	+2		2
	523	+10	+8		-12
	524	0	+2		-30

Aug 16

LINE	Station	#2 IN	#2 Quad		F.F.
23	OW 525	-8	0		-18
#2 seattle	526	0	+5		5
	527	-3	+2		5
	528	0	+6		7
	529	+4	+10		3
	530	-4	+7		-13
23	+10	-5	+10		
24	-45m	-8	0		
	-20m	-3	+2		-1
	OW 294	-5	0		2
	295	-5	-3		0
✓	296	-5	-3		-5
	297	-5	-5		-10
	298	0	-6		-5
	299	0	-6	HO	-00
	300	0	-5		-1
Marion	301	0	-4		4
	302	+1	-3		6
	303	-5	-2		16
	304	0	0		35
	305	-20	-8		13
	306	-20	-5		-17
	307	-13	-2		2

Aug 16

LINE	Station	#2 IN	#2 Dip		FF
23	DW 308	-10	-2		29
	DW 309	-25	-5		
23	DW 310	-27	-8		

Aug 20 87

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
45	0 m	+26	-19	+44	-6
#1 anna #2 seattle	12 m	+31	-17	+48	-3
	25 m	+32	-20	+48	-5
	37 m	+36	-23	+52	-5
	50 m	+30	-22	+50	-2
	62 m	+32	-30	+40	-6
	75 m	+32	-29	+45	-11
	87 m	+35	-30	+40	-14
	100 m	+36	-36	+35	-16
Wayside	112 m	+40	-38	+30	-18
	125 m	+35	-35	+28	-19
	137 m	+35	-38	+23	-21
	150 m	+30	-42	+20	-20
detailed	162 m	+34	-35	+25	-18
	175 m	+35	-34	+24	-14
	187 m	+48	-28	+32	-15
	200 m	+50	-36	+27	-15
212 m		+43	-30	+30	-16
	225 m	+40	-28	+26	-15
north	237 m	+36	-30	+25	-15
	250 m	+40	-30	+25	-11
travelling	262 m	+35	-32	+27	-14
275 m		+35	-28	+20	-10
	287 m	+30	-30	+25	-10
	300 m	+30	-30	+24	-8

FF ANNA	FF SEAT
-11	-8
-3	-6
6	10
2	17
-5	5
-7	10
-9	20
-4	17
6	14
10	15
6	6
-4	-6
-19	-11
-29	-10
-10	-1
15	3
17	6
7	6
1	-1
6	3
10	7
10	-2
5	1
-5	9

NEVILLE CROSBY INC. 46 LM

Aug 20, 87

LINE	station	#1 IN	#1 Quad	#2 IN	#2 Quad
#1 anna #2 seattle	312 m	+30	-30	+20	-12
	325 m	+35	-30	+20	-12
45	337 m	+45	-35	+20	-18
	350 m	+40	-33	+20	-17
	362 m	+45	-34	+13	-18
	375 m	+60	-33	+16	-20
3 add?	387 m	+45	-32	+23	-20
	400 m	+50	-32	+17	-20
	412 m	+70	-32	+25	-26
	425 m	+90	-32	+23	-27
	437 m	+90	-27	+30	-34
	450 m	+110	-26	+50	-36
	462 m	+110	-24	+50	-31
		travelling		north	

detailed waysside

Aug 20

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad	
#1 anna	-12m	0	-22	+35	-7	
#2 seattle	0m	+3	-26	+30	-7	
46	+12m	-4	-22	+32	-6	
	25m	-2	-22	+32	-8	
	37m	-5	-28	+26	-8	
	50m	-5	-27	+26	-6	
	62m	-6	-28	+25	-8	
	75m	-5	-28	+25	-9	
	87m	-5	-27	+23	-5	
	100m	-4	-27	+20	-8	B.L. N 60+00
	112m	-10	-30	+16	-7	
	125m	-8	-28	+15	-7	
	137m	-15	-28	+13	-6	
	150m	-17	-28	+15	-7	
	162m	-17	-30	+10	-8	
	175m	-7	-28	+15	-9	
46	187m	-3	-24	+16	-6	
	200m	0	-23	+21	-4	
	212m	+4	-20	+17	-4	
	225m	+2	-24	+18	-4	
	237m	+2	-22	+22	-4	
	250m	0	-22	+20	0	

detailed Wayside north travelling

FF ANNA	FF SEAT
-20	4
-20	0
-5	7
-20	11
-20	-6
10	-11
-15	-3
-65	-8
-60	-11
-40	-32
-40	-47

FF ANNA	FF SEAT
9	1
6	4
4	12
4	7
1	2
-1	3
-2	7
4	12
9	12
9	8
14	3
11	3
-8	3
-24	-6
-21	-12
-14	-7
-9	2
0	-2
4	-7

Aug 20

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
#1 anna #2 seattle	0m	-12	-22	+15	-6
47	12m	-10	-20	+20	-2
	25m	-8	-20	+20	-2
	37m	-8	-22	+22	0
	50m	-10	-20	+20	0
	62m	-10	-20	+25	-1
	75m	-10	-20	+25	-1
	87m	-15	-20	+23	-3
	100m	-14	-20	+22	0
	112m	-20	-25	+22	-8
	125m	-25	-30	+20	-10
	137m	-25	-27	+20	-10
	150m	-20	-27	+20	-5
	162m	-20	-25	+23	-8
	175m	-15	-26	+30	-10
	187m	-13	-21	+35	-8
	200m	-15	-24	+35	-5
	212m	-15	-25	+42	-6
B.L. 60+00	225m	-15	-20	+40	-4
47	237m	-8	-20	+40	-8
		travelling		south	

detailed Wayside

travelling south

FF ANNA

6
0
-4
-2
-5
-9
-9
-16
-16
0
10
10
12
7
-2
-2
7

FF SEAT

7
2
3
8
3
-5
-4
-3
-4
-2
3
13
22
17
12
12
3

Avg 20

LINE	Station	#1 IN	#1 Quad	#2 IN	#2 Quad
48	-12m	-10	-18	+55	-2
#1 anna #2 seattle	0m	-10	-20	+43	0 B.L 60+00
	12m	-15	-20	+45	-2
	25m	-17	-20	+45	0
	37m	-15	-20	+50	-6
48	50m	-17	-20	+40	-4
	62m	-15	-21	+40	-7
Wayside	75m	-20	-22	+40	-8
	87m	-20	-26	+37	-8
	100m	-20	-23	+34	-8
	112m	-27	-23	+30	-10
detailed	125m	-20	-24	+26	-10
	137m	-30	-22	+20	-11
	150m	-22	-22	+22	-8
	162m	-20	-20	+20	-7
	175m	-20	-16	+26	-5
north	187m	-15	-18	+25	-6
	200m	-16	-14	+26	-2
	212m	-20	-16	+28	-3
travelling	225m	-20	-16	+22	+2
	237m	-20	-18	+25	0
	250m	-17	-20	+25	0
	262m	-13	-20	+25	-1
	275m	-15	-18	+20	-2
48	287m	-17	-18	+20	0
	300m	-15	-16	+22	0

FF ANNA	FF SEAT
12	8
7	-7
0	0
0	15
3	10
8	3
5	9
7	13
7	15
3	18
5	14
-8	4
-12	-4
-7	-9
-9	-5
1	-3
9	1
4	7
-3	0
-10	-3
-9	5
2	10
4	3

Aug 27, 87

LINE	Station	#2 IN	#2 Quad		F.F.
#2 seattle	-12m	+5	+8		
2+3	ML 169	+5	+8		-4
	+25m	+7	+3		-1
	168	+7	0		11
	+25m	+6	0		26
	+50m	-3	-6		33
	ML 166	-10	-10		31
	165	-20	-10		-1
	+25m	-24	-15		-189
	ML 163	-5	-8		-329
	162	+150	-28		-75
	161	+150	+22		180
	160	+70	+40		132
	159	+50	+40		36
	158	+38	+32		2
	157	+46	+30		14
	ML 62	+40	+33		25
	61	+30	+32		12
	60	+31	+34		3
	59	+27	+33		6
	58	+31	+36		19
	57	+21	+34		14
	+25m	+18	+30		-1
	+50m	+20	+32		-4
	ML 56	+20	+26		-4

travelling north

Aug 27, 87

LINE	Station	#2 IN	#2 Quad		F.F
#2 seattle	ML 63	+22	+26		-4
2+3	64	+22	+28		-3
	65	+24	+28		-1
	66	+23	+26		6
	67	+24	+24		15
	+25m	+17	+21		6
	68	+15	+20		-5
	69	+20	+20		7
	70	+17	+21		21
	71	+11	+20		10
	+25m	+5	+20		-12
	72	+13	+18	trench here (old)	-14
	73	+15	+20		-2
	74	+17	+25		9
	75	+13	+25		13
	76	+10	+24		14
	+25m	+7	+21		10
	77	+2	+17		-2
	78	+5	+14		-11
	79	+6	+12	B.L 50	-23
	+12m	+12	+12		-33
	ML 80	+22	+16		-18
	+25m	+29	+15		-2
	81	+23	+10		-8
	82	+30	+10		-12

Aug 27 87

LINE	Station	#2 IN	#2 Quad		F.F.
#2 seattle	ML 83	+30	+12		-10
2+3	84	+35	+2		-6
	85	+35	-2		-6
	86	+36	-4		-9
	87	+40	-2		-9
	88	+40	-4		-2
	89	+45	-6		10
	90	+37	+2		7
	91	+38	+1		6
	92	+37	+1		6
	93	+32	+2		-3
	+25m	+37	-1		-1
	94	+35	+2		7
	+25m	+35	+2		0
	95	+30	+6		-10
	96	+40	+8		5
	97	+35	+7		25
	ML 138	+30	+10		22
	137	+20	+7	BL 55	7
	+12m	+23	+8		
	+25m	+20	+2		

JUN 16 1987 - MAG TRAV #1 (ME 31).
START AT 87-ML-20 WALK N
ALONG ROAD. FINISH AT
867.5 METERS

JUN 17 1987 - MAG TRAV #2 (ME 32),
LINE 1, START AT POS 867.5,
WALK N ALONG ROAD.
BL 5000 AT 1025.
BL 5500 AT 1550
SPOT RECORD #94 ABOVE
NUMBER 5 ADIT
87-ML-645 AT 3125

START LINE #2 AT 87-ML-189,
WALK CONTOUR N
BL 4500 IS AT 587.5
87-ML-100 AT 712.5

JUN 18 1987 - MAG TRAV #3 (ME 33),
START AT 87-ML-100 ON LINE 1,
WALK N.
BL 5000 E 1695 AT 1112.5
END LINE 2

NEVILLE CROSBY INC
VANCOUVER, B.C.

START LINE 3 AT ML-118, WALK N.
SPOT REC # GO TAKEN AT
DRILL HOLES ON LOWER PART
OF BIG E-W ROAD CUT, END
LINE 3.

START LINE 4 AT ML-126,
WALK N.
GULLY AT 175
BL 5500 AND ML-136 AT 262.5
END LINE 4.

START LINE 5 AT ML-139 AND
BL 5500, WALK N,
ROAD CUT TO BASE STATION AND
ML-199 AT 237.5
SPOT REC ON DUMP, AND
ABOVE 2 ADITS.
ML209 AT 587.5
ML.212 AT 675. END
LINE 5

START LINE 6 AT ML 213 AND
BL 6000, WALK N

NEVILLE CROSBY INC
VANCOUVER, B.C.

TWOBOB CREEK AT 887.5
STOP AT ML573 = 675

JUN 19 1987 - MAG TRAN #4 (ME 34)
START AT ML-168, WALK N ON LINE 7.
UNDER POWERLINES AT 162.5
BL 4500 AND ML-56 AT 537.5
GULLEY AT 775
BL 5000 AND ML-79 AT 1050
"THE GREAT BIG ROAD CUT" AT 1312.5
20 M N OF DRILL HOLE AND ROAD AT 1500
ML-187 AT 1637.5. END LINE 7.

START LINE 8 AT BL5500, 25 M S OF DW-139, WALK N.
DW-142, TRUCK 25 M E, AT 100 GULLEY, TRENCHING (?) AND
DW-149 AT 300
DW-154 AT 475

NEVILLE CROSBY INC
VANCOUVER, B.C.

WOODEN FLOOR INFRONT OF
42 ADDIT AT 725.

DW-150 AND BLOCK AT 962.5

DW-165 AT 962.5 END
LINE 8.

START LINE 9 AT DW-165,
WALK N.

DW-175 AND TWO SOB CREEK
AT 275.

JUN 20 1987 - MAG TRAV #5 (ME 35)

START AT JB-21, WALK N ON
LINE 10

DISREGARD #325 (15 M
S OF "JB-9"

VERY STRANGE READINGS
- MAG KEEPS CLAIMING
37000 G, COMING
OUT OF TUNE.

"JB-1" AND BL 4500 AT
562.5

[redacted]

METRIC LEVEL

JB-59 AND BL5000 AT 1100

JB-61 AT 1175

BL5500 E 1550 AT 1687.5

END LINE 10

START LINE 11 AT BP, WALK N

BP-20 AT 412.5

BP-29 AND BL6000 AT 650

ON DUMP OF ADIT AT 775

JB-78 AT 975

WH-152 AT 1100

JB-83 AT 1150 (AND FLAGS)

BL6500 AT 1287.5

TWO BOB ON ROAD AT 1250

JB-94 AND BL6500 AT 1475

JUN 21 1987 - MAG TRAVERSE (ME 36)

START LINE 10 AT "JB-21"

"JB-12" AT 237.5

"JB-3" AT 475

"JB-1" AND BL4500 AT 525

JB-51 AT 775

JB-54 AND GULLY AT 875

ABOVE OLD ADIT OR TRENCH AT 1037.5

NEVILLE CROSBY INC
VANCOUVER, B.C.

BL 5000 AND JB-57 AT 1075

JB-67 AND GULLY AT 1312.5

ON OLD TRENCH(?) OR ROADCUT

(N-S) AT 1500.

JB-72 AT 1512.5

BL 5500 E 1500 AT 1700

END LINE 10.

START LINE 11 AT BP-7, WALK N

BP-15 AT 262.5

WH-221 AT 425 (WATER HOLE)

BL 6000 E 1937.5 AT 687.5

"GLORY HOLE" AT 762.5

JB-76 AT 900

JB-81 AT 1050

SPOT REC ~ 230-235 AT WH -150

JB-83 AT 1150

BL 6500 ON TWO BOBS AT 1225

TWO BOBS AT 1237.5

METRIC LEVEL

JB-64

JB-34 TO M 1050 (5000BL)

BA 6000 TO 2808

BL 5000 (ML117) TO ROAD

ML 201 - BL 6000

MAG TRAV # 6 (ME 36)

LINE 12

JB 15	0000
JB 14	25
JB 13	50
JB 12	75
JB 11	100
JB 10	125
JB 9	150
JB 8	175
JB 7	200
JB 6	225
JB 4	275
JB 3	300
JB 2	325
JB 1	350
JB 44	375
JB 45	412.5
JB 46	437.5

BL 4500

NEVILLE CROSBY INC
VANCOUVER, B.C.

JB47	487.5	
JB48	512.5	
JB49	537.5	
JB50	562.5	
JB51	587.5	
JB52	612.5	
JB53	637.5	
JB54	687.5	
JB55	712.5	
JB56	762.5	
JB57	812.5	
JB58	837.5	OVER OLD ADIT (?)
	862.5	OVER OLD ADIT (?)
JB59	900	BC 5008
JB60	975	
JB61	1000	
JB62	1025	
JB63	1050	
JB64	1075	

METRIC LEVEL

LINE 13

ML118	0000	BL 5000
	12.5	DRILL HOLE
ML115	25	
ML116	50	
ML117	75	
ML119	125	
ML120	150	
ML121	175	
ML122	225	
ML123	250	
ML124	275	
ML125	300	
	325	TWO DRILL HOLES
WH176	337.5	

LINE 14

	0000	BL 6000 E 1939.5
	75	GLORY HOLE
BR 31	87.5	
BP 32	150	
JB 76	200	

NEVILLE CROSBY INC
VANCOUVER, B.C.

JB 77	237.5
JB 78	262.5
JB 79	300 METAL AROUND
JB 80	325
JB 81	350
JB 82	375
WH 15C	387.5
	425 BOWL FLAG ("130")
JB 83	450
WH 19S	487.5
	537.5 BL 650 Ω
	550 TWO BOB

MAG TRAV #7 (ME 37)

DW 59	0000
DW 58	50
DW 57	75
DW 56	125
DW 55	150

CALL LARRY JULY 2

KEREMEOS HOUSE

PHONE # 499-2508

1010 2nd ST. KEREMEOS.

DW 54	175	
DW 53	200	
DW 52	225	
DW 51	250	
DW 50	300	
DW 49	325	
DW 48	350	
DW 47	375	
DW 46	400	
DW 45	425	
DW 44	450	
DW 43	475	
	500.00	B4 4500
DW 61	575	
DW 62	600	
DW 63	625	
DW 64	650	

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW 65	675
DW 66	700
DW 67	725
DW 68	750
DW 69	825
DW 70	850
DW 71	875
DW 72	900
DW 73	925
DW 74	950
DW 75	975
DW 76	1000
DW 77	1025
DW 78	1050
DW 79	1075
DW 80	1100
DW 81	1125
DW 82	1150
DW 83	1175
DW 84	1200

BC5000

DW 85	1225		
DW 86	1250		
DW 87	1275		
DW 88	1300		
DW 89	1325		
DW 90	1375		
DW 91	1400		
DW 92	1425		
DW 93	1450		
DW 94	1475		
DW 95	1500		
DW 96	1525		
DW 97	1575		
DW 98	1600		
[illegible]	1625	BL 5500	
ML 229	1650		
ML 230	1675		
ML 231	1700		
ML 232	1725		
ML 233	1750		
ML 234	1775		
ML 235	1800		
ML 236	1850		
ML 237	1875		

NEVILLE CROSBY INC
VANCOUVER, B.C.

ML 238	1900
ML 239	1925
ML 240	1950
ML 241	1975 (?)
ML 242	2025
ML 243	2050
ML 244	2075
ML 245	2100
ML 278	2125
ML 277	2150
ML 276	2175
ML 275	2200
ML 274	2225
ML 273	2300
ML 272	2325
ML 271	2350
ML 270	2375 BL 6000
ML 269	2400
ML 268	2425
ML 267	2450

METRIC LEVEL

ML 266	2475	
ML 265	2500	
ML 264	2525	
ML 263	2550	
ML 262	2575	
ML 261	2600	
ML 260	2625	
ML 259	2650	
ML 258	2675	
ML 257	2700	
ML 256	2725	
ML 255	2750	
ML 254	2775	
ML 253	2800	
ML 252	2825	
ML 251	2850	
ML 250	2875	
ML 249	2900	
ML 248	2925	
ML 247	2950	
ML 246	2975	BL 6500
DW 380	3000	
DW 381	3025	
DW 382	3050	

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW 383	3075
DW 384	3100
DW 385	3125
DW 386	3150. (CHARLES)
DW 387	3175
DW 388	3200
DW 389	3225
DW 390	3250
DW 391	3275
DW 392	3300
DW 393	3325

LINE 16

ML 562	12.5	RL 6700
	50	HAIR PIN
ML 564	112.5	
ML 565	137.5	
ML 564	150	
DW 455	175	

METRIC LEVEL

DW	454	200
DW	453	225
DW	452	250
DW	451	275
DW	450	300
DW	449	325
DW	448	350

MAG TRAN 48 (MEM8)

LINE 17

DW	491	0000
DW	492	25
DW	493	50
DW	494	75
DW	495	100
DW	496	125
DW	497	150
DW	498	175
DW	499	200
DW	500	225
DW	501	250
DW	502	275

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW503	300
DW504	325
DW505	350
DW506	375
DW507	400
DW508	425
DW509	450
510DW	475
DW511	500
DW512	525
DW513	550
DW514	575

LINE 18

ML622	6000
ML621	25
ML620	50
ML619	75
ML618	100
ML617	125

ML	616	150
ML	615	175
ML	614	200
ML	613	225
ML	612	250
ML	611	275
ML	610	300
ML	609	325
ML	608	350
ML	607	375
ML	606	400
ML	605	425
ML	604	450
ML	603	475
ML	602	500
ML	601	525
ML	600	550
ML	599	575
ML	598	600
ML	597	625
ML	596	650
ML	595	675
ML	623	700
ML	624	725

NEVILLE CROSBY INC
VANCOUVER, B.C.

ML 625	750
LINE	19
DW 175	12.5
DW 176	37.5
DW 177	62.5
DW 178	87.5
DW 179	112.5
DW 180	150
DW 462	175
DW 463	200
DW 464	225
DW 465	250
DW 466	275
DW 467	300
DW 468	325 BESIDE TRENCH
DW 469	350
DW 470	375
DW 472	425

EN ACCT WITH.
DONNA LOGTITT
FOR RENTAL OF FORD ECONOLINE
VAN 3 DAYS @ 25.00 /DAY/
MAR 27, 28, 29, 30,

DW 473	450	BL 6500
DW 474	475	
DW 475	500	
DW 476	525	
DW 477	550	
DW 478	575	
DW 479	600	
DW 480	625	
DW 481	650	(MILL)
DW 482	675	
DW 483	700	
DW 484	725	PIPE
DW 485	750	"
DW 486	775	"
DW 487	800	"

NEVILLE CROSBY INC
VANCOUVER, B.C.

	8 12.5 WET CREEK
DW 488	825
DW 489	850
LINE 20	
ML 593	0000
ML 592	25
ML 591	50
ML 590	75
ML 589	100
ML 588	125
ML 587	150
ML 586	175
ML 585	200
ML 584	225
ML 583	250
ML 582	275
ML 581	300
ML 580	325
ML 579	350
ML 578	375 BL 0500

POWER LINE

METRIC LEVEL

ML 577	400
ML 576	425
ML 575	450
ML 574	475
ML 573	500
ML 572	525
ML 571	550

MAG TRAV #9 (ML 39)

LINE 21

DW 293	25
DW 292	50
DW 291	75
DW 290	100
DW 289	125
DW 288	150
DW 287	175
DW 286	200
DW 285	225
DW 284	250
DW 283	275
DW 282	300
	325 BL 6900

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW 212	375	
DW 213	400	
DW 211	425	
DW 210	450	
DW 209	475	
DW 208	500	
DW 207	525	
DW 206	550	
DW 205	575	
DW 204	600	
DW 203	625	
DW 202	650	
DW 201	675	
DW 200	700	
DW 199	725	LANDING
DW 198	800	
DW 197	825	
DW 196	850	
DW 195	875	
DW 194	900	BL 6500
DW 363	925	

METRIC LEVEL

DW 364	950		
DW 365	975		
DW 366	1000		
DW 367	1025		
DW 368	1050		
DW 369	1075		
DW 370	1100		
DW 371	1125		
DW 372	1150		
DW 373	1175		
DW 374	1200		
DW 375	1225	(CORR)	
DW 376	1250		
DW 377	1275		
DW 378	1300		
DW 379	1325		
DW 394	1350		
DW 395	1375		
DW 396	1400		
DW 397	1425		
DW 398	1450		
ML 426	1475		
DW 399	1500		
DW 400	1525		
DW 401	1550		

NEVILLE CROSBY INC
VANCOUVER, B.C.

LINE 22

ML 448	0000
ML 449	25
ML 450	50
ML 451	75
ML 452	112.5
ML 453	125
ML 454	150
ML 454B	175
ML 455	200
ML 456	225
ML 457	250
ML 458	275
ML 459	300
ML 460	325
ML 461	350
ML 462	375
ML 463	400

METRIC LEVEL

LINE 23

DW 355	0000
DW 354	25
DW 353	50
DW 352	75
DW 351	100
DW 350	125
DW 349	150
DW 348	175
DW 347	200
DW 346	225
DW 344	287.5
DW 343	312.5
DW 342	337.5
DW 341	362.5
DW 340	387.5
DW 339	412.5
DW 321	475
DW 320	500
DW 319	525
DW 318	550
DW 317	575
DW 316	600
DW 315	625

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW314	650
DW313	687.5
DW312	712.5
DW311	737.5
DW310	762.5
DW309	787.5
DW308	812.5
DW515	837.5
DW516	875
DW517	900
DW518	925
DW519	950
DW520	975
DW521	1000
DW522	1025
DW523	1050
DW524	1075
DW525	1100
DW526	1125
DW527	1150
DW528	1175

METRIC LEVEL

DW 529	1200
DW 530	1225

LINE 24

DW 294	12.5
DW 295	37.5
DW 296	62.5
DW 297	87.5
DW 298	112.5
DW 299	137.5
DW 300	162.5
DW 301	187.5
DW 302	212.5
DW 303	237.5
DW 304	262.5
DW 306	300
DW 307	325

LINE 25

DW 229	odds
DW 230	25
DW 231	50

NEVILLE CROSBY INC
VANCOUVER, B.C.

DW 232	75
DW 233	100
DW 234	125
DW 235	150
DW 236	187.5
DW 237	212.5
DW 238	237.5
DW 239	262.5
DW 240	287.5
DW 241	312.5
DW 242	337.5
DW 243	387.5

LINE 25

ML 322	0000
ML 321	25
ML 320	75
ML 319	100
ML 318	125
ML 317	137.5

METRIC LEVEL

ML	316	162.5	
ML	315	187.5	
ML	314	212.5	
ML	312	262.5	
ML	311	287.5	
ML	310	312.5	
ML	309	337.5	
ML	308	362.5	
ML	307	387.5	
ML	306	412.5	BL 4500
ML	305	437.5	
BP	4	600	
BP	3	625	
BP	1	675	
	LINE 27		
ML	156	0000	
ML	155	25	
ML	154	50	
ML	153	75	
ML	152	100	
ML	151	175	
ML	150	200	

NEVILLE CROSBY INC
VANCOUVER, B.C.

ML 149	225
ML 148	250
ML 147	275
ML 146	300
ML 145	325
ML 144	350
ML 143	375
ML 142	400
ML 141	425
ML 140	450
	475 BL 4500
DW 212	500
DW 213	525
DW 214	550
DW 215	575
DW 216	600
DW 217	625
DW 218	650
DW 219	675
DW 220	700
DW 221	725

METRIC LEVEL

DW 222	750		
DW 223	800		
DW 224	825		
DW 225	850		
DW 226	875		
DW 227	900		
DW 228	925		
	LINE 28		
DW 99	0000	BL	4500
DW 100	25		
DW 101	50		
DW 102	150		
DW 103	175		
DW 104	200		
DW 105	225		
DW 106	250		
DW 107	275		
DW 108	300		
DW 109	325		
DW 110	350		
DW 111	400		

NEVILLE CROSBY INC
VANCOUVER B.C.

DW 112	425
DW 113	450
DW 114	475
DW 115	500
DW 116	525
DW 117	550
DW 118	575
DW 119	600
	725 BL 5000
DW 120	750
DW 121	775
DW 122	800
DW 123	825
DW 124	850
DW 125	875
DW 126	900
DW 127	925
DW 128	950
DW 129	975
DW 130	1000
DW 131	1025

DW132	1050
DW133	1100
DW134	1125
DW135	1175
DW136	1200
DW137	1250
DW138	1275

LINE 29

ML 304 - ML 279 - ML 434 - ML 434

DW 541 - DW 531 - DW 447 - DW 439

DW 198 = ML 515

ML 303	0000	
ML 302	25	
ML 301	50	
ML 300	75	
ML 299	100	
ML 298	125	
ML 297	150	
ML 296	175	LANDING

ML 295	200
ML 294	225
ML 293	250
ML 292	275
ML 291	300
ML 290	325
ML 289	350
ML 288	375
ML 287	400
ML 286	425
ML 285	450
ML 284	475
ML 283	500
ML 282	525
ML 281	550
ML 279	600
ML 434	625
ML 435	650
ML 436	675
ML 437	700
ML 438	725
ML 439	750
ML 440	775
ML 441	825

BL 650

ML	442	850
ML	443	862.5
ML	444	887.5
ML	445	912.5
ML	446	937.5
ML	447	962.5
ML	448	987.5

LINE 30

DW	541	0000
DW	540	25
DW	539	50
DW	538	75
DW	537	100
DW	536	125
DW	535	150
DW	534	175
DW	533	200
DW	532	225
DW	531	250
DW	447	275
DW	446	300
DW	445	325

DW444	350
DW443	375
DW442	400
DW441	425
DW440	450
DW432	475
DW433	500
DW434	525
DW435	550
DW436	575
DW437	600
DW438	625
DW439	650

LINE 31

DW191	25
DW190	50
DW189	75
DW188	100
DW187	125
DW186	150
DW185	175
DW184	200

DW18	3	225
DW182	250	
DW181	275	BL650
ML491	300	
ML493	350	
ML494	375	
ML495	400	
ML497	437.5	
ML498	462.5	
ML499	487.5	
ML500	512.5	
ML501	537.5	
ML502	550	
ML503	600	
ML504	625	
ML505	650	
ML507	675	
ML508	700	
ML509	725	
ML510	750	
ML511	775	
ML512	800	
ML513	825	
ML514	850	
ML515	875	

LINE 32

MVC 400	0000
MVC 815	375

ML 908 - 922 - 931

300	ML 357
325	ML 356
350	ML 355
362.5	ML 354
387.5	ML 353
412.5	ML 352
462.5	ML 351
487.5	ML 350
512.5	ML 349
537.5	ML 348
562.5	ML 347
575.	ML 346
612.5	ML 345
637.5	ML 344 BL 5000
662.5	ML 343
687.5	ML 342
712.5	ML 341
737.5	ML 340
762.5	ML 339
787.5	ML 338

825	ML337
850	ML 336
887.5	ML 335
912.5	ML 334
937.5	ML 333
975	ML 332
1000	ML331
1025	ML 330
1050	ML 329
1075	ML 328
1100	ML 327
1125	ML 326
1162.5	ML 325
1187.5	ML 324
1212.5	ML 323
1237.5	ML 192
1262.5	BL 4500

LINE 39

0	START AT JUNCTION
~~150~~	ML 398
175	ML 397
200	ML 396

225	ML 395
250	ML 394
275	ML 393 LARGE "CAT" 5 M 6
300	ML 392
325	ML 391
350	ML 390
375	BL 6500 E 1750
387.5	ML 389
412.5	ML 388
462.5	ML 386
487.5	ML 385
512.5	JUNCTION DOWN TO LANDING
762.5	ML 374
787.5	ML 373
862.5	ML 370
887.5	ML 369
937.5	ML 367
962.5	ML 366
1087.5	ML 361

LINE 40

150	ROAD
212.5	BL 6000 1377 E

412.5	ROAD SCAR	
475	ML 464	
500	ML 465	
525	ML 466	
550	ML 467	
575	ML 468	
625	ML 470	
650	ML 471	
675	ML 472	
700	ML 473	
725	ML 474	
750	ML 475	
775	ML 476	
800	ML 477	
825	ML 478	BL 500 E 1650
850	ML 479	
875	ML 480	
900	ML 481	
937.5	ML 482	
962.5	ML 483	
987.5	ML 484	
1012.5	ML 485	
1037.5	ML 486	
1062.5	ML 487	

1100 ML 488

1125 ML 489

1150 ML 490



LINE 41

0	ROAD BEND
87.5	END OF ROAD
250	BL 4500 E 1050
825	BL 5000 1188.5E

LINE 42

12.5	62.5 m S OF BL 5000 E 1140
50	3 m W OF WH-117

LINE 43

0	BL 5000 E 1050
50	BL 5000 E 1100
100	BL 5000 E 1150
150	BL 5000 E 1200
200	BL 5000 E 1250
250	BL 5000 E 1300

300 - 1350
350 - 1400
400 - 1450

LINE 44

0 100 m S BL5000 E1340
100 BL5000 E1340

LINE 45

0 JB-68

LINE 46

0 TOP OF BIG TRENCH
187 BL 5000

LINE 47

0 ROAD HALFWAY UP BIG TRENCH
125 DRILL HOLE 5 m E
162.5 ML-95
187.5 ML-96

212.5	ML-97
275	BL 5500 E 1700
462.5	BASE - STATION ROAD
525	5 M S OF ML-199
587.5	LANDING

LINE 48

0	ML-202
50	ML-203
100	ML-204
125	ML-205
150	ML-206
175	ML-207
237.5	ML-208, ABOVE ADIT
262.5	ML-209, ABOVE ADIT
300	ML-210
325	ML-211
350	ML-212

NEVILLE CROSBY INC. 46 L.M

LINE 49

0	BL 6000 E 2010
112.5	ON OLD ROAD

LINE 50

12.5	12.5 m N	OP POWERLINE TOP
75	ML 638	
100	ML 637	
125	ML 636	
150	ML 635	
175	ML 634	
200	ML 633	
225	ML 632	
250	ML 631	
275	ML 630	
300	TWO BOB	
312	ML 629	

LINE 51

12	DW 276

25	WH 231
50	DW 277
62.5	WH 229
75	DW 276
100	DW 275
125	DW 274
150	DW 273
175	DW 272
200	DW 271
225	DW 270
275	AIRCONDITIONER 2

LINE S2

0	BLESSED, ONLINE DW
62.5	END OF ROAD BELOW
87.5	4m N OF GULLY
250	ON CLIFF, 13 M ABOVE BEFORE
400	4 M ABOVE "194m"

NEVILLE CROSBY INC. 46 LM

125.9	DRILL HOLE
160.9	ML 95
183.6	ML 96
210.1	ML 97

ML 138 AT 125.5 m, 7.1 m BELOW ROAD

ML 137 . BL 5500, E 17+11.5 BELOW ROAD

LINE 53

50	PHOTO FLASH
115	FLAG AND PAPER (" NW -0+50 NE -0+15")
	3 m E
175	3T ADIT
365	DUMP
385	ABOVE #3 ADIT
410	STEEL CABLE
455	BL 6000 E 1995

LINE 54

100 BL6000 E 1967.5

LINE 55

25 OLD ROAD, N/S

105 ABOVE GLORY HOLE

125 BESIDE OLD BUILDING

235 BL6000 E 1892.2

LINE 56

- ~~TWOBOB~~ TOP LINE (ROAD)
  225 m

- 25 m BELOW "MY ROAD"
  60 m UP . GO TO TWOBOB

- ~~TO~~ TWOBOB . 25 m ABOVE AIRCONDITIONER

- 6500 TO WETCREEK

✓ - TWOBOB LANDING . 75 m UP UPPER ROAD, 60 W

✓ - 50 m FARTHER . 125 m W, TO UPPER ROAD

✓ - 50 m FARTHER . 100 m W, E TO ROAD

(37) 75 m UP ROAD FROM TWOBOB LANDING, GOING WEST AT END OF SMALL SAUR ROAD

125	JOHNS ROAD, 7 M S OF DW-297
	LINE 57
0	8 M N OF DW-526, GOING E
125	JOHNS ROAD
200	ON TOP OF HILL
287.5	UPPER ROAD
	LINE 58
0	UPPER ROAD, GOING W
162.5	JOHNS ROAD
	LINE 59
0	BL 6500, GOING TO WET CREEK, 25 M BELOW PIPELINE
162.5	BIG DIKE
362.5	WET CREEK

LINE 60

0	TWOBOB CREEK, N SIDE, 25 M ABOVE "AIR CONDITIONER"

LINE 61

0	BL 6000 E 1840
30	ROAD
125	ROAD FORK
135	ON "COLD PILE"
145	IN FRONT OF ADIT
285	ROAD STOPS DROPPING, LEVELS OUT

LINE 62

0	60 M UP ROAD FROM DW-166, 25 M DOWN
95	1 M N OF E-W TELEPHONE CABLE
112.5	JUST OVER LIP, GOING TO TWOBOB
180.5	2.5 M S OF ML-540

ML 322 - ROAD

DW 240, 323°, 275m

DW 105, 145°, 325m

ML 151 (BL 4500), 325°, 200m

LINE 63

0	ML 305, WALK 325°
112.5	4m W OF CLAIM POST C "GUN GOLD", 3W NW, R. POUSCHUK
212.5	DW 109

LINE 64

0	DW 105, WALK 145°
150	5m S OF BL 4500 E 850
200	ML 309
300	DW 58

LINE 55

0	DW 240, WALK 325°
100	12 M S OF ML-316
187.5	LINE 87-DW
237.5	2 M N OF BL4500 E650
275	10 M N OF DW-101

LINE 56

0	ML 322
150	IN SMALL GULLY
200	DROP TO ROAD FROM HERE
225	ROAD BANK

Frazer Filtered Program

01	Rcl	3
02	Rcl	4.
03		+
04	Sto	0
05	Rcl	1
06	Rcl	2
07		+
08	Rcl	0
09		−
~~10~~	~~Sto~~	~~5~~
10	~~Rcl~~	RS.

Sto 1 P_1
2 P_2
3 P_3
4 P_4

$$(P_1 + P_2) - (P_3 + P_4) = FF.$$

F.F. No.

DISPLAY F.F. when between P_2 & P_3. for Sto 2.

I ENTER New Sto Value. - RS.

11	Sto	6.
12	Rcl	2
13	Sto	1
14	Rcl	3
15	Sto	2
16	Rcl	4
17	Sto	3
18	Rcl	6
19	Sto	4
	~~END~~	
20.	GTO	01

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