

*** CONFIDENTIAL ***

REVIEW OF 1995/1996 ARSENIC BULKHEAD INSPECTIONS

In conducting inspections in December 95 and in February 1996 we have obtained a better understanding with regards to which arsenic stopes/bulkheads could be accessed. The 1995 annual progress report basically stated that, "it can be assumed that the majority of these vaults cannot be accessed" which did not sit well with the regulatory bodies that reviewed the report.

Therefore, in this years report through inspections conducted this year or from inspection reports in the past, we can give them a better understanding of which ones are accessible. For the ones we presently can't get to, a plan will be outlined as to how we will attempt to access these in 1996 or in the future.

The following lists the vaults (bulkheads) - there are eleven (11) which were inspected this year or in past years that we are confident that we can access:

#9	#11	B-2-08	B-2-36
#10	#12	B-2-33	#15 (in construction)
C-2-12	#14	B-2-35	

There are a total of 5 other stopes which were not accessible this year and appears to not have been accessed for a considerable amount of time after reviewing records. They are:

B-2-12	B-2-34
B-2-13	B-2-30
B-2-14	

In reviewing the past records, from the inspection conducted in December, and from discussions held with Noel, it has become apparent that there is now no present access to get to B-2-12, B-2-13, and B-2-14. There used to be access through the B-1 pit but when a section of the pit collapsed sometime in the late 1980's it sealed - off this access. In 1996, our engineering department will have to try to determine how we can get to these stopes. If for some reason it will be difficult, we may have to drill holes into the stopes and use a camera.

B-2-34 and B-2-30 were not accessed in 1995 or appeared to have not been accessed for a period of time. This is most likely primarily due to the fact the raise shacks have been removed and the raises have been covered over. This spring/summer the accesses will be determined and inspections will be conducted.

In summary, it appears that the majority of the stopes/bulkheads are accessible. The only one that may never be accessible are the three stopes that have been sealed-off because of the collapse of the section of the pit. These are B-2-12, B-2-13, B-2-14. However, ideas will be tossed around in order to determine how some data can be obtained from these areas.

All the stopes/bulkheads will be inspected further in 1996 and an attempt will be made to produce a separate portfolio on each individual stope - something similar to what was done for #14 bulkheads.

As well, Ferguson Simek Clarke have been commissioned to provide a proposal/quote in order to review design drawings of all the bulkheads. This work will most likely proceed sometime this spring/summer. Once the designs have been reviewed one can determine if the bulkheads are up to snuff or what future work is required on them. GPR International is a company that use Georadar to determine the strength of concrete. They too can be brought in to check the strength (integrity of the bulkheads). Supposedly, this technology can determine thickness of concrete, if there are cracks, and if the rebar is till intact. This information would be very valuable for the study.



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