

*** CONFIDENTIAL ***

RECORD OF INSPECTIONS - FEBRUARY 22 and 28th, 1996

Conducting Inspection: **Rob Moore**
 Erik Madsen

February 22, 1996:

This day we planned to get to the grouping of stopes #B-2-30, B-2-33, B-2-34, B-2-35, B-2-36. Then the plan was to get to the other grouping #9, 10, and C-2-12.

Firstly, to get to the first grouping we went down the raise shack located behind the Cottrell. There is a fan on the side of the shack that must be turned on a day prior to going down this area. Inside the shack there was ice/snow all over the walls and evident down the first 20 feet of the raise (ladder/culvert).

B-2-33

When you go straight down this raise (approximately 75-100 feet or so) you get to a concrete bulkhead at the bottom which has an inspection vault hatch on it. The hatch was not opened. This is a dead end at this point. The concrete appeared in very good shape and there was no evidence of water leakage around this area. This is the bulkhead to B-2-33 stope.

B-2-35 and B-2-36

Half way down the ladder, there is another raise that is located off to the right. This is a very narrow opening. This goes down approximately 50 feet. When one gets to the bottom you turn right and walk roughly 150 feet. Along the way, there is an old pump and a wooden catch area that must of acted as some sort of a sump in the past. There is some water in this area and Noel indicated that this has always been like that.

The discharge lines run along the side of this raise and eventually one set of lines are directed into the floor. This is one bulkhead and is assumed to be B -2-36. This bulkhead is covered with dirt. In discussion with Noel, he indicated that this is a wooden bulkhead, which has a latch and also has plastic covering it. This is the top of the this stope.

When one walks approximately 30 - 40 feet past this bulkhead one encounters a concrete bulkhead with a metal hatch. This is the bulkhead in front of B-2-35 stope. *** Rob and I only stayed there for a minute as the flame went out, indicating that there was ad air in this area. This was also something that Noel had commented on.

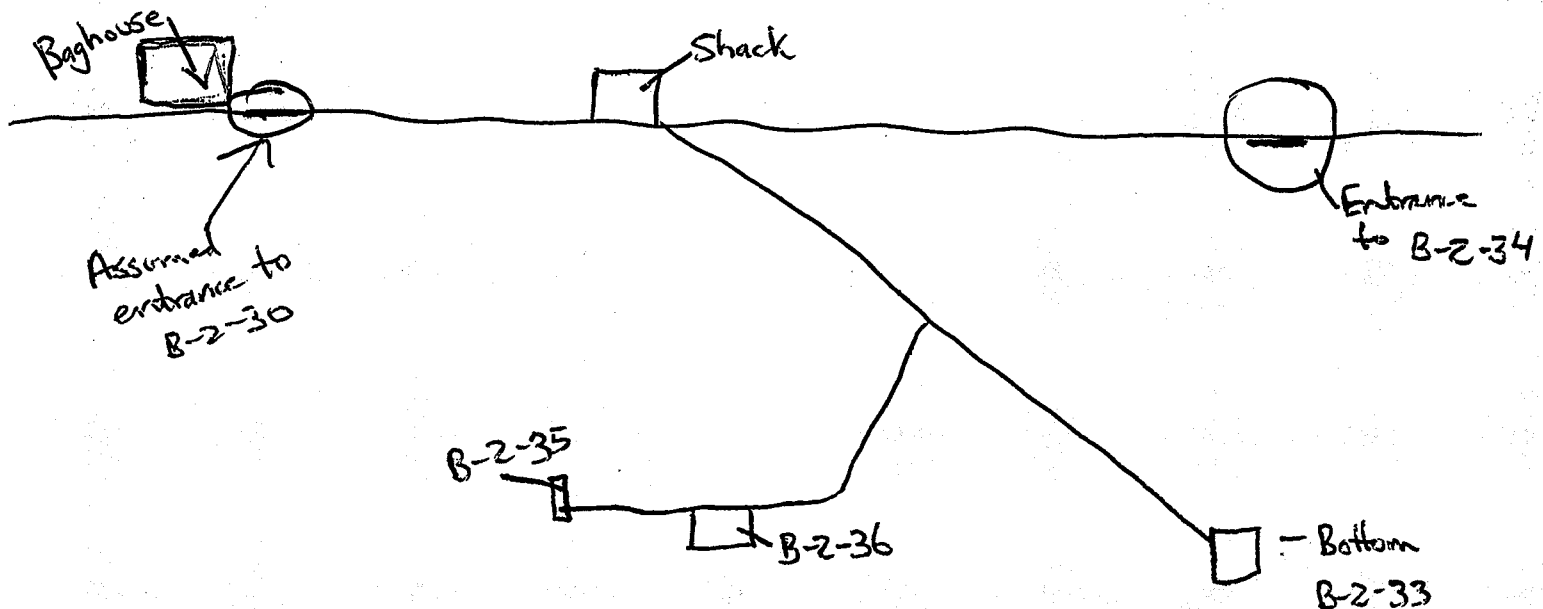
It should be noted that there was no evidence of ice on any of the walls around any of these bulkheads. The concrete bulkheads themselves looked in very good condition, with no evidence of any seepage. None of the latches were opened.

B-2-34 and B-2-30

It was then questioned as to why there was only 3 bulkheads (stopes) in this area when there was supposed to be 5. From reviewing maps with Noel and Rob, it was determined that there was in the past two other raise shacks that accessed the other two stopes C-2-30 and C-2-34. One of these openings is located beside the present discharge line going under ground and has a metal door over top of it. This access will take one down to B-2-34. As well, Noel and Rob felt that this bulkhead could also be accessed through the UBC portal in the same area as B-2-08 is located.

After determining this, we did not attempt to access B-2-34 that day. It is however expected that this bulkhead will look similar to B-2-33 (located at the end of the raise - bottom of the ladders. This area will be inspected in the future.

It was also determined, that there is also another raise located directly behind the baghouse that has been covered over. This raise will take one to the bulkhead for B-2-30. It is unsure where exactly this entrance is or whether it is a wooden cover or a concrete cover, either way it will be excavated this spring and could be accessed.



#10

We were planning to then go down the shack across from the refinery in order to get to the tops of #9, #10, and C-2-12 however there was too much snow to access this door. This had to get removed prior to entering this shack. Instead, we then headed down C-Shaft to the 100 foot level. We got off the skip and proceeded forward then turned right. Directly ahead was a steel plated door. From the map, there should be a bulkhead on the other side of this door. The metal

door was no opened as we did not have proper tools. From discussions with Noel, he indicated that this takes you to the top of #10 Bulkhead when you enter from C-Shaft.

We then turned back and then headed further down a raise to the right. This brought us to another wooden bulkhead with a ladder in-front of it. This bulkhead is not an arsenic bulkhead. Rob attempted to go over it, as there is a 4 foot opening at the top, but indicated it was very wet and that we required slickers.

We then went down to the 200 foot level and saw a number of other wooden bulkheads which are not arsenic bulkheads. However, it was decided that further reviews of maps are required in order to identify other arsenic bulkheads for #9 and #10.

February 28, 1996:

#9, #10, and C2-12

Opened raise shack door across from refinery in order to access the raise to get to stopes #9, #10, and #C-2-12. This shack was full of ice/snow and had a big metal culvert going underground. The discharge/return lines were located in this same culvert. Therefore there was not much room to get down. The first set of ladders were metal and that the set changed to wood. As one got further down the culvert/raise, it got narrower and narrower. We then got to a point in the raise where the ladders headed off slightly in another direction. There was a gap of about 10 feet where ice had built up and there was no way of getting any further.

Therefore, we could not access these bulkheads under current conditions. However, Noel has conducted inspections using this raise in the past - so we know it is possible. His last inspection was 2 -3 years ago.

In order to get down these ladders, we will either have to hang by roped and chip away the ice to get to the next set of ladders or wait until spring/summer when the ice melts. This could be accelerated using a heater.



Erik Madsen

February 28, 1996