

CURRAGH RESOURCES INC.
INTER-OFFICE MEMORANDUM
FARO OFFICE

DATE: Feb. 16, 1990

TO: Bill Weymark, General Manager
Dick Young, Superintendent, Pit Operations

FROM: Ralf Kintzi
Chief Engineer

*Noted Feb 16/90
① file
② copy to Gray J.
+ Dave Temp
DW*

SUBJECT: TRUCK LOAD SURVEY (#61 AND #50)

On February 14, 1990 during the truck weight program, two haul trucks of the haul fleet were chosen to dump their load onto a designated area. These loads then were surveyed and the volume was calculated.

Procedure:

Unit Rig #61 and Euclid #50, carrying waste from shovel 6, were sent onto the weight scale and after taking the total weight of these trucks, the content was dumped onto a marked area on the portal dump. The weight of the empty trucks was then taken which allowed us to determine the pay load of the trucks. The waste loads, now sitting on the pad, were surveyed and the volumes were calculated using one foot section intervals.

*Gray + Dave
Any thoughts on
what the density
should be +
what if any
tests we
should
do to
verify.
DW*

Objective:

To determine the actual density of the waste material and compare it with the density from the geological model.

RE: Truck Load Survey (cont'd)

Results:

Truck	Volume LCY	Weight Tonnes	Swell	Actual Density	Material	Model Density
U.R. #61	89.6	166.4	1.35	2.507	Waste/Rock	2.054
Euclid#50	96.6	171.6	1.35	2.390	Waste/Rock	2.091

Actual Density using a Different Swell Factor

U.R. #61	89.6	166.4	1.25	2.321	Waste/Rock	2.054
Euclid#50	96.9	171.6	1.25	2.214	Waste/Rock	2.091

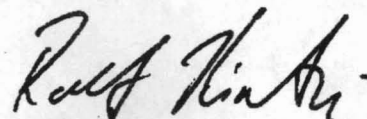
The results show that for this type of waste, the model density of 2.05 ... 2.09 t/BCY is too low and therefore the calculated tonnage understates the actual pit production. By weighing and surveying the rock, an actual density of 2.2 ... 2.5 t/BCY was calculated.

Conclusion:

The model density used to determine tonnage for this rock type is too low. Assuming an average swell of 1.25, we recommend an average density of 2.25 t/BCY.

We would like to point out that only two truck loads of rock could be surveyed and calculated.

In order to gain more confidence in those results, we also suggest to repeat this truck weight program every 3 months throughout 1990 and carry out more surveys for different rock types and ore types.



Ralf Kintzi
Chief Engineer