

002844

3910

some trimming on sec 114.  
net gains in tonnage due to 72-1, 7.

22-30

(4)

3870

some trimming on sec 105.  
net gains in tonnage due to 72-1, 7. | grade change due to  
| 72 holes and some hole not  
| penetrating bench.

26-35

(4)

3830

slight gain between 72-1 and 72-2  
net losses due to overall trimming around periphery; most of  
loss due to <5% massive sulphide in holes 66-4,  
70-4, 11 and 72-7.

28-36

(4)

3790

slight gain in tonnage N of sec 107 and due to hole 72-8.  
net losses due to <5% massive sulphide in holes 66-4,  
70-9, 14 and 72-7.

22-35

(5)

grade increased largely due to holes 72-3, 8 and  
reinterpretation of area of influence and approach  
to obtaining grades. Also up graded by scrapping <5% massive sds.

3750

losses due to reinterpretation on sec 108 and due mainly to  
<5% massive sds in 72-7 and vicinity.  
net gains due to new interpretation on sec 19 and 25.

14-29

(5)

3710

slight gains around the W periphery due partly to  
reinterpretation and hole 72-2. Slight gain on sec 116  
due to reinterpretation (on E periphery).  
net loss due to rejection of <5% sds in 66-6 and  
similar material within body of ore in holes 66-22  
and 72-7 vicinity of.

12-28

(4)

net gain in grade due to scrapping of <5% material in 66-6, 22.

3670

net loss of tonnage due to reinterpretation of  
periphery and hole 72-8. Also due to some  
<5% massive sds being rejected.

10-17

(3)

net loss in grade due to original grade derivation being based  
on <40' averages  $\rightarrow$   $\geq 11\%$  when not justified.

3630

slight loss of tonnage in vicinity of 66-33 due to <5%  
massive sds.

6-15

(1)

net gain in tonnage due to reinterpretation of discrete dykes  
in 66-43, 55 and of ore in section 26 (SE). 72-7 added  
more ore.

wise grade

wise tonnage

slight loss in grade due largely to reweighting of areas of influence

330

4-16

②

moderate loss in tonnage due to <5% massive sds interpreted between 66-2 and 66-3<sup>and</sup> major gain on sec 26 (SE)<sup>and</sup> due to reinterpretation of dykes in 65-43<sup>SS</sup> net increase in grade due to resultant reweighting of areas of influence.

tonnage change due to ① 172 holes.

② scrapping of 5' intersections <5%.

③ reinterpretation of sections based partly on fresh data from ① & ②.

grade change due to ① 172 holes.

② use of 40' intersections (except for 65-12)

③ reweighting due to reinterpretation of areas of influence.

④ scrapping of <5% massive sds.



101 386 (4.58)

464348.

94 222 4.03.

379715.

362 035 3.49.

1263502.

314 259 4.42

1389025.

871902 4.01%

1.37%

$$x * 868 930 * x = 29673 505 * 9.8 -$$

$$28 542 435 * 9.46$$

$$27 673 505 * 9.8 = x * 868 930 * x -$$

$$28 542 435 * 9.46$$

1970 estimate			1973 estimate		
3910	3 139 012	11.65	3 243 831	11.6	✓
3870	3 473 477	11.20	3 640 275	10.3	x
3830	4 122 308	10.30	3 535 217	10.0	✓
3790	3 575 901	7.81	3 188 473	9.8	x
3750	3 265 451	9.27	3 057 035	9.3	
3710	3 854 840	9.47	3 442 167	9.8	(x)
3670	3 129 411	10.82	(2 788 974) 2 888 849	9.5	x
3630	2 426 080	9.28	2 647 171+	8.8	(x)
3590	1 555 955	7.67	2 130 362+	8.6	x
	28 542 435	9.46	(27 673 505)	9.8	(x)
	included 871 902	4.01	27 773 380 (868 930) <u>769 055</u>		

cause of change						
tonnage			grade			
①	②	③	①	②	③	④
✓		✓				
✓		✓	✓			✓
✓	✓	✓				✓
✓	✓	✓	✓			✓
✓	✓	✓				
✓	✓	✓				✓
✓	✓	✓		✓		
✓	✓	✓				✓
	✓	✓				✓

65-12 only hole used < 40' intervals