

PROGRESS REPORT FOR THE
MONTH OF APRIL

VICTOR PROJECT
KLAZAN GROUP

By:

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ATLAS EXPLORATIONS LIMITED

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ATLAS EXPLORATIONS LIMITED

330 MARINE BUILDING
355 BURRARD STREET
VANCOUVER 1, B.C.

INTRODUCTION

Atlas Explorations presently holds an option on the original Klazan Group of 20 claims and has staked an additional 110 claims to ensure better coverage. The original Klazan Group was assessed by Coranex Limited, who undertook geological and geochemical surveys with additional bulldozer trenching. Due to a great depth of oxidation, very little mineralization was encountered and the geochemical survey produced some encouraging anomalies. Diamond drilling appears to be the only way to sufficiently assess the property with associated detailed geological, geochemical and geophysical surveys.

LOCATION AND ACCESS

The Klazan Group is located approximately 140 miles northwest of Whitehorse, and 50 miles west of Carmacks, at latitude $62^{\circ}23'$ and longitude $137^{\circ}30'$. Access is by gravel road from Carmacks for 40 miles to the Discovery Mine, thence by tractor tote road for another 20 miles. During the summer months four-wheel drive vehicles can travel to Revenue Creek, approximately 10 miles east of the Klazan claims. Access is also now possible by fixed-wing aircraft, landing on the newly made airstrip $1\frac{1}{2}$ miles north of the camp.

MOBILIZATION AND CAMP CONSTRUCTION

After equipment gathering, the bulk of camp construction gear and drilling machinery left Whitehorse on April 6th for Carmacks. The equipment was unloaded due to fear of glaciers on the Freegold road. Travel to Klazan consisted of a D-7 cat pulling a 12 ton sleigh loaded with fuel, camp construction equipment and drilling rods; a D-4 cat rented from Arctic pulling the bombardier trailer filled with groceries and personal gear. The actual drill was off loaded at the Discovery mine. Due to very steep hills the large sleigh was unable to reach Klazan, being left 6 miles from its destination. All material was finally transported to the Klazan camp by April 15th. The camp site located on a west bench above Burgis Creek consisting of three 14 x 16 tent frames and a 10 x 12 storage tent was built by Robert Etzel and Sam McLeod and completed by April 17th. Total amount of fuel used by the D-4 and D-7 cats to bring all equipment to the camp was 13 drums of diesel.

AIRPORT CONSTRUCTION

The airport, located approximately 1½ miles north of the campsite, is roughly 1600 ft. long by 200 ft. wide. The major portion of the construction was accomplished in 5 days with further levelling every other day as thawing proceeds. Use of the ripper to remove the ash layer appeared to be very time consuming due to the very coarse and frozen underlying gravel. Fuel used for the construction consisted of 10 drums of diesel.

TRENCH CLEARING, TRENCHING AND CONSTRUCTION OF DRILL SET-UPS

Previous trenches made by Coranex Limited were cleared of snow and trenched to greater depths, especially in areas of

A major unit not noted previously is a body of quartz monzonite approximately 1500 ft. in width, probably of Jurassic age, occurring at the contact of the syenite and rhyolite porphyry at the northern portion of Burgis Creek. It appears to be sericitized and pyritized at its southern contact with the rhyolite porphyry. The felspar porphyry appears to be a typical post-ore stock or dyke containing disseminated galena and sphalerite but due to lack of evidence on surface no valid interpretation can be made. The area of quartz stockwork has not been mapped in detail.

ECONOMIC GEOLOGY

Very minor molybdenite mineralization was observed in the highly altered and oxidized rhyolite porphyry adjacent to the felspar porphyry stock. The mineralization did not appear to be related to any quartz veining. Disseminated grains of sphalerite galena and pyrite were observed in the felspar porphyry stock, usually estimated at less than .3 percent zinc and .05 percent lead.

DISCUSSION

Bulldozer trenching so far has been very limited due to the need for the airport, clearing of previous trenches, and drill set-ups. For the next week proposed bulldozer work consists of trenching in the area between Burgis and Etches Creeks, as well as east of Etches Creek. Further trenching northwest of Burgis Creek does not appear economical as the present trenches after being deepened cross over much of the desired area. Also due to break-up conditions it is thought that the D-7 should begin taking the sled out by May 9th. Since permafrost conditions exist in the Etches Creek area it is thought that further trenching will be

geochemical anomalies. Trenches on the southeast side of Burgis Creek contained permafrost and further trenching proceeded with difficulty.

Further trenching consisted of two small trenches located on the southeast side of Burgis Creek exploring for geological boundaries. Further trenching will be located in the area of Etches Creek.

A total of 4 possible drill set-ups were made; 3 of which are spaced at 600 ft. intervals along the southeast bank of Burgis Creek in the area of the visible mineralization.

Set-up A - Approximately 300 ft. south of Coranex's base line

Set-up B - Approximately 300 ft. north of Coranex's base line

Set-up C - Approximately 800 ft. north of Coranex's base line

Another set-up was established at the bottom of the steep sloped northwestern hillside, below the area of better quartz stockwork and geochemical anomalous zone.

LINE CUTTING

Since April 18th, a grid consisting of 14 miles of cut line has been established west of Burgis Creek. There remains only 6 miles to complete this portion of the grid. East of Burgis Creek the snow is deeper and line cutting will likely be undertaken with the use of snow shoes.

GEOLOGY

The claim group is underlain by a band of rhyolitic rocks approximately 1 mile wide striking in a northwesterly direction. The rhyolitic horizon consists of a rhyolite porphyry and a crystal tuff. This band is surrounded by older coarse grained hornblende syenite and quartz monzonite. Due to inadequate mapping and orientation a new base map is being constructed.

very limited. Also due to a very large glacier in Burgis Creek an initial drill hole (DDH-KL-1) is proposed using set-up B drilling at an angle of 55° with an azimuth of 200° . The vertical plane of the drill hole would then cut across both outcrops in which molybdenite mineralization was observed.

Respectfully submitted,

W. J. Roberts

PERSONNEL

<u>Name</u>	<u>Position</u>
Wayne Roberts	Geologist
Ted Skonseng	Prospector
George Gray	Cook
Wayne Davis	Cat Driver
Mervin Peel	Cat Driver
Jack Acheson	Cat Driver
Jim Wortock	Drilling Foreman (Arctic)
Robert Etzel	Prospector
Sam McLeod	Line cutter
Peter Fox	Line cutter