TERRAQUEST LTD.

Operations Report for TRUE CLAIM EXPLORATION INC.

Gradient-Magnetic, Radiometric and XDS VLF-EM Survey
SCADDING TOWNSHIP PROPERTY
Sudbury, Ontario

June 7, 2010

Report #: B-313

Prepared by:
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Terraquest Ltd.

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1. Introduction

1.1. Executive Summary

This report describes the specifications and parameters of an airborne geophysical survey carried out for:

TRUE CLAIM EXPLORATION INC.
96 Hagerman Cres.,
St. Thomas, ON
Canada N5R 6K3

Attention: Mr. John Carter, President
Telephone: 519-851-9202
Email: cartera@sympatico.ca

The survey was performed by:

Terraquest Ltd.,
2 - 2800 John Street, Markham
ON, Canada
L3R 0E2

Phone: 905-477-2800 ext. 22
Email: hb@terraquest.ca

The purpose of the survey of this type is to collect geophysical data that can be used to interpret the subsurface geology for purposes of offshore exploration.

To obtain this data, the area was systematically traversed along parallel flight lines by aircraft, carrying geophysical sensors and recording equipment. The lines are spaced and oriented to intersect the geology and structure so as to provide optimum contour patterns of the geophysical data.

1.2. Survey Location

The survey is located in northern Ontario, approximately 30 kilometres northeast of Sudbury, immediately southeast of Lake Wanapitei. It covers primarily Scadding, Street and Davis Townships and to a minor degree extends slightly into Sudbury Regional Municipality and Loughrin Township. The survey area is accessible by an all season road leading north from Highway #17, the Trans Canada Highway, and numerous smaller roads throughout the survey area. The Canadian National Railway passes east-west through the southern part of the survey area. The survey outline is irregular in shape with 43 corners; the centre coordinates are approximately 46 degrees 39 minutes north and 80 degrees 31 minutes west.

2. SURVEY SPECIFICATIONS

2.1. LINE SPECIFICATIONS

Parameter	Specification	Instrument Precision
Mean Aircraft Speed	78.0 m/sec 281 km/hr	
Sampling Interval	7-8m (10Hz)	
Aircraft MTC	80 metres	+/- 5m
Flight-line Interval	100 metres	+/- 3m
Flight-line Direction	000/180 degrees	
Control-line Interval	1000 metres	+/- 3m
Control-line Direction	090/270 degrees	

Lines Type	Number of Lines	Kilometres Contract	Kilometres Flown
Traverse Lines	237	2,632.1 km	
Tie Lines	18	287.3 km	
Total		2,919.4 km	2,943.9 km

2.2. NAVIGATION SPECIFICATIONS

The client provided poly files of the survey outlines. The following file shows the navigation parameters including the survey corner coordinates (in WGS84 projection zone 17), line spacing, line direction, master line and other navigational parameters.

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0  b313_1
1  U 279
2     526379.0    5155122.0        AREA CORNER 1
2     526390.0    5156710.0        AREA CORNER 2
2     524790.0    5156710.0        AREA CORNER 3
2     524790.0    5157777.0        AREA CORNER 4
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2     520300.0    5169980.0        AREA CORNER 15
2     523490.0    5170150.0        AREA CORNER 16
2     523480.0    5168100.0        AREA CORNER 17
2     525580.0    5168120.0        AREA CORNER 18
2     525580.0    5168940.0        AREA CORNER 19
2     526810.0    5170005.0        AREA CORNER 20
2     526810.0    5173155.0        AREA CORNER 21
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2     530019.0    5170636.0        AREA CORNER 23
2     533213.0    5170631.0        AREA CORNER 24
2     533230.0    5170167.0        AREA CORNER 25
2     535100.0    5170167.0        AREA CORNER 26
2     535100.0    5170820.0        AREA CORNER 27
2     536040.0    5170820.0        AREA CORNER 28
2     536026.0    5172820.0        AREA CORNER 29
2     543948.0    5172820.0        AREA CORNER 30
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2     537858.0    5163148.0        AREA CORNER 32
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2    528275.0   5155445.0        AREA CORNER 43
2    528260.0   5155120.0        AREA CORNER 44
3    526379.0   5155122.0    W   WAYPOINTS 1
4          237                   NUMBER OF LINES
5        100.0                   SPACING, m.
6    543945   5172819             MASTER LINE BL
7    543952   5172534             MASTER LINE TL
8           75                   MAX CROSS TRACK, m.
9      0     0     0              DELTA X/Y/Z
10           2                   LOG FPR EVERY 2 SECS
11 0.9996000000       0.0        0.0 K0, X/Y SHIFT
14         200                   LINES EXTENDED BEYOND AREA
16          10                   FIRST LINE NUMBER
17   543945   5172819    180.00 MASTER POINT, HEADING
20 WGS-84      6378137.0   298.257223563 22      ELLIPSOID
21           0                   NO EQUATORIAL CROSSING
30          20    9600  N  1  8  RS-232 PORT 2 INCOMING FORMAT
31          20    9600  N  1  8  RS-232 PORT 1 OUTGOING FORMAT
38           0                   METRIC SYSTEM
39           5                   RACE TRACK
41        0.00                   SYSTEM LAG, Sec.
80        0.00                   PLANNED ALTITUDE, units
83           0                   GPS ALTITUDE FOR VERTICAL BAR
85          50                   MAX VERTICAL BAR SCALE
102  UTM                         UTM X/Y SCALE
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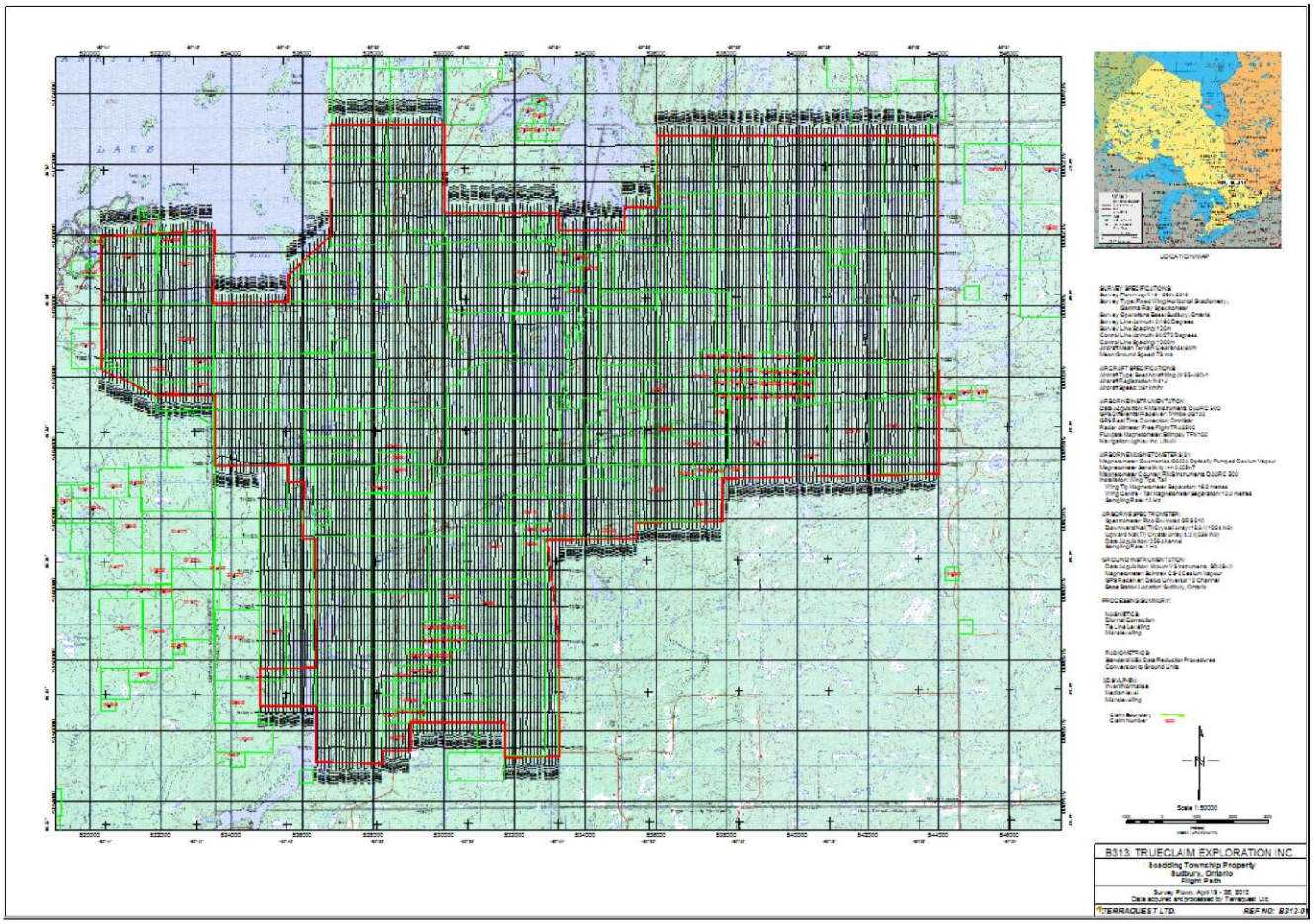
2.3. FLIGHT PLAN

The following flight plan is superimposed over the available topographic map and claim numbers as supplied by the client.



2.4. TOLERANCES - REFLIGHT

1. **Traverse Line Interval**

   Re-flights would take place if the flight line separation of the final corrected flight path is greater than 25 metres from the intended flight path over a distance greater than 1 kilometre.

2. Terrain Clearance:

The aircraft mean terrain clearance was smoothly maintained at 80 metres MTC in a drape mode using a computer generated flight surface based on the aircraft climb and descent rates and available digital topographic data. Normally re-flights are done if the final differentially corrected altitude deviated from the specified flight altitude by +/-15m over a distance of 3 kilometres or more if, in the pilot's opinion, it was safe to do so.

3. Diurnal Variation:

Diurnal activity during the survey was limited to 10 nT deviation from a 5 minute chord.

4. GPS Data:

GPS data included at least four satellites for accurate navigation and flight path recovery. There were no significant gaps in any of the digital data including GPS and magnetic data.

5. Radio Transmission:

The pilot makes no radio transmission that interferes with the magnetic response.

6. Sample Density:

A reflight is required if the sample density along one or more of the survey lines exceeds 10 metres over a cumulative total of 1,000 metres for the magnetic survey.

2.5. NAVIGATION AND RECOVERY

The satellite navigation system was used to ferry to the survey sites and to survey along each line. The survey outline was supplied by the client and was used to establish the survey boundaries and the flight lines.

A computer generated flight surface was created from the available digital topographic data using the climb and descent rate of the specific aircraft as criteria to confine the altitude of the aircraft. The purpose of this technique is to ensure that the altitude of the aircraft is smooth and consistent over the entire survey area and especially that the differences in altitudes of the traverse and control lines at their intersections are minimized.

The flight path guidance accuracy is variable depending upon the number and condition (health) of the satellites employed. The accuracy was for the most part better than 10 metres. Real-time GPS correction service provided by Omnistar for North America improves the accuracy to less than 3 metres.

3. AIRBORNE GEOPHYSICAL EQUIPMENT

The primary airborne geophysical equipment includes three high sensitivity cesium vapour magnetometers located in the tail and two wing tip pods, a proprietary VLF-EM system and a Spectrometer system. Ancillary support equipment includes a tri-axial fluxgate magnetometer, digital camera, CD recorder, radar altimeter, barometric altimeter, GPS receiver with a real-time correction service, and a navigation system. The navigation system comprises a left/right indicator for the pilot and a screen showing the survey area, planned flight lines, and the real time flight path. All data were collected and stored by the data acquisition system. The following provides summary and detailed equipment specifications:

3.1. EQUIPMENT SUMMARY

Aircraft	King Air 90
Equipment:	
Magnetometers (3)	Geometrics G822A Cesium Vapour
Counter & DAS	RMS DAARC500
VLF-EM System	Terraquest proprietary XDS
Spectrometer System	Pico Envirotec GRS510
3-axis Magnetometer	Billingsley Magnetics TFM100-LN
GPS Receiver	Trimble AG132
Radar Altimeter	Free Flight TRA 3500
Barometric Altimeter	Sensym Model LX18001AN
Navigation	AgNav Inc. P151 with real time GPS correction
Magnetic Specifications:	
Mag Output Sample Rate	10 Hz
4^{th} difference noise envelope	0.10 from tail stinger
FOM index (Tail)	<1.5 nT
Sensitivity	0.001 nT

3.2. SURVEY AIRCRAFT

Stinger and Wing Tip Pod Equipped King Air 90

The Beech King Air 90 is an ideal platform for carrying out an airborne geophysical survey in these demanding environmental conditions. It is IFR equipped with twin PT6-20 turbines that will ensure reliability at both high ferry speed and slow survey speed. It is equipped with the long-range tanks capable of carrying approximately six hours of fuel.

1. Aircraft Specifications

Manufacturer	Beechcraft
Model	King Air 90
Registration	N41J
Ownership	Dynamic Aviation.
Range	5.4 hours / 1100 n miles
Cruise Speed	200 Knots, 370 Km/hr
Survey Speed	288 Km/hr
Climb	1,220 ft/min
Climb sustained	~ 500 ft/min
Fuel	Jet A with cold weather additive
Fuel Consumption	60 us gal/hr 227 litres/hr
Oil Consumption	3 liter/hr

2. Aircraft Modifications

The aircraft has three seats to accommodate the pilot, co-pilot and operator, the rest have been removed. It is equipped with long-range tanks, heavy-duty tires, cargo door and full avionics.

The aircraft has been extensively modified to support a tail stinger. Considerable effort has been made to remove all ferruginous materials near the sensors and to ensure that the aircraft electrical system does not create any noise.

3.3. Survey Equipment and Specifications:

1. Data Acquisition System

DAS & Compensation	Combined Analogue, Serial, Magnetic Processer and Compensation
Model	DAARC 500
Manufacturer	RMS Instruments
Operating System	QNX 6.3 or greater
Time	104 MHz temperature compensated crystal clock
Front End Magnetic Processing	Resolution 0.32pT; system noise <0.1pT; sample rate 160, 640, 800m or 1280 Hz
Front End - Fluxgate	I/F module; oversampling, self calibrating 16 bit A/D converter
Compensation	Improvement Ratio (total field) 10-20 typical
Input Serial	8 isolated RS232 channels; ASCII & Binary formats
Input Analog	16 bit, self calibrating A/D conv.
Input Events	Four latched event inputs
Raw Data Logging	At front end sampling rate, 1 MB buffer
Output/Recording	Rate 10 or 20 Hz; Serial up to 115.2 kbps; Recording media 1 GB Flash; 80 GB Hard Drive; Flash disk via USB; Display
Front Panel Indicators	8 LEDs for mag input; 2 LEDs for Front End status

2. Magnetics:

Three high resolution cesium vapour magnetometers, mounted in a tail stinger and two wing tip pods. The magnetic system is fully compensated automatically in real time for aircraft manoeuvre noise

Sensor Type	Cesium Vapour
Model	G822A
Manufacturer	Geometrics Ltd.
Resolution	0.001 nT counting at 0.1 per second
Sensitivity	+/- 0.005 nT
Dynamic Range	20,000 to 100,000 nT
Fourth Difference	0.02 nT
Recorded Sample Rate	0.1 seconds
Noise Envelope	0.10 nT (Tail Mag)

3. Compensation Sensor

The fluxgate tri-axial magnetometer (which is used for compensation of aircraft motion) is mounted in midsection of the tail stinger and monitors manoeuvre and magnetic interference.

Sensor Type	Fluxgate
Model	TFM100-LN or equivalent
Manufacturer	Billingsley Magnetics
Description	Low noise miniature triaxial fluxgate magnetometer
Axial Alignment	> Orthogonality > +/- 0.5 degree
Accuracy	< +/- 0.75% of full scale (0.5% typical)
Field Measurement	+/- 100,000 nanotesla
Linearity	< +/- 0.0035% of full scale
Sensitivity	100 microvolt/nanotesla
Noise	< 14 picotesla RMS/–Hz @ 1 Hz

4. XDS VLF-EM System

The XDS VLF-EM System is a recently developed proprietary VLF system by Terraquest Ltd. It uses 3 orthogonal coils mounted in the pod of the tail stinger, and coupled with a receiver-console, tuned to a half power bandwidth of 22-26 kHz which includes both Cutler Maine NAA frequency 24 kHz and Seattle, WA NLK frequency 24.8 kHz plus any other natural or man-made signals in that range. Recorded parameters are the separate X, Y and Z coils.

VLF - EM	
Model	XDS
Manufacturer	Terraquest Ltd.
Primary Source	Magnetic field component radiated from government VLF radio transmitters
Parameters Measured	X, Y and Z components, absolute field
Frequency Range	Half power 22.0 - 26.0 kHz
Gain	Constant gain setting
Filtering	No filtering

5. Spectrometer System

Type	Digital Gamma Ray Spectrometer
Model	GRS 510
Manufacturer	Pico Envirotec Inc.
Crystals	NaI
Downward Volume	16.8 litres (1024 cu in)

Upward Volume	4.2 litres (256 cu in)
Peak Detection	Digital peak detection
Software	Automatic tuning, system tracking, detector calibration
	Real time linearization and gain stabilization
Dead Time	Insignificant for counts less than 20,000 cps/detector
Collected Spectrum	256 channels

6. Radar Altimeter

Type	Radar
Model	3500
Manufacturer	Free Flight
Accuracy	Plus or Minus 5% at 50 to 500 feet
Radar Output	Digital for pilot and data acquisition

7. Barometric Altimeter

Type	Barometric
Model	LX18001AN
Manufacturer	Sensym
Source	coupled to aircraft barometric system

8. Navigation System

Navigation System	
Model	P151
Manufacturer	AgNav Inc.
Operating System	Windows
Microprocessor	CPU Pentium based
Ports	RS232 for all devices
Graphic Display	Colour Screen
Pilot Display	P202: position, left/right, up/down navigational info

9. GPS Differential Receiver

GPS Differential Receiver	
Model	AG 132
Manufacturer	Trimble
Antenna	L1/L2
Channels	12
Position Update	0.2 second for navigation
Correction Service	Real time correction service subscription – Omnistar

Sample Rate	1 second
Accuracy	~ 3 meters

10. Camera

Type	Digital camera
Model	DXW-SX910
Manufacturer	Sony
Lens	2.7 Fujinon
Correlation	GPS time and location overlay
Image	Video or still (jpeg)
Recording	Hard drive

4. Base Station Equipment

4.1. BASE STATION MAGNETOMETER / GPS RECEIVER

A high sensitivity magnetic base station data was provided by a cesium vapour sensor with time synchronization from an internal GPS base station receiver. The base station was provided as a package as follows:

Magnetometer Type	Cesium Vapour
Model	CS-2
Manufacturer	Scintrex Ltd.
Sensitivity	0.022 nT / vHz@1Hz
Resolution	0.001 nT
Dynamic Range	15,000 – 120,000 nT
GPS model	Universal 12 channel
GPS manufacturer	Deluo

5. TESTS AND CALIBRATIONS

5.1. MAGNETIC FIGURE OF MERIT

Compensation calibration tests were performed to determine the magnetic influence of aircraft maneuvers and the effectiveness of the aircraft compensation method. The aircraft flew a square pattern in the four survey directions at a high altitude over a magnetically quiet area and performed pitches (± 5°), rolls (± 10°) and yaws (± 5°). The sum of the maximum peak-to-peak residual noise amplitudes in the total compensated signal resulting from the twelve maneuvers is referred to as the Figure of Merit (FOM) index. The FOM for the left, right and tail magnetometers on this survey was 1.09, 1.87 and 0.71 nT respectively. It was flown on April 19, 2010 (see Appendix).

5.2. RADAR ALTIMETER CALIBRATION

A radar altimeter calibration was done over the runway at Sudbury airport on April 19, 2010 (see Appendix).

5.3. RADIOMETRIC SAMPLE CHECKS

The performance and consistency of gamma ray system was checked before and after each flight day using sample pucks to ensure that there was no change in the system.

5.4. RADIOMETRIC SENSITIVITY FACTORS

The radiometric system sensitivity was determined on April 28, 2010 from measurements acquired over the Breckenridge calibration test site monitored by a Terraquest ground crew using a spectrometer supplied by the Geological Survey of Canada.

5.5. RADIOMETRIC ALTITUDE ATTENUATION

The altitude attenuation was determined on Aril 19, 2010 from the results of flying over the Sudbury Airport.

5.6. RADIOMETRIC COMPTON COEFFICIENTS

A pad calibration was performed using the Pico Envirotec pads in Holland Landing prior to installation.

6. LOGISTICS

6.1. PERSONNEL

The contractor supplied the following properly qualified and experienced personnel to carry out the survey and to reduce, compile and report on the data:

Field:	Pilots	Dan Landis, Dwight Mionk
	First Officer	Tim Wescott, Jessica Jackson
	Operator	Mark Andrews
	Geophysicists	Carolyn Boone
		Brendan Purchase
Office:	Geophysicists	Al Duffy
		John Charlton
		Carolyn Boone
	Manager	Charles Barrie

6.2. FIELD REPORTING

The aircraft arrived in Sudbury on April 18, 2010; the base station was setup and tested. The calibration and testing flight was performed on flight N41J1 on April 19th. The survey was flown successfully in 8 flights N41J 2 to 9 over 7 days from April 20 to 26, 2010. (see Appendix).

6.3. BASE OF OPERATIONS

The main base of operations was at the Sudbury airport; the ferry distance from to the survey area is approximately 30 kilometres.

6.4. ACCOMMODATION

Accommodations for the crew were the responsibility and cost of Terraquest. The crew was housed at the Comfort Inn closest to the airport, 440 2nd Avenue North, Sudbury - (705) 560-4502. High speed internet was available.

7. Data Processing

7.1. DATA QUALITY CONTROL & PRELIMINARY PROCESSING

Throughout the data acquisition period, the data were monitored and reviewed thoroughly for quality control and tolerances on all channels by an infield geophysicist. This included any corrections to the flight path, making flight path plots, importing the base station data, creating a database on a flight-by-flight basis, and posting the data. All data were checked for continuity and integrity. Any errors or omission or data beyond tolerances were flagged for re-flight and the crew was notified, ready for their flight in the morning. The raw magnetic data was compensated for aircraft motion effects using data from the fluxgate sensor automatically in real time by the DAARC500.

7.2. FINAL MAGNETIC DATA PROCESSING

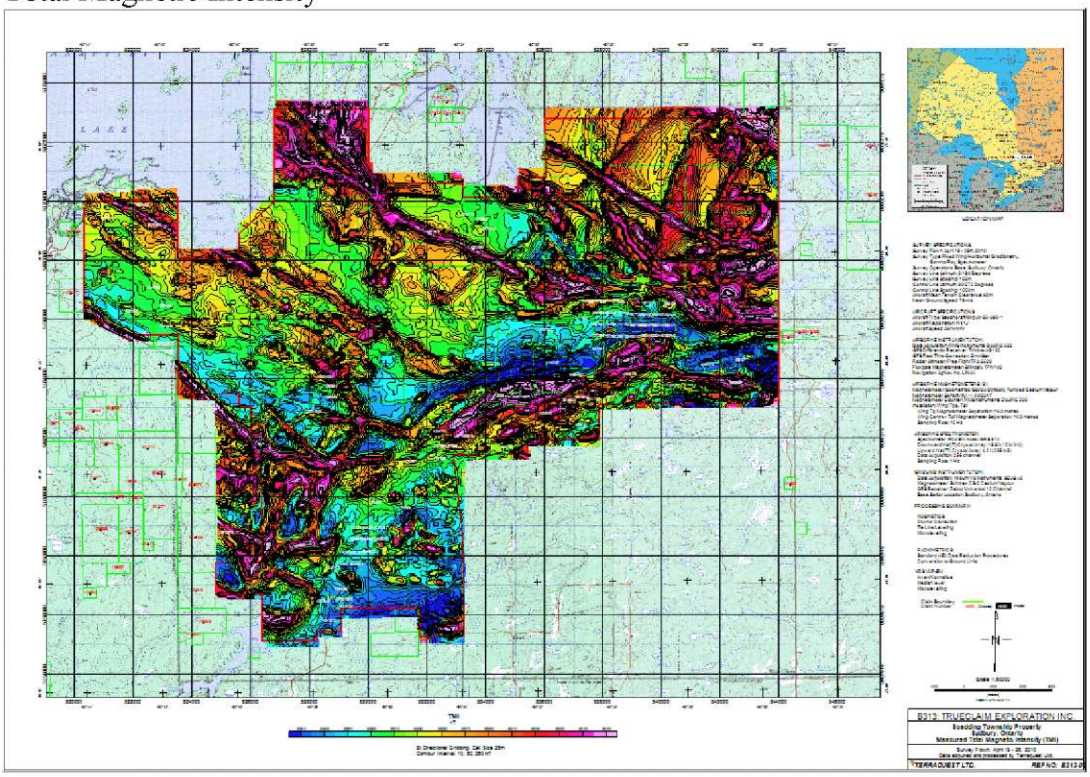
In the final correction process, the compensated tail sensor magnetic data were corrected by diurnal subtraction. This was followed by standard tie-line intersection leveling. The intersections of traverse and control lines were calculated and the difference in observed magnetic values was attributed to remnant diurnal variation. In some active areas, with steep magnetic gradients, the difference reflects not only diurnal, but also some error due to small inaccuracies in both horizontal and vertical position at the line intersection. If the implied diurnal correction at these intersections was inconsistent with adjacent diurnal indications, the indicated correction was ignored. The correction applied was a linear sloping datum connecting the interpreted diurnal value at each control line intersection.

A mild micro-levelling procedure was performed to improve the down line data quality. The vertical magnetic gradient was subsequently calculated from the final processed total magnetic field data grid. The finalized datasets were gridded with bi-directional gridding technique with a grid cell size of 25 metres.

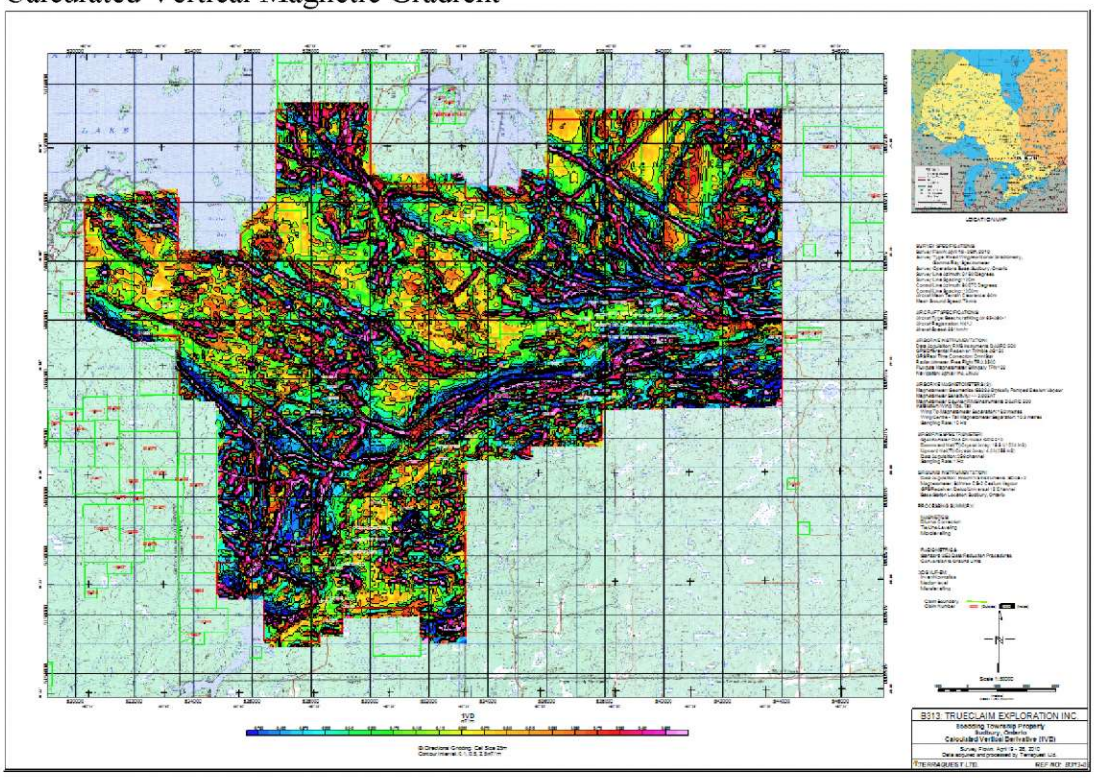
The measured lateral magnetic gradients for each flight direction were obtained by subtracting the left wing sensor reading from the right wing sensor reading and dividing the resulting value by the tip-to-tip separation (16.2 metres), yielding the measurement expressed as nT/m. The along line magnetic gradient was calculated by subtracting successive data points from the tail sensor measurement. It was then "DC shifted" by subtracting the median value on a line-by-line basis and converted from aircraft-centric to survey grid orientation by selectively inverting (multiplying by -1) in the south and westbound directions. The Reconstructed Total Field (RTF) has also been calculated from the individual measured horizontal gradients based on the Nelson method. Note that the RTF is a very good tool for high resolution, near surface features, but

because the horizontal gradient does not respond well to long to medium wavelength features, it should not be used for quantitative modeling.

Total Magnetic Intensity



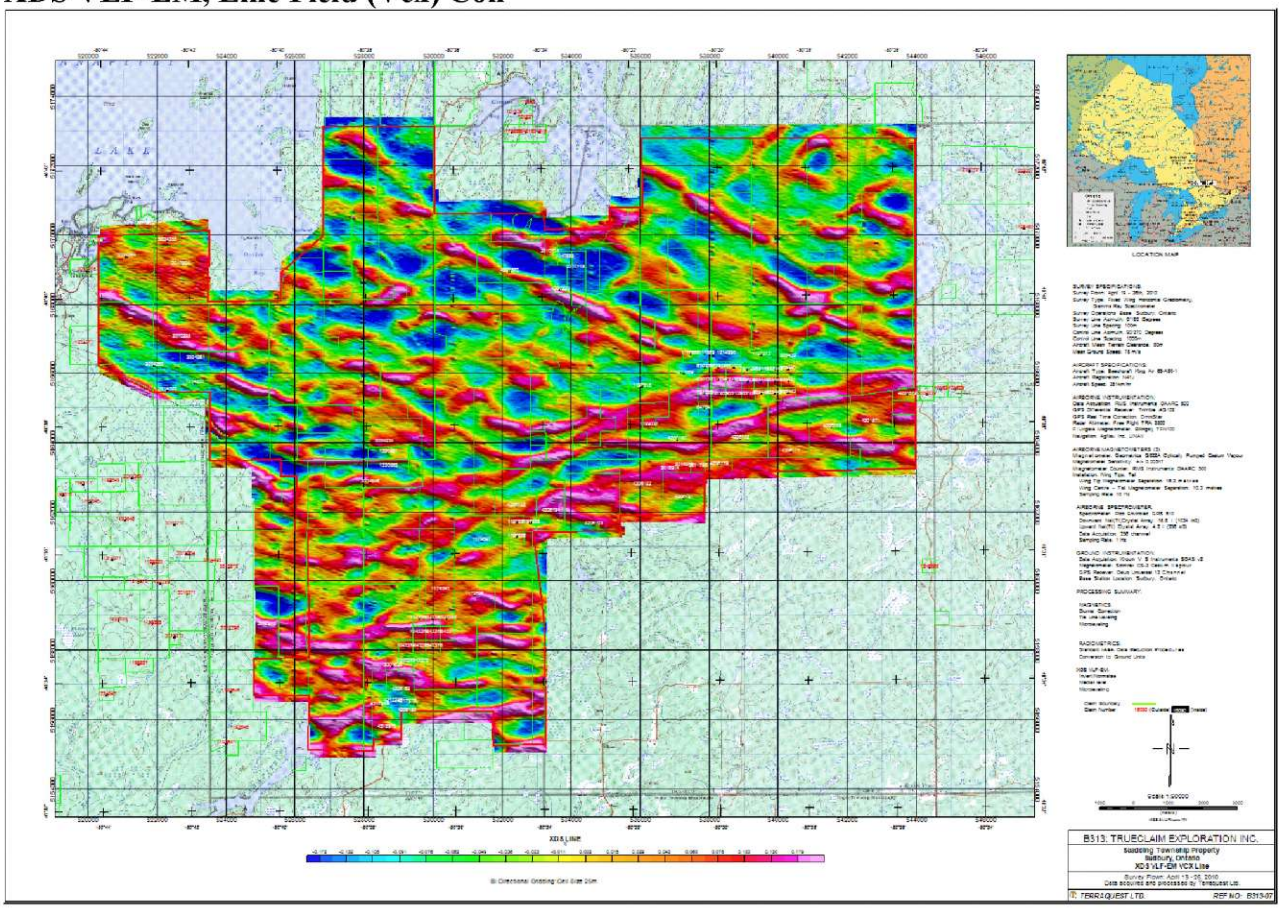
Calculated Vertical Magnetic Gradient



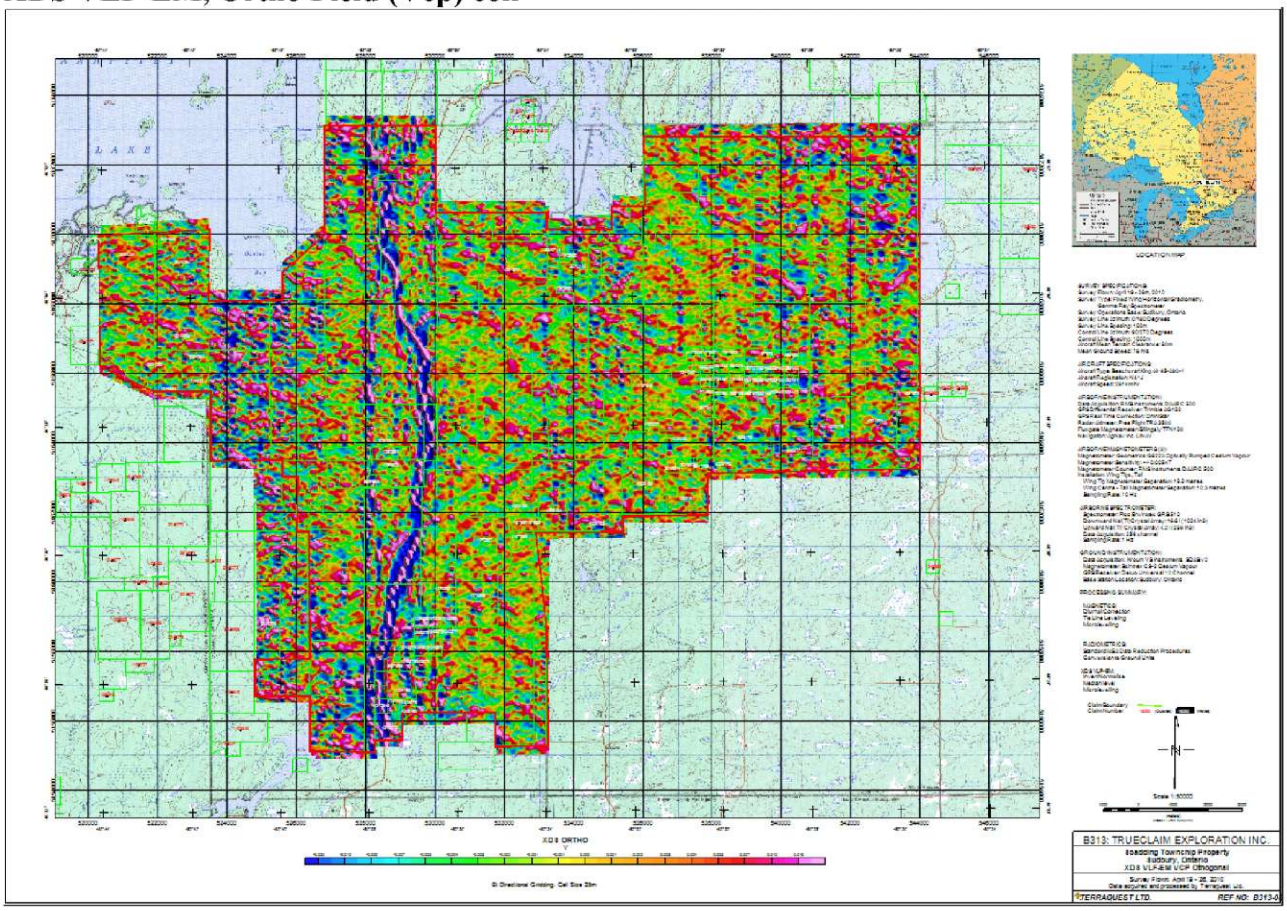
7.3. FINAL ELECTROMAGNETC DATA PROCESSING

The Terraquest XDS VLF-EM system produced generally good results, however the variabilities in the primary fields create some line to line and flight to flight variations that could not be totally leveled in the Ortho and especially Vertical components . The x, y and z components of the XDS VLF-EM data in the half power range of 22.0 to 26.0 kHz (which include Cutler, North Dakota and Seattle transmitter signals and any other natural or man-made signals in that range), were rescaled (where required), low pass filtered, DC shift corrected and levelled. The data were presented as contour plots of the a) Line Field (Vcx) coil, b) Ortho Field (Vcp) coil and c) Vertical Field (Hcp) coil.

XDS VLF-EM, Line Field (Vcx) Coil



XDS VLF-EM, Ortho Field (Vcp) coil



7.4. FINAL RADIOMETRIC DATA PROCESSING

The radiometric data were processed according to guidelines established in the definitive IAEA Technical Report "Airborne Gamma Ray Spectrometer Surveying" (IAEA Technical Reports Series No. 323, 1991). The following specifics were performed:

- Recorded as a 256 channel spectrum, the four raw integral (or "terrestrial") windows (Total Count, Potassium, Uranium and Thorium) were initially generated by summing the recorded counts between their appropriate channel limits – as specified below:

256 Channel ROI definitions (based on 0-255 channel indices):

Total Count:	30 - 233
Potassium:	115 - 131
Uranium:	139 - 156
Thorium:	201 - 233
Cosmic (>3 MeV):	255

- Since the Pico Envirotec GSR-510 Spectrometer does not suffer from conventional measurement "dead time", no discrete correction for this effect need be applied.

- The raw count rates were corrected for static and ambient background sources (Aircraft, Cosmic and Radon) by using measurements from the frequent over-water crossings encountered during the survey and from pre- and post- flight over-water 'background' lines (where geologic radiation sources are suppressed).

- The background corrected measurements were corrected for Compton Scattering by application of "Stripping Coefficients" experimentally determined in a specific calibration exercise using standard large-scale radio-element sources (see Appendices).

- Count rates were further adjusted by correction to constant terrain clearance (altitude attenuation correction). This correction step includes the application of exponential attenuation coefficients, specific to each of the four integral windows, determined during a specific calibration procedure (see Appendices).

- As additionally recommended by the Geologic Survey of Canada, the final corrected count rates were passed through an optimized filter, sometimes referred to as a 'Savitsky-Golay' filter, designed to reduce sample overlap effects. This five-point convolution filter has the following (normalized) coefficients:

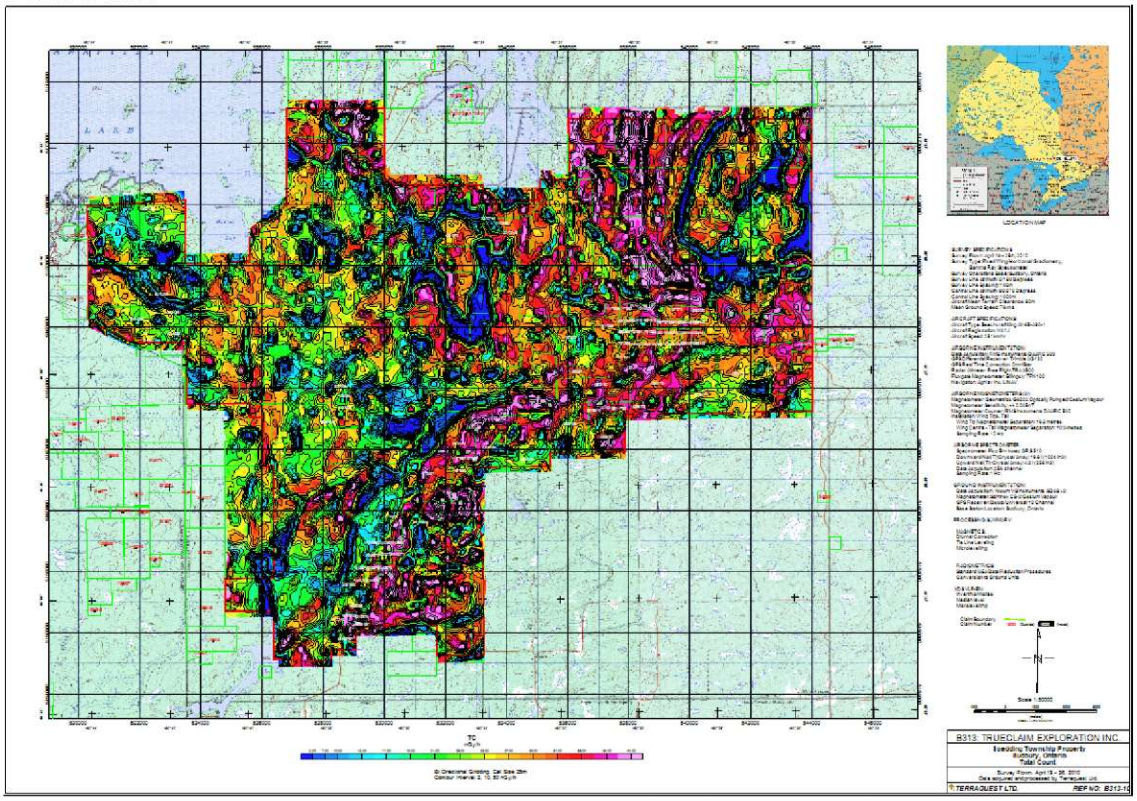
  -.0857, 0.3429, 0.4857, 0.3429, -0.0857

- Corrected radiometric data are delivered both as count rates (counts-per-second) and as effective ground units by application of sensitivity factors determined experimentally over the Geologic Survey of Canada's test range (Breckenridge Calibration Range, Ottawa - see Appendices). Applicable ground units for each of the four integral windows are as follows:

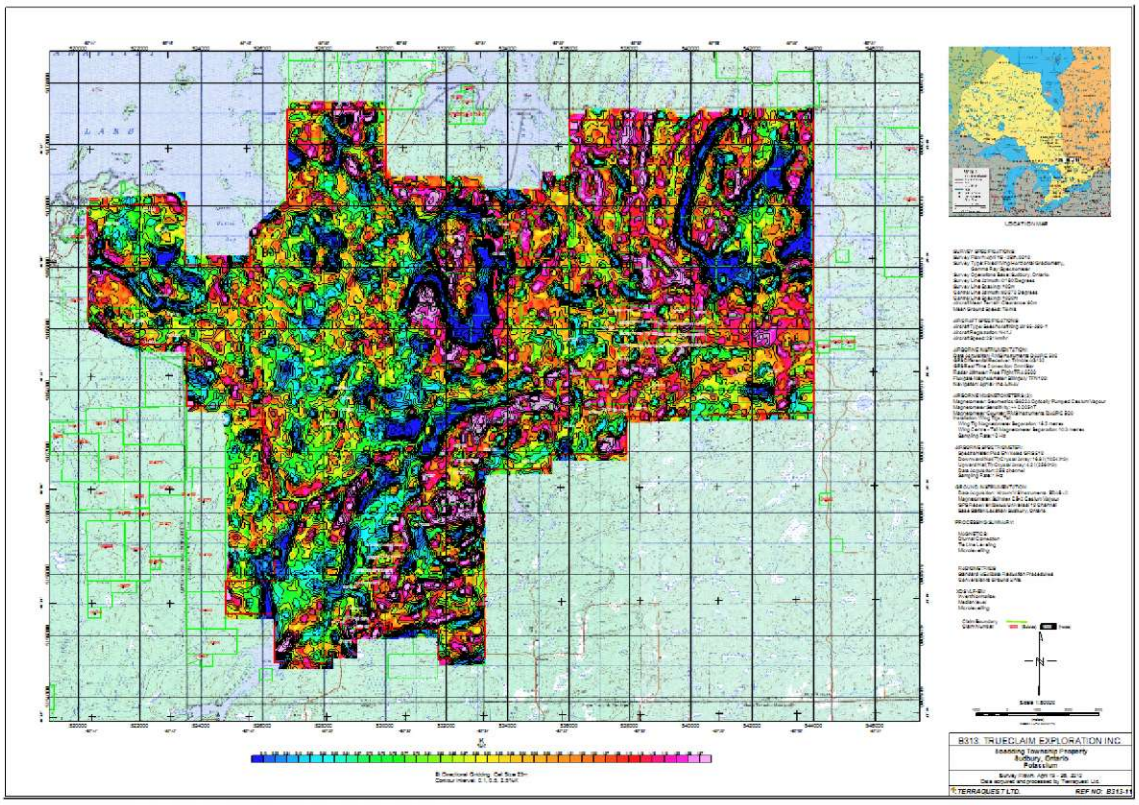
  Total Count : Exposure Rate, nanoGray/hour
  Potassium : Percent (%K)
  Uranium: Parts per Million equivalent Uranium (ppm eU)
  Thorium: Parts per Million equivalent Thorium (ppm eTh)

The radiometric data were gridded by minimum curvature method with a cell size of 25 metres and contoured.

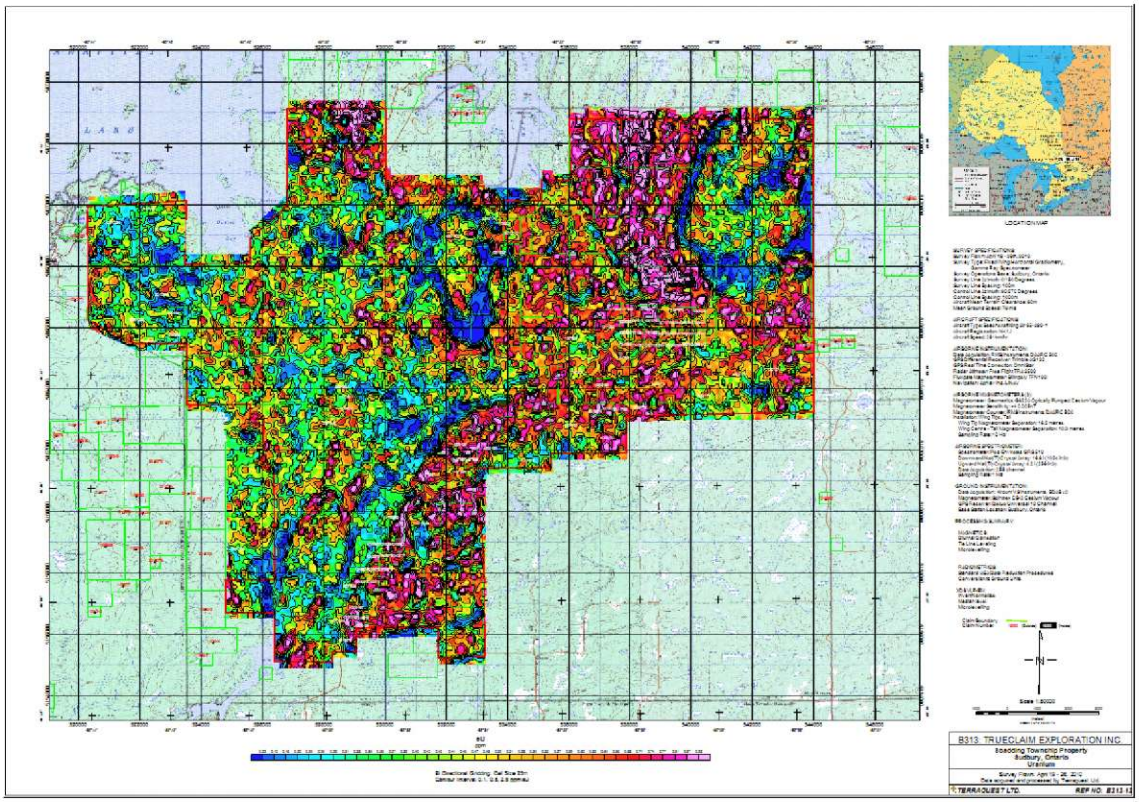
Total Count



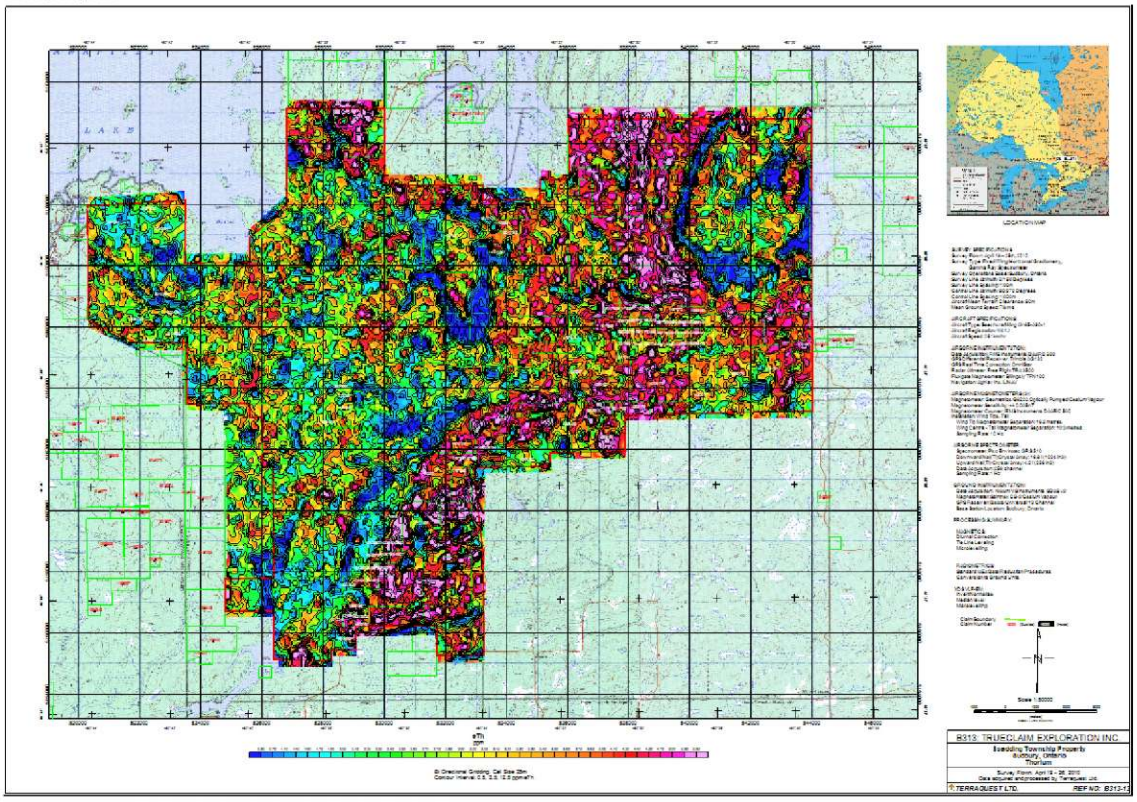
Potassium



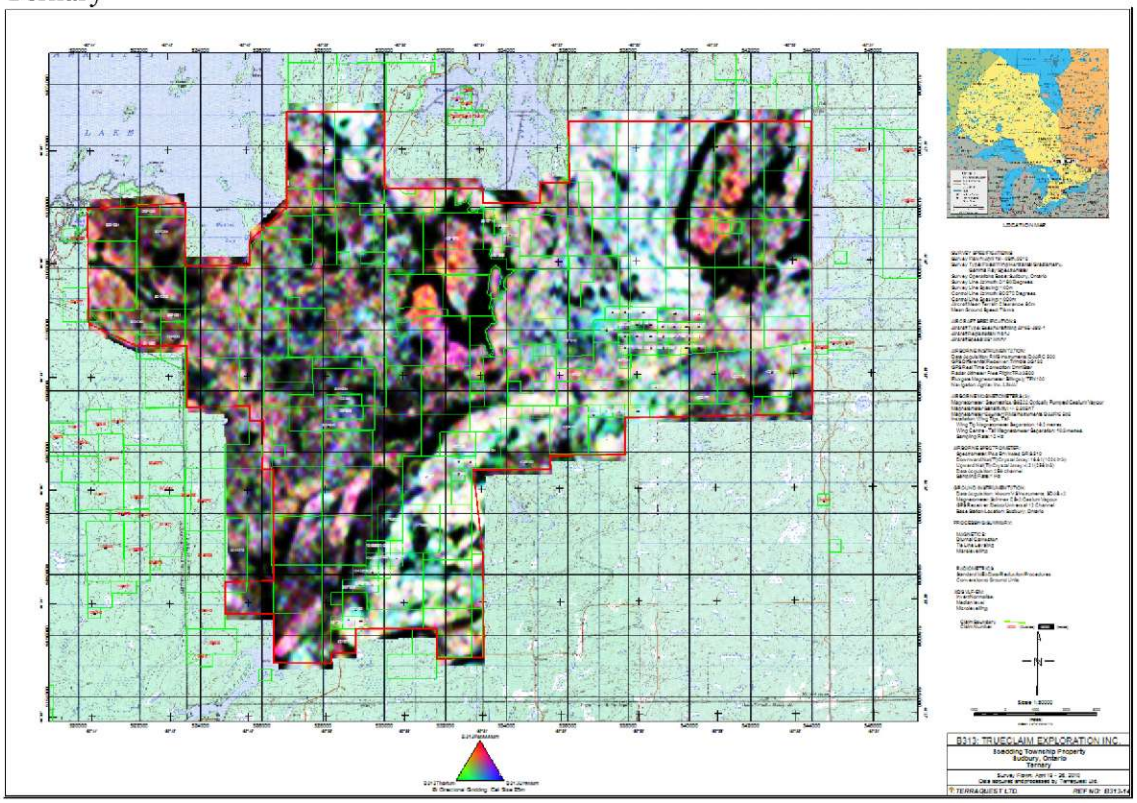
Uranium



Thorium



Ternary


B313: TRUECLAIM EXPLORATION INC.
Scadding Township Property
Sudbury, Ontario
Ternary
TERRAQUEST LTD.

7.5. LIST OF FINAL PRODUCTS

Two copies of the following colour maps were produced at a scale of 1:50,000 with a grid cell size of 25 metres, and projection WGS84, UTM zone 18; the back ground is topography. Claim numbers have been supplied by the client.

- Map 1: Flight Path
- Map 2: Total Magnetic Intensity of Tail Sensor (nT)
- Map 3: Calculated Vertical Derivative of Tail Sensor (nT/m)
- Map 4: Measured Lateral Magnetic Gradient (nT/m)
- Map 5: Along Line Magnetic Gradient (nT/m)
- Map 6: Reconstructed Total Magnetic Field (pseudo nT)
- Map 7: XDS VLF-EM, Line Component
- Map 8: XDS VLF-EM, Ortho Component
- Map 9: XDS VLF-EM, Vertical Component
- Map 10: Total Count (nGy/hr)
- Map 11: Potassium (%K)
- Map 12: Uranium (ppm eU)
- Map 13: Thorium (ppm eTh)
- Map 14: Ternary
- Map 15: Digital Terrain Model (m)

- Digital grid archives on CD-ROM in GEOSOFT
- All GEOSOFT MAP files used to generate the above listed final maps
- High quality JPEGS and PDF format of all maps
- Digital Profile Archives on CD-ROM in GEOSOFT GDB format (compatible with 4.1 or higher)

8. SUMMARY

An airborne high sensitivity magnetic survey was performed at 80 metre mean terrain clearance, 100 metre line intervals, 1,000 metre tie line interval, and with data sample points at 7-8 metres along the flight lines.

The data were subjected to final processing to produce the following colour maps, with grid cell size of 25 metres, topographic underlay, projection NAD83 UTM zone 17 and scale of 1:50,000 a) total magnetic intensity and calculated first vertical derivative of tail sensor, b) measured transverse and along-line magnetic gradients and reconstructed total magnetic field, d) Line, Ortho and Vertical components of the XDS VLF-EM system, d) total count, potassium, uranium thorium, and ternary, and e) flight path.

All data have been archived as Geosoft database (GDB) plus all MAP and GRID files used to make the maps. These have also been converted to high quality JPEGS and PDF formats.

Respectfully Submitted,

Charles Barrie, M.Sc.
Vice President
Terraquest Ltd.

9. APPENDICES

9.1. APPENDIX I - CERTIFICATE OF QUALIFICATION

I, Charles Barrie, certify that I:

1) am registered as a Fellow with the Geological Association of Canada and work professionally as a geologist,
2) hold an Honours degree in Geology from McMaster University, Canada, obtained in 1977,
3) hold an M.Sc. in Geology from Dalhousie University, Canada, obtained in 1980,
4) am a member of the Prospectors and Developers Association of Canada,
5) am a member of the Canadian Institute of Mining , Metallurgy and Petroleum,
6) have worked as a geologist for over thirty years,
7) am employed by and am an owner of Terraquest Ltd., specializing in high sensitivity airborne geophysical surveys, and
8) have prepared this operations and specifications report pertaining to airborne data collected by Terraquest Ltd..

Markham, Ontario, Canada

Signed

Charles Q. Barrie, M.Sc.
Vice President, Terraquest Ltd.

9.2. APPENDIX II – DAILY LOG

April 18, 2010
Aircraft and ground crew arrive in Sudbury, set up base station

April 19, 2010
Flight N41J-1: FOM and radiometric calibrations, processed and approved

April 20, 2010
Flight N41J-2: 38 lines, 481.4 km
Digital Camera slipped into video mode this flight

April 21, 2010
Flight N41J-3: aborted due to weather

April 22, 2010
Flight N41J-4: 64 lines, 661.7 km
Flight N41J-5: 54 lines, 696.8 km

April 23, 2010
Flight N41J-6: 45 lines, 753.5 km
Flight N41J-7: 20 lines, 147.5 km

April 24, 2010
Flight N41J-8: 33 lines, 169.4 km
Spectrometer not record properly

April 25, 2010
Standby: assessing data

April 26, 2010
Flight N41J-9: reflights139.3 km

9.3. APPENDIX III– FIGURE OF MERIT

FOM INDEX :N41J - FLIGHT N41J001 19 APR 2010 / BASE:Sudbury, ON

FOM TEST #1 (MAT1.x)-50pt

MAG 1

DIR	TRAV FLG	LINE	PITCH		ROLL		YAW			P	R	Y	SUM
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9000	0.05	-0.05	0.05	-0.04	0.06	-0.03		0.10	0.09	0.09	0.28
E		9090	0.04	-0.05	0.03	-0.04	0.05	-0.06		0.09	0.07	0.11	0.27
S	*	9180	0.03	-0.06	0.05	-0.03	0.05	-0.03		0.09	0.08	0.08	0.25
W		9270	0.05	-0.05	0.05	-0.04	0.05	-0.05		0.10	0.09	0.10	0.29
									SUM	0.38	0.33	0.38	1.09
									FOM	1.09			
							FOM TRAVERSE ONLY			0.53	(x2 :	1.06	)

MAG 2

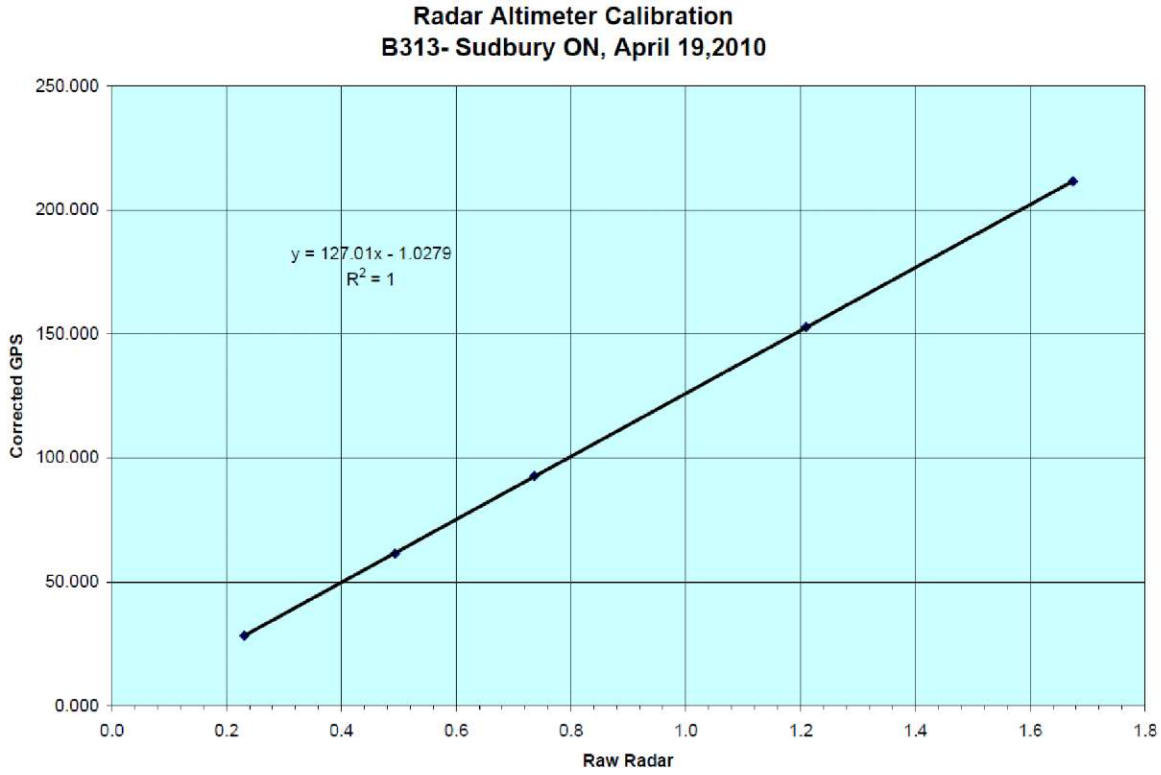
DIR	TRAV FLG	LINE	PITCH		ROLL		YAW			P	R	Y	SUM
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9000	0.11	-0.05	0.08	-0.10	0.09	-0.09		0.16	0.18	0.18	0.52
E		9090	0.06	-0.09	0.05	-0.10	0.12	-0.12		0.15	0.15	0.24	0.54
S	*	9180	0.06	-0.10	0.05	-0.08	0.09	-0.07		0.16	0.13	0.16	0.45
W		9270	0.04	-0.09	0.04	-0.05	0.09	-0.05		0.13	0.09	0.14	0.36
									SUM	0.60	0.55	0.72	1.87
									FOM	1.87			
							FOM TRAVERSE ONLY			0.97	(x2 :	1.94	)

MAG 3

DIR	TRAV FLG	LINE	PITCH		ROLL		YAW			P	R	Y	SUM
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9000	0.05	-0.03	0.02	-0.01	0.03	-0.02		0.08	0.03	0.05	0.16
E		9090	0.04	-0.03	0.03	-0.04	0.03	-0.05		0.07	0.07	0.08	0.22
S	*	9180	0.01	-0.05	0.03	-0.05	0.05	-0.02		0.06	0.08	0.07	0.21
W		9270	0.04	-0.03	0.02	0.02	0.02	-0.03		0.07	0.00	0.05	0.12
									SUM	0.28	0.18	0.25	0.71
									FOM	0.71			
							FOM TRAVERSE ONLY			0.37	(x2 :	0.74	)

9.4. APPENDIX IV – RADAR ALTIMETER CALIBRATION

Terraquest LTD | Radar Altimeter Calibration | 20/04/2010



Terraquest LTD | Radar Altimeter Calibration | 20/04/2010

B313: RADAR CALIBRATION DATA SUMMARY
Calibration performed 19 APR 2010, Sudbury, ON- N41J

					INTERCEPT -1.0279 SLOPE 127.008579	
LINE	RAW RADAR	GPGGA_ALT	CORRECTED GPS ALT	RAW RADAR	CALIBRATED RADAR	ERROR *
Hold		351.100	0.000			
100	0.231	379.400	28.300	0.231	28.298	-0.002
200	0.493	412.500	61.400	0.493	61.638	0.238
300	0.736	443.800	92.700	0.736	92.476	-0.224
500	1.210	503.900	152.800	1.210	152.652	-0.148
700	1.674	562.600	211.500	1.674	211.635	0.135
900	2.1	618.4				

** Error estimated as (Calibrated Radar) - (Corrected GPS Alt)*

Cal Comparison with Previous Factors	
PREV INT	-0.5648
PREV SLP	0.0219
	DIFF
-0.56	-28.9
-0.55	-62.2
-0.55	-93.0
-0.54	-153.2
-0.53	-212.2
Comparison data NA	

Imperial Units		
LINE	GPS_ALT	CAL_RAD
100.0	92.8	92.8
200.0	201.4	202.2
300.0	304.1	303.4
500.0	501.3	500.8

9.5. APPENDIX V – RADIOMETRIC ALTITUDE ATTENUATION

TERRAQUEST LTD

Radiometric Procedures and Calibrations

TERRAQUEST N41J / SDAS/PicoEnvirotec
RADIOMETRIC ALTITUDE ATTENUATION CALIBRATION
Performed : 28 April 2010, Breckenridge Test Range, Ottawa, Canada

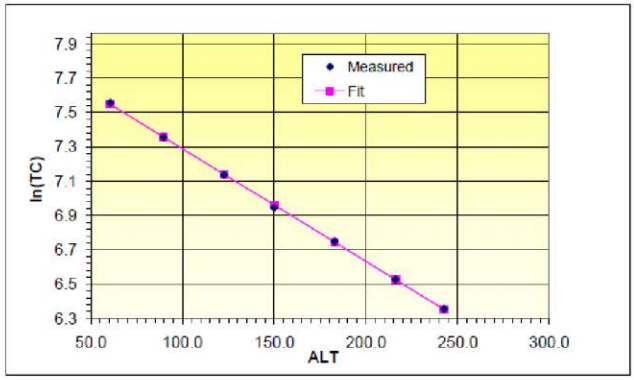
LINE	Average Clearance (metres)	TC (cor. CPS)	K (cor. CPS)	U (cor. CPS)	TH (cor. CPS)
L200:10	60.5	1991.7	209.4	29.5	45.3
L300:10	89.6	1629.5	160.4	24.0	38.2
L400:10	122.6	1310.9	120.7	19.9	30.4
L500:10	149.9	1081.8	96.7	16.0	25.2
L600:10	182.9	888.5	75.7	13.6	20.6
L700:10	216.2	712.1	56.9	11.4	17.1
L800:10	242.7	599.8	45.4	8.1	14.3

ALTITUDE ATTENUATION COEFFICIENTS
Calculated by LSQ fit to : ln(N) = ALT*μ + ln(N 0) relation

	TC	μ_{TC} =	-0.006562	$\ln(N_0)_{TC}$ =	7.9853					
	K	μ_K =	-0.008286	$\ln(N_0)_K$ =	5.8269					
	U	μ_U =	-0.006665	$\ln(N_0)_U$ =	3.7934	U (Select)	μ_U =	-0.006697	$\ln(N_0)_U$ =	3.7889
	Th	μ_{Th} =	-0.006333	$\ln(N_0)_{Th}$ =	4.1953					

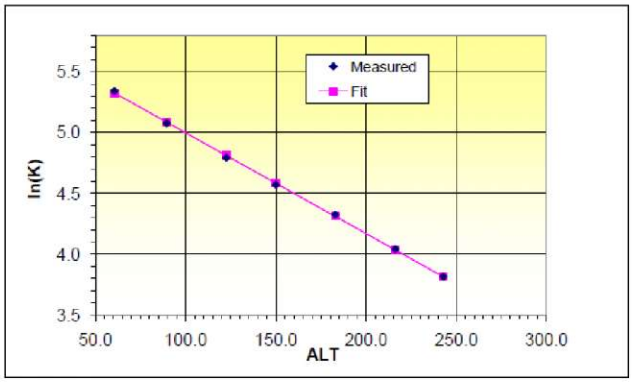
ALTITUDE DEPENDENCE: TOTAL COUNT

ALT	ln(N)	FIT
60.5	7.5968	7.5881
89.6	7.3960	7.3974
122.6	7.1785	7.1807
149.9	6.9863	7.0013
182.9	6.7895	6.7853
216.2	6.5683	6.5668
242.7	6.3966	6.3924



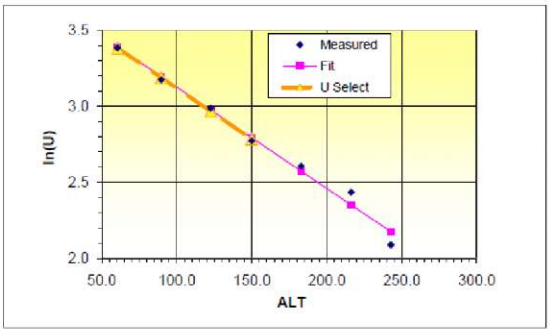
ALTITUDE DEPENDENCE: POTASSIUM

ALT	ln(N)	FIT
60.5	5.3440	5.3254
89.6	5.0774	5.0846
122.6	4.7936	4.8110
149.9	4.5713	4.5845
182.9	4.3265	4.3118
216.2	4.0411	4.0358
242.7	3.8146	3.8156



ALTITUDE DEPENDENCE: URANIUM

ALT	ln(N)	FIT
60.5	3.3854	3.3900
89.6	3.1764	3.1963
122.6	2.9892	2.9762
149.9	2.7738	2.7941
182.9	2.6079	2.5747
216.2	2.4362	2.3527
242.7	2.0906	2.1756

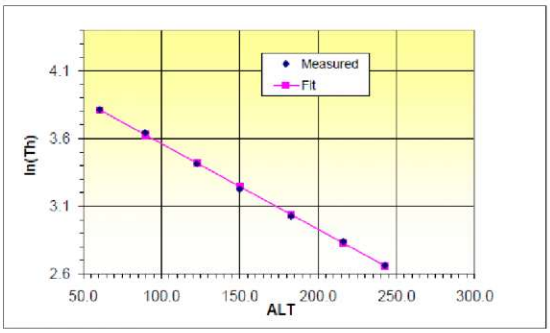


ALTITUDE DEPENDENCE: URANIUM (SELECT)

ALT	ln(N)	FIT
60.5	3.3854	3.3835
89.6	3.1764	3.1889
122.6	2.9892	2.9677
149.9	2.7738	2.7847

ALTITUDE DEPENDENCE: THORIUM

ALT	ln(N)	FIT
60.5	3.8135	3.8120
89.6	3.6434	3.6280
122.6	3.4144	3.4188
149.9	3.2257	3.2457
182.9	3.0272	3.0373
216.2	2.8397	2.8264
242.7	2.6624	2.6581



9.6. APPENDIX VI – RADIOMETRIC COSMIC CALIBRATION

N41J : COSMIC CALIBRATION

-performedApril 19th, 2010 / Sudbury / Flight N41J001

LINE	GPS ALT metres	TC cps	K cps	U cps	TH cps	U UP	COSMIC cps
S2000:1	606.3	204.0	16.0	6.0	6.0	1.0	67.0
S3000:1	908.2	219.0	17.0	8.0	7.0	1.0	78.0
S4000:1	1218.9	242.0	17.0	8.0	8.0	1.0	92.0
S5000:1	1528.3	271.0	19.0	9.0	9.0	1.0	107.0
S6000:1	1815.6	303.0	20.0	11.0	11.0	1.0	121.0
S7000:1	2139.1	309.0	20.0	11.0	11.0	1.0	132.0
S8000:1	2436.6	387.0	24.0	14.0	14.0	2.0	168.0
S9000:1	2743.5	443.0	26.0	16.0	17.0	2.0	201.0
S10000:1	3042.0	511.0	30.0	18.0	20.0	3.0	237.0

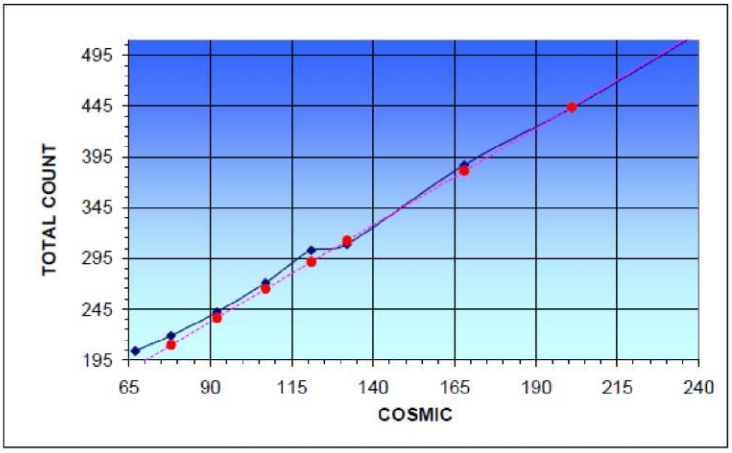
COSMIC COEFFICIENTS

$COS\_COMPONENT_n = a_n COSMIC + b_n$

	Slope (a_n)	Intercept (b_n)
Total Count	1.9034	61.3195
Potassium	0.0921	8.0030
Uranium	0.0661	2.5505
Thorium	0.0862	0.0000
Uranium UP	0.0116	-0.1082

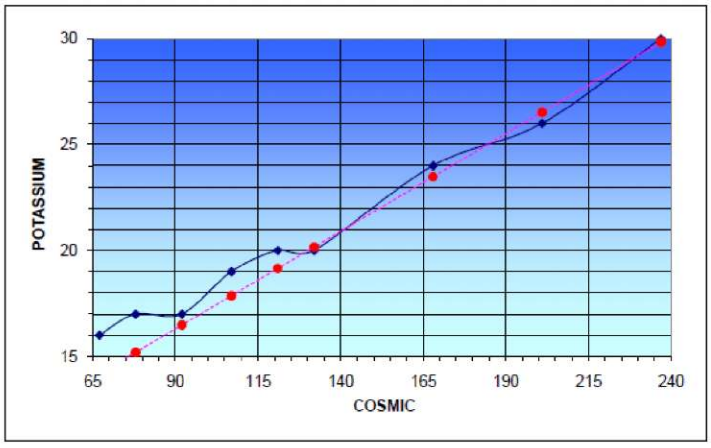
TOTAL COUNT COSMIC DEPENDENCE

COSMIC	TC	TC FIT
67.0	204.0	188.8
78.0	219.0	209.8
92.0	242.0	236.4
107.0	271.0	265.0
121.0	303.0	291.6
132.0	309.0	312.6
168.0	387.0	381.1
201.0	443.0	443.9
237.0	511.0	512.4



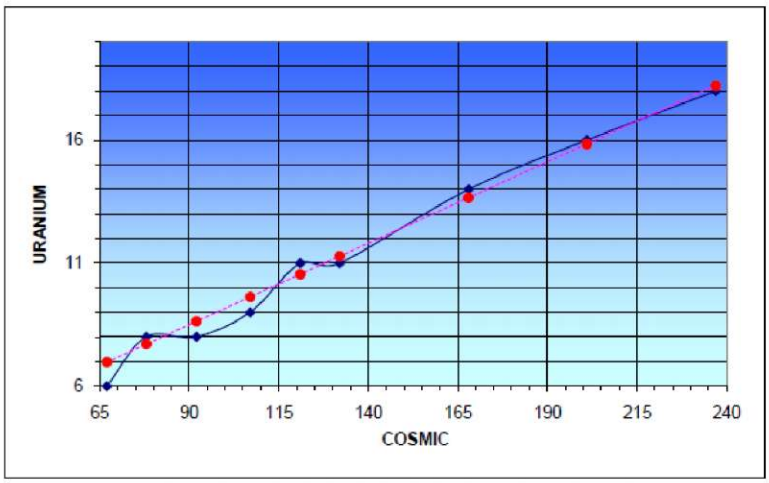
POTASSIUM COSMIC DEPENDENCE

COSMIC	K	K FIT
67.0	16.0	14.2
78.0	17.0	15.2
92.0	17.0	16.5
107.0	19.0	17.9
121.0	20.0	19.2
132.0	20.0	20.2
168.0	24.0	23.5
201.0	26.0	26.5
237.0	30.0	29.8



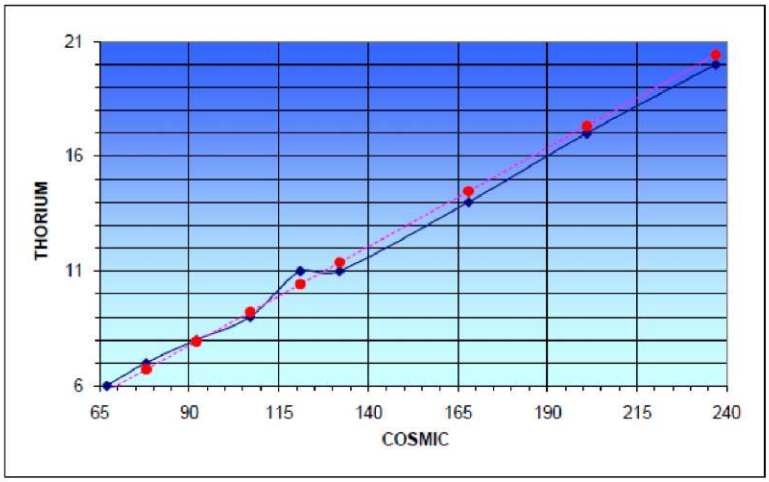
URANIUM COSMIC DEPENDENCE

COSMIC	U	U FIT
67.0	6.0	7.0
78.0	8.0	7.7
92.0	8.0	8.6
107.0	9.0	9.6
121.0	11.0	10.6
132.0	11.0	11.3
168.0	14.0	13.7
201.0	16.0	15.8
237.0	18.0	18.2



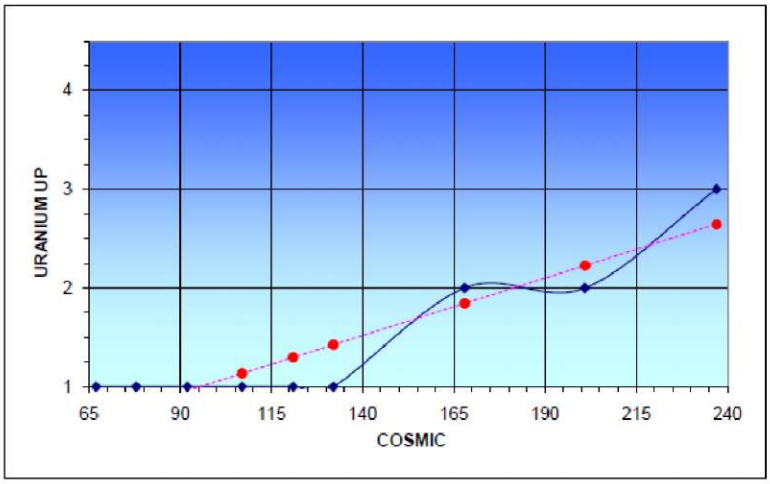
THORIUM COSMIC DEPENDENCE

COSMIC	TH	TH FIT
67.0	6.0	5.8
78.0	7.0	6.7
92.0	8.0	7.9
107.0	9.0	9.2
121.0	11.0	10.4
132.0	11.0	11.4
168.0	14.0	14.5
201.0	17.0	17.3
237.0	20.0	20.4



URANIUM UP COSMIC DEPENDENCE

COSMIC	UUP	UUP FIT
67.0	1.0	0.7
78.0	1.0	0.8
92.0	1.0	1.0
107.0	1.0	1.1
121.0	1.0	1.3
132.0	1.0	1.4
168.0	2.0	1.8
201.0	2.0	2.2
237.0	3.0	2.6



9.7. APPENDIX VII – PAD TESTS: COMPTON COEFFICIENTS

""" CALIBRATION OF K-U-TH WINDOW COUNTS FROM PAD MEASUREMENTS """

PROGRAM PADWIN

Concentrations of Transportable Pads - Holland Landing - PEI Pads (Kieth

NUMBER OF PADS = 4

PAD CONCENTRATIONS:

	PCT K	PPM EU	PPM TH
B Pad	1.410 (.010)	.97 (.03)	2.26 (.10)
K Pad	8.710 (.090)	.32 (.02)	.74 (.10)
U Pad	1.340 (.020)	52.90 (.10)	3.40 (.14)
T Pad	1.340 (.020)	2.96 (.06)	136.00 (2.10)

GEOMETRIC CORRECTION FACTORS:

POTASSIUM	URANIUM	THORIUM
1.17	1.17	1.19

"B313 C-GGLS 13APR2010 Holland Landing"

WINDOW COUNTS:

	TIME (M)	K COUNTS	U COUNTS	TH COUNTS
B Pad	660.0	216480.	25740.	23760.
K Pad	647.0	991851.	19410.	19410.
U Pad	656.0	542512.	455920.	56416.
T Pad	527.0	344131.	180761.	519622.

A-MATRIX FROM NONLINEAR REGRESSION:

1.664E+02 (2.080E+00)	9.781E+00 (7.908E-02)	2.372E+00 (4.774E-02)
3.222E-01 (8.815E-02)	1.259E+01 (3.324E-02)	2.086E+00 (3.399E-02)
7.267E-01 (1.480E-01)	8.081E-01 (2.511E-02)	7.092E+00 (1.120E-01)

INVERSE A-MATRIX:

6.020E-03 (7.519E-05)	-4.637E-03 (6.619E-05)	-6.495E-04 (2.717E-05)
-5.288E-05 (3.777E-05)	8.102E-02 (2.062E-04)	-2.381E-02 (1.224E-04)
-6.108E-04 (1.241E-04)	-8.757E-03 (3.149E-04)	1.438E-01 (2.277E-03)

```
 WINDOW SENSITIVITIES FOR SMALL SOURCES:

  K SENSITIVITY (A11) = 1.664E+02 (2.080E+00) COUNTS/  M PER PCT K
  U SENSITIVITY (A22) = 1.259E+01 (3.324E-02) COUNTS/  M PER PPM EU
 TH SENSITIVITY (A33) = 7.092E+00 (1.120E-01) COUNTS/  M PER PPM TH


 WINDOW SENSITIVITIES FOR INFINITE SOURCES:

  K SENSITIVITY (A11) = 1.947E+02 (2.433E+00) COUNTS/  M PER PCT K
  U SENSITIVITY (A22) = 1.473E+01 (3.889E-02) COUNTS/  M PER PPM EU
 TH SENSITIVITY (A33) = 8.439E+00 (1.333E-01) COUNTS/  M PER PPM TH


 STRIPPING RATIOS:

 TH INTO  U (ALPHA = A23/A33):    .2941 (  .0013)
 TH INTO  K (BETA  = A13/A33):    .3344 (  .0042)
  U INTO  K (GAMMA = A12/A22):    .7771 (  .0062)
  U INTO TH (A     = A32/A22):    .0642 (  .0020)
  K INTO TH (B     = A31/A11):    .0044 (  .0009)
  K INTO U  (G     = A21/A11):    .0019 (  .0005)


 BACKGROUND COUNT RATES:

  K WINDOW :  7.848E+01 (3.701E+00) COUNTS/M
  U WINDOW :  2.162E+01 (6.220E-01) COUNTS/M
 TH WINDOW :  1.816E+01 (9.745E-01) COUNTS/M


 NUMBERS IN PARENTHESES ARE ESTIMATED STANDARD DEVIATIONS
 Stop - Program terminated.
```

9.8. APPENDIX VIII – SENSITIVITIES BRECKENRIDGE

Measured Ground Values:	
Dose Rate (TC) : nGy/hr	51.730
%K	1.935
ppm U	1.001
ppm Th	7.804

N41J: Ottawa Calibration, Breckendridge Test Line 28 April 2010

Line	Clearance (metres)	TC (cps)	K (cps)	U (cps)	Th (cps)	STC (cps/unit)	SK (cps/unit)	SU (cps/unit)	STH (cps/unit)
L200:10	60.5	1991.72	209.35	29.53	45.31	38.50	108.22	29.51	5.81
L300:10	89.6	1629.52	160.36	23.96	38.22	31.50	82.89	23.95	4.90
L400:10	122.6	1310.88	120.74	19.87	30.40	25.34	62.41	19.86	3.90
L500:10	149.9	1081.76	96.67	16.02	25.17	20.91	49.97	16.01	3.23
L600:10	182.9	888.49	75.68	13.57	20.64	17.18	39.12	13.56	2.64
L700:10	216.2	712.13	56.89	11.43	17.11	13.77	29.41	11.42	2.19
L800:10	242.7	599.83	45.36	8.09	14.33	11.60	23.45	8.09	1.84

		"m"	"b"
Exponential Fit Parameters:	TC	0.9935	56.7818
	K	0.9917	175.4029
	U	0.9934	44.3812
	TH	0.9937	8.5044

Calculated Sensitivities	
CLEARANCE:	80
TC	33.59
K	90.40
U	26.04
TH	5.12

9.9. APPENDIX IX – README FILES

Terraquest Ltd. Aeromagnetic/Radiometrics/XDS-VLF Survey Project B-313 June 10th, 2010

for
TRUE CLAIM EXPLORATION

DATA ARCHIVE

CONTENTS >>>>>

1. GEOSOFT OASIS MONTAJ DATABASE (.GDB) AND BINARY ARCHIVE (.GBN) CONTENTS

Data files for the TRUE CLAIM EXPLORATION project contain the following channels:

UTMX UTM Easting Zone 17N [WGS 84] World / [NAD83] Canada; Central America; Mexico; USA (ex Hawaii Aleutian Islands) (m)
UTMY UTM Northing Zone 17N [WGS 84] World / [NAD83] Canada; Central America; Mexico; USA (ex Hawaii Aleutian Islands) (m)
TIME Time (GPS day-sec)
RADALT Aircraft Radar Terrain Clearance (m)
GPGGA_ALT Aircraft Elevation [WGS 84] World (m)
FNLDTM Digital Terrain Model Zone 17N [WGS 84] World / [NAD83] Canada; Central America; Mexico; USA (ex Hawaii Aleutian Islands) (m)
GPGGA_LAT Latitude [WGS 84] World (decimal degrees)
GPGGA_LON Longitude [WGS 84] World (decimal degrees)
DIURNAL Base Station Diurnal TMI (nT)
VMX X-component of Fluxgate Magnetometer
VMY Y-component of Fluxgate Magnetometer
VMZ Z-component of Fluxgate Magnetometer
TF1UNC Raw Left Wingtip Sensor Total Magnetic Intensity (nT)
TF2UNC Raw Right Wingtip Sensor Total Magnetic Intensity (nT)
TF3UNC Raw Tail Sensor Total Magnetic Intensity (nT)
TF1CMP Compensated Left Wingtip Sensor Total Magnetic Intensity (nT)
TF2CMP Compensated Right Wingtip Sensor Total Magnetic Intensity (nT)
TF3CMP Compensated Tail Sensor Total Magnetic Intensity (nT)
HGXLAG Measured Lateral Component of Horizontal Magnetic Gradient (nT/m)

HGYLAG Measured Longitudinal Component of Horizontal Magnetic Gradient (nT/m)
TF3FNL Levelled, Compensated Tail Sensor Total Magnetic Intensity (nT)
RTF Reconstructed Total Field (calculated using the measured horizontal gradients)
SPC_DOWN Downward Looking Crystal Array 256 channel Radiometric Spectrum
SPC_UP Upward Looking Crystal 256 channel Radiometric Spectrum
RAWTC Raw Total Count integral window
RAWK Raw Potassium integral window (cps)
RAWU Raw Uranium integral window (cps)
RAWTH Raw Thorium integral window (cps)
RAWCOS Raw Cosmic channel (cps)
RAWUUP Raw Upward Looking Uranium channel (cps)
FTC Corrected Total Count in ground units (cps)
FK Corrected Potassium in ground units (cps)
FU Corrected Uranium in ground units (cps)
FTH Corrected Thorium in ground units (cps)
STC Corrected Total Count in ground units (nGy/hr)
SK Corrected Potassium in ground units (%K)
SU Corrected Uranium in ground units (ppm eU)
STH Corrected Thorium in ground units (ppm eTh)
LINE_FNL XDS/VLF LINE Component
ORTHO_FNL XDS/VLF ORTHO Component

3. DATA GRIDS

The following Geosoft grids have been supplied for the TRUE CLAIM EXPLORATION project:

B313MeasuredTotalMagneticIntensity.grd 25-m cell Final, Levelled Tail TMI (nT)
B313ReconstructedTotalField.grd 25-m cell Reconstructed Total Magnetic Field (using horizontal gradients)
B313MeasuredLateralGradient.grd 25-m cell Lateral Component of Measured Horizontal Gradient (nT/m)
B313MeasuredLongitudinalGradient.grd 25-m cell Longitudinal Component of Measured Horizontal Gradient (nT/m)
B313CalculatedVerticalDerivative.grd 25-m cell Calculated Vertical Derivative of Levelled TMI (nT/m)
B313ReconstructedTotalField 25-m cell Reconstructed Total Magnetic Field (calculated from Horizontal Gradients using "Nelson Method") (pseudo nT)
B313XDS_LineComponent.grd 25-m cell XDS/VLF Line Component (V)
B313XDS_OrthoComponent.grd 25-m cell XDS/VLF Ortho Component (V)
B313TotalCount.grd 25-m cell Total Count (nGy/h)
B313Potassium.grd 25-m cell Potassium (%K)
B313Uranium.grd 25-m cell Uranium (ppm eU)
B313Thorium.grd 25-m cell Thorium (ppm eTh)
B313DigitalTerrainModel.grd 25-m cell Digital Terrain Model (metres)

4. MAPS

The following map products at 1:50,000 scale have been supplied for the TRUE CLAIM EXPLORATION project.
Map images are submitted in Geosoft 'Packed' Map (viewable with the Oasis montaj viewer available as
a free download from Geosoft):

B313FlightPath Flight Path on Topo Base
B313GradientTotalMagneticIntensity TMI Contoured Colour Image, Flight Path on Topo Base
B313CalculatedVerticalDerivative Calculated Vertical Magnetic Derivative Contoured Colour Image, Flight Path on Topo Base
B313MeasuredLateralGradient Lateral Horizontal Magnetic Gradient Contoured Colour Image,Flight Path on Topo Base
B313MeasuredLongitudinalGradient longitudinal Horizontal Magnetic Gradient Contoured Colour Image, Flight Path on Topo Base
B313ReconstructedTotalField Reconstructed Total Field Contoured Colour Image, Flight Path on Topo Base
B313XDSLine Line component Colour Shaded Image, Flight Path on Topo Base
B313XDSOrthogonal Orthogonal Component Colour Shaded Image, Flight Path on Topo Base
B313TotalCount Total Count Contoured Colour Image, Flight Path on Topo Base
B313Potassium Potassium Contoured Colour Image, Flight Path on Topo Base
B313Uranium Uranium Contoured Colour Image, Flight Path on Topo Base
B313Thorium Thorium Contoured Colour Image, Flight Path on Topo Base
B313Ternary Ternary Colour Image, Flight Path on Topo Base
B313DigitalTerrainModel Digital Terrain Model Contoured Colour Image, Flight Path on Topo Base

5. JPEGS

The following map products at 1:50,000 scale have been supplied for the TRUE CLAIM EXPLORATION Project.
Map images are submitted High Quality JPEG compressed image (150 dpi):

B313FlightPath Flight Path on Topo Base
B313GradientTotalMagneticIntensity TMI Contoured Colour Image, Flight Path on Topo Base
B313CalculatedVerticalDerivative Calculated Vertical Magnetic Derivative Contoured Colour Image, Flight Path on Topo Base
B313MeasuredLateralGradient Lateral Horizontal Magnetic Gradient Contoured Colour Image,Flight Path on Topo Base
B313MeasuredLongitudinalGradient longitudinal Horizontal Magnetic Gradient Contoured Colour Image, Flight Path on Topo Base
B313ReconstructedTotalField Reconstructed Total Field Contoured Colour Image, Flight Path on Topo Base

B313XDSLine Line component Colour Shaded Image, Flight Path on Topo Base
B313XDSOrthogonal Orthogonal Component Colour Shaded Image, Flight Path on Topo Base
B313TotalCount Total Count Contoured Colour Image, Flight Path on Topo Base
B313Potassium Potassium Contoured Colour Image, Flight Path on Topo Base
B313Uranium Uranium Contoured Colour Image, Flight Path on Topo Base
B313Thorium Thorium Contoured Colour Image, Flight Path on Topo Base
B313Ternary Ternary Colour Image, Flight Path on Topo Base
B313DigitalTerrainModel Digital Terrain Model Contoured Colour Image, Flight Path on Topo Base

6. PDFS

The following map products at 1:50,000 scale have been supplied for the TRUE CLAIM EXPLORATION Project.

B313FlightPath Flight Path on Topo Base
B313GradientTotalMagneticIntensity TMI Contoured Colour Image, Flight Path on Topo Base
B313CalculatedVerticalDerivative Calculated Vertical Magnetic Derivative Contoured Colour Image, Flight Path on Topo Base
B313MeasuredLateralGradient Lateral Horizontal Magnetic Gradient Contoured Colour Image,Flight Path on Topo Base
B313MeasuredLongitudinalGradient longitudinal Horizontal Magnetic Gradient Contoured Colour Image, Flight Path on Topo Base
B313ReconstructedTotalField Reconstructed Total Field Contoured Colour Image, Flight Path on Topo Base
B313XDSLine Line component Colour Shaded Image, Flight Path on Topo Base
B313XDSOrthogonal Orthogonal Component Colour Shaded Image, Flight Path on Topo Base
B313TotalCount Total Count Contoured Colour Image, Flight Path on Topo Base
B313Potassium Potassium Contoured Colour Image, Flight Path on Topo Base
B313Uranium Uranium Contoured Colour Image, Flight Path on Topo Base
B313Thorium Thorium Contoured Colour Image, Flight Path on Topo Base
B313Ternary Ternary Colour Image, Flight Path on Topo Base
B313DigitalTerrainModel Digital Terrain Model Contoured Colour Image, Flight Path on Topo Base

7. README

README.TXT Data Archive delivery documentation (this text file).

8. Report

Report\B-313-N41J-Report.pdf

---- Submitted By : -----

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ONTARIO CANADA

MINISTRY OF NORTHERN DEVELOPMENT AND MINES

PROVINCIAL MINING RECORDER'S OFFICE

Mining Land Tenure Map

Date / Time of Issue: Tue Jun 15 12:19:55 EDT 2010

TOWNSHIP / AREA **PLAN**

STREET **G-4109**

ADMINISTRATIVE DISTRICTS / DIVISIONS

Mining Division	Sudbury
Land Titles/Registry Division	SUDBURY
Ministry of Natural Resources District	SUDBURY

TOPOGRAPHIC

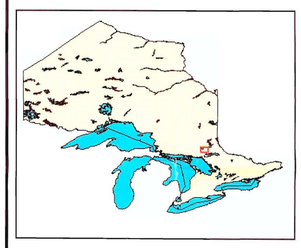
- Administrative Boundaries
- Township
- Concession, Lot
- Provincial Park
- Indian Reserve
- Cliff, Pit & Pile
- Contour
- Mine Shafts
- Mine Headframe
- Railway
- Road
- Trail
- Natural Gas Pipeline
- Utilities
- Tower

Land Tenure

Freehold Patent
- Surface And Mining Rights
- Surface Rights Only
- Mining Rights Only

Leasehold Patent
- Surface And Mining Rights
- Surface Rights Only
- Mining Rights Only

Licence of Occupation
- Uses Not Specified
- Surface And Mining Rights
- Surface Rights Only
- Mining Rights Only
- LUP: Land Use Permit
- OIC: Order In Council (Not open for staking)
- WPLA: Water Power Lease Agreement
- 1234567: Mining Claim
- 1234567: Filed Only Mining Claims



LAND TENURE WITHDRAWALS

1234 — Areas Withdrawn from Disposition

Mining Acts Withdrawal Types
- Wsm: Surface And Mining Rights Withdrawn
- Ws: Surface Rights Only Withdrawn
- Wm: Mining Rights Only Withdrawn

Order In Council Withdrawal Types
- W*sm: Surface And Mining Rights Withdrawn
- W*s: Surface Rights Only Withdrawn
- W*m: Mining Rights Only Withdrawn

Ns — IMPORTANT NOTICES

Scale 1:60157

2km 0km 6km

LEGEND.

- BORDER OF GEOPHYSICAL SURVEY
- 6 B. ITEM 1: TRUECLAIM + LONEY
- 6 B. ITEM 2: TRUECLAIM
- BRADLEY CLAIMS
- 6 B. ITEM 3: TRUECLAIM
- MOHAWK GARNET INC. CLAIMS
- BRADY CLAIMS
- OPEN LAND, PATENTS, OTHER CLAIMS

UTM Zone 17
5000m grid

General Information and Limitations

Those wishing to stake mining claims should consult with the Provincial Mining Recorders' Office of the Ministry of Northern Development and Mines for additional information on the status of the lands shown hereon. This map is not intended for navigational, survey, or land title determination purposes as the information shown on this map is compiled from various sources. Completeness and accuracy are not guaranteed. Additional information may also be obtained through the local Land Titles or Registry Office, or the Ministry of Natural Resources.

The information shown is derived from digital data available in the Provincial Mining Recorders' Office at the time of downloading from the Ministry of Northern Development and Mines web site.

Contact Information:
Provincial Mining Recorders' Office
Willet Green Miller Center 933 Ramsey Lake Road
Sudbury ON P3E 6B5
Home Page: www.mndm.gov.on.ca/MNDM/MINES/LANDS/mlsmnpge.htm

Toll Free:
Tel: 1 (888) 415-9845 ext 5742
Fax: 1 (877) 670-1444

Map Datum: NAD 83
Projection: UTM (6 degree)
Topographic Data Source: Land Information Ontario
Mining Land Tenure Source: Provincial Mining Recorder's Office

This map may not show unregistered land tenure and interests in land including certain patents, leases, easements, right of ways, flooding rights, licenses, or other forms of disposition of rights and interest from the Crown. Also certain land tenure and land uses that restrict or prohibit free entry to stake mining claims may not be illustrated.