REPORT ON A
COMBINED HELICOPTER-BORNE
MAGNETIC, ELECTROMAGNETIC AND VLF
SURVEY
ABBOTSFORD TOWNSHIP PROPERTY
LARDER LAKE MINING DIVISION
PROVINCE OF ONTARIO

FOR
CONTINENTAL PRECIOUS METALS INC.
BY
AERODAT LIMITED
May 20, 1988

J8826

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1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of Continental Precious Metals Inc. by Aerodat Limited. Equipment operated included a three frequency electromagnetic system, a high sensitivity cesium vapour magnetometer, a two frequency VLF-EM system, a video tracking camera and a radar altimeter. Electromagnetic, magnetic and altimeter data were recorded both in digital and analog form. Positioning data were stored in digital form and recorded on VHS Video Tapes as well as being marked on the flight path mosaic by the operator while in flight.

The survey area, comprising a block of ground in the Abbotsford Township area, is located approximately 100 kilometres east of Cochrane, Ontario. Three (3) flights, which were flown on March 31 and April 1, 1988, were required to complete the survey with flight lines oriented at an Azimuth of 045-225 degrees and flown at a nominal line spacing of 100 metres. Coverage and data quality were considered to be well within the specifications described in the contract.

The survey objective is the detection and location of mineralized zones which can be directly or indirectly related to precious or base metal exploration targets. Of importance, therefore, are poorly mineralized conductors, displaying weak conductivity, which may represent structural features which can sometimes play an essential role in the eventual location of primary minerals. Weak conductors associated with iron formations are also considered primary targets for precious metals. In regard to base metal targets, short, isolated or flanking conductors displaying good conductivity and having either magnetic correlation or no magnetic correlation, are all considered to be areas of extreme interest.

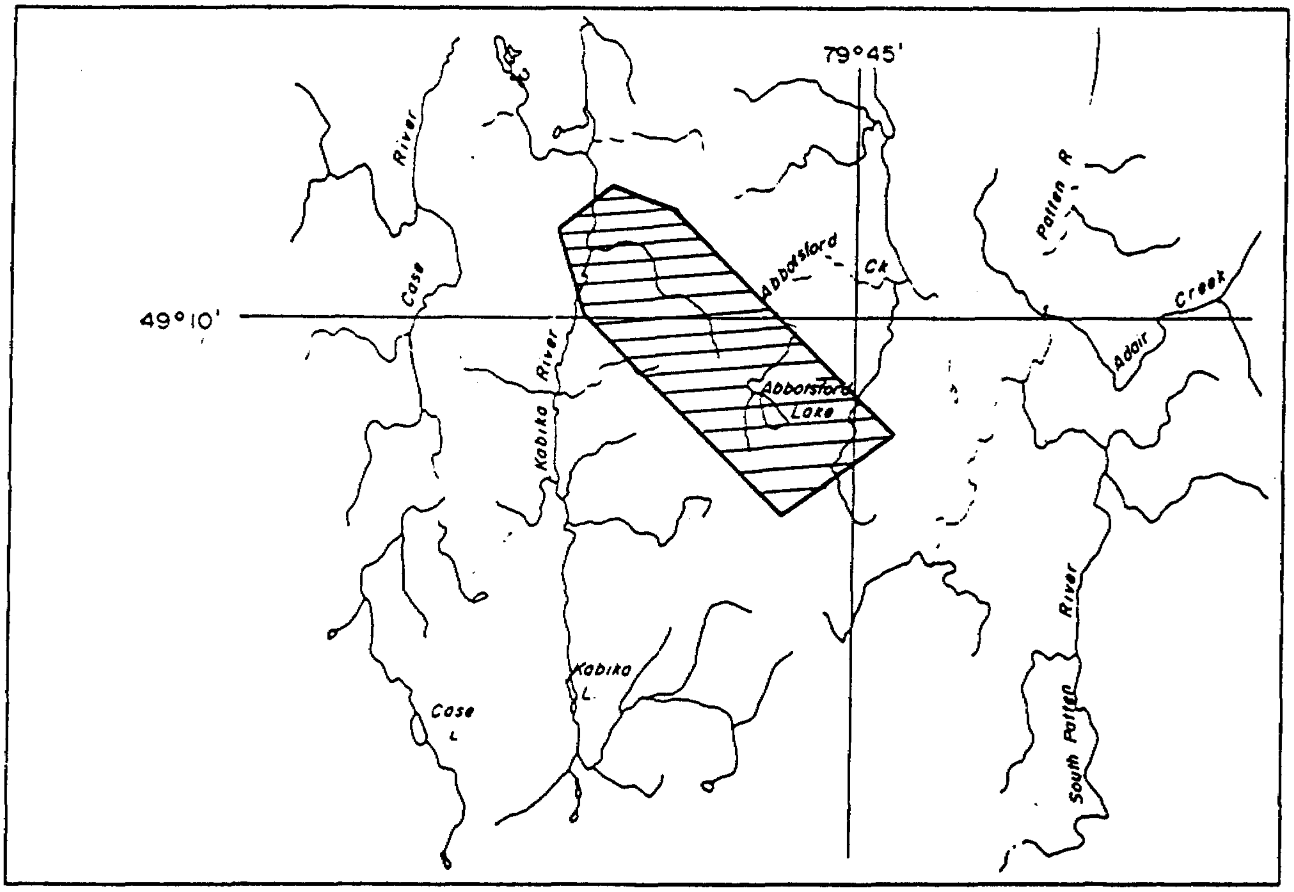
A total of 580 kilometres of the recorded data were compiled in map form and are presented as part of this report according to specifications outlined by Continental Precious Metals Inc.

2. SURVEY AREA LOCATION

The survey area is depicted on the index map as shown. It is centred at Latitude 49 degrees 09 minutes north, Longitude 79 degrees 50 minutes west, approximately 100 kilometres east of Cochrane, Ontario, and a similar distance from Rouyn-Noranda, Quebec. The area is also located some 25 kilometres north of the Canadian National Railway track which is just to the north of Lake Abitibi (NTS Reference Map No. 32 E 4).

The survey area is accessible from a number of lumber roads which lead into the area from both La Sarre, Quebec and Cochrane, Ontario.

The terrain is generally flat with elevations in the order of 50 feet.



79°45'
49°10'
Case River
Kabika River
Abbotsford Ck
Abbotsford Lake
Patten R
Adair Creek
River
South Patten
Kabika L.
Case L

3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

An Aerospatiale A-Star 350D helicopter, (C-GATX), owned and operated by Ranger Helicopters Limited, was used for the survey. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 Electromagnetic System

The electromagnetic system was an Aerodat 4-frequency system although only 3 frequencies were requested. Two vertical coaxial coil pairs were operated at 935 Hz and 4600 Hz and one horizontal coplanar coil pair at 4175 Hz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 3 frequencies with a time constant of 0.1 seconds. The electromagnetic bird was towed 30 metres below the transmitter.

3.2.2 VLF-EM System

The VLF-EM System was a Herz Totem 2A. This instrument measures the total field and quadrature components of two selected transmitters, preferably oriented at right angles to one another. The sensor was towed in a bird 12 metres below the helicopter. The transmitters monitored were NAA, Cutler, Maine, broadcasting at 24.0 kHz for the Line Station and NSS, Annapolis, Maryland, broadcasting at 21.4 kHz for the Orthogonal Station.

3.2.3 Magnetometer

The magnetometer employed a Scintrex Model VIW-2321 H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument was 0.1 nanoTeslas at a 0.2 second sampling rate. The sensor was towed in a bird 12 metres below the helicopter.

3.2.4 Magnetic Base Station

An IFG-2 proton precession magnetometer was operated at the base of operations to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to facilitate later correlation.

3.2.5 Radar Altimeter

A King Air KRA-100 radar altimeter was used to record terrain clearance. The output from the instrument is a linear function of altitude for maximum accuracy.

3.2.6 Tracking Camera

A Panasonic video tracking camera was used to record flight path on VHS video tape. The camera was operated in continuous mode and the fiducial numbers and time marks for cross reference to the analog and digital data were encoded on the video tape.

3.2.7 Analog Recorder

An RMS dot-matrix recorder was used to display the data during the survey. In addition to manual and time fiducials, the following data were recorded:

Channel	Input	Scale
CXI1	Low Frequency Coaxial Inphase	2.5 ppm/mm
CXQ1	Low Frequency Coaxial Quadrature	2.5 ppm/mm
CXI2	High Frequency Coaxial Inphase	2.5 ppm/mm
CXQ2	High Frequency Coaxial Quadrature	2.5 ppm/mm
CPI1	Low Frequency Coplanar Inphase	10 ppm/mm
CPQ1	Low Frequency Coplanar Quadrature	10 ppm/mm
PWRL	Power Line	60 Hz
VLT	VLF-EM Total Field, Line	2.5%/mm

Channel	Input	Scale
VLQ	VLF-EM Quadrature, Line	2.5%/mm
VOT	VLF-EM Total Field, Ortho	2.5%/mm
VOQ	VLF-EM Quadrature, Ortho	2.5%/mm
RALT	Radar Altimeter	10 ft./mm
MAGF	Magnetometer, Fine	2.5 nT/mm
MAGC	Magnetometer, Coarse	25 nT/mm

3.2.8 Digital Recorder

A DGR 33 data system recorded the survey on magnetic tape. Information recorded was as follows:

Equipment	Recording Interval
EM system	0.1 seconds
VLF-EM	0.2 seconds
Magnetometer	0.2 seconds
Altimeter	1.0 seconds

3.2.9 Radio Positioning System

A Motorola Mini-Ranger (MRS III) radar navigation system was used for both navigation and flight path recovery. Transponders sited at fixed locations were interrogated several times per second and the ranges from these points to the helicopter measured to a high degree of accuracy. A navigational computer triangulates the position of the helicopter and provides the pilot with navigation information. The range/range data were recorded on magnetic tape for subsequent flight path determination.

4. DATA PRESENTATION

4.1 Base Map

A photomosaic base at a scale of 1:10,000 was prepared from a photo lay down map, and supplied by Aerodat as a screened mylar base.

4.2 Flight Line Map

The flight path was derived from the MiniRanger radar positioning system. The distance from the helicopter to two established reference locations was measured several times per second and the position of the helicopter calculated by triangulation. It is estimated that the flight path is generally accurate to about 10 metres with respect to the topographic detail of the base map.

4.3 Airborne Electromagnetic Survey Interpretation Map

The electromagnetic data were recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process was carried out to reject major sferic events and to reduce system noise.

Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal to noise ratio was further enhanced by the application of a low pass digital filter. It has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant permits maximum profile shape resolution.

Following the filtering process, a base level correction was made. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data were used in the interpretation of the electromagnetics. An interpretation map was prepared showing flight lines, fiducials, peak locations of anomalies and conductor axes. The data have been presented on a Cronaflex copy of the photomosaic base map.

4.4 Total Field Magnetic Contours

The aeromagnetic data were corrected for diurnal variations by adjustment with the digitally recorded base station magnetic values. No correction for regional variation was applied. The corrected profile data were interpolated onto a regular grid at a 25 metre true scale interval using an Akima spline technique. The grid provided the basis for threading the presented contours at a 5 nanoTesla interval.

The contoured aeromagnetic data have been presented on a Cronaflex copy of the photomosaic base map.

4.5 Vertical Magnetic Gradient Contours

The vertical magnetic gradient was calculated from the gridded total field magnetic data. Contoured at a 0.5 nT/m interval, the gradient data were presented on a Cronaflex copy of the photomosaic base map.

4.6 Apparent Resistivity Contours

The electromagnetic information was processed to yield a map of the apparent resistivity of the ground.

The approach taken in computing apparent resistivity was to assume a model of a 200 metre thick conductive layer (i.e., effectively a half space) over a resistive bedrock. The computer then generated, from nomograms for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the 4175 Hz coplanar frequency pair used. The apparent resistivity profile data were interpolated onto a regular grid at a 25 metres true scale interval using an Akima spline technique.

The contoured apparent resistivity data were presented on a Cronaflex copy of the photomosaic base map with the flight path.

4.7 VLF-EM Total Field Contours

The VLF-EM signals from NAA, Cutler, Maine, broadcasting at 24.0 kHz were compiled. The Total Field data were compiled in contour form and presented on a Cronaflex copy of the photomosaic base map.

5. INTERPRETATION

5.1 Geology

The survey area lies in the northern part of the Early Precambrian Abitibi Belt of the Superior Province, on the southern flank of a supracrustal sequence which extends west from the main volcanic-sedimentary sequence in Quebec. The metavolcanic and metasedimentary rocks have undergone regional and contact metamorphism, ranging from upper greenschist to almandine-amphibolite facies rank.

For the most part, the supracrustal rocks are composed of interdigitated mafic to intermediate metavolcanics and felsic to intermediate metavolcanics. The mafic component pinches out to the northwest and the felsic component becomes interfingered with a clastic metasediment. The felsic metavolcanics then pinch out farther to the northwest. The overlying, clastic metasediments are conformable with the metavolcanics. These clastic metasediments contain iron-rich chemical metasediments which can be traced throughout the felsic tuff sequence.

The north-northeast portions of the survey area was intruded by the quartz monzonitic to granodioritic Mistawak Batholith while the southwest area was intruded by the Case Batholith. These felsic to intermediate intrusions domed the supracrustal rocks and caused local complications in the structure.

A quartz diabase rock unit has been observed in an area towards the west central portion of the survey block. This is the only location exhibiting this rock unit, according to all geology maps that were available to the writer.

The depth of the Pleistocene overburden varies considerably within the surveyed area. To the west of Abbotsford Lake, from drilling results, the overburden has been observed to be in the order of 2 metres thick, whereas just to the northwest of the lake, the overburden is approximately 38 metres thick. The ground surface is a gently rolling till and lacustrine plain and as such the great variability in the depth of overburden indicates a variable bedrock topography.

Several mining companies have done preliminary exploration work and follow up diamond drilling over various portions of the survey area. Within the western half of the survey block, Dome Exploration (Canada) Limited in 1975 carried out both airborne and ground geophysical surveys. Intercepted conductors were subsequently drilled in 1976 and 1977 with 21 diamond drill holes. The conductors were found to be thin massive and disseminated horizons of pyrite and pyrrhotite. The massive sulphide horizons contained up to 50 per cent pyrite and pyrrhotite in varying proportions. Low values of gold, copper and zinc were obtained.

To the west of Abbotsford Lake, Stanford Mines Limited in 1972 carried out ground magnetometer and electromagnetic surveys. Three strong conductors were intercepted and were eventually drilled. The holes were all drilled in metasedimentary rocks except for one which bottomed in felsic to intermediate metavolcanics. Narrow zones of pyrrhotite and pyrite, in combined amounts up to 80 per cent, were found in all holes. Analysis results were disappointing.

To the northeast of Abbotsford Lake, a couple of drill holes were put down by the Keevil Mining Group Ltd. in 1966. Pyrite and pyrrhotite with minor chalcopyrite were intersected beneath approximately 30 metres of overburden.

Up-to-date and more detailed information on previous work can and should be obtained from the Assessment Department of the Ontario Geological Survey.

5.2 Magnetics

The magnetics within the surveyed area clearly show three strong, high intensity magnetic features striking in a northwest-southeast direction across the entire survey block.

The single, wide trend traversing across the northern third of the block seems to be associated with mafic to intermediate flows with amphibolite appearing to be the dominate rock unit. In a couple of locations, chemical sediments have been noted. It is possible that iron formations within the chemical sedimentary horizon is the cause of the high intensity magnetic feature.

The two larger magnetic features to the south, one of which passes through Abbotsford Lake, are believed to be related to a similar geological environment. However, the rock types towards the south, in which the magnetic features are located, tend to be felsic to intermediate metavolcanics and clastic metasediments. One wonders, therefore, if the northern magnetic feature is related to the same geological source, as opposed to mafic metavolcanics. A geological re-interpretation is quite possible utilizing the magnetic data.

In a location towards the west central area of the surveyed block, there is believed to be a north-south trending diabase dike. It is definitely observable within the felsic metavolcanics, but once in the area of the strong iron formations, the diabase feature is obscured. There may be another diabase dike towards the south-southwest corner of the block, again traversing in a north-south direction.

The magnetically quiet areas along the northern and southern boundaries of the survey area are interpreted to be related to the Mistawak and Case Batholith granodioritic intrusives respectively. Through the middle portions of the block, the long, linear magnetically quiet areas seem to be related to the felsic to intermediate metavolcanics.

5.3 Vertical Gradient Magnetics

The area of high intensity magnetics have been clearly broken up into unique trends as a result of the computation of the vertical gradient. This interpretation is not as readily obvious when one refers to the magnetic total field map. These are the areas that have been related to the iron formations within the chemical metasediments bounded by the felsic metavolcanics.

It should also be noted that the zero contour interval coincides directly or very close to geological contacts. It is because of this phenomenon that the calculated vertical magnetic gradient map can be compared to a pseudo-geological map. This is true for vertical bedding. However, with the bedding dipping, it will be found that the geological contacts will be closer to the magnetic peaks by a small distance.

Using known or accurate geological information and combining this data with the vertical gradient data, one can use the presented map as a pseudo-geological map. Obviously, the more that is known about an area geologically, the closer this type of presentation is to what the rock types are.

This type of presentation is an invaluable tool in helping to define complex geology, especially in drift covered areas. Since most of the survey area is overlain with Pleistocene till deposits, this presentation will be of extreme interest, in assessing what the rock types may be beneath this rather thick cover. The calculated vertical gradient computation has been of exceptional value in areas of complex geology and in areas of closely spaced geological horizons.

The writer has indicated several fault zones on the interpretation map. The nature of the computation of the vertical gradient data results in magnetic anomalies produced by near surface features being emphasized with respect to those resulting from more deeply buried rock formations. Therefore, much more detail is obtained, providing a better opportunity to recognize fault zones. Some fault zones have been interpreted by the writer, however, it will become more apparent to the client as more field geological information is obtained, that other fault zones do exist.

This presentation may change the client's mind about certain geological horizons, and especially the location of contacts.

5.4 Electromagnetics

The electromagnetic data was first checked by a line-by-line examination of the analog records. Record quality was good with minor noise levels on the low frequency coaxial trace. This was readily removed by an appropriate smoothing filter. Instrument noise was well within specifications. Geologic noise, in the form of surficial conductors, is present on the higher frequency responses and to a minor extent, on both the low frequency inphase and quadrature response.

Anomalies were picked off the analog traces of the low and high frequency coaxial responses and then validated on the coplanar profile data. These selections were then checked with a proprietary computerized selection program which can be adjusted for ambient and instrumental noise. The data were then edited and re-plotted on a copy of the profile map. This procedure ensured that every anomalous response spotted on the analog data was plotted on the final map and allowed for the rejection - or inclusion if warranted - of obvious surficial conductors. Each conductor or group of conductors was evaluated on the bases of magnetic (and lithologic, where applicable) correlations apparent on the analog data and man made or surficial features not obvious on the analog charts.

RESULTS

As a result of this airborne geophysical survey being carried out, it is very clear by the quadrature response from both the high frequency coaxial pair coil and the mid frequency coplanar pair coil that a majority of the survey area is overlain by a moderately conductive layer of overburden. It is suggested that the varying changes in amplitude for the various frequencies is a reflection of the thickness of the overburden. This in turn, should be an indication of the basement topography. These areas of variable conductivity have no relationship with the magnetics, suggesting the probable association with the surface environment. The lake bottom sediments of Abbotsford Lake display characteristics of having similar conductivity as the surrounding regions of overburden.

It is also interesting to note that the inphase responses for all frequencies are negative over horizons which display high intensity magnetic features. This is a reflection of the magnetite content. The higher the magnetite content, the more pronounced would be the negative electromagnetic response. As can be seen from the results, there are a few areas which exhibit this phenomenon, in particular, the iron formations that have been mapped towards the southern half of the survey area. On occasion, sulphide grains are interstitially connected to the magnetite resulting in a positive coaxial quadrature response.

If there were to be any further studies related to anticlinal or synclinal structures within the survey area, establishment of direction of dips related to the conductors will be of some importance. This has been done by the writer. There would appear to be a synclinal axis passing through Abbotsford Lake in an east-west direction. It seems to extend for at least four kilometres to the west of Abbotsford Lake.

Another interesting aspect within this area, as a result of the survey being carried out, is the direction of dip for many of the conductors that were intercepted. In a number of situations, the interpreted dips are in direct contrast to what the indicated drill hole information says. This is an important aspect to remember while in the field following up on the various conductors. In some cases, it is quite apparent that some of the conductors have been drilled down dip. This phenomenon should be examined very closely while in the field.

There were a good many bedrock conductors intercepted within the survey block. Most of them display fair to good conductivity. A few, which display poor conductivity, are believed to be related to bedrock sources and, as such, have been plotted on the map. A good many of the conductors have magnetic correlation suggesting that pyrrhotite may be the source for a number of the indicated conductors.

The writer paid particular attention to interpreting the position and accuracy of conductor axes for each of the conductors intercepted within the survey area. It should be found that when in the field, most conductors should be located within 25 metres of the writer's interpreted axes. The magnetics assisted a great deal in delineating the various conductor axis as well as indicating strike direction.

Because of the great number of conductors in this area, it would be beyond the scope of this report to discuss each and every conductor intercepted in great detail. It is the writer's intention, therefore, to briefly assess and to comment on most conductors.

Zones A1 to A13 are not that well defined electromagnetic responses. This may be due, in part, to the depth of the basement. In the vicinity of Zones A1, A2 and A3, overburden has been mentioned as being in the order of 30 metres thick. Zones A2, A3, A4, A5 are believed to be contact related while A6 is correlating directly with a magnetic feature. It is probable that pyrrhotite is the source for A6 which is dipping to the south. Towards the western extent of A3, a diamond drill hole was put down by Dome Exploration. Results are not known to the writer. It is suggested that a further look be given for A2 as it displays a reasonable electromagnetic response and is somewhat isolated. Two vertical holes were put down to the south of A5 and A6, apparently on a magnetic feature. The latter is thought to be an iron formation within mafic metavolcanics.

Zone A7 is located near an outcrop where mafic metavolcanics and amphibolite have been observed. The conductor, however, is not well defined. It would seem that A8 and A9 are associated with the same geological horizon as they both correlate with the same magnetic low. Both trends appear to be associated with wacke rocks.

The EM response for A10 is somewhat better than the previous nine conductors and is correlating with a magnetic trend. Pyrrhotite may be the source. Note its location in respect of the interpreted diabase dike. A dip to the south is interpreted. The conductor seems to be located very close to a metasedimentary-felsic tuff contact.

Zones A14 to A17 are all associated with the same geological environment, that is, felsic tuff. There is also good magnetic correlation and it is thought that this association may be related to an iron formation. A dip to the south for all conductors is interpreted. Any drilling in this area seems to have been either vertical or to the south. A direct contradiction to the interpreted conductor dip. Zone A18 has been drilled, but in a southerly direction. It should have been drilled to the north as the conductor is dipping to the south. Pyrrhotite is the probable source because of the good magnetic correlation. The conductive trend seems to be located quite close to a metasedimentary - felsic tuff contact. Zone A19 is a short, flanking trend which displays fair to poor conductivity. However, it may have been drilled. A check on the ground is suggested.

Zones A20 and A21 are both poorly defined electromagnetic responses, A21 may have been drilled previously. The same can be said for Zone A22 except that the latter conductor displays a reasonable EM response. In both cases, drilling has been carried out to the south, the same direction as the dip of the conductors. A field check is definitely warranted for Zone A22.

Although displaying a weak EM response, it is believed that the short trend has been drilled. Felsic tuff seems to be the host rock.

In a region extending from the west portion of the survey area to well beyond the east boundary, and located roughly in the southern third of the block, a number of conductors have been intercepted. All of these conductors are located in close proximity to a known iron formation. However, not all are associated directly with the magnetics. Most are located on the flank, either to the south or to the north of the magnetic iron formation. It would seem to be beyond the scope of this report to discuss each zone within this long conductive horizon. Note the direction of dip along the entire section.

Some of the more interesting areas within this horizon are Zones A27, A29 and A30. The latter two conductors are short strike length zones which are flanking the much longer conductors. Both are believed to be related to non-magnetic sulphides such as pyrite. Zone A27 may have been drilled but again, towards the south, the same direction as the dip of the conductors.

Zone A34 is a short trend displaying reasonable conductivity and is located just to the north of an iron formation, approximately 50 metres. An investigation of the short trend is certainly warranted.

It is recommended that Zones A41, A42 and A44 be looked at further especially in view of the fact that fault zones seem to have had some possible influence on the mineralization controls. Only A41 seems to have any magnetic correlation. It is not believed that either A41 or A44 has been drilled before.

Zones A45 to A53 each display fair to good conductivity and each tend to have short strike lengths. It would seem that the base metal potential for each is quite good. Felsic tuff is the host rock in each area. A49 displays quite a good EM response but its strike length is somewhat short. It has no magnetic association suggesting that pyrite may be the source. A closer examination for Zones A50 to A53, especially the latter, is definitely warranted.

Along the southern boundary of the survey area are a number of en echelon conductors, some long, some short and each displaying fair to good conductivity. Most do not appear to have been drilled before. It is quite obvious that Zones A70, A71, A72, A76, A78 and A81 to A84 are all drill targets because of their good conductivity, short strike length and isolation from longer trends. These are particularly good base metal targets.

5.5 Apparent Resistivity

It is very clear from this data presentation, that the method is sensitive to what is interpreted as conductive overburden, especially swamps and creek bottoms. Except for areas of known bedrock conductors, the remainder of the apparent resistivity data set is strictly related to the overlying conductive overburden.

It is interesting to note that in some areas, the apparent resistivity can be used to extend strike length for some of the conductors. For some areas, structural effects such as offsets may be recognized from this data.

Generally speaking, the various lithological units within the survey block are not mapable utilizing this method.

5.6 VLF-EM Total Field

The VLF data within the survey area, in general, does not conform with the magnetic data at all. It is quite clear after examining the comparison of the two sets of data, VLF and magnetics, that there are few similarities between the two. It would appear, therefore, that the VLF is not penetrating the variable thickness of the conductive overburden. It is also a general rule of thumb that the penetrating capability of the VLF system is approximately 50-75 feet. It would seem that this area may be presenting such a problem.

As for the 3 frequency conductors intercepted within the survey area, there is rather poor correlation with the VLF. As mentioned previously, this may be due to the poor penetrating ability of the system to detect conductors beneath a thick conductive cover. As well, the VLF system does not have the same resolution as the frequency system. Areas where there are at least two or three parallel conductors, these areas only show up as a single trend on the VLF data. As well, isolated, flanking conductors do not show up at all.

5.7 Recommendations

On the basis of the results of this airborne survey, ground follow-up work is recommended for several of the selected targets as outlined by the writer, on the interpretation map. A number of these zones would be primarily base metal targets because of their shorter strike lengths. Some of the longer conductors may be of interest with respect to their possible precious metal content, especially in the vicinity of the lapilli tuff-clastic metasedimentary contacts.

Because of the unobvious for the much longer conductors, in that conductances are similar, selecting areas for further follow up is difficult. Most of the conductors do not have any magnetic correlation while some do. As well, the geological picture, for some of the areas, is not clear in order to give a geological - geophysical synopsis. Therefore, it is suggested that a geological reconnaissance survey be carried out, where possible, in order to establish a relationship between each of the intercepted bedrock conductors and the basement rocks. As mentioned previously, there is a variable thickness to the overlying layer of glacial till, but for the most part, outcrop does exist.

Over the most favourable areas geologically, till or soil geochemical sampling for gold, copper, lead and zinc is recommended with any correlation of subsequent anomalous areas and intercepted bedrock conductors being prime targets for drilling. Areas which may give promising results are those conductors in close proximity to the interpreted fault zones as well as any in close proximity to the magnetite iron formations.

It is recommended that conductors correlating with magnetic lows should also be looked at while in the field. These conductive trends may represent areas which are highly carbonatized and/or silicified and contain pyrite. It is sometimes these geological horizons which contain appreciable amounts of auriferous material.

It is strongly recommended to the client that a complete and comprehensive evaluation be made of the magnetic data and especially the calculated vertical gradient magnetic data. All available geological information should be obtained, either through geological maps, diamond drill information or through the assessment files. Once such information is obtained, a broad scale geological map should be compiled and then, in reference to the calculated vertical gradient magnetic map, a reasonable pseudo-geological map can then be prepared.

Further structural information should also be obtained through a more comprehensive evaluation of both the VLF and magnetic data. Cross cutting faults are evident throughout the survey block and these too will play an important role in any future ground follow up. Strike slip faults are much more difficult to interpret from this geophysical data. Any evidence of this feature within the survey block, along with bedrock conductors, may prove to be areas of extreme interest.

All bedrock conductors which are located in close proximity to the iron formations, should definitely be looked at, in particular, Zones A7, A8, A9, A22, A51, A52, A53, A70 and A81.

In regards to a follow up geophysical system, any of the horizontal loop EM systems can be used. It would seem that detectability should be easy for any of the types of conductors intercepted in the survey area. However, the use of a VLF-EM system should not be considered because of its lack of penetrating ability or its resolution. There is, of course, a rather thick cover of conductive overburden. An induced polarization (IP) survey could be carried out in areas where anomalous gold values have been obtained but EM systems have not responded. As well, the former system may also be used in areas where ground EM methods have not defined the conductors fully or if disseminated sulphides are suspected.

A closer examination, by the client, of all intercepted conductors within the survey area, will, no doubt, reveal several targets that will eventually have to be followed up. It is suggested that the area has precious metal potential as well as having exceptionally good base metal possibilities.

There is no question of the existence of bedrock conductors within the survey area. It is a matter of using all resources, including geophysics, drill information and the compilation of a pseudo-geological map. Reverse circulation drilling may render additional information, for some areas, that will lead to an exciting exploration program.

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APPENDIX I

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APPENDIX II

PERSONNEL

FIELD

Flown	- April, 1988
Pilot	- Bob Curiston
Operator	- Mark Fortier

OFFICE

Processing	- Carl Marston, Geophysicist
Report & Interpretation	- Robert J. de Carle, Consulting Geophysicist

APPENDIX III
CERTIFICATE OF QUALIFICATIONS

I, ROBERT J. DE CARLE, certify that: -

1. I hold a B. A. Sc. in Applied Geophysics with a minor in geology from Michigan Technological University, having graduated in 1970.

2. I reside at 28 Westview Crescent in the town of Palgrave, Ontario.

3. I have been continuously engaged in both professional and managerial roles in the minerals industry in Canada and abroad for the past eighteen years.

4. I have been an active member of the Society of Exploration Geophysicists since 1967 and hold memberships on other professional societies involved in the minerals extraction and exploration industry.

5. The accompanying report was prepared from information published by government agencies, materials supplied by Continental Precious Metals Inc. and from a review of the proprietary airborne geophysical survey flown by Aerodat Limited for Continental Precious Metals Inc. I have not personally visited the property.

6. I have no interest, direct or indirect, in the property described nor do I hold securities in Continental Precious Metals Inc.

Signed,

Robert J. de Carle

Robert J. de Carle
Consulting Geophysicist

Palgrave, Ontario
May 20, 1988

APPENDIX IV

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat three frequency system utilizes two different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at two widely separated frequencies and the horizontal coplanar coil pair is operated at a frequency approximately aligned with one of the coaxial frequencies.

The electromagnetic response measured by the helicopter system is a function of the "electrical" and "geometrical" properties of the conductor. The "electrical" property of a conductor is determined largely by its electrical conductivity, magnetic susceptibility and its size and shape; the "geometrical" property of the response is largely a function of the conductor's shape and orientation with respect to the measuring transmitter and receiver.

Electrical Considerations

For a given conductive body the measure of its conductivity or conductance is closely related to the measured phase shift between the received and transmitted electromagnetic field. A small phase shift indicates a relatively high conductance, a large phase shift lower conductance. A small phase shift results in a large inphase to quadrature ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a non-magnetic vertical half-plane model on the accompanying phasor diagram. Other physical models will show the same trend but different quantitative relationships.

The phasor diagram for the vertical half-plane model, as presented, is for the coaxial coil configuration with the amplitudes in parts per million (ppm) of the primary field as measured at the response peak over the conductor. To assist the interpretation of the survey results the computer is used to identify the apparent conductance and depth at selected anomalies. The results of this calculation are presented in table form in Appendix II and the conductance and inphase amplitude are presented in symbolized form on the map presentation.

The conductance and depth values as presented are correct only as far as the model approximates the real geological situation. The actual geological source may be of limited length, have significant dip, may be strongly magnetic, its conductivity and thickness may vary with depth and/or strike and adjacent bodies and overburden may have modified the response. In general the conductance estimate is less affected by these limitations than is the depth estimate, but both should be considered as relative rather than absolute guides to the anomaly's properties.

Conductance in mhos is the reciprocal of resistance in ohms and in the case of narrow slab-like bodies is the product of electrical conductivity and thickness.

Most overburden will have an indicated conductance of less than 2 mhos; however, more conductive clays may have an apparent conductance of say 2 to 4 mhos. Also in the low conductance range will be electrolytic conductors in faults and shears.

The higher ranges of conductance, greater than 4 mhos, indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials that conduct electronically are limited to certain metallic sulphides and to graphite. High conductance anomalies, roughly 10 mhos or greater, are generally limited to sulphide or graphite bearing rocks.

Sulphide minerals, with the exception of such ore minerals as sphalerite, cinnabar and stibnite, are good conductors; sulphides may occur in a disseminated manner that inhibits electrical conduction through the rock mass. In this case the apparent conductance can seriously underrate the quality of the conductor in geological terms. In a similar sense the relatively non-conducting sulphide minerals noted above may be present in significant consideration in association with minor conductive sulphides, and the electromagnetic response only relate to the minor associated mineralization. Indicated conductance is also of little direct significance for the identification of gold mineralization. Although gold is highly conductive, it would not be expected to exist in sufficient quantity to create a recognizable anomaly, but minor accessory sulphide mineralization could provide a useful indirect indication.

In summary, the estimated conductance of a conductor can provide a relatively positive identification of significant sulphide or graphite mineralization; however, a moderate to low conductance value does not rule out the possibility of significant economic mineralization.

Geometrical Considerations

Geometrical information about the geologic conductor can often be interpreted from the profile shape of the anomaly. The change in shape is primarily related to the change in inductive coupling among the transmitter, the target, and the receiver.

In the case of a thin, steeply dipping, sheet-like conductor, the coaxial coil pair will yield a near symmetric peak over the conductor. On the other hand, the coplanar coil pair will pass through a null couple relationship and yield a minimum over the conductor, flanked by positive side lobes. As the dip of the conductor decreased from vertical, the coaxial anomaly shape changes only slightly, but in the case of the coplanar coil pair the side lobe on the down dip side strengthens relative to that on the up dip side.

As the thickness of the conductor increases, induced current flow across the thickness of the conductor becomes relatively significant and complete null coupling with the coplanar coils is no longer possible. As a result, the apparent minimum of the coplanar response over the conductor diminishes with increasing thickness, and in the limiting case of a fully 3 dimensional body or a horizontal layer or half-space, the minimum disappears completely.

A horizontal conducting layer such as overburden will produce a response in the coaxial and coplanar coils that is a function of altitude (and conductivity if not uniform). The profile shape will be similar in both coil configurations with an amplitude ratio (coplanar:coaxial) of about 4:1*.

In the case of a spherical conductor, the induced currents are confined to the volume of the sphere, but not relatively restricted to any arbitrary plane as in the case of a sheet-like form. The response of the coplanar coil pair directly over the sphere may be up to 8* times greater than that of the coaxial pair.

In summary, a steeply dipping, sheet-like conductor will display a decrease in the coplanar response coincident with the peak of the coaxial response. The relative strength of this coplanar null is related inversely to the thickness of the conductor; a pronounced null indicates a relatively thin conductor. The dip of such a conductor can be inferred from the relative amplitudes of the side-lobes.

Massive conductors that could be approximated by a conducting sphere will display a simple single peak profile form on both coaxial and coplanar coils, with a ratio between the coplanar to coaxial response amplitudes as high as 8*.

Overburden anomalies often produce broad poorly defined anomaly profiles. In most cases, the response of the coplanar coils closely follows that of the coaxial coils with a relative amplitude ratio of 4*.

Occasionally, if the edge of an overburden zone is sharply defined with some significant depth extent, an edge effect will occur in the coaxial coils. In the case of a horizontal conductive ring or ribbon, the coaxial response will consist of two peaks, one over each edge; whereas the coplanar coil will yield a single peak.

* It should be noted at this point that Aerodat's definition of the measured ppm unit is related to the primary field sensed in the receiving coil without normalization to the maximum coupled (coaxial configuration). If such normalization were applied to the Aerodat units, the amplitude of the coplanar coil pair would be halved.

Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce an EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM anomaly will be weakened, and if the conductivity is also weak, the inphase EM anomaly may even be reversed in sign.

VLF Electromagnetics

The VLF-EM method employs the radiation from powerful military radio transmitters as the primary signals. The magnetic field associated with the primary field is elliptically polarized in the vicinity of electrical conductors. The Herz Totem uses three coils in the X, Y, Z configuration to measure the total field and vertical quadrature component of the polarization ellipse.

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measureable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground the depth of exploration is severely limited.

The effect of strike direction is important in the sense of the relation of the conductor axis relative to the energizing electromagnetic field. A conductor aligned along a radius drawn from a transmitting station will be in a maximum coupled orientation and thereby produce a stronger response than a similar conductor at a different strike angle. Theoretically, it would be possible for a conductor, oriented tangentially to the transmitter to produce no signal. The most obvious effect of the strike angle consideration is that conductors favourably oriented with respect to the transmitter location and also near perpendicular to the flight direction are most clearly rendered and usually dominate the map presentation.

The total field response is an indicator of the existence and position of a conductivity anomaly. The response will be a maximum over the conductor, without any special filtering, and strongly favour the upper edge of the conductor even in the case of a relatively shallow dip.

The vertical quadrature component over steeply dipping sheet-like conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

The response is a cross-over type due to the fact that it is the vertical rather than total field quadrature component that is measured. The response shape is due largely to geometrical rather than conductivity considerations and the distance between the maximum and minimum on either side of the cross-over is related to target depth. For a given target geometry, the larger this distance the greater the depth.

The amplitude of the quadrature response, as opposed to shape is function of target conductance and depth as well as the conductivity of the overburden and host rock. As the primary field travels down to the conductor through conductive material it is both attenuated and phase shifted in a negative sense. The secondary field produced by this altered field at the target also has an associated phase shift. This phase shift is positive and is larger for relatively poor conductors. This secondary field is attenuated and phase shifted in a negative sense during return travel to the surface. The net effect of these 3 phase shifts determine the phase of the secondary field sensed at the receiver.

A relatively poor conductor in resistive ground will yield a net positive phase shift. A relatively good conductor in more conductive ground will yield a net negative phase shift. A combination is possible whereby the net phase shift is zero and the response is purely in-phase with no quadrature component.

A net positive phase shift combined with the geometrical cross-over shape will lead to a positive quadrature response on the side of approach and a negative on the side of departure. A net negative phase shift would produce the reverse. A further sign reversal occurs with a 180 degree change in instrument orientation as occurs on reciprocal line headings. During digital processing of the quadrature data for map presentation this is corrected for by normalizing the sign to one of the flight line headings.

APPENDIX V

ANOMALY LIST

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10010	A	2	24.1	13.2	3.1	7	40
1	10010	B	1	8.7	7.7	1.1	17	41
1	10010	C	0	7.2	13.2	0.3	0	47
1	10010	D	2	22.9	12.1	3.1	10	38
1	10010	E	0	5.5	8.9	0.3	13	37
1	10010	F	0	2.3	7.9	0.0	5	37
1	10020	A	0	7.0	18.3	0.2	6	29
1	10020	B	2	23.2	12.6	3.1	14	34
1	10020	C	0	8.1	23.8	0.2	0	35
1	10020	D	0	8.8	21.9	0.2	0	36
1	10020	E	0	10.2	16.9	0.5	3	37
1	10020	F	3	56.4	19.8	7.2	2	35
1	10030	A	4	43.8	12.2	9.1	1	40
1	10030	B	0	9.8	11.8	0.7	8	40
1	10030	C	2	27.7	13.2	3.9	13	33
1	10030	D	0	5.2	13.3	0.1	7	31
1	10040	A	1	15.5	17.3	1.0	5	37
1	10040	B	0	6.6	12.5	0.3	9	34
1	10040	C	3	55.3	19.3	7.2	5	33
1	10050	A	3	28.2	9.8	5.9	5	42
1	10050	B	0	7.8	14.6	0.3	0	45
1	10050	C	0	15.4	18.3	0.9	0	43
1	10060	A	1	18.8	21.9	1.0	0	42
1	10060	B	2	16.3	10.0	2.3	12	41
1	10070	A	2	9.5	5.4	2.1	17	47
1	10070	B	0	14.7	20.4	0.7	0	45
1	10070	C	0	7.3	14.8	0.3	0	45
1	10080	A	0	9.8	13.8	0.6	0	46
1	10080	B	0	11.5	18.2	0.5	0	45
1	10080	C	1	9.5	6.5	1.6	24	37
1	10090	A	1	4.9	3.1	1.4	31	48
1	10090	B	0	5.9	15.7	0.2	0	46
1	10090	C	0	13.4	19.0	0.7	0	43
1	10100	A	1	13.9	12.6	1.3	2	46
1	10100	B	0	9.5	13.3	0.6	0	47

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10100	C	1	4.3	3.1	1.1	44	36
1	10110	A	0	4.3	4.1	0.7	26	46
1	10110	B	0	9.5	15.7	0.5	0	47
1	10110	C	0	12.6	14.7	0.8	0	45
1	10120	A	0	11.0	18.8	0.5	3	35
1	10120	B	0	14.7	25.3	0.5	0	37
1	10120	C	0	9.9	10.9	0.8	24	27
1	10130	A	1	13.3	11.6	1.3	20	30
1	10130	B	0	10.5	13.6	0.7	0	48
1	10130	C	2	23.5	14.2	2.7	4	42
1	10140	A	0	7.0	16.2	0.2	0	38
1	10140	B	3	38.4	17.6	4.5	4	37
1	10140	C	0	11.3	14.3	0.7	2	42
1	10140	D	0	11.3	12.3	0.9	14	34
1	10150	A	0	7.1	7.9	0.7	16	40
1	10150	B	0	3.7	6.1	0.3	24	33
1	10150	C	0	2.8	3.8	0.3	32	39
1	10150	D	0	12.7	14.3	0.9	1	44
1	10150	E	2	28.3	18.1	2.6	4	39
1	10150	F	2	21.2	13.0	2.5	8	39
1	10160	A	0	9.7	18.0	0.4	0	39
1	10160	B	2	23.8	13.4	2.9	14	33
1	10160	C	3	35.9	14.6	5.2	6	36
1	10160	D	0	15.5	17.8	0.9	1	41
1	10160	E	0	9.6	12.5	0.6	8	39
1	10160	F	0	4.7	6.6	0.4	27	30
1	10160	G	0	7.2	8.8	0.6	22	31
1	10160	H	0	8.9	11.6	0.6	14	33
1	10170	A	0	7.7	7.9	0.8	15	41
1	10170	B	0	7.8	10.6	0.6	3	46
1	10170	C	0	9.6	11.8	0.7	2	46
1	10170	D	3	31.9	12.0	5.6	2	43
1	10170	E	1	9.6	8.9	1.0	12	43
1	10170	F	0	4.1	10.6	0.1	0	49
1	10180	A	0	12.3	22.3	0.4	0	39
1	10180	B	0	8.7	13.4	0.5	8	36
1	10180	C	3	46.2	19.6	5.3	4	34

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10180	D	0	5.0	15.0	0.1	0	38
1	10180	E	0	8.9	13.3	0.5	13	32
1	10190	A	0	6.0	8.0	0.5	14	40
1	10190	B	0	5.1	5.3	0.7	25	41
1	10190	C	0	7.7	12.9	0.4	2	42
1	10190	D	3	27.4	12.1	4.3	5	41
1	10190	E	3	28.5	11.5	4.9	4	42
1	10190	F	0	3.9	12.1	0.1	0	43
1	10190	G	0	10.7	19.3	0.4	0	41
1	10190	H	0	7.3	19.8	0.2	0	41
1	10200	A	0	5.1	17.0	0.1	0	42
1	10200	B	0	5.8	12.5	0.2	0	43
1	10200	C	0	12.6	17.0	0.7	2	40
1	10200	D	1	12.1	12.4	1.0	9	40
1	10200	E	2	18.1	12.2	2.1	9	40
1	10200	F	0	8.5	15.2	0.4	0	43
1	10200	G	0	5.8	9.1	0.4	24	26
1	10200	H	0	6.2	8.6	0.5	13	40
1	10210	A	0	7.3	8.1	0.7	14	42
1	10210	B	0	7.6	8.8	0.7	20	34
1	10210	C	0	13.9	17.5	0.8	0	44
1	10210	D	0	11.8	13.3	0.9	6	41
1	10210	E	1	14.5	11.0	1.6	14	37
1	10210	F	0	7.4	13.2	0.3	8	35
1	10210	G	0	4.1	12.7	0.1	0	42
1	10220	A	1	14.0	11.7	1.4	7	43
1	10220	B	0	10.0	12.5	0.7	0	47
1	10220	C	1	13.2	14.1	1.0	0	46
1	10220	D	0	4.4	5.8	0.4	25	36
1	10220	E	0	5.1	7.0	0.4	18	39
1	10230	A	0	5.3	7.6	0.4	17	38
1	10230	B	0	13.2	16.5	0.8	0	45
1	10230	C	0	13.2	14.6	0.9	1	45
1	10230	D	1	12.7	12.3	1.1	7	41
1	10230	E	1	7.0	6.1	1.0	26	37
1	10230	F	1	6.3	4.7	1.2	31	38
1	10230	G	0	4.2	9.3	0.2	2	44
1	10240	A	0	4.3	8.3	0.2	10	39
1	10240	B	1	8.5	6.5	1.3	26	35

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10240	C	1	8.3	6.8	1.2	25	35
1	10240	D	1	13.3	13.3	1.1	6	41
1	10240	E	0	12.0	17.8	0.6	0	43
1	10240	F	0	15.0	17.8	0.9	0	42
1	10240	G	0	3.6	9.4	0.1	9	35
1	10250	A	0	5.4	9.1	0.3	12	37
1	10250	B	1	17.3	13.4	1.7	0	50
1	10250	C	0	15.0	19.8	0.8	0	40
1	10250	D	0	5.8	8.0	0.5	21	33
1	10250	E	0	5.5	8.9	0.3	18	32
1	10250	F	0	5.3	9.6	0.3	9	39
1	10260	A	0	2.9	6.6	0.1	14	37
1	10260	B	1	7.3	6.0	1.1	24	40
1	10260	C	0	6.1	5.7	0.9	25	39
1	10260	D	0	6.8	12.1	0.3	3	41
1	10260	E	2	25.4	18.8	2.1	1	41
1	10260	F	0	12.6	21.1	0.5	0	43
1	10260	G	2	24.7	15.8	2.5	0	45
1	10260	H	0	4.3	5.7	0.4	22	39
1	10270	A	0	4.2	7.0	0.3	7	47
1	10270	B	1	6.8	6.1	1.0	21	41
1	10270	C	0	10.8	16.3	0.5	0	44
1	10270	D	1	20.8	19.9	1.4	0	43
1	10270	E	0	14.2	21.1	0.6	0	44
1	10270	F	2	33.3	19.1	3.2	0	44
1	10270	G	0	11.1	18.2	0.5	0	44
1	10270	H	1	11.7	10.8	1.1	7	44
1	10280	A	1	10.4	7.9	1.5	16	41
1	10280	B	1	21.8	22.7	1.2	0	41
1	10280	C	0	16.0	23.8	0.7	0	39
1	10280	D	0	10.8	19.6	0.4	0	39
1	10280	E	0	12.0	18.4	0.6	0	39
1	10280	F	0	7.0	8.2	0.7	17	38
1	10290	A	0	7.0	9.5	0.5	8	43
1	10290	B	0	10.8	16.3	0.5	0	43
1	10290	C	0	8.4	18.1	0.3	0	43
1	10290	D	0	10.3	12.1	0.8	5	43
1	10290	E	0	13.4	21.0	0.6	0	43
1	10300	A	0	14.7	22.9	0.6	0	43

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10300	B	0	16.9	25.2	0.7	0	41
1	10300	C	0	12.3	24.8	0.4	0	40
1	10300	D	0	10.8	20.7	0.4	0	39
1	10310	A	0	10.4	23.4	0.3	0	38
1	10310	B	0	8.4	19.7	0.2	0	37
1	10310	C	0	14.4	31.2	0.4	0	34
1	10310	D	0	17.8	36.8	0.4	0	35
1	10310	E	0	25.8	39.7	0.8	0	35
1	10310	F	0	28.7	43.7	0.8	0	35
1	10310	G	0	19.7	41.9	0.4	0	36
1	10310	H	0	17.8	36.5	0.4	0	38
1	10310	J	0	4.9	6.0	0.5	21	40
1	10320	A	0	5.8	6.2	0.7	22	40
1	10320	B	0	22.5	33.3	0.8	0	40
1	10320	C	0	25.4	35.3	0.9	0	39
1	10320	D	0	27.3	37.0	0.9	0	39
1	10320	E	0	19.6	33.7	0.6	0	39
1	10320	F	0	12.7	27.8	0.3	0	41
1	10320	G	0	8.4	19.8	0.2	0	41
1	10320	H	0	6.7	16.7	0.2	0	41
1	10330	A	0	9.9	21.1	0.3	0	40
1	10330	B	0	13.0	21.7	0.5	0	41
1	10330	C	0	19.5	24.2	0.9	0	43
1	10330	D	1	27.6	27.3	1.5	0	43
1	10330	E	1	24.8	28.4	1.1	0	44
1	10330	F	0	20.6	28.7	0.8	0	44
1	10330	G	1	9.4	8.8	1.0	21	34
1	10330	H	0	6.9	9.1	0.5	14	38
1	10330	J	1	9.5	8.0	1.2	17	40
1	10340	A	1	11.2	11.4	1.0	11	38
1	10340	B	0	6.9	6.9	0.8	26	33
1	10340	C	1	9.0	6.6	1.4	28	33
1	10340	D	1	4.7	2.5	1.8	45	39
1	10340	E	0	21.9	29.8	0.9	0	42
1	10340	F	1	23.1	26.4	1.1	0	42
1	10340	G	2	28.4	22.6	2.0	0	42
1	10340	H	0	15.9	19.8	0.8	0	44
1	10340	J	0	10.3	14.6	0.6	0	46
1	10340	K	0	8.4	16.7	0.3	0	40
1	10340	M	0	8.3	17.8	0.3	0	40
1	10340	N	0	9.2	17.1	0.4	0	40

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10350	A	0	13.7	21.9	0.6	1	36
1	10350	B	0	14.1	18.6	0.7	2	39
1	10350	C	0	13.2	17.1	0.7	0	41
1	10350	D	1	15.9	15.2	1.2	0	45
1	10350	E	2	26.8	17.2	2.6	0	45
1	10350	F	1	22.3	24.8	1.1	0	44
1	10350	G	0	22.6	29.4	0.9	0	42
1	10350	H	1	6.6	5.1	1.2	32	35
1	10350	J	0	8.5	11.4	0.6	8	40
1	10360	A	0	5.9	10.5	0.3	6	41
1	10360	B	0	8.8	9.0	0.9	15	39
1	10360	C	0	26.4	44.2	0.7	0	37
1	10360	D	1	21.7	17.0	1.8	1	42
1	10360	E	2	13.2	8.5	2.0	14	42
1	10360	F	0	16.8	23.8	0.7	0	37
1	10360	G	1	21.4	19.9	1.4	4	37
1	10360	H	1	20.4	17.4	1.6	8	36
4	10370	A	2	25.7	17.5	2.3	7	36
4	10370	B	1	24.2	23.0	1.5	3	37
4	10370	C	0	15.0	24.1	0.6	0	37
4	10370	D	1	15.2	12.3	1.5	7	42
4	10370	E	2	16.6	11.2	2.0	7	43
4	10370	F	2	16.8	9.1	2.8	10	44
4	10370	G	0	18.6	27.0	0.7	0	42
4	10370	H	1	23.7	22.6	1.4	4	35
4	10370	J	0	5.5	14.4	0.2	2	35
4	10380	A	1	13.4	13.5	1.1	2	45
4	10380	B	2	18.7	12.9	2.1	7	41
4	10380	C	2	22.6	12.9	2.8	7	40
4	10380	D	1	21.7	17.8	1.7	3	40
4	10380	E	1	11.3	11.2	1.0	11	39
4	10380	F	0	10.7	20.9	0.4	0	36
4	10380	G	1	19.8	21.2	1.1	5	34
4	10380	H	1	17.8	16.8	1.3	9	35
4	10390	A	2	21.0	15.3	2.0	9	37
4	10390	B	1	22.7	19.1	1.7	6	36
4	10390	C	0	11.0	21.4	0.4	0	35
4	10390	D	1	21.2	20.3	1.4	2	39
4	10390	E	2	25.3	17.8	2.2	5	38
4	10390	F	1	18.7	14.8	1.7	8	38

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10390	G	2	29.4	21.3	2.2	3	38
4	10390	H	1	19.7	23.2	1.0	0	38
4	10400	A	0	12.5	18.9	0.6	0	42
4	10400	B	1	16.4	12.7	1.7	8	41
4	10400	C	0	10.9	12.4	0.8	5	43
4	10400	D	1	14.5	13.2	1.3	7	41
4	10400	E	1	18.3	13.9	1.8	6	41
4	10400	F	2	22.8	16.9	2.0	3	41
4	10400	G	1	13.5	14.6	1.0	6	39
4	10400	H	2	22.3	12.0	3.1	8	40
4	10400	J	2	14.8	9.1	2.2	13	41
4	10410	A	2	20.3	14.5	2.0	10	36
4	10410	B	3	27.6	12.8	4.0	9	37
4	10410	C	0	12.1	15.8	0.7	4	39
4	10410	D	2	27.9	19.0	2.4	2	40
4	10410	E	2	21.3	15.8	2.0	5	40
4	10410	F	0	14.9	17.1	0.9	1	42
4	10410	G	1	12.5	11.3	1.2	6	44
4	10410	H	1	19.2	15.6	1.7	5	41
4	10410	J	0	11.6	23.4	0.4	0	42
4	10420	A	0	12.5	19.4	0.6	0	42
4	10420	B	0	14.0	16.9	0.8	1	41
4	10420	C	2	24.0	16.4	2.3	0	45
4	10420	D	1	18.8	19.6	1.2	0	44
4	10420	E	0	6.3	12.5	0.3	0	45
4	10420	F	2	23.3	11.9	3.3	4	43
4	10420	G	1	15.0	12.0	1.5	6	44
4	10430	A	1	19.5	16.1	1.6	8	37
4	10430	B	2	26.3	16.5	2.6	5	38
4	10430	C	0	6.7	11.6	0.3	5	39
4	10430	D	0	12.8	14.2	0.9	1	45
4	10430	E	2	22.4	14.8	2.3	0	46
4	10430	F	1	14.9	14.6	1.2	1	45
4	10430	G	0	9.3	13.8	0.5	0	45
4	10430	H	0	8.1	13.3	0.4	2	41
4	10440	A	0	8.7	12.9	0.5	3	42
4	10440	B	0	8.1	12.6	0.5	3	41
4	10440	C	1	16.5	18.4	1.0	0	42
4	10440	D	1	17.4	14.4	1.6	4	43
4	10440	E	2	26.6	13.3	3.6	9	37

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10440	F	1	15.5	11.6	1.7	14	36
4	10450	A	2	18.3	11.7	2.3	16	34
4	10450	B	2	21.7	12.0	2.9	13	35
4	10450	C	1	13.8	14.3	1.0	5	41
4	10450	D	0	15.3	18.6	0.9	0	42
4	10450	E	0	11.9	18.1	0.6	2	38
4	10450	F	0	15.2	21.7	0.7	0	38
4	10450	G	0	9.7	16.7	0.4	3	36
4	10460	A	0	9.8	11.7	0.7	0	48
4	10460	B	0	6.8	9.2	0.5	2	50
4	10460	C	0	8.6	9.7	0.8	2	50
4	10460	D	1	10.0	9.6	1.0	4	49
4	10460	E	2	15.6	10.0	2.1	7	45
4	10460	F	2	15.3	6.5	3.7	20	37
4	10460	G	2	16.6	9.9	2.4	16	36
4	10470	A	1	17.0	14.4	1.5	16	31
4	10470	B	3	23.6	9.6	4.5	18	32
4	10470	C	0	5.6	7.5	0.5	21	34
4	10470	D	1	8.6	5.1	1.9	25	41
4	10470	E	3	25.5	8.0	6.6	7	42
4	10470	F	1	9.3	7.8	1.2	13	45
4	10480	A	1	8.1	5.2	1.7	25	41
4	10480	B	1	11.5	11.0	1.1	9	41
4	10480	C	4	39.7	10.4	9.5	4	39
4	10480	D	1	10.6	7.4	1.6	20	38
4	10480	E	1	8.2	6.1	1.4	24	39
4	10480	F	1	8.3	7.3	1.1	23	36
4	10480	G	3	16.0	5.7	4.8	23	35
4	10480	H	2	18.1	10.5	2.6	15	36
4	10490	A	2	23.7	14.9	2.5	12	33
4	10490	B	2	16.2	7.8	3.2	23	32
4	10490	C	0	7.1	7.5	0.8	25	33
4	10490	D	2	14.7	6.8	3.2	19	38
4	10490	E	3	30.2	9.6	6.8	7	40
4	10490	F	3	34.2	13.5	5.3	2	41
4	10490	G	1	13.1	13.3	1.0	8	40
4	10490	H	0	5.4	8.4	0.4	22	30
4	10500	A	1	16.3	13.8	1.5	8	39
4	10500	B	3	34.6	14.6	4.9	7	36

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10500	C	3	29.1	12.7	4.4	9	36
4	10500	D	3	27.9	12.0	4.5	10	36
4	10500	E	3	20.3	7.1	5.3	18	35
4	10500	F	0	4.7	4.1	0.8	39	34
4	10500	G	2	13.1	7.3	2.4	21	36
4	10500	H	2	21.1	10.2	3.5	11	39
4	10500	J	0	5.2	4.4	0.9	30	40
4	10510	A	1	14.5	11.3	1.6	14	37
4	10510	B	2	14.0	8.7	2.1	18	37
4	10510	C	2	14.2	8.4	2.3	17	38
4	10510	D	2	23.7	15.1	2.5	6	39
4	10510	E	3	30.6	13.6	4.4	6	39
4	10510	F	0	13.8	16.0	0.9	4	39
4	10520	A	0	12.7	17.3	0.7	4	37
4	10520	B	2	24.8	13.2	3.2	11	36
4	10520	C	2	18.2	12.9	2.0	13	35
4	10520	D	2	20.8	9.2	3.9	17	34
4	10520	E	2	20.5	12.4	2.5	15	34
4	10520	F	0	8.4	9.8	0.7	17	35
4	10530	A	0	6.0	6.4	0.7	23	37
4	10530	B	3	33.7	10.8	7.0	10	35
4	10530	C	3	16.8	5.2	5.9	16	42
4	10530	D	3	14.5	5.1	4.8	16	44
4	10530	E	3	14.6	5.7	4.1	15	44
4	10530	F	0	9.1	9.3	0.9	9	45
4	10540	A	1	14.9	10.2	1.9	10	42
4	10540	B	3	23.7	7.4	6.5	11	40
4	10540	C	2	13.5	6.6	3.0	21	38
4	10540	D	2	16.4	7.5	3.4	14	41
4	10540	E	0	4.4	9.5	0.2	6	40
4	10550	A	0	5.4	5.4	0.7	26	39
4	10550	B	2	17.8	8.2	3.5	11	42
4	10550	C	2	9.7	4.3	3.0	30	37
4	10550	D	2	13.5	6.4	3.1	22	37
4	10550	E	3	16.0	5.9	4.6	19	39
4	10550	F	2	17.9	9.6	2.9	10	42
4	10550	G	0	7.9	13.9	0.4	0	44
4	10560	A	0	9.5	15.1	0.5	0	46
4	10560	B	2	17.0	8.7	3.0	10	44

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10560	C	4	24.3	5.8	9.3	16	36
4	10560	D	3	21.9	7.8	5.4	16	36
4	10560	E	3	18.8	7.2	4.6	17	37
4	10560	F	0	6.4	6.9	0.7	22	37
4	10560	G	3	31.2	12.3	5.2	7	38
4	10560	H	1	9.8	8.1	1.2	25	32
4	10570	A	0	6.3	13.4	0.2	9	31
4	10570	B	0	10.4	15.0	0.6	11	31
4	10570	C	1	15.6	15.6	1.2	5	39
4	10570	D	0	4.2	10.1	0.2	2	41
4	10570	E	0	3.4	8.2	0.1	5	42
4	10570	F	1	12.8	9.3	1.7	16	39
4	10570	G	2	22.9	11.2	3.5	12	36
4	10570	H	3	36.1	11.8	7.0	9	34
4	10570	J	1	16.7	17.4	1.1	5	38
4	10570	K	0	9.8	25.4	0.2	0	39
4	10580	A	0	6.7	13.9	0.3	0	48
4	10580	B	0	10.7	20.5	0.4	0	49
4	10580	C	0	7.5	16.6	0.2	0	47
4	10580	D	0	10.7	15.3	0.6	4	38
4	10580	E	3	37.6	15.1	5.3	4	38
4	10580	F	3	31.9	13.8	4.6	5	39
4	10580	G	1	12.0	8.5	1.7	16	40
4	10580	H	0	8.5	13.1	0.5	2	42
4	10580	J	1	18.6	15.2	1.6	8	37
4	10580	K	0	6.2	10.3	0.4	14	33
4	10580	M	0	11.8	14.9	0.7	11	33
4	10590	A	0	7.3	7.8	0.8	16	40
4	10590	B	0	6.3	10.9	0.3	0	46
4	10590	C	3	32.6	9.6	7.8	4	42
4	10590	D	4	40.8	12.0	8.3	2	40
4	10590	E	0	3.8	13.6	0.1	0	38
4	10590	F	0	4.0	9.9	0.1	0	43
4	10600	A	0	3.6	7.9	0.2	1	47
4	10600	B	0	12.0	14.7	0.8	1	44
4	10600	C	3	43.4	14.5	7.1	0	41
4	10600	D	3	45.7	14.7	7.6	0	41
4	10610	A	2	6.0	3.1	2.0	39	38
4	10610	B	2	33.6	21.1	2.8	3	37
4	10610	C	3	42.9	19.5	4.7	3	37

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10610	D	2	29.8	22.1	2.2	1	39
4	10610	E	0	11.8	15.7	0.7	1	42
4	10610	F	0	7.2	11.9	0.4	0	48
4	10620	A	0	9.2	12.7	0.6	0	51
4	10620	B	0	15.2	19.0	0.8	0	42
4	10620	C	1	22.0	21.9	1.3	3	36
4	10620	D	1	28.1	29.1	1.4	1	35
4	10620	E	0	19.8	26.9	0.8	2	33
4	10620	F	0	4.5	8.3	0.2	7	43
4	10620	G	2	14.8	6.3	3.7	18	40
4	10630	A	2	21.0	14.4	2.2	10	37
4	10630	B	2	8.8	3.7	3.1	33	37
4	10630	C	0	7.3	10.9	0.5	8	40
4	10630	D	0	12.1	22.3	0.4	0	39
4	10630	E	2	29.3	20.5	2.4	0	41
4	10630	F	1	19.1	16.2	1.6	3	41
4	10640	A	1	29.1	23.9	1.9	2	37
4	10640	B	0	24.4	32.5	0.9	0	36
4	10640	C	0	16.6	27.8	0.6	0	36
4	10640	D	3	11.5	4.3	4.1	21	44
4	10640	E	0	6.6	7.2	0.7	3	55
4	10650	A	0	3.9	8.2	0.2	2	47
4	10650	B	1	4.6	3.7	1.0	38	37
4	10650	C	0	0.5	11.2	0.0	0	38
4	10650	D	0	14.6	29.9	0.4	0	35
4	10650	E	0	23.8	32.9	0.9	0	35
4	10650	F	1	24.3	25.7	1.3	1	36
4	10650	G	0	6.1	15.5	0.2	0	47
4	10660	A	0	7.1	17.8	0.2	0	40
4	10660	B	2	42.9	25.9	3.3	2	35
4	10660	C	1	24.3	30.3	1.0	0	37
4	10660	D	1	28.4	26.7	1.6	0	38
4	10660	E	0	4.0	10.3	0.1	0	45
4	10670	A	0	4.6	8.9	0.2	0	49
4	10670	B	1	10.1	10.0	1.0	2	50
4	10670	C	2	26.3	18.0	2.3	0	44
4	10670	D	0	12.9	17.9	0.7	0	44
4	10670	E	0	11.1	13.9	0.7	0	47
4	10670	F	0	7.2	18.1	0.2	0	42

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CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10680	A	0	9.2	14.5	0.5	1	42
4	10680	B	0	7.5	15.9	0.3	0	42
4	10680	C	0	9.5	14.1	0.5	0	43
4	10680	D	3	27.4	11.8	4.4	1	46
4	10680	E	3	24.0	10.2	4.3	5	44
4	10690	A	2	25.7	12.7	3.6	4	43
4	10690	B	3	29.0	13.7	4.0	1	44
4	10690	C	0	12.0	13.3	0.9	2	44
4	10690	D	0	5.3	10.8	0.2	0	44
4	10690	E	0	11.1	19.7	0.4	0	44
4	10690	F	0	10.4	10.9	0.9	8	42
4	10700	A	0	11.1	17.0	0.5	3	38
4	10700	B	0	15.9	28.7	0.5	0	39
4	10700	C	0	14.3	24.3	0.5	0	41
4	10700	D	0	3.1	10.4	0.1	2	37
4	10700	E	0	9.7	13.6	0.6	2	43
4	10700	F	1	13.9	12.7	1.3	4	45
4	10700	G	1	11.3	11.2	1.0	5	45
4	10710	A	0	11.0	21.4	0.4	0	37
4	10710	B	0	11.4	16.6	0.6	0	43
4	10710	C	0	8.7	12.4	0.5	4	41
4	10710	D	0	1.6	12.2	0.0	0	43
4	10710	E	0	7.1	17.1	0.2	0	41
4	10710	F	0	15.1	24.8	0.6	0	36
4	10710	G	1	30.3	36.6	1.1	0	35
4	10710	H	0	11.5	27.5	0.3	0	36
4	10720	A	2	38.6	21.6	3.5	0	42
4	10720	B	0	12.1	15.9	0.7	0	42
4	10720	C	0	3.3	11.3	0.1	0	47
4	10720	D	1	15.6	15.2	1.2	0	47
4	10720	E	1	18.3	18.0	1.3	0	47
4	10720	F	0	16.7	19.7	0.9	0	40
4	10730	A	0	6.9	12.4	0.3	0	47
4	10730	B	0	28.0	38.5	0.9	0	37
4	10730	C	0	18.0	29.1	0.6	0	38
4	10730	D	0	13.1	23.9	0.4	0	39
4	10730	E	2	40.3	29.7	2.5	1	35
4	10740	A	3	26.9	12.4	4.0	2	44

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10740	B	0	19.2	25.3	0.8	0	42
4	10740	C	0	17.2	25.4	0.7	0	43
4	10740	D	0	13.8	24.2	0.5	0	44
4	10740	E	0	13.9	19.7	0.7	0	41
4	10740	F	0	6.9	18.0	0.2	0	45
4	10750	A	0	11.7	25.8	0.3	0	37
4	10750	B	2	29.8	23.2	2.1	1	38
4	10750	C	0	18.5	24.3	0.8	0	42
4	10750	D	1	20.1	23.7	1.0	0	42
4	10750	E	2	34.0	17.4	3.7	2	40
4	10760	A	2	29.9	23.2	2.1	1	38
4	10760	B	1	31.8	31.7	1.5	0	38
4	10760	C	1	23.5	25.0	1.2	0	40
4	10760	D	2	38.0	20.3	3.7	0	42
4	10760	E	0	9.8	22.5	0.3	0	43
4	10770	A	0	9.1	24.9	0.2	0	41
4	10770	B	2	43.8	25.3	3.5	0	39
4	10770	C	0	18.5	25.2	0.8	0	40
4	10770	D	0	12.5	14.7	0.8	0	44
4	10770	E	1	20.1	16.5	1.7	0	44
4	10770	F	1	21.4	17.6	1.7	0	44
4	10770	G	0	12.7	14.7	0.9	1	44
4	10780	A	1	25.7	22.0	1.7	1	39
4	10780	B	0	12.6	20.8	0.5	0	37
4	10780	C	2	30.8	20.6	2.5	2	38
4	10780	D	0	8.7	19.5	0.3	0	41
4	10780	E	0	16.5	27.2	0.6	0	41
4	10780	F	1	19.9	22.9	1.0	0	41
4	10780	G	1	27.7	26.8	1.5	0	42
5	10791	A	1	35.3	46.8	1.1	0	35
5	10791	B	1	32.2	40.7	1.1	0	35
5	10791	C	0	14.6	29.1	0.4	0	37
5	10791	D	0	12.0	24.3	0.4	0	39
5	10791	E	2	32.3	17.5	3.4	8	34
5	10791	F	1	16.1	15.3	1.3	9	37
5	10791	G	2	16.1	9.0	2.6	1	53
5	10800	A	2	18.3	12.9	2.0	6	42
5	10800	B	3	25.0	9.1	5.4	8	41
5	10800	C	2	4.8	1.6	3.5	49	39

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	10800	D	1	13.9	10.9	1.5	6	45
5	10800	E	1	24.5	23.4	1.5	2	37
5	10800	F	0	19.4	26.3	0.8	0	37
5	10800	G	1	22.9	25.4	1.2	1	36
5	10810	A	2	26.5	17.6	2.4	2	41
5	10810	B	0	14.3	19.8	0.7	0	42
5	10810	C	0	10.2	11.5	0.8	3	46
5	10810	D	1	12.1	9.4	1.5	7	47
5	10810	E	1	9.3	8.0	1.1	14	43
5	10810	F	4	25.5	5.8	10.0	8	43
5	10810	G	2	15.9	8.1	2.9	13	42
5	10820	A	2	19.7	13.3	2.2	9	38
5	10820	B	1	22.0	19.6	1.5	5	36
5	10820	C	1	20.1	17.4	1.5	7	36
5	10820	D	1	16.7	17.7	1.1	3	40
5	10820	E	0	10.9	11.9	0.9	0	52
5	10820	F	0	8.3	13.1	0.4	0	50
5	10820	G	1	14.2	11.4	1.5	1	50
5	10830	A	1	16.5	18.2	1.0	0	45
5	10830	B	1	23.4	19.9	1.7	0	43
5	10830	C	2	21.1	14.7	2.1	5	41
5	10830	D	1	25.4	21.3	1.8	1	39
5	10830	E	1	20.4	20.3	1.3	3	38
5	10830	F	1	12.1	11.7	1.1	9	41
5	10840	A	0	6.3	11.6	0.3	2	42
5	10840	B	1	14.7	16.2	1.0	4	39
5	10840	C	1	20.7	18.2	1.5	2	41
5	10840	D	2	19.9	11.5	2.7	10	39
5	10840	E	1	18.3	14.9	1.6	0	48
5	10840	F	1	20.5	15.8	1.8	0	48
5	10840	G	0	8.8	12.5	0.5	0	53
5	10850	A	1	23.1	19.8	1.6	0	44
5	10850	B	2	9.6	4.8	2.5	28	38
5	10850	C	1	15.6	13.8	1.4	3	44
5	10850	D	1	14.1	14.8	1.0	3	42
5	10850	E	0	5.4	12.1	0.2	0	44
5	10860	A	0	12.5	21.7	0.5	0	40
5	10860	B	0	12.7	16.7	0.7	2	40
5	10860	C	1	17.4	18.7	1.1	1	41

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	10860	D	0	8.6	9.2	0.8	15	38
5	10860	E	1	6.7	5.7	1.0	29	36
5	10860	F	0	16.7	19.8	0.9	0	49
5	10860	G	1	20.0	19.9	1.3	0	49
5	10870	A	1	25.7	26.1	1.4	0	43
5	10870	B	1	12.3	8.9	1.6	23	31
5	10870	C	1	13.9	9.8	1.8	19	34
5	10870	D	0	10.7	17.4	0.5	2	37
5	10880	A	2	14.3	9.0	2.1	16	38
5	10880	B	1	11.3	7.3	1.9	18	40
5	10880	C	0	19.1	26.6	0.8	0	43
5	10890	A	0	11.7	31.4	0.2	0	38
5	10890	B	0	12.7	15.5	0.8	11	32
5	10890	C	2	20.4	12.2	2.6	16	33
5	10900	A	2	28.8	15.0	3.5	14	30
5	10900	B	0	9.7	19.1	0.3	0	41
5	10910	A	0	13.2	19.2	0.6	2	37
5	10910	B	2	20.6	11.1	3.0	16	33
5	10910	C	0	10.7	21.1	0.4	0	49
5	10920	A	0	11.8	22.2	0.4	0	46
5	10920	B	2	15.9	10.1	2.2	23	29
5	10920	C	0	11.0	16.1	0.6	3	38
5	10930	A	0	8.4	16.8	0.3	0	41
5	10930	B	2	15.4	7.6	3.0	26	30
5	10930	C	0	11.4	20.3	0.4	0	44
5	10940	A	3	11.9	4.3	4.3	29	35
5	10940	B	0	9.5	18.3	0.4	0	45
5	10950	A	0	9.6	30.3	0.2	0	35
5	10950	B	1	7.9	7.2	1.0	26	33
5	10950	C	2	12.8	5.6	3.4	27	33
5	10960	A	0	9.2	18.2	0.3	0	39
5	10960	B	0	8.0	18.7	0.2	0	41
5	10960	C	0	7.0	6.6	0.9	23	37
5	10960	D	0	5.8	7.2	0.6	20	37
5	10960	E	0	8.1	16.9	0.3	0	48

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	10970	A	0	12.2	20.5	0.5	0	43
5	10970	B	0	7.4	15.8	0.3	0	42
5	10970	C	0	11.5	15.0	0.7	0	57
5	10980	A	1	23.0	22.3	1.4	0	44
5	10980	B	0	10.3	22.9	0.3	0	39
5	10980	C	0	13.0	21.6	0.5	0	43
5	10990	A	1	10.1	8.5	1.2	20	36
5	10990	B	0	9.6	19.0	0.3	0	43
5	10990	C	0	10.5	22.0	0.3	0	41
5	10990	D	1	23.3	17.9	1.9	0	47
5	11000	A	1	19.8	14.6	1.9	1	45
5	11000	B	0	11.7	29.5	0.3	0	37
5	11000	C	0	12.6	24.6	0.4	0	42
5	11000	D	0	8.1	10.6	0.6	6	43
5	11010	A	0	9.6	17.6	0.4	0	44
5	11010	B	0	15.0	22.8	0.6	0	41
5	11010	C	1	13.8	14.3	1.0	0	52
5	11010	D	1	17.5	19.2	1.1	0	44
5	11020	A	1	16.8	18.8	1.0	0	52
5	11020	B	1	13.7	15.1	1.0	0	52
5	11020	C	0	12.7	26.6	0.4	0	39
5	11030	A	0	13.5	15.1	0.9	0	52
5	11030	B	1	23.6	24.0	1.3	0	41
5	11040	A	0	18.4	30.0	0.6	0	38
5	11060	A	0	20.4	37.4	0.5	0	30
5	11070	A	0	21.6	33.0	0.7	0	38
5	11080	A	0	16.9	33.8	0.4	0	32
5	11080	B	1	30.7	41.7	1.0	0	34
5	11080	C	0	17.4	37.7	0.4	0	31
5	11080	D	0	31.9	45.0	0.9	3	26
5	11090	A	0	19.4	24.9	0.9	0	50
5	11090	B	0	12.1	19.1	0.5	0	43
5	11100	A	0	17.9	34.8	0.5	0	36

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

CONTINENTAL PRECIOUS METALS

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	11100	B	0	29.3	41.6	0.9	0	37
5	11110	A	1	23.7	28.9	1.0	0	43
5	11110	B	0	19.5	26.5	0.8	0	43
5	11120	A	0	19.5	25.9	0.8	0	43
5	11120	B	0	17.6	27.2	0.7	0	42
5	11120	C	0	26.0	40.9	0.8	0	36
5	11120	D	0	24.7	43.1	0.6	0	38
5	11130	A	0	18.1	23.1	0.9	0	48
5	11140	A	0	17.1	23.9	0.7	0	45
5	11140	B	0	22.5	38.4	0.6	0	38
5	11150	A	0	17.3	22.0	0.9	0	45
5	11160	A	0	20.7	26.1	0.9	0	43
5	11170	A	0	23.3	31.0	0.9	0	39
5	11180	A	0	20.6	29.3	0.8	0	40
5	11190	A	0	14.8	20.8	0.7	0	44
5	11200	A	0	18.7	33.9	0.5	0	34
5	11210	A	0	17.3	25.9	0.7	0	39

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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Ministry of Northern Development and Mines
Ontario

Report of Work
(Geophysical, Geological, Geochemical and Expenditures)

DOCUMENT W8808-

32E04NW0100 2.11345 ABBOTSFORD 900

Mining

2.11345

Type of Survey(s)	Township or Area
Airborne - Magnetometer - VLF EM	Abbotsford

Claim Holder(s)	Prospector's Licence No.
Continental Precious Minerals Inc	T-730

Address: Suite 500, 67 Richmond St W., Toronto, Ontario M5H 1Z5

Survey Company	Date of Survey (from & to)	Total Miles of line Cut
Aerodat Limited	31 03 88 (Day Mo. Yr.) – 01 04 88 (Day Mo. Yr.)	580 km(airborne)

Name and Address of Author (of Geo-Technical report): Milan Hlava, 24 Pine St S., Timmins, Ontario P4N 2J8

Credits Requested per Each Claim in Columns at right

Special Provisions	Geophysical	Days per Claim
For first survey: Enter 40 days. (This includes line cutting)	- Electromagnetic	
	- Magnetometer	
For each additional survey: using the same grid: Enter 20 days (for each)	- Radiometric	
	- Other	
	Geological	
	Geochemical	

Man Days	Geophysical	Days per Claim
Complete reverse side and enter total(s) here	- Electromagnetic	
	- Magnetometer	
	- Radiometric	
	- Other	
	Geological	
	Geochemical	

Airborne Credits		Days per Claim
Note: Special provisions credits do not apply to Airborne Surveys.	VLF Electromagnetic	40
	Magnetometer	40
	Radiometric	

RECEIVED
JUN 1 1988
MINING LANDS SECTION

Expenditures (excludes power stripping)

Type of Work Performed:

Performed on Claim(s):

Calculation of Expenditure Days Credits

Total Expenditures $ ÷ 15 = Total Days Credits

Instructions: Total Days Credits may be apportioned at the claim holder's choice. Enter number of days credits per claim selected in columns at right.

Date	Recorded Holder or Agent (Signature)
May 16, 1988	Milan Hlava

Mining Claims Traversed (List in numerical sequence)

Prefix	Number	Expend. Days Cr.	Prefix	Number	Expend. Days Cr.
[redacted]	LIST OF CLAIMS ATTACHED		[redacted]		

ONTARIO GEOLOGICAL SURVEY
ASSESSMENT FILES
OFFICE
NOV 7 1988
RECEIVED

RECORDED
MAY 19 1988
AM 7 8 9 … PM 1 2 3 4 5 6
Receipt #

Total number of mining claims covered by this report of work: 274

For Office Use Only		
Total Days Cr. Recorded	Date Recorded	Mining Recorder
21,920	May 18/88	M. C. Weismer
	Date Approved as Recorded	Branch Director
	3 Nov 88	

Certification Verifying Report of Work

I hereby certify that I have a personal and intimate knowledge of the facts set forth in the Report of Work annexed hereto, having performed the work or witnessed same during and/or after its completion and the annexed report is true.

Name and Postal Address of Person Certifying: Milan Hlava, 24 Pine St S., Timmins, Ontario P4N 2J8

Date Certified	Certified by (Signature)
May 16, 1988	Milan Hlava

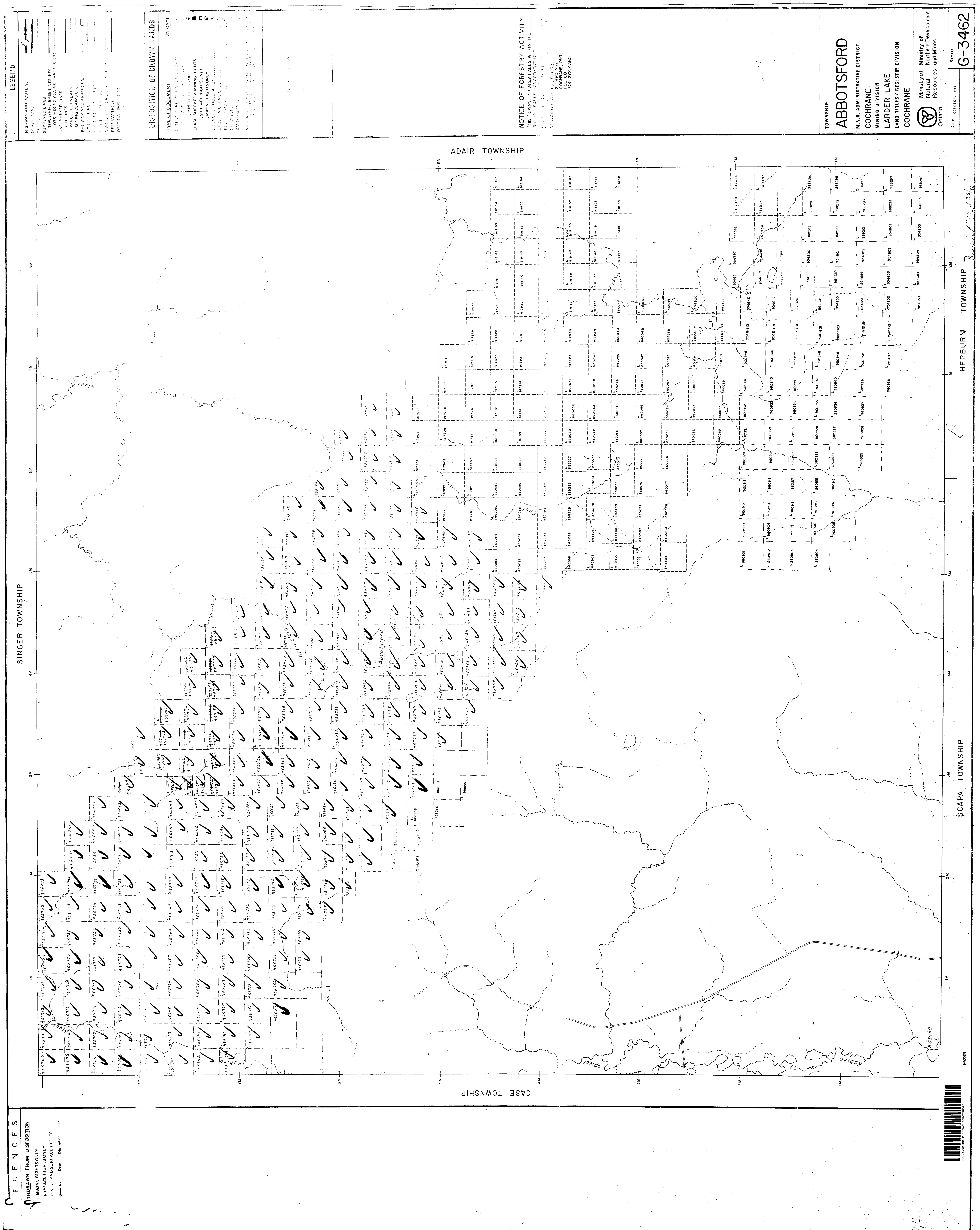
1362 (85/12)

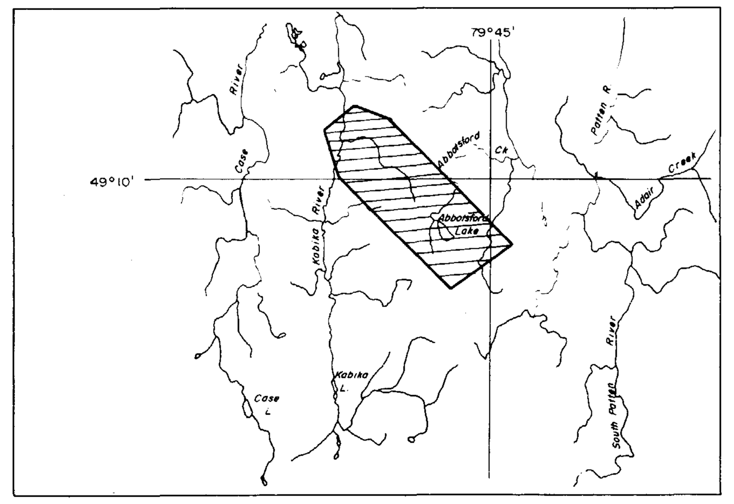
274 CLAIMS - ABBOTSFORD TOWNSHIP
LARDER LAKE MINING DIVISION

L 955908	L 955941	L 955979	L 955714	L 955747
955909	955942	955980	955715	955748
955910	955943	955981	955716	955749
955911	955944	955982	955717	955750
955912	955945	955983	955718	955751
955913	955946	955984	955719	955752
955914	955947	955985	955720	955753
955915	955948	955986	955721	955754
955916	955949	955987	955722	955755
955917	955950	955988	955723	955756
955918	955951	955989	955724	955757
955919	955952	955990	955725	955758
955920	955953	955991	955726	955759
955921	955954	955992	955727	955760
955922	955955	955993	955728	955761
955923	955956	955994	955729	955762
955924	955957	955995	955730	955763
955925	955958	955996	955731	955764
955926	955959	955997	955732	955765
955927	955960	955998	955733	955766
955928	955961	955999	955734	955767
955929	955962	955702	955735	955768
955930	955963	955703	955736	955769
955931	955964	955704	955737	955770
955932	955970	955705	955738	955771
955933	955971	955706	955739	955772
955934	955972	955707	955740	955773
955935	955973	955708	955741	955774
955936	955974	955709	955742	955775
955937	955975	955710	955743	955776
955938	955976	955711	955744	955777
955939	955977	955712	955745	955778
955940	955978	955713	955746	955779

274 CLAIMS - ABBOTSFORD TWP

L 955780	L 956022	L 956055	L 957785
955781	956023	956056	957786
955782	956024	956057	957787
955783	956025	957753	955965
955784	956026	957754	955966
955785	956027	957755	955967
955786	956028	957756	955968
955787	956029	957757	955969
955788	956030	957758	957780
955789	956031	957759	957781
955790	956032	957760	
956000	956033	957761	
956001	956034	957762	
956002	956035	957763	
956003	956036	957764	
956004	956037	957765	
956005	956038	957766	
956006	956039	957767	
956007	956040	957768	
956008	956041	957769	
956009	956042	957770	
956010	956043	957771	
956011	956044	957772	
956012	956045	957773	
956013	956046	957774	
956014	956047	957775	
956015	956048	957776	
056016•	956049	957777	
956017	956050	957778	
956018	956051	957779	
956019	956052	L 957782	
956020	956053	957783	
956021	956054	957784	


LEGEND
HIGHWAY AND ROUTE No
OTHER ROADS
SURVEYED LINES:
TOWNSHIPS, BASE LINES, ETC
LOTS, MINING CLAIMS, PARCELS, ETC
UNSURVEYED LINES
LOT LINES
PARCEL BOUNDARY
MINING CLAIMS ETC.
RAILWAY AND RIGHT OF WAY
RESERVATIONS
DISPOSITION OF CROWN LANDS
TYPE OF DOCUMENT
SYMBOL
MINING RIGHTS ONLY
LEASE, SURFACE & MINING RIGHTS
SURFACE RIGHTS ONLY
NOTICE OF FORESTRY ACTIVITY
THIS TOWNSHIP / AREA FALLS WITHIN THE
IROQUOIS FALLS MANAGEMENT UNIT
P.O. BOX 730
2 THIRD AVE.
COCHRANE, ONT.
P0L 1C0
705-272-4365
TOWNSHIP
ABBOTSFORD
M.N.R. ADMINISTRATIVE DISTRICT
COCHRANE
MINING DIVISION
LARDER LAKE
LAND TITLES / REGISTRY DIVISION
COCHRANE
Ministry of Natural Resources
Ministry of Northern Development and Mines
Ontario
Date OCTOBER, 1966
Number
G-3462
ADAIR TOWNSHIP
SINGER TOWNSHIP
HEPBURN TOWNSHIP
SCAPA TOWNSHIP
CASE TOWNSHIP
Abbotsford
River
Kabika L.
REFERENCES
WITHDRAWN FROM DISPOSITION
MINING RIGHTS ONLY
SURFACE RIGHTS ONLY
MINING AND SURFACE RIGHTS



CONTINENTAL PRECIOUS METALS Inc.

BASE MAP

ABBOTSFORD TOWNSHIP

ONTARIO

SCALE 1:10,000

AERODAT LIMITED

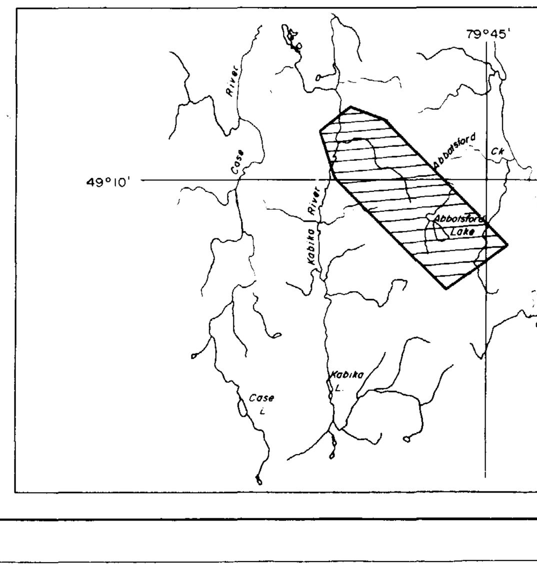
DATE: APRIL 1988

NTS No: 32 E/4

MAP No: 1

J8826

210



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system

Average terrain clearance 60m
Line spacing = 100m

220

CONTINENTAL PRECIOUS METALS Inc.

FLIGHT PATH
274.8 KILOMETERS
ABBOTSFORD TOWNSHIP
ONTARIO

SCALE 1:10,000

AERODAT LIMITED

DATE:	APRIL 1988
NTS No:	32 E/4
MAP No:	2 J8826

Flight Path

Navigation and recovery using
Motorola Mini-Ranger (MRS III)
radar navigation system

Average terrain clearance 60m
Line spacing = 100m

230

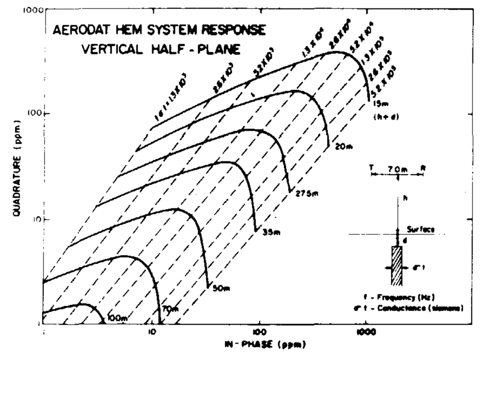
EM Anomalies

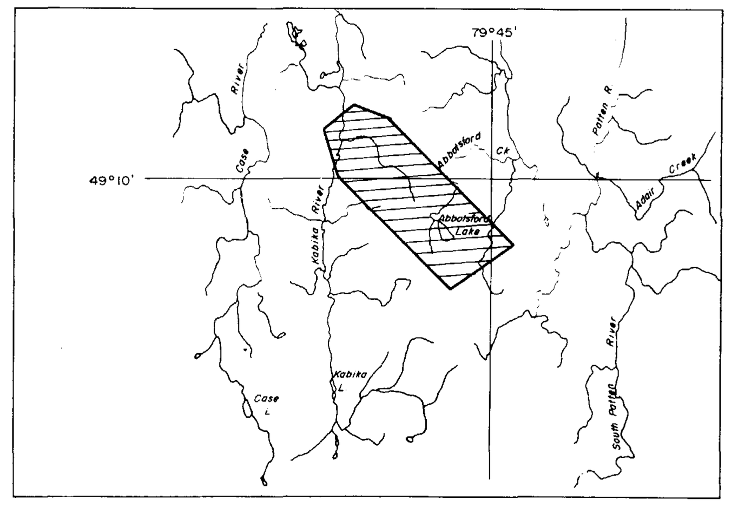
	Conductivity Thickness (mhos)
◌	0 - 1
○	1 - 2
⊖	2 - 4
◐	4 - 8
◒	8 - 15
◕	15 - 30
●	> 30

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm.
Conductivity thickness 1-2 mhos (see code).

INTERPRETATION LEGEND

- Interpreted bedrock conductor axis
- Probable bedrock conductor axis
- Fault
- A2 Selected target
- Direction of dip
- Vertical dip





CONTINENTAL PRECIOUS METALS Inc.

INTERPRETATION

ABBOTSFORD TOWNSHIP

ONTARIO

AERODAT LIMITED

DATE:	APRIL 1988
NTS No:	32 E/4
MAP No:	3 J8826

2.11345

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system

Average terrain clearance 60m
Line spacing = 100m

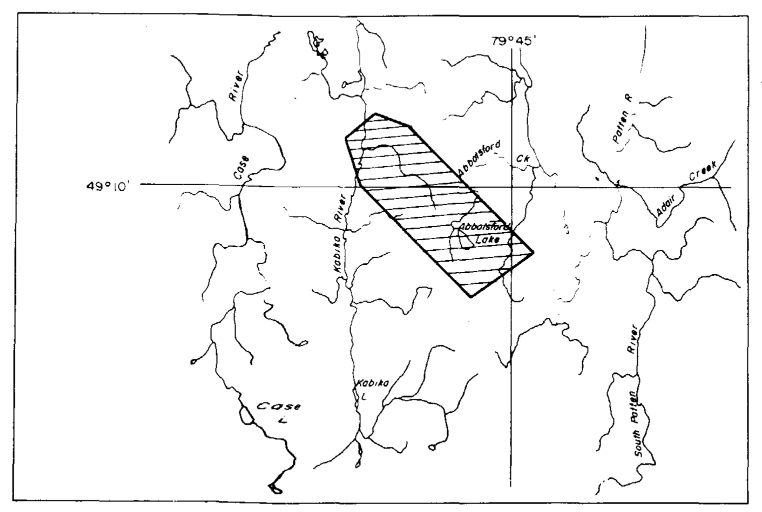
Magnetics

Cesium high sensitivity magnetometer
Sensor elevation 45m

Total Field Magnetic Intensity
Contours in nT

Map contours are multiples of those listed below

- 5 nT
- 25 nT
- 100 nT
- 500 nT
- 2000 nT



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TOTAL FIELD MAGNETIC CONTOURS

ABBOTSFORD TOWNSHIP

ONTARIO

SCALE 1:10,000

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 32 E/4
MAP No: 4 J8826

240

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system

Average terrain clearance 60m
Line spacing = 100m

Vertical Gradient

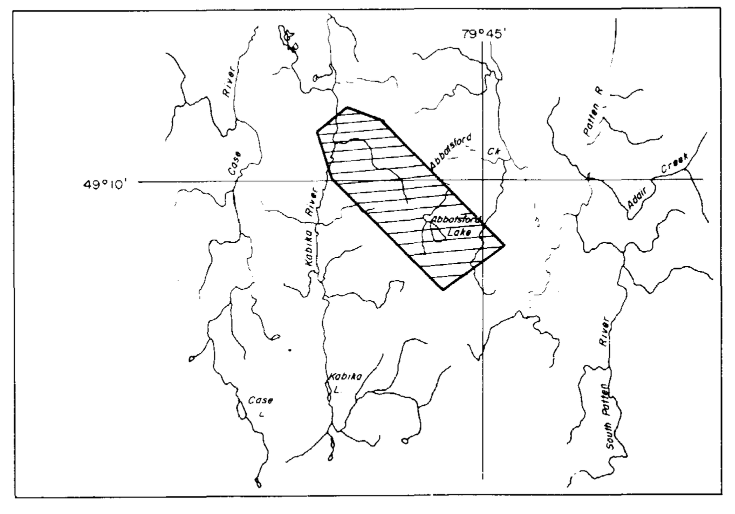
Vertical magnetic gradient calculated from the total field magnetic intensity

Contours in nT/m

Cesium high sensitivity magnetometer
Sensor elevation 45m

Map contours are multiples of those listed below

.5 nT/M
2.5 nT/M
10. nT/M
50. nT/M



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CALCULATED VERTICAL MAGNETIC GRADIENT

ABBOTSFORD TOWNSHIP

ONTARIO

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 32 E/4
MAP No: 5 J8826

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system

Average terrain clearance 60m
Line spacing = 100m

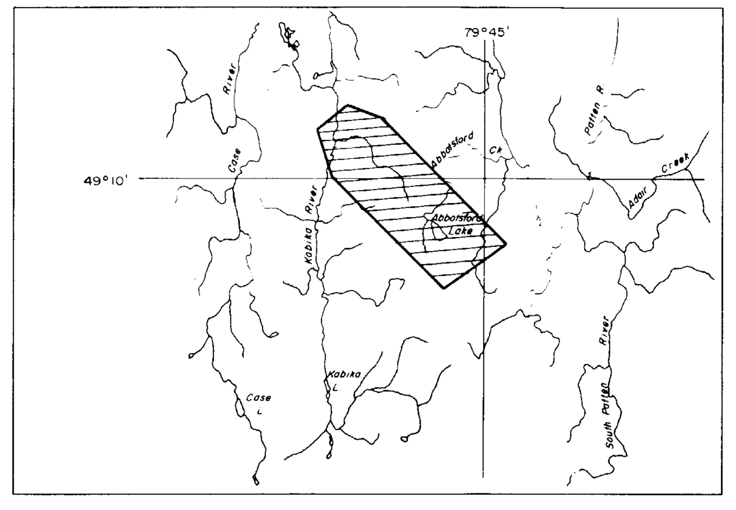
Apparent Resistivity

Contouring in ohm-m at logarithmic intervals.

Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.
Sensor elevation 30m

Map contours are multiples of those listed below

- .01 log(ohm*m)
- .05 log(ohm*m)
- .20 log(ohm*m)
- 1.0 log(ohm*m)



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APPARENT RESISTIVITY CONTOURS

ABBOTSFORD TOWNSHIP

ONTARIO

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DATE: APRIL 1988
NTS No: 32 E/4
MAP No: 6
J8826

260

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system

Average terrain clearance 60m
Line spacing = 100m

VLF-EM

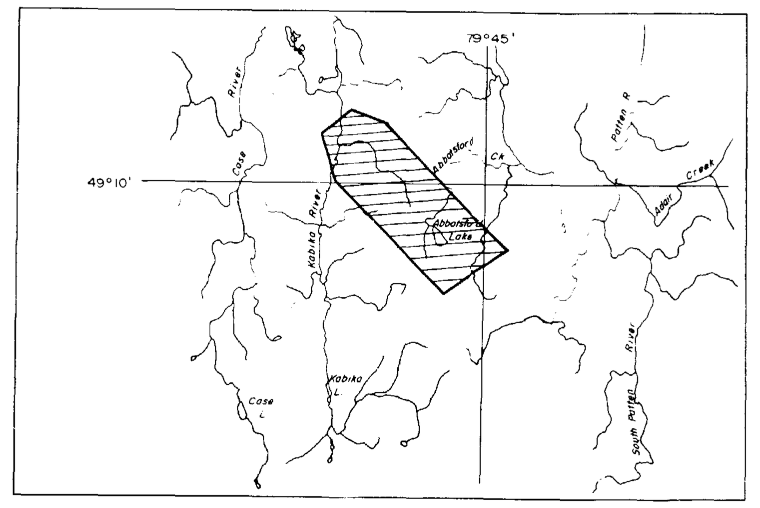
VLF-EM Total Field Intensity in percent

Station: NAA (Cutler, Maine) 24.0 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

.5 %
2.5 %
10. %
50. %



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VLF-EM TOTAL FIELD CONTOURS

ABBOTSFORD TOWNSHIP

ONTARIO

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 32 E/4
MAP No: 7 J8826

270