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REPORT

ON

HELICOPTER ELECTROMAGNETIC & MAGNETIC SURVEYS

NUT CLAIMS
KEELE PEAK PROJECT
(7049)

MAYO
~~WATSON LAKE~~ MINING DISTRICT

YUKON TERRITORY

(NTS 105-O-7)

BY

AERODAT LTD

FOR

CANAMAX RESOURCES INC

ON BEHALF OF

CANADA TUNGSTEN MINING CORP.

091567

August 31, 1984
J. Roth
STRATAGEX Ltd.

This report has been examined by the Geological Evaluation Unit under Section 53 (4) Yukon Quartz Mining Act and is allowed as representation work in the amount of $ 9,509.00 .

D D Emond

for Regional Manager, Exploration and Geological Services for Commissioner of Yukon Territory.

REPORT

ON

HELICOPTER ELECTROMAGNETIC AND MAGNETIC SURVEYS

KEELE PROJECT, N.W.T.

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REPORT
ON
HELICOPTER ELECTROMAGNETIC AND MAGNETIC SURVEYS
KEELE PEAK
YUKON TERRITORY

SUMMARY

A 112.8 km helicopter electromagnetic and magnetic survey was flown by Aerodat Ltd. in June 1984 over NUT claims 1-30 at Keele Peak, Y.T., for Canamax Resources Inc. on behalf of Canada Tungsten Mining Corp.

The property is largely underlain by Paleozoic sediments which are skarned and hornfelsed in proximity to a restricted quartz monzonite intrusive. Minor mineralization consisting variably of Ag, Au, Pb, Zn, & W has been observed in skarned and hornfelsed sediments or in late quartz veins.

Executed successfully despite severe terrain, the survey attained the objectives of delineating conductors and magnetic features that could represent zones of skarn, syngenetic and/or vein sulphide mineralization.

The magnetic data defined

- a series of N-S linear anomalies that likely reflect skarning or hornfelsing of sediments caused by a central Cretaceous quartz monzonite intrusive;
- A large, deep anomaly to the south indicating an extensive concealed metamorphic aureole or intrusive.

The electromagnetic data revealed:

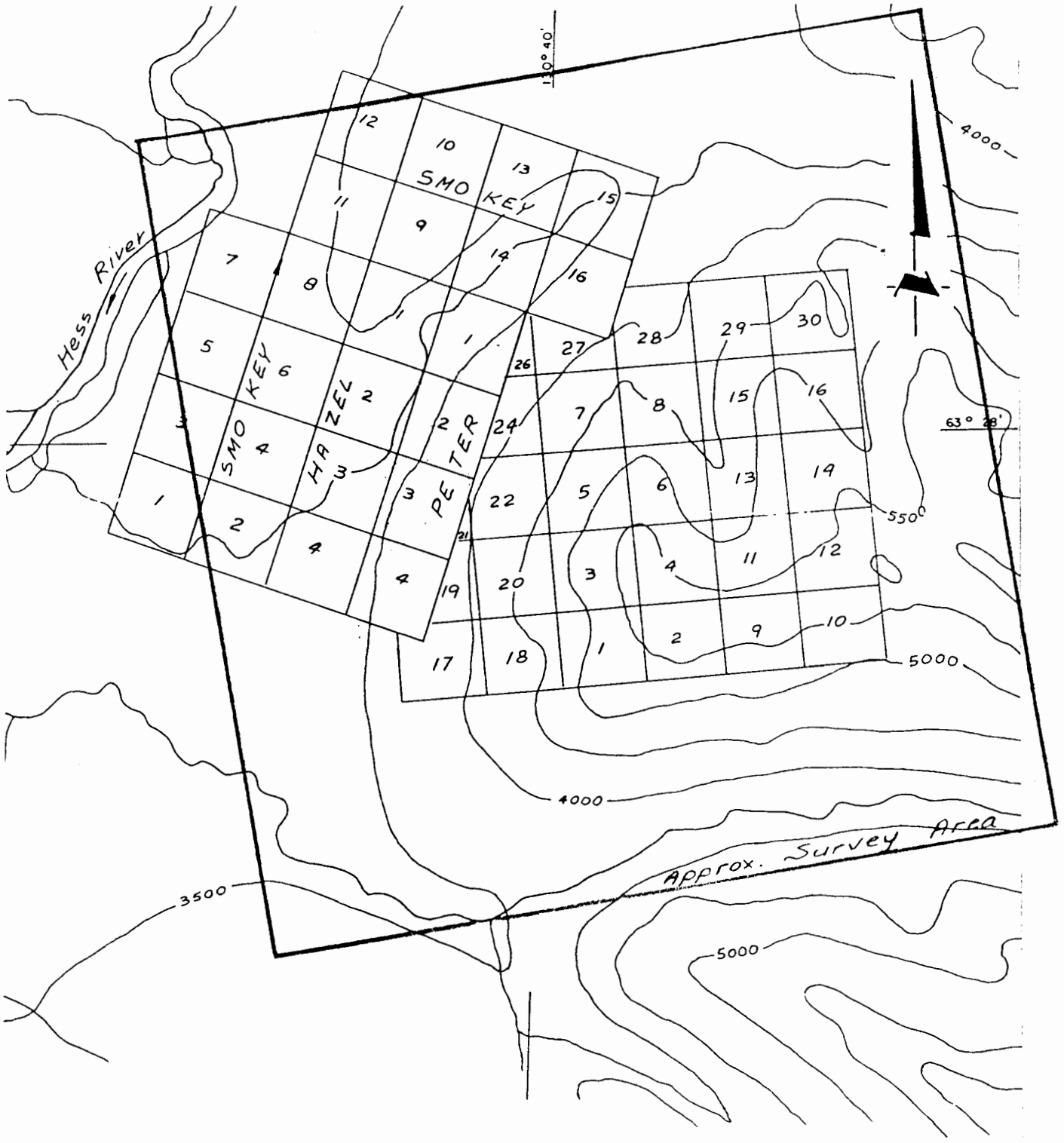
- a multitude of N-S conductors likely caused by graphitic sediments;

. twelve discrete conductive zones considered due to conductor attributes, magnetic association or proximity to the central intrusive and surrounding metamorphic aureole.

Follow-up, primarily soil geochemistry and prospecting, is recommended for the favourable conductive zones for syngenetic and skarn-related sulphides, as well as the individual magnetic anomalies for non-conductive skarn mineralization.


KEELE PEAK
MACKENZIE MOUNTAINS
HESS RANGE
ROGUE RANGE
BONNET RANGE
SELWYN MOUNTAINS
NORTHWEST TERRITORIES
YUKON TERRITORY
Macmillan Pass
Caribou Pass
Mount Wilson
Mount Sheldon
Mt Pike
Mt Tidd
Hoole Canyon
Dall Mountain
Mt Christie
Tsattic Mtn
Portin L.
McEvoy L.
SURVEY LOCATION MAP
Scale 1:1,000,000
N

Fig. 1



CANADA TUNGSTEN MINING CORPORATION LIMITED
AMAX NORTHWEST MINING COMPANY LIMITED

KEELE PEAK PROPERTY
NUT CLAIMS

MAYO MINING DISTRICT — YUKON TERRITORY

CLAIM MAP

SCALE 0 1000 0 1000 MILES METRES

1 : 31,680

Vancouver —

N.T.S. Ref. 105 O 7

FIG. 1a

REPORT
ON
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KEELE PROJECT, N.W.T.

I. INTRODUCTION

This report discusses the results of a combined helicopter electromagnetic and magnetic survey flown by Aerodat Ltd for Canamax Resources Inc. on behalf of Canada Tungsten Mines Ltd. over the Keele area in the Yukon Territory. The survey area, shown in Figure 1, lies approximately 200kms NNE of Ross River, Y.T. surrounding Keele Peak in the MacMillan Pass area.

The Keele project encompasses 30 mineral claims presently held by Canada Tungsten and originally staked by Canamax Resources. The claims covered by the survey are listed in Appendix III, together with a statement of survey costs.

The objective of the survey was to detect significant bedrock conductors and magnetic features that might be related to gold or base metal mineralization.

The terrain at Keele is quite rugged, with peaks rising abruptly to 1700 m from valleys at 1100 m to 1200 m. Outcrop is abundant on the steeper slopes, although there is a thin veneer of glacial debris and scree over the gentler slopes and drainages.

Access to the property is by helicopter from MacMillan Pass.

II HISTORY AND PREVIOUS EXPLORATION

The Keele Peak property was staked by Canamax in 1982 (NUT claims 1-16) and expanded in 1983 (NUT claims 17-30). No previous work is recorded for these claims, although on adjoining ground to the west closer to the Hess River limited prior prospecting and trenching has uncovered several narrow veins with minor Ag-Pb-Zn mineralization.

Since acquisition, Canamax has carried out prospecting, geological mapping and geochemical surveys, principally over the quartz monzonite intrusive and surrounding metamorphosed sediments. Several geologically distinct showings were discovered, carrying minor amounts of lead, zinc copper and/or tungsten. The geochemical surveys returned anomalous values in copper, lead, zinc, tungsten and gold.

III. GEOLOGY

In general the property lies within the broad belt of Paleozoic sediments and Cretaceous intrusives that contain both sedimentary-exhalative base metal deposits (Tom, Jason, Howards Pass) and skarn-related tungsten deposits (Cantung, Mactung, Lened).

Geologic mapping on the Nut claims by Canamax indicates that the dominant lithologies are N-S striking Lower Paleozoic sediments which include intercalated calcareous argillite, limestone, marble, limestone conglomerate, argillaceous limestone and calcareous arenites.

An irregularly shaped quartz-monzonite stock has intruded these sediments in the northwestern quarter of the claim group. In proximity to the intrusive the sediments have been skarned and hornfelsed; The overall metamorphic aureole appears to track northeasterly through Nut claims 9-15. Locally, brecciation has occurred in hornfelsed and skarned sediments in contact with the intrusion.

A narrow arcuate felspar porphyry dyke has intruded hornfelsed argillites and calc-silicate hornfels along a ridge on Nut claims 3 and 4.

Variably mineralized qurtz-carbonate veins and stringers cross-cut all of the aforementioned lithologies.

Mineralization

From prospecting carried out by Canamax, four distinct varieties of mineralization have been recognized within the Nut claims; these are listed below in their

order of relative importance:

1) pyrrhotite and pyrite bearing skarned limestone/marble lenses with associated galena, chalcopyrite, arsenopyrite and scheelite;

2) altered brecciated hornfels with disseminated galena, arsenopyrite and minor scheelite.

3) late mineralized quartz veins and stringers with galena, arsenopyrite, sphalerite, chalcopyrite, within the Nut stock and marginal breccias.

4) pyrrhotite-bearing hornfelsed argillite with trace disseminated scheelite.

All of the above occurrences are restricted in size, and have low metal tenors.

Two broad gossans caused by pyrite- and pyrrhotite-bearing hornfelsed argillites are recognised along much of the eastern flank of a north-south trending ridge on Nut claims 4 & 6. Trace scheelite values have been locally obtained from these gossans.

IV AIRCRAFT AND SURVEY EQUIPMENT

4.1 Aircraft

The helicopter used for the survey was an Aerospatiale Alouette owned and operated by Trans Northern Turbo Air of Whitehorse. Installation of the geophysical and ancillary equipment was carried out by Aerodat at Whitehorse. The survey aircraft was flown at a nominal altitude of 60 meters.

4.2 Survey Equipment

4.2.1 Electromagnetic System

The Aerodat electromagnetic system employed has 3 coil pairs with a 7m separation operated at 3 different frequencies installed in a rigid 8m long bird towed 30m below the helicopter. The two vertical coaxial coil pairs were operated at 945 and 4568 Hz with the third horizontal coplanar coil pair at 4175 Hz. These frequencies were utilized to optimize responses from and discrimination between good and poor conductors. After nulling, the secondary in-phase and quadrature signals were measured to + 0.1 ppm of the primary signal simultaneously for each of the 3 frequencies with a time-constant of 0.1 seconds. Each coil pair was separately calibrated with an internal Q coil.

4.2.2 VLF-EM System

The VLF-EM System was a Herz 1A Totem. This instrument measures the total field and vertical quadrature component of the selected frequency.

The sensor was installed in a small bird towed 12 meters below the helicopter. The VLF transmitting station used in this survey was NAA (Cutler, Me.).

4.2.3 Magnetometer

The magnetometer was a Geometrics G-803 proton precession instrument, with a sensitivity of 1 gamma at a 0.5 second sample rate. The sensor was installed in a small bird towed 12 meters below the helicopter.

4.2.4 Magnetic Base Station

An IFG proton precession magnetometer was operated at the flight base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system. Variations were recorded in analog and digital form at intervals of 4 seconds with an accuracy of $\pm$1.0 gamma.

4.2.5 Radar Altimeter

A Hoffman HRA-100 radar altimeter was used to record terrain clearance. The output from their instrument is a linear function of altitude for maximum accuracy. Under optimal terrain conditions, the accuracy of the radar altimeter is $\pm$ 3m. Calibration tests were performed to ensure instrument accuracy.

4.2.6 Tracking Camera

A Geocam tracking camera was used to record

flight path on 35 mm film. The camera was operated in the frame mode and the fiducial numbers recorded by both the analog and digital data systems were also imprinted for cross-reference on the margin of the film.

4.2.7 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
00	Altimeter (500ft. at top of chart)	10 ft./mm
	co-axial coils: 4568 Hz:	
04	quadrature	2 ppm/mm
03	in-phase	2 ppm/mm
	co-planar coils: 4175 Hz:	
06	quadrature	4 ppm/mm
05	in-phase	4 ppm/mm
	co-axial coils: 946 Hz	
02	quadrature	2 ppm/mm
01	in-phase	2 ppm/mm
15	magnetometer: coarse	25 gamma/mm
14	magnetometer: fine	2.5 gamma/mm
07	VLF-EM Total Field	2.5%/mm
08	VLF-EM Quadrature	2.5%/mm

4.2.8 Digital Recorder

A Perle DAC/NAV data system recorded the survey data on magnetic tape. Information recorded was as follows:

Equipment	Resolution	Interval
EM	0.1 ppm	0.1 second
VLF-EM	1%	0.5 second
magnetometer	0.1 gamma	0.5 second
altimeter	1.0m	1.0 second
fiducial (time)	0.1 second	1.0 second
fiducial (manual)	0.1 second	variable

Aerodat personnel involved in the survey were Wally Boyko, operator and navigator, and Dave Wright, technician. The TNTA helicopter flight crew consisted of John Slate, pilot and Bill Darling, engineer.

V SURVEY PROCEDURES

The base of operations for the survey was MacMillan Pass, Yukon Territory. Data acquisition was carried out on during June 9, 1984, when both weather and magnetic variations were favourable. A total of 112.8 km of survey data were acquired.

Survey specifications called for a flight line spacing of 200m and a terrain clearance by the EM bird of less than 45m. Flight line orientation was E-W. Despite severe terrain, excellent navigation and good bird height were maintained. Bird height exceeded specifications only for short intervals over very steep ridges and narrow stream channels.

Survey navigation utilized a 1:10,000 photomosaic base prepared by Aerodat. Good control was maintained, both along the flight path and laterally, due to reasonably abundant recognizable terrain features. Manual fiducials were entered by the operator in the course of the survey and annotated on the flight path map as a near-real-time record of the flight path. The photos recorded by the Geocam tracking camera were subsequently processed and utilized to check and adjust the originally picked fiducial points.

The EM and magnetic data recorded in analoque form on the RMS chart recorder were inspected at the end of each flight for adherence to noise specifications. All records exhibited acceptable noise characteristics. A few spikes from sferic activity were occasionally observed but these were too sporadic and too weak to affect data quality and were, in any event, removed by post-survey processing.

VI DATA PROCESSING AND PRESENTATION

6.1 Base Map and Flight Path Recovery

Initially a photomosaic base map for flight line layout was prepared at a scale of 1:10000. Because of large distortion in the photomosaic caused by the severe terrain, a topographic base map at 1:5000 scale was subsequently adapted for data recovery.
Terrain features recognizable in the course of flying the survey were provisionally plotted on the photomosaic, with manual fiducials annotated. A 'red-ball' map of significant EM anomalies was prepared in the field using this provisional flight path map.

Subsequently, as part of the office compilation, these points were replotted on the topo base, and checked and supplemented and adjusted by inspection of the 35mm flight tracking film, by running speed checks of the individual traverses and by identifying distortions in the preliminary plots of the EM and magnetics.

5.2 Total Field Magnetic Contours

The aeromagnetic data was corrected for diurnal variations by subtraction of the digitally recorded base station magnetic profile. No correction for regional variations was applied.

The corrected profile data was interpolated onto a regular grid at a 25 m true scale interval using a cubic spline technique. The grid provided the basis for threading the contours

plotted at 10 gamma intervals.

The contoured aeromagnetic data has been plotted on the base map together with electromagnetic anomaly information, comprising Figure 2.

6.3 Electromagnetics

In addition to the analog records, the electromagnetic data was recorded digitally at a sample rate of 10/second with a time constant of 0.1 second. A two stage digital filtering process was subsequently carried out to reject major sferic events, and to reduce system noise. The process is outlined below.

Local atmospheric 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 a valid geological response. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal-to-noise ratio is 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 short effective time constant permits maximum profile shape resolution.

Following the filtering processes, a base level correction is made to the EM traces. The correction applied is a linear function of time that ensures that the corrected amplitude of the various in-phase and quadrature components is zero when no conductive or (magnetically) permeable source is present. The filtered and levelled data are then plotted in profile form.

Utilizing the filtered EM profiles, individual EM anomalies representing bedrock and surficial conductors are then identified and compiled. This process employs both the computer-based digital data files on a line-by-line basis, as well as preliminary plan maps of stacked profiles.

The selected anomalies are then analyzed in terms of a conductive dike in free space, yielding diagnostic parameters of conductivity-thickness and conductor depth. Appendix II contains the listing of the anomalies so selected and compiled for the Keele survey, for the 945 Hz co-axial coil pair.

Once the anomaly selection and compilation process is complete and checked, the anomalies are plotted on the flight path map with their pertinent characteristics (conductivity-thickness, in-phase amplitude, and bird height) shown graphically or numerically. The EM anomaly plan map comprises Fig. 4.

In addition, the filtered in-phase and quadrature profiles have also been plotted in plan form along the flight lines, at a scale of

2 ppm = 1mm (Fig. 5), together with the compiled EM anomalies. This format permits rapid appreciation of anomaly character and variations, albeit without a correction for variations in flight elevation. While output from the other coil pairs and frequencies could also be displayed in this fashion, the 945 Hz data has been selected for display because it is least affected by poorly conductive surficial features.

6.4 Apparent Resistivity

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

While there are several approaches to transforming the EM data into apparent resistivity, the approach taken here was to assume a model of a 10m thick conductive layer over a resistive bedrock. The computer then calculates, using a stored response table for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the co-planar high-frequency coil pair (which is optimally coupled to flat lying conductors). The computer-derived resistivity in ohm-meters was then smoothed for local perturbations, plotted along the flight lines, and appropriately contoured (Fig. 6). The individual EM anomalies are also plotted in Fig. 6 for reference.

6.5 VLF-EM

The VLF-EM data was not compiled on the base map, since it lacked significant information beyond that contained in the principal AEM data, and since the bird was often unstable in flight.

6.6 Interpretation

Magnetics: The magnetic anomalies have been analyzed in terms of causative magnetic sources, whose outlines are superimposed on the contoured magnetics plan (Fig. 3). Faults, where inferred, are also shown.

EM: Utilizing all the various EM data displays and tabulations, anomalies were appraised in terms of likelihood of being bedrock conductors, and conductor axes and trends were then interpreted. The resulting interpretation is shown in Figs. 4 & 5, superimposed on the EM anomaly and profile maps, respectively. Faulting, where recognized, is also shown.

Synthesis: All significant geophysical features interpreted from the AEM and aeromagnetic data were incorporated in a composite plan map comprising Figures 7.

VII SURVEY RESULTS

7.1 Magnetics

The contoured magnetic data for Keele shown in Figure 2 disclose a series of short and medium wave length anomalies centered in the survey area surrounded by generally featureless magnetic terrain. The interpreted magnetic features are shown superimposed on the contoured data in Figure 3.

Most of the discernible anomalies arise from shallow or relatively shallow magnetic sources. These form several parallel belts with a dominant north-south trend. The most persistent of these lies slightly east of the center of the survey area and extends intermittently across almost two-thirds of the survey block. Several cross-faults have been interpreted where discontinuities are observed. The linearity of this magnetic anomaly suggests a probable strike fault as well.

The other prominent north-south trending linear magnetic features lie to the west of this principal trend. Interpreted cross faulting is also inferred to disrupt these trends.

A somewhat different local anomaly was detected on Line 880 at fiducial 2563. This is a strong one-line response isolated from any other anomalies or anomaly trends.

A second type of magnetic anomaly is identifiable in the south-central portion of the survey area. This feature is broad and varying in depth from relatively shallow to quite deep at its southwestern end. A northeast trending fault is interpreted to bound this feature on its southeast side.

Several other broader but considerably weaker magnetic anomalies have also been identified. These generally exhibit the same north-south trend as the sharper, narrower features discussed above and track

sympathetically with the stratigraphic trends as well. The broad anomaly centered on Line 760 near fiducial 495 is somewhat different in that it has an approximately triangular shape.

Internal to the set of linear magnetic anomalies in the central part of the survey area is a relatively featureless area coinciding in large part with exposures of intrusive quartz monzonite.

The remainder of the survey area is characterized by very gentle, nearly featureless magnetic terrain, entirely consistent with unaltered sediments.

7.2 Electromagnetics

The electromagnetic survey disclosed a multitude of identifiable bedrock conductors as shown in Figures 4 and 5 and tabulated in Appendix II.

Needless to say, such an overhelming multitude of conductive features taxes the imagination and endurance of the interpreter. The interpretive effort was intended to identify and correlate the stronger, persistent EM responses. These stronger features have been assigned an alpha-numeric designation and will be discussed further below. A number of weaker anomalies and/or portions of multiple responses have been left without any conductor designation.

In the discussion below, the following hierarchy of terminology has been adopted:

- conductor: a valid, discrete variation in earth resistivity observed on one or or more flight lines.
- conductive zone: one or more conductors that are parallel and close together.
- conductor system: a group of conductive zones that probably have a similar geologic origin.

The general trend of all the conductors is N-S or NNE-SSW and only trends departing from this general behaviour will be noted in the discussion below. Similarly, unless otherwise noted, the interpreted depths (for a narrow conductive dyke) are almost uniformly very shallow.

Beginning on the east side of the survey area, conductor system A consists of at least two separate zones, A_1 and A_2, each with multiple conductive bands. This system is without any magnetic association.

System B, sub-parallel to system A, consists of two separate zones, B_1 and B_2. Each of B_1 and B_2 consist of several individual conductive bands exhibiting good to high conductivity-thickness. Zone B_1 correlates with a broad parallel magnetic feature whereas B_2 is essentially non-magnetic , with the exception of a very local response at anomaly T on line 810.

Conductor C, lying west of system B, is a single conductor exhibiting good conductivity-thickness. It lacks any correlating magnetic feature.

Zone D, in the northeastern part of the survey, has two separate interpreted conductors, both exhibiting good to high conductivity- thickness. No part of zone D has any convincingly associated magnetic feature although it trends sub-parallel along the western flank of a broad magnetic feature. An east-west fault interpreted from magnetics terminates the southward extent of zone D.

Lying west of zone D is conductor system E which has two segments, E_1 and E_2. Both segments have at least two separate conductive bands exhibiting good to excellent conductivity-thickness. The western conductor of E_2 is notable for having a direct magnetic coincidence. Otherwise system E lacks any significant magnetic association.

Zone F, which lies south of zone E across an interpreted fault, is a strong multiple zone apparently persisting only over two lines. Conductivity-thickness is indicated to be good to high. Zone F lies on the eastern flank of the main linear magnetic anomaly.

Zone G, which lies south and slightly west of F, consists of at least two individual conductive bands exhibiting good to excellent conductivity-thickness. Zone G is notable for its coincidence with or very close association with the principal linear magnetic anomaly. Its continuation south of Line 830 is speculative.

Zone H is a two-line conductor with high conductivity-thickness and a broad aspect indicating either multiple conductive bands or one wide conductor. While zone H lacks any associated magnetic feature, its broad character, good conductivity-thickness and limited strike extent provoke some interest.

Zone HH, in the southern part of the survey area is a short, multiple conductor of low to moderate conductivity-thickness. Because of its proximity to the strong, single line magnetic feature on Line 880, zone HH is viewed as having modest interest.

Conductor I, like conductor H, is a short, non-magnetic conductor with high conductivity-thickness. It too lacks any magnetic feature associated directly with it but lies proximate to and east of the major linear magnetic feature.

Zone J, in the south-central part of the survey area, consists of two separate conductors which may form a continuation of zone 'G' to the north. However, zone J, which exhibits good to high conductivity- thickness sits, occupies a slightly different position vis-a-vis the linear magnetic feature, lying slightly to the west. Zone L may be a continuation of zone J to the south, but Zone L is generally weaker and of poorer conductivity-thickness and as well is across an interpreted fault.

Conductor K, which extends over three lines in the south part of the survey area, exhibits low to moderate conductivity-thickness and has no associated magnetic feature.

Zone L, in the south part of the survey area, extends over at least three lines and possibly further to the southwest. It lacks any clear magnetic association although it does lie above the large, deep-seated portion of the major magnetic anomaly.

Zone M, in the north-central part of the survey block, is the strongest and most continuous part of a swarm of multiple conductors all exhibiting good to excellent conductivity-thickness. Zone M is singled out for attention by virtue of its high conductivity-thickness as well as its partial coincidence with a narrow, linear magnetic anomaly.

Zone MM is a multiple conductive zone with at least three separate conductors. The strongest portions exhibit good to high conductivity-thickness and an indication of some width. This zone is partially coincident with a relatively broad but restricted magnetic anomaly. Zone MM may be the continuation of zone M across an interpreted east-west fault.

Zone N, in the northern part of the survey area, is a double conductor exhibiting high conductivity-thickness and considerable persistance. Its southern end exhibits coincidence with a local magnetic anomaly, although the zone as a whole does not have any consistent magnetic character.

Zone O, also in the northern part of the survey area, is a broad, strong amplitude, high conductivity feature that extends over at least five flight lines. It has no associated magnetic anomaly.

Zone P, immediately to the west of O, is a double conductor with good to high conductivity-thickness. It persists over at least four lines and no doubt extends further to the north, beyond the survey coverage. There is no discernable associated magnetic feature.

Zone QQ is a short but good conductivity-thickness zone largely confined to the strong, multiple response on Line 740. Although it lacks any associated magnetic anomaly, its short strike length and width attract a degree of interest and distinguish it from the multiplicity of much longer, obviously stratigraphic conductive zones.

Zone Q, to the west of zone QQ, is a double conductor with moderate to good conductivity-thickness. While its northern extent is undefined by the limits of the present survey, its southern extent is apparently bounded by an interpreted west-northwest fault.

Conductor R, in the northwest quadrant of the survey area, is also a multiple zone of good to high conductivity-thickness. There is no associated magnetic anomaly.

Zone S is a wide, strong conductor with excellent conductivity-thickness, but lacking in any associated magnetic response.

Zone T, a multiple conductor in part, also exhibits excellent conductivity-thickness and also lacks any magnetic anomaly associated with it.

Conductor UU is a weak, two line feature in the south-central part of the survey block. Conductivity-thickness ranges from low to good. While clearly not outstanding by virtue of its indicated conductivity and size, it is viewed as being of some interest since it falls within the domain of significant magnetic anomalies and has a limited strike length.

Zone U, which is closely associated with zone UU, consists of two conductors extending over two or three flight lines. Anomaly amplitudes and inferred conductivity-thickness are both high. Although zone U does not have direct magnetic coincidence, it is spatially proximate to a linear magnetic anomaly forming part of the central high.

System V, in the west-central part of the survey area, consists of two segments, zones V_1 and V_2, both of which have multiple individual conductors. Conductivity-thickness is indicated to be very good. There is no associated magnetic anomaly with any part of this system; however, it is adjacent to the central magnetic high.

Zone VV, immediately east of system V, is a short conductor of weak response and low to moderate conductivity-thickness. While not of outstanding quality in terms of indicated conductivity-thickness and size, it lies on the west flank of one of the segments of the central magnetic high.

Zone W persists over nine flight lines changing in strike from north-south to northeast-southwest as one goes to the south. Alternatively, it may consist of two separate conductors with an intervening fault. Conductivity-thickness ranges from medium to excellent. There is no associated magnetic anomaly.

System X consists of two segments, X_1 and X_2, persisting over nearly 2 km in the west-central part of the survey area. Except for the fact that the conductive system as a whole displays a variable association with a low amplitude magnetic feature, these zones would be regarded as typical stratigraphic conductors of graphitic origin.

Zone YY and conductor Y_1, located in the west-central part of the survey area, display very high conductivity-thickness and strong amplitudes. While lacking in any associated magnetic feature, their relatively short strike length and high conductivity thickness makes them slightly noteworthy in the sea of surrounding anomalies.

Zone Y_2, in the southwestern sector of the survey area, is a strong, probably multiple zone lacking in any associated magnetic feature. It may be a continuation of zone Z rather than being part of system Y.

Zone Z, slightly further to the west, is a double conductor with medium to high conductivity-thickness and no associated magnetic anomaly.

Conductive zones ZA, ZB, ZC and ZD are, like many others discussed previously, strong, multiple zones with high to very high conductivity-thickness and all lacking in any associated magnetic feature. Zone ZE, in the southwest sector, is similar to the preceding, but is slightly different by virtue of its relatively restricted strike length.

There are, of course, a sizeable number of identified EM responses that are doubtlessly valid bedrock conductors that have not been discussed, as well as additional weak features that could be added to the alreay large list of anomalies. Given the multitude of conductive features on this property, evaluation of the merits of any one particular conductor solely on the basis of its geophysical character is a rather subjective task. In light of the thin surficial cover, geochemistry is clearly the preferred technique for screening the multiplicity of conductors, and identifying those meriting further evaluation.

7.3 Apparent Resistivity

Apparent resistivities calculated for a model consisting of a 10 m thick conductive layer over a resistive half-space yielded values that range from a low of one ohm-m to several hundred ohm-m.

It is pointed out that the apparent resistivity calculated for this model reflects the combined effects of bedrock variations as well as overburden, if present. Because of the constraints imposed by the frequency of the system and the computational model, it is likely that true bedrock resistivities over the more resistive lithologies are considerably in excess of the values plotted and may well be in the range of several thousand ohm-m.

The calculated apparent resistivities, appropriately contoured, are displayed in Figure 6 together with the individual EM anomalies previously discussed.

In general, the Keele Peak area is notable for the low average resistivities, in the range of 10 to 15 ohm-m. This is, of course, consistent with the multitude of individual EM conductors present in this area. In addition, the entire assemblage of sediments is moderately conductive.

The most intense resistivity lows reflect the strong EM conductors already discussed. These lows are in some cases slightly displaced from the individual interpreted conductors; this displacement results from the smoothing applied and the use of the coplanar coil responses in computing the apparent resistivity values.

It is also possible that on the gentler slopes towards the Hess River, the low background resistivities reflect a contribution from conductive overburden. Such overburden is unlikely to be particularly thick given the fact discrete bedrock conductors were detected throughout the survey area.

Contrasting notably with the average low resistivities is a restricted area in the centre of the survey exhibiting resistivities in excess of 100 ohm-m. This area of high resistivity is centered over exposures of quartz monzonite intrusive and is undoubtedly caused by such typically resistive rocks. In addition, highly skarned and hornfelsed sediments immediately around the intrusive also exhibit higher resistivities.

A second area of higher resistivities is noted on the eastern side of the survey area, probably reflecting a significantly different lithology.

In general, the trend of the individual conductors and conductor zones interpreted from the EM anomaly and profile maps tracks closely with the trend of the contoured apparent resistivity lows. Not surprisingly, given the multitude of individual conductors, some exceptions are present. One example is the southern extension of zone 'W' where the interpreted trend is somewhat transverse to the trend of resistivity lows. This, of course, serves to remind that there is some degree of uncertainty in how the individual anomalies have been connected to form the interpreted conductors.

VIII DISCUSSION

As synthesized in Figure 7, the survey results at Keele present a relatively confined area of magnetic anomalies embedded in a sea of conductors.

1) Magnetics

The overall pattern of anomalies is reasonably interpreted as reflecting a metamorphic aureole surrounding the quartz monzonite intrusive. The individual N-S linear anomalies most likely arise from skarned or hornfelsed sedimentary horizons. A distinct, but possibly related feature is the one-line anomaly on Line 880.

The large magnetic feature, which shows clear evidence of increasing depth to the south, could emanate from a blind intrusive or, more likely, from metamorphic effects of such an intrusive.

Away from the exposed intrusive and its inferred metamorphic aureole, the magnetic terrain is essentially featureless, consistent with unaltered non-magnetic sediments.

2) Electromagnetics

The vast majority of the EM conductive zones undoubtedly reflect graphitic horizons in the pelitic sediments, and as such largely serve to delineate stratigraphic units, with disruptions indicative of faulting.

Certain conductors can be distinguished by one or more of the following favourable characteristics: short

strike length, strong amplitudes, high conductivty-thickness, magnetic association, or proximity to the central intrusive. These are viewed as plausible candidates for sulphides, either syngenetic or skarn-related. Such favourable conductive zones include:

E2, G, HH, J, M, MM, N (southern part), QQ, U, UU, V1 & X1.

Given the very limited amount of overburden present in the survey area and the shallow depth of the conductors, soil geochemical surveys and prospecting should suffice for initial follow-up.

The contoured apparent resistivity data largely reflect the abundant bedrock conductors, so that average resistivities of 15-30 ohm-metres are perhaps exaggeratedly low. Higher resistivities outline the central quartz monzonite intrusive, and suggest a larger extent than mapped. The pattern of resistivity lows in some case suggest correlations of individual conductors different from that interpreted from the EM profiles, and serve as a reminder that a degree of uncertainty is present in the interpreted conductor axes.

With respect to the many other conductive zones, geochemical surveys might be carried out to winnow any possible syngenetic base metal zones from the vast majority of graphitic horizons.

IX CONCLUSIONS

The helicopter electromagnetic and magnetic survey flown by Aerodat over the Keele Peak property produced significant exploration information, as summarized below:

The magnetic data disclosed:

(1) a central zone of N-S linear anomalies that could reflect the hornfelsing or skarning of sedimentary horizon surrounding the exposed quartz monzonite;

(2) a large magnetic anomaly, progressively deepening to the south, that could be caused either by a concealed intrusive, or, more likely, by a metamorphic halo above such an intrusive.

The electromagnetic data defined:

(1) a vast swarm of N-S conductive zones, arising largely from graphitic horizons, with faulting inferrable from disruptions; although largely without economic interest,they serve to define stratigraphic trends;

(2) twelve discrete conductive zones (E2, G, HH, J, M, MM, N, QQ, UU, V1 & X1), distinguished by conductor attributes, magnetic association and/or proximity to the central intrusive and its magnetic halo; these represent plausible candidates for sulphide targets, either syngenetic or skarn-related;

(3) the central intrusive as an area of notably higher apparent resistivity, with an extent somewhat larger than mapped.

X RECOMMENDATIONS

From the preceding discussion, it is recommended that limited follow-up be undertaken over the twelve favourable conductive zones identified by the survey; E2, G, HH, J, M, MM, N, QQ, U, UU, V1, & X1.

Given the limited overburden and shallow depth to conductors, such follow-up could initially be restricted to soil geochemistry and prospecting. Limited VLF-EM traverses might be helpful to fix the position of the conductors on the ground.

As a lower priority effort, and dependent on results over the more favourable targets, broad-scale geochemical surveys would assist in winnowing the multitude of other EM conductive zones, the vast majority of which are caused by graphite.

Additionally, in light of the possibility of non-conductive skarn-related or vein mineralization, reconnaissance prospecting over the individual magnetic anomalies forming the metamorphic aureole around the central intrusive should be undertaken.

J. Roth
STRATAGEX LTD

STATEMENT OF QUALIFICATIONS

JEREMY ROTH

1. I reside at 146 Dowling Avenue, Toronto, Ontario.

2. I hold a B.A. in Mathematics from Harvard College (1962) and an M.A. in Geophysics from Harvard University (1966).

3. I have been engaged in the practice of exploration geophysics since 1966.

4. I have personal knowledge of the surveys discussed in this report and have monitored their execution and compilation.

5. I have no direct or indirect interest in Canamax Resources Inc. or in the properties discussed in this report.

J. Roth

APPENDIX I

GENERAL INTERPRATIVE CONSIDERATIONS

APPENDIX I

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat 3 frequency system utilizes 2 different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at 2 widely separated frequencies and the horizontal coplanar coil pair is operated at a frequency approximately aligned with the higher frequency.

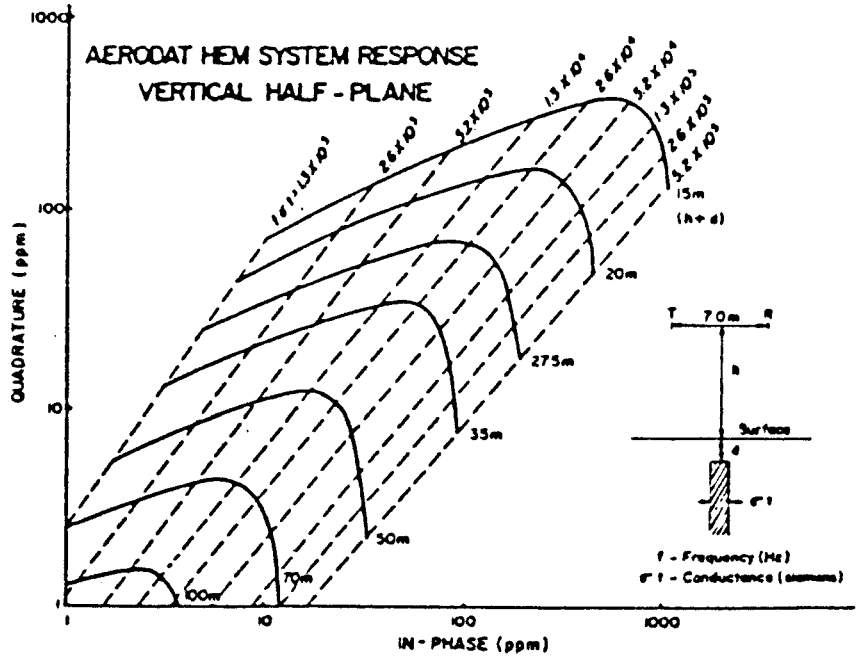
The electromagnetic response measured by the helicopter system is a function of the "electrical" and "geometrical" properties of the conductor. The "electrical" property of a conductor is determined largely by its conductivity and its size and shape; the "geometrical" property of the response is largely a function of the conductors 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 in-phase to quadrature

ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a vertical half-plane model on the phasor diagram. Other physical models will show the same trend but different quantitative relationships.

The conductance and depth values as determined 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, 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 the depth estimate but both should be considered a relative rather than absolute guide to the anomalies' properties.



APPENDIX I

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 sphalerite, cinnabar and stibnite are good conductors; however, they 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 concentration 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 decreases 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 coil 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.*

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.

APPENDIX I

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.

APPENDIX I

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 orthogonal coils 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 measurable 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 a 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 II

EM ANOMALY LIST
(945 Hz Co-axial Coils)

KEELE PEAK

```
**********************************************************************
*         11:11:20     Program : ANLIST       10-AUG-84          *
*     User : DRA0:[J8425]                    Mode : BATCH         *
*     Control file : KEELE.IAL                                    *
**********************************************************************


  LDI filename                  : [J8425]J8425.LDI
 Number of line names           :   148

  Input filename                : KEELE.ANC

  Code and Frequency            :     1   945.0

  All lines being processed.

  Page title...
  ANOMALY LIST, KEELE

  Starting page number          :     1

  PROCESSING SUMMARY

  Number of anomalies read      :   528
  Number of anomalies kept      :   528
  Number rejected               :     0

  Category                      :NUMBER  PERCENT
   0                            :    60       11
   1                            :    42        7
   2                            :    75       14
   3                            :   129       24
   4                            :   135       25
   5                            :    76       14
   6                            :    11        2
   7                            :     0        0
   8                            :     0        0
   9                            :     0        0
```

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	710	A	3	30.2	29.3	7.7	11	25
4	710	B	3	32.2	40.1	5.7	5	26
4	710	C	3	29.4	42.0	4.6	4	26
4	710	D	3	42.7	48.7	7.0	4	25
4	710	E	3	30.5	37.9	5.6	0	33
4	710	F	3	30.2	29.2	7.7	5	31
4	710	G	3	28.1	29.3	6.8	0	42
4	710	H	3	24.5	26.8	6.1	0	42
4	710	J	3	14.9	18.2	4.3	0	42
4	710	K	3	14.0	15.4	4.9	0	45
4	710	M	3	18.3	17.3	6.6	2	41
4	710	N	5	35.7	19.2	17.6	0	44
4	710	O	5	37.2	18.4	19.9	0	51
4	710	P	4	35.5	22.6	14.1	0	44
4	710	Q	4	33.8	28.4	9.6	0	40
4	710	R	3	25.1	24.6	7.1	0	41
4	710	S	4	24.5	18.4	10.0	0	46
4	710	T	4	22.7	18.8	8.6	0	46
4	710	U	3	20.6	20.0	6.7	0	48
4	710	V	4	22.4	13.0	13.7	0	56
4	710	W	6	54.8	15.4	46.9	0	39
4	720	A	2	7.1	10.5	2.4	0	63
4	720	B	4	31.3	21.6	12.1	0	40
4	720	C	3	23.4	29.1	5.0	6	28
4	720	D	4	41.5	33.0	11.1	0	35
4	720	E	6	53.0	17.9	36.5	0	37
4	720	F	4	23.8	19.6	8.8	2	40
4	720	G	4	37.0	24.5	13.6	0	44
4	720	H	4	50.3	45.5	10.0	0	33
4	720	J	4	41.6	39.4	8.9	0	34
4	720	K	3	24.1	28.2	5.5	0	36
4	720	M	3	23.0	28.1	5.1	3	32
4	720	N	3	28.8	33.1	6.0	0	35
4	720	O	4	48.7	41.3	10.8	0	33
4	720	P	4	57.2	52.4	10.3	0	29
4	720	Q	4	76.1	60.1	13.6	0	28
4	720	R	5	72.9	43.4	19.3	0	36
4	720	S	4	60.8	45.4	13.6	0	33
4	720	T	5	96.8	46.8	27.4	0	31
4	720	U	4	39.3	33.3	10.0	0	36
4	720	V	4	37.5	35.4	8.6	0	34
4	720	W	4	16.1	12.5	8.2	20	28
4	720	X	4	18.1	14.5	8.2	8	38

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	720	Y	4	32.6	27.4	9.5	0	42
4	720	Z	3	45.9	50.2	7.6	0	33
4	720	AA	3	52.4	60.1	7.5	0	33
4	720	AB	4	37.0	35.4	8.4	0	36
4	730	A	4	21.7	12.7	13.4	4	43
4	730	B	5	29.0	12.9	21.1	3	42
4	730	C	3	38.8	26.9	7.9	5	32
4	730	D	3	26.4	34.4	5.0	0	33
4	730	E	4	39.1	36.8	8.7	0	37
4	730	F	3	29.0	29.0	7.3	0	39
4	730	G	4	42.5	40.2	8.9	0	32
4	730	H	2	13.1	21.0	2.8	0	37
4	730	J	2	12.1	21.5	2.4	0	35
4	730	K	4	42.5	38.8	9.4	0	35
4	730	M	4	51.0	36.2	13.8	0	39
4	730	N	5	52.2	31.9	16.8	0	37
4	730	O	4	35.5	32.0	8.9	3	32
4	730	P	4	61.0	47.8	12.8	0	30
4	730	Q	5	69.5	39.7	20.0	0	35
4	730	R	5	65.6	29.0	27.4	0	41
4	730	S	4	42.0	31.0	12.3	0	43
4	730	T	4	40.5	35.2	9.8	0	38
4	730	U	3	31.2	34.6	6.5	0	38
4	730	V	4	34.4	23.7	12.6	0	41
4	730	W	3	29.0	39.2	4.9	0	37
4	730	X	3	28.0	30.9	6.3	0	37
4	730	Y	5	50.0	31.0	16.3	0	41
4	730	Z	4	34.8	33.7	8.1	0	38
4	730	AA	3	16.9	18.8	5.2	0	41
4	730	AB	5	30.5	17.2	15.7	0	46
4	730	AC	4	25.3	14.2	14.9	0	54
4	730	AD	4	30.2	17.8	14.8	0	49
4	730	AE	3	24.6	22.4	7.8	0	43
4	730	AF	4	21.5	14.1	11.4	0	48
4	730	AG	3	13.7	15.6	4.6	0	45
4	730	AH	0	3.9	11.1	0.7	13	26
4	740	A	0	2.4	6.1	0.6	0	56
4	740	B	0	2.2	7.2	0.4	0	48
4	740	C	1	5.5	8.8	1.9	0	51
4	740	D	3	11.8	10.1	6.4	4	48
4	740	E	4	20.2	15.0	9.5	0	46
4	740	F	4	27.8	16.6	14.1	3	40
4	740	G	4	25.8	20.1	9.7	3	37

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	740	H	3	19.1	21.5	5.3	4	35
4	740	J	4	36.0	27.2	11.3	3	34
4	740	K	3	23.7	26.8	5.8	1	34
4	740	M	3	24.2	32.2	4.7	0	36
4	740	N	4	42.5	41.7	8.5	0	31
4	740	O	3	29.0	32.5	6.3	0	37
4	740	P	3	25.2	28.7	5.8	0	42
4	740	Q	5	70.5	38.4	21.4	0	33
4	740	R	5	57.5	34.0	18.1	0	33
4	740	S	4	48.0	35.9	12.6	0	33
4	740	T	4	32.2	28.4	8.9	2	34
4	740	U	5	59.4	39.5	15.7	0	36
4	740	V	4	60.0	57.6	9.9	0	31
4	740	W	4	41.5	41.0	8.4	2	30
4	740	X	3	42.5	55.8	5.9	0	30
4	740	Y	3	38.9	48.3	6.1	0	31
4	740	Z	4	59.7	57.0	9.9	0	31
4	740	AA	3	32.7	41.1	5.6	0	35
4	740	AB	3	28.7	30.3	6.8	0	38
4	740	AC	3	32.2	34.6	6.9	0	37
4	740	AD	3	34.2	33.0	6.7	0	33
4	740	AE	5	64.5	35.7	20.4	0	36
4	740	AF	5	31.2	16.8	16.8	1	42
4	750	A	5	32.4	16.5	18.3	5	37
4	750	B	5	30.2	17.3	15.3	9	34
4	750	C	4	28.2	16.2	14.9	9	34
4	750	D	5	50.7	28.2	18.8	7	29
4	750	E	5	55.7	33.8	17.3	0	37
4	750	F	4	55.4	46.7	11.3	0	37
4	750	G	4	63.0	45.9	14.2	0	36
4	750	H	4	45.0	44.8	8.5	0	33
4	750	J	4	42.0	30.8	12.4	1	34
4	750	K	3	16.8	16.2	6.3	0	45
4	750	M	4	16.7	12.4	8.9	0	51
4	750	N	5	34.7	17.6	18.8	0	51
4	750	O	4	38.0	25.3	13.6	0	40
4	750	P	5	62.0	35.4	19.4	0	35
4	750	Q	5	66.6	38.7	19.4	1	31
4	750	R	5	78.8	39.3	24.8	0	34
4	750	S	4	26.1	22.6	8.5	3	36
4	750	T	2	10.6	14.7	3.2	4	39
4	750	U	4	41.9	27.0	14.6	5	32
4	750	V	5	66.9	28.0	29.6	0	37
4	750	W	4	26.5	16.5	13.2	0	52

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	750	X	4	24.1	16.1	11.6	0	50
4	750	Y	3	17.8	16.2	6.9	0	50
4	750	Z	3	15.1	14.8	5.9	0	50
4	750	AA	1	6.3	10.7	1.9	0	53
4	750	AB	0	2.7	8.7	0.4	0	44
4	760	A	0	4.0	11.7	0.7	0	42
4	760	B	0	5.0	12.7	0.9	0	43
4	760	C	1	7.8	14.1	1.9	0	46
4	760	D	2	16.2	24.8	3.3	4	31
4	760	E	3	31.7	32.2	7.4	4	30
4	760	F	2	18.2	28.0	3.4	2	31
4	760	G	2	13.0	18.1	3.4	0	45
4	760	H	3	26.5	28.1	6.5	1	35
4	760	J	3	28.7	34.0	5.8	0	37
4	760	K	3	26.0	26.8	6.7	10	26
4	760	M	3	35.4	48.1	5.2	5	23
4	760	N	4	41.2	40.1	8.5	4	28
4	760	O	4	36.0	33.6	8.6	3	31
4	760	P	4	32.7	31.3	8.0	4	31
4	760	Q	3	13.8	14.1	5.4	0	50
4	760	R	4	17.3	13.5	8.4	3	44
4	760	S	4	26.8	16.3	13.6	12	31
4	760	T	5	33.4	17.1	18.4	6	35
4	760	U	5	37.5	18.6	19.9	6	34
4	760	V	5	63.8	34.8	20.7	5	28
4	760	W	5	57.7	36.3	16.7	3	30
4	760	X	5	40.7	23.3	16.9	3	35
4	760	Y	4	46.0	38.8	10.6	0	38
4	760	Z	4	49.5	40.8	11.2	0	37
4	760	AA	4	47.7	36.6	12.2	0	38
4	760	AB	5	56.0	28.2	22.1	0	43
4	760	AC	5	22.5	12.0	15.3	4	43
4	760	AD	4	24.0	13.9	14.0	0	47
4	770	A	5	23.7	10.5	19.9	10	39
4	770	B	5	53.2	25.3	23.4	0	36
4	770	C	5	37.0	14.2	27.7	11	31
4	770	D	5	80.5	43.1	22.8	0	32
4	770	E	5	58.0	36.0	17.0	0	33
4	770	F	4	42.2	30.8	12.5	2	34
4	770	G	5	28.0	14.7	16.8	0	44
4	770	H	5	30.8	14.1	20.7	0	47
4	770	J	5	31.1	15.9	18.0	0	49
4	770	K	4	31.3	21.0	12.6	7	33

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY 915 INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	770	M	5	42.7	21.0	20.9	2	37
4	770	N	4	30.7	22.1	11.4	1	39
4	770	O	3	22.6	20.1	7.8	1	40
4	770	P	3	19.7	18.8	6.7	5	37
4	770	Q	3	21.8	19.2	7.8	3	38
4	770	R	4	29.6	21.8	10.9	0	48
4	770	S	4	39.4	29.7	11.7	0	36
4	770	T	1	7.6	16.3	1.5	14	24
4	770	U	1	10.6	21.2	1.9	0	35
4	770	V	2	11.3	21.6	2.1	0	42
4	770	W	0	5.0	19.5	0.7	5	26
4	770	X	0	5.5	18.3	0.6	0	33
4	770	Y	0	3.6	12.2	0.5	0	41
4	770	Z	2	10.6	18.7	2.3	0	40
4	780	A	2	10.1	18.6	2.1	3	34
4	780	B	0	3.2	16.0	0.2	0	34
4	780	C	0	1.2	9.2	0.0	1	30
4	780	D	0	4.1	17.7	0.4	0	36
4	780	E	0	6.3	18.1	0.9	0	48
4	780	F	2	16.1	30.0	2.5	4	27
4	790	G	2	21.2	33.6	3.5	0	32
4	780	H	2	14.4	29.2	2.1	9	22
4	780	J	2	18.0	25.1	3.9	3	32
4	780	K	3	22.5	25.5	5.6	4	33
4	780	M	1	6.1	10.3	1.9	27	19
4	780	N	3	26.0	34.6	4.8	0	33
4	780	O	3	33.7	49.9	4.6	0	31
4	780	P	3	46.2	61.0	6.0	4	22
4	780	Q	3	13.9	17.1	4.2	0	65
4	780	R	2	11.6	18.6	2.7	0	39
4	780	S	3	12.6	12.6	5.3	0	50
4	780	T	1	8.1	14.8	1.9	5	36
4	780	U	3	21.8	29.8	4.3	5	28
4	780	V	3	33.8	35.9	7.1	0	39
4	780	W	2	8.8	12.8	2.7	19	26
4	780	X	2	10.5	14.7	3.1	15	28
4	780	Y	5	41.2	24.7	16.0	0	39
4	780	Z	5	45.0	23.7	19.4	5	32
4	780	AA	6	41.7	14.4	33.0	0	42
4	780	AB	6	42.7	14.5	34.0	0	48
4	780	AC	5	40.0	18.8	21.7	11	29
4	780	AD	5	30.6	14.8	19.2	14	30
4	780	AE	5	25.0	12.2	17.8	9	37
4	790	A	4	22.1	16.4	9.8	10	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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	790	B	4	22.0	15.8	10.2	13	32
4	790	C	5	23.3	12.6	15.2	14	33
4	790	D	5	22.5	9.5	20.9	18	32
4	790	E	5	35.0	16.7	20.4	5	36
4	790	F	5	45.2	17.4	29.3	0	45
4	790	G	5	60.7	17.6	46.3	4	32
4	790	H	5	39.2	20.7	18.6	2	37
4	790	J	4	30.6	19.0	13.9	0	48
4	790	K	2	11.1	17.7	2.7	17	22
4	790	M	2	9.1	15.7	2.2	17	23
4	790	N	4	23.5	17.8	9.7	16	27
4	790	O	3	26.7	26.3	7.2	14	23
4	790	P	2	24.5	49.4	2.7	4	21
4	790	Q	1	18.0	44.0	1.8	0	47
4	790	R	2	11.4	17.7	2.8	0	42
4	790	S	2	15.5	26.5	2.8	5	29
4	790	T	2	14.1	18.9	3.7	3	36
4	790	U	4	31.0	25.1	9.8	5	33
4	790	V	3	9.3	10.2	4.2	27	24
4	790	W	3	21.5	28.3	4.5	3	31
4	790	X	1	8.9	20.0	1.5	0	41
4	790	Y	3	14.1	12.1	6.9	0	59
4	790	Z	2	8.3	13.0	2.4	3	41
4	790	AA	1	6.8	16.2	1.2	10	26
4	790	AB	0	2.5	12.7	0.2	7	25
4	790	AC	0	2.0	12.1	0.1	9	22
4	790	AD	0	2.3	10.5	0.2	0	49
4	800	A	0	1.9	10.1	0.1	0	35
4	800	B	0	3.0	12.6	0.3	0	35
4	800	C	0	4.3	13.1	0.6	0	36
4	800	D	2	9.6	16.4	2.3	9	31
4	800	E	2	17.2	27.2	3.2	4	30
4	800	F	2	19.0	28.6	3.6	0	40
4	800	G	3	24.5	26.8	6.1	4	32
4	800	H	3	22.2	25.5	5.5	0	41
4	800	J	3	47.0	67.1	5.5	0	36
4	800	K	4	100.4	127.4	8.2	0	23
4	800	M	5	63.5	43.2	15.6	0	39
4	800	N	4	34.0	31.9	8.4	0	45
4	800	O	3	33.7	48.6	4.8	0	34
4	800	P	2	15.2	22.2	3.4	3	34
4	800	Q	4	21.6	15.9	9.8	4	41
4	800	R	4	27.8	16.9	13.8	3	40
4	800	S	5	34.2	19.9	15.6	0	45

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	800	T	6	49.4	17.6	33.3	0	47
4	800	U	6	58.9	16.4	48.4	0	50
4	800	V	6	72.0	25.7	37.1	0	43
4	800	W	6	71.4	25.5	37.0	0	42
4	800	X	6	44.5	15.8	32.4	2	38
4	800	Y	6	40.9	12.4	38.9	6	35
4	800	Z	5	36.4	18.1	19.6	9	31
4	800	AA	5	33.2	16.3	19.4	10	32
4	810	A	4	27.2	16.1	14.2	4	39
4	810	B	4	29.7	18.1	14.1	5	37
4	810	C	3	21.8	19.8	7.5	5	36
4	810	D	5	37.2	16.7	22.6	0	44
4	810	E	5	33.2	13.3	25.3	0	49
4	810	F	5	30.8	15.6	18.1	0	53
4	810	G	5	39.2	18.2	22.0	0	48
4	810	H	4	25.3	16.7	12.0	0	45
4	810	J	4	22.0	16.0	10.1	0	45
4	810	K	5	31.8	18.5	15.3	6	35
4	810	M	5	38.2	18.1	21.2	0	42
4	810	N	1	7.6	19.1	1.2	0	38
4	810	O	3	11.9	11.2	5.7	0	67
4	810	P	4	38.8	29.4	11.6	7	28
4	810	Q	3	29.6	32.8	6.4	1	33
4	810	R	3	22.7	25.5	5.7	8	29
4	810	S	3	14.4	16.9	4.5	0	64
4	810	T	4	51.7	34.7	14.8	0	44
4	810	U	3	26.5	25.2	7.5	0	43
4	810	V	2	9.0	15.6	2.2	8	32
4	810	W	0	2.2	5.3	0.6	16	38
4	810	X	0	2.5	6.6	0.6	6	43
4	810	Y	0	2.0	5.3	0.5	11	42
4	820	A	0	1.7	6.2	0.2	22	23
4	820	B	0	2.9	6.6	0.8	24	27
4	820	C	1	3.5	7.6	1.0	25	24
4	820	D	2	8.1	10.4	3.2	0	55
4	820	E	2	17.3	27.1	3.3	0	35
4	820	F	1	6.4	12.1	1.6	13	30
4	820	G	2	9.0	12.6	2.9	15	30
4	820	H	3	10.1	9.9	5.0	9	43
4	820	J	3	10.8	11.2	4.8	10	39
4	820	K	4	19.8	15.8	8.6	0	47
4	820	M	4	46.5	32.9	13.4	0	42
4	820	N	5	42.0	26.1	15.3	0	45

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	820	O	3	7.6	7.8	4.2	30	27
4	820	P	3	6.0	5.9	4.1	14	49
4	820	Q	2	6.1	7.7	2.9	8	47
4	820	R	4	27.7	18.1	12.5	3	40
4	820	S	5	47.7	25.6	19.3	0	40
4	820	T	3	17.1	19.8	4.9	2	38
4	820	U	3	18.5	21.8	5.0	0	39
4	820	V	3	28.5	33.8	5.8	0	34
4	820	W	3	46.9	78.1	4.5	0	27
4	820	X	3	54.0	60.9	7.7	0	28
4	820	Y	4	47.7	35.2	12.8	0	38
4	820	Z	4	33.7	25.0	11.3	0	38
4	820	AA	5	43.9	20.9	22.0	0	39
4	820	AB	5	48.0	22.9	22.6	1	36
4	820	AC	5	43.7	23.7	18.5	5	32
4	820	AD	4	37.0	28.9	10.9	6	30
4	820	AE	5	54.7	32.5	17.7	2	32
4	820	AF	4	32.7	27.7	9.4	6	30
4	830	A	4	27.2	22.0	9.4	0	40
4	830	B	3	30.6	32.9	6.7	1	32
4	830	C	4	33.2	25.1	11.0	7	31
4	830	D	4	30.8	24.5	10.0	5	33
4	830	E	5	44.8	26.3	16.9	0	40
4	830	F	5	43.9	25.1	17.3	0	41
4	830	G	4	38.9	24.3	14.9	0	45
4	830	H	4	34.8	26.6	11.0	0	44
4	830	J	4	29.4	23.0	10.1	0	49
4	830	K	3	13.7	15.9	4.5	0	45
4	830	M	3	12.4	10.7	6.5	14	37
4	830	N	4	19.0	13.3	10.1	1	47
4	830	O	2	6.2	8.2	2.7	22	31
4	830	P	2	12.5	15.8	3.9	0	52
4	830	Q	3	13.7	17.4	4.0	0	55
4	830	R	4	25.7	19.7	9.9	3	38
4	830	S	2	11.2	16.1	3.1	8	34
4	830	T	2	9.1	14.5	2.4	8	34
4	830	U	1	9.8	23.2	1.4	9	23
4	830	V	2	16.8	26.1	3.3	0	36
4	830	W	2	13.3	20.9	2.9	0	39
4	830	X	1	3.0	5.6	1.1	38	19
4	830	Y	0	2.5	5.9	0.7	27	25
4	830	Z	0	1.8	6.6	0.3	7	37
5	840	A	3	41.8	48.9	6.8	1	28

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	840	B	3	34.1	40.6	6.1	0	34
5	840	C	4	42.9	30.5	13.0	0	40
5	840	D	5	39.2	24.1	15.2	0	44
5	840	E	4	24.7	19.9	9.1	0	49
5	840	F	4	34.8	23.1	13.2	0	42
5	840	G	4	31.4	24.9	10.1	0	38
5	840	H	4	31.3	19.7	13.7	4	37
5	840	J	3	19.9	18.3	7.1	4	38
5	840	K	4	19.8	13.1	11.0	14	33
5	840	M	4	32.7	30.3	8.4	10	25
5	840	N	4	24.1	20.1	8.7	19	22
5	840	O	4	25.6	15.5	13.5	15	30
5	840	P	1	5.4	10.9	1.4	6	38
5	840	Q	0	2.9	6.6	0.8	20	30
5	840	R	3	18.1	22.1	4.7	0	44
5	840	S	4	30.7	27.5	8.6	0	44
5	840	T	4	40.9	30.4	12.1	0	39
5	840	U	4	24.3	19.9	8.9	0	52
5	840	V	4	32.6	28.0	9.3	1	35
5	840	W	3	14.7	18.7	4.1	15	25
5	840	X	3	16.7	22.1	4.1	12	26
5	840	Y	2	18.5	26.9	3.7	11	23
5	840	Z	0	4.5	11.4	0.9	8	33
5	840	AA	1	5.2	10.4	1.4	10	34
5	850	A	1	3.3	6.7	1.0	12	40
5	850	B	1	4.4	8.2	1.4	10	40
5	850	C	2	4.0	3.9	3.4	22	50
5	850	D	3	9.2	7.9	5.8	13	44
5	850	E	3	15.7	15.2	6.1	6	39
5	850	F	2	10.7	13.7	3.6	4	41
5	850	G	2	6.1	7.6	2.9	10	46
5	850	H	2	8.2	9.8	3.5	18	33
5	850	J	4	19.1	14.3	9.2	10	36
5	850	K	4	19.3	15.8	8.2	5	39
5	850	M	4	23.3	14.4	12.7	0	53
5	850	N	5	49.5	28.2	18.1	0	39
5	850	O	4	35.5	31.8	9.0	0	35
5	850	P	3	29.3	31.6	6.6	2	32
5	850	Q	4	40.7	28.1	13.2	0	37
5	850	R	3	26.2	31.1	5.6	1	33
5	860	A	3	47.9	57.2	6.9	0	32
5	860	B	3	23.5	22.2	7.3	0	44
5	860	C	5	51.5	25.1	22.4	1	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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	860	D	4	27.2	16.3	14.0	1	42
5	860	E	5	40.8	22.2	18.1	7	31
5	860	F	5	47.6	28.3	16.9	10	25
5	860	G	5	49.9	32.3	15.4	8	26
5	860	H	3	33.4	37.1	6.7	5	27
5	860	J	4	37.7	29.1	11.2	0	44
5	860	K	4	31.9	25.9	9.9	0	44
5	860	M	2	10.7	13.2	3.7	17	28
5	860	N	3	6.5	6.6	4.0	10	50
5	860	O	1	4.4	8.3	1.4	11	38
5	860	P	0	2.6	10.4	0.3	2	34
5	870	A	0	3.9	10.0	0.8	3	39
5	870	B	0	4.6	12.0	0.8	0	42
5	870	C	1	7.2	16.3	1.3	0	38
5	870	D	1	10.6	23.8	1.6	2	30
5	870	E	0	2.5	4.9	0.9	22	37
5	870	F	0	2.0	6.4	0.4	6	41
5	870	G	2	11.5	15.2	3.5	0	45
5	870	H	2	9.4	12.4	3.2	0	47
5	870	J	3	13.8	13.3	5.8	4	43
5	870	K	2	10.0	17.4	2.3	7	32
5	870	M	2	16.7	22.9	3.9	7	30
5	870	N	4	20.1	14.1	10.2	0	55
5	870	O	4	34.6	22.7	13.4	0	48
5	870	P	4	35.4	25.5	12.0	0	43
5	870	Q	5	47.9	24.1	21.0	2	35
5	870	R	5	38.6	23.4	15.4	0	39
5	870	S	4	29.7	17.7	14.5	1	41
5	870	T	4	24.0	16.5	11.2	1	43
5	870	U	3	27.7	30.0	6.4	1	34
5	870	V	3	24.2	30.6	5.0	5	29
5	870	W	4	41.2	32.3	11.3	0	39
5	880	A	3	26.2	31.9	5.4	0	36
5	880	B	4	38.8	38.4	8.2	0	35
5	880	C	4	21.3	14.9	10.5	0	46
5	880	D	4	15.1	11.7	8.1	3	46
5	880	E	3	12.2	10.8	6.2	4	46
5	880	F	3	11.7	9.6	6.8	16	37
5	880	G	4	19.3	13.1	10.5	10	37
5	880	H	3	10.1	9.3	5.5	20	34
5	880	J	2	8.7	10.8	3.4	0	56
5	880	K	2	7.2	7.7	3.9	0	68
5	880	M	2	8.8	10.6	3.6	10	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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	915 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	880	N	2	13.9	30.9	3.2	3	29
5	880	O	1	9.4	20.9	1.6	1	33
5	880	P	2	8.5	12.7	2.6	0	48
5	880	Q	3	12.0	13.6	4.4	5	40
5	880	R	2	13.0	18.0	3.5	0	45
5	880	S	0	5.6	38.3	0.2	8	12
5	880	T	0	3.2	20.2	0.1	1	24
5	880	U	0	1.2	6.9	0.1	3	35
5	880	V	0	1.5	5.3	0.2	11	38
5	890	A	0	0.0	4.3	0.0	0	23
5	890	B	2	9.3	10.9	3.8	11	38
5	890	C	2	8.8	10.7	3.5	4	46
5	890	D	1	7.5	14.0	1.8	10	31
5	890	E	1	6.0	10.9	1.7	3	42
5	890	F	1	4.8	8.1	1.7	18	32
5	890	G	2	5.9	8.9	2.2	15	36
5	890	H	3	13.0	13.6	5.1	9	37
5	890	J	3	16.4	15.5	6.4	13	32
5	890	K	3	14.7	12.5	7.1	5	44
5	890	M	4	22.8	18.1	9.1	2	40
5	890	N	3	23.4	23.1	6.9	3	36
5	890	O	3	23.2	23.5	6.6	0	38
5	890	P	4	33.1	26.8	10.0	0	41
5	890	Q	4	29.2	24.4	9.2	0	43
5	890	R	3	20.7	29.8	4.0	0	35
5	900	A	3	26.0	24.6	7.5	6	32
5	900	B	3	19.9	23.9	5.0	4	33
5	900	C	2	10.2	16.2	2.6	1	39
5	900	D	2	10.2	13.5	3.3	2	43
5	900	E	3	14.5	16.4	4.8	1	42
5	900	F	3	15.9	15.5	6.0	3	41
5	900	G	3	17.3	18.4	5.5	0	46
5	900	H	3	10.2	11.7	4.1	2	46
5	900	J	1	6.2	11.1	1.7	9	36
5	900	K	2	6.3	9.2	2.3	12	38
5	900	M	2	6.0	7.6	2.8	0	56
5	900	N	1	5.5	10.2	1.6	3	42
5	900	O	1	5.3	10.5	1.4	0	46
5	900	P	2	9.9	12.0	3.7	0	48
5	900	Q	1	6.8	12.0	1.9	1	43
5	900	R	1	4.9	9.3	1.4	6	41
5	900	S	0	0.6	4.1	0.0	0	54
5	900	T	0	0.4	4.8	0.0	0	42

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	945 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	910	A	0	-0.2	3.4	0.0	0	42
5	910	B	0	0.7	4.6	0.0	0	47
5	910	C	0	1.0	5.9	0.0	0	46
5	910	D	0	3.1	9.2	0.5	2	40
5	910	E	1	8.2	17.2	1.6	2	35
5	910	F	2	8.2	13.2	2.3	1	42
5	910	G	1	6.1	14.4	1.1	10	28
5	910	H	0	4.8	12.3	0.9	2	37
5	910	J	2	8.4	12.5	2.6	2	43
5	910	K	1	7.7	13.8	1.9	9	33
5	910	M	4	18.3	13.9	8.9	2	45
5	910	N	3	11.8	12.3	4.9	2	46
5	910	O	3	13.5	15.0	4.7	0	44
5	910	P	3	17.3	18.9	5.3	6	35
5	910	Q	3	17.7	22.3	4.5	3	35
5	920	A	3	13.5	12.9	5.8	9	39
5	920	B	3	10.9	12.1	4.4	5	43
5	920	C	2	10.9	13.5	3.8	6	39
5	920	D	2	9.7	14.1	2.9	7	37
5	920	E	2	9.5	14.3	2.7	3	40
5	920	F	2	9.0	12.0	3.1	4	43
5	920	G	2	12.2	17.6	3.2	6	34
5	920	H	0	2.9	8.2	0.6	0	44
5	920	J	0	0.7	5.9	0.0	0	39
5	930	A	0	0.7	7.6	0.0	0	40
5	930	B	0	-0.5	6.1	0.0	0	34
5	930	C	0	-0.5	5.9	0.0	0	29
5	930	D	0	3.3	11.9	0.4	0	39
5	930	E	1	5.2	12.0	1.1	3	38
5	930	F	1	4.7	9.4	1.3	4	42
5	930	G	2	10.5	16.9	2.6	0	41
5	930	H	1	6.8	14.3	1.4	0	40
5	930	J	2	11.8	20.0	2.5	2	35
5	930	K	2	5.8	7.5	2.7	8	47
5	930	M	2	8.1	11.0	2.9	1	47
5	930	N	3	10.2	11.6	4.1	5	43
5	930	O	3	15.4	15.5	5.7	13	31
5	940	A	0	5.4	17.9	0.6	0	33
5	940	B	0	4.0	12.5	0.6	11	26
5	940	C	1	9.7	21.0	1.6	5	29
5	940	D	1	8.9	18.5	1.7	0	37

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.

ANOMALY LIST, KEELE

FLIGHT	LINE	ANOMALY	CATEGORY	FREQUENCY INPHASE	915 QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	940	E	0	3.0	7.9	0.6	2	44
5	940	F	1	4.2	8.1	1.3	0	50
5	940	G	0	1.9	7.9	0.2	9	30
5	940	H	1	4.9	12.0	1.0	8	32
5	940	J	0	4.1	12.7	0.6	3	34
5	940	K	2	8.7	14.7	2.2	6	35
5	940	M	1	5.2	12.1	1.1	1	39
5	940	N	0	4.1	9.8	0.9	4	39
5	940	O	0	2.1	10.6	0.2	0	38
5	940	P	0	-0.5	5.6	0.0	0	36
5	940	Q	0	0.5	6.5	0.0	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.

APPENDIX III

KEELE PEAK CLAIMS LIST

CLAIM NAME	GRANT NUMBER	EXPIRY DATE
NUT 1	YA76742	September 10, 1990*
NUT 2	YA76743	"
NUT 3	YA76744	"
NUT 4	YA76745	"
NUT 5	YA76746	"
NUT 6	YA76747	"
NUT 7	YA76748	"
NUT 8	YA76749	"
NUT 9	YA76750	"
NUT 10	YA76751	"
NUT 11	YA76752	"
NUT 12	YA76753	"
NUT 13	YA76754	"
NUT 14	YA76755	"
NUT 15	YA76756	"
NUT 16	YA76757	"
NUT 17	YA77376	September 19, 1989*
NUT 18	YA77377	"
NUT 19	YA77378	"
NUT 20	YA77379	"
NUT 21	YA77380	"
NUT 22	YA77381	"
NUT 24	YA77383	"
NUT 26	YA77385	"
NUT 27	YA77386	"
NUT 28	YA77387	"
NUT 29	YA77388	"
NUT 30	YA77389	"

* On application of assessment work

KEELE PEAK - STATEMENT OF COSTS

112.8 Km Airborne Electromagnetic & Magnetic Survey by Aerodat Limited
- 3883 Nashua Drive,Mississauga, Ont.
- See Attached Invoice $9,509.00

Work to be applied as 2 years to NUT 1-16 incl.
5 years to NUT 17 - 22 incl. NUT 24, NUT 26 - 30 incl.

AERODAT LIMITED
3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968942 Cable: Canaerodat Toronto

September 10, 1984

CANAMAX
RECEIVED
SEP 12 1984
VANCOUVER OFFICE

Canamax Resources Inc.
#601 - 535 Thurlow Street
Vancouver, B.C.
V6E 3L6

Attention: Mr. Walter Sellmer

In account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

Re: Airborne Geophysical Survey - Northern B.C. and the Yukon

TOTAL COST

Keele Area	- 112.8 line km @$71.00	$8009.00
	- 1:5000 scale	500.00
	- mob/demob	1000.00
		$9509.00

c.c. - Jerry Roth

84.25

OK to pay
CJ Hodgson

ADD & EXT CORRECT
APPROVED
DATE Sept 25/84

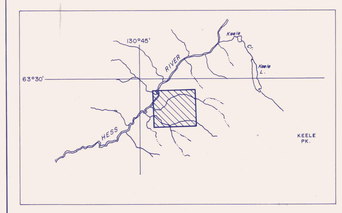
CK. 68101 SEP 27 1984

N

PROJECT BOUNDARY

NUT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

PEGFEET



CANAMAX RESOURCES INC.

CONTOURED AEROMAGNETICS

Contour Interval - 10 gammas

NUT CLAIMS

KEELE PEAK 091567

YUKON TERRITORY

SCALE 1/ 5,000

0 330 660 1/4 mile

0 100 250 1/2 kilometre

AERODAT LIMITED

DATE: June 1984

N.T.S. No: 105 O

MAP No: 2

J8425

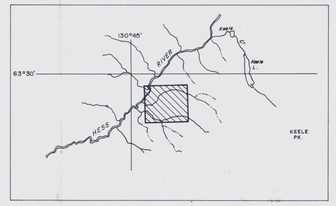
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AEROMAGNETIC INTERPRETATION

LOCAL MAGNETIC FEATURES :

LARGER MAGNETIC DOMAINS :

FAULT :



CANAMAX RESOURCES INC.

CONTOURED AEROMAGNETICS

Contour Interval : 10 gammas

NUT CLAIMS

KEELE PEAK 091567

YUKON TERRITORY

SCALE 1/ 5,000

0 330 660 1/4 mile

0 120 250 1/2 Kilometre

AERODAT LIMITED

DATE: June 1984

N.T.S. No: 105 O

MAP No: 3

J8425

N

Average bird height ..... 30 metres
Line spacing ..... 200 metres

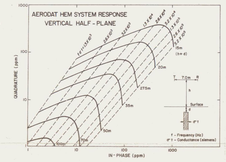
EM Anomaly A, in-phase amplitude 7 p.p.m.
Conductivity thickness range 2 (see code)
Bird elevation 31 metres

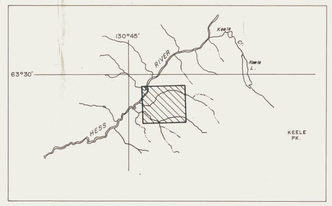
Interpreted bedrock conductor axis

Probable bedrock conductor axis

EM RESPONSE
Conductivity thickness in mhos

7	60 – 120
6	30 – 60
5	15 – 30
4	8 – 15
3	4 – 8
2	2 – 4
1	1 – 2
0	0 – 1





CANAMAX RESOURCES INC.

AIRBORNE ELECTROMAGNETIC SURVEY
INTERPRETATION MAP

KEELE PEAK 091567
YUKON TERRITORY

SCALE 1/ 5,000
0 330 660 1/4 mile
0 100 250 1/2 Kilometre

AERODAT LIMITED

DATE: June 1984
N.T.S. No: 105 O
MAP No: 4

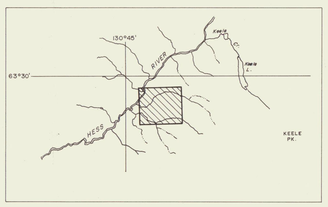
J8425

EM Anomaly A, in-phase amplitude 7 p.p.m.
Conductivity thickness range 2 (see code)
Bird elevation 31 metres

Interpreted bedrock conductor axis

Probable bedrock conductor axis

p.p.m.
30
20
10
0
In-phase
Quadrature



CANAMAX RESOURCES INC.

AIRBORNE ELECTROMAGNETIC SURVEY

PROFILES - 945 Hz (coaxial)

KEELE PEAK 091 567

YUKON TERRITORY

SCALE 1/ 5,000

0 330 660 1/4 mile

0 500 250 1/2 Kilometre

▼ AERODAT LIMITED

DATE: June 1984

N.T.S. No: 105 O

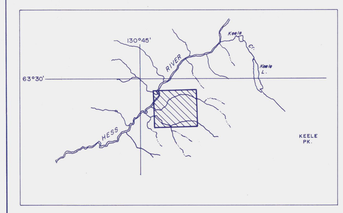
MAP No: 5

J8425

N

PROPERTY BOUNDARY

NUT 1



CANAMAX RESOURCES INC.

APPARENT RESISTIVITY

Logarithmic Contour Interval (ohm-meters)

KEELE PEAK

YUKON TERRITORY

091567

SCALE 1/ 5,000

0 330 660 1/4 mile

0 100 250 1/2 Kilometre

AERODAT LIMITED

DATE: June 1984

N.T.S. No: 105 O

MAP No: 6

J8425

N

MAGNETIC INTERPRETATION

Local Magnetic Anomalies

Larger Magnetic Domains

Fault

EM INTERPRETATION

EM Anomaly A: in-phase amplitude 7 p.p.m. Conductivity thickness range 2 (see code). Bird elevation 35 metres

Interpreted bedrock conductor axis

Probable bedrock conductor axis

p.p.m. 30 20 10 0 In-phase Quadrature

150°45' 63°30' KEELE PK KEELE PEAK

CANAMAX RESOURCES INC.

GEOPHYSICAL SYNTHESIS

HELICOPTER EM & MAGNETIC SURVEY

KEELE PEAK

YUKON TERRITORY

091567

SCALE 1/ 5,000

1/4 mile 0 100 200 1/2 Kilometre

AERODAT LIMITED

DATE: June 1984

N.T.S. No: 105 O

MAP No: 7

JR425