

Regional Manager, Mineral Rights at Whitehorse, Y.T.

091584



OR ACTION ARE:

- Checkboxes for various actions: NEW APPL'N, RENEWAL APPL'N, AFFIDAVIT, SECURITY DEPOSIT, FINANCIAL ABILITY, ASSIGNMENT, GROUPING, DIAMOND DRILL LOGS, QUARTZ ASSESSMENT REPORT.

NEW APPL'N for PLACER LEASE to PROSPECT: Name:

RENEWAL APPL'N PLACER LEASE to PROSPECT: Name:

AFFIDAVIT of EXPENDITURE on PLACER LEASE. Name:

SECURITY DEPOSIT

FINANCIAL ABILITY

ASSIGNMENT of PLACER LEASE No.

From: To:

GROUPING APPL'N UNDER SEC. 52(2) PLACER MINING ACT.

Owner:

DIAMOND DRILL LOGS:

Claims:

Claim sheet no:

QUARTZ ASSESSMENT REPORT:

Claims: *Chief, Kabin, Pigeon*

Claim sheet no: *105-10-13*

Type of report: *Read Work*

Submitted by: *R. Robertson*

Cls. work performed on: *Chief, Kabin, Pigeon*

\$ Req. for ren. application: *100.00*

Signature: *[Handwritten Signature]*

PLY ACTION.

Date Ret.

The statement of costs provided by Agip Canada Ltd seems reasonable, and the report is adequate

Signature: *D. Emond*



ASSESSMENT REPORT
CHIEF 11, 28, 29, 50, 51, 72 Mineral Claims
(YA 74394, 74411, 74412, 74433, 74434, 74870)
KUKU 290, 318, 319 Mineral Claims
(YA 61864, 61892, 61893)
PUP 71, 83 Fractions
(YA 78376, 78388)



091584

Mount Skukum Area, Whitehorse Mining District

Road Access: Rerouting and Upgrading
June 20 - August 29, 1984
NTS 105-D-3

Latitude: 60°13' North
Longitude: 135°22' West

BY: R. ROBERTSON



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I. INTRODUCTION

1.1 General

This report describes road construction carried out in the eastern portion of the Mount Skukum gold-silver property (KUKU, CHIEF mineral claims, PUP fractional claims). The property is owned by AGIP Canada Ltd.; under the terms of a joint venture agreement between AGIP and Erickson Gold Mining Corporation of Vancouver, both companies carried out work on the property during 1984.

Surface exploration and diamond drilling were carried out by AGIP Canada Ltd. Mount Skukum Gold Mines (a subsidiary of Erickson Gold Mines) carried out considerable road realignment and camp construction and commenced driving an adit towards the Cirque Zone (Main Zone) of the Mount Skukum deposit as part of a program of underground exploration and development.

1.2 Location and Access

The Mount Skukum property is situated in southwestern Yukon at 60°12' North latitude and 135°28' West longitude on NTS sheet 105D3. Whitehorse is 65 kilometers by air to the northeast.

Road access to the property from Whitehorse is by double lane paved highway for 36 kilometers via the Alaska Highway and the Carcross Road to Robinson. From Robinson, secondary roads are followed for 45 kilometers past Annie Lake and along the Wheaton River to the Butte Creek junction. The final 15 kilometers from this junction to the Mount Skukum Gold Mines trailer camp near the headwaters of Butte Creek was constructed at various times between 1982 and 1984 by AGIP Canada Ltd. and Mount Skukum Gold Mines.

In summer conditions, the total distance of approximately 95 kilometers from Whitehorse to the mine camp can now be covered in a 2-wheel drive vehicle in approximately 1½ hours.



1.3 Physiography and Vegetation

The Mount Skukum property covers a large part of the Skukum Tertiary volcanic complex, which forms a block of high ground between the Watson and Wheaton Rivers. The area ranges in elevation from less than 1000 meters in the river valleys to over 2350 meters.

Much of the topography is mountainous with sharp rugged peaks and serrated ridges surrounding glacial cirques, hanging valleys and deep U-shaped valleys. Away from the higher peaks, the topography is much more subdued.

Vegetation in the area is very sparse above 1200 meters. The lower valleys are well-forested with white spruce and lodgepole pine at the lower elevations and alpine fir near treeline. Above treeline, the flora is typically alpine with stunted willows and dwarf birch along creeks at intermediate elevations, and grasses, mosses and alpine plants occupying the floors of the lower cirques and hanging valleys.

1.4 Land Status Summary

Recording dates and expiry dates for claims in the main part of the Mount Skukum property are summarized below.

KUKU 1-48 (YA61199 - YA61246)

- Recorded June 9, 1981. Lapse June 9, 1995.

KUKU 49-331 (YA61623 - YA61905)

- Recorded July 29, 1981, renewal date revised to June 9
- Lapse Dates: June 9, 1992 - 49-112, 194, 196-200, 202, 204, 236, 237,
240-251, 272-283, 303-313.
June 9, 1993 - 113-193, 195, 201, 203, 205-235, 238, 239,
252-271, 284-302, 314-331

CHIEF 1-71 (YA74384 - YA74454)

- Recorded November 25, 1981. Lapse November 25, 1984.



CHIEF 72-106 (YA74870 - YA74904)

- Recorded July 29, 1982
- Lapse Dates: July 29, 1985 - Chief 72-77, 79-81
July 29, 1986 - Chief 78, 84, 87, 92, 93
July 29, 1987 - Chief 82, 83, 85, 86, 88, 91, 94-106

PUP 1-85 FRACTIONS (YA78306 - YA78390)

- Recorded August 30, 1983, renewal date revised to June 9. Lapse
June 9, 1989.

The lapse dates listed above are those which apply until the work described in this report is accepted for assessment credit.



2. ROAD CONSTRUCTION

2.1 Previous Work

In 1980 AGIP Canada Ltd. carried out regional reconnaissance exploration around the Mount Skukum and Bennett Lake volcanic complexes.

An area of anomalous stream sediment samples was staked in May, 1981 (KUKU 1-48 claims). This is the area of the presently-defined ore zones, the adit and mine camp. An extensive program of surface sampling, mapping and trenching was carried out and additional ground acquired by staking (KUKU 49-331 and CHIEF 1-71 claims).

In 1982 a preliminary diamond drill program (3327 meters in 28 holes) tested a variety of targets and surface work (including geophysical and topographic surveys) continued. In October, 1982 preliminary construction of a narrow 4-wheel drive trail was carried out by Caron Diamond Drilling of Whitehorse. The route was laid out after consultation with personnel from Underhill Engineering Ltd. (Whitehorse) and Northern Affairs (Field Operations). This trail began at the end of the existing trail near the old Callison cabins (approximately 2 kilometers northwest of the Butte Creek-Wheaton River junction) and followed the north side of Butte Creek up to the Main Cirque area below the north side of Mount Skukum.

In 1983 a minor amount of road improvement was carried out including culvert installation and blasting at a short steep section close to the present site of the adit portal. A detailed diamond drill program (4538 meters in 40 holes) was completed to define ore reserves on the Main Zone (Cirque Zone). Surface work, including bulldozer trenching, continued. Underhill and Underhill Ltd. carried out a location line survey of mineral claims covering the main areas of exploration and access, and staked the PUP 1-85 fractional claims. Bulk sampling, metallurgical testing and environmental surveys also formed part of the 1983 program.

Results of the 1982 and 1983 drill programs were released in 1984 (Northern Miner, May 31). Reserves on the Main Zone (Cirque Zone) were quoted as 235,000 tonnes grading 20 g. gold per tonne (based on studies by Wright Engineers and A. T. Fisher and Associates). The agreement with Erickson Gold Mines was announced shortly after (Northern Miner, June 7).



2.2 1984 Road Construction

2.2.1 Introduction

The access trail constructed in 1982-83 was only designed to permit occasional supply trips for surface exploration and diamond drill programs, using a 4-wheel drive pick-up truck. This initial phase of access construction was not submitted for assessment credit.

The June, 1984 decision by Erickson Gold Mines to commence underground exploration and development work on the Main Zone necessitated major changes to the access trail to allow larger vehicles and a greater volume of traffic to reach the mine camp and portal areas. Improvement of the eastern portion of the access route (the portion described in this report) also allows for frequent trips from the camp area down to a water-level gauge and water quality analysis site in lower Butte Creek (located in CHIEF 71 claim), an essential part of environmental base-line studies in progress. Access for surface sampling and mapping crews to the eastern portion of the property is also greatly improved. The mine camp and portal areas are now accessible for heavily loaded semi-trailers and bulk tankers.

Rerouting of the access road was carried out by Mount Skukum Gold Mines (J. Bondesen, Project Manager) as part of the Erickson Gold Mines program. Initially, bridges were constructed across Becker Creek (approximately 10 kilometers east of the Mount Skukum property) and across the Wheaton River close to the Butte Creek junction, to avoid delays at river fords during periods of high water level. From mid-June to the end of August, road improvement work concentrated on the section of the access trail within the Kuku, Chief and Pup claims. In addition to the eastern portion described in this report, extensive rerouting was also carried out farther west, closer to the mine camp.

The Butte claims were staked in mid-summer 1984 to acquire ground between the east boundary of the Chief claims and the Butte Creek-Wheaton River junction. Major road construction carried out within the Butte claims commenced after these claims were recorded and does



not form part of the work described in this report. Road construction within the Pup 84 fraction was carried out as part of the Butte claims program and is not included in the present assessment filing (although included in Appendix A).

2.2.2 Summary of Road Construction

Road construction on the eastern portion of the access trail was carried out in several stages between June 20 and August 29, 1984. Bulldozer work used equipment leased to Mount Skukum Gold Mines with operators employed by that company. Most of the major improvements occurred during this initial phase (June 20 - July 5, 1984). In mid-July, Annie Lake Trucking of Whitehorse, under contract to Mount Skukum Gold Mines, hauled and laid gravel and graded the road. A minor amount of additional bulldozer work was carried out in late August to improve some corners and sections of road with steep banks.

All road construction was supervised by J. Bondesen of Mount Skukum Gold Mines. Field inspection of the work described in this report was carried out by the writer on September 11 - 12, 1984. Underhill Engineering Ltd. of Whitehorse surveyed the same area on October 3, 1984 to determine lengths of new road sections, type and quantity of excavated materials subdivided by claim name; their results are included in this report as Appendix A. The photographs included in this report are by Underhill Engineering Ltd. and the writer. Similarly, Figure 1 of this report is compiled from work by both parties.

All of the road shown in Figure 1, from the east edge of Pup 83 to the west edge of Kuku 289 was widened, straightened and graded during the period covered by this report. However, for assessment purposes, only significant new sections of road are described and only the costs attributed to these sections are listed in Appendix B.

These new sections are shown in Figure 1 and illustrated in the enclosed photographs. Material quantities (Appendix A) and costs (Appendix B) are listed by claim name rather than by section number, but reference to Figure 1 should clarify the relation between sections and claims.



The road climbs from an elevation of 950 meters (3115 feet) at the Wheaton River (new bridge) to 1650 meters (5415 feet) at the mine camp, a difference of 700 meters (2300 feet) in approximately 15 kilometers. The portion described here has an elevation of 1090 meters (3575 feet) at the east end of Section 1 and an elevation of 1300 meters (4265 feet) at the west end of Section 9. The road follows the north side of Butte Creek and is close to treeline throughout the area of Figure 1, once the initial steep section (Section 1) has been passed. The north side of Butte Creek is a steep south-facing slope (hence freely drained and free from permafrost) with a narrow terrace between the creek bed and the steep slopes above. Many old stable talus slides end at the upper edge of the terrace. Both old and new roads follow this terrace where possible. The old route was narrow, steep and had many tight corners as the lighter construction equipment used (D6 and D7 bulldozers) was forced to avoid difficult areas such as the steep lower ends of talus slides, resulting in many steep up and down grades. No fill or grading were used on this trail and occasional clay, boulder, talus or bog sections made for slow, difficult driving and caused severe wear and tear on vehicles.

SECTION 1 - Chief 72, Pup 83 (Photos 1, 2, 3)

This was perhaps the steepest of all sections on the original trail, climbing from 1090 meters (3575 feet) to 1140 meters in a distance of 425 meters over a narrow twisting trail with local grades up to 20 degrees, cut in clay till with many cobbles and boulders (photo 1). The new section is significantly longer (650 meters) and the grade much reduced.

Note that work carried out on Chief 72 is not claimed for assessment credit as most costs were incurred before the July 29, 1984 renewal date of this claim.

SECTION 2 - Chief 51 (Photos 4, 5)

Note rocky talus in photo 4 and large boulders, high banks in photo 5.

APPENDIX A

Summary of Road Reconstruction, Material
Quantities and Types

by Underhill Engineering Ltd., Whitehorse
(F.B. Underhill, B.D. MacLean, October 3-5, 1984)

1984 MT. SKUKUM ACCESS ROAD REVISIONS
 APPROXIMATE EXCAVATED MATERIALS
 ON MINERAL CLAIM GROUPS

CLAIM	APPROXIMATE LENGTH OF NEW ROAD	CUBIC METRE SUBTOTAL (m3)	CUBIC METRE TOTAL (m3)	MATERIAL
Pup 84 Fraction	500 <i>457</i> m		750 m3	Clay till Some cobbles
Pup 83 Fraction	60 m	150 m3		
	<u>70 m</u>	<u>306 m3</u>		Clay till
	130 m	456 m3	456 m3	Some cobbles
Chief 72	70 m	306 m3		Clay till
	45 m	843.75 m3		Some cobbles
	135 m	135 m3		
	<u>240 m</u>	<u>600 m3</u>		
	420 m	1884 m3	1884 m3	
Chief 51	40 m	480 m3		
	<u>150 m</u>	<u>450 m3</u>		Clay till
	190 m	930 m3	930 m3	Gravel
Chief 50	225 m		500 m3	Talus, Gravel
Chief 29	155 m	775 m3		
	<u>25 m</u>	<u>310 m3</u>		Talus,
	180 m	1085 m3	1085 m3	Boulders in Clay
Chief 28	170 m		635 m3	Talus, cobbles Clay till

1984 MT. SKUKUM ACCESS ROAD REVISIONS
 APPROXIMATE EXCAVATED MATERIALS
 ON MINERAL CLAIM GROUPS

CLAIM	APPROXIMATE LENGTH OF NEW ROAD	CUBIC METRE SUBTOTAL (m3)	CUBIC METRE TOTAL (m3)	MATERIAL
Pup 71 Fraction	170 m	850 m3		Talus, boulders
	125 m	187.5 m3		Gravel
	<u>120 m</u>	<u>300 m3</u>		
	415 m	1335 m3	1335 m3	
Chief #11	25 m		62 m3	Clay - gravel
Kuku 318	255 m		635 m3	Clay - gravel
Kuku 319	90 m		337 m3	Talus
Kuku 290	90 m		337 m3	Talus
Total excavated			<u>8946 m3</u>	
<u>USE</u>			8900 m3 <u>+</u>	

APPENDIX B

STATEMENT OF EXPENDITURES

Road reconstruction carried out between June 20 and August 29, 1984.

1. TOTAL COSTS

Initial Phase (June 20 - July 5, 1984)

CAT D8K Bulldozer, on lease from Finning Tractor and Equipment Ltd., Whitehorse. - 7 days, 12 hrs./day @ \$176/hr.	\$14,784.00
Diesel Fuel (White Pass Petroleum), 16 drums @ \$100.60 per drum	1,609.60
Bulldozer Operator (S. MacAllister), 84 hrs. wages includes overtime.	<u>2,106.30</u>
	<u>\$18,499.90</u>

Hauling Gravel and Grading (mid-July, 1984)

Annie Lake Trucking; Whitehorse, 4 days using front-end loader, dump truck and grader. 10 hrs/day @ \$65/hr.	<u>\$ 2,600.00</u>
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Final Phase (August 28 - 29, 1984)

CAT D8K Bulldozer, 2 days, 8 hrs/day @ \$176/hr.	\$ 2,816.00
Diesel Fuel, 3 drums @ \$100.60 each	301.80
Operator (W. Grey), 16 hrs. wages	<u>241.76</u>
	<u>\$ 3,359.56</u>

Field Checking and Report Preparation

Underhill Engineering Ltd. per invoice	\$ 757.56
R. Robertson, Snr. Geologist, 3 days @ \$210.15/day	630.45
Drafting, typing, reproduction, photos say,	<u>300.00</u>
	<u>\$ 1,688.01</u>

TOTAL COST: \$26,147.47

2. ALLOCATION OF COSTS TO CLAIMS

Total costs detailed in Section 1 are allocated to individual claims in proportion to the volumes of excavated material determined by Underhill Engineering Ltd. (Appendix A).

<u>CLAIM NAME</u>	<u>TAG NUMBER</u>	<u>MATERIAL VOLUME (m³)</u>	<u>COST SHARE (\$)</u>	<u>CLAIM/YEARS</u>
Pup 83 Fraction	YA78388	456	1,454	14
Chief 72	YA74870	1884	6,010	-
Chief 51	YA74434	930	2,966	29
Chief 50	YA74433	500	1,595	15
Chief 29	YA74412	1085	3,461	34
Chief 28	YA74411	635	2,025	20
Pup 71 Fraction	YA78376	1335	4,258	42
Chief 11	YA74394	62	197	1
Kuku 318	YA61892	635	2,025	20
Kuku 319	YA61893	337	1,075	10
Kuku 290	YA61864	337	1,075	10
		<u>8196 m³</u>	<u>\$26,141</u>	<u>195</u>

APPENDIX C

STATEMENT OF QUALIFICATIONS

I, RONALD CHARLES RAMSAY ROBERTSON, of the City of Calgary, in the Province of Alberta, hereby certify:

That I am a Senior Geologist employed by AGIP Canada Ltd. and that I have carried out a field examination of the work described in this report.

That I obtained a Bachelor of Science degree with First Class Honours in Geology from the University of Aberdeen, Scotland in 1970 and subsequently carried out graduate studies at McMaster University, Hamilton, Ontario and at Queen's University, Kingston, Ontario.

That I have been engaged in mineral exploration on a full-time and part-time basis for fifteen years of which seven have been on mineral exploration programs in the Yukon Territory and Alaska.

That I am a member of the Canadian Institute of Mining and Metallurgy, and the Prospectors and Developers Association.

Signed at Calgary, Alberta this 5th day of November, A.D., 1984.



RONALD C. R. ROBERTSON



SECTION 1

- Photo 1 - lower junction of old and new roads;
old road goes steeply uphill (PUP 83)
- Photo 2 - switchback corner on new road
(CHIEF 72)
- Photo 3 - upper junction; old road goes
straight downhill behind slash
pile (PUP 83)



SECTION 2

Photo 4 - east end of section; old road on left (CHIEF 51) and older road on right (CHIEF 51)

Photo 5 - central area of section; coarse boulders in till (CHIEF 51) see boulders in till (CHIEF 51)

SECTION 3

Photo 6 - west end of section; old road below on right (CHIEF 50)



SECTION 4

Photo 7 - old road below on right (CHIEF 29)

SECTION 5

Photo 8 - east end of section, looking west
(CHIEF 29, 28)

Photo 9 - west end of section, looking east
(CHIEF 28)



SECTION 6

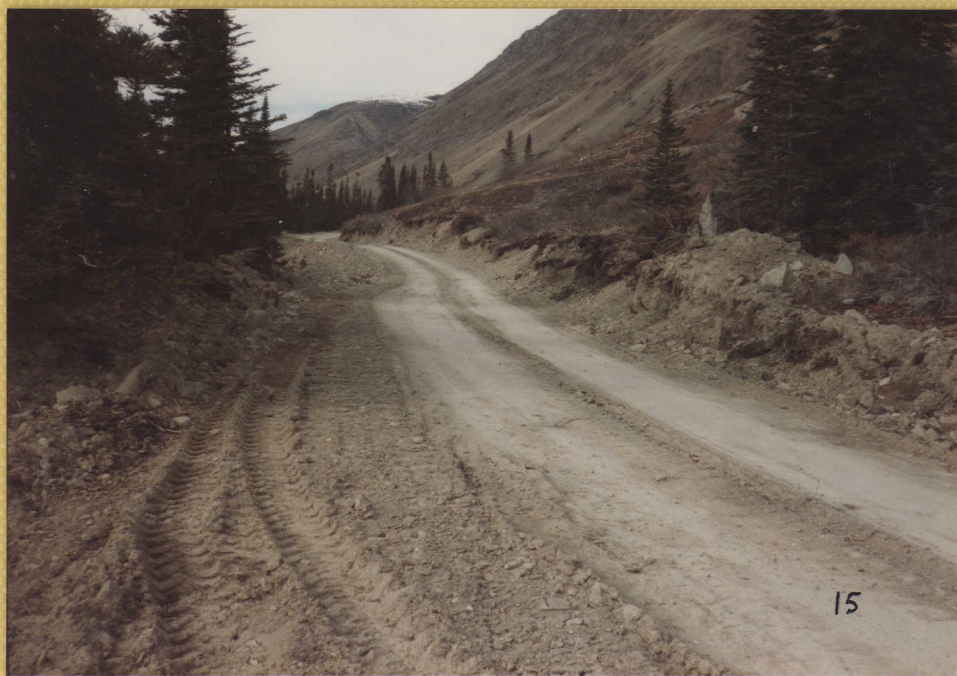
Photo 10 - west half of section, old road
on left (PUP 71)

SECTION 7

Photo 11 - view from east end (PUP 71)

SECTION 9

Photo 12 - view from west, remains of old
road in talus slope above new
road (KUKU 290, 319)



SECTION 8

Photo 13 - east end of section, looking west;
old road on left (PUP 71)

Photo 14 - central part of old road (PUP 71)

Photo 15 - west part of new road, looking
west (PUP 71)



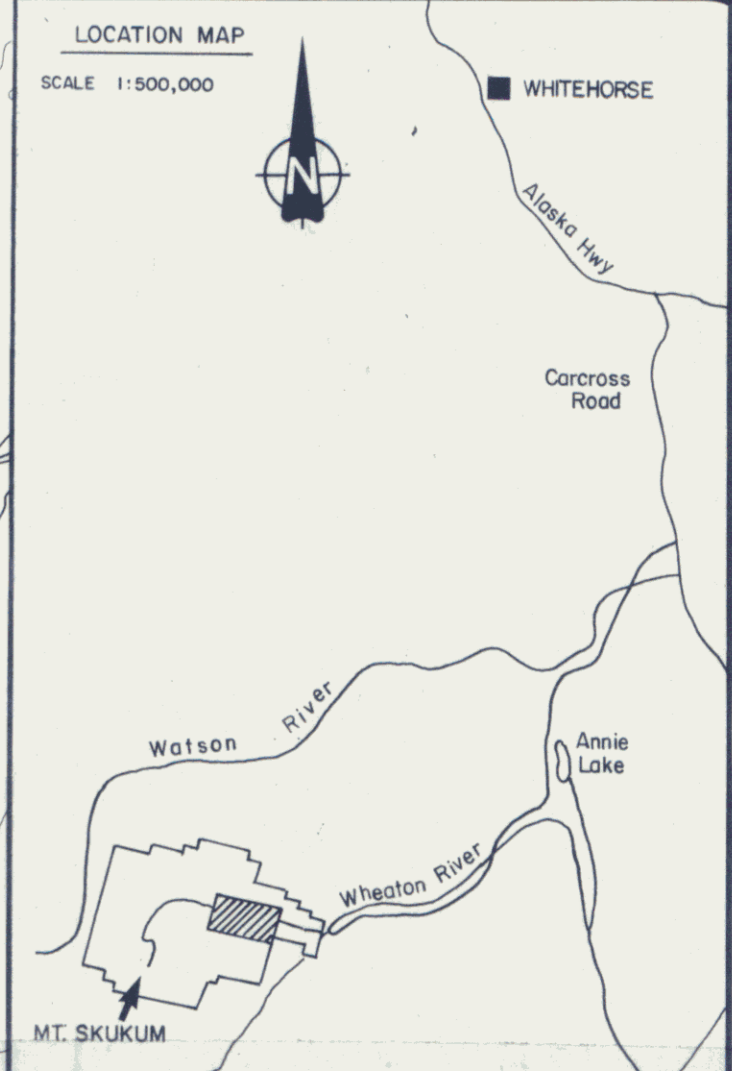
LEGEND

- Present Road
- - - Sections of Original Road (1982) replaced by Redignments in 1984

CHIEF 72 | CHIEF 73 Approximate Claim Boundaries (from Canada Land Survey Plan # 69351)

Contour Interval 20 metres

0 100 200 300 400 500
Metres



Agip Canada Ltd.

MOUNT SKUKUM PROPERTY

ROAD REALIGNMENTS

East Portion **091584**

PROJECT 500041 YUKON

SCALE: 1:10,000	AUTHOR: R.R.	DATE: NOV. 1984	FIGURE: 1
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