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VIA E-MAIL sbriscoe@polarnet.ca

05 September 2002

Ms. Stephanie Briscoe
Executive Director
Nunavut Impact Review Board,
P.O. Box 2379
Cambridge Bay, NU, X0E 0C0

Dear Ms. Briscoe,

Re: Doris Hinge Project – a small gold mine in Nunavut –Project Description

This will acknowledge receipt of your e-mail dated September 5, 2002 requesting clarification on potential changes to the project description related to the above captioned subject.

The questions raised in your e-mail were, I believe, brought to your attention by individuals that visited the project area on August 18, 2002, a visit organized by DIAND in Iqaluit.

To clarify the questions raised in your e-mail, please be advised that the project has had some minor changes to some components which are slightly different than that presented in the Preliminary Project Description (PPD) submitted on March 22, 2002. Miramar Hope Bay Ltd. (MHBL) felt at the time, these changes were minor in nature and therefore did not require clarification with NIRB and the impending issuance of EIS guidelines, however; to assist in a speedy review of the "draft" guidelines which were provided to various parties dated September 4, 2002, MHBL provides the following:

- The Doris Hinge project will now be carried out by underground mining methods only. This we feel will minimize surface impacts and is seen as a component of the project that has minimal variation in the overall project description and the effects of this change on the EIS guidelines is also considered minor. This minor change may require the acquisition of construction material from quarries and the project could have up to four (4) quarry sites, which would be an added benefit to KIA and Kitikmeot Inuit as these quarry sites would be located on Inuit Owned Lands.
- The airstrip, originally mentioned as a "Herc" strip is now planned to be a "Twin Otter" strip and the location may change from the PPD, but would remain in the transportation corridor that was identified in the PPD.

- The control dam in the tailings impoundment will be moved from the location identified in the PPD to an area downstream of the lake outlet. This minor change is necessitated following recent geotechnical investigations which are still ongoing. This change, also considered minor will, in our minds, result in a more secure structure from which to control discharges from the tailings impoundment area once in operation. The concept developed with regards to discharge from the tailings impoundment area remains the same as identified in the PPD, that being a siphon type of discharge line that would discharge well downstream of the Doris Lake outlet.
- With respect to the barge off-loading area, MHL is still of the opinion that the location identified in the PPD will satisfy our operational needs, however; upon visual inspections this summer, there is a potential concern that NTCL may not be able to land the barges for offloading at the proposed location due to insufficient water depths. This will be confirmed following the arrival of the barge this fall, now expected around September 18th, during which visit, the barge captain's experience will be solicited and a final decision will be made at that time. Should this proposed site prove to be unacceptable, then MHL will have the option to look at the current off-loading site or remain with the location in the PPD but provide additional information with respect to barge landing improvements in the foreshore of Roberts Bay. This was discussed with DFO representatives during the site visit on August 18, 2002 and no immediate concerns were raised. Should MHL decide to remain with the currently approved barge landing area, there would be a need to build a bridge over a small creek that would require traversing during operations and the access road would be longer, both of which may be less desirable than making minor improvements to the foreshore of Roberts Bay at the PPD proposed location. The final plans would be fully mentioned in the EIS and discussions with the appropriate agency would be held.

NIRB and other IPG's should be aware that MHL will also be investigating other minor changes to the project design that will prove to be both environmentally and economically advantageous. These could include the storage and handling of fuel products, which in our opinion, would minimize potential impacts, a principle that is high on our agenda.

I hope the forgoing clarifies the comments raised in your e-mail of 5th September and will enable the review of the "draft" guidelines and the issuance of final guidelines within the timelines stated in your cover letter to the draft guidelines, that being September 20, 2002.

If you have any questions related to this matter, please do not hesitate to contact the undersigned on the above numbers or 1-780-975-2550, or you can contact me by e-mail at hugh_r_wilson@hotmail.com; or hwilson@miramarmining.com.

Sincerely,
Miramar Hope Bay Ltd.

Original signed by "H.R. Wilson"

Hugh R. Wilson,
 Manager, Environmental Affairs