

DAILY REPORT #21 – DORIS NORTH INFRASTRUCTURE/ NORTH DAM

Prepared by:	John Kurylo/ Jeff Orr / Megan Miller	Date:	2012.01.26
Reviewed by:		Project #:	1CH008.058.0320
Role	Company	Personnel – Position	On Site
Client	Hope Bay Mining Limited (HBML)	Angela Holzapfel – ESR Compliance Manager David Vokey – ESR Coordinator Don Ethelston – HSLP Advisor Dean Wold - Safety Jill Turk – ESR Coordinator Katsky Venter – ESR Manger – ESR Site Manager Stirling Kelly – HSLP Advisor	No Yes Yes No No In Out No
	JDS	Lloyd Jackson – Mechanical Superintendent Sven Archimowitz – Electrical Superintendent Doug Fielding – Construction Manager Ishan Fechter – Construction Coordinator Jerry Graham – Construction Manager Kevin Whieldon – Project Coordinator Michelle Tanquay Mark Valeriote – Construction Manager	In Yes Yes Out No In In
Engineering Design Consultants	SRK Consulting (Canada) Inc.	John Kurylo – Site Engineer Megan Miller – Site Engineer Lawrence Borowski – Site Engineer Murry McGregor – Site Engineer Iozsef Miskolczi – Site Engineer	Yes Yes No No No
	EBA Engineering Consultants Ltd.	Jeff Orr – Project Manager Jennifer Stirling – Geologist Thomas Bradshaw – Junior Engineer Ernest Palczewski – Geologist	Yes Yes No No
Earthworks Contractor	Nuna Logistics	Bradford Watkin – QC Manager Dale Craig – Safety Don Webber – Foreman Doug Haverland – Area Superintendent Gary Sodhi – Field Engineer Georges Cornelissen – Survey Manager Jeff Roberts - Surveyor Jim Cardinal – Foreman Kevin Oakes – Project Engineer Kevin Kozdrowski – Foreman Margret Caley – Surveyor Matt McKay – Civil Supervisor Mike MacMaster – Surveyor Mike Price – Field Engineer Nick Stoneberger – Superintendent Rick Peters – Foreman Ron MacMaster – Surveyor Simon Chipper – Civil Supervisor	No No No Yes In Yes Out Out No No Yes Yes Yes Out No No No In
External Distribution List:	SRK: Maritz Rykaart, Lowell Wade, Seema Kang, Silkie Wong EBA: Robert Zschuppe Nuna: Chris Petrovic JDS: Bob Prince-Wright HBML: Dave Power, Gerry Benson		
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WEATHER (ROBERTS BAY)

<http://www.wunderground.com/weatherstation/WXDailyHistory.asp?ID=INUNAVUT3>

Temperature/Wind Chill (°C)	6AM:-16.6/-38	12 PM:-18.2/-41	6 PM: -15.2/-18	12 AM: -17.3/-34
Precipitation (mm)	Rain: None		Snow: Trace	
Conditions	Day Shift: Moderate to strong wind		Night Shift: Light wind increasing to strong wind. Some blowing snow.	
Daily norms (°C)	24 hour high: -13.4		24 hour low: -19.9	

HEALTH, SAFETY AND ENVIRONMENT

- Megan Miller attended the nightly Nuna construction meeting.

COMMENTS, CORRESPONDENCE AND ACTIVITIES**DAILY MEETING WITH NUNA AND HBML TEAM:**

- The daily meeting was attended by ADCO, Williams Wireless, ACI, Nuna [Doug Haverland], Newmont Safety [Don Ethelston], ESR [Michelle Tanquay], JDS [Doug Fielding, Ishan Fechter, Sven Archimowtiz], SRK [John Kurylo]

Topic	Status
Health and Safety and Environment	<ul style="list-style-type: none"> Today safety and the leadership team is scheduled to have a incident summary review meeting. ESR inquired about the status of the thermistor repair at the Jetty. JDS, Nuna and ESR to investigate the potential/ possibility of installing a new thermistor at this location (as the exact area of damage to the existing thermistor is unknown). This thermistor to be further discussed in the coming days.
North Dam	<ul style="list-style-type: none"> SRK provided a summary of construction activities at the N. Dam for 20120125. <ul style="list-style-type: none"> Approximately 29 loads were placed yesterday on the WSW end of the key trench, see daily report #20. SRK provided an update of the FCM trials that were held at the FCP yesterday to ensure that FCM temperatures were increased to ensure better bonding between layers. Reducing the belt speed for the feed was noted to be the most effective way of increasing temperature. This is expected to result in slightly longer waits between trucks (estimated to be on the order of 3 to 4 mins). Nigh shift ran out of usable material to feed the FCP on nightshift . Not much activity is expected to result at the North Dam in the morning as most of the Nuna operators and labours at the dam are scheduled for crew change today. Snow clearing was completed from ~ 1+40 to 1+95 on nightshift. This cleaning looked good, but due to blowing snow may be required to be revisited before placement results over this area. Nuna plans to continue working on breaking up frozen areas of the FCM stockpile, at the FCP Pad, this morning. SRK noted that limiting vehicle traffic in the key trench might assist in reducing packed snow/ tire tracks on the key trench surface. Thus, this may assist with reducing cleaning times. SRK requested water for the FCP material testing lab.
Water Management Structures	<ul style="list-style-type: none"> The drilling at Sump 2 is now completed.

General	<ul style="list-style-type: none"> ACI has completed their work at the Vent Raise for the time being and will be leaving side today. Nuna to visit the ACI work site and pick up the sorted waste/construction debris.
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SURVEY:

Required	<ul style="list-style-type: none"> As-built survey of FCM placed on 2012/01/25 Pick-up of 5/8" material removal from 2012/01/25
Data Received	<ul style="list-style-type: none"> Map of frozen core excavation and placement – Jan 25 (pdf)
Outstanding	<ul style="list-style-type: none">
Upcoming	<ul style="list-style-type: none"> Survey of frozen core surface after cleaning/ scraping activities at N. Dam (on going). Survey of FCM after placement (on going).

NORTH DAM/FROZEN CORE PLANT PAD:**Frozen Core Plant***Dayshift*

- No significant activity. Cleaning and maintenance resulted around the FCP on dayshift.
- A dozer, and later an excavator, was used at the FCM stockpile to sort and break down unsaturated frozen lumps of FCM.

Nightshift

- No significant activity.
- A new nightshift frozen core plant operator arrived on site today and will start tomorrow night.
- Large lumps of frozen core material from the stockpile were hauled to the crusher.

Dam Shell

- Some snow removal resulted from the inside slopes neighbouring the dam core in the transition and ROQ zones. See Figure 1 and 2 for additional details.

Key Trench*Dayshift*

- The 325 excavator, equipped with finishing bucket was used to scrape down addition 5/8" material around 1+20 to 1+95 on the upstream side slopes of the key trench.
- SRK went out with Nuna survey and surveyed and painted a line/ polyline to outline the exact areas where 5/8" material removal is still required.
 - This was completed to limit potential confusions for the new cross-shift about what has and has not been approved for final dental cleaning.
 - Nuna survey to provide SRK with the surveyed polyline outlined above.
- No core material was placed on dayshift.
- Survey marked out the IFC downstream crest line, a line intersecting the design downstream 0.5H:1V key trench slope and the limits of the Transition zone around the core.
- SRK, Nuna and JDS held discussions about the current downstream core edge.
 - When inspecting cleaning it was found that the existing FCM placement has resulted inside of the SRK IFC design limits. The downstream area from ~ 0+95 to 1+80 was noted to be slightly underbuilt.
 - Survey has been providing the line for the intersection of each lift with the downstream 0.5H:1 IFC key trench line. However, as the key trench has been overblasted in this area, there is empty space on the downstream, between the overblasted key and placed FCM. With each increasing lift the design slope lines have been going further towards the N however, due to the nature of the FCM, the placed lifts have been progressing at a slope transverse to the IFC slope.

- JDS has indicated that they would like to place transition material where the key trench is wider than design to reduce core overbuild. This is acceptable to SRK as long as the design lines/limits are met or exceeded.
- To correct the downstream slope it is required that the core in this section be overbuilt or that Transition material be placed and shaped so that the construction crew has a slope to build into.
- Transition material was planned to be placed on nightshift. Due to the limits amount of space between the overblasted key and the existing FCM it was decided that the area from ~ 0+95 to 1+40 would be slightly overbuilt and then transition would be placed; so that future lifts would be built to, but not exceeding the design limits.
- See Photo 10 for additional notes.
- A progress figure showing dayshift construction progress at the North Dam is included as Figure 1.
- A figure (prepared by Nuna Survey) showing the extent of material placed on Jan 25th, as well as isopach points for 5/8" removal is included at the end of this report as Figure 3.

Nightshift

- No core material was placed on nightshift.
- Transition material was placed and compacted along the edge of the trench from approximately Sta. 1+40 to 1+75, 0+60 to 0+95 and 0+50 to 0+40.
- Near the end of shift the key trench was dental cleaned ~1+00 south in preparation for placement first thing in the morning.
 - Labourers used hand shovels to remove debris from inside the trench from ~0+95 to 1+40. Debris cleaning looked good however due to the wind snow was blowing back in this area directly after cleaning.
 - Additional cleaning will be required in the key trench going from 1+40 northward as snow was accumulating in the depressions.
- Multi-bead thermistor readings were taken for all thermistors with the exception of ND-VTS-085-DS (buried); ND-HTS-060-28.8 (severed).
 - Multi-bead thermistor ND-HTS-060-28.8 remains broken/ severed.
 - All read thermistors were found to be in working condition.
 - Additional work took place near the thermistor locations after the readings were taken.
- A progress figure showing nightshift construction progress at the North Dam is included as Figure 2.

Field Geotechnical Testing, Laboratory and Sampling

- Single bead #40 was read. Freeze back of this lift was achieved during the nightshift.

SINGLE BEAD THERMISTOR STATUS

Installed Today			Active			Destroyed / Abandoned		
ID	Station	US/DS/Center	ID	Station	US/DS/Center	ID	Station	US/DS/Center
			SB40	0+60	US	SB46	1+75	Centre

- A summary of the material testing progress for 2012/01/26 is presented in the tables below.

PARTICLE SIZE DISTRIBUTION SUMMARY

Collected	Processed	Completed
		HB-FCP-CORE-PSD9-QA-20120124

MOISTURE CONTENT SUMMARY

Collected	Processed	Completed
		HB-FCP-CORE-MC19-QA-20120125 HB-FCP-CORE-MC20-QA-20120125 HB-FCP-CORE-MC21-QA-20120125

DRILLED CORE

Collected	Processed	Completed
		HB12-ND-CORE-DC1-QA-20120116 HB12-ND-CORE-DC2-QA-20120119 HB12-ND-CORE-DC3-QA-20120119 HB12-ND-CORE-DC4-QA-20120122 HB12-ND-CORE-DC5-QA-20120124 HB12-ND-CORE-DC6-QA-20120124 HB12-ND-CORE-DC7-QA-20120124

- All lab work/ in progress testing is now completed and up to date.
- No compaction testing was required today.

DORIS NORTH CAMP:

- Snow road construction around the DN Diversion Berm slowly continues.
- Westarc has started drilling at the main bedrock outcrop noted towards the east central area of the DN Diversion Berm. See Photo 4.
- SRK completed a field inspection along the eastern extents of the DN Diversion berm where snow had been removed. Besides the one previously noted bedrock outcrop the remainder of the alignment appeared to be in Tundra/ overburden at the surface of the diversion footprint. See Photos 4 to 6.

GENERAL:

- Today was Nuna crew change day.
- The Northern flight to Cambridge Bay was delayed today due to weather.

PHOTOS:



Photo 1: ~WSW view down key trench, photo taken in the am.



Photo 2: ~ENE view down key trench, EBA taking single bead reading at time of photo.



Photo 3: ~ NE view of labourer cleaning slightly underbuilt downstream slope area. See photo 10 for additional details.

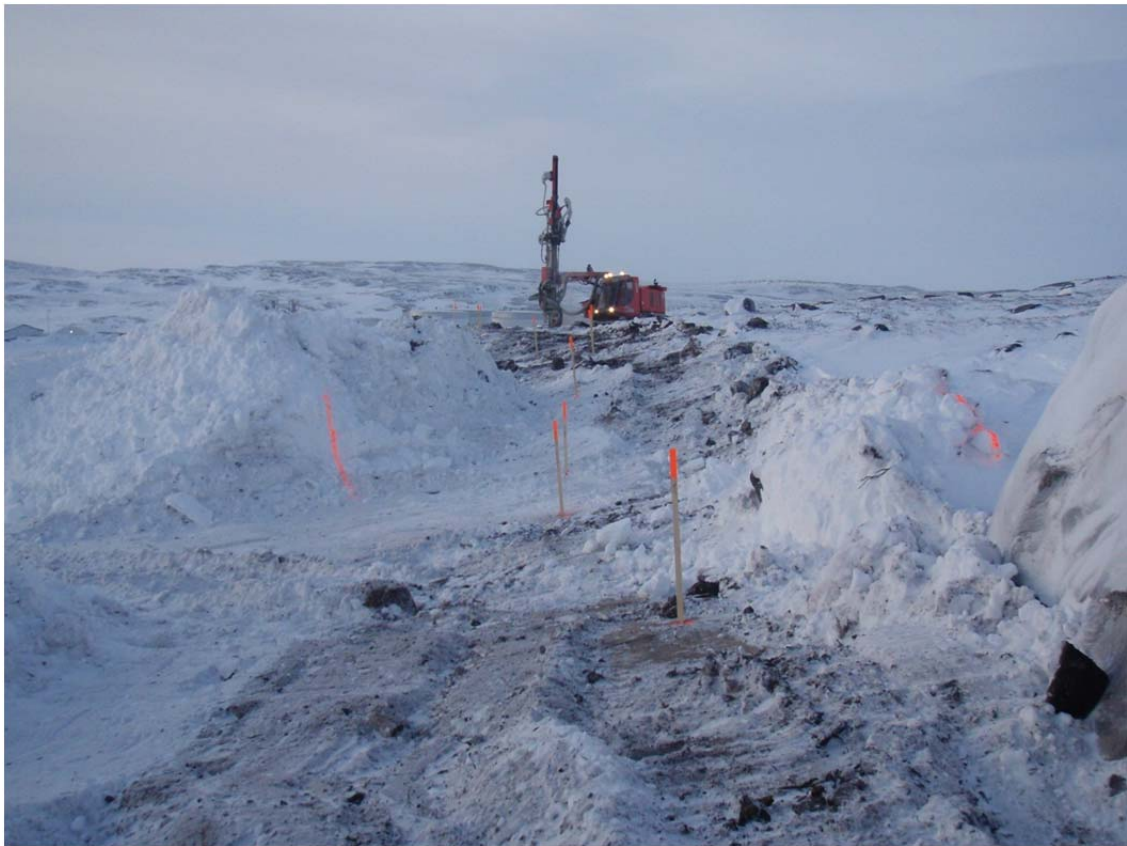


Photo 4: ~W view towards WestArc drill drilling bedrock outcrop noted near central east portion of the DN Diversion berm alignment.



Photo 5: ~~E view down snow clearing completed along DN Diversion Berm footprint. Looking towards E bedrock slope tie-in.



Photo 6: Close-up view of frozen tundra observable after snow clearing along the eastern portion of the DN Diversion Berm footprint.



Photo 7: Progress photo of North Dam from photo point 1. ~SW view.



Photo 8: Progress photo of North Dam from photo point 2. ~WNW view.



Photo 9: Progress photo of North Dam from photo point 3. ~ENE view.

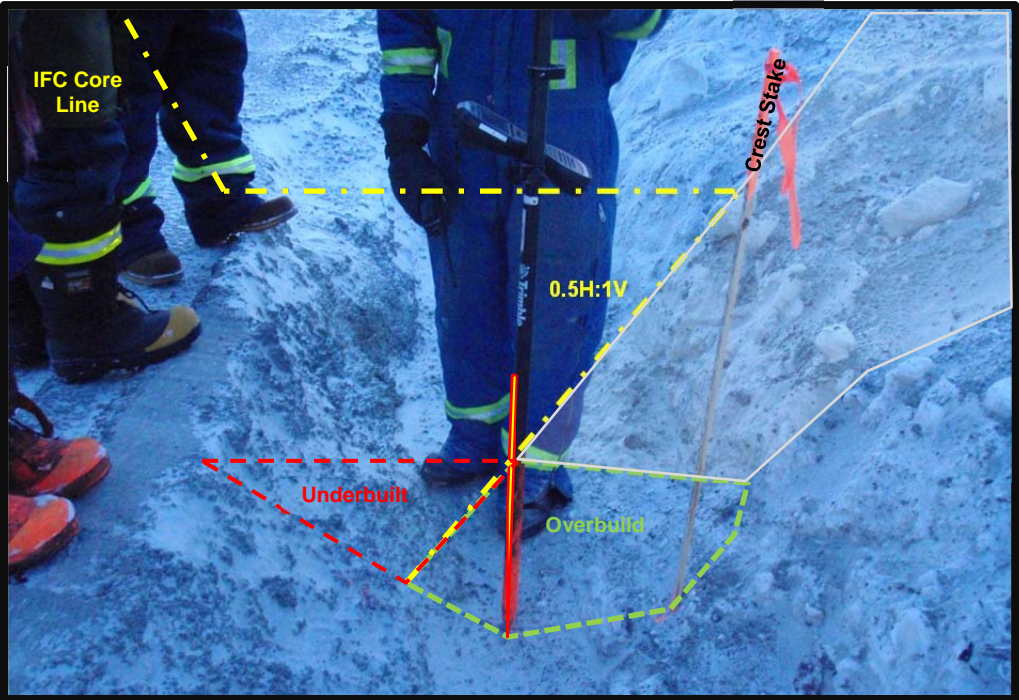


Photo 10: Close up view of existing downstream FCM slope around ~ chainage 1+20. Note that the section below the photo highlights the approximate area of this photograph.

Note: the current FCM placement is slightly inside of the IFC design line (yellow lines). The underbuilt area is highlighted with red. It is planned that from ~station 0+95 to 1+40 that the downstream area will be slightly overbuilt (green lines) to fill in this 'gap/trench' area between the FCM and the overblasted key trench. After the next FCM lift is completed then the 0.5H:1V IFC slope line will be constructed on the downstream with Transition material (grey transparent hatch). This will provide a slope to build into for subsequent lifts.



Photo 11: Excavator working on clearing 5/8" clear, and cleaning along the upstream and downstream slopes. ~ WSW view.



Photo 12: ~N view of excavator removing snow and debris from within the transition zone boundary, around station 0+85.



Photo 13: Loader placing transition material along the edge of the key trench. The trough in the forefront of the photo was cleaned and it is planned to be filled with core material.



Photo 14: Transition material placed along edge of key trench.



Photo 15: View of transition material placed along edge of trench



Photo 16: Skid steer with brush sweeping key trench near the end of nightshift.

FIGURES:

Figure 1 – North Dam Progress – Jan 26th DAYSHIFT

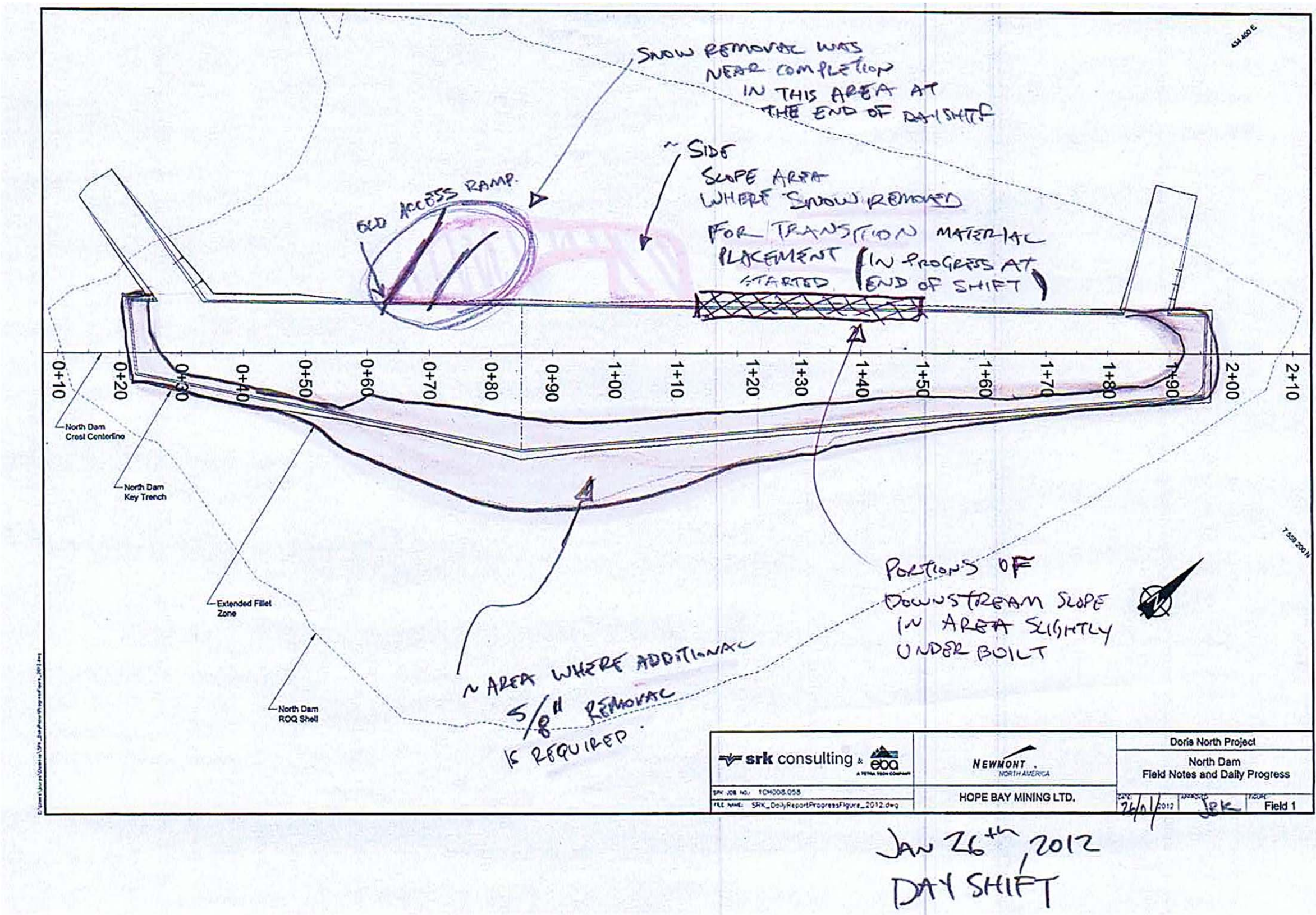


Figure 2 – North Dam Progress – Jan 26th NIGHTSHIFT

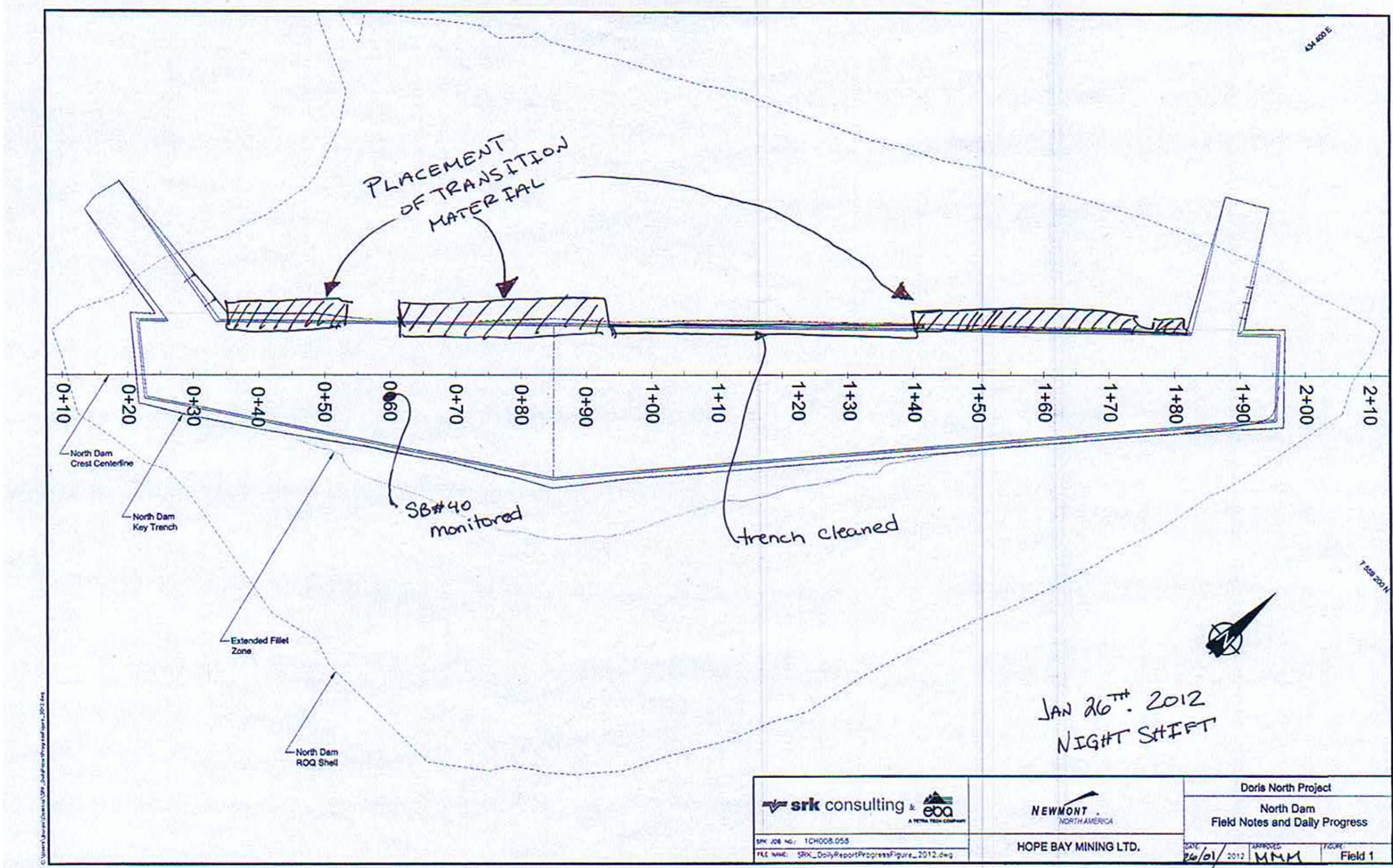


Figure 3 – Nuna map of frozen core excavation / placement with data of Jan 25th.

