

DAILY REPORT #28 – DORIS NORTH INFRASTRUCTURE/ NORTH DAM

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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 Michelle Tanquay – ESR Site Manager Stirling Kelly – HSLP Advisor	No Yes Yes No No Yes No No
	JDS	Lloyd Jackson – Mechanical Superintendent Sven Archimowtiz – Electrical Superintendent Doug Fielding – Construction Manager Ishan Fechter – Construction Coordinator Jerry Graham – Construction Manager Kevin Whieldon – Project Coordinator Mark Valeriote – Construction Manager	Yes Yes Yes No No Yes Yes
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 Palczewki – Geologist	Yes Yes No Yes
Earthworks Contractor	Nuna Logistics	Ben Vostermans - Foreman Bradford Watkin – QC Manager 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 Kyle Kuntz – Project Engineer Margaret 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	Yes No Yes Yes Yes No No Yes No No No Yes Yes Yes No No No No Yes
External Distribution List:	SRK: Maritz Rykaart (on site), Lowell Wade, Seema Kang, Silkie Wong EBA: Robert Zschuppe Nuna: Chris Petrovic (on site) JDS: Bob Prince-Wright, Calvin Goldschmidt (on site) 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: -27.2/-27.2	12PM: -17.3/-34	6 PM: -13.9/-26.7	12 AM: N/A
Precipitation (mm)	Rain: None		Snow: Trace	
Conditions	Day Shift: Light to moderate winds, progressing to Whiteout conditions.		Night Shift: Windy, blowing snow, poor visibility.	
Daily norms (°C)	24 hour high: -13.9		24 hour low: -28.3	

HEALTH, SAFETY AND ENVIRONMENT

- An incident report for the truck was filled out and sent.
- Dayshift activities were suspended starting at 4 pm due to whiteout conditions. Activities resumed at the start of nightshift, however visibility remained poor and activities stopped occasionally when the visibility was too bad.

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

- The daily meeting was attended by ADCO, Nuna [Doug Haverland, Chris Petrovic], Newmont Safety [Don Ethelston], ESR [Katsky Venter], JDS [Doug Fielding, Mark Valeriote, Kevin Whieldon, Calvin Goldschmidt, Sven Archimowtiz], SRK [John Kurylo, Maritz Rykaart].

Topic	Status
Health and Safety and Environment	<ul style="list-style-type: none"> • Safety mentioned that there was an arc flash incident that occurred on 2012/02/01, which is under investigation. <ul style="list-style-type: none"> ◦ The electrical cables at Sump #1 are expected to require splicing. • ESR had no issues to report. • ESR asked if there was a thermistor available on site which could be used for the Jetty. A thermistor string can be obtained, either a string meant for the belt wide geotechnical investigation or a thermistor salvaged from the North Dam area would work for this purpose. SRK, Nuna and ESR discussed further after the meeting. • ESR has requested a list of all equipment hours since 2008 from Nuna. Nuna noted that this is not a small task and will take some time to complete. • ESR inquired about outputs from stacks. JDS to follow-up with ESR at a later time.
North Dam	<ul style="list-style-type: none"> • SRK provided an update for construction activities on 2012/ 02/ 01. <ul style="list-style-type: none"> ◦ FCM was placed on nightshift from ~ 1+25 to 1+80. ◦ One lift of transition material was placed yesterday around 0+70 to 1+10. ◦ Freezeback has occurred everywhere except for the area where nightshift placed last night. • Today is Nuna shift change day. They outlined that they hoped to place transition material during the day. • No FCM placement is planned on the frozen back areas.
Water Management Structures	<ul style="list-style-type: none"> • Tli Cho is finishing rebar on the base of the sumps. • Blocks have been made for the upcoming sump base concrete pour. This pour is expected to result one day after crew change.
General	<ul style="list-style-type: none"> • The man lift needed for Fridays lift was delivered to ADCO at the end of shift yesterday. ADCO still needs to write a THA for the lift.

SURVEY:

Required	• Survey of core material placed Feb 1, 2012
Data Received	• Survey files for North Dam core placement cross sections (for placement up to 2012/ 01/ 31).
Outstanding	•
Upcoming	• Survey of placed core material (ongoing)

NORTH DAM/FROZEN CORE PLANT PAD:

- SRK and JDS held discussions about the North Dam construction. As-built sections for FCM placement up to 2012/01/31 were reviewed in details.
 - See Figure 1 for review notes.
 - See Figures 2 to 5 for sections
 - JDS to have additional discussions with Nuna about areas requiring additional thought/ consideration or attention.

Frozen Core Plant*Dayshift*

- The FCP was not run on dayshift today.
- Additional work was completed on the FCM stockpile at the FCP Pad to sort and break down unsaturated frozen lumps. Additional unsaturated lumps were hauled to the crusher area. See Photo 3 and 5. The FCM stockpile at the FCP pad has now finished being sorted.
- A few loads of transition material were hauled and stockpiled on the FCP Pad.

Nightshift

- The FCP was not run on nightshift today.
- The plant was cleaned out.
- Transition material from Quarry 2 was hauled and stockpiled on the frozen core plant pad. Hauling was stopped several times during the shift when visibility was low.

Dam Shell

- No activity.

Key Trench/ Central Core*Dayshift*

- No core material was placed on dayshift today. First due to the expected change in personell from crew change (which did not result), then was due to the whiteout.
- No cleaning or transition placement resulted in the key trench area on dayshift today.
- An attempt at coming was made however, due to whiteout conditions being call, SRK was required to stop work and head back to camp.

Nightshift

- No significant activity.
- An attempt was made at collecting core samples south of 1+25; however the generator would not start and the breaker from the closest light plant kept tripping out.
- The skid steer with the broom attachment swept snow from the key trench floor south west of station 1+25. Snow was accumulating along the upstream slope as fast as it could be swept out.
- No progress figures are included with today's report as there was minimal work at the North Dam.

Field Geotechnical Testing, Laboratory and Sampling

- Single bead 45, 60, 43 and 49 were monitored today.

SINGLE BEAD THERMISTOR STATUS

Installed Today			Active			Destroyed / Abandoned		
ID	Station	US/DS/Center	ID	Station	US/DS/Center	ID	Station	US/DS/Center
			SB43	1+15	D/S	SB44	1+70	Center
			SB45	0+45	U/S			
			SB60	0+75	CL			
			SB49	1+60	CL			

- A summary of today's material testing progress is presented in the tables below.
- No compaction testing was performed as no FCM was placed.

PARTICLE SIZE DISTRIBUTION SUMMARY

Collected	Processed	Completed
		HB12-FCP-CORE-PSD14-20120201

MOISTURE CONTENT SUMMARY

Collected	Processed	Completed
		HB12-FCP-CORE-MC44-QA-20120201 HB12-FCP-CORE-MC45-QA-20120201 HB12-FCP-CORE-MC46-QA-20120201 HB12-FCP-CORE-MC47-QA-20120201

DRILLED CORE

Collected	Processed	Completed
		HB12-ND-CORE-DC12-QA-20120130 HB12-ND-CORE-DC13-QA-20120131 HB12-ND-CORE-DC14-QA-20120201 HB12-ND-CORE-DC15-QA-20120201 HB12-ND-CORE-DC16-QA-20120201

DORIS NORTH CAMP:

- Westarc continues drilling along the DN Diversion berm alignment.
- Electrical issues (damaged cable) were noted around the Sump #1 location today. For safety this area was blocked off. An inspection into the cause of the observed electric/ power arcing is in progress.
- Minor work occurred around the Sump #2 area/ footprint. Nuna has indicated that the excavation around Sump #2 is near completion.
 - A survey of the top of the excavation (3D polyline around the top of the excavation where it intersects the original ground) is required in order to create an approximate 3D as-built surface for the excavation. This information will be utilized to assist with as-built checks of the excavation extents. The aforementioned survey is expected to be completed in the coming days after Nuna survey has finalized safe working procedures around this location with HBML and Nuna site staff.

SECONDARY ROAD:

- Snow started to be cleared from within the Secondary Road Buttress footprint. Snow clearing was done until 'whiteout' conditions were called on dayshift with the 325 excavator (equipped with finishing bucket).

QUARRY #2:

- The recommissioning of the Quarry #2 crusher continued today. Additional cleaning and running of belts resulted.
- The 730 haul trucks continued to haul large frozen unsaturated FCM lumps from the FCP pad to the Quarry #2 crusher.
- Later in the afternoon transition material was loaded from the stockpile by the batch plant and was hauled and stockpiled on the FCP pad area.

GENERAL:

- The scheduled crew change flight from Edmonton did not occur today due to a mechanical issue with the plane. Flights were rescheduled for February 3, 2012 at the usual times.
- Flights to Cambridge Bay were unaffected and continued as scheduled.
- Only one of the two northern crew change flights arrived due to the weather.
- The portable generator SRK has for coring was brought to the shop and a new spark plug was installed.
- A black 15 bead thermistor that was rescued/ salvaged previously from the North Dam was testing. This string was found to be in working condition. This thermistor string is planned to be installed at the Jetty location to replace the damaged/ spliced existing Jetty thermistor cable. SRK and ESR held brief discussions about this cable.

PHOTOS:



Photo 1: ~ NEE view down key trench towards FCP.



Photo 2: Ice formed from water bleeding out of the material placed 2012/02/01 nightshift. Photo looking north east along key trench. Note that this was the most notable area like this.



Photo 3 (left): CAT 325 excavator removing snow from the buttress area of the Secondary Road, near the Vent Raise Pad.



Photo 5 (right): ~ SE view of the front of the FCM stockpile that remains on the FCP Pad after the frozen lumps had been removed/ hauled to the crusher.

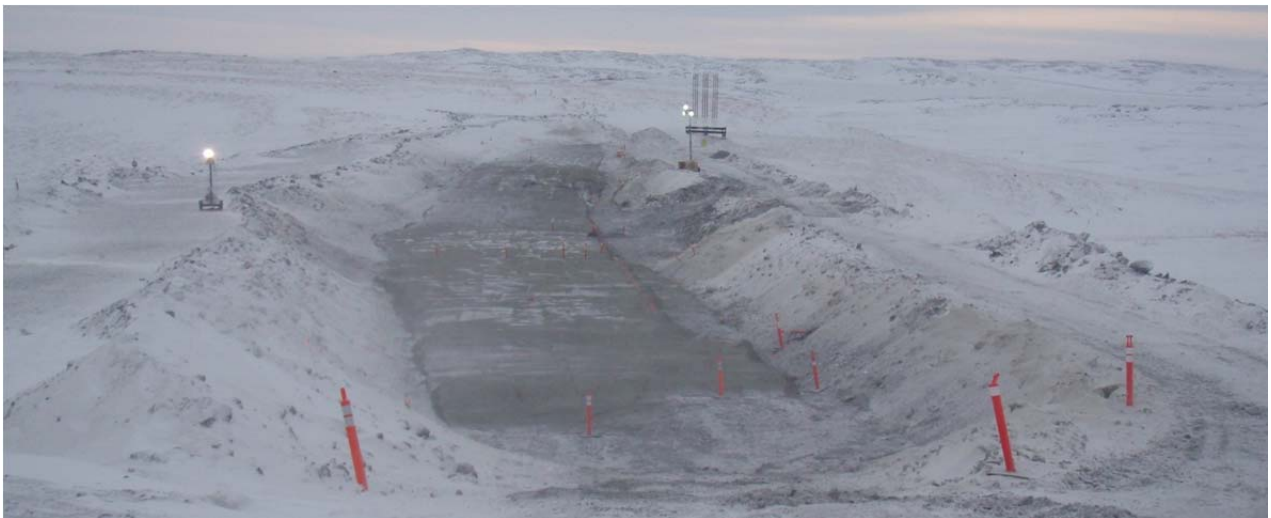


Photo 4: ~WSW view of construction/ FCM placement progress at the N Dam key trench/ core area.



Photo 6: ~ NNE view of the back of the FCM stockpile that remains on the FCP Pad after the frozen lumps had been removed/ hauled to the crusher.



Photo 7: Progress photo of North Dam from photo point 1. ~SW view. The dam is difficult to see due to blowing snow. Conditions progressing towards a white out from Photos 2 to 3 to 1.



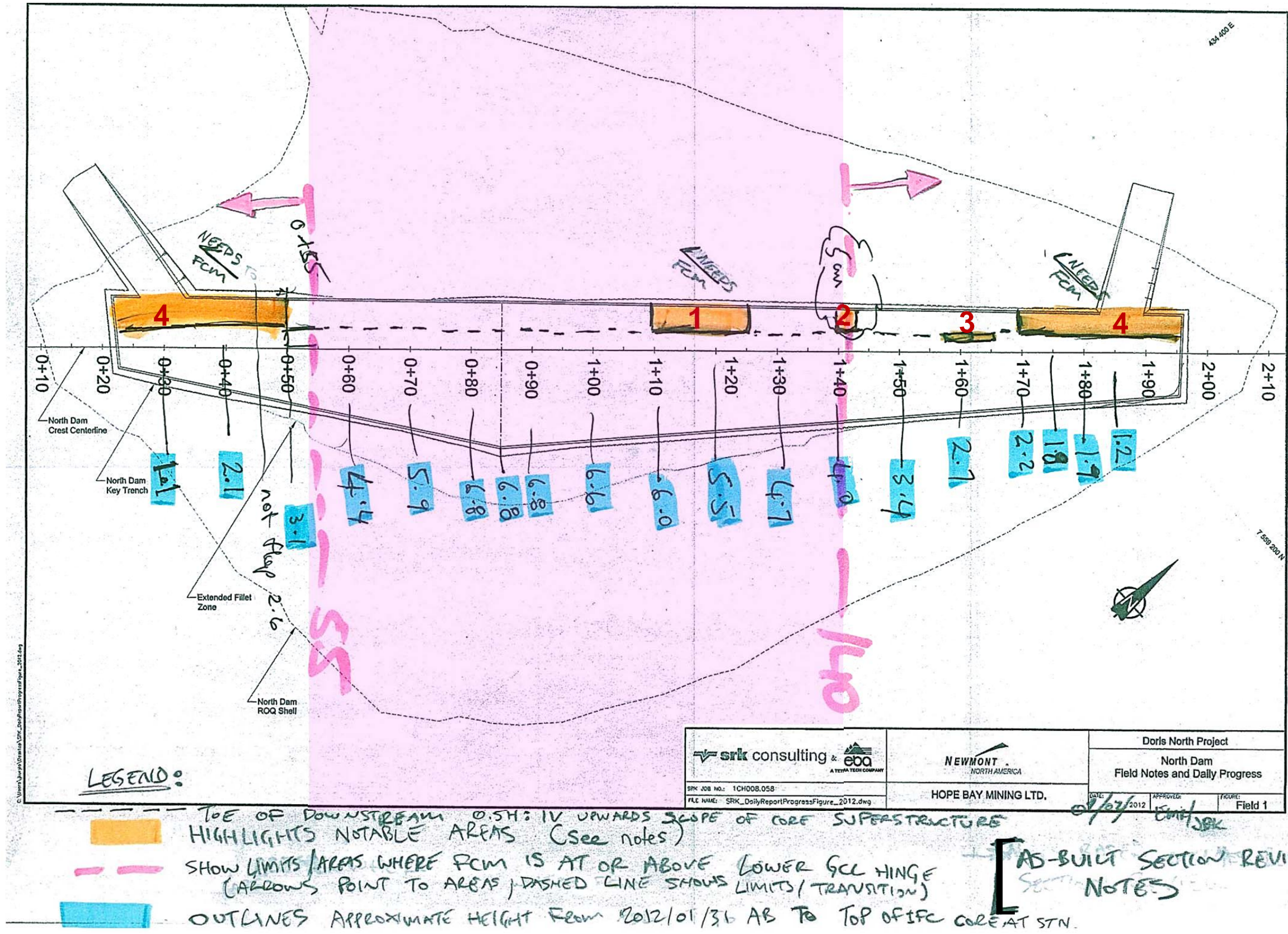
Photo 8: Progress photo of North Dam from photo point 2. ~WNW view.



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

FIGURES:

Figure 1 – North Dam as-built review note (based on surfaces and sections created for FCM material placed up to 2012/01/31)



NOTES:

1. On the downstream of the core around station 1+10 to 1+25, there is an area that is below design grade by ~ 0.3m. In this area the downstream 0.5H:1V slope of the core has started to be constructed upwards before the adjacent area was brought up to grade. This area is planned to be brought up to grade with the next lift that is placed in this area (as noted in daily #27).
 2. There is a small area around station 1+40 where horizontal area of the downstream core (i.e. the area before the core 'superstructure' goes upwards at a ~ 0.5H:1V slope) is ~ 0.05m under IFC grades.
 3. There is a small area around station 1+55 to 1+65 where the downstream 0.5H:1V core 'superstructure' slope has started slightly inside of the IFC design lines/limits
 4. From ~ 0+25 to 0+50 and from ~ 1+70 to 1+95 the FCM along the downstream is below the design grade/elevation. In these areas the core material will be unable to be built up without notably exceeding the lower GCL liner fillet hinge elevation. The transition material around these areas is expected to be built up to allow for a slope to be created, that FCM could be built into.
 5. From station ~ 0+25 to 0+55 and from ~ 1+40 to 1+95 the FCM on the upstream is slightly above or at the elevation of the lower GCL on the fillet hinge. It is recommended at this time that FCM placement occur between station 0+55 and 1+40 (note/ highlighted in pink in the central key trench area).
 - o Alternately the covered/ protected GCL liner from station ~ 0+25 to 0+55 and from ~ 1+40 to 1+95 is suggested to be exposed before additional FCM results in this area. Note that the GCL on the fillet hinge is currently covered with HDPE, then 5/8" material and then overlain by ROQ.
- Figures 2 to 5 should be reference to provide clarification/ visualization of the notes outlined above.
- Approximately 27 to 28 lifts of FCM are expected to be required in the central portion of the FCM core (i.e. ~6.8m to top of IFC core / ~0.25m avg lift thickness).

Figure 2 – North Dam As-built Sections (for material placed up to 2012/01/31 (i.e. 2012/02/01 placement not included)
→Sections from 0+30 to 0+65

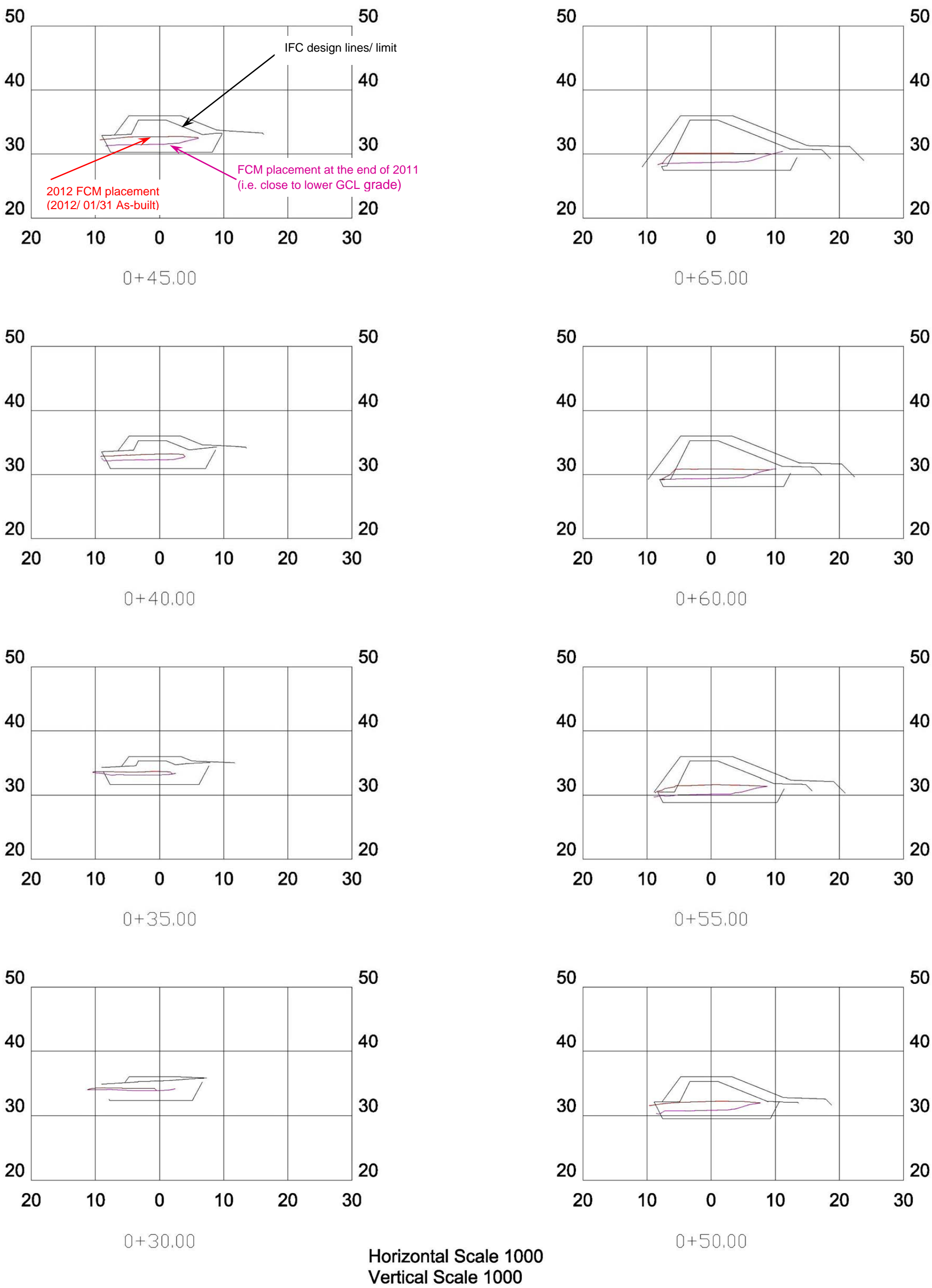


Figure 3 – North Dam As-built Sections (for material placed up to 2012/01/31 (i.e. 2012/02/01 placement not included)
→Sections from 0+70 to 1+05

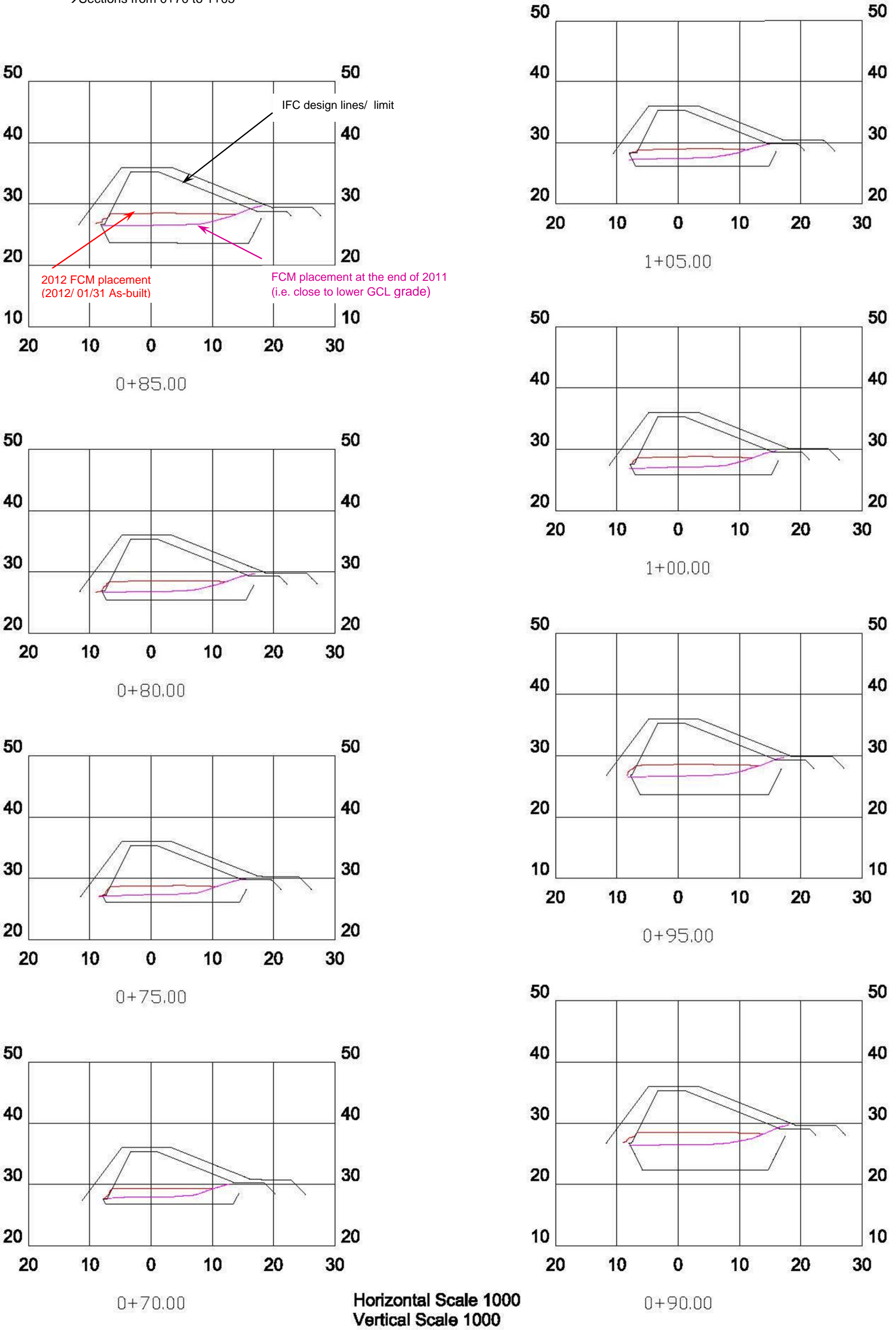


Figure 4 – North Dam As-built Sections (for material placed up to 2012/01/31 (i.e. 2012/02/01 placement not included)
→Sections from 1+10 to 1+45

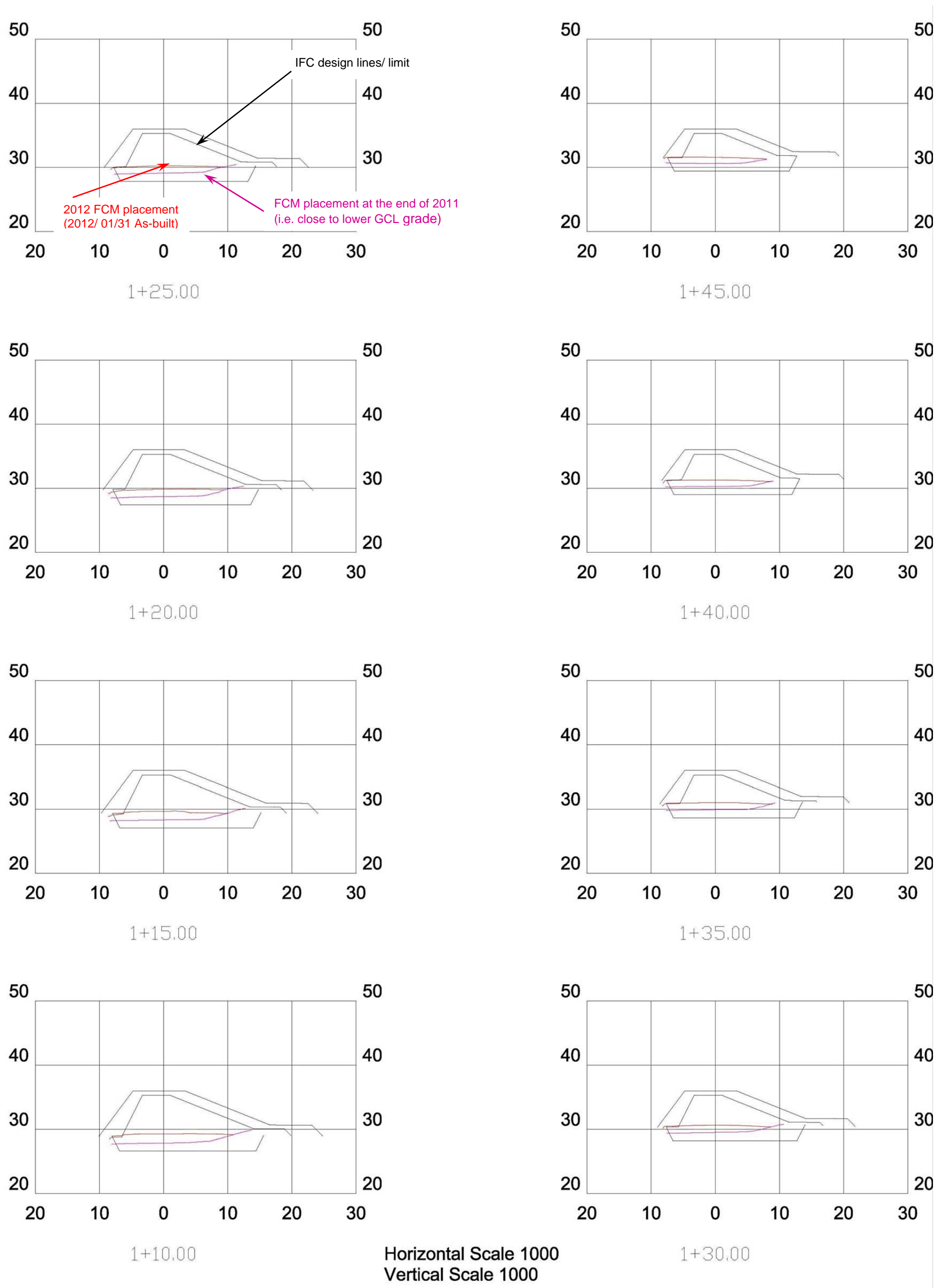


Figure 5 – North Dam As-built Sections (for material placed up to 2012/01/31 (i.e. 2012/02/01 placement not included)
→Sections from 1+50 to 1+85

