MIRAMAR HOPE BAY LTD.

311 West First Street, North Vancouver, B.C. V7M 1B5
Phone 604-985-2572 Fax 604-980-0731

10 October 2002 via e-mail only to jkaniak@polarnet.ca

Mr. Jack Kaniak
Lands Manager
Kitikmeot Inuit Association
4 Inuit Street
Kugluktuk, NT, X0E 0E0

Dear Mr. Kaniak;

Re: Revised Abandonment and Restoration Plan
Specific to - Boston Commercial Exploration Lease
Miramar Hope Bay Ltd.

In response to your e-mail dated September 25, 2002 with an attached letter, in which, you requested an updated Abandonment and Restoration Plan (A&R Plan) for the Boston site which itemizes the costs associated with the land component of the area, which in turn will be used in setting the bonding level for the soon to be issued Boston Commercial Exploration Lease, MHBL provides the enclosed revision for your consideration.

This submission is thought to provide the KIA with sufficient information to evaluate the required reclamation work on land specific areas at the Boston site and transfer this bonding requirement from the current water licence NWB1BOS0106 to the Boston Commercial Exploration Lease and by copy of this letter, enable the NWB to not only transfer the suggested amount to the new lease but also reduce the bonding level on the water licence to the suggested $100,000.00. Further, this submission again demonstrates the significant effort undertaken by MHBL to address concurrent reclamation activities.

With the above in mind and following your review, MHBL looks forward to moving the Boston Commercial Exploration Lease to final issuance. Should you require clarification on anything related to this matter, please do not hesitate to contact the undersigned at the numbers above, on cell # 780-975-2550 or by e-mail to: nwilson@miramarmining.com; hugh_r_wilson@hotmail.com

Yours truly,

Original signed by "H.R. Wilson"

Hugh R. Wilson
Manager, Environmental Affairs

Cc: P. diPizzo, Executive Director NWB (nwbexec@polarnet.ca, pdipizzo@polarnet.ca)
F. Elias: KIA Cambridge Bay (felias@polarnet.ca)
J.Dominee: (dominee@telusplanet.net)

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ABANDONMENT AND RESTORATION PLAN

BOSTON ONLY SCENARIO

BOSTON GOLD PROJECT

KIA Land Use Licence KTL399C029

CONVERSION TO EXPLORATION LEASE

PREPARED FOR AND SUBMITTED TO

KITIKMEOT INUIT ASSOCIATION BY

MIRAMAR HOPE BAY LTD.

OCTOBER 2002

Introduction

This Abandonment and Restoration Plan is submitted by Miramar Hope Bay Ltd (MHBL) as requested by the Kitikmeot Inuit Association Land's Manager related to the conversion of Land Use Licence KTL399C029 (Amended) to the Commercial Boston Exploration Lease. The purpose of this submission is twofold, one to set the appropriate bonding level for the Commercial Exploration Lease and two, to have the current bonding level on Water Licence NWB1BOS0106, which includes both land and water related bonding levels, reduced to the level of bonding applicable to water related matters only. As such, this Revised Plan is submitted to address both these permitting instruments and realign the bonding levels accordingly.

The Boston Gold Project is located on Aimaogaktag (Spyder) Lake at Latitude 67 degrees 39 Minutes North and Longitude 106 degrees 22 Minutes West, approximately 65 kms south of Melville Sound and approximately 160 kms southwest of Cambridge Bay. The closest communities to the project area are Umingmaktok located approximately 65 kms to the west and Bathurst Inlet, located approximately 110 kms to the southwest.

Since acquiring the project in late 1999, Miramar Hope Bay Ltd., (formerly the Hope Bay Joint Venture which was comprised of Miramar Hope Bay Ltd and Hope Bay Gold Corp) concentrated activities on advanced exploration programs with the objective of increasing confidence in existing geological information to advance the project to a feasibility study and eventual production decision. Having succeeded in the programs in 2000, 2001 and 2002, Miramar Hope Bay Ltd. (MHBL) has requested the execution of the Boston Commercial Exploration Lease from KIA.

As itemized in previous plans` MHBL, in conjunction with the advanced exploration activities, has expended considerable time and effort to cleanup the remnants of previous activities throughout the belt and the Boston site in particular. This initiative has considerably reduced the reclamation liability in the project area. This "Boston only" plan provides the necessary level of detail to support reclamation for the remainder of the current "advanced exploration" activities. It is understood that once the project proceeds to feasibility and construction, a more comprehensive abandonment and restoration plan will be provided.

ABANDONMENT AND RESTORATION STRATEGY:

- The abandonment and restoration strategy for the Hope Bay project area focuses on the Boston advanced exploration and camp area only, to better define and allocate the appropriate bonding requirements to the Commercial Exploration Lease.

MHBL reiterates in this revision that clean-up activities and material removed from the project area in 2000 and 2001 has been considerable and it is our intent that our activities will give KIA and the NWB a perspective of the effort undertaken by MHBL to clean-up the historical remnants of previous activities. To this end, cleanup activities have been acknowledged by KIA in their annual inspections and in some cases, further action is not required, for example the drill sites in the Boston area have been approved. Further to our submission in August 2001, this KIA Commercial Exploration Lease reclamation plan provides details of activities to complete the abandonment and restoration activities for the Boston Exploration Lease area should this be necessary.

The main headings for the abandonment and restoration activities and which apply to the Boston site include:

- Buildings and other Surface Infrastructure,
- Drill site cleanup,
- Fuel and chemical storage areas,
- Solid waste and Sewage Treatment facilities,
- Roadways and Airstrip,
- Underground Openings,
- Surface Contouring and Rehabilitation,
- Schedule,
- Cost estimate, and
- Current bonding requirements.
- Closing comments

Buildings and other Surface Infrastructure:

Buildings and other infrastructure at the Boston site may be relocated to the Doris Hinge Project area depending on project needs and if not used at Doris Hinge will be dismantled and either removed or burned. If burned, ash and other remnants will be collected and disposed of into an approved solid waste disposal area most likely at the Doris Hinge Project area. Alternative disposal of this material could be into one of the solids retention ponds at the Boston site. In 2001, eight bulk fuel tanks (6-77,000L and 2-33,500L) were installed in an engineered and lined tank farm. This plan includes hauling these fuel tanks to Roberts Bay for back haul by barge and re-contouring the perimeter berms at the tank farm. See Photos 1 for general overview of the Boston camp.

Drill Site Cleanup:

Since our submission in May, 2001, all pre-existing drill sites and the exposed drill steel have been cleaned up. This cleanup has been approved by KIA following their annual inspections in 2001. The bulk of the cut drill steel have been placed in drums awaiting further disposal, with the options remaining as previously documented, either disposed of in an approved solid waste disposal site or placed underground.

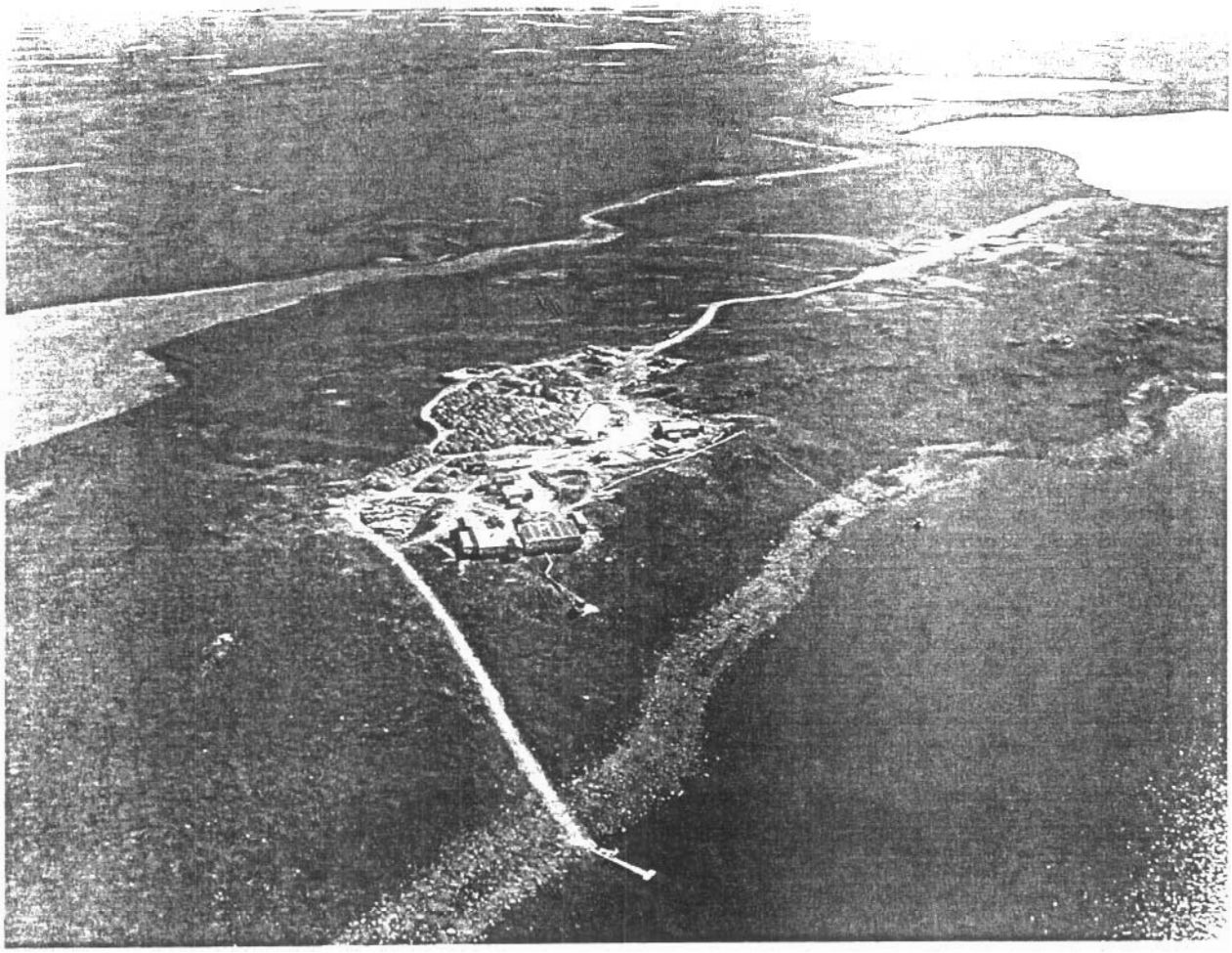

Photo 1: Summer 2000 aerial view of the Boston site.

Fuel and Chemical Storage Areas:

In addition to the Fuel tanks mentioned above, there is one (1) 40,000L Enviro-tanks located at the Boston site. All tanks would be re-located to Roberts Bay for subsequent barge shipment. There are no major chemical storage facilities at Boston. The main commodity is drilling salt, which is stored in a covered area for use in future exploration activities. Any unused material, if not consumed in other areas in the Hope Bay Belt, would be re-located to Roberts Bay for subsequent barge shipment.

Solid Waste and Sewage Treatment Facilities:

An incinerator at Boston is used for combustible wastes such as wood, cardboard, paper and food scraps and this practice will continue throughout current activities. The incinerator would be salvaged or disposed of into the approved solid waste disposal area. All non-combustible steel, scrap metal, used equipment parts etc. will be disposed of into the approved solid waste disposal area.

Sewage treatment facilities consisting of one (1) Rotating Biological Contactor (RBC) and located at Boston would be dismantled, salvaged or disposed of in an approved manner.

Roadways and Airstrip:

Existing roadways will be left in tact if required or will be scarified to support vegetative growth. The airstrip will be left in place for emergency purposes. Excavating this material is considered an undesirable practice as it will result in severe damage to the under-laying tundra and could create long term and unacceptable impacts after the site is abandoned. The roadways and airstrip were constructed using development rock from the underground exploration program and existing test work indicates that this material exhibits a **low** acid generating potential.

Underground Openings:

At present there are two underground openings at the Boston site. One is the portal decline access to the underground and the other is a ventilation raise. Once all waste material and scrap are disposed of underground, both these openings will be capped and sealed in accordance with mine safety regulations.

Surface Contouring and Rehabilitation- Ore and Development Rock:

The ore stockpiles created from the bulk sampling program completed by the previous owners in 1996/7 are expected to be relocated to and processed through the currently planned Doris Hinge processing plant , however; should some or all of the stockpiled ore not be processed at Doris Hinge, it will either be re-contoured to ensure long term stability to provide some relief as well as to enhance habitat for small mammals, or as mentioned below, placed underground. The costs for either option are explained under cost estimate. To date, all development rock was used in the construction of roads, lay-down areas, settling ponds and the airstrip, and as mentioned above, excavating the pad and lay-down area material is considered an undesirable

practice as it will result in severe damage to the under-laying tundra and could create long term and unacceptable impacts after the site is abandoned. To date all existing test work indicates that these materials exhibit a **low** acid generating potential, however; additional test work will continue throughout the advanced exploration phase and final remedial action will be provided, however; long term remedial action is considered unlikely at this time.

Removal and Placement of Stockpiled Ore Underground:

This revised estimate also provides the option of placing the stockpiled ore not relocated and processed through the planned Doris Hinge plant underground as opposed to Surface Contouring and Rehabilitation mentioned above. The cost estimate for this aspect is included in Appendix 1.

Schedule:

Should this Abandonment and Restoration plan be implemented, it is MHBL's intention to complete as much of the work as possible in one season thereby minimizing mobilization and de-mobilization costs. However, dependent on weather conditions, it may be necessary to delay the demobilization of materials until the following year. Without unexpected delays, the work is expected to take approximately 100 days.

Cost Estimate:

As stated in earlier submissions, MHBL commissioned Nuna Logistics, an Inuit owned logistics and northern construction company with considerable experience in the north to prepare the schedule of activities and cost estimate for this "Boston Only" scenario. This cost estimate covers all facilities and infrastructure currently in use by the HBJV at the Boston site.

Based on Nuna Logistics review of the work involved, and costs provided for the August 2001 submission, these unit costs are not expected to change significantly. Considering that some work has been done and the ore will be relocated to Doris Hinge the revised cost to meet KIA's needs with respect to the Boston Commercial Exploration Lease has an estimated total cost including contingencies at **$1,115,800.** Costs are in constant Year 2001 dollars.

Appendix 1 provides the cost estimate originally prepared by Nuna Logistics in August 2001 consisting of **ten (10)** schedules highlighting the activities, level of effort and associated costs. Further, it should be noted that the schedules presented in this "Boston Commercial Exploration Lease" scenario are very similar to what was presented in August 2001, however; based on current plans for Doris Hinge, some of these costs will be absorbed into the Doris Hinge construction budget.

Current Bonding Requirements:

Water Licence NWB1BOS0106 requires a bond in the amount of **$1,700,000.00**. This bond amount is covered by appropriate Letters of Credit (LOC's) and was provided in full effective January 1, 2002.

Based on the current total bonding level provided by MHBL of **$1,700,000.00**, and the revised cost estimate provided in this submission to complete all restoration activities at **$1,115,800.00** specifically allocated to the Boston Exploration Lease area, justifies the reallocation of the bonding level from the NWB to KIA of an estimated **$1,115,800.00**. With respect to the remaining **$584,200.00** and that it is assumed to remain as part of the water licence bonding levels and be allocated to the water related components of the Boston property, MHBL suggests that this amount is far in excess of costs associated with reclamation of purely water related matters and suggest that this should be reduced significantly and we solicit the Nunavut Water Board's serious consideration in reducing this amount to **$100,000.00**. This action, once materialized, would result in a reduction of overall bonding by **$484,200.00**

Closing Comments:

This submission, as requested by KIA to identify costs associated with the land portion of the Boston project site, is provided to conclude the signing and issuance of the Boston Commercial Exploration Lease and enables KIA to set the appropriate bonding level for the lease. The remaining bonding level, which could be assumed to apply solely to the water component of the project area is considered to be far in excess of costs associated with water related matters and we solicit the Nunavut Water Board to reduce the level of bonding on the water licence to $100,00.00 immediately following the transfer of the bond to the Boston Commercial Exploration Lease. MHBL believes that our demonstrated commitment to environmental management and our cleanup effort in the Boston licence area in particular justifies a reduction in current bonding levels as required by water licence NWB1BOS0106.

APPENDIX 1

SCHEDULE OF ACTIVITIES

COST BREAKDOWN

BOSTON PROJECT SITE

COMMERCIAL EXPLORATION LEASE

Miramar Hope Bay Ltd.
Hope Bay Gold Belt
Reclamation Project

Prepared By Nuna Logistics Ltd.
08/21/01
W.G.P.

Schedule 1: Overall Summary

		Season 1	Season 2	Season 3	Season 4	Season 5	TOTAL
Direct Costs							
Boston Camp							
Drillhole Reclamation		Completed	$ -	$ -	$ -	$ -	
Infrastructure Removal		$ 268.1	$ -	$ -	$ -	$ -	$ 268.1
Pad Reclamation		$ 109.6	$ -	$ -	$ -	$ -	$ 109.6
			$ -	$ -	$ -	$ -	
	Subtotal	$ 377.7	$ -	$ -	$ -	$ -	$ 377.7
Outside Boston - See Note							
Drillhole Reclamation		$ -	$ -	$ -	$ -	$ -	$ -
Infrastructure Removal		$ -	$ -	$ -	$ -	$ -	$ -
Pad Reclamation		$ -	$ -	$ -	$ -	$ -	$ -
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ -
	Subtotal	$ 377.7	$ -	$ -	$ -	$ -	$ 377.7
Indirect Costs							
Hope Bay Belt		Season 1	Season 2	Season 3	Season 4	Season 5	TOTAL
Mobilization and Demobilization		$ 417.2	$ -	$ -	$ -	$ -	$ 417.2
Accomodation		$ 81.3	$ -	$ -	$ -	$ -	$ 81.3
Transportation		$ 24.0	$ -	$ -	$ -	$ -	$ 24.0
Management and Administration		$ 40.1	$ -	$ -	$ -	$ -	$ 40.1
Revegetation		$ 30.0	$ -	$ -	$ -	$ -	$ 30.0
	Subtotal	$ 592.6	$ -	$ -	$ -	$ -	$ 592.6
	Total Project	$ 970.3	$ -	$ -	$ -	$ -	$ 970.3
	Contingency	$ 145.5	$ -	$ -	$ -	$ -	$ 145.5
	Total Cost Estimate	$ 1,115.8	$ -	$ -	$ -	$ -	$ 1,115.8

Note: The costs itemized here are for the Boston site only as per KIA's request.
The revegetation costs is for the whole belt. Revegetation at Boston is seen to be minimal at this stage.
For the purposes of the Boston Commercial Exploration Lease, this number is assumed to be minimal and estimated at $30K for the Boston Exploration Lease.

Miramar Hope Bay Ltd.
Hope Bay Gold Belt
Reclamation Project

Prepared By Nuna Logistics Ltd.
08/21/01
W.G.P.

Schedule 2: Drill Steel Removal - Boston Camp

		Season 1	Season 2	Season 3	Season 4	Season 5
Hole Parameters						
Number Of Drillholes		170	-	-	-	-
Working Hours Per Day			-	-	-	-
Minutes Between Holes			-	-	-	-
Time Per Hole			-	-	-	-
Holes Per Hour			-	-	-	-
Holes Per Day			-	-	-	-
Required Number of Days		Completed	-	-	-	-
Labour Requirements						
Welder			-	-	-	-
Electrician			-	-	-	-
Carpenter			-	-	-	-
Labourer			-	-	-	-
Equipment Operators			-	-	-	-
	Subtotal		-	-	-	-
Equipment Requirements						
Helicopter		1	-	-	-	-
Equipment Utilization						
Helicopter			0%	0%	0%	0%
Direct Labour Costs						
Welder			$ -	$ -	$ -	$ -
Electrician			$ -	$ -	$ -	$ -
Carpenter			$ -	$ -	$ -	$ -
Labourer			$ -	$ -	$ -	$ -
Equipment Operators			$ -	$ -	$ -	$ -
	Subtotal		$ -	$ -	$ -	$ -
Direct Equipment Costs						
Helicopter	Subtotal		$ -	$ -	$ -	$ -
	Total	Completed	$ -	$ -	$ -	$ -

Schedule 3: Drill Steel Removal - Outside Boston

		Season 1	Season 2	Season 3	Season 4	Season 5
Hole Parameters						
Number Of Drillholes		0	-	-	-	-
Working Hours Per Day		12	-	-	-	-
Minutes Between Holes		30	-	-	-	-
Time Per Hole		30	-	-	-	-
Holes Per Hour		1	-	-	-	-
Holes Per Day		12	-	-	-	-
Required Number of Days		0	-	-	-	-
Labour Requirements						
Welder		-	-	-	-	-
Electrician		-	-	-	-	-
Carpenter		-	-	-	-	-
Labourer		-	-	-	-	-
Equipment Operators		-	-	-	-	-
	Subtotal	-	-	-	-	-
Equipment Requirements						
Helicopter		1	-	-	-	-
Equipment Utilization						
Helicopter		10%	0%	0%	0%	0%
Direct Labour Costs						
Welder		$ -	$ -	$ -	$ -	$ -
Electrician		$ -	$ -	$ -	$ -	$ -
Carpenter		$ -	$ -	$ -	$ -	$ -
Labourer		$ -	$ -	$ -	$ -	$ -
Equipment Operators		$ -	$ -	$ -	$ -	$ -
	Subtotal	$ -	$ -	$ -	$ -	$ -
Direct Equipment Costs						
Helicopter	Subtotal	$ -	$ -	$ -	$ -	$ -
	Total	$ -	$ -	$ -	$ -	$ -

NOTE: Drill hole reclamation is completed and has been approved by KIA following inspections in 2000 and 2001. This table provided for information and was incorporated into the submission to the NWB in August 2001. Schedule 3 above is not applicable, however; remains here as part of the August 2001 submission to NWB.

Miramar Hope Bay Ltd.
Hope Bay Gold Belt
Reclamation Project

Prepared By Nuna Lc

Schedule 4: Infrastructure Removal & U/G Prep.Boston Camp

			Season 1	Season 2	Season 3	Season 4	Season 5
Removal Time (days)							
Trailer Complex			6	-	-	-	-
Generator Trailer			2	-	-	-	-
Tool Shop			1	-	-	-	-
Splitting Tent			1	-	-	-	-
Techning Tent			1	-	-	-	
Logging Tent			1	-	-	-	-
Procon Shop			5	-	-	-	-
Drill Shop			2	-	-	-	
Crusher Enclosure			10	-	-	-	-
Assorted Sheds			2	-	-	-	
Wheatherhaven Tents			2	-	-	-	
Prefab Offices			3	-	-	-	-
77,000L Tanks			5	-	-	-	
35,000L Tanks			3	-	-	-	-
Power Lines and Water Lines			2	-	-	-	-
		TOTAL	46	-	-	-	-
Labour Requirements							
Welder			1	-	-	-	-
Electrician			1	-	-	-	-
Carpenter			1	-	-	-	-
Labourer			2	-	-	-	
Equipment Operators			1	-	-	-	-
			6	-	-	-	-
Equipment Requirements							
D6 Dozer			-	-	-	-	
966 Loader			1	-	-	-	
3.5 Yd. Scoop			-	-	-	-	
26 Tonne Truck			-	-	-	-	
Kubota			1	-	-	-	
Equipment Utilization							
D6 Dozer			0%	0%	0%	0%	0%
966 Loader			70%	0%	0%	0%	0%
3.5 Yd. Scoop			0%	0%	0%	0%	0%
26 Tonne Truck			0%	0%	0%	0%	0%
Kubota			30%	0%	0%	0%	0%
Direct Labour Costs							
Trades/Labour		$	123.1				
Operators		$	25.7				
	Subtotal	$	148.8				
Direct Equipment Costs							
D6 Dozer		$	-	$ -	$ -	$ -	$ -
966 Loader		$	34.9	$ -	$ -	$ -	$ -
3.5 Yd. Scoop							
26 Tonne Truck							
Kubota		$	8.3				
	Subtotal	$	43.1	$ -	$ -	$ -	$ -
Underground Contractor							
Place Building Materials and Scrap Steel U/G	Subtotal	$	76.2	$ -	$ -	$ -	$ -
	TOTAL	$	268.1	$ -	$ -	$ -	$ -

NOTE: **The costs and work effort identified in Schedule 4, assumes that all the infrastructure will remain at the Boston site, however, it should be noted that some of the infrastructure may be used at the Doris Hinge Project and as such these costs will be lower. For the purposes of the Exploration lease leave as is.**

Miramar Hope Bay Ltd.
Hope Bay Gold Belt
Reclamation Project

Prepared By Nuna Lc

Schedule 8: Garbage Removal Hope Bay Belt

Task		Season 1	Season 2	Season 3	Season 4	Season 5
	Collect 1000 Drums @ Boston	Completed	-	-	-	-
	Collect 75 Drums @ North Patch	0.0	-	-	-	-
	Collect 40 Drums @ Wolverine	0.0	-	-	-	-
	Burn and Crush Empty Drums	0	-	-	-	-
	Collect for Disposal Underground	0	-	-	-	-
	Dig Out Sleds of Scrap Metal	0	-	-	-	-
	Misc. General Cleanup	0	-	-	-	-
	Subtotal	0	0	0	0	0
Labour Requirements						
	Welder	-	-	-	-	-
	Electrician	-	-	-	-	-
	Carpenter	-	-	-	-	-
	Labourer	0	-	-	-	-
	Equipment Operators	-	-	-	-	-
	Subtotal	-	-	-	-	-
Equipment Requirements						
	D6 Dozer	-	-	-	-	-
	966 Loader	-	-	-	-	-
	3.5 Yd. Scoop	-	-	-	-	-
	26 Tonne Truck	-	-	-	-	-
	Kubota	0	-	-	-	-
Equipment Utilization						
	D6 Dozer	0%	0%	0%	0%	0%
	966 Loader	0%	0%	0%	0%	0%
	3.5 Yd. Scoop	0%	0%	0%	0%	0%
	26 Tonne Truck	0%	0%	0%	0%	0%
	Kubota	80%	0%	0%	0%	0%
Direct Labour Costs						
	Trades/Labour	$ -	$ -	$ -	$ -	$ -
	Operators	$ -	$ -	$ -	$ -	$ -
	Subtotal	$ -	$ -	$ -	$ -	$ -
Direct Equipment Costs						
	D6 Dozer	$ -	$ -	$ -	$ -	$ -
	966 Loader	$ -	$ -	$ -	$ -	$ -
	3.5 Yd. Scoop					
	26 Tonne Truck					
	Kubota	$ -	$ -	$ -	$ -	$ -
	Subtotal	$ -	$ -	$ -	$ -	$ -
Underground Contractor ($ thousands)						
	Transport Garbage U/G	Subtotal $ -	$ -	$ -	$ -	$ -
		TOTAL $ -	$ -	$ -	$ -	$ -

NOTE: **All used barrels have been stacked and may be used as runway markers, fuel containers for remote drilling sites or will be crushed and placed in an approved disposal location in the belt.**

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Schedule 6: Boston Camp Pad Reclamation

		Season 1	Season 2	Season 3	Season 4	Season 5
Reclamation Task (days)						
Plug Decline Portal		2	-	-	-	-
Plug Vent Raise		4	-	-	-	-
Contour Ore Stockpile		7	-	-	-	-
Contour Camp Pad		10	-	-	-	-
Place Cover on Stockpile		7	-	-	-	-
	Subtotal	30	-	-	-	-
Equipment Required						
D6 Dozer		1	-	-	-	-
966 Loader		1	-	-	-	-
3.5 Yd. Scoop		1	-	-	-	-
26 Tonne Truck		1	-	-	-	-
Kubota						
Utilization						
D6 Dozer		80%	0%	0%	0%	0%
966 Loader		40%	0%	0%	0%	0%
3.5 Yd. Scoop		0%	0%	0%	0%	0%
26 Tonne Truck		0%	0%	0%	0%	0%
Kubota		0%	0%	0%	0%	0%
Productive Hours Required						
D6 Dozer		216	-	-	-	-
966 Loader		114	-	-	-	-
3.5 Yd. Scoop		-	-	-	-	-
26 Tonne Truck		-	-	-	-	-
Kubota		-	-	-	-	-
Equipment Costs ($ thousands)						
D6 Dozer		$ 17.3	$ -	$ -	$ -	$ -
960 Loader		$ 10.3	$ -	$ -	$ -	$ -
3.5 Yd. Scoop						
26 Tonne Truck						
Kubota		$ -	$ -	$ -	$ -	$ -
	Subtotal	$ 27.6				
Labour						
Operators (per shift)						
Operators		2	-	-	-	-
Drivers		-	-	-	-	-
Mechanical (per shift)						
Mechanics		1	-	-	-	-
Welders						
Total On-Site		3				
Labour Costs ($ thousands)						
Operators		$ 33.6	$ -	$ -	$ -	$ -
Mechanics		$ 18.3	$ -	$ -	$ -	$ -
Drivers		$ -	$ -	$ -	$ -	$ -
	Subtotal	$ 51.9	$ -	$ -	$ -	$ -
Underground Contractor ($ thousands)						
Plug Decline Portal		$ 10.0	$ -	$ -	$ -	$ -
Plug Vent Raise		$ 20.1	$ -	$ -	$ -	$ -
	Subtotal	$ 30.1	$ -	$ -	$ -	$ -
	TOTAL	$ 109.6	$ -	$ -	$ -	$ -

Miramar Hope Bay Ltd.
Boston Camp
Reclamation Project

Prepared By Nuna Logistics Ltd.
08/21/01
W.G.P.

Schedule 6 (a)Cost Estimate of Hauling Ore Underground

Materials			
Estimated Quantity Ore Stockpile	22,000	tonnes	Reference - Nunavit Water Board Decision April 1999
Equipment			
D6 Dozer	1		
3.5yd Scoop	1		
25t Truck	1		
Labour			
Supervisor	1		
Miner	1		
Dozer Operator	1		
Mechanic	1		
Production			
TPH Hauled U/G	90	tonnes	Assume 4 trips per hour (100t)
Req. Hrs	244	hrs	
Operating Hrs/day	11	hrs/day	
Days Required	22	days	
Direct Costs			
U/G Crew	$111,511		Procon Day Rate Reference "Cost Estimate For Hope Bay Gold Belt Reclamation",Nuna,Apr.2001
Surface Crew	$ 20,800		Nuna Labour and Dozer Support - Dozer Pushing 50% of required days.
Total	**$132,311**		

NOTE: **It is intended to relocate and process approximately 9,000 tonnes of higher grade ore stockpiled at Boston to the Doris Hinge Processing facility. As mentioned in the A&R Plan the lower grade ore (~13,000 tonnes) could potentially be relocated to Doris Hinge dependent on econimics.**
The above costing is used as it is considered the worst case scenario.

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Schedule 9: Mobilization and Demobilization

		Season 1	Season 2	Season 3	Season 4	Season 5
Mobilization to Boston						
Edmonton to Lupin		$ 35.3	$ -	$ -	$ -	$ -
Road Use Fee		$ 12.7	$ -	$ -	$ -	$ -
Lupin Landing Fee		$ 3.1	$ -	$ -	$ -	$ -
Lupin Loading/Unloading		$ 13.0	$ -	$ -	$ -	$ -
Five Herc Trips @ $16,500/flight		$ 82.5	$ -	$ -	$ -	$ -
	Subtotal	$ 146.6	$ -	$ -	$ -	$ -
Demobilization						
Air Transport - Lupin		$ 43.0	$ -	$ -	$ -	$ -
Shuttle to Boston		$ 30.0	$ -	$ -	$ -	$ -
Boston to Port 15 Loads		$ 156.0	$ -	$ -	$ -	$ -
Outside Boston to Port 4 Loads		$ 41.6	$ -	$ -	$ -	$ -
	Subtotal	$ 270.6	$ -	$ -	$ -	$ -
	Total	$ 417.2	$ -	$ -	$ -	$ -

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Schedule 10: Accomodation

		Season 1	Season 2	Season 3	Season 4	Season 5
Boston Camp						
Mandays						
Drill Steel Reclaim.		32	-	-	-	-
Infrastructure Removal		276	-	-	-	-
Garbage Removal (Belt)		36				
Underground Crew		63				
	Subtotal	406	-	-	-	-
Cost per Man						
Est. Camp Cost ($Man/day)		$ 0.2	$ -	$ -	$ -	$ -
	Total	$ 81.3	$ -	$ -	$ -	$ -
Outside Boston						
Mandays		Season 1	Season 2	Season 3	Season 4	Season 5
Drill Steel Reclaim.		-	-	-	-	-
Infrastructure Removal		-	-	-	-	-
	Subtotal	-	-	-	-	-
Cost per Man						
Est. Camp Cost ($Man/day)		$ 0.2	$ -	$ -	$ -	$ -
	Total	$ -	$ -	$ -	$ -	$ -
	Total Accommodation	$ 81.3	$ -	$ -	$ -	$ -

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Schedule 11: Transportation

		Season 1	Season 2	Season 3	Season 4	Season 5
Flights						
Regular Rotation		11	-	-	-	-
Incidentals		3	-	-	-	-
Administration		2				
	Subtotal	16	-	-	-	-
Transportation Costs						
Edmonton - Site						
(@$1500/return)	**Total**	$ 24.00	$ -	$ -	$ -	$ -

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Schedule 12: Project Administration

		Season 1	Season 2	Season 3	Season 4	Season 5
M&A Requirement						
Administrative Operating Days		30	-	-	-	-
(Head Office)						
Project Manager		1	-	-	-	-
Accounting		1	-	-	-	-
Clerical		1	-	-	-	-
	Subtotal	3	-	-	-	-
M&A Labour Costs						
Project Manager		$ 17.4	$ -	$ -	$ -	$ -
Accounting		$ 12.9	$ -	$ -	$ -	$ -
Clerical		$ 9.8	$ -	$ -	$ -	$ -
	Total	$ 40.1	$ -	$ -	$ -	$ -

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Existing Structures

Boston Camp

9120 ft2 Trailer Complex	1
10x48 Generator Trailer	1
288 ft2 Generator Tool Shop	1
14x16 Splitting Tent	1
14x24 Teching Tent	1
16x24 Logging Tent	1
30x60 Procon Shop	1
14x16 Drill Shop	1
30x100 Crusher Enclosure	1
568 ft2 Assorted Sheds	1
12x16 Weatherhaven Tents	2
Prefab Offices 608 ft2	2

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Existing Equipment

Boston Camp

Cat D6	1
Compressor	1
Kubota Tractor	1
ATV	1
12 ft. boat	1
30HP Outboard	1
3304 113 KW diesel gensets	3
2.2 KW genset	1
3500 gal water tanks	2
Rotodisk STP	1
core saws	2
crusher	1
satellite dish	1
incinerator	1
incinerator toilets	1
contractors toilets	2
40,000 liter fuel tank	1
FuelTank farm (6x77,000L and 2X33,500L tanks)	