CUMBERLAND RESOURCES LTD.
MEADOWBANK GOLD PROJECT, NUNAVUT

WATER USE AND WASTE DISPOSAL LICENSE APPLICATION
NUNAVUT WATER BOARD

PROPOSED WORK PLAN
For calendar year 2005

FEBRUARY, 2005

Cumberland Resources Ltd.
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Vancouver, British Columbia
V7X 1M4

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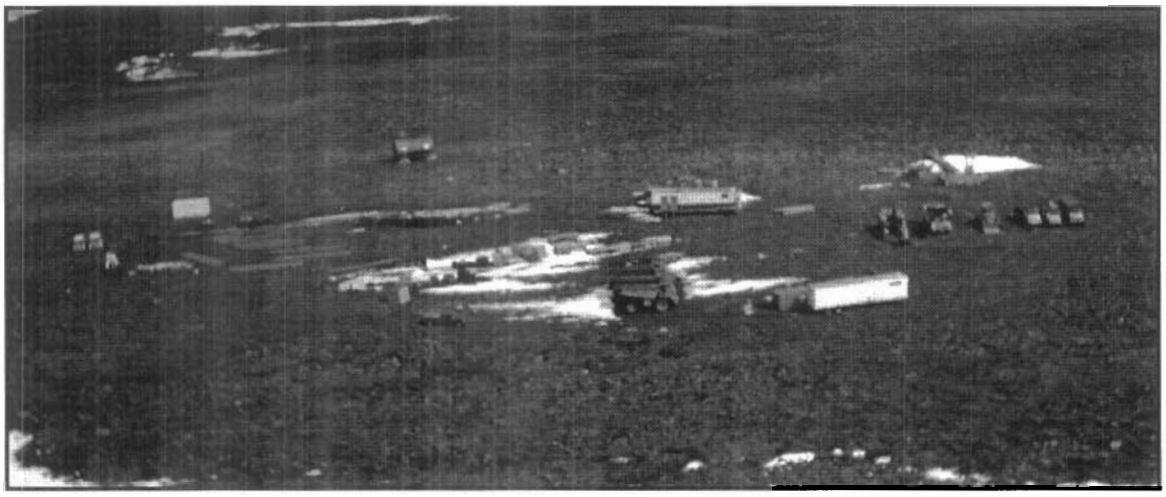
North Camp – September, 2004



Equipment / Dry Goods Storage Area (July, 2004)

Executive Summary

Cumberland Resources Ltd. has been conducting exploration activities at the Meadowbank Gold Project, located 70 km north of Baker Lake, since 1995. The project is located on Inuit owned surface lands (IOL BL-14) and as such access is subject to licensing and permit approval by the Kivalliq Inuit Association and the Nunavut Water Board. A commercial lease for the project was signed with the KIA in January, 2005. The project has seen steady advancement in resource growth with over $39 million invested since 1995.

Resource estimates completed in late 2004 indicated that the project contained a total resource of 3.8 million ounces of gold. A feasibility study, which will provide an accurate basis for financing and construction of the project is in the final stages of preparation, and should be ready during the first quarter of 2005.

Cumberland has conducted a wide variety of baseline environmental studies for the project, including fish and aquatics, wildlife, vegetation and terrestrial habitats, hydrology and acid rock drainage. These studies were necessary to add to our baseline information about the project and to gather further information required to complete the Draft Environmental Impact Statement (DEIS). The DEIS was submitted to NIRB at the end of 2004 and is currently undergoing the formal review process. This extensive report summarizes the potential impacts and the steps required to ensure the water and wildlife stay healthy and the people benefit from development at Meadowbank.

During the past ten years of operations at the Meadowbank site, significant improvements have been made to the camp facilities and transportation systems. The original Cumberland camp, now referred to as the south camp, was erected in 1995 on an island in Third Portage Lake in close proximity to the Third Portage and Goose Island Deposits. As the project advanced, more space was required to accommodate larger field crews so new kitchen and dry facilities were constructed. These improved facilities were constructed in a new location, on the mainland, approximately one kilometre north of the original campsite.

The new site was selected on the basis of its proximity to the proposed mill complex required for development of the Meadowbank Project. This location will allow the new camp to be used as a possible initial construction camp should the project proceed to development. The new kitchen and dry facilities were completed in the summer of 2002, and the "North Camp" was occupied in August of that year. In the spring of 2003 new office and core processing facilities were constructed in the north camp. Decommissioning and progressive reclamation of the south camp was initiated in 2003 and will continue through 2005.

Fuel storage systems at the site now utilize four 50,000-litre and four 75,000-litre double walled fuel "vaults" (a fifth 50,000-l fuel vault was moved to the north camp in 2004 but was not installed); providing storage for approximately 403,750-litres of diesel fuel and 71,250-litres of Jet-A. Transportation systems have also been upgraded to accommodate bulk fuel transport of both diesel and jet-A fuels, effectively negating the use of barrels for re-supply.

A proposal was made in the summer of 2002 for the construction of an 1100 metre long airstrip to be constructed immediately northeast of the North Camp. In a letter dated August 8, 2002, NIRB indicated that they had completed their screening and that the proposal could proceed without a formal review under part 5 and 6. Subject to KIA approval, Cumberland plans to construct a 915 metre long pioneer airstrip in the summer of 2005. The necessary

construction equipment required to build the airstrip was transported overland to the site in the spring of 2004.

Exploration expenditures are planned at approximately $3.5 million for 2005. Planned work will include approximately 9,000 m of diamond drilling in a two phased program, in conjunction with further geological mapping, prospecting and geophysical surveys along the Meadowbank Trend.

INTRODUCTION

Previous exploration work at the Meadowbank Gold Project has been conducted under Water Use and Waste Disposal Permits from the Nunavut Water Board. The current permit (NWB2MEA0204) expired on December 31, 2004. Cumberland plans to continue exploration activities at the site in 2005, and is therefore applying for a renewal of the it's water permit.

The Meadowbank Gold Project is currently focusing exploration efforts on two fronts. Exploration work is focused on increasing and further delineating existing resources in the known deposits, as well as continuing exploration for additional mineralized zones outside of the known deposit areas. Exploration work will dominantly consist of diamond drilling, with additional geological mapping, prospecting and geophysical surveys taking place during the summer months. Also included in the work plans for 2005, is the relocation of the last two 50,000 litre double - walled fuel vaults into the tank farm at the north camp, and the construction of a pioneer airstrip near the north camp to ease the logistics of moving personnel and supplies into the site (especially during the summer months) and to improve safety, by allowing access for fixed wing Medivac aircraft in the event of emergency. A detailed description of the proposed activities at the site for 2005 is provided below.

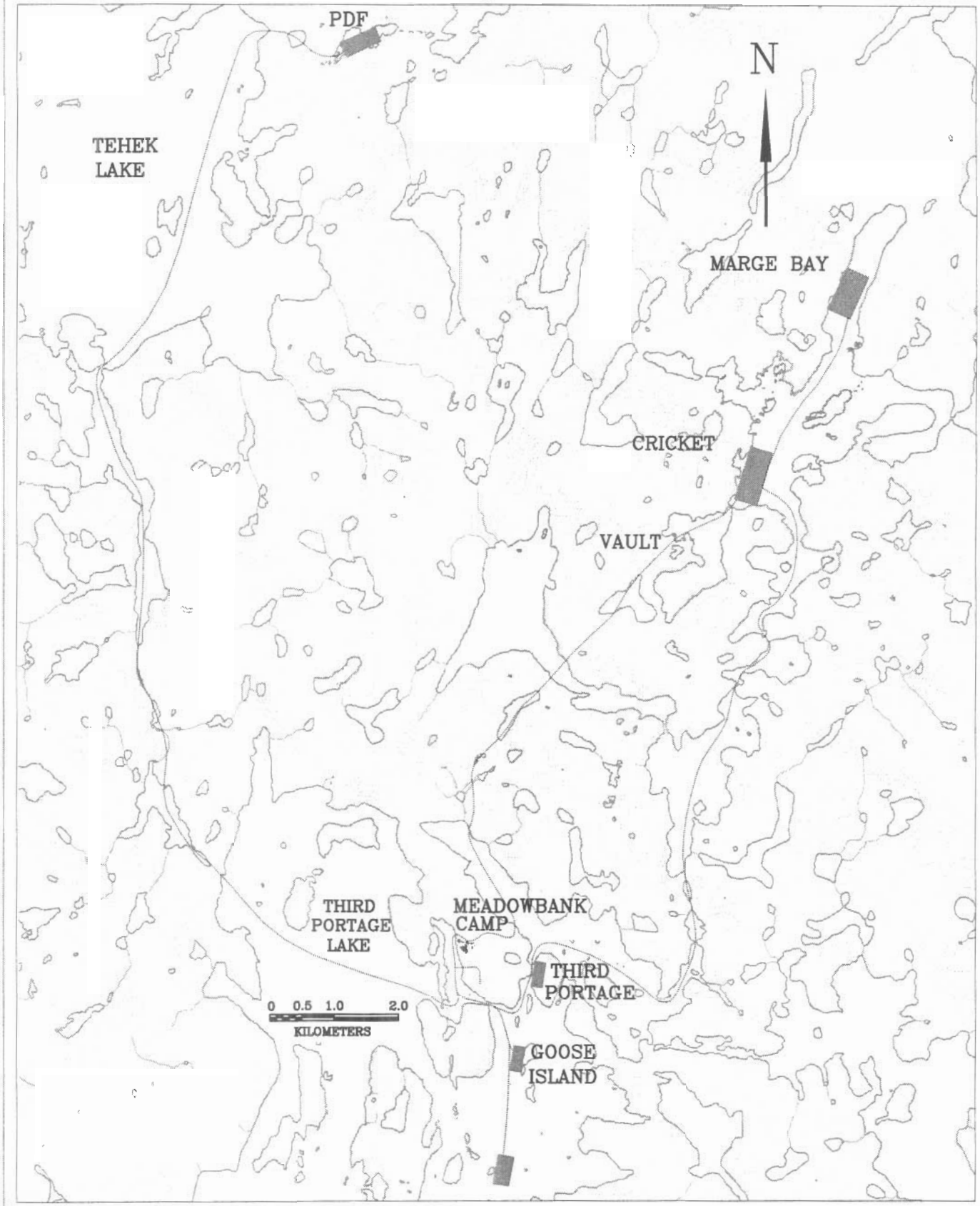
PROJECT ACTIVITIES FOR 2005 INCLUDE:

Diamond Drilling: The planned 2005 diamond drill program consists of approximately 9,000 metres of drilling to be completed in two phases between late March and early September 2005. The areas of work are outlined in figure 1 below and include a combination of areas that have been drilled in previous years, as well as, work on some untested areas. Surface gridding may be required locally to provide survey control for the placement of drill collars.

The first phase of the diamond drill program will commence in late March, 2005 and consist of 5,000 to 7,000 metres of drilling. The phase 1 program will focus on further delineation and expansion of the Goose Island Deposit, located in Third Portage Lake, and the PDF Deposit, located approximately 15 km north-northwest of the campsite. Exploration drilling will focus on the Cricket and Marge Bay target areas, located 2-3km northeast of Vault, as well as, drilling to the south of Goose Island to test for the continuation of gold mineralization along strike to the south from the deposit

The second phase of drilling will begin in late July, 2005 and is expected to be completed by mid September. This drill program is intended to focus on some limited detailed infill drilling in the Portage Deposit, as well as, several test holes in the area of the proposed mill site.

Figure 1



LEGEND

PROPOSED ROUTE

LAKESHORE

WORK AREAS

CONTOUR

CUMBERLAND RESOURCES LTD

MEADOWBANK PROJECT
Nunavut

2005 WINTER

HAUL ROUTES and WORK AREAS

Scale: 8.5 x 11"	N.T.S. 66A,H	Date: Jan 05
Revised by: JT Kellner	L.O.L. BL-14	Map No.
Filename: 2005_haul..	Datum: NAD83Z14	

More exploration drilling is anticipated during the phase 2 program to follow up on targets generated by ongoing exploration work at the site. The phase 2 program will consist of approximately 2000 metres of drilling.

Boart Longyear of Saskatoon, Saskatchewan has been contracted to complete the diamond drilling. Two to three drill rigs will be utilized during the phase 1 program; however, due to the small size of the phase 2 summer program, only one rig will be utilized. Drill moves during the summer program will be accomplished using a Bell 206L helicopter, supplied by Heli-Max of Trois Rivieres, Quebec. During the phase 1 spring program, drill moves and the movement of equipment and supplies will utilize ground transportation with a skidder and/or dozer. The location of the route used for the winter haul roads, from the camp to the Vault area, and from the camp to PDF follows frozen lakes as much as possible to avoid ground disturbance. Figure 1 shows the route of the haul roads to the Vault and PDF areas, as well as the location of a skidoo trail to Vault used by field crews. No skidoo trail to PDF will be constructed as all crew changes will be done with helicopter.

Emergency Shelters: A 14'x16' Weatherhaven tent was moved from the south camp to the Vault area (approximately five kilometers to the north) as an emergency shelter in 2003. This tent serves as a refuge for field crews in the event of white-out conditions in the winter months or foggy weather in the summer that could prevent the helicopter from flying. The Weatherhaven is a temporary structure, but it is planned that the tent will remain at the site in support of ongoing exploration programs. An insulated shelter was moved to the PDF drill area in 2004 to provide emergency shelter for field crews.

Fuel Caching: A small temporary fuel cache will be established, for safety purposes and logistical reasons, at the Vault Deposit located approximately 5 km north of the Meadowbank Camp. Early in the spring program, a cache of approximately 12 drums (205 litres each) of diesel fuel will be established to support the spring drill program. The fuel cache will utilize drums in good condition and will be located at least 30 metres from the high water mark of any bodies of water. The drums will be removed from the site once they have been emptied during the exploration program.

A temporary fuel cache consisting of about 35 drums of diesel fuel will also be made in the PDF drilling area in the early spring to support the planned drilling activities at that site. The cache will be established in early April 2005, and all drums will be removed from the site once they have been emptied during the exploration program.

Fuel Vault Installation: In the spring of 2004 the last two remaining 50,000 liter double-walled fuel vaults were moved from the south camp to the north camp as a part of ongoing reclamation work at the south camp. One of those tanks was installed next to the proposed location for the five million litre fuel tank, approximately 500 metres southeast of the north camp, while the second tank was moved to the north camp but was not installed.

During the spring of 2005 both of these tanks will be moved to the main tank farm at the north camp and installed using the same procedures as used successfully in the installation of the existing tanks currently installed at the site. This will consolidate all of the fuel storage at the site into the same area, and simplify the monitoring and dispensing of fuel used during

the exploration programs. A map showing the location of these tanks is provided in figure 2 below.

South Camp Reclamation: Reclamation of the south camp at Meadowbank has been ongoing since the spring of 2003 when the move to the north camp began. Prior to spring break up of that year several of the sleeper and storage tents were moved across on the lake ice from the south to the north camp to provide accommodations for crews in the north camp. The decommissioning of the kitchen and dry facilities at the south camp was also initiated at that time.

Ongoing reclamation work completed during 2004 at the site included: (1) removal of the kitchen and dry buildings and the removal of the remaining sleeper tents from the south camp and (2) the transfer of the last two remaining 50,000-l double walled diesel fuel vaults from the south to north camp. The footprints left from the tents and buildings that have been removed are re-vegetating naturally.

Two building structures, the driller's shop and core shack, remain at the South Camp location. It is currently planned that the driller's shop and drilling equipment will be moved over to the north camp in the spring of 2005, prior to the beginning of the drill program. The core shack will remain intact at the south camp to facilitate processing of core samples from the core racks stored at the site, as well as to provide a refuge station in the event of an emergency.

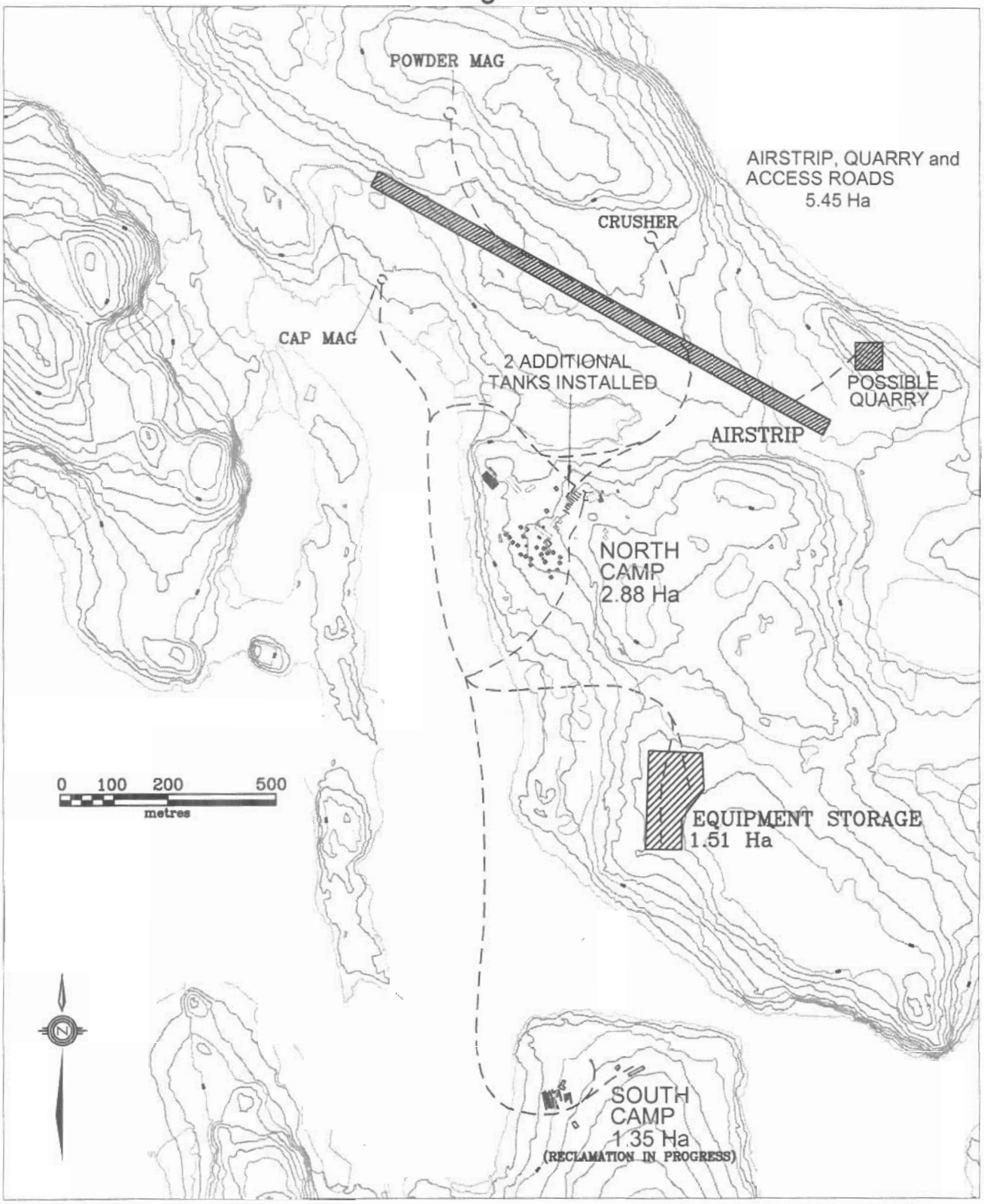
Environmental Baseline Studies: Environmental baseline studies will continue through 2005 as the project proceeds towards development. Work will include continued aquatic and terrestrial biological studies, water quality studies, archeological studies and continued traditional knowledge investigations.

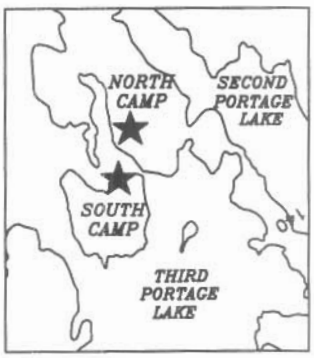
Pioneer Airstrip Construction: Exploration work at Meadowbank has been ongoing since 1995. Transport of personnel, equipment and materials has been by air (often helicopter at high cost) and by winter road from Baker Lake. This restriction to transportation has resulted in high exploration costs and a lack of flexibility in site activities. For example, in 2004 exploration activities were limited due to lack of fuel available in Kivalliq, and the lack of an airstrip on site precluded the use of fixed wing support for summer re-fueling. As exploration activities increase in the years ahead, with a greater number of personnel and more equipment and materials required, the need for improved transportation is essential from a safety and cost perspective. The pioneer strip will allow fixed wing Medivac air transport in the event of a medical emergency.

It is noteworthy that Meadowbank is one of the few major exploration project sites in the arctic without an airstrip. Examples of airstrips at projects in the arctic are Diavik, Ekati, Ferguson Lake, George Lake, Ulu, Hope Bay, Izok Lake, Jericho, Lupin Mine, Snap Lake, Wager Bay Lodge, etc.

A proposal to construct an airstrip near the North Camp was submitted to NIRB in early 2002. On August 8, 2002, NIRB indicated that they had completed their screening of this proposal for eco-systemic and socio-economic impacts, and that the proposal could be

Figure 2





LEGEND

- LAKESHORE
- WINTER ROAD
- BUILDING
- CONTOUR

CUMBERLAND RESOURCES LTD

MEADOWBANK PROJECT
Nunavut

2005
LAND
USE

Scale: as shown	N.T.S. 66A,H		Date: Jan 05
Revised by: JT Kellner	I.O.L. BL-14		Map No.
Filename: Airstrip_05	Datum: NAD83Z14		