



HOPE BAY JOINT VENTURE

Miramar Hope Bay Ltd. - Hope Bay Gold Corporation Inc.

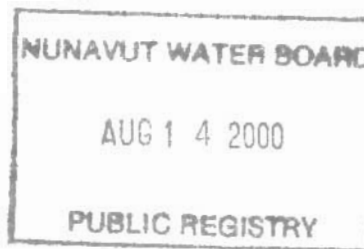
311 West First Street, North Vancouver, B.C. V7M 1B5 Canada

Phone 604-985-2572 Fax 604-980-0731

August 11, 2000

By Fax to: 867-982-3311

Mr. Jack Kaniak
KIA Land Division
Kitkmeot Inuit Association
P.O. Box 360
Kugluktuk, Nunavut
X0E - 0E0



INTERNAL	
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CEO	
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Dear Mr. Kaniak:

Re: LOCATION OF BARGE FREEZE IN: PERMIT NO: KTL300F002

CHANGE IN 2001 WORK ACTIVITIES:

This will acknowledge your letter dated August 1, 2000 clarifying the location for the freeze in barge. We have notified NTCL of this location and the barge is expected to arrive in Roberts Bay in early September.

Following our telephone conversation on August 4, 2000, during which I mentioned the possibility that our level of effort in 2001 in the Hope Bay belt may increase, I would like to provide more details on this and confirm that our program as originally envisaged has changed significantly.

The changes and increase in the scope of work became apparent at the Hope Bay Joint Venture Management Committee meetings on 01 and 02 August 2000. One of the conclusions that came out of this meeting was although the program completed this year was very encouraging, there was more information required to enable a detailed feasibility study to commence in 2001 and as such the scope of the field program in 2001 had to be revised.

It is now apparent, that in order to achieve the earliest possible project start up date, there is a considerable amount of information required to facilitate this exercise and for the joint venture to achieve this objective.

The proposed program for 2001, which will be provided in more detail in our 2001 Work Plan will consist of the following:

- Approximately an additional 1 Million Litres of diesel fuel will be required for the planned activities in 2001 and as such we have expedited another fuel barge from NTCL (similar to the current barge) which will also be moored and anchored offshore at the same location as that mentioned above.
- An expanded program at the Boston Deposit consisting of additional ramp development of 600 meters which will result in a final vertical depth from surface of 280 meters.
- An expanded drill program at the Boston Deposit consisting of 20,000 meters.
- Additional fuel storage will be required at the Boston Deposit to complete this planned work. It is currently planned to expedite and locate six (6) steel fuel tanks of 77,000 litres each and two (2) steel fuel tanks of 33,500 litres each, which will be placed in an engineered and bermed tank farm on the Boston lease area.
- To ensure all the fuel arriving by barge is transported to site to the storage facilities, and depending on overall fuel usage, we may require additional storage to the tanks mentioned above and as such we may utilize the empty drums that are of acceptable condition to hold any excess.
- A second Caterpillar Challenger Tractor is required to clear airstrips as assist with fuel haulage, due to the relatively short hauling period.
- Additional fuel sloops will be expedited to ensure that all fuel can be delivered to the appropriate locations well before the winter road goes out.
The mining contractor will be shipping approximately 170 tons of supplies and equipment to carry out the program at the Boston Deposit. This equipment will arrive by barge during the same period as the fuel barges. This is above and beyond the material (approximately 200 tons) of material that was to arrive under the previous scenario. The additional mining equipment includes, One (1) three boom jumbo drill; Two (2) 26 ton underground haul trucks; Two (2) 3.5 yard scooptrams; One (1) 2.5 yard scooptram; One (1) Scissor lift truck; One (1) Toyota truck; One (1) tractor; Three (3) 800 cfm compressors; One (1) 225 kw generator and One (1) D4/D5 dozer.
- An increased drilling program at the Doris deposit consisting of 20,000 meters.

Under the initial program, it was envisaged that all supplies (200 tons) would be stored on the deck of the fuel barge and off-loaded in February 2001. With the added equipment and materials that will be required to complete the revised program, it is now evident that an alternative is required, and as such, we respectfully request your permission to off-load the bulk of the deck cargo including the various tanks onto the beach approximately at 68 degrees 10 minutes N and 106 degrees 38 minutes W. The beach in this location appears to be more suitable to barge landing as opposed to the site used by BHP during their mobilization into the area in 1995. We would of course take your advice on this and place the material and equipment at your preferred location.

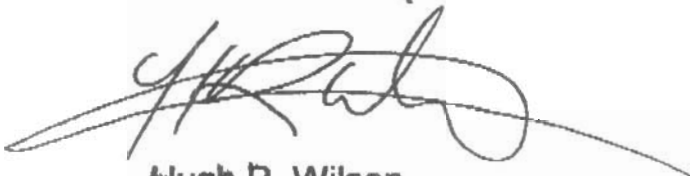
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As mentioned above, in order to facilitate the speedy progress of the Hope Bay project, and the timing to get all the required equipment to NTCI, it is important that we receive the appropriate approvals as soon as possible. This will in turn allow us to off load the deck cargo onto the beach mentioned above. A more detailed outline of the 2001 program will be provided in the 2001 Work Plan expected to be submitted in September.

We appreciate your attention to this matter. We assure you that the Hope Bay Joint Venture will carry out the above program with due care and attention to minimizing environmental impacts while maximizing the potential benefits of such a project going forward to the people of the Kitkimeot region of Nunavut.

Should you require anything further, please do not hesitate to contact me on cellular number 780-975-2550, or 604-985-2572 or 780-433-8336. May I also suggest that to facilitate quick responses, please also contact me by e-mail to: hugh_r_wilson@hotmail.com (remember the underscore between the first name and initial and the initial and last name). During the week of the 15th – 18th August, I can be contacted at either the Windy camp on 604-516-0247 or the Boston camp on 604-516-0254.

Yours truly;



Hugh R. Wilson
Manager, Environmental Affairs

Cc: Charlie Evalik; President KIA (fax: 867-983-2701)
Gladys Joudrey, NIRB (fax: 867-983-2574)
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