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Hope Bay Joint Venture**Cambiex Exploration Inc. & Miramar Mining Corporation**

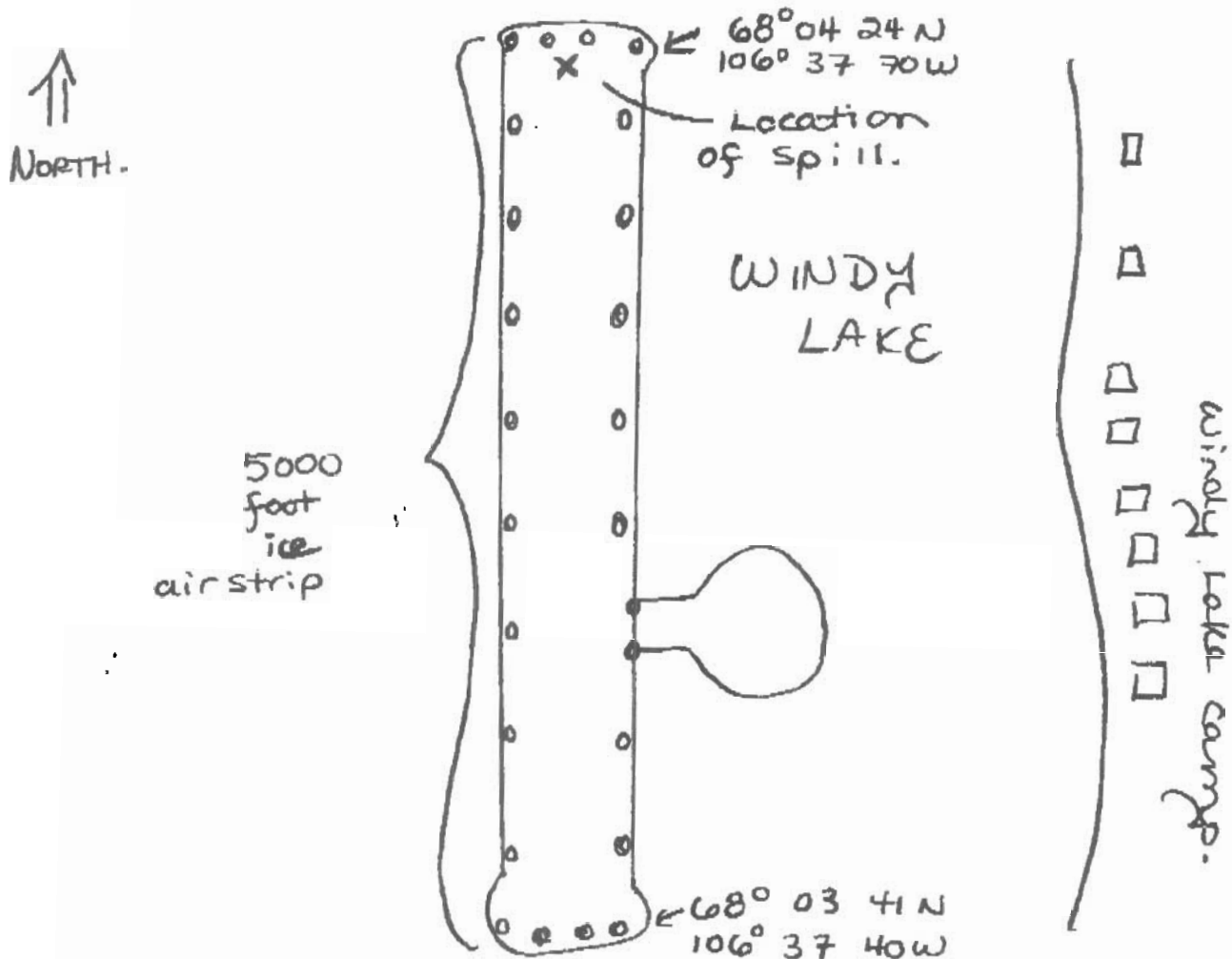
To Northwest Territories and Nunavut Canada
Spill Report Line.
Cc

From Gina Almeida on behalf of
Cambiex Exploration Inc and Miramar Mining Corp.
Fax No.

Date Feb 29 /00

No of Pages 2. Please note map below is not
to scale.

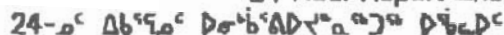
Re: Spill on Windy Lake Spill #00-044



Windy Camp tel 604 516 2047 fax 604 516 0249

604 980 0731 P.03/03
24-Hour report line

Fax/تلفون فاكس (403) 873-6924



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March 17, 2000

**Cat Train Incident
March 10, 2000**

Cat Train departed Cambridge Bay 09:30 on it's fourth trip of the season for Hope Bay Joint Venture. Temp. About -30, drifting snow, visibility about 2 kms.

Equipment

Cat D8H-46A-23057, angle dozer, single shank ripper, ROPS canopy with side curtains - pulling in sequence the following:

1. Bob-sled with timber deck. Bolted to deck - 4 man caboose and a 6,000 litre fuel tank containing about 5,500 litres P.50.
2. #2 (blue) Fuel Sloop containing 19,156 litres Turbo A.
3. Yellow Fuel Sloop containing 18,802 litres Turbo A.

Cat D6C- 10K-13593, angle dozer, towing winch, ROPS cab pulling the following:

- #1 (blue) Fuel Sloop containing 19,650 litres Turbo A.
- Timber drag (to smooth trail)

Misc. Equipment included a snowmobile and sled, generator, pumps, hoses, chains and tools, fuel spill absorbent pads, satellite phone, HF radio, etc.

Personnel

Ralph McPhail driving D8
Tom Kilaodluk driving D6
Danny Mala and Joe Evetalegak riding in caboose

The cat train followed a route that had been previously established. Earlier recognisance (late January and early February) found a pressure ridge in Dease Strait running east to west across the intended trail. At one point it terminated and a second pressure ridge began, parallel to the first and commencing about 500 metres from the first pressure termination point. As the parallel ridges are about 150 to 200 metres apart it was considered safe to cross at that point. Ice depth Jan 27 was 43" to 44".

Note: This was obviously identified as a problem area. It was flagged and during previous trips a close watch was kept on changes in the pressure ridges and, in particular, a re-frozen crack.

The incident occurred at a point on the trail between the two pressure ridges near the west termination point of the first pressure ridge, approximately 68, 57' north and 105, 30' W. They had passed the suspect area of the re-frozen crack and were on level ice. The time was about 15:15.

Ralph says there was no warning. The D8 suddenly leaned to the left and the rear end began to settle. He jumped off the left side of the machine and the track was already in the

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water. He got clear and looked back to see the top of the ROPS canopy. The D8 settled, rear end first, pulling the Caboose Bob-sled into the hole. Apparently the front section of the Caboose Bob-sled broke away and followed the D8 down.

Joe Evetalegak and Danny Mala, riding in the caboose, quickly exited through the rear door. The Sled Deck came to rest at a steep angle forward and inclined to one side with the front end (containing the 6,000 litre fuel tank) partly in the water.

The D8 had been operating about 6 hours and therefore had probably less than a third of a tank of fuel (perhaps 200 litres).

The crew un-coupled the two fuel sloops from behind the caboose bob-sled but were cautious of moving them because of fresh cracks in the ice. Neither of the two fuel sloops appeared to be settling and it was considered best to not attempt to move them yet.

Extra crew from Cambridge Bay travelled out to assist. They measured the water depth at 252'. Because of the angle that the 6,000 litre tank is on, the hatch is below the level of the fuel inside and the tank outlet fittings are under water. Fuel absorbent pads were placed around the hatch in the event that the hatch seal should develop a leak. The D-6 and #1 sloop returned to Cambridge Bay the evening of March 10.

Proposed Recovery

Because of the amount of water around the caboose sled we consider it best to allow some re-freezing to take place and commence recovery of the fuel, etc. on March 13. We plan to dispatch two dozers with an empty (#1) fuel sloop, another 8,000 litre tank, sleds, timbers, cables, etc. The planned recovery sequence is as follows:

1. Place the empty #1 fuel sloop on safe ice and pump the fuel from the yellow sloop into it.
2. Move the yellow sloop to safe ice and pump the fuel from #2 sloop into it.
3. Move #2 sloop away from the rear of the caboose bob-sled.
4. Place timbers under the caboose bob-sled, chip newly formed ice away from the 6,000 litre tank and pull the damaged bob-sled back to safe ice.
5. Remove the fuel from the 6,000 litre caboose tank
6. Load the caboose and tank on another sled and return the recovered equipment to Cambridge Bay.

March 11

Blizzard. Work on D-6.

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March 12

Doug Crossley checked site. No movement.

March 13

Olie and Rodney retrieve pump, generator, hoses from fuel sloops. No fuel spilt and no movement. Empty #1 sloop, load 10,000 litre double wall tank on cargo sled, prepare heavy cables, timbers, etc.

March 14

Repair ROPS on TD-15. Prepare Cables, etc.

March 15


-35, NW 30+. 08:30 - cat train depart. Danny on D6 pulling skid and 30' sled with 10,000 litre tank on the deck and Ralph on the TD-15 pulling fuel sloop #1. 13:30 - Snowmobiles depart - Jim, Cyril and Olie. Transferred fuel as per plans and moved sloops to safe ice. Pumped fuel from the 6,000 litre tank into the 10,000 litre tank. Pulled the caboose off the partly frozen in sled deck. Did not attempt to move that sled deck with the empty 6,000 litre tank as yet. Jim, Ralph, Cyril and Olie remained in the caboose overnight while Danny and Joe returned to Cambridge Bay for some long probes.

March 16

GPS co-ordinates: 68 58' 18" North, 105 31' 07 West. Holes drilled confirm ice depth of 6+ ft. adjacent to the hole where the tractor sank. A new crack formed parallel to and, for some distance, on the tra'l. No ice movement during salvage operations. From the angle of the sides of the hole it appears a wedge shaped piece broke away from under the tractor. Possibly stress cracks had developed in such away that the section of ice at that point was not locked in to the surrounding ice sheet.

4 pm loaded and returning. George from Renewable Resources inspected and confirms nothing spilled.

Crew travelling by snowmobile return to Cambridge Bay 6:00 pm. TD-15 and D6 with all the equipment return 11:00 pm.


March 17/2000