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APPENDICES

FIGURE

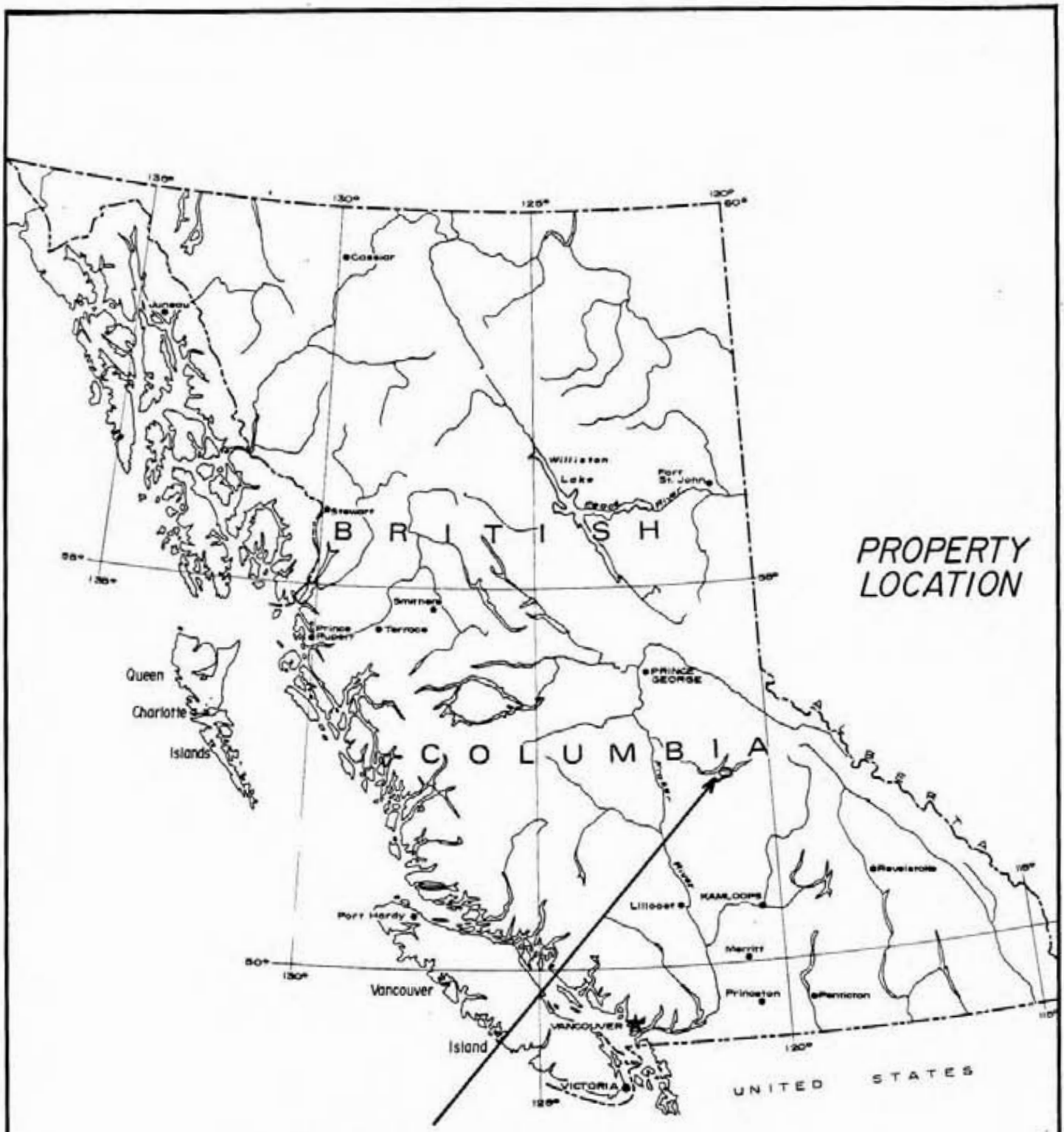

Figure 1

SCALE

Km. 100 50 0 100 200 300 400 Km.

Miles 100 50 0 100 200 Miles

INTRODUCTION

During April 22, 1983, an airborne geophysical survey was undertaken over the mineral claims Suey 1 to 6, Cariboo Mining Division, British Columbia, by Candell Consulting Corporation on behalf of Tenquille Resources Limited. The survey was conducted out of the Highland Helicopters Limited base at Williams Lake, British Columbia.

The survey area is located approximately as shown on Figure 1. The distances relevant to the survey are 250 line kilometers flown and 175 line kilometers retrieved. About 30 line kilometers had to be reflown.

The survey was flown using a single engine Bell 206 Jet Ranger II helicopter aircraft owned by Highland Helicopters Ltd.

The airborne survey included magnetic, VLF electromagnetic and radar altimeter measurements. The geophysical survey equipment used for making these measurements is detailed in Appendix A. All the geophysical equipment was supplied by and maintained by Mr. T. Walker, Geophysicist.

The survey party consisted of:

1.	Pilot	Mr. R. Huff, Base Manager, Highland Helicopters Limited.
2.	Project Manager	Mr. T. Rolston, Candell Consulting Corporation.
3.	Navigator	Mr. F. Syberg, Geophysicist, Candell Consulting Corporation.
4.	Operator	Mr. T. Walker, Independent Geophysicist.

The topographic relief in the survey area is typified by rolling hills grading into moderately steep terrain. The weather conditions during the field survey period were ideal. Clear cloud conditions prevailed and visibility was unlimited. Wind conditions were estimated to fluctuate between 0 to 5 knots.

The flight lines were oriented approximately N 50^{o} E. This orientation parallels the magnetically implied structures as seen in the high-level survey published by the Geological Survey of Canada, (5238G MacKay River). The purpose for having selected this orientation has been to optimize the observed information related to potential subtle anomalies complimentary to the general magnetic trends.

The survey lines were flown at an average terrain clearance of 65 meters and at a nominal 200 meter interval.

The navigational procedure consisted of the identification of topographic features on a contour map on a scale of 1:10,000. These were noted by the navigator and given a unique identification number on the flight navigation map. The flight direction between identified topographic control points was kept at a constant gyrocompass bearing. Constant ground clearance was maintained as closely as physically possible with the aid of the radar altimeter. The airspeed during the survey was between 50 to 60 knots and an average of 58 knots was aimed at wherever possible.

The navigator of the survey estimates that the standard deviations of the survey controls are:

1. Lateral positioning - 25 meters
2. Ground clearance - 15 meters

The hard and soft data records collected during the survey are as follows:

The intensity of the total magnetic field was recorded on a strip chart and flight line position markers were produced by a pen recorder tick-mark activated by the navigator using an appropriate remote switch. The percent relative VLF field strength due to the transmitter station located at Seattle, Washington, was recorded in audio frequency mode on a magnetic tape. The in-flight comments by all onboard personnel and a sound signal generated for each flight location marker was recorded

on a separate channel on the above tape.

Along each flight line crossing Quesnel Lake and Horsefly Lake an extension of approximately 500 to 1500 meters was flown at a constant gyrocompass bearing and at a constant air speed of 58 knots. The purpose for recording these data has been to collect information which could be retrieved within reasonable reliability in the event that geologically important anomalies were encountered in the vicinity of the lake shores. No such anomalies have been detected during the above survey, and, therefore it has not been deemed necessary to retrieve these data in digital format.

The geophysical interpretations discussed in this report have been arrived at without the benefit of any other information. The purpose of this posture has been to arrive at an unbiased assessment of the geophysical data as is possible.

CONCLUSIONS

The visual inspection of the VLF-EM data does not indicate any significant anomalies which may be attributed to electromagnetic conductors that can be detected at a flight elevation of 60 to 70 meters. Therefore, within the survey area it is not believed that there exists any higher probabilities of locating broadly defined depositions of massive sulphides or graphites. It is believed that any economic metallic mineralizations, therefore, on an ensemble average basis are more likely to be of a disseminated type with the possibility of local occurrences of massive sulphides.

The reduction and enhancement of the total magnetic field observations has led to geophysical interpretations outlining an exploration target area.

The magnetic anomalies within the survey area are believed to be principally due to geological structures as shown on the interpretational map. The spectral analysis of the magnetic data indicates that the average maximum depth of detection relative to the observation platform is 240 meters. This may suggest that the maximum ensemble average depth of detection is of the order of 180 meters below surface. In this respect the interpreted geological structures which display a magnetic response are indicated positionally according to some vertical ensemble average. The comparison of these positions with

surface geology may be indicative of the direction of dip.

In the opinion of the writer of this report, the aeromagnetic data is exceptionally "clean". Several data enhancement procedures applied to the survey data and for the purposes of disentangling the aeromagnetic data did not contribute significantly towards the final assessments. The consequence of having used a veriety of enhancement procedures on the reported survey data, therefore, has been to validate the quality of the observed data.

The interpretations of the aeromagnetic measurements appear to indicate structural geological features generally trending northeasterly. An approximately northeasterly trending fault has been noted. The latter is suggested associated with some very low amplitude magnetic anomalies. These two structures have been confirmed through the interpretation of VLF-EM contours.

RECOMMENDATIONS

It is recommended that the geophysical interpretation submitted with this report be correlated with other known data and information.

Whereas an interpretational attempt has been made to annotate the magnetically and electromagnetically responding models for causative sources in the geological column, it is recommended that they be re-evaluated from a geological point of view.

The exploration target area outlined as a result of the geophysical interpretation should be evaluated geologically in detail. This evaluation would encompass existing data and information as well as field project programs researching the possibility of locating the occurrences of economic mineralization.

Respectfully submitted,

F. J. R. Syberg, B.Sc.,
Geophysicist

DATA RETRIEVAL

After the completion of the field survey operations the play-back of the VLF-EM data on magnetic tapes was conducted and a hard copy strip chart produced.

The magnetic and VLF-EM strip charts have been digitized using a Houston HiPad digitizer. The respective values were electronically entered into a computer and stored permanently on 5¼ inch magnetic discettes. The digitized values for the geophysical measurements are attached in Appendices B and C.

The location of flight line control points have been digitized from the survey navigation map using a transparent overlay grid. The relative coordinates of each control point were key-entered into the computer and merged with geophysical measurements.

High resolution video-screen display records of the digital information have been produced. These were compared to the original records. All the retrieved data have been validated in this comparison.

DATA PRESENTATION

The aeromagnetic measurements of the reported survey are presented in a contoured format. The contour map is submitted with this report. This map has been produced using a computer assisted approach in drafting the isomagnetic contours at 100 gamma intervals.

A matrix of equi-spaced total magnetic field values has been interpolated using the data along the flight lines. The purpose for this application has had two objectives. The first objective has been to produce a printer-plot representation of the magnetic contours to the original map scale of 1:10,000. The second objective has been to produce a presentation of the original survey data which would allow for the application of statistical methods familiar to modern signal theory.

The interpolation technique used to generate the above matrix established total magnetic field values at 100 meter centers, e.g. one half of the nominal flight line spacing. The interpolation method employed was a distance weighting technique with an orientationally unbiased consideration of observed measurements in the neighborhood of an interpolation point.

The final magnetic contour map submitted with this report has been traced onto drafting film from the subsequent printer-plot contour map. The accuracy of the location of the isomagnetic contours is plus or minus 10 meters laterally.

STATISTICAL ANALYSIS AND DATA ENHANCEMENTS

The statistical procedures used in the reported study are based upon spectral analysis familiar to modern signal theory. The latter has become popular in the disentanglement of aeromagnetic maps over the past two decades.

In recent developments, (Syberg, 1972 and 1983), it has been shown that the interpretation of observed total magnetic fields is significantly dependent upon instrument accuracy. Such accuracies are responsible for altering the shape of anomalous forms of interpretational considerations. The departures from ideal textbook relationships is commonly quite dramatic. Since the observation of the disturbed geomagnetic field is related to ensemble averages, it is possible to apply methods related to signal theory whereby several interpretational complications may be overcome. The more commonly accepted approach is to use spectral models, (Spector and Grant, 1969). These are concerned with the disentanglement of well-defined local anomalies. It is generally the case that the degeneracies of anomalous forms, as due to instrument accuracy, can be assumed stationary, e.g. instrument sensitivity is seldom expected to change while a survey is in progress.

An anisotropic spectral analysis has been applied, (Syberg, 1972). The ensemble average model for several orientations has indicated that the maximum depth of detection ranges from 165 to 300 meters, with an average maximum depth of detection of 240 meters below flight elevation. It has further been indicated that the idealized theoretical dipole contributions to the anomalies in the survey area ranges from 1.3 to 6.8 percent.

The spectral analysis and modelling was used to produce a filter to enhance the attributes to the anomalies which optimize the interpretability of the causative sources in the geological column. The application of such filters generally suppress anomaly contributions due to random geological events, bird-swing, variations in flight elevation, and other contributions which may interfere with interpretational assessments.

The isomagnetic contour map of the filtered map due to the above analysis and modelling is submitted with this report. It can be seen in comparing this map with that of the original survey data that the bias of the undisturbed geomagnetic field has been removed data adaptively. Also, it is evident that the random attributes due to various causes have been suppressed.

Several pre-interpretational enhancement applications were used to investigate the general characteristics of the magnetic anomaly ensemble averages. These have included reduction to the pole, upward continuation, two-dimensional Hilbert transforms and envelope function transformations.

Reduction to the pole was investigated using the direction of the Earth's undisturbed geomagnetic field. The values for the survey area were obtained from the Hydrographic Branch, Sidney, British Columbia. These are :

1) Declination - N 23^{o} E
2) Inclination - 72^{o}

The correction resulting from the reduction to the pole has been intended to center the anomalies more immediately above their causative sources. As concerns the above survey data, this correction was found to be insignificant relative to the objectives of this study.

Upward continuations were used to investigate the potential complexity of the vertical ensemble averages and their relationships to caustive sources in the geological column. The general impression resulting from this investigation is that the causative sources of the reported magnetic anomalies in

the survey area have simple vertical ensemble averages. This suggests that in order to assess some description concerning variations in vertical ensemble averages that in the location of the reported survey it would be more productive to conduct aeromagnetic surveys at different altitudes, as compared to the use of enhancement techniques. Furthermore, the above would also appear to substantiate the results of the spectral analysis, e.g. the causative sources in the geological column are within approximately 180 meters of surface.

The other enhancement techniques used during the reported study have been used to high-light the anomalies due to specific interpretational models. In this respect, the interpretational map is the combined results of the enhancement applications.

INTERPRETATIONS

The interpretational results submitted with this report are based entirely on the filtered results of the original data and the various enhancements thereof. These results are illustrated in the interpretational map.

The magnetic anomalies suggest principally northwesterly-trending geological structures. These would appear to be near vertical. On account of the shallow depth of detection, it would be inappropropriate to attempt to estimate the dip of the interpretational models.

A set of very low amplitude anomalies are indicative of a northeasterly trending fault. This structure is believed to be of an earlier geological age than a northwesterly-trending fault/fracture zone approximately through the center of the survey area.

In the south-central location of the survey area, and centered approximately 1,000 meters north of the shoreline of Horsefly Lake, a significant magnetic anomaly has been observed. According to the surrounding lows it would appear that the associated geological structure is shaped like a vertical cylinder. During the field survey, the interpreter noted that the exposed rock surfaces in the vicinity of the above anomaly had the appearance of being of a volcanic origin. Therefore, on account of the anomaly being a high, it is possible

that it represents the magnetic response due to a structure such as a breccia pipe. A second less likely possibility is that the causative source may be a volcanic pendant. Generally, the latter type of structures produce level top anomalies with steep flank gradients. The original magnetic observations suggests such an anomaly but because of a random noise attribute in the anomaly it is not possible to validate the correctness of either geophysical interpretations. The proper interpretation can only be established subject to geological surface information.

The profiles of the percent relative VLF-EM field strength have been noted as relatively "inactive" throughout the survey area. Very few anomalies typical to VLF-EM field strength responses were encountered. The contour map of the low-pass filtered VLF-EM measurements is attached to this report. The low-pass was set at a half period of three flight lines. The lineament interpretation of the map has confirmed the two above metnioned fault-type structures.

An area subject to further exploratory investigations has been outlined. This area is along a contact/fault fracture zone interpretation and it includes the area of intersection (displacement) of the two previously mentioned fault/fracture zones. Also it includes an area about the above mentioned anomaly.

REFERENCES

Spector, A., Grant, F.S., 1969: The Power Spectrum Approach to the Analysis of Aeromagnetic Maps, Company literature, Huntec Ltd., Scarborough, Ontario.

Syberg, F.J.R., 1972: A Fourier Method for the Regional-Residual Problem of Potential Fields, Geophysical Prospecting, v. 20, pp. 47-75.

Syberg, F.J.R., 1983: On finite Magnetic Models, Geophysics, in press.

Syberg, F.J.R., 1983: Spectral Leakage in Observed Magnetic Anomalies, Geophysical Prospecting, under review.

Syberg, F.J.R., 1983: A Discussion on Ensemble Averages in Aeromagnetic Maps, Geoexploration, under review.

CERTIFICATE OF QUALIFICATIONS

I, Fred J. R. Syberg, of the City of Vancouver, in the Province of British Columbia, do hereby validate:

That I am a Consulting Geophysicist associated with Candell Consulting Corporation, with offices at 615-525 Seymour Street, Vancouver, British Columbia.

I further validate:

1. That I am a graduate from the University of British Columbia, 1967, and have obtained a B.Sc., degree in geophysics.
2. I have practiced my profession since graduation and that I have been active in the mining industry for the past 27 years.
3. That I was a member of the field survey crew and that I have personally conducted the technical studies.
4. That I have no direct or indirect interest in the properties covered by this report nor do I expect to receive any interest therein as a result of writing this report.

F. J. R. Syberg, B.Sc.,
Geophysicist

May, 1983

APPENDIX A

SURVEY INSTRUMENT SPECIFICATIONS

AIRBORNE VLF-EM AND MAGNETOMETER SYSTEM

MAGNETOMETER	Littlemore Scientific Engineering Company Model 595
DETECTOR (In bird)	Littlemore Scientific Engineering Company
VLF-EM RECEIVER	Sabre Electronic Instruments Ltd.
DETECTOR (In bird)	Sabre Electronic Instruments Ltd.

RECORDING SYSTEM

ONE PEN RECORDER (Hewlett Packard Model 7155B)
(Magnetometer Record)

MODULATOR Sabre Electronic Instruments Ltd.

STEREO TAPE RECORDER - (Marantz Superscope Model CD-330)

VLF-EM Record

PLAYBACK (VLF-EM Record)

DEMODULATOR - Sabre Electronic Instruments Ltd.

TAPE RECORDER - (Marantz Superscope Model CD-330)

RADAR ALTIMETER - Bonzer Type - Mark 10

CANDELL CONSULTING CORP.

615-525 SEYMOUR STREET, VANCOUVER, B.C. 683-3830 area 604 687-7711 pager 2327

May 2, 1983

COST STATEMENT

Tenquille Resources Ltd.,
980 - 789 West Pender Street,
Vancouver, B.C.

Suey Lake Airborne Project 1983

April 15 to May 2, 1983

Horsefly Lake Area, Cariboo Mining Division, British Columbia

Suey 1 to 8 mineral claims

May 93A/7W

Combined airborne magnetometer and VLF electromagnetic survey

175 line km @ $100.00 per km

To the value of $17,500.00.

Tom Rolston, Exploration Manager for:

Candell Consulting Corp.
615 - 525 Seymour Street,
Vancouver, B.C.

APPENDIX B

DIGITIZED TOTAL MAGNETIC FIELD

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL1 >

** LINE **

540
MARK # < 1> points < 1/ 1>

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600 580 590 580 610 620 680 660 630 620 600 630 650 660 700
740
MARK # < 2> points <31/ 32>

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MARK # < 3> points <14/ 46>

970 970 990 1020 1080 1080 1030 1000 920 910 820 800 760 740 720
700 700 650 580 540 520 520 510 500 500 500 470
MARK # < 4> points <27/ 73>

410 420 410 410 410 380 350 330 300 260 230 210 190 170 150
130 120 140 110 100 80 80 80 70
MARK # < 5> points <24/ 97>

LINE <L1> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL2

50
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590 650 710 730 780 830 880 920 990 1010 1040 1100 1200 1300
Mark < 2> < 29/ 30>

1260 1050 1000 1030 1070 1060 1140 1160 1000 900
Mark < 3> < 10/ 40>

810 700 700 680 610 580 680 760 840 770 670 670 650 540 480
480
Mark < 4> < 16/ 56>

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL3

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Mark < 2> < 13/ 14>

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Mark < 4> < 8/ 22>

1310 1350 1230 1200 1170 1080 1020 1040
Mark < 5> < 8/ 30>

890 790 540 590
Mark < 6> < 4/ 34>

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140 150 110 80
Mark < 7> < 19/ 53>

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL4

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Mark < 3> < 7/ 13>

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880 1290 1380 1350 1050 860 630 570 500
Mark < 4> < 24/ 37>

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL5

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Mark < 3> < 7/ 29>

1370 1190 1080 1060 1030
Mark < 4> < 5/ 34>

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL7

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 710  790  910
Mark <   3> <   3/   9>

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AIRBORNE MAGNETOMETER SURVEY
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820 740 690 580 480 420
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AIRBORNE MAGNETOMETER SURVEY
Line : MAGL9

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1030 1630 1340
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
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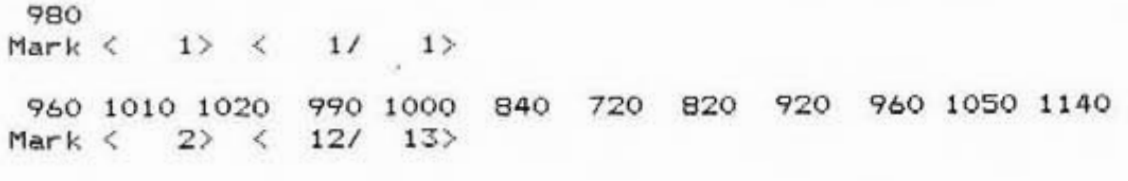

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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL14

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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83
AIRBORNE MAGNETOMETER SURVEY
Line : MAGL15

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TEMAGAMI RESOURCES LTD. BUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL16 >

** LINE **

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500 510
MARK # < 3> points <32/ 42>

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830 860 910
MARK # < 4> points <18/ 60>

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710 700 600 550 530 510 520
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MARK # < 6> points <11/ 93>

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FILE REF : < MAGL17 >

** LINE **

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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
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MARK # < 4> points <18/ 57>

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TENGUILLE RESOURCES LTD. SUEY LK. PROJECT 93. AIRBORNE MAGNETOMETER SURVEY
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710 670 650 640 610 570 520 480 400 350 300
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
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MARK # < 4> points <11/ 32>

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530 520 520 520 490 510 490 490 470 460 440 420 390 360 350
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TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL22 >

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TENQUILLE RESOURCES LTD. GLEY LK. PROJECT 85. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL22 >

** LINE **

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510 490 500 480 470 460 480 450 450 450 450 450 430 420
MARK # < 2> points <44/ 45>

420 400 410 390 390 380 380 350 350 350 330 340 330 320 310
310 290 290 290 250 260 230 240
MARK # < 3> points <23/ 68>

240 220 230 210 210 210 200 190 200 180 190
MARK # < 4> points <11/ 79>

LINE <L22> END

TENDUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL24 >

** LINE **

290
MARK # < 1> points < 1/ 1>

170 180 180 150 180 190 180 190 190 200 200 220 210 230 240
230 230 240 260 270 270 270 280
MARK # < 2> points <23/ 24>

290 300 290 300 290 310 310 320 330 330 310 340 320 340 340
340 350 350 350 360 360 350 350
MARK # < 3> points <23/ 47>

350 360 360 380 380 390 390 380 370 390 370 370 380 380 370
350 350 350 350 330 320 310 290 280 270 270 260 240 230 220

MARK # < 4> points <30/ 77>

LINE <L24> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 85. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL25 >

** LINE **

230
MARK # < 1> points < 1/ 1>

260 260 270 270 290 310 300 320 330 310 360 340 360 370 340
390 380 370 360 370 350 360 360
MARK # < 2> points <23/ 24>

360 340 340 350 350 360 340 340
MARK # < 3> points < 8/ 32>

330 320 310 320 320 300 300 310 300 290 280 280 260 270
MARK # < 4> points <14/ 46>

270 250 230 230 240 230 220 220 200 190 180 170 180 170 170
170 160 160 170 170 160
MARK # < 5> points <21/ 67>

LINE <L25> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL26 >

** LINE **

100
MARK # < 1> points < 1/ 1>

120 120 130 140 160 150 160 150 180 190 200 200 210 220 210
220 220 240 240 240 230
MARK # < 2> points <21/ 22>

250 250 260 240 260 260 260 270 250 270 270 260 260
MARK # < 3> points <13/ 35>

270 270 270 280 270 270 280 270 270 280 290 290
MARK # < 4> points <12/ 47>

280 290 280 280 280 290 280 280 280 280 280 250 270 250
MARK # < 5> points <14/ 61>

LINE <L26> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAC L28 >

** LINE **

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL28 >

** LINE **

220
MARK # < 1> points < 1/ 1>

210	230	230	230	250	230	260	250	240	260	240	250	240	250	260
240	250	250	240	250	250	240	240	250	240	240	250	250	230	230

MARK # < 2> points <30/ 31>

LINE <L28> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL29 >

** LINE **

200
MARK # < 1> points < 1/ 1>

220 230 220 230 220 230 240 220 240 230 220 240 230 240 240
220 240 220 240 210 240 230 230 230 210 230 220
MARK # < 2> points <27/ 28>

LINE <L29> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL30 >

** LINE **

240
MARK # < 1> points < 1/ 1>

240 230 220 250 240 250 240 260 250 220 250 230
MARK # < 2> points <12/ 13>

240 230 230 240 240 240 220 230 240 240 220 220
MARK # < 3> points <12/ 25>

LINE <L30> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL31 >

** LINE **

210
MARK # < 1> points < 1/ 1>

230 240 240 250 240 240 230 230 230 250 260 260 250 270 250
240 250 240 230 220 210 210
MARK # < 2> points <22/ 23>

LINE <L31> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL32 >

** LINE **

220
MARK # < 1> points < 1/ 1>

200 210 210 220 210 210 210 210 200 210 210 210 200 210 210
210 230 220 220 210 210 190 180 190 180
MARK # < 2> points <25/ 26>

LINE <L32> END

TENGUILLE RESOURCES LTD. SUEY LK. PROJECT 93. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL33 >

** LINE **

200
MARK # < 1> points < 1/ 1>

180 200 210 200 210 210 210 210 220 200 210 220 210 210 200
210 230 220 230 270 240 250 230 240 240 240 260 240 250 240
240
MARK # < 2> points <31/ 32>

LINE <L33> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL34 >

** LINE **

210

MARK # < 1> points < 1/ 1>

200 220 220 220 220 220 250 250 230 260 250 250 260 230 260
230 230 220 280 250 220 230 200 210 200 190 210 200 200 200
190 210 190 200 190 190

MARK # < 2> points <36/ 37>

LINE <L34> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL35 >

** LINE **

200
MARK # < 1> points < 1/ 1>

230 230 230 230 230 240 250 250 240 210 210 210 230 290 330
320 370 320 380 240 250 230 210 210 200 200 160 150 180 200
180 180 170 170 170 150 140
MARK # < 2> points <37/ 38>

LINE <L35> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 33. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL33 >

** LINE **

90

MARK # < 1> points < 1/ 1>

90	140	160	150	160	140	150	160	160	160	140	140	150	150	160
170	190	180	180	160	190	200	220	220	210	190	190	200	210	220

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 93. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL36 >

** LINE **

240
MARK # < 2> points <31/ 32>

LINE <L36> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 33. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL37 >

** LINE **

200

MARK # < 1> points < 1/ 1>

220 220 210 200 170 170 160 160 160 140 150 200 190 200 200
160 170 160 160 150 160 140 150 150 140 140 120 120 140 150
140 130 120 110 90

MARK # < 2> points <35/ 36>

LINE <L37> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL38 >

** LINE **

100
MARK # < 1> points < 1/ 1>

100 90 80 90 110 140 100 110 160 150 120 120 110 110 110
130 120 130 150 140 170 150 140 200 160 220 190 170
MARK # < 2> points <28/ 29>

LINE <L38> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL39 >

** LINE **

200
MARK # < 1> points < 1/ 1>

190 80 40 180 140 150 190 90 100 130 130 90 20 400 150
90 100 90 100 100 110
MARK # < 2> points <21/ 22>

LINE <L39> END

TENQUILLE RESOURCES LTD. SUEY LK. PROJECT 83. AIRBORNE MAGNETOMETER SURVEY
FILE REF : < MAGL40 >

** LINE **

80
MARK # < 1> points < 1/ 1>

70 80 80 70 70 90 110 120 100 110 130 70 120 130 140
260 240 170 130 110 110 100 120 130 150 130 130 150 160 200
130 80 130 170 190 210
MARK # < 2> points <36/ 37>

LINE <L40> END

APPENDIX C

DIGITIZED VLF ELECTROMAGNETICS

Digitized values times 0.1% relative field strength.

TENQUILLE RESOURCES LTD. OLEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE TRANSMITTER)
FILE REF : < VLFL1 >

** LINE **

484
MARK # < 1> points < 1/ 1>

448 453 489 469 458 505 494 469 453 484 427 443 541 603
MARK # < 2> points <14/ 15>

494 448 422 412 391 412 355
MARK # < 3> points < 7/ 22>

335 360 360 345 355 345 335 319 298 324 314 293 324
MARK # < 4> points <13/ 35>

329 319 298 298 293 268 283 309 329 298 288 273
MARK # < 5> points <12/ 47>

LINE <L1> END

```
TEMQUILLE RESOURCES LTD. QUEV LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SETTLE TRANSMITTER)
FILE REF :  < VLFL2 >

**  LINE  **

 407
MARK # < 1>    points < 1/  1>

 355  298  329  345  309  396  417  396  371  345  304  340  365  340  329
 329  340  417  360  298  273  381  448  448  448  386  407  469  536  556

MARK # < 2>    points <30/ 31>

 520  474  479  489  515  515  541  536  613  613
MARK # < 3>    points <10/ 41>

 701  757  716  705  701  731  726  706  716  716  757  747  747  705  701
 706
MARK # < 4>    points <16/ 57>

LINE <L2> END
```

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE-PROJECT 83
VLF-EM 24.8 KHz. (SEATTLE TRANSMITTER)
FILE REF : < VLFL3 >

LINE

368
MARK # < 1> points < 1/ 1>

578 629 588 573 624 629 609 624 619 543 558 553 553
MARK # < 2> points <13/ 14>

MARK # < 3> points < 0/ 14>

538 522 512 492 467 472 461 451
MARK # < 4> points < 8/ 22>

472 492 492 507 517 497 532 507
MARK # < 5> points < 8/ 30>

492 446 406 421
MARK # < 6> points < 4/ 34>

421 406 431 426 426 426 390 370 390 390 380 385 385 375 395
406 401 395 395
MARK # < 7> points <19/ 53>

LINE <L3> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz (SEATTLE TRANSMITTER)
FILE REF : < VLFL4 >

** LINE **

147
MARK # < 1> points < 1/ 1>

203 177 172 152 167
MARK # < 2> points < 5/ 6>

172 192 243 269 243 208
MARK # < 3> points < 6/ 12>

208 243 243 213 238 233 269 294 309 324 289 294 319 335 319
289 324 375 360 314 335 335 304 284
MARK # < 4> points <24/ 36>

LINE <L4> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE TRANSMITTER)
FILE REF : < VLFL5 >

** LINE **

411
MARK # < 1> points < 1/ 1>

472 345 380 365 370 370 395 355 360 345 345 345 309 299 309
299 309 314 304 329 258
MARK # < 2> points <21/ 22>

284 274 289 324 299 289 274
MARK # < 3> points < 7/ 29>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL6 >

** LINE **

403
MARK # < 1> points < 1/ 1>

372 397 479 479 566 653 617 561 551
MARK # < 2> points < 9/ 10>

484 535 576 561 535 561 612 591 612 653 617 612 676 647
MARK # < 3> points <14/ 24>

642 683 596 653 755 744 668 642 653 581 755 658
MARK # < 4> points <12/ 36>

LINE <L6> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL7 >

** LINE **

602
MARK # < 1> points < 1/ 1>

596 602 566 617 586 515
MARK # < 2> points < 6/ 7>

484 525 494
MARK # < 3> points < 3/ 10>

484 525 520 500 530 551 520 474
MARK # < 4> points < 8/ 18>

474 515 530 540 494 474 418 423 418 382
MARK # < 5> points <10/ 28>

LINE <L7> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL8 >

** LINE **

459
MARK # < 1> points < 1/ 1>

505 418 403 387 443 459 464 494 530 515 530 556 525 515 459
469
MARK # < 2> points <16/ 17>

489 464 489 510 525 530
MARK # < 3> points < 6/ 23>

545 530 545 515 500 474
MARK # < 4> points < 6/ 29>

464 484 448 474 438 474 540 545
MARK # < 5> points < 8/ 37>

LINE <L8> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL9 >

** LINE **

464
MARK # < 1> points < 1/ 1>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL9 >

** LINE **

423 382 377 387 413 438
MARK # < 2> points < 6/ 7>

438 454 469
MARK # < 3> points < 3/ 10>

474 464 459 443 469 438 443 479 500 510 535 530 474 438 408
403 403 382
MARK # < 4> points <18/ 28>

LINE <L9> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL10 >

** LINE **

418
MARK # < 1> points < 1/ 1>

418 448 443 464 382 418 428 520 540 530 489 469 464 448 413
438 423 423 438 474 413
MARK # < 2> points <21/ 22>

LINE <L10> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL11 >

** LINE **

301
MARK # < 1> points < 1/ 1>

311 326 321 311 295 306 306 311 311 336 397 387 382 357 326
311 295 295 270 280
MARK # < 2> points <20/ 21>

LINE <L11> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL12 >

** LINE **

418
MARK # < 1> points < 1/ 1>

403 443 423 382 423 392 433 418 438 469 397 372
MARK # < 2> points <12/ 13>

LINE <L12> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL13 >

** LINE **

459
MARK # < 1> points < 1/ 1>

423 413 443 474 479 438 459 372 331 362 362 331 397
MARK # < 2> points <13/ 14>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL14 >

** LINE **

346
MARK # < 1> points < 1/ 1>

403 397 413 418 428 428 408 418
MARK # < 2> points < 8/ 9>

423 428 418 428 408 392
MARK # < 3> points < 6/ 15>

LINE <L14> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL15 >

** LINE **

454
MARK # < 1> points < 1/ 1>

474 438 392 438 433 362 270
MARK # < 2> points < 7/ 8>

204 250 306 397 413 428 382 418
MARK # < 3> points < 8/ 16>

LINE <L15> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL16 >

** LINE **

469
MARK # < 1> points < 1/ 1>

474 510 535 464
MARK # < 2> points < 4/ 5>

515 489 551 515 571 515 530 551 556 535 500 545 484 464 443
484 510
MARK # < 3> points <17/ 22>

515 464 454 448 448 454 459 433 428 367
MARK # < 4> points <10/ 32>

392 418 423 392 382 397 382 372 362 326 336 331
MARK # < 5> points <12/ 44>

321 352 362 362 336 352
MARK # < 6> points < 6/ 50>

LINE <L16> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL17 >

** LINE **

478
MARK # < 1> points < 1/ 1>

463 404 375 404 400 404 385 341 336 380 351 395 458 487
MARK # < 2> points <14/ 15>

507 546 556 497 478 570 682 707 775
MARK # < 3> points < 9/ 24>

682 682 697 736 809
MARK # < 4> points < 5/ 29>

873 863 863 853 873 892 897 882 853 843 863 848 834 863 868
848
MARK # < 5> points <16/ 45>

LINE <L17> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL18 >

** LINE **

521
MARK # < 1> points <. 1/ 1>

531 507 536 512 502 526 551 551 570 556 507 556 551 521 521
590 595
MARK # < 2> points <17/ 18>

536 531 473 492 502 478 521 443 443 429 439
MARK # < 3> points <11/ 29>

439 429 414 419 385 370 375 351 370 395 346 385 351 336
MARK # < 4> points <14/ 43>

LINE <L18> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL19 >

** LINE **

585
MARK # < 1> points < 1/ 1>

600 600 546 556 531 546 614 614 595 536 604 600 565 575 570
565 541 512
MARK # < 2> points <18/ 19>

531 492 497 497 521 512 526 502 531 507
MARK # < 3> points <10/ 29>

478 458 478 443 448 443 453 439 434 414 395 395 390 419 443
434 414 404
MARK # < 4> points <18/ 47>

LINE <L19> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL20 >

** LINE **

447
MARK # < 1> points < 1/ 1>

452 437 412 378 373 363 407 363 412 402 452 457 437 343 363
398 417 442 402
MARK # < 2> points <19/ 20>

427 477 507 542 601 626 582
MARK # < 3> points < 7/ 27>

601 611 592 671 716 731 786 761
MARK # < 4> points < 8/ 35>

800 840 805 830 800 820 905 880 840 865 905 885 895
MARK # < 5> points <13/ 48>

LINE <L20> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL21 >

** LINE **

676
MARK # < 1> points <. 1/ 1>

686 666 606
MARK # < 2> points < 3/ 4>

626 661 631 696 681 746
MARK # < 3> points < 6/ 10>

711 766 756 776 761 781
MARK # < 4> points < 6/ 16>

741 796 756 761 766
MARK # < 5> points < 5/ 21>

721 671 696 686 706 691 651 656 626 656 656 626 577 567 582
562 582 592 537 601 542 547
MARK # < 6> points <22/ 43>

LINE <L21> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL22 >

** LINE **

527
MARK # < 1> points < 1/ 1>

507 472 487 467 398 407 422 417 412 358 358 313 398 457 422
407 422 427 432 502 592 572 666
MARK # < 2> points <23/ 24>

656 636 711 716 800 731 696 756 736 761 850 830
MARK # < 3> points <12/ 36>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL22 >

** LINE **

830 815 870 925 925 990
MARK # < 4> points < 6/ 42>

LINE <L22> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL24 >

** LINE **

540
MARK # < 1> points < 1/ 1>

550 590 580 545 515 510 495 475 465 465 455 450
MARK # < 2> points <12/ 13>

460 455 460 445 420 420 450 455 445 460 475 445
MARK # < 3> points <12/ 25>

465 455 445 395 360 350 385 395 405 400 415 420 425 365
MARK # < 4> points <14/ 39>

LINE <L24> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL25 >

** LINE **

616
MARK # < 1> points < 1/ 1>

557 492 502 457 447 442 472 452 422 422 417 452
MARK # < 2> points <12/ 13>

467 482 517 517
MARK # < 3> points < 4/ 17>

592 582 552 641 666 671 741 736
MARK # < 4> points < 8/ 25>

771 766 766 805 870 910 935 995 975
MARK # < 5> points < 9/ 34>

LINE <L25> END

```
  89   44
TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF :  < VLFL26 >

**  LINE  **

 883
MARK # < 1>    points < 1/  1>

 812  934  873  822  837  786  771  781  730  715  664
MARK # < 2>    points <11/ 12>

 670  649  675  690  664  614  517
MARK # < 3>    points < 7/ 19>

 502  527  553  578  538  583  598
MARK # < 4>    points < 7/ 26>

 573  538  578  527  441  472  467
MARK # < 5>    points < 7/ 33>

LINE <L26> END
```


```
TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF :  < VLFL27 >
```

** LINE **

492
MARK # < 1> points < 1/ 1>

421 436 395 401 472 482 487 421 446 487 563 629 695 670 583
670 664
MARK # < 2> points <17/ 18>

690 695 756 781 827 852 944 994
MARK # < 3> points < 8/ 26>

LINE <L27> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL28 >

```
** LINE **

 664
MARK # < 1>    points < 1/  1>

 644  624  614  649  639  568  558  532  507  522  522  522  527  538  543

MARK # < 2>    points <15/ 16>

LINE <L28> END
```

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL29 >

** LINE **

380
MARK # < 1> points < 1/ 1>

411 390 375 385 370 385 360 426 416 502 568 558 573 634 659

MARK # < 2> points <15/ 16>

LINE <L29> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL30 >

** LINE **

624
MARK # < 1> points < 1/ 1>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL30 >

** LINE **

604 583 563 593 624 548 497 512 472 502 487 502 522 497
MARK # < 2> points <14/ 15>

LINE <L30> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL31 >

** LINE **

416
MARK # < 1> points < 1/ 1>

314 319 324 355 385 421 477 583 573 604 629
MARK # < 2> points <11/ 12>

LINE <L31> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL32 >

** LINE **

517
MARK # < 1> points < 1/ 1>

487 482 456 461 472 456 441 446 406 380 350 370 380
MARK # < 2> points <13/ 14>

LINE <L32> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL33 >

** LINE **

604
MARK # < 1> points < 1/ 1>

588 614 558 522 512 487 461 477 497 477 487 395 380 375 355
401 380
MARK # < 2> points <17/ 18>

LINE <L33> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL33 >

** LINE **

604
MARK # < 1> points < 1/ 1>

588 588 573 517 517 497 472 451 512 492 487 390 395 355 340
385 370 401
MARK # < 2> points <18/ 19>

LINE <L33> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL34 >

** LINE **

390
MARK # < 1> points < 1/ 1>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL34 >

** LINE **

375 335 329 304 263 263 350 340 340 482 532 502 578 588 639
690 746 827 883
MARK # < 2> points <19/ 20>

LINE <L34> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL35 >

** LINE **

624
MARK # < 1> points < 1/ 1>

619 583 609 568 624 619 624 593 548 532 543 568 517 538 527
497 527 532 543 502
MARK # < 2> points <20/ 21>

LINE <L35> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL36 >

** LINE **

431
MARK # < 1> points < 1/ 1>

375 309 294 294 258 223 187 152 157 253 258 304 436 472 456
507
MARK # < 2> points <16/ 17>

LINE <L36> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL37 >

** LINE **

649
MARK # < 1> points < 1/ 1>

568 568 548 573 553 532 558 477 436 421 416 441 411 395 416
395 467 451
MARK # < 2> points <18/ 19>

LINE <L37> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL38 >

** LINE **

431
MARK # < 1> points < 1/ 1>

355 294 279 243 233 167 152 167 137 157 121 81 192 162
MARK # < 2> points <14/ 15>

LINE <L38> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL39 >

** LINE **

289
MARK # < 1> points < 1/ 1>

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL39 >

** LINE **

314 274 233 258 263 284 253 263 263 228 223
MARK # < 2> points <11/ 12>

LINE <L39> END

TENQUILLE RESOURCES LTD. SUEY LAKE AIRBORNE PROJECT 83
VLF-EM 24.8 Khz. (SEATTLE XMITTER)
FILE REF : < VLFL40 >

** LINE **

375
MARK # < 1> points < 1/ 1>

335 324 294 289 284 238 238 213 203 172 106 65 30 45 30
106 152
MARK # < 2> points <17/ 18>

LINE <L40> END

CANDELL CONSULTING CORP.

615-525 SEYMOUR STREET, VANCOUVER, B.C. 683-3830 687-7711
area 604 pager 2327

May 2, 1983

COST STATEMENT

Tenquille Resources Ltd.,
980 - 789 West Pender Street,
Vancouver, B.C.

Suey Lake Airborne Project 1983

April 15 to May 2, 1983

Horsefly Lake Area, Cariboo Mining Division, British Columbia

Suey 1 to 8 mineral claims

May 93A/7W

Combined airborne magnetometer and VLF electromagnetic survey

175 line km @ $100.00 per km

To the value of $17,500.00.

Tom Rolston, Exploration Manager for:

Candell Consulting Corp.
615 - 525 Seymour Street,
Vancouver, B.C.

120° 55' W
52° 30' N

QUESNEL LAKE

HEN LAKE

SUEY 1

SUEY 2

SUEY 3

SUEY 4

SUEY 5

SUEY 6

SUEY 7

SUEY 8

SUEY LAKE

SUEY BAY

HORSEFLY LAKE

HORSEFLY LAKE

GEOLOGICAL BRANCH
ASSESSMENT REPORT

11,377

LEGEND

- Lake shore
- Creek
- Topographic High
- Ridge
- 26.2 (line no.).(marker no.)

TENQUILLE RESOURCES LTD			
AIRBORNE GEOPHYSICAL SURVEY			
FLIGHTLINE LOCATIONS			
DRAWN BY : FJRS	DATE: APRIL, 1983	SCALE 1: 10,000	
CANDELL CONSULTING CORP.			

120° 55' W

52° 30' N

QUESNEL LAKE

N

-250

0

250

500

750

SUEY BAY

HORSEFLY LAKE

HORSEFLY LAKE

GEOLOGICAL BRANCH
ASSESSMENT REPORT

11,377

CONTOUR INTERVAL — 50 gamma

TENQUILLE RESOURCES LTD.

AIRBORNE GEOPHYSICAL SURVEY

COMPUTER ENHANCED TOTAL MAGNETIC FIELD

DRAWN BY FJRS | DATE APRIL, 1983 | SCALE 1:10,000

GANDELL CONSULTING CORP.

120° 55' W
52° 30' N

QUESNEL LAKE

FAULT / FRACTURE

CONTACT

CONTACT

CONTACT/FAULT

CONTACT/FAULT/FRACTURE

CONTACT/FAULT/FRACTURE

CONTACT

OUTLINE OF SUGGESTED EXPLORATION

FAULT/FRACTURE

FAULT

CONTACT

CONTACT

CONTACT

FAULT / FRACTURE

FAULT / FRACTURE

CONTACT

FAULT / FRACTURE

FAULT / FRACTURE

FAULT / FRACTURE

CONTACT/FAULT

CONTACT

FAULT

CONTACT

CONTACT

SUEY BAY

HORSEFLY LAKE

HORSEFLY LAKE

GEOLOGICAL BRANCH
ASSESSMENT REPORT

11,377

VLF-EM Anomoly

TENQUILLE RESOURCES LTD.			
AIRBORNE GEOPHYSICAL SURVEY			
GEOPHYSICAL INTERPRETATION			
DRAWN BY FJRS	DATE APRIL, 1983	SCALE 1:10,000	
CANDELL CONSULTING CORP			

120° 55' W
52° 30' N

QUESNEL LAKE

HORSEFLY LAKE

SUEY BAY

HORSEFLY LAKE

GEOLOGICAL BRANCH
ASSESSMENT REPORT

11,377

% Relative Field Strength
Low-pass: 3 flightlines

TENQUILLE RESOURCES LTD.

AIRBORNE GEOPHYSICAL SURVEY

VLF-EM (Seattle), LOW-PASS FILTER

DRAWN BY FJRS | DATE: APRIL, 1983 | SCALE 1:10,000

CANDELL CONSULTING CORP.

120°55' W
52°30' N

QUESNEL LAKE

HORSEFLY LAKE

SUEY BAY

HORSEFLY LAKE

GEOLOGICAL BRANCH
ASSESSMENT REPORT

11,377

CONTOUR INTERVAL – 100 gamma
BASELEVEL – 58,000 gamma

TENQUILLE RESOURCES LTD.		
AIRBORNE GEOPHYSICAL SURVEY		
OBSERVED TOTAL MAGNETIC FIELD		
DRAWN BY FJRS	DATE APRIL, 1983	SCALE 1:10,000
CANDELL CONSULTING CORP.		