-	PETER E. WALCOTT & ASSOCIATES LTD
	Geophysical Services
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OCT 4 2001	A GEOPHYSICAL REPORT
Gold Commissioner's Offi VANCOUVER, B.C.	
INI	DUCED POLARIZATION SURVEYING
	Fox Grid
	Coquihalla Hwy, B.C. 50° 23'N, 120° 37'W
	N.T.S. 9217
	Claims Surveyed : Fox 4,5,6, 7, 21,22
:	Survey Dates: October 21 st , 22 nd , 2000 December 1 st – 13 th , 2000
	For
	GITENNES EXPLORATION INC.
	Vancouver, British Columbia
	Ву
GEOLOGICALRATR	CE. WATCOFT & ASSOCIATES LIMITED
	Vancouver, British Columbia
	,
et e	JANUARY 2001

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INTRODUCTION.

On October 21st and 22nd Peter E. Walcott & Associates Limited undertook induce t polarization and horizontal loop electromagnetic test surveying over a small poly-metallic showing located on the west side of the Coquihalla Hwy - Hwy 5 - some 28 kilometres north of Merritt, B.C. for Gitennes Exploration Inc.

The I.P. portion of the survey was to consist of two traverses of pole-dipole surveying with a 25 metre dipole, one over the showing and the other 50 metres to the south extending some 300 metres on either side of the highway. However the survey was shut down by the highway patrol before completion until proper permitting was in place for working across the blacktop.

Measurements - first to sixth separation - the I.P. response parameter - and resistivity were made along the traverse lines using a time domain I.P. system.

The electromagnetic test traverse was conducted using an SE 88 electromagnetic - Genie --system. Measurements of amplitude ratios of three frequency pairs, 337/112, 1012/112 and 3037/112 Hz. were taken with a 50 metre coil separation.

As a result of the detectable responses from the above, and results from physical pror erty measurements on four samples of the mineralized rock which showed the mineralization to exhibit high chargeability, Gitennes made the decision to establish a grid with lines running east-west at 100 metre centres from 600 metres north of the showing to 800 metres south of the showing. These lines extended 600 metres to the west and 400 metres to the east from the zero point - the baseline - in the centre ditch of the divided four lane highway, which trended at 357°.

Measurements of apparent chargeability - first to sixth separation - and resistivity were made with a 25 metre dipole on all or part of Lines 400S, 300S, 200S, 100S and 10CN -Line 0 the first test line -, and with a 50 metre dipole on Lines 400S, 300S, 100S, 0, 100N, 200N, 300N 400N & 500N before the snow came and terminated the project.

The SE 88 horizontal loop measurements were also made using the previous procedules

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INTRODUCTION CONT'D

on the centre portions of Lines 200S, 100S and 100N.

Measurements of the total intensity of the earth's magnetic field were made every 2.5 metres along the survey lines and on flagged intermediate lines using an EDA proton precession magnetometer. Corrections for drift were applied using a similar base magnetometer.

The surveys were complicated by the presence of two 4 metre chain link metal leer fences which run parallel to the median, and a buried drainage culvert in the western ditch from 250N to 500S.

The surveys were carried out between December 1st and 13th, 2000 in generally favourable weather conditions except for three days of minus twenty temperatures and blustery winds.

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PROPERTY LOCATION AND ACCESS.

The Property is situated in the Nicola Mining Division of British Columbia and consists of the following claims:

Claim Name	Tenure Number	No. of Units	Anniv rsary
FOX 1	379156	1	Jul 22
FOX 2	379157	1	Jul 22
FOX 3	379158	١	Jul 22
FOX 4	379159	1	Jul 22
FOX 5	379160	1	Jul 22
FOX 6	379161	1	Jul 20
FOX 7	379162	1	Jul 20
FOX 8	379163	1	Jul 20
FOX 9	379164	1	Jul 20
FOX 10	379165	1	Jul 20
FOX 11	379166	t	Jul 23
FOX 12	379167	1	Jul 23
FOX 13	379168	1	Jul 23
FOX 14	379169	1	Jul 23
FOX 15	379170	1	Jul 23
FOX 16	379171	1	Jul 21
FOX 17	379172	ł	Jul 21
FOX 18	379173	1	Jul 21
FOX 19	379174	1	Jul 21
FOX 20	379175	1	Jul 21
FOX 21	379176	20	Jul 23
FOX 22	379177	20	Jul 21
TERRY 1	381278	20	Sep 26
TERRY 2	381279	12	Sep 25
TERRY 3	381149	15	Sep 22
TERRY 4	381150	15	Sep 23
TERRY 5	381385	20	Sep 29
TERRY 6	381498	20	Oct 03
TERRY 7	381606	20	Oct 05
TERRY 8	381672	20	Oct 07
TERRY 9	381722		Oct 08
TERRY 10	381723	1	Oct 08
TERRY 11	381724	1	Oct 08
CLAP 1	381397	20	Ser 30
CLAP 2	381484	20	Oct 01
CLAP 3	381485	1	Oct 02
CLAP 4	381486	1	Oct 02
CLAP 5	381487		Oct -02
CLAP 6	381488		Oct 02
CLAP 7	381489	l	Oct 02

The claims are located straddling the Coquihalla Highway – Hwy 5 – some 28 km r orth of the town of Merritt, British Columbia.

Access was obtained by means of four wheel drive vehicles along a gravel road on the west side of the highway from the Helmer Road turnoff.

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GEOLOGY.

The property, encompassing the Blacktop Prospect, a poly-metallic massive sulphide mineralized occurrence, is underlain to the east of Hwy 5 by a package of andesite-dacite volcanic tuffs, breccias, siliceous mudstone, etc. of the Nicola Group, and to the west by basalt and andesite flow breccias, which overlie the eastern package.

The mineralized showing occurs near the western edge of the older rock package, and appears to be a conformable lens of baritic sphalerite-chalcopyrite-pyrite mineralization.

For more detailed information about the geology and the showing the reader is referred to reports by the staff of Gitennes Exploration

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PURPOSE.

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The purpose of the survey was (a) to try to ascertain the electromagnetic and incuced polarization responses of the sulphide mineralization, and (b) to use these responses, if any, in an effort to outline this and any other similar mineral occurrences.

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PREVIOUS WORK.

The writer is not familiar with previous work on the property but to the best of his knowledge it was subjected to prospecting and regional soil sampling in the late 90's

In late fall of 2000 Fugro Airborne Surveys carried out a 475 line kilometre airt orne electromagnetic and magnetic survey on the property.

For further information the reader is referred to reports held by Gitennes Exploration Inc.

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SURVEY SPECIFICATIONS.

Electromagnetic Surveying.

The basic principle of any electromagnetic survey is that when conductors are subjected to primary alternating fields secondary magnetic fields are induced in them. Measurements of these secondary fields give indications as to the size, shape and conductivity of conductors. In the absence of conductors no secondary fields are obtained.

The electromagnetic survey was carried out using a SE 88 Genie electromagnetic system manufactured by Scintrex Limited of Metropolitan Toronto, Ontario. The operation of this system is based on the simultaneous transmission of two pre-selected, well separated frequencies from the transmitter, and the simultaneous reception and amplitude comparison of the resultant signals by a single receiver. There is no cable or radio ink between the coils, and since there are effectively no coil geometry errors, the instrum ent is very effective in rugged topography, and heavily forested areas. In the absence of atmospheric noise useful amplitude ratio changes may be made up to a transmitter-receiver separation of 150 metres.

On this survey measurements were made at three frequency pairs, 337/112, 1012/112 and 3037/112 Hz, at a 50 metre coil separation on the central parts of Lines 200S, 100S, 0 &: 100N.

Additional measurements were made at 12.5 and 25 metre coil separations over the centre part of Line 100S to assess the response of the culvert.

Magnetic Survey.

The magnetic survey was carried out using an EDA Omni proton precession magnetometer manufactured by EDA Instruments of Metropolitan Toronto, Ontario. This instrument measures variations in the total intensity of the earth's magnetic field to an accuracy of plus or minus 1 gamma. Corrections for diurnal variations were made by comparison with readings taken at 10 second intervals on a similar instrument set up at a fixed base position.

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SURVEY SPECIFICATIONS cont'd

Measurements were made at 12.5 metre intervals on the grid lines and on flagged intermediate lines in three stages i.e. to the west of the fence, to the east of the fence, and the area between the fences, mostly on the highway.

Induced Polarization Survey.

The induced polarization (I.P.) survey was conducted using a pulse type system, the principal components of which are manufactured by Androtex Limited of Metropo itan Toronto, Ontario and Iris Instruments of Orleans, France.

The system consists basically of three units, a receiver (Iris), transmitter and a motor generator (Androtex). The transmitter, which provides a maximum of 7.5 kw d.c. to the ground, obtains its power from a 7.5 kw 400 c.p.s. three phase alternator driven by a gasoline engine. The cycling rate of the transmitter is 2 seconds "current-on" and 2 seconds "current-off" with the pulses reversing continuously in polarity. The data recorded in the field consists of careful measurements of the current (I) in amperes flowing through the current electrodes C_1 and C_2 , the primary voltages (V) appearing between any two potential electrodes, P_1 through P_7 , during the "current-on" part of the cycle, and the apparent chargeability, (M_a) presented as a direct readout in millivolts per volt using a 200 millisecond delay and a 1000 millisecond sample window by the receiver, a digital receiver controlled by a micro-processor – the sample window is actually the total of ten individual windows of 100 millisecond widths.

The apparent resistivity (\int_a) in ohm metres is proportional to the ratio of the primary voltage and the measured current, the proportionality factor depending on the geon erry of the array used. The chargeability and resistivity are called apparent as they are values which that portion of the earth sampled would have if it were homogeneous. As the carth sampled is usually inhomogeneous the calculated apparent chargeability and resist vity are functions of the actual chargeability and resistivity of the rocks.

The survey was carried out using the "pole-dipole" method of surveying. In this me hod the current electrode, C_1 , and the potential electrodes, P_1 through P_7 , are moved in unison

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SURVEY SPECIFICTIONS cont'd

along the survey lines at a spacing of "a" (the dipole) apart, while the second current electrode, C_2 , is kept constant at "infinity". The distance, "na" between C_1 and the nearest potential electrode generally controls the depth to be explored by the particular separation, "n", traverse.

On these surveys 25 and 50 metre dipoles were employed and first to sixth separation readings were obtained.

As the survey conducted across a high speed four lane highway strict procedures had to be established, approved and followed to minimize traffic inconvenience and ersure safety.

Firstly it was deemed unsafe to have the 2 cm diameter rubber hose housing the multiconductor receiver cable spread across the fast speed highway, the area had to be declared a work zone with properly accredited traffic control personnel and equipment slowing the traffic to 80 km/h and restricting them to one lane when crossing the cuble, which was firmly anchored on all sides of the pavement with a takeout in the middle for measurements at the zero point.

Secondly in order to close one lane for a minimum duration during the day all measurements on a line across the highway were made from a single receiver set-up using pre-staked electrodes and a switching box.

The procedure resulted in surveying a line in three parts i.e. readings west of the road, all readings across the highway, and the measurements east of the highway – the current wire was run through a culvert beneath the highway at approximately 150S - a fairly onerous and time consuming procedure.

As only 50 metre dipole readings were done on Lines 200N to 500N with no need for an electrode at the base line in the median, the multiconductor cable was dispensed with and the readings were obtained using cable run through a culvert at 350N.

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SURVEY SPECIFICATIONS cont'd

As no work was allowed on the highway when it was snowing and/or snow ploughs operating the survey was terminated before completion of all the grid when deteriorating weather conditions set in.

<u>Data Presentation.</u>

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The E.M. data was presented as profiles of percent ratio of the three frequency pairs road, while the magnetic data was shown in contour form on an idealized plan map of the grid, both at a scale of 1:2500.

The I.P. data were presented as individual pseudo sections of the lines surveyed with apparent chargeability, apparent resistivity and metal factor featured. Plots of the 21 point moving filter – illustrated on the pseudo section – for the above were also displayed in the top plot window to better show the location of the anomalous zones.

The locations of the anomalous chargeability zones were shown on the pseudo sections and on the stacked pseudo section plots of apparent chargeability.

Two-dimensional smooth model inversion of the resistivity and chargeability data was carried out using the Zonge Smooth Model Algorithm. This algorithm uses a 2-D f nite element method and incorporates topography in modeling resistivity and I.P. data. Nearly uniform starting models are generated by running broad moving-average filters over the respective lines of data. Model resistivity and chargeability properties are then adjusted iteratively until the calculated data values match the observed as closely as poss ble, given constraints which keep the model section smooth.

The smooth chargeability model along with plots of the apparent and synthetic (calculated) chargeability and resistivity are plotted for each individual line at 1:2500.

In all some 25.3 kilometres of magnetic surveying, some 1.2 kilometres of E.M. surveying and some 12.7 kilometres of I.P. surveying was completed.



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DISCUSSION OF RESULTS.

The I.P. response obtained over the mineralized outcrop on the western bank of the highway on the October test survey as shown on the 25 metre dipole pseudo sections of Lines 0 and 50S suggested that the mineralization was confined to a body of limited depth extent and some 50 metres in width.

The EM response obtained using the SE 88 horizontal loop system on Line 0 was indicative of a thin conductor dipping to the west and exhibiting poor to modurate conductivity – response only 3037/112 Hz. pair – with an axis just west of the zero point of the grid.

The above suggested that the mineralization was not very conductive throughout its width and possibly had a conductive eastern edge or that the EM response was attributable to cultural objects in the road bed.

Physical property measurements made on four samples of the mineralized outcrop suggested the mineralized body would exhibit good chargeability and poor conductiv ty – as seen from the value of M_a and ρ_a – the apparent resistivity – in the accompanying table.

Forward modeling on a rudimentary model using two bodies of resistivity 200 ohm metres and chargeabilities of 30 and 20 mV/V for the smaller and larger are show 1 on plate 1, the responses of which are comparable to those obtained on Line 0.

A search of the "as built" construction drawings of the highway by personnel of Gitennes in November revealed the possible presence of a buried metal culvert some 800 metres in length running from 250N to 550S on the proposed grid beneath the western ditch of the highway, i.e. circa 0+15W. The physical existence of this culvert still has to be verified.

The I.P. response of a one metre body, simulating a culvert, having a resistivity $0^{\circ}0.1$ ohm metres and a chargeability of 45 mV/V can be seen in the second plate. Although the numbers are fairly similar to those obtained on Line 0, the chargeability response is narrower and exhibits negative responses on the pole side.

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DISCUSSION OF RESULTS cont'd

The responses on Line 0 compare better when a body of some 50 metre width with resistivity and chargeability of 200 and 25 respectively is added to the culvert responses as shown on the third plate.

The 25 metre dipole work carried out in December on Lines 400S, 300S, 200S, 100S and 100N showed a confined moderate increase in chargeability trending across the grid centred on the western ditch as illustrated on the respective pseudo sections.

These responses have similar characteristics to those modeled over the culvert in plat 2.

A zone of weaker chargeability can also be observed trending across the grid to the east of the highway.

The 50 metre dipole work carried out on the above lines gave the strongest response on Line 0 and showed the causative sources of the responses to be shallow and of limited depth extent.

Additional surveying on Lines 200N, 300N, 400N and 500N respectively showed brc ader chargeability zones in the underlying rocks of higher resistivities to the west in areas of higher topography. Again the causative sources appear to be limited in depth extent.

Smooth model inversion was carried out on the results from all the traverses. The results are shown for each line with the apparent chargeability, the synthetic chargeability, the smooth inversion model of chargeability and resistivity, the calculated resistivity and the synthetic resistivity featured along with the filter profiles of the respective chargeabilities and resistivities.

These models show the limited depth extent of the I.P. causative sources, and suggest the road anomaly could be attributable to more than the buried culvert. It should be noted here that it would have been better to conduct the inversion using electrodes or the topographic surface rather than on a flat plane.

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DISCUSSION OF RESULTS cont'd

The resistivity models show the moderately conductive causative source to exterd to depth, unlike the I.P. source which could be indicative of a shear zone trending across the grid.

The SE 88 horizontal loop EM survey carried out on the centre portions with a 50 metre coil separation on Lines 200S, 100S and 100N showed a narrow poor conductor trending northwards across the grid at approximately 0+10W. The responses were different in amplitude from line to line indicating a change in depth of burial and suggested a cip to the west, although that shoulder straddles the deer fence to the west.

Additional work done on Line 100S with 12.5 and 25 metre coil separation gave si nilar shape profiles. The writer would expect a stronger response on the 12.5 metre separation if the conductor was solely due to the culvert.

The magnetic survey showed excellent correlation with the previously flown airborne survey.

The contoured map of the total field intensity revealed that the grid surveyed could be parceled into three areas, namely (1) an area of moderate magnetic relief to the east, (2) an area of low magnetic relief of some 300 metres width trending north north-east through the centre of the grid, and (3) an area of higher magnetic relief to the west.

The boundary between the high magnetic to the west and the central low presumably maps the contact between the more basaltic and more felsic rock packages.

Embayments in the boundary suggest cross cutting faulting.

The showing and associated anomalous responses lie within the central low, while the broader I.P. responses to the northwest lie mainly within the basaltic-andesitic package which could reflect a different causative source.

No diagnostic magnetic signature was obtained over the metal culvert where traverse readings were taken at 5 metre intervals.

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DISCUSSION OF RESULTS cont'd

The writer has contoured the results of the soil samples analyzed using the MMI (mobile metallic ion) technology. The zinc results show reasonable correlation with the central chargeability anomaly and the anomaly to the west on Line 200N to Line 500N exhibits reasonable geochemical coincidence.

The lead data show an almost sterile low trending northwards down the highway corridor, and elevated results on the west side.

The copper data in contrast show a linear high down the same corridor with its central core trending down the axis of the chargeability zone and EM conductor.

The writer will leave it to others to further and better comment on the geochemical results.

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SUMMARY, CONCLUSIONS AND RECOMMENDATIONS.

Between October 21st and 22nd, Peter E. Walcott & Associates Limited carried out induced polarization and horizontal loop electromagnetic test surveying over a recently discovered small poly-metallic showing for Gitennes Exploration Inc.

The showing, dubbed the Blacktop Prospect, is located on the westbank of the Coquil alla Highway, some 28 kilometres north of the town of Merritt, British Columbia.

The I.P. traversing with a 25 metre dipole on a line over the showing, and on a partial one 50 metres to the south, showed the mineralization to respond to the method.

The response obtained was that of a shallow body of limited depth extent.

The SE 88 horizontal loop electromagnetic system gave a response on only the highest frequency pair with a resulting asymmetric profile centred over the western edge of the pavement.

Notwithstanding the possible existence of a eight hundred metrelong metal culvert buried in the western ditch further I.P. and EM surveying was undertaken during the period of December 1st to 13th, 2000 along with a ground magnetometer survey.

Prior to this Gitennes had contracted an airborne magnetic and electromagnetic survey for the property which failed to show an anomaly associated with the showing.

The chargeability results from both the 25 and 50 metre dipole work suggested a na row shallow body of limited depth extent trended northwards along the western ditch 'rom Line 400S to 200N, although the responses were not as strong or as wide as those 'rom the test lines.

These results show excellent correlation with the copper soils and good correlation with those of zinc.

Three other zones of higher chargeability response were also detected, one to the east of the highway, and two to the west in the underlying more basic rock package. These zones also had characteristics of limited depth causative sources.

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SUMMARY, CONCLUSIONS AND RECOMMENDATIONS cont'd

The small electromagnetic survey over three lines in the highway area gave similar results to those obtained on the test traverse.

As a result of the above surveys, and although the culvert could be a contributing factor for the responses, the writer believes the responses along the highway are partially attributable to a sulphide mineralized body albeit one of limited size, most probably caught up in a shear.

He suggests that should the causative source be subjected to further investigation by drilling then care should be taken to intersect it at a shallow depth below surface, given the necessity of collaring the holes on the top of the western bank due to limited accessibility.

He also suggests that due to the confirmed response of the mineralization to the I.P. method, that the technique be employed to search for larger occurrences of the same in the window of the favourable host rock package.

Respectfully submitted,

PETER E. WALCOTT & ASSOCIATES LIMITED

Peter E. Walcott, P.Eng. Geophysicist

January 2001

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COST OF SURVEY

Peter E. Walcott and Associates Limited undertook the surveys on a daily basis. Mobilization and reporting costs were extra for a total breakdown as follows:

I.P. Surveying 12.7 kms at \$2,940 per km \$37,307.98 Magnetic Surveying 25.3 kms at \$115.00 per km E.M. Survey 1.2 kms at \$1050.00 per km Total cost \$1,200.00 \$41,477.48



PERSONNEL EMPLOYED ON SURVEY

Name	Occupation	Address	Dates
Peter E. Walcott	Geophysicist	Peter E. Walcott & . Associates Limited 506-1529 W, 6 th Ave. Vancouver, B.C.	Oct. 21^{st} -Oct. 22^{nd} Dec. 1^{st} - 13^{th} ,2000
Marek Welz	Geophysicist	٤6	Oct. $21^{st} - 22^{nd}$ Dec. $8^{th} - 12^{th}$,20.00
J. Harrison	Geophysical Operator	دد	Dec. $1^{st} - 13^{th}$, 2000
Peter Charlie	"	"	Dec. $8^{th} - 13^{th}$, 2000
C. Bukkos	Geophysical Assistants	"	Oct. $21^{\text{st}} - 22^{\text{nd}}$ Dec. $2^{\text{nd}} - 12^{\text{th}}$,2000
H. Lynch	"	دد	.:
M. Mitchell	"	**	.:

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CERTIFICATION

- 1. I am graduate of the University of Toronto in 1962 with a B.A.Sc. in Engineering Physics, Geophysics Option.
- 2. I have been practicing my profession for the last thirty eight years.
- 3. I am a member of the Association of Professional Engineers of British Columbia and Ontario.
- 4. I hold no interest, direct nor indirect, in Gitennes Exploration Inc., no do I expect to receive any.

Peter E. Walcott, P.Eng.

Vancouver, B.C. January 2001

Fox Grid - Gliennes Exploration Inc. A Geophysical Report

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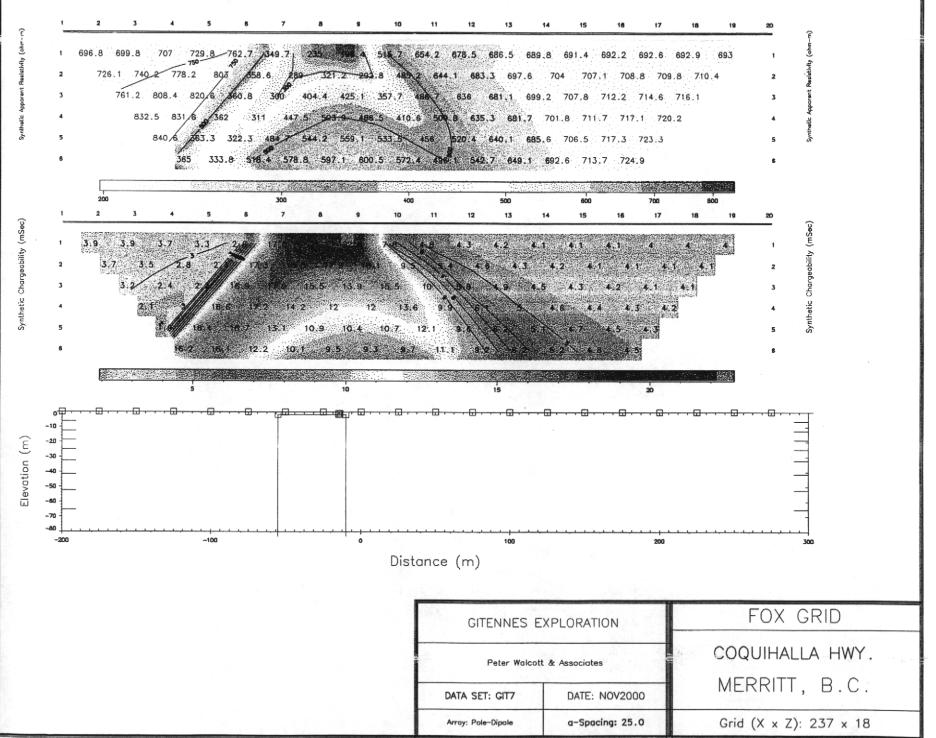
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Date: November 2000

Client: Gliennes Explor.

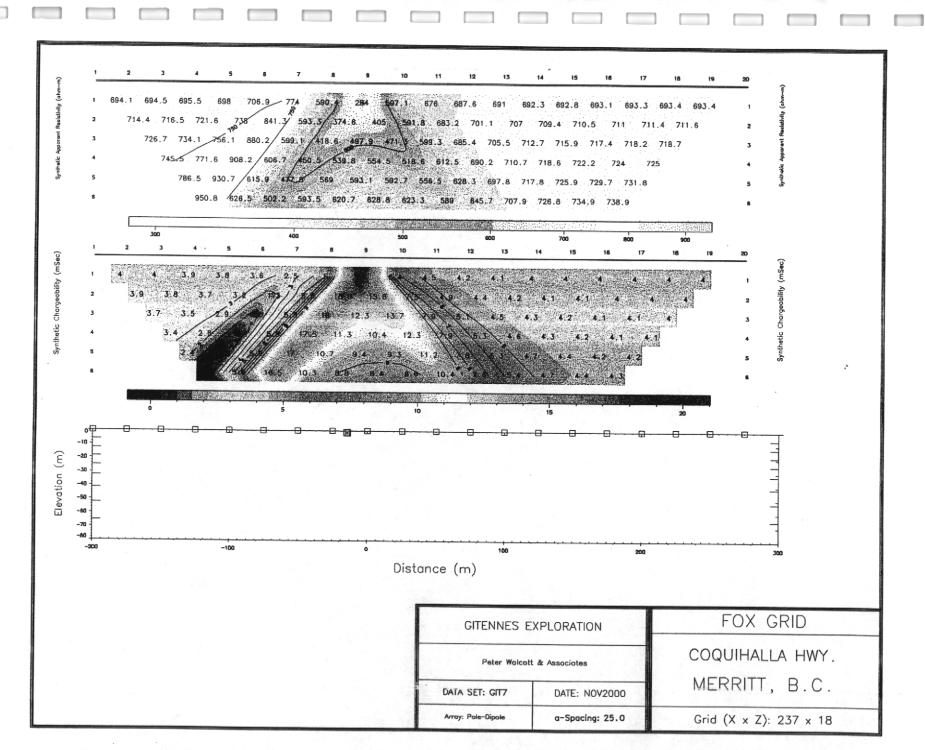
CHARGEABILITY (Ma) AND RESISTIVITY (Pa)

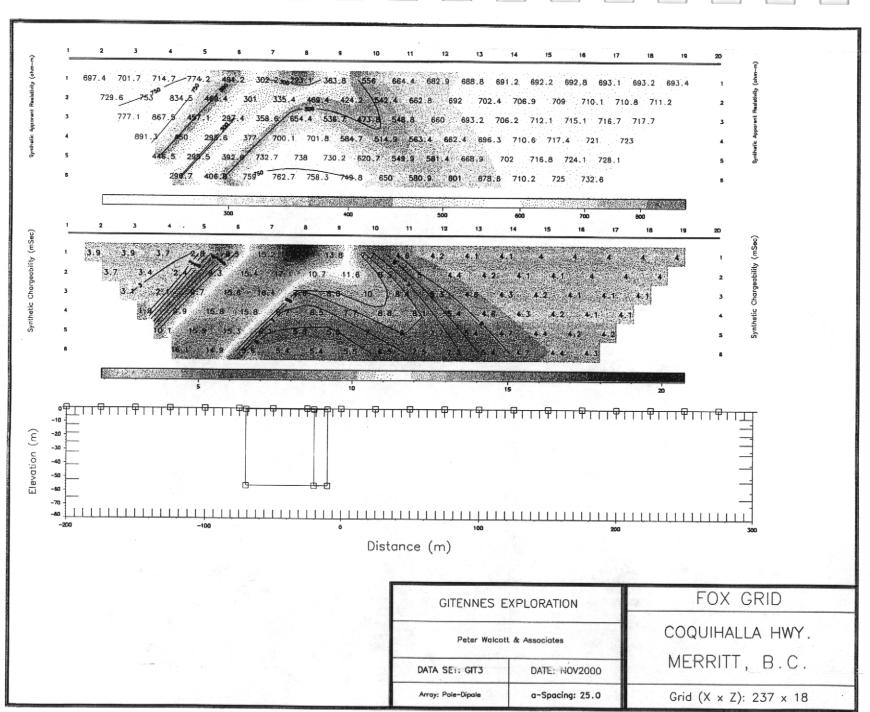
Sample #	lg	Vp	Ma	M₁	M ₂	M ₃	M4	Ms	Ms	M7	M ₈	M,	M ₁₀	K	d	L	. t	8	ρ.
D	10	90.3	117.2	176.5	153.7	137.3	124.6	114.3	105.8	98.5	92.3	87.0	82.2		2.75	49	30	22	603
	10	90.4	118.3	178.7	155.4	138.7	125.8	115.2	106.5	99.2	92.9	87.4	82.6			49	30	22	604
Е	10	20.6	217.7	315.9	279.1	251.9	230.6	213.3	195.8	186.3	175.7	166.5	158.4		3.35	56	47	28	194
	100	201.6	219.7	314.4	179.3	253.1	232.5	215.6	201.5	189.4	179.0	169.8	161.7			56	47	28	190
F	10	702.9	41.9	69.4	58.4	50.6	44.8	40.2	36.5	33.4	30.8	28.5	26.4		2.80	46	35	24	4715
	10	721.4	42.9	71.4	59.8	51.8	45.6	41.2	37.3	34.2	31.5	29.2	27.1			49	35	24	5155
G	10	226.5	154.8	226.5	200.2	180.7	165.2	152.1	140.9	131.6	123.8	116.6	110.1		3.15	36	33	23	1170
	10	227.1	155.5	228.6	201.9	181.9	166.1	153.0	141.9	132.4	124.0	116.3	109.2			36	33	23	1173
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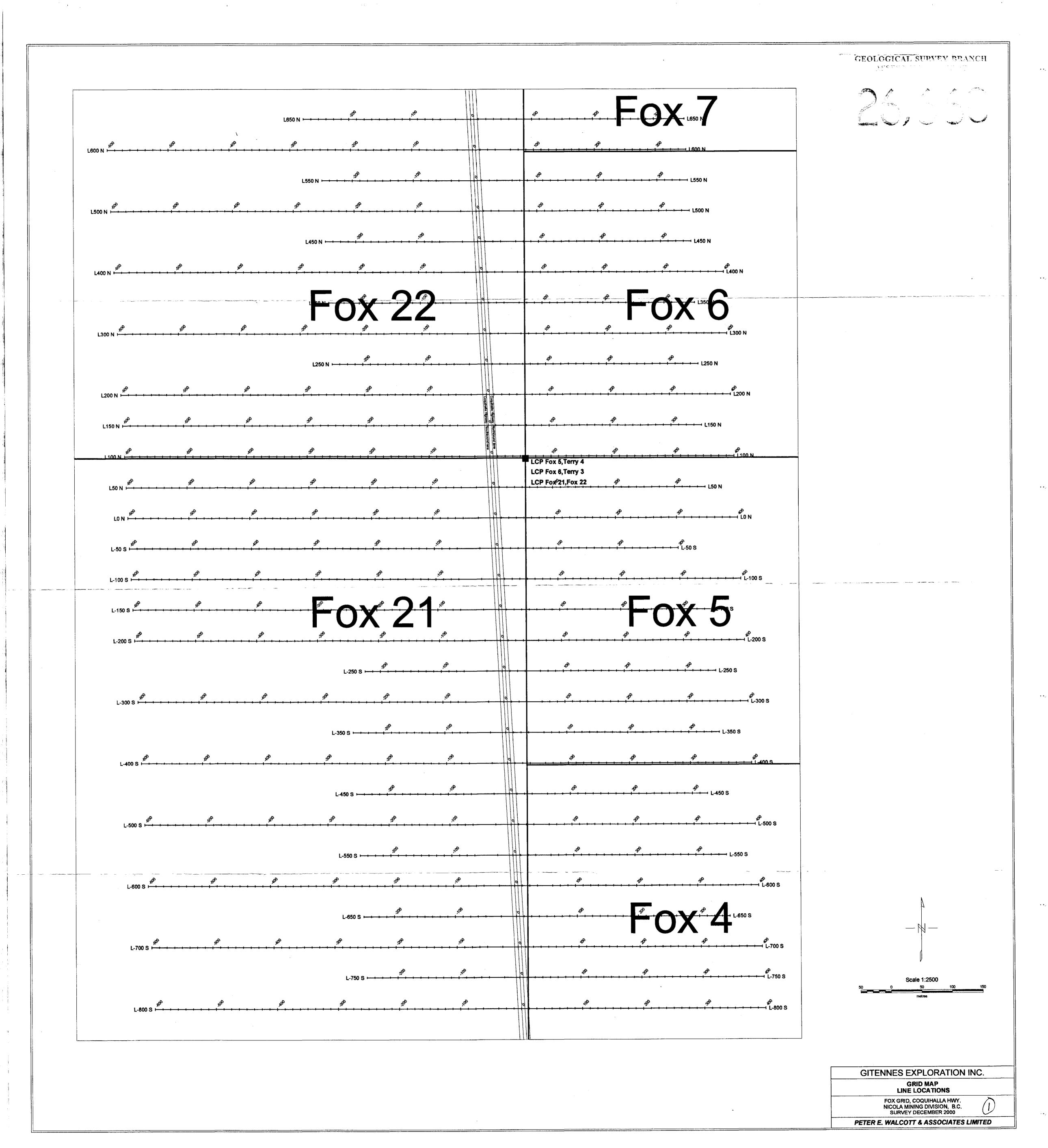


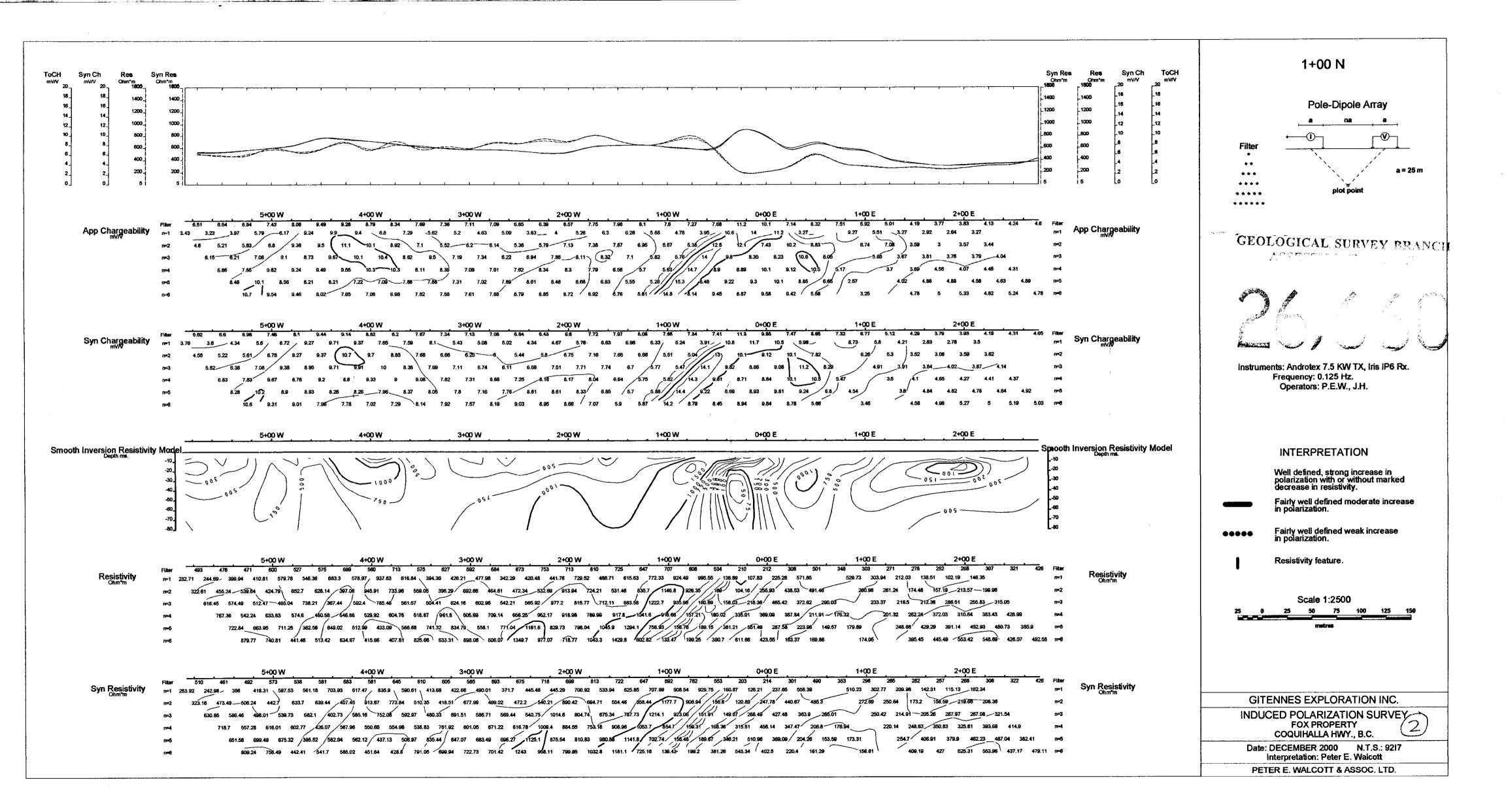
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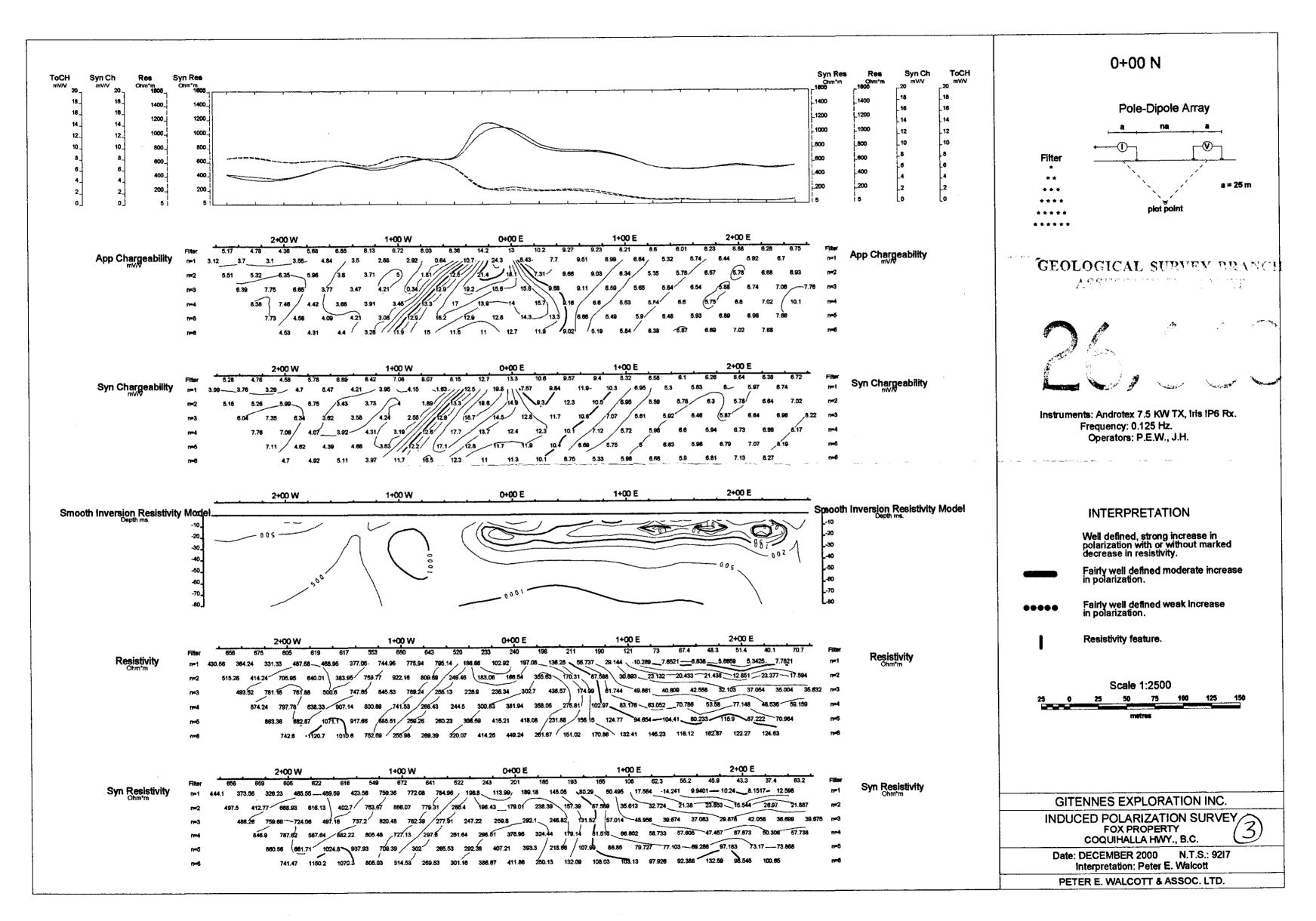
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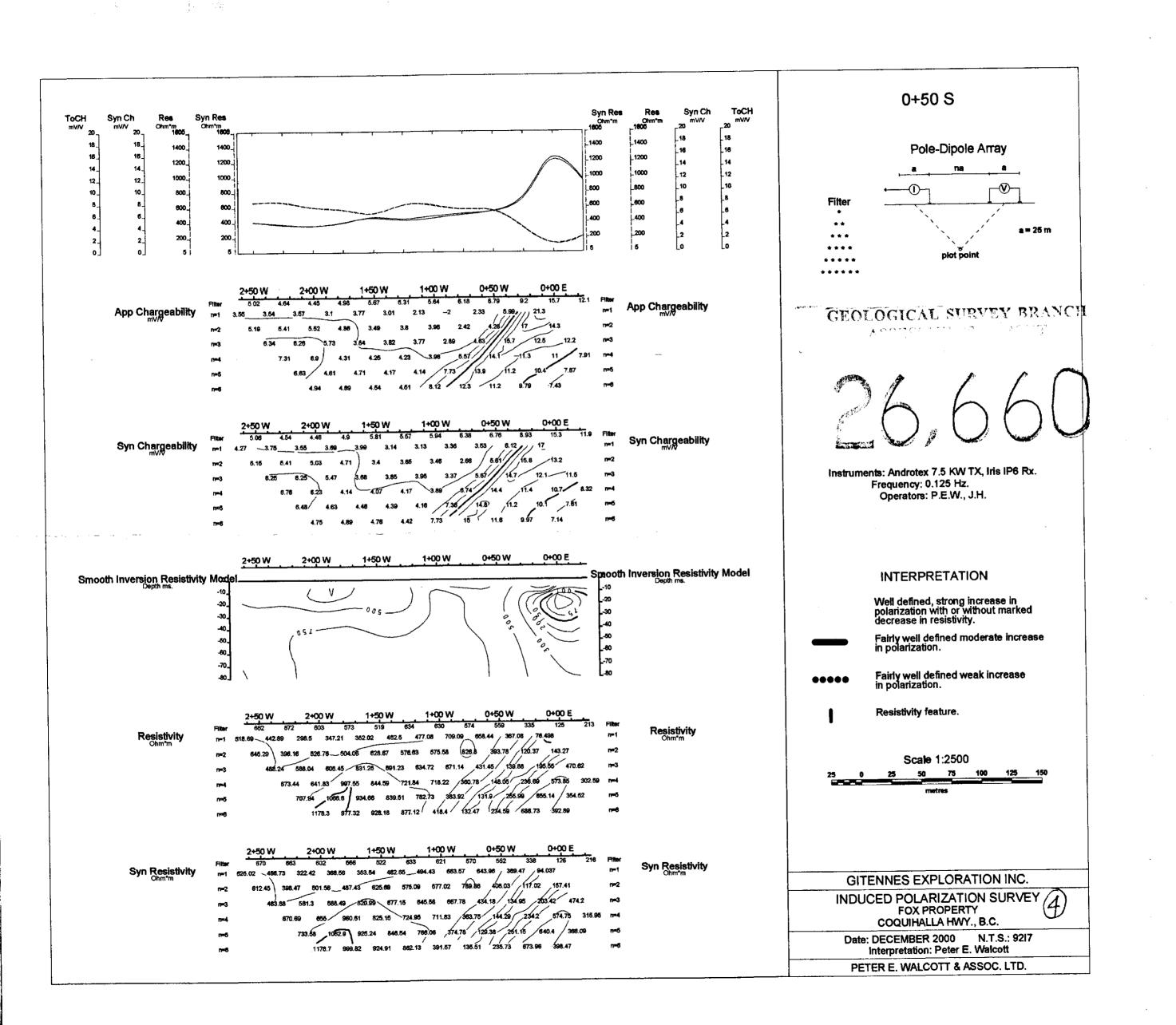




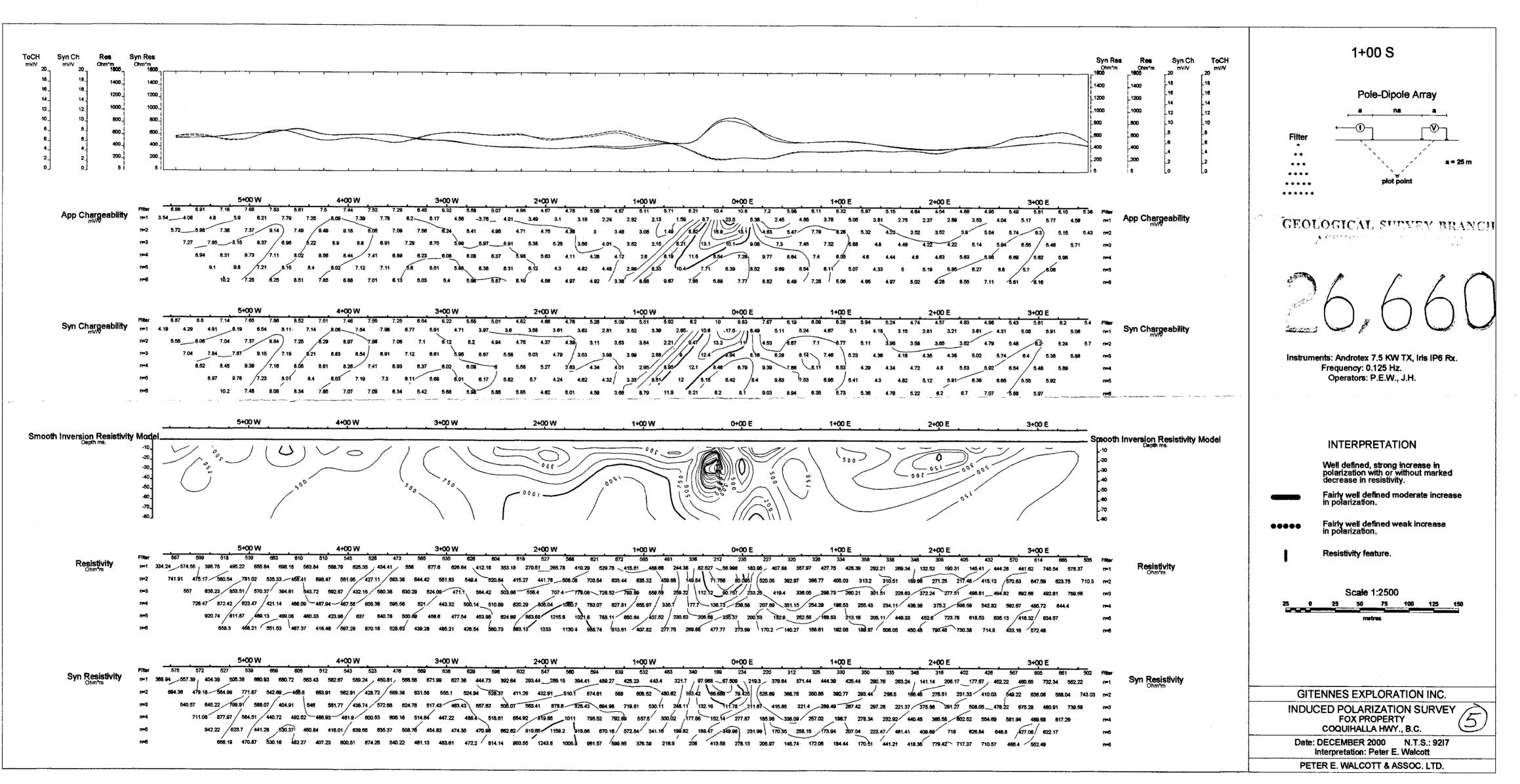


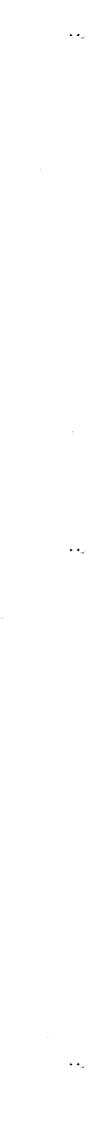


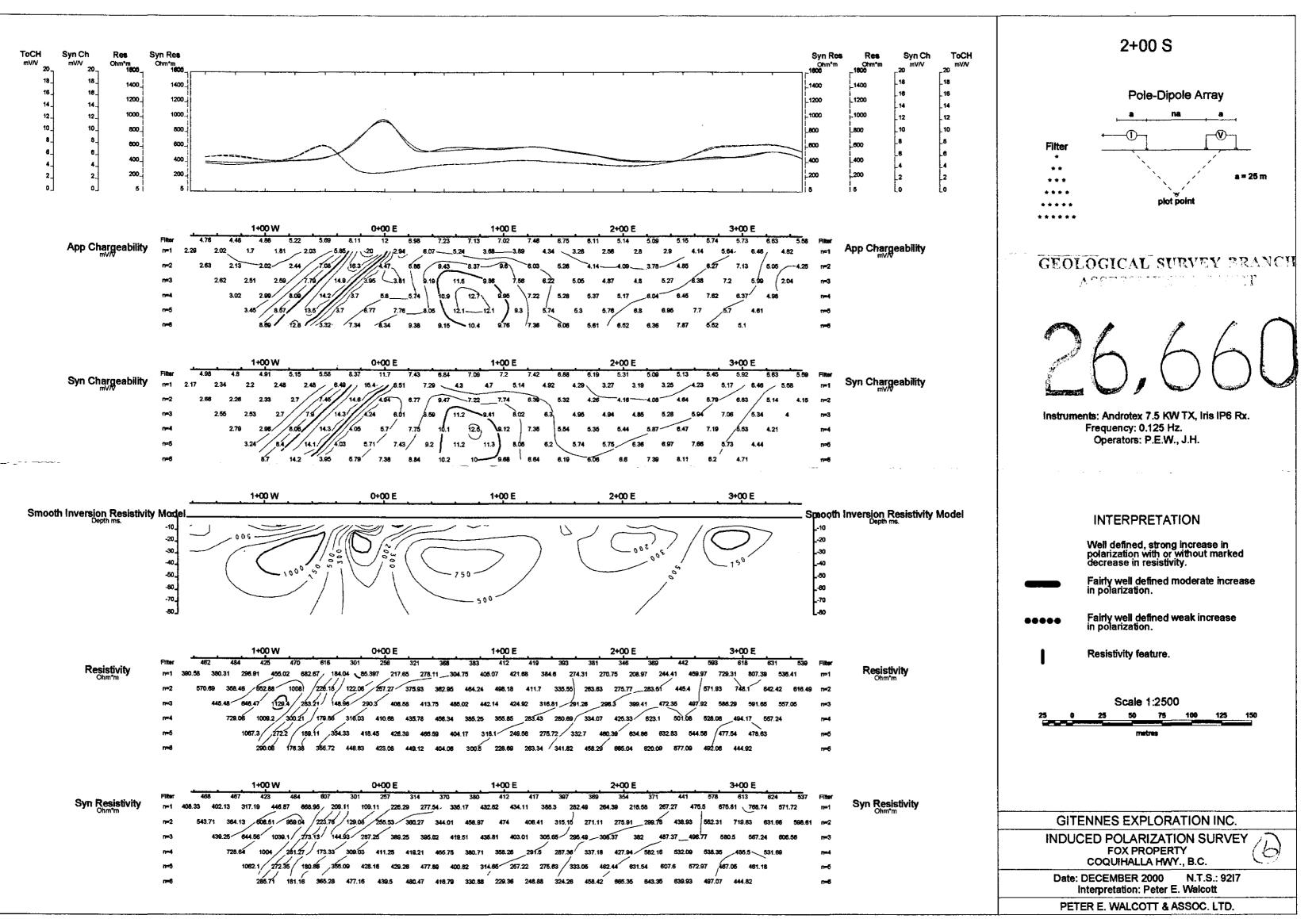
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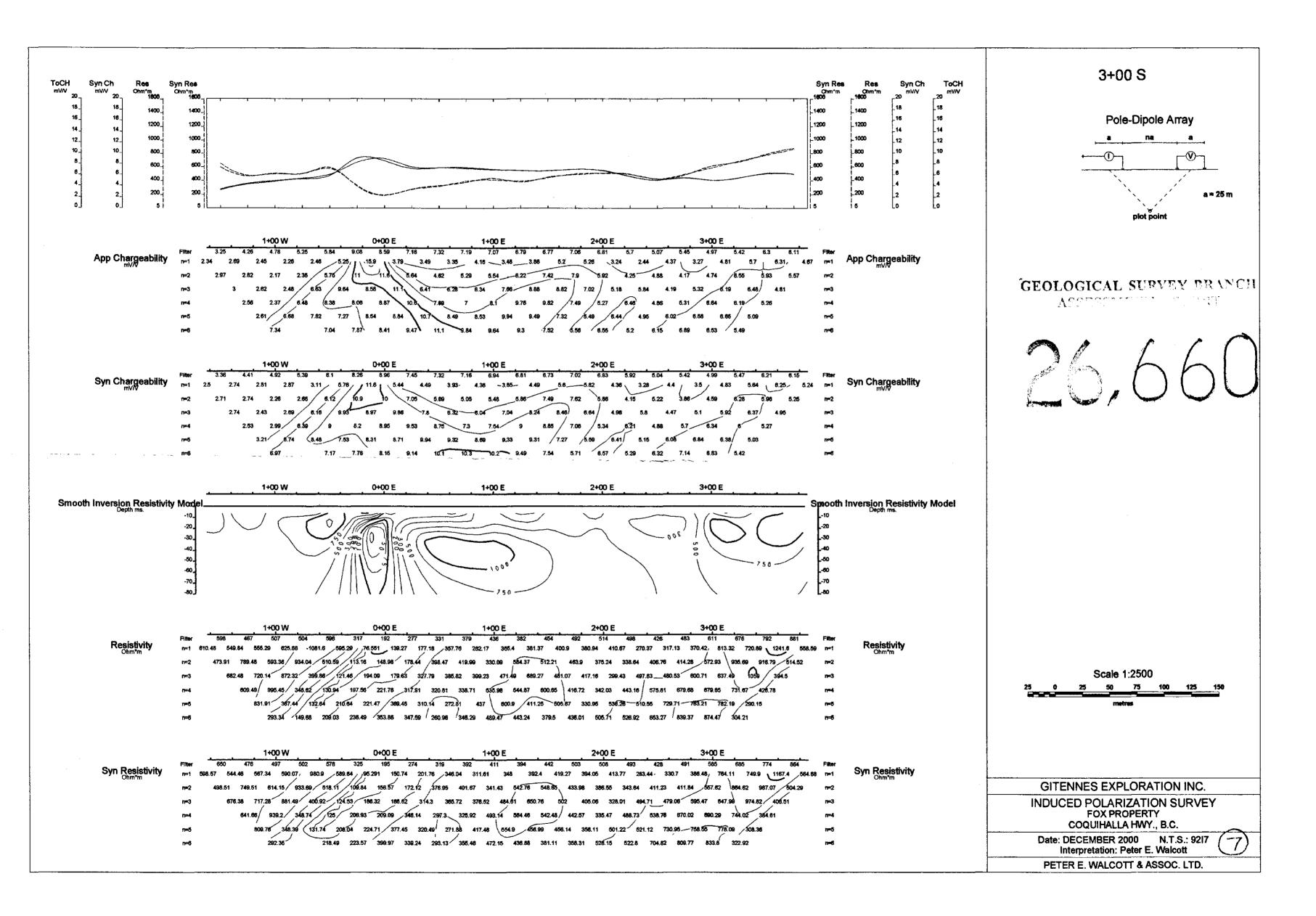


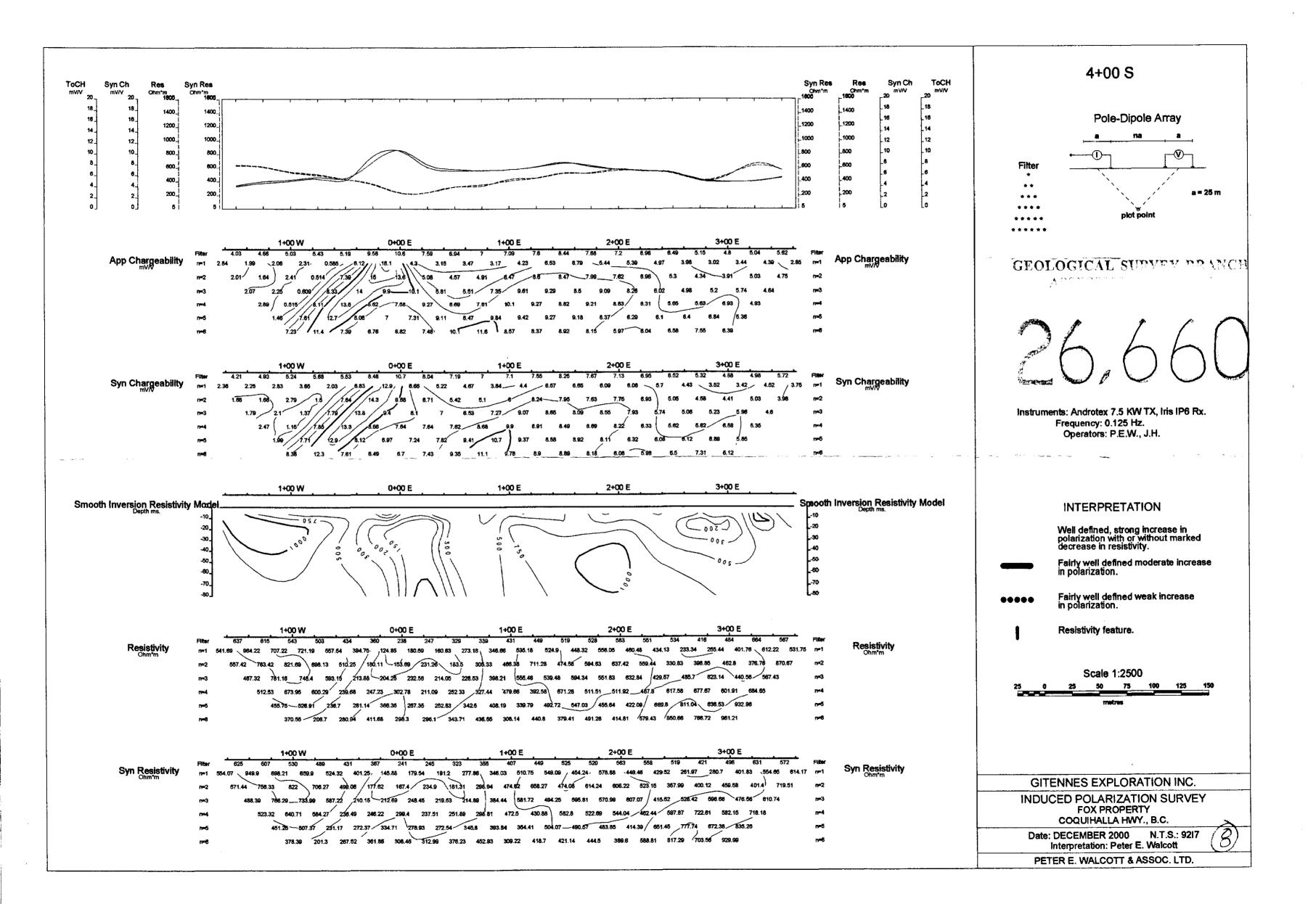
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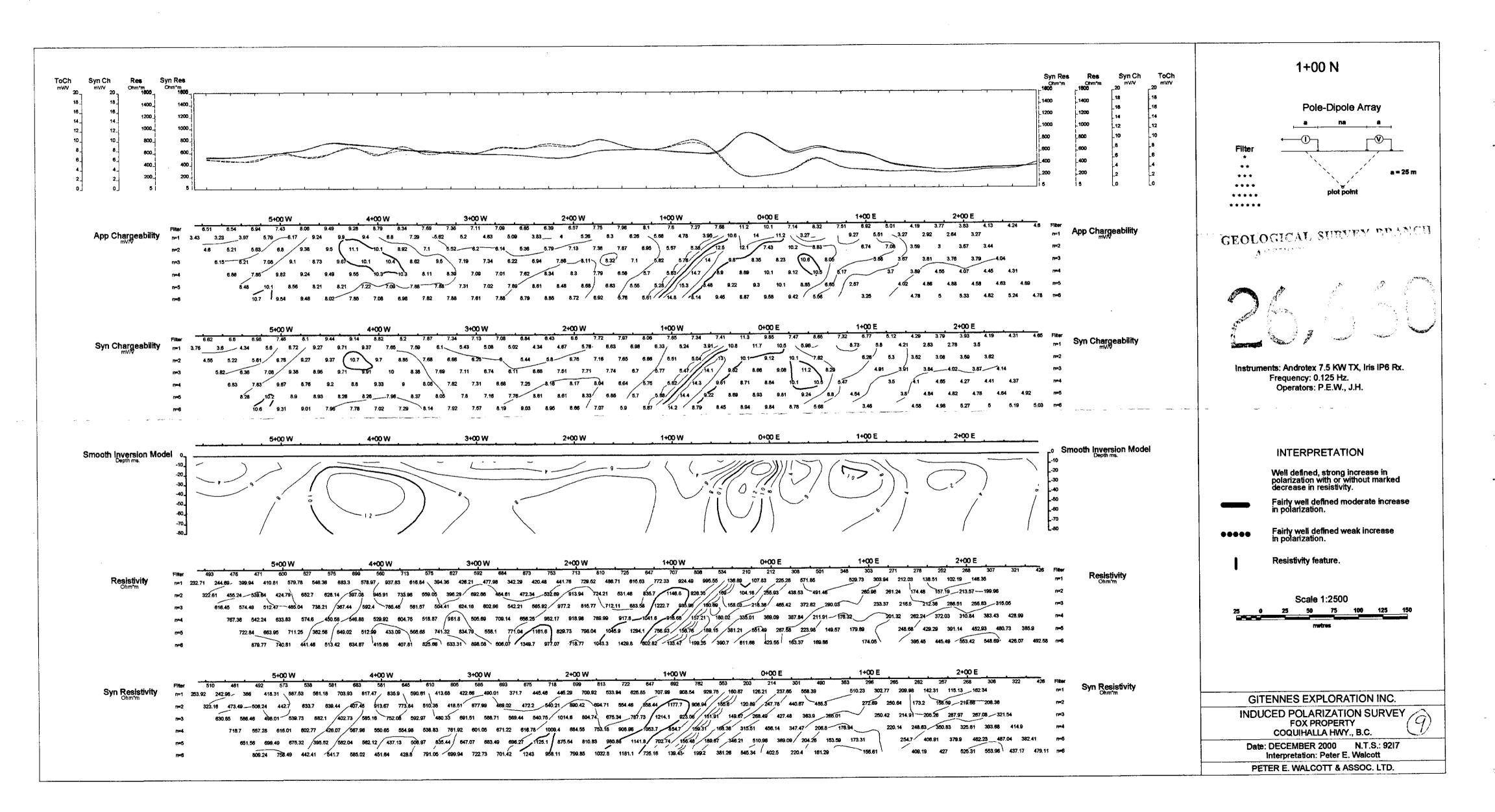


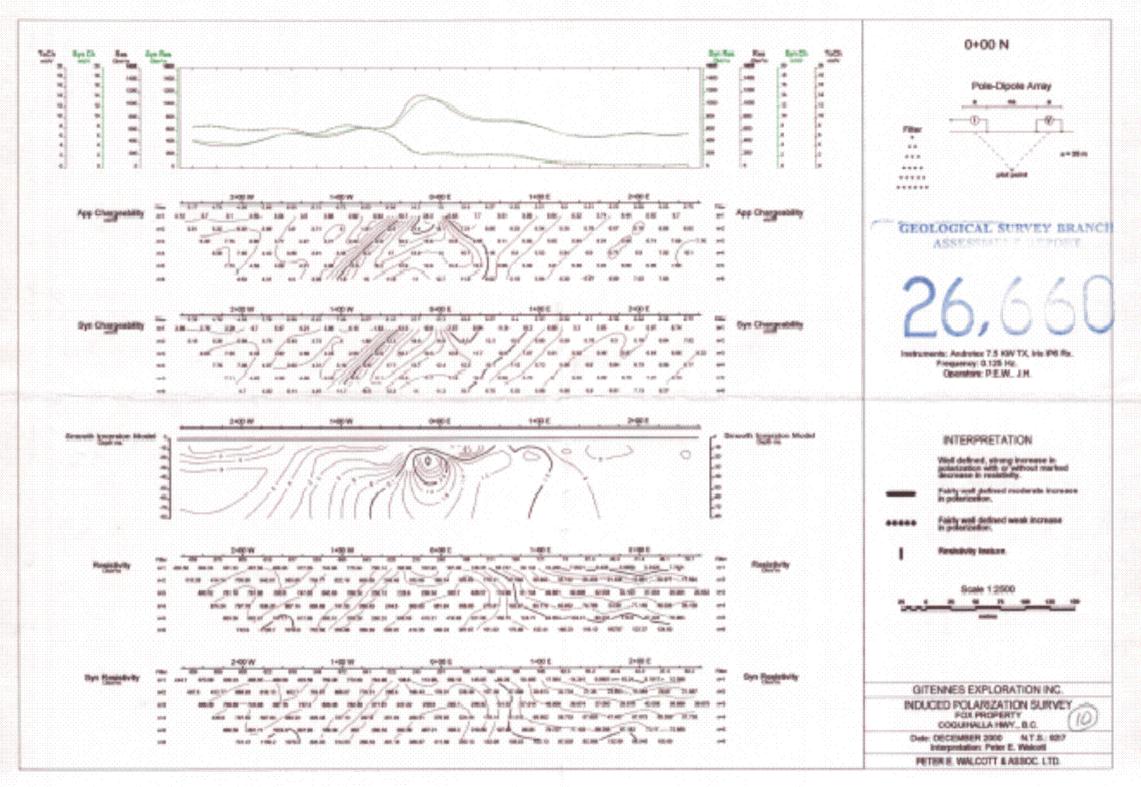


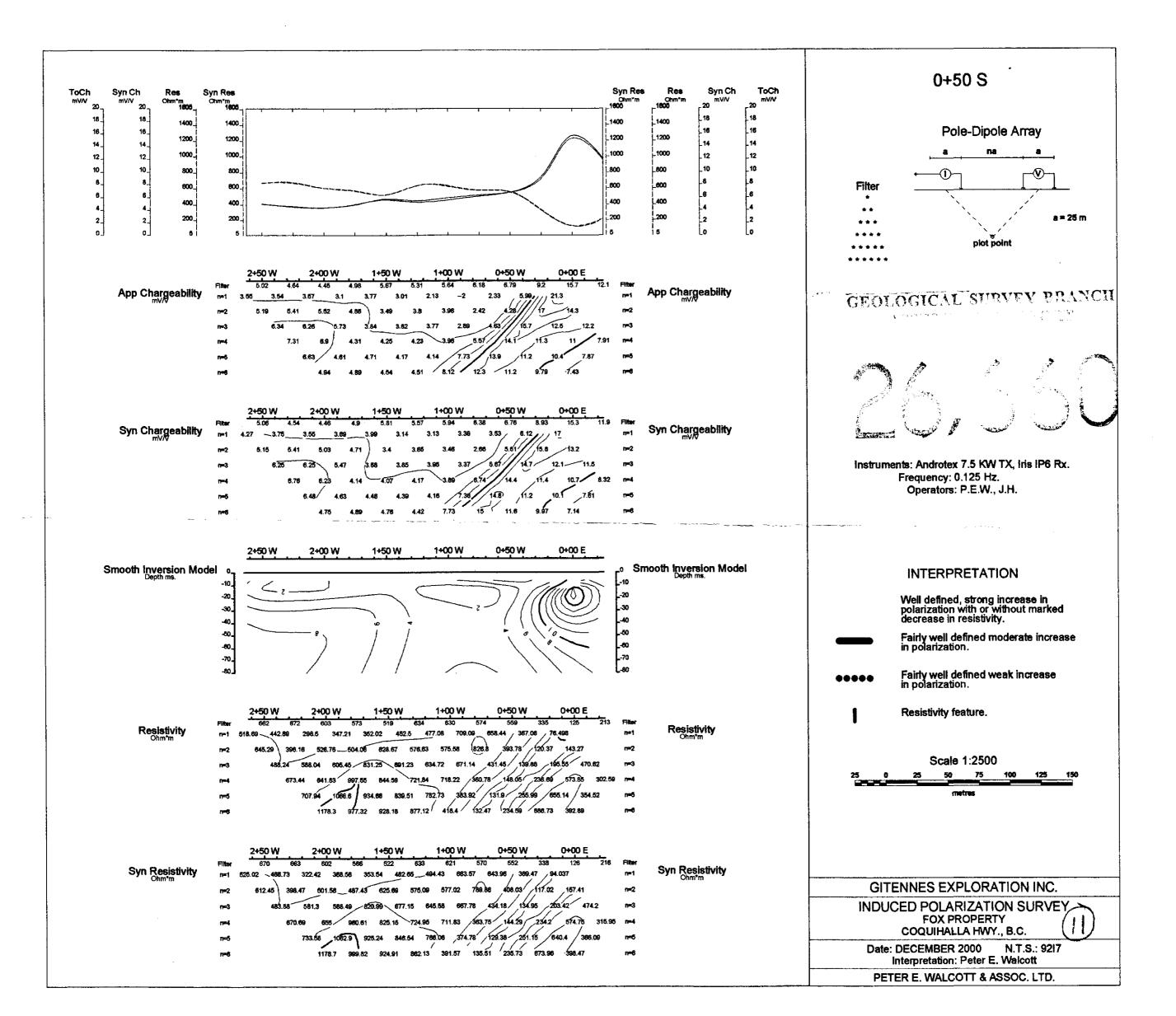


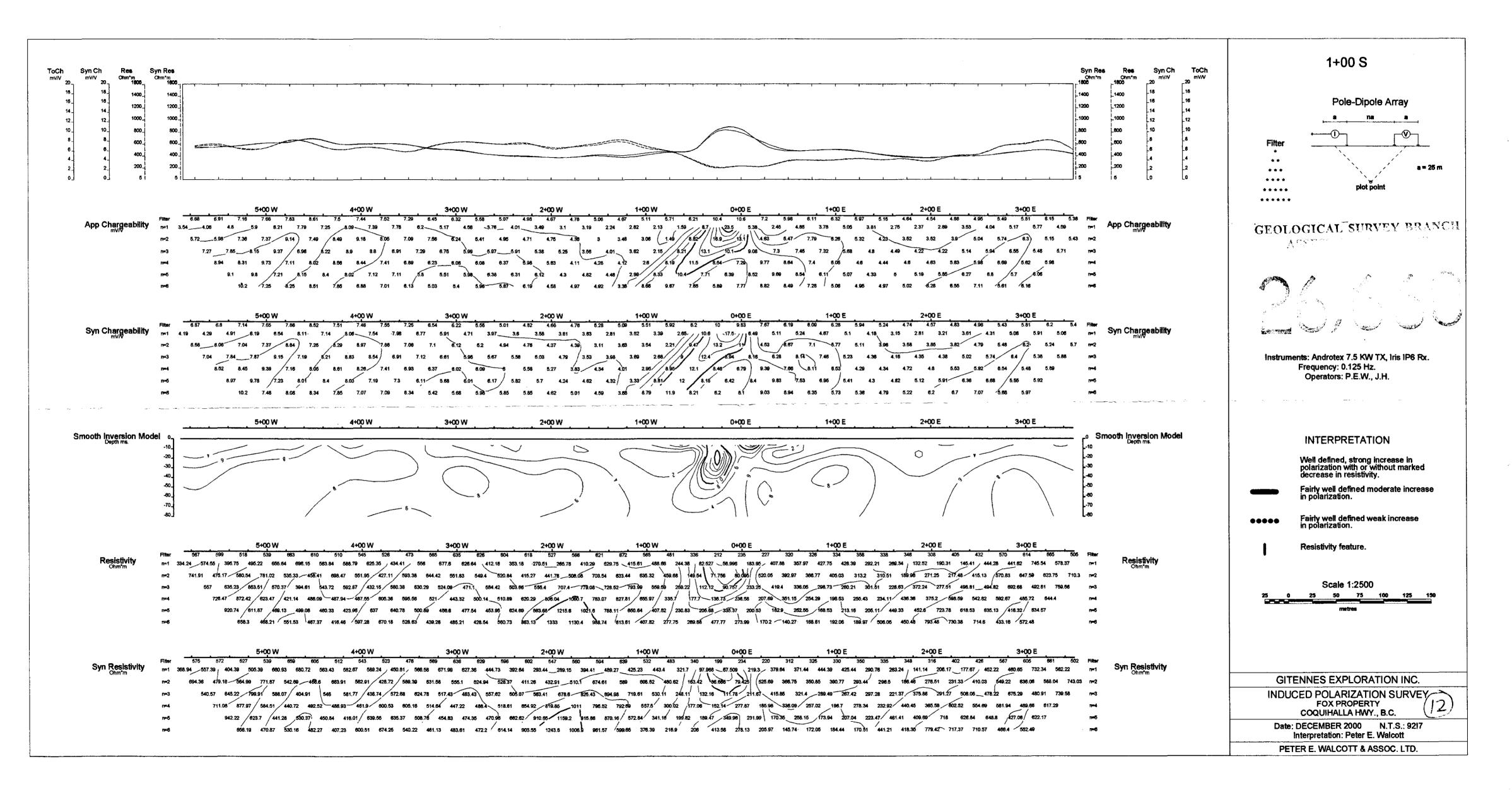


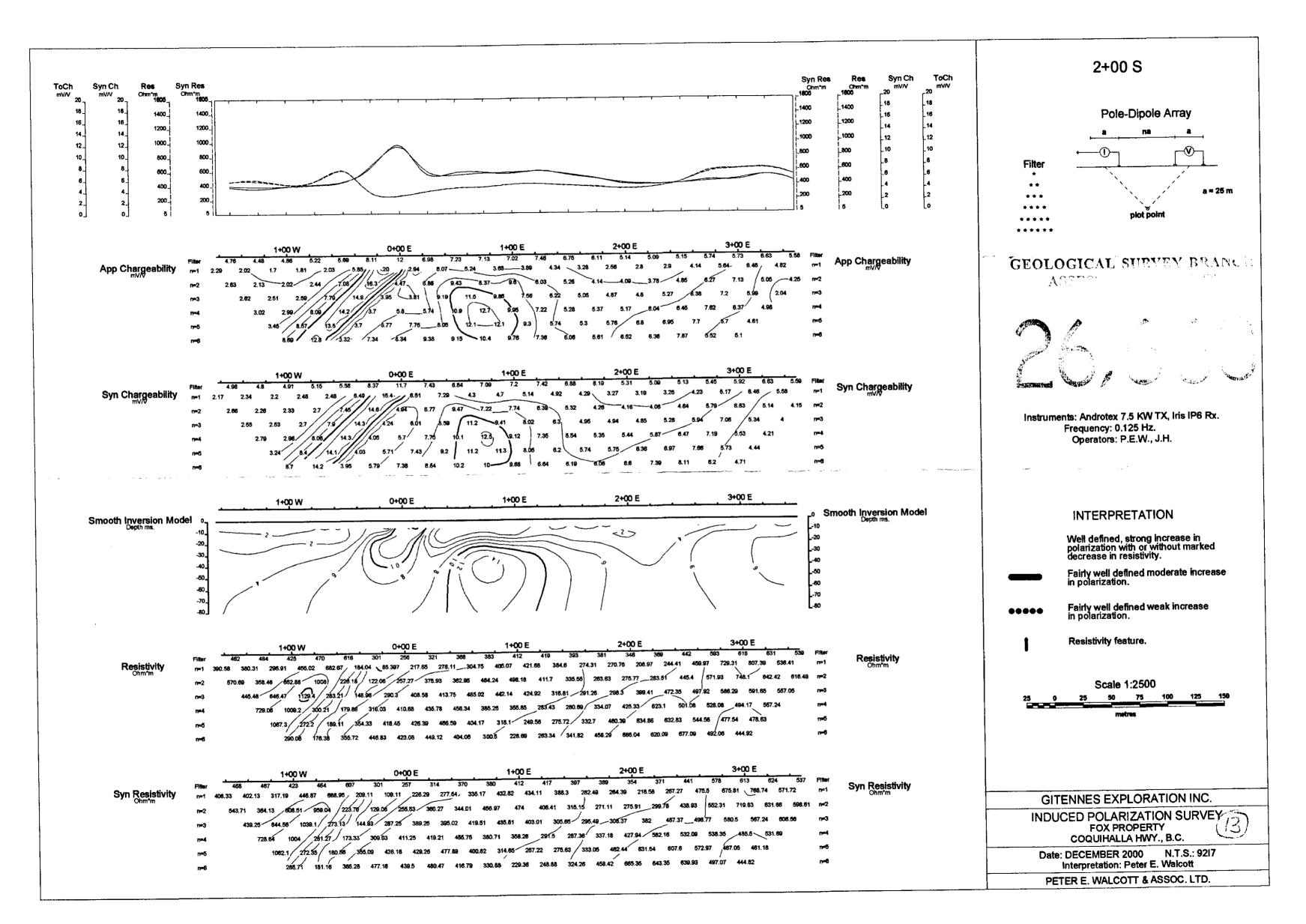


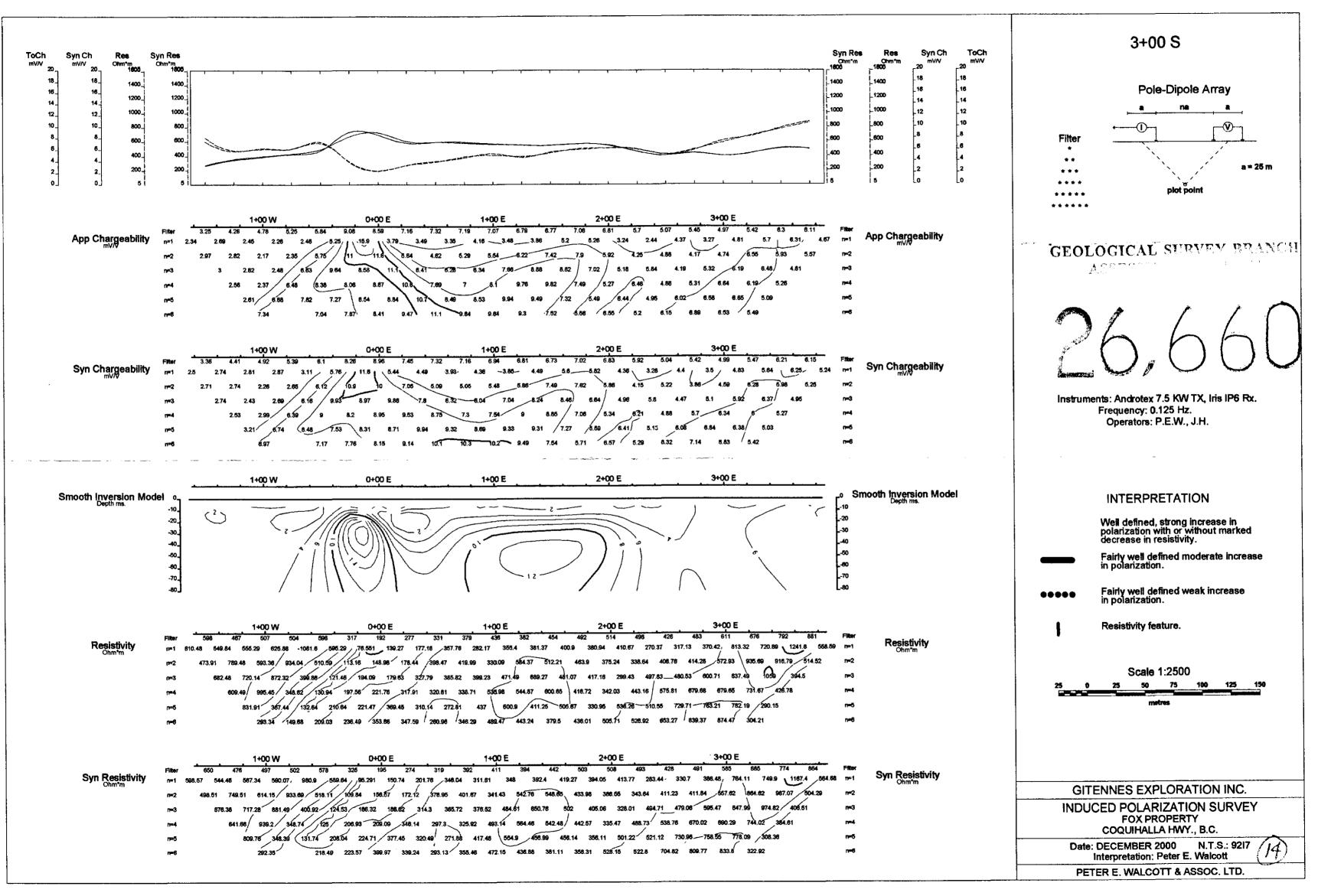


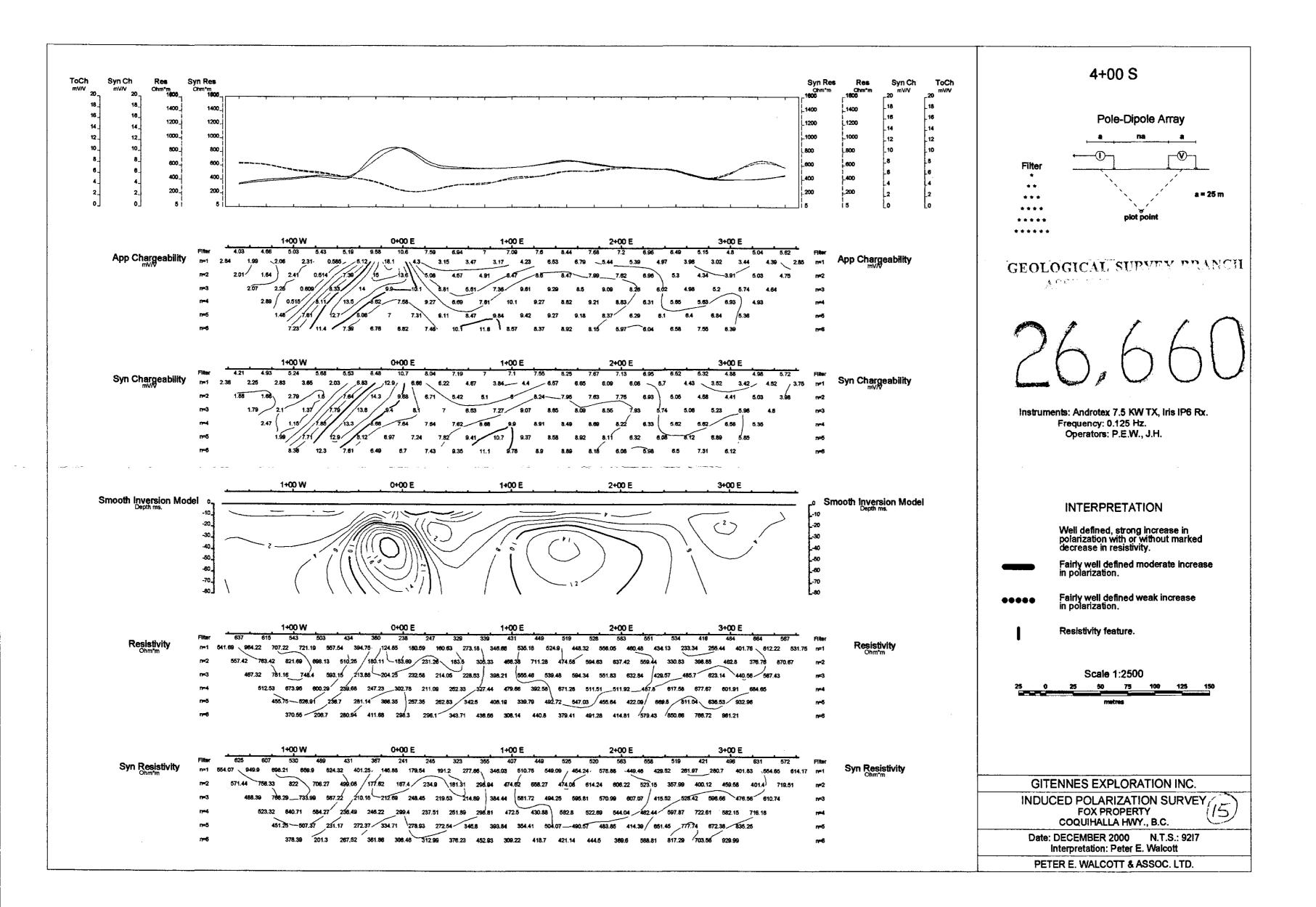


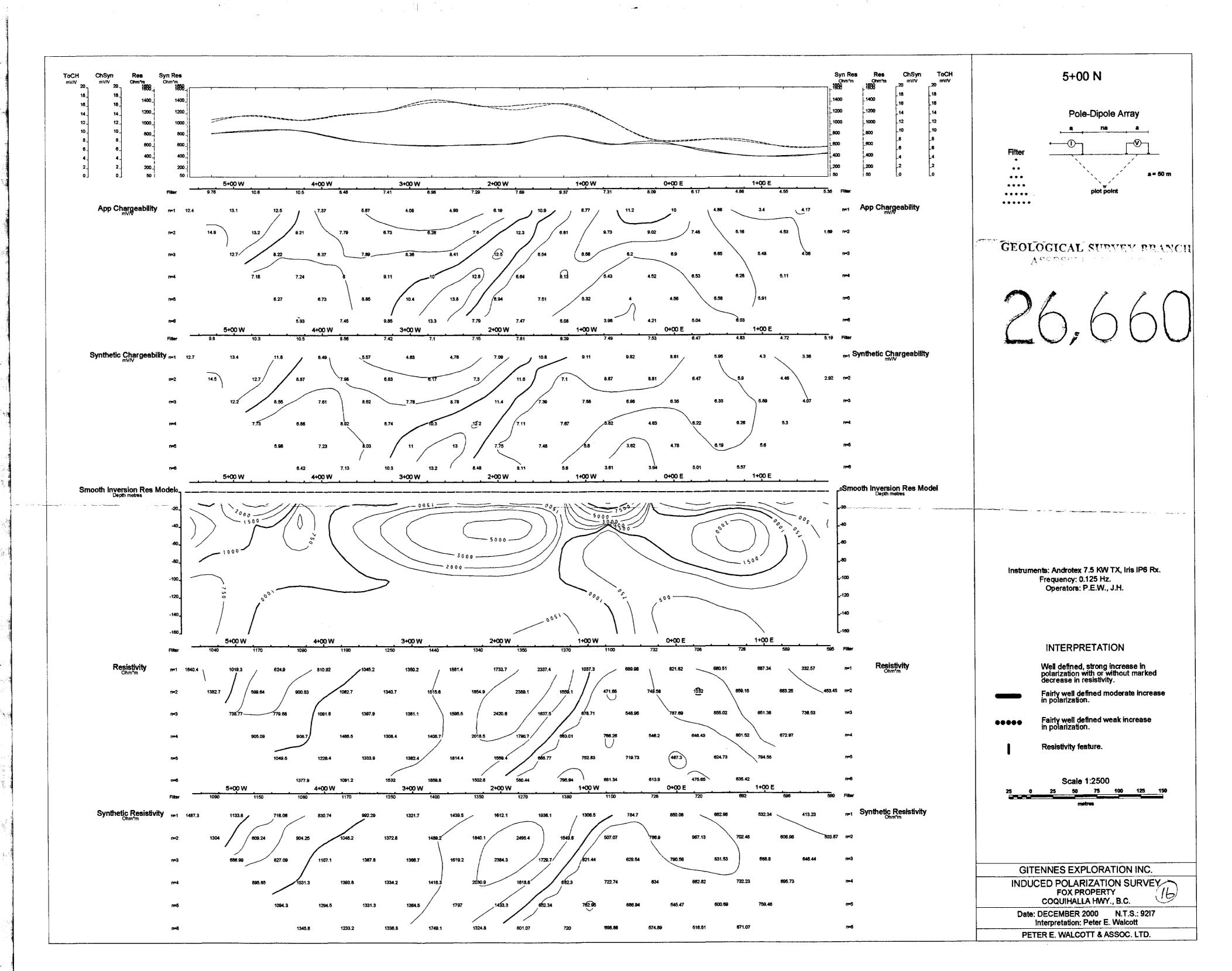


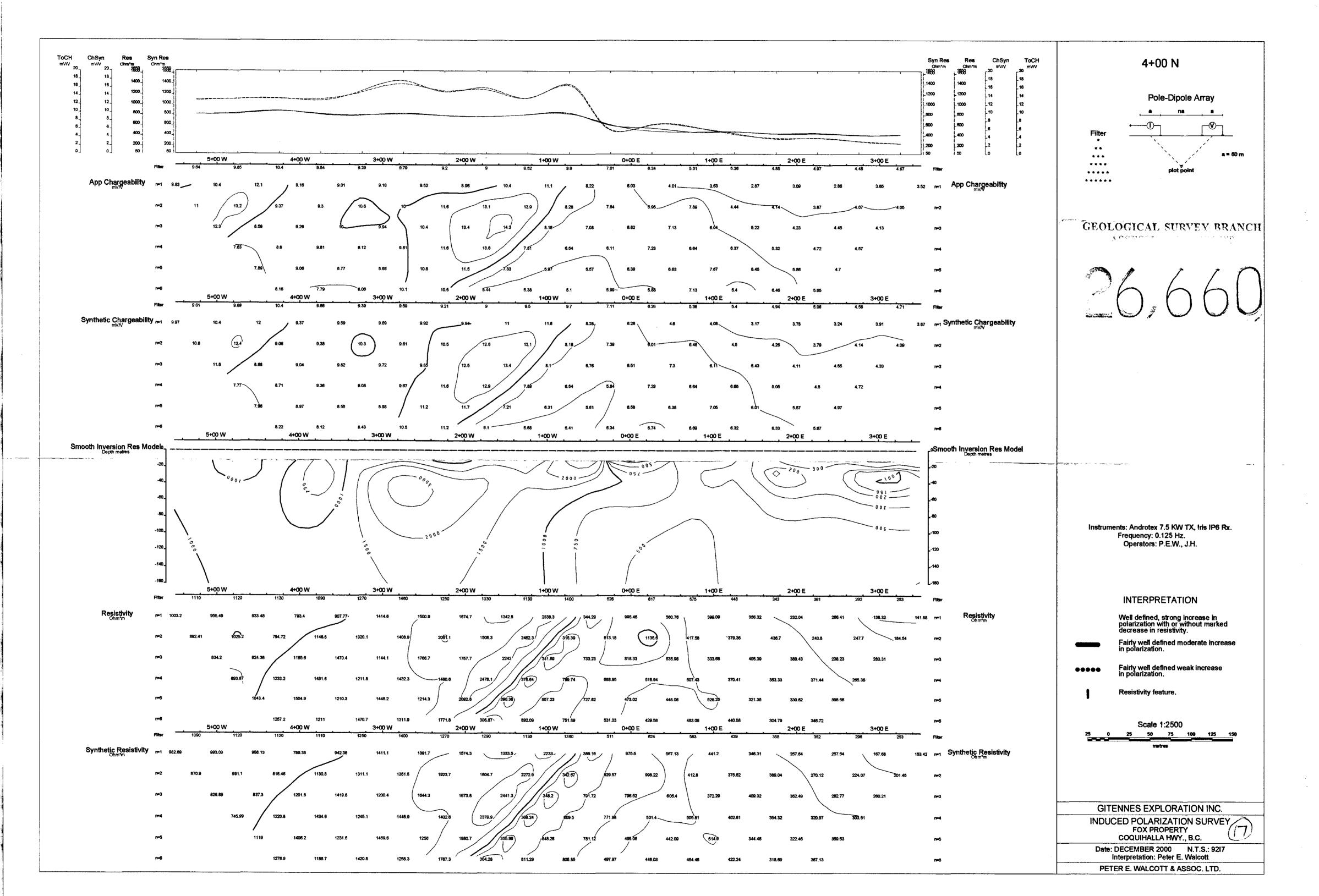


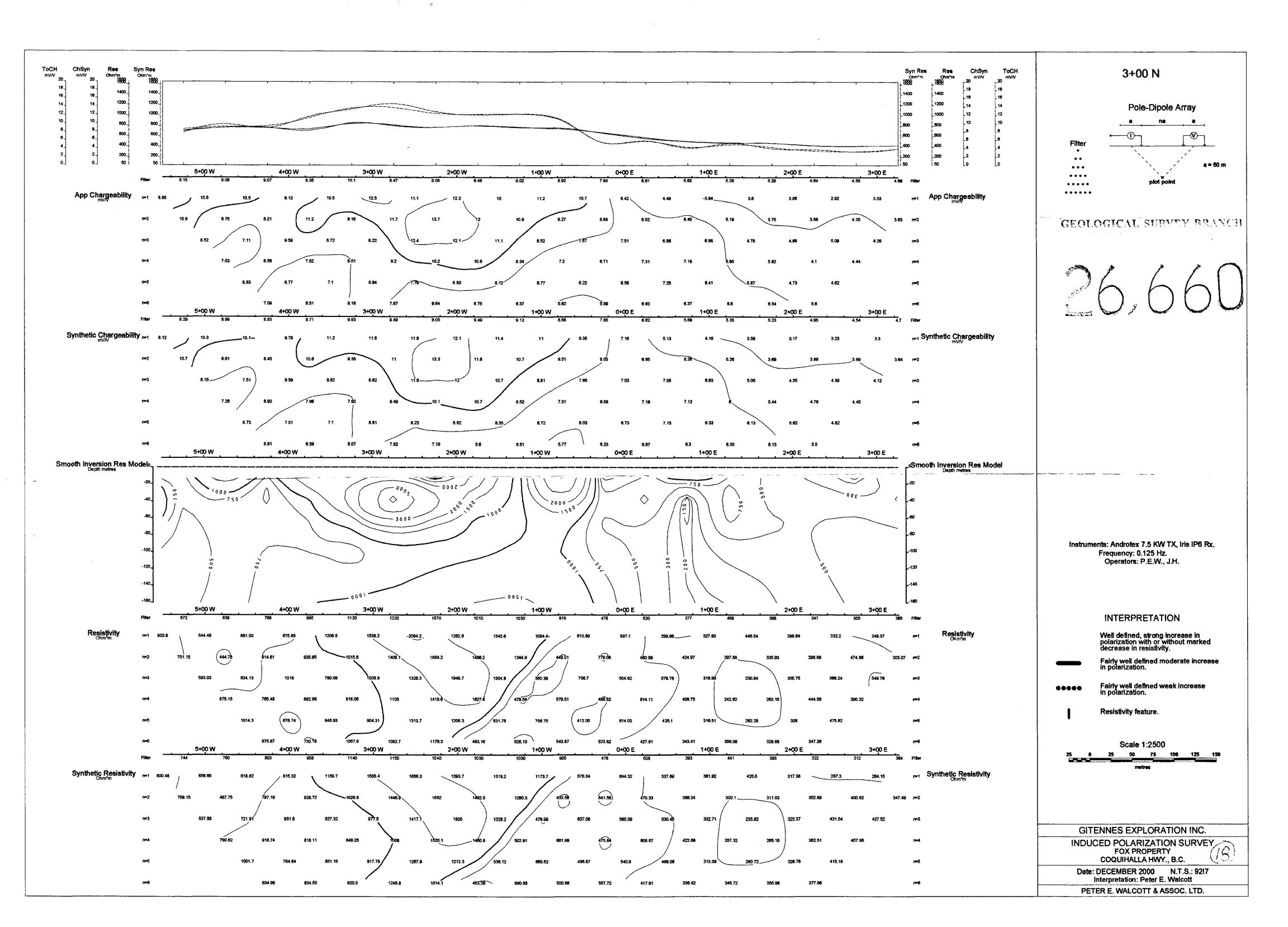


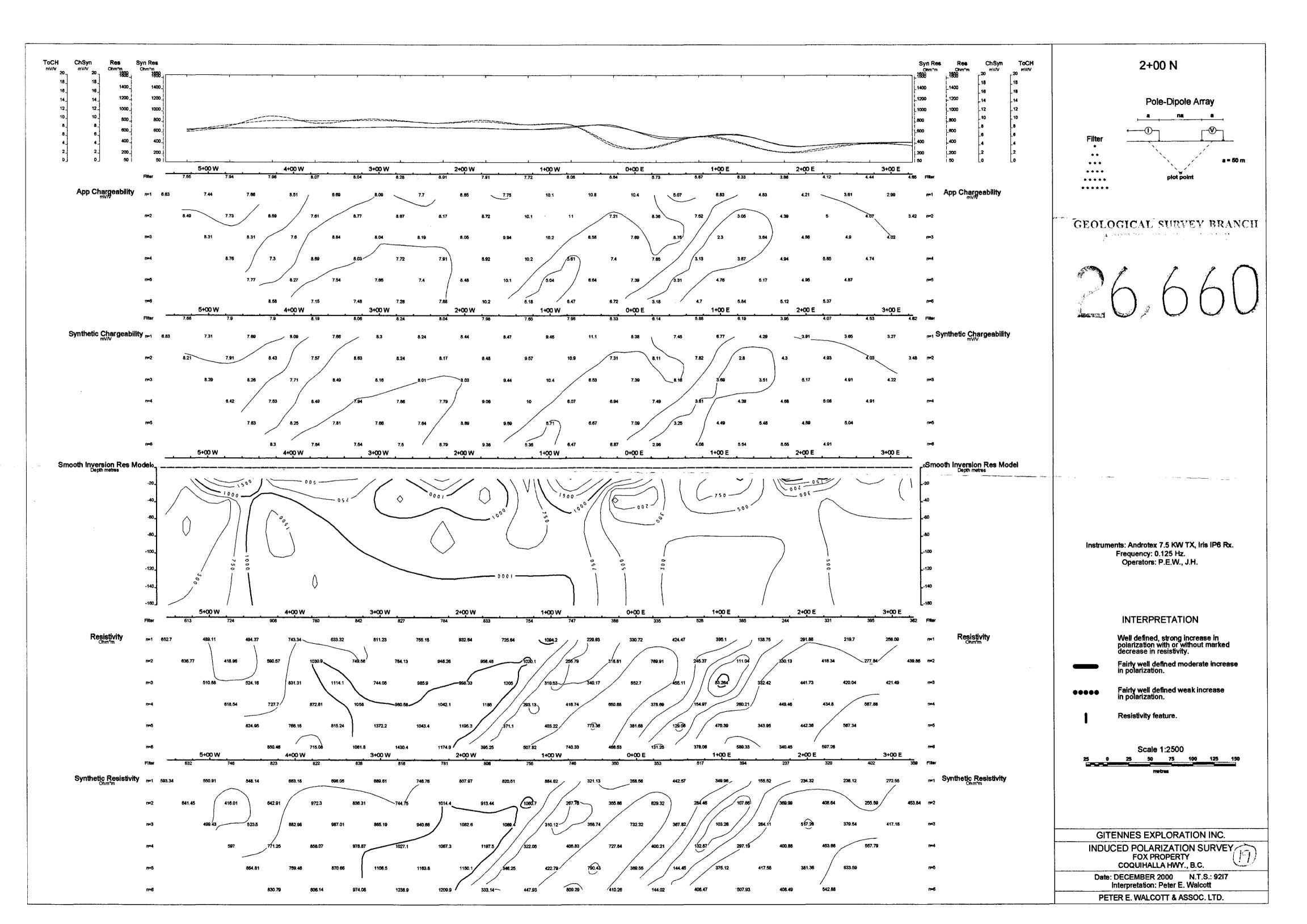


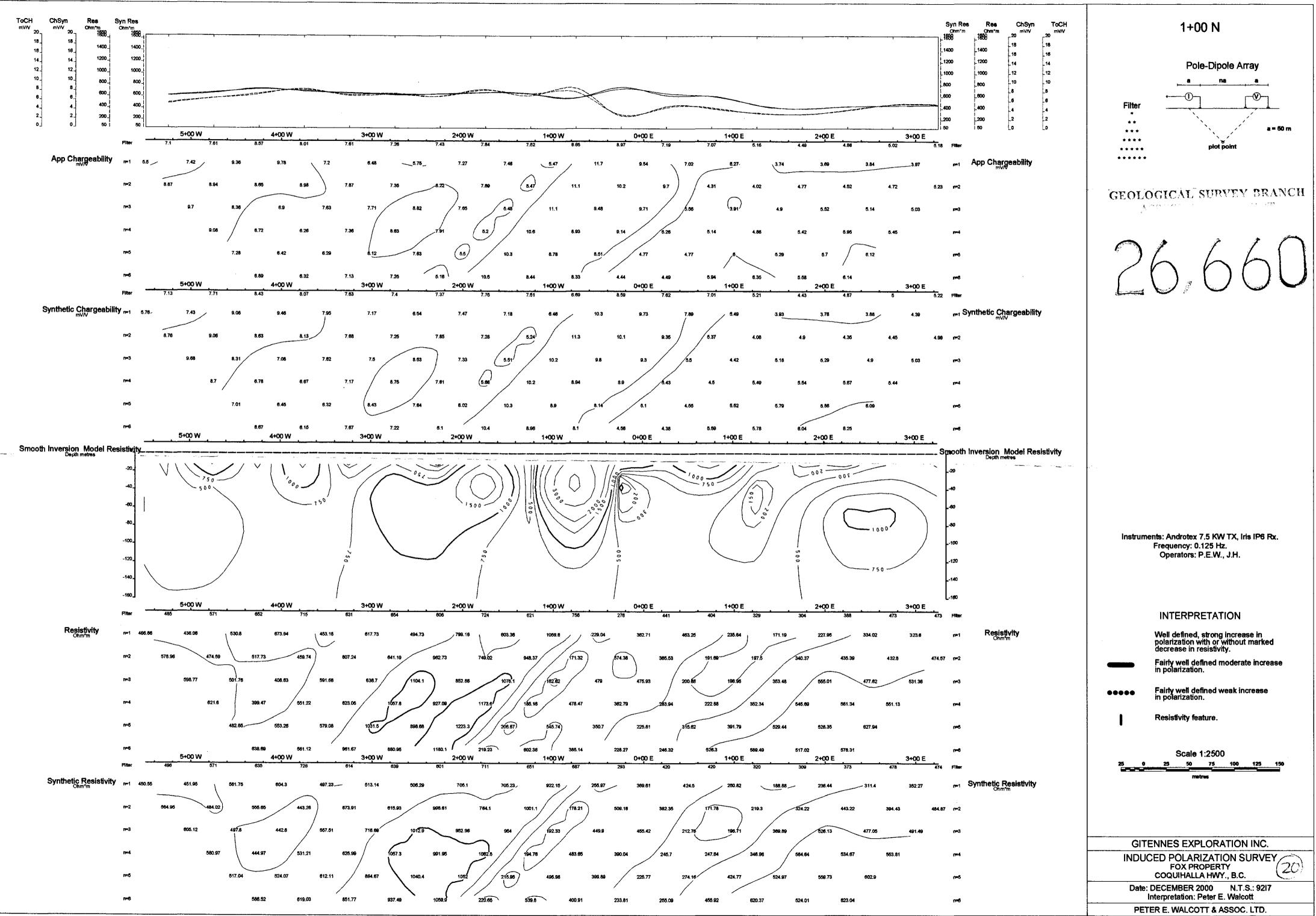




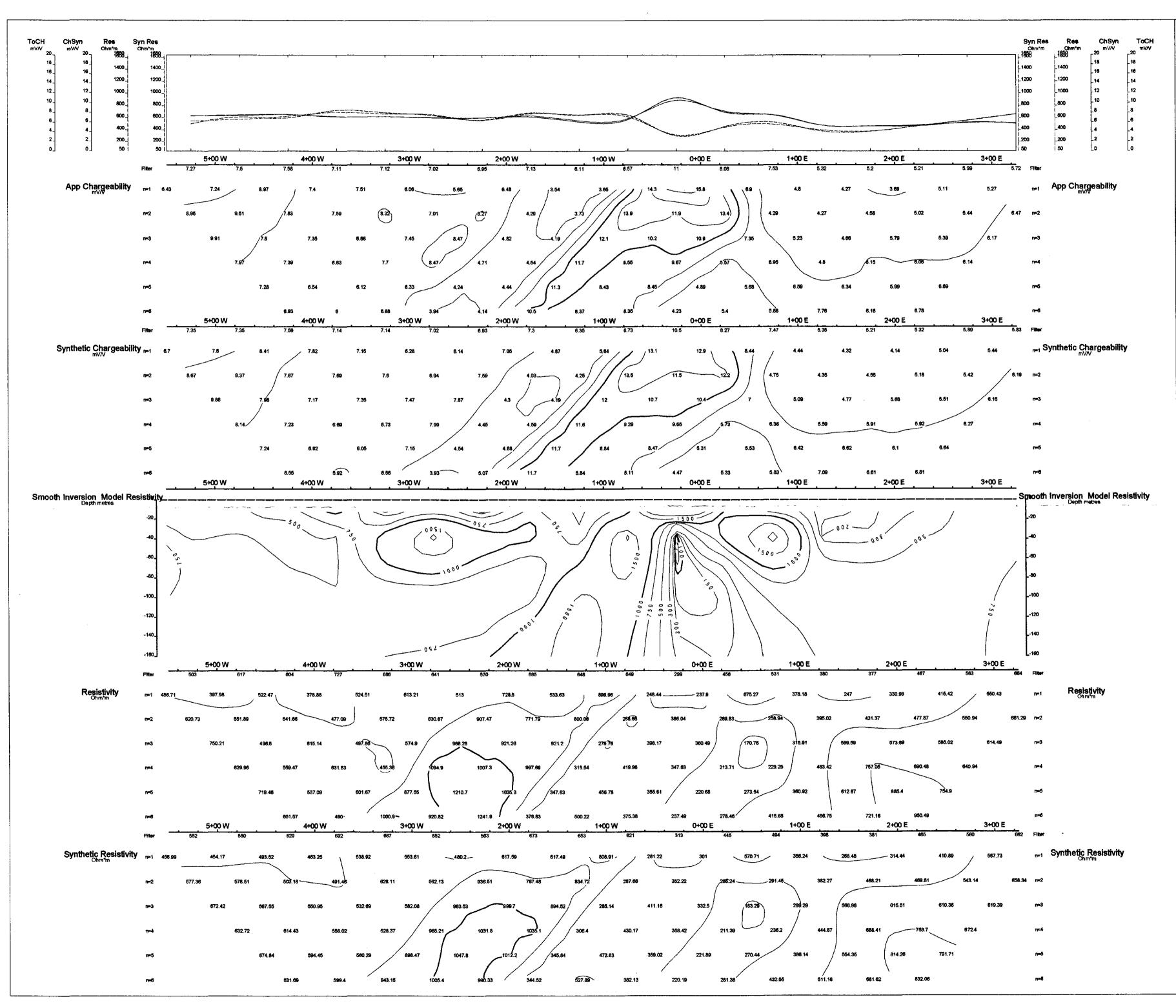


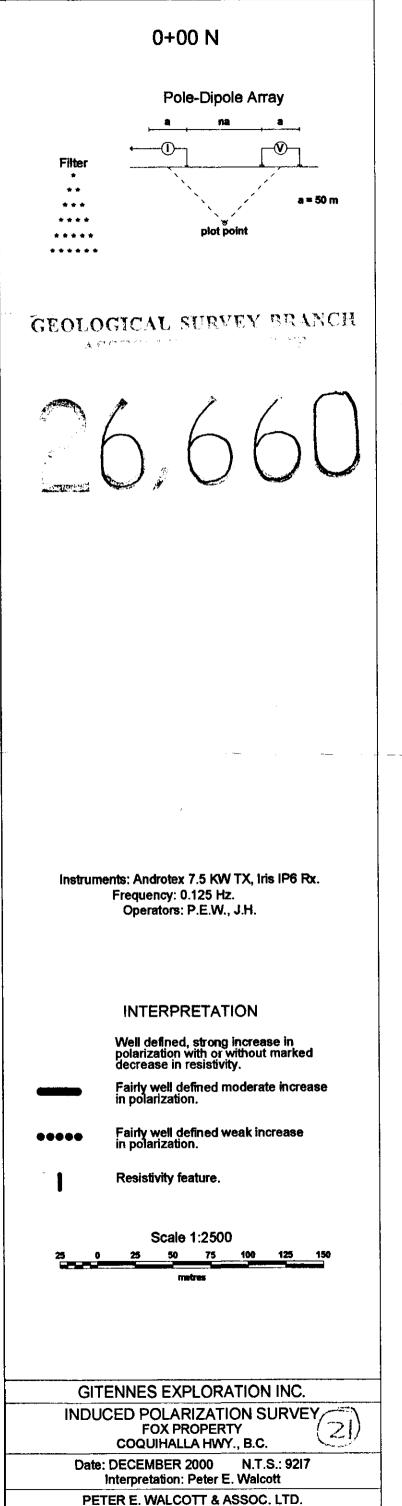


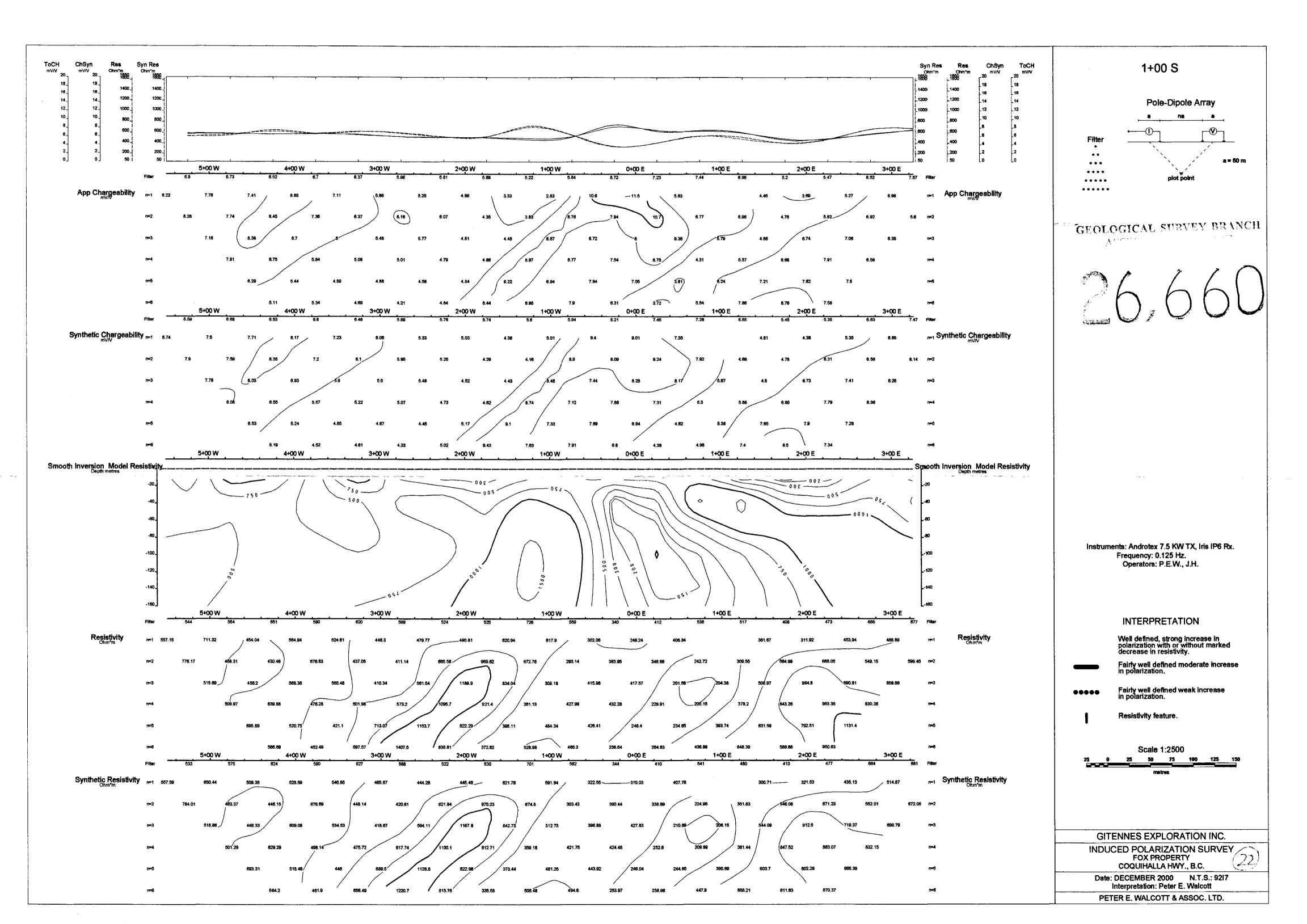


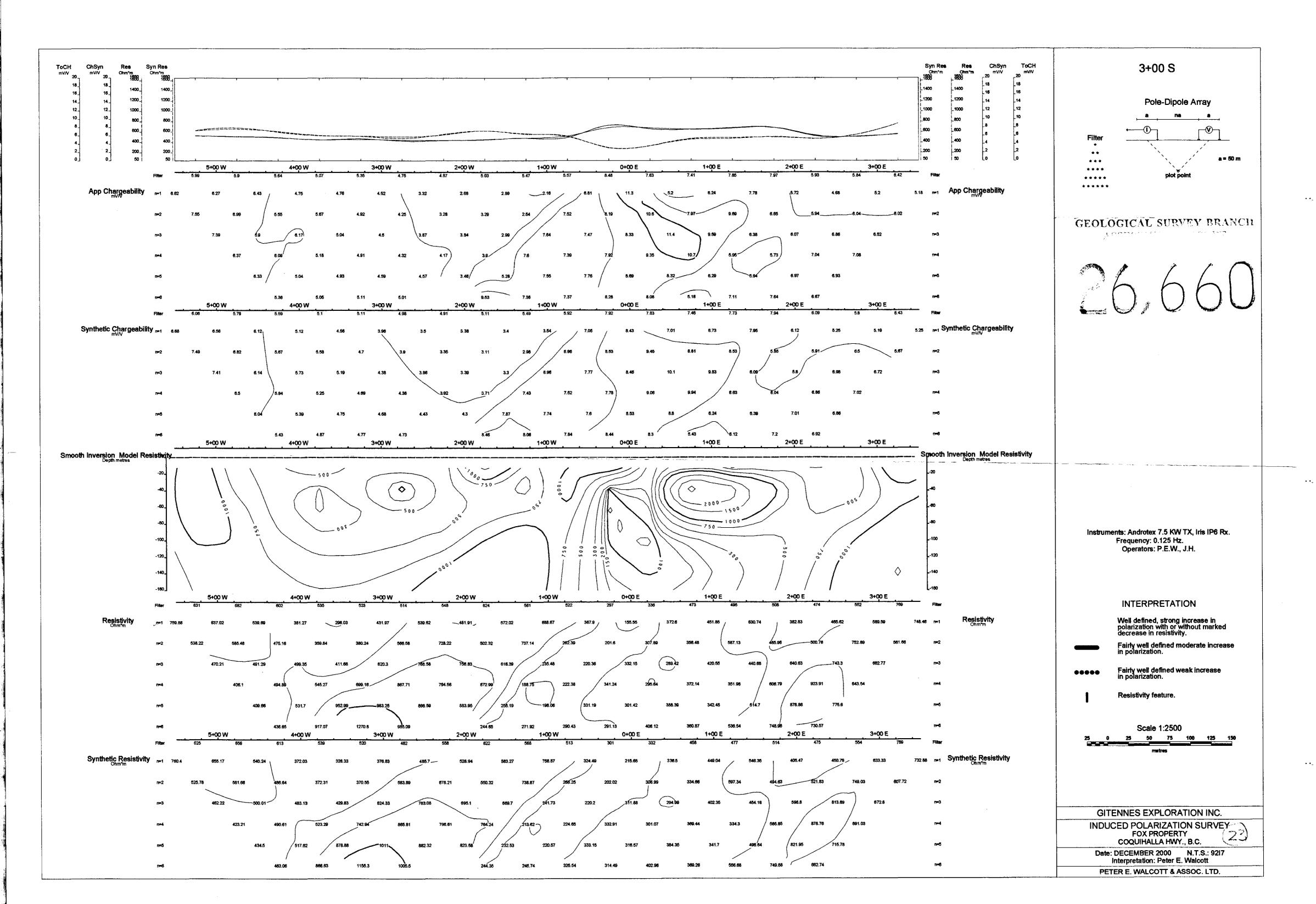


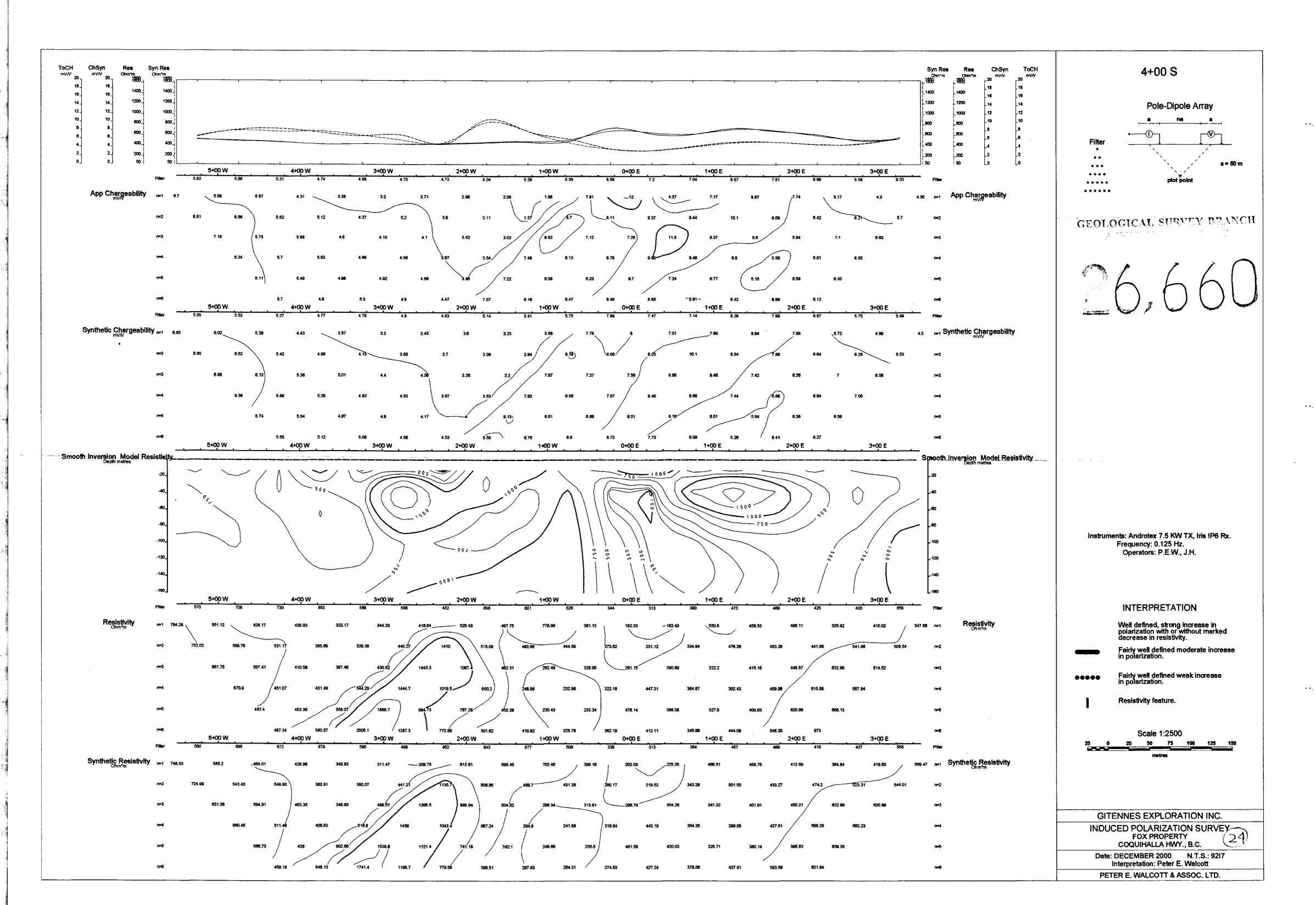
GITENNES EXPLORATION INC.
INDUCED POLARIZATION SURVEY FOX PROPERTY COQUIHALLA HWY., B.C.
Date: DECEMBER 2000 N.T.S.: 9217 Interpretation: Peter E. Walcott
PETER E. WALCOTT & ASSOC. LTD.

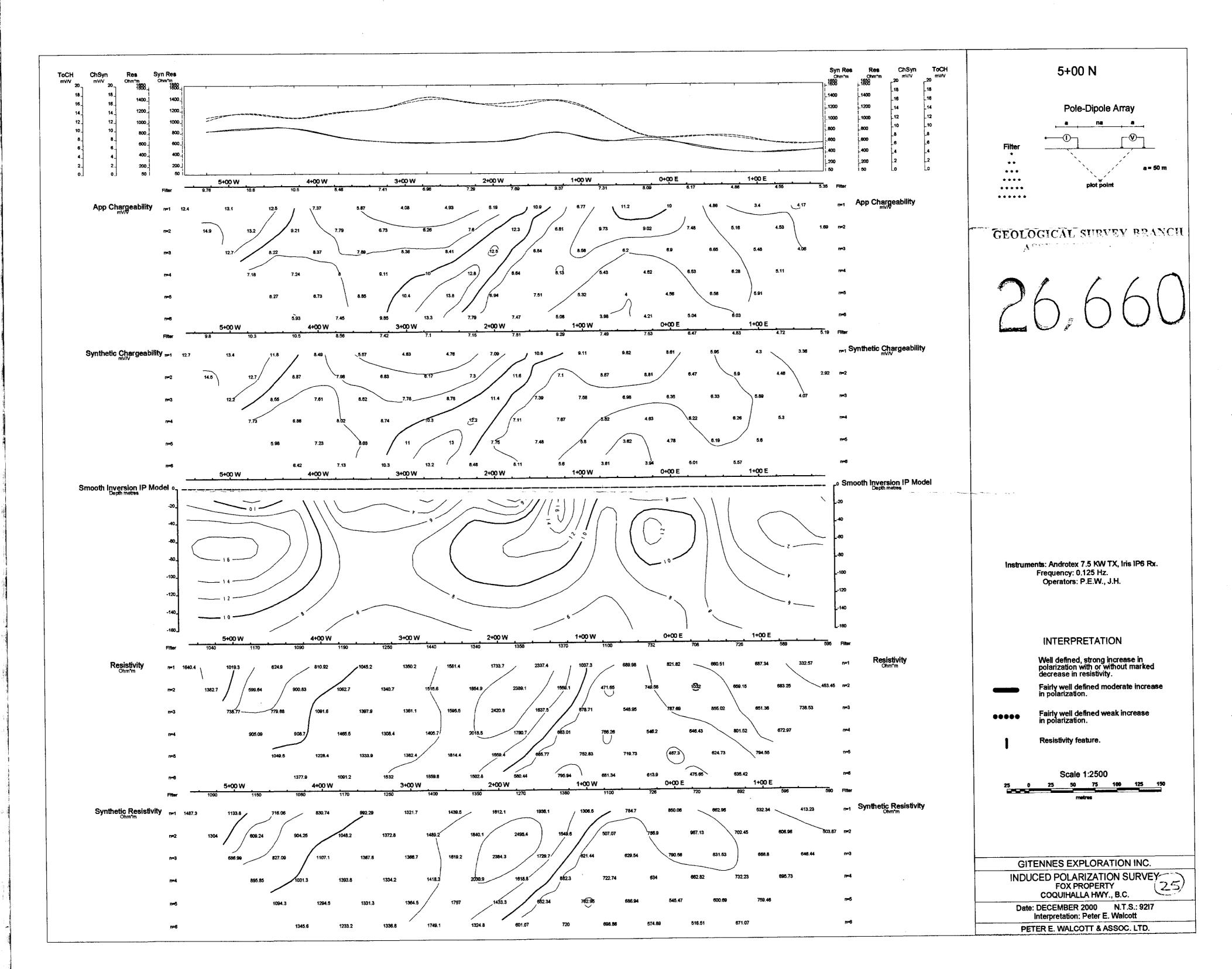


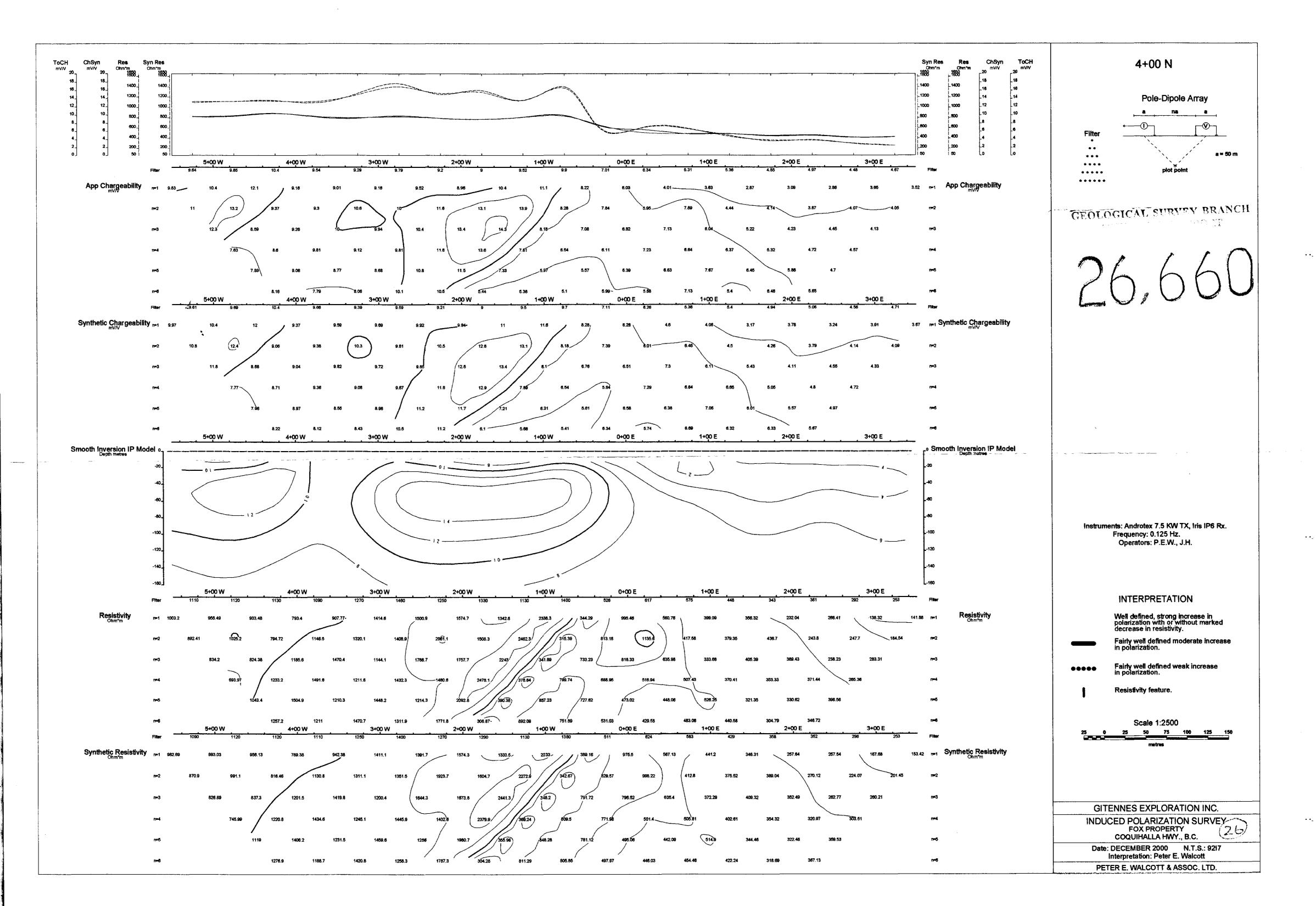


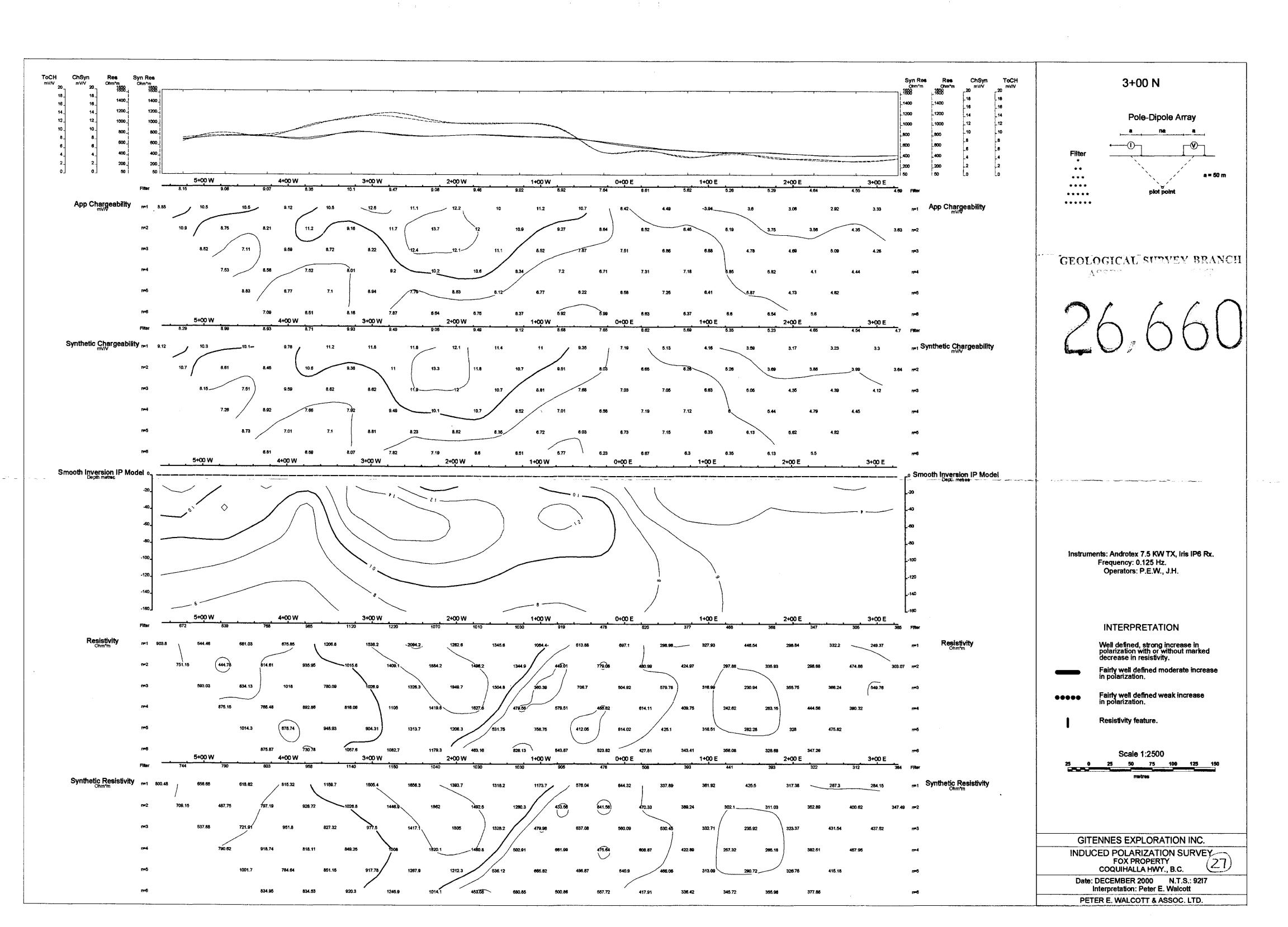


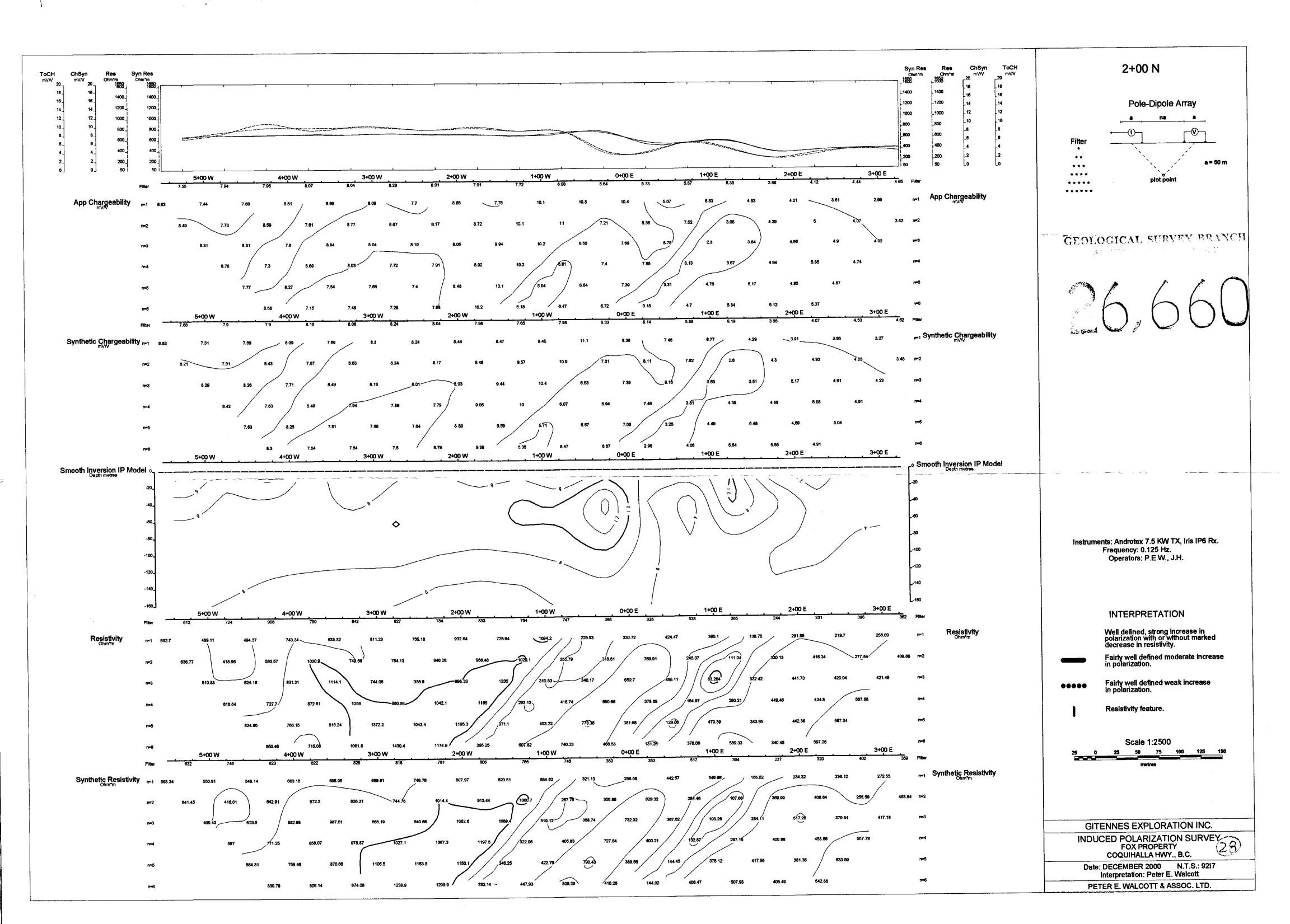


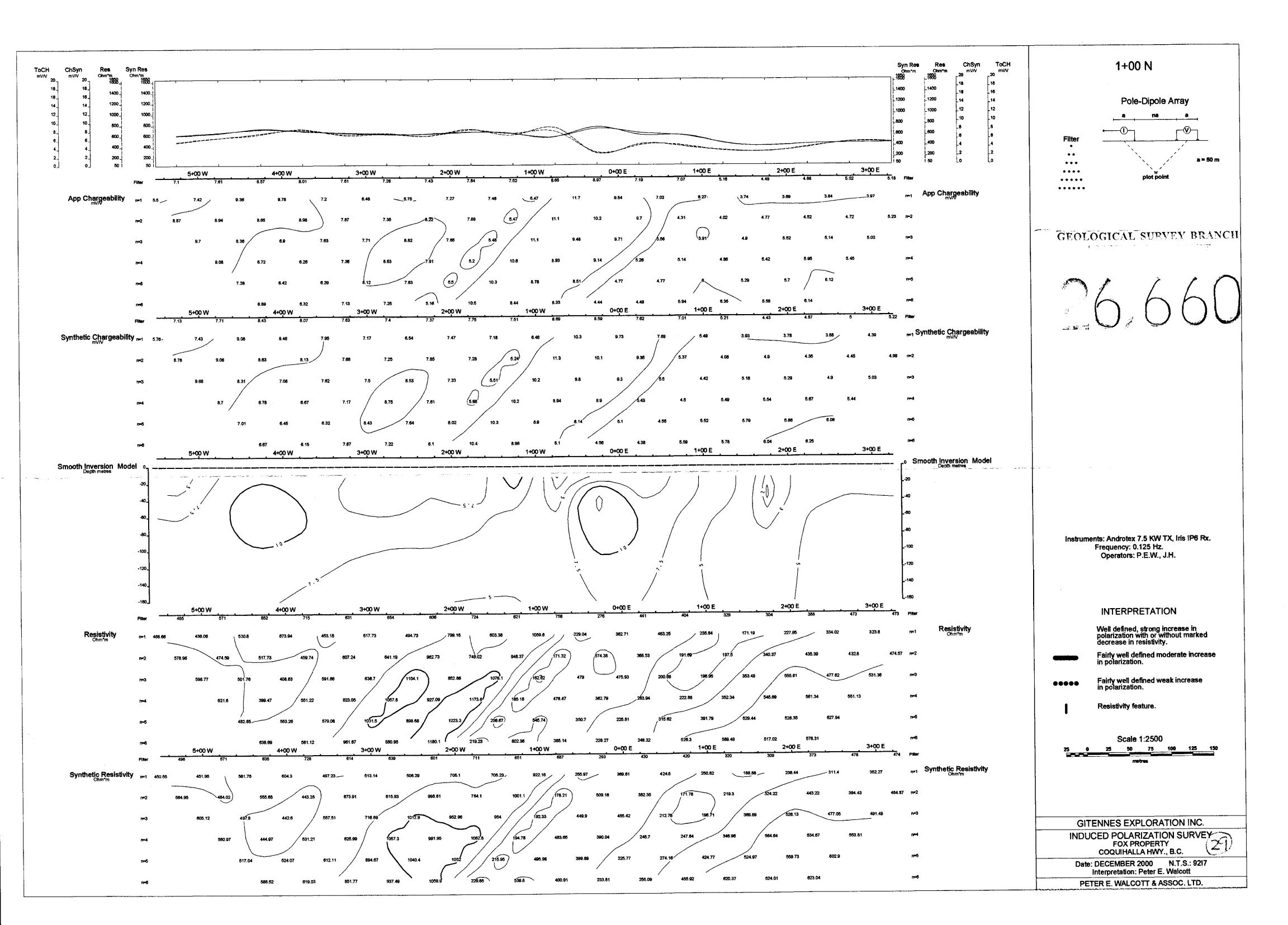


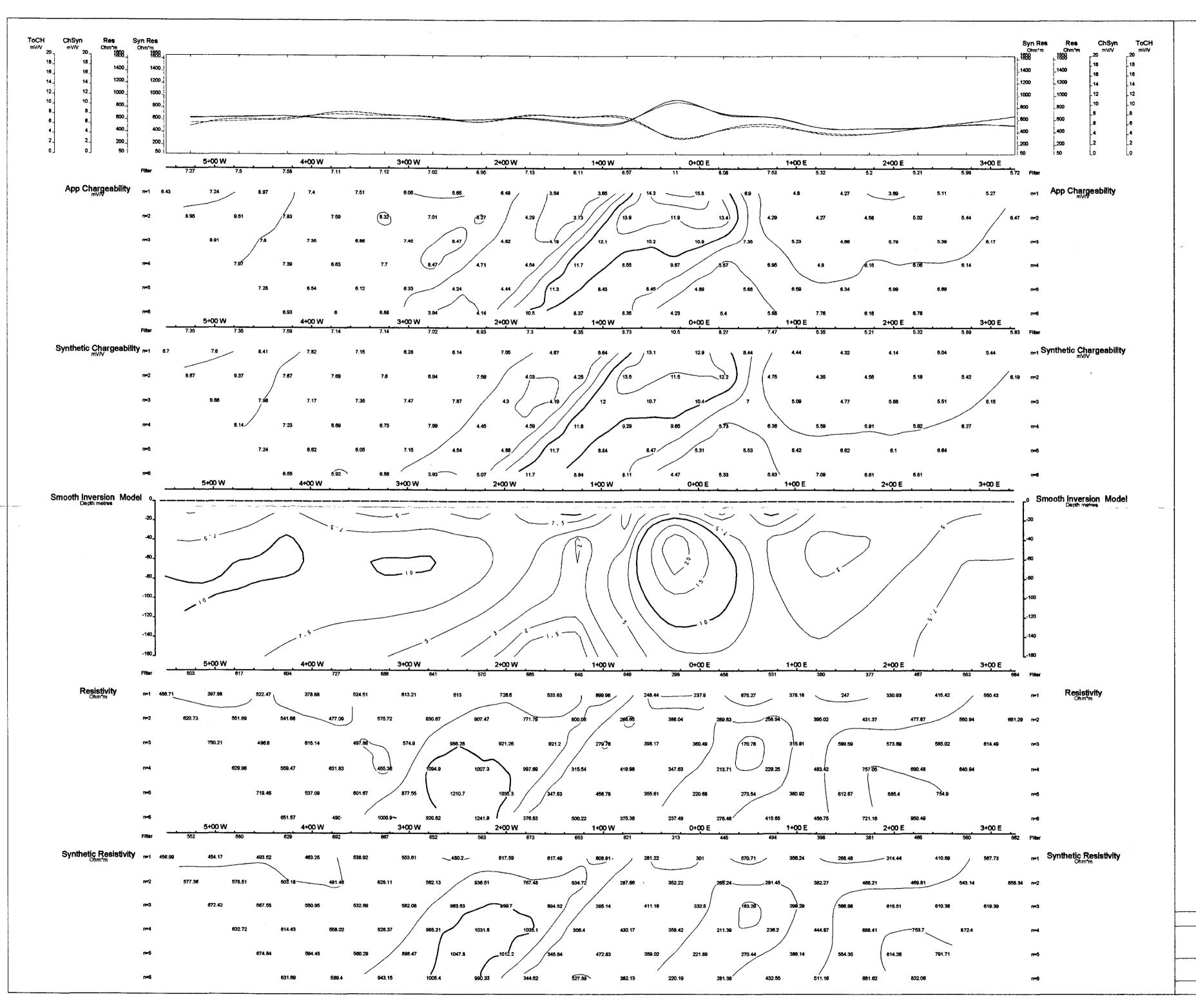


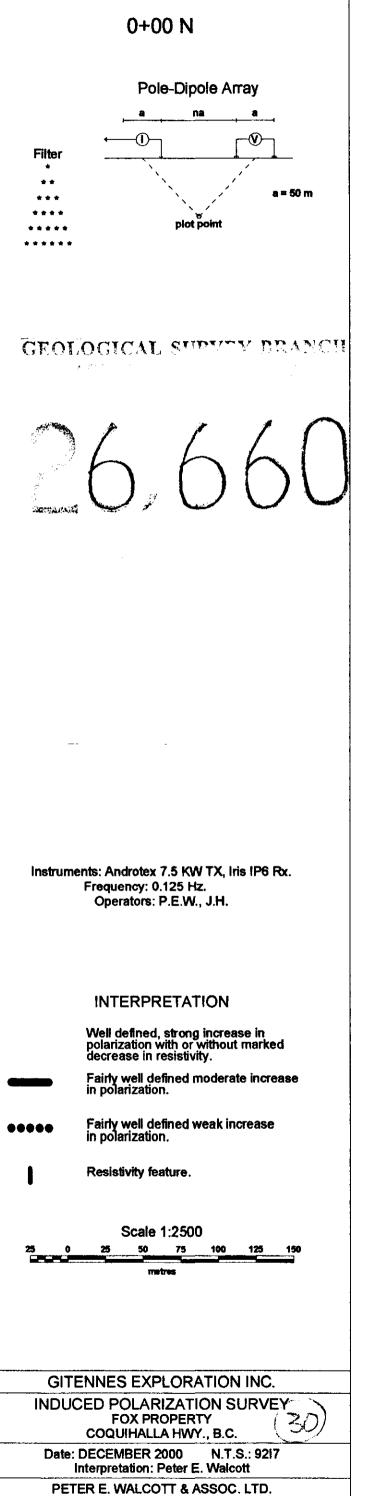


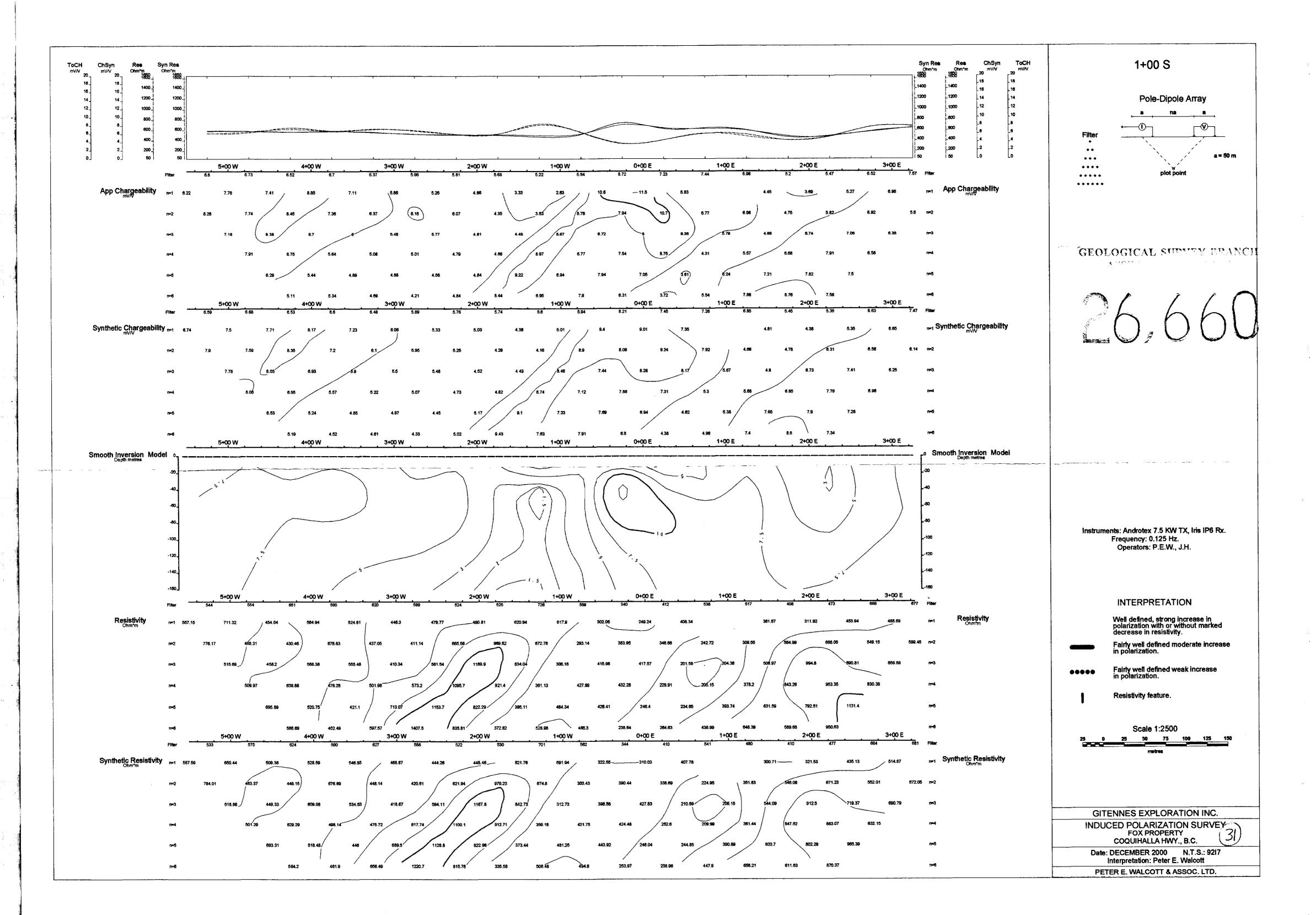


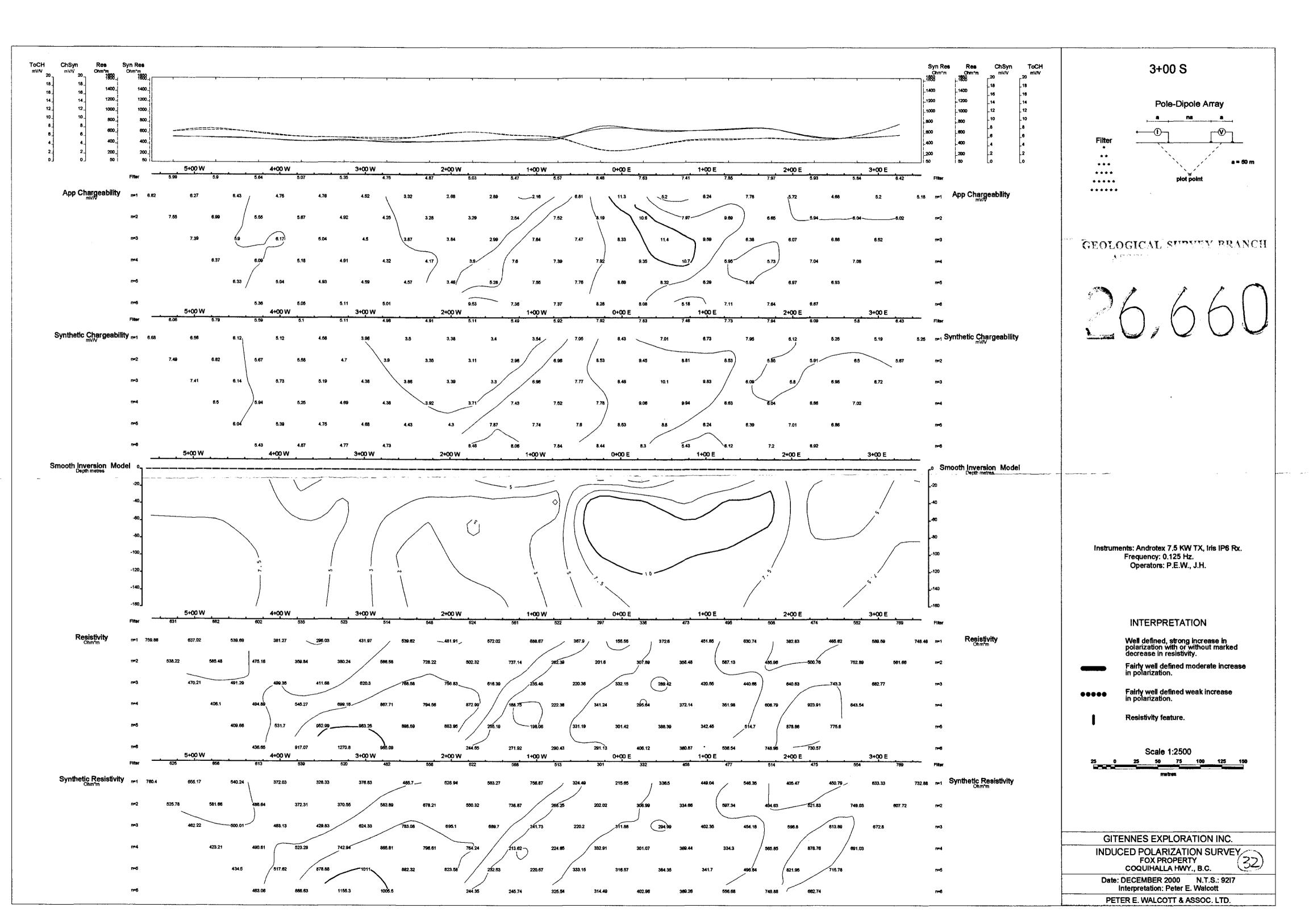


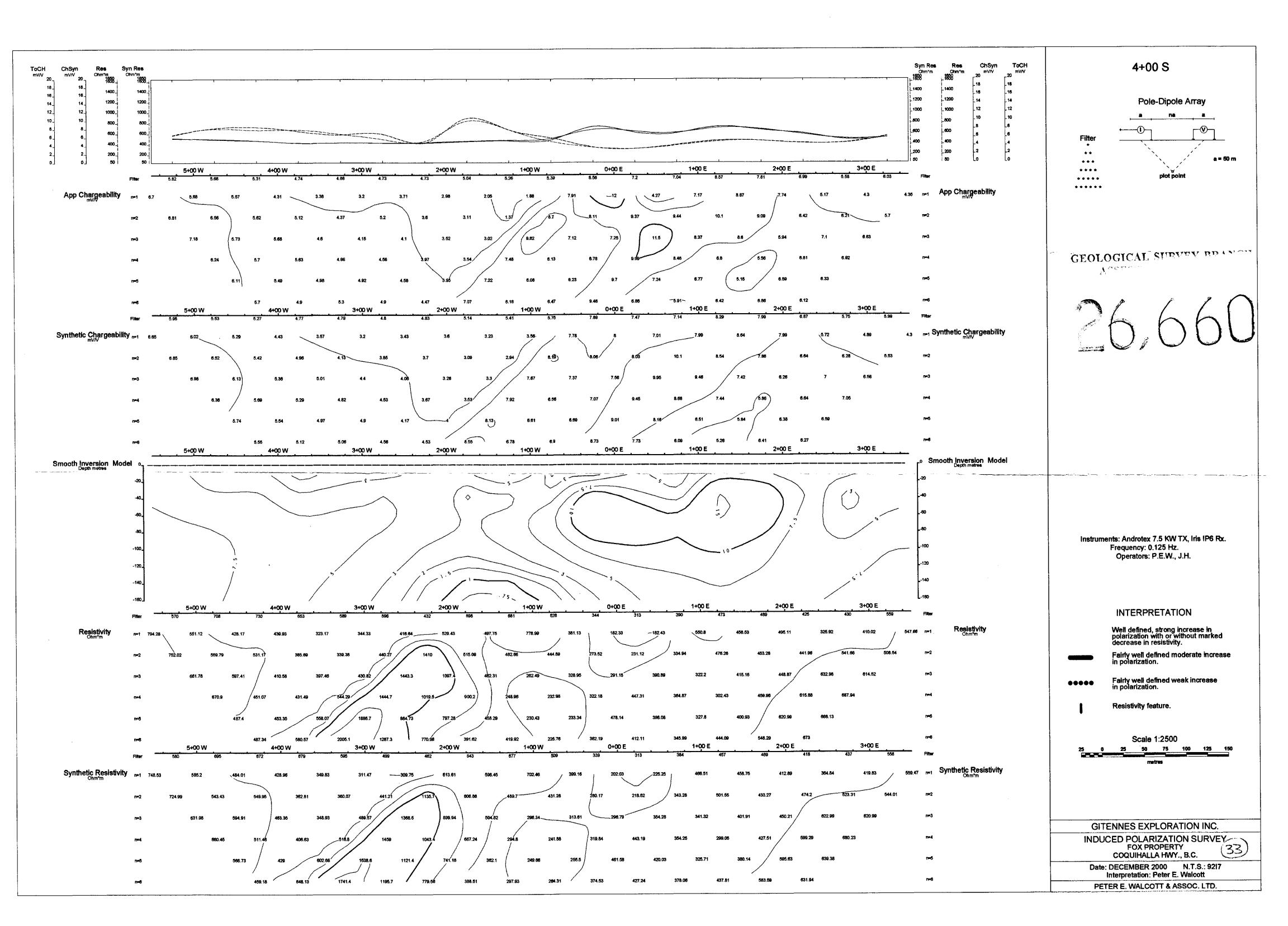


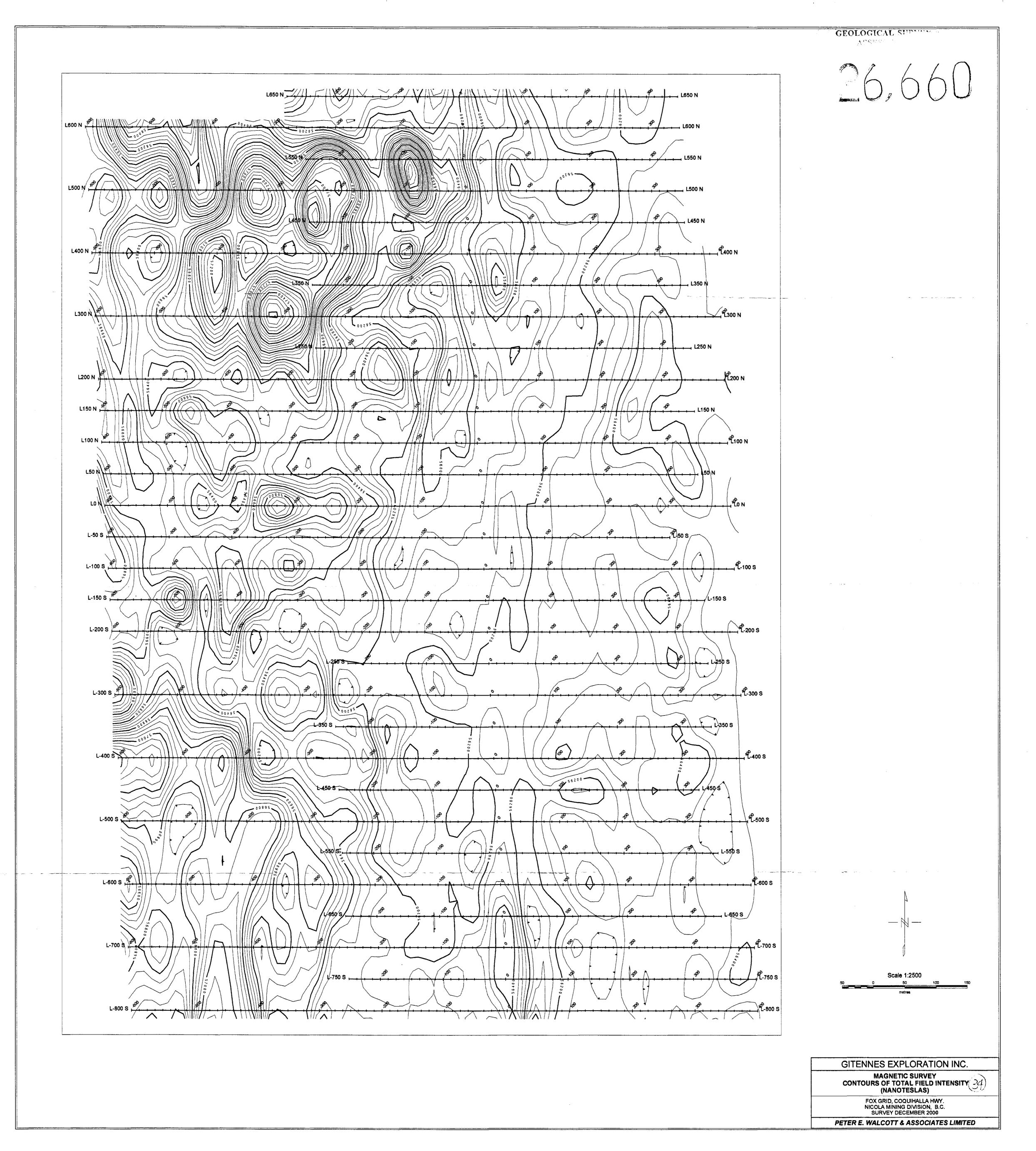


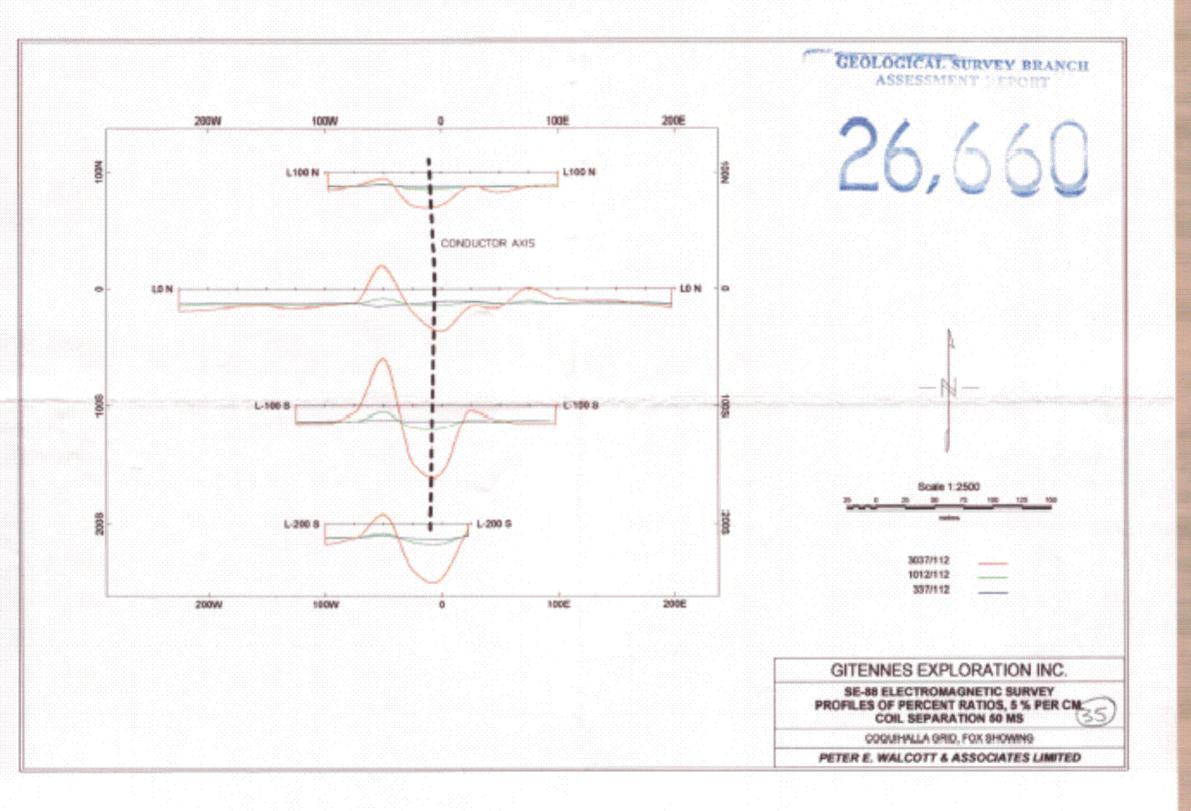


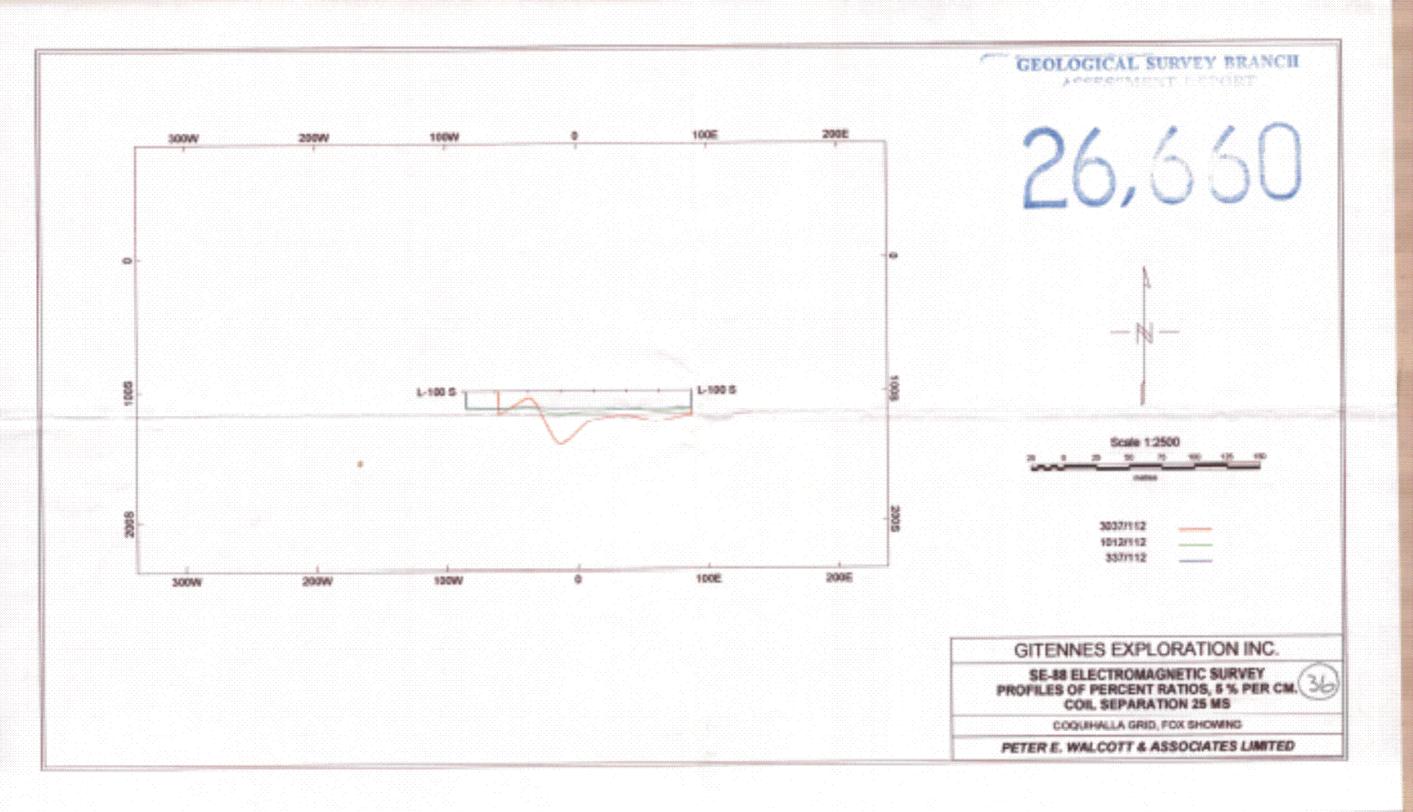


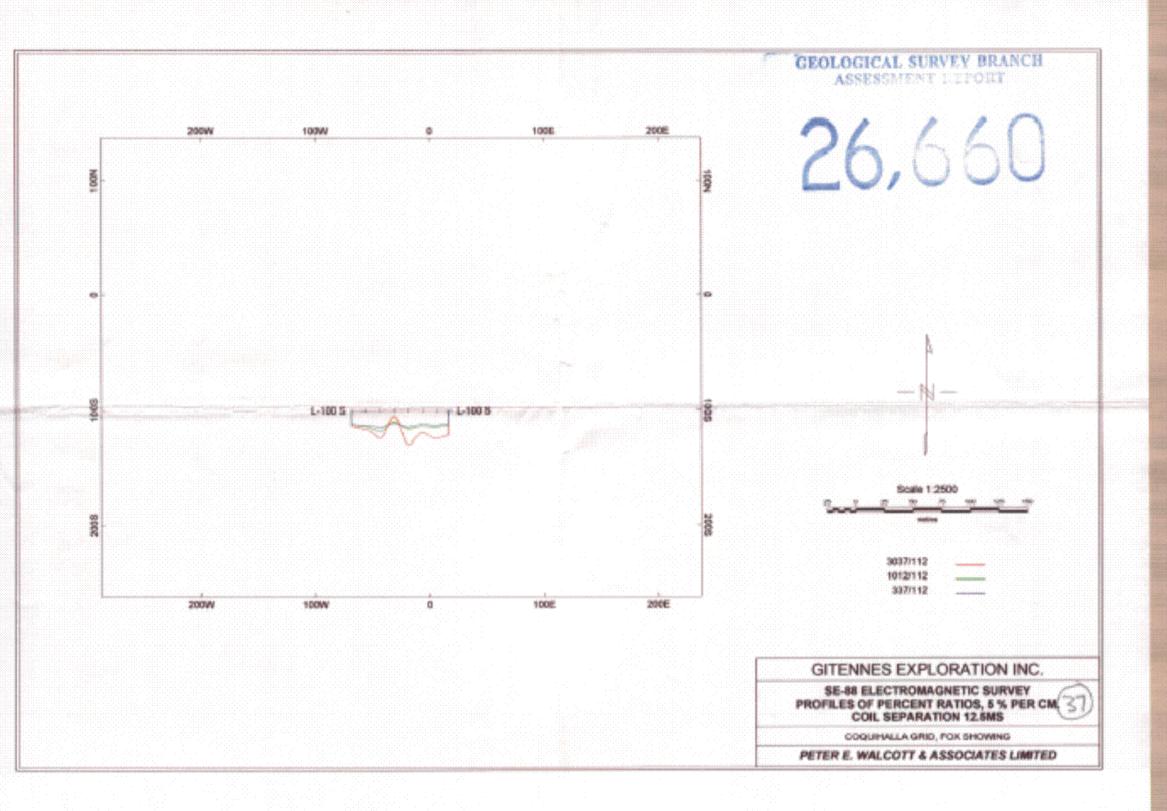




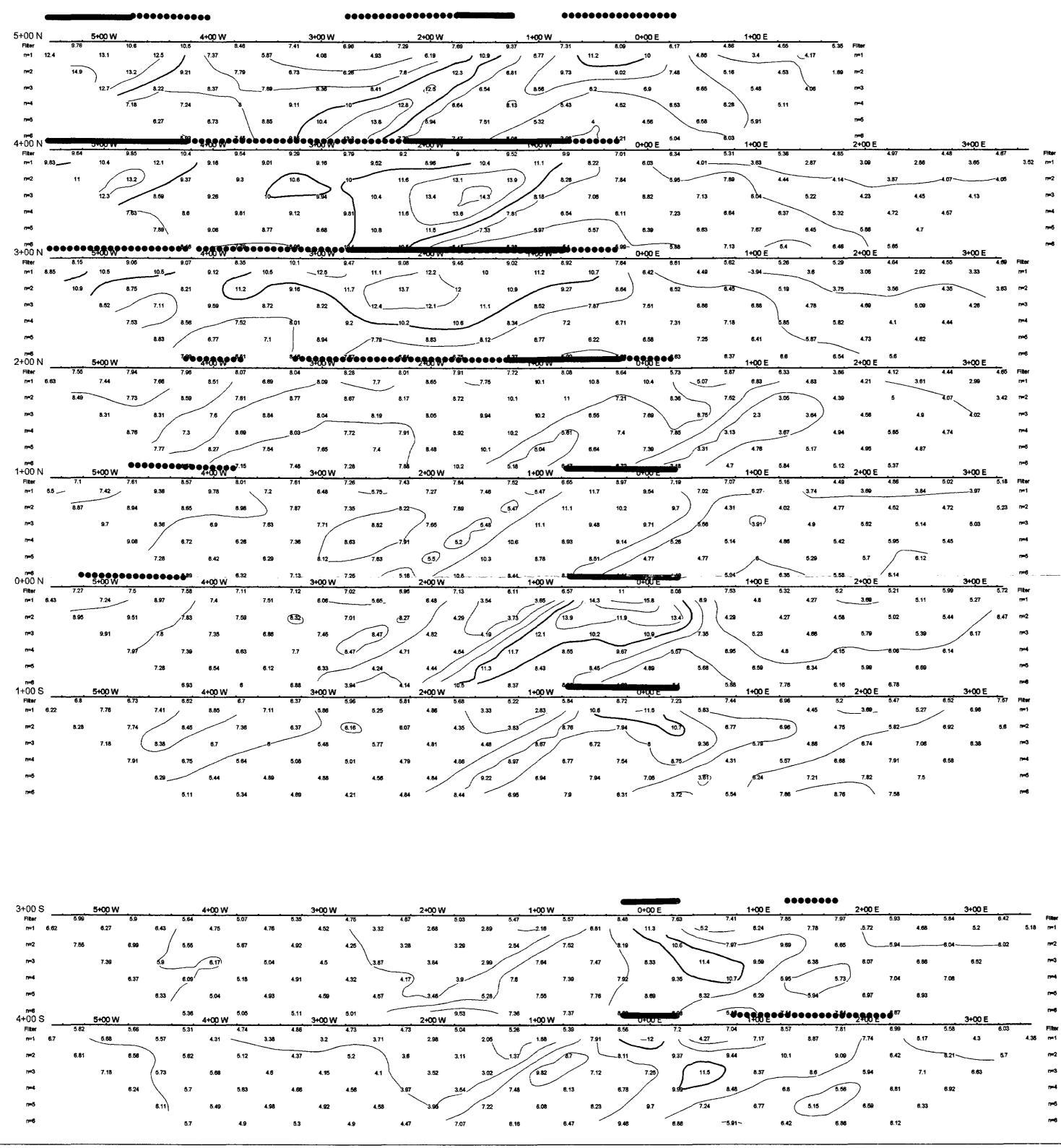


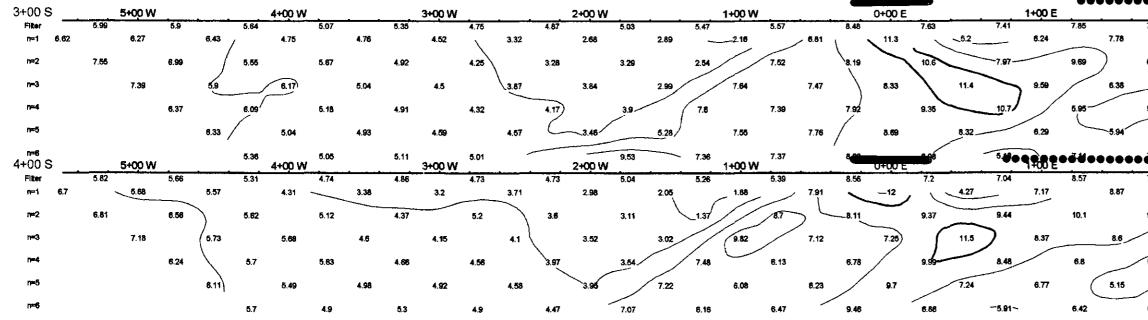


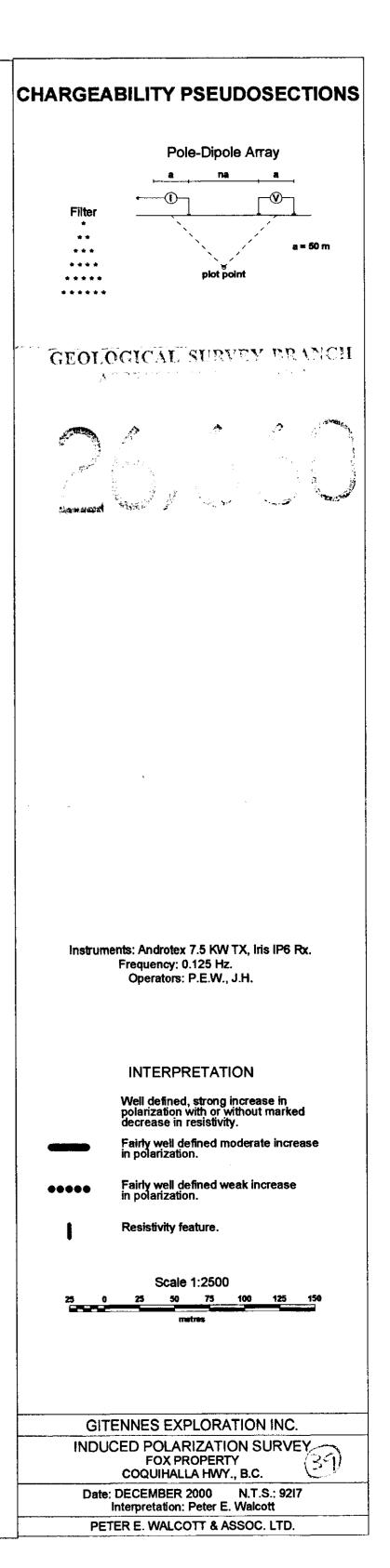


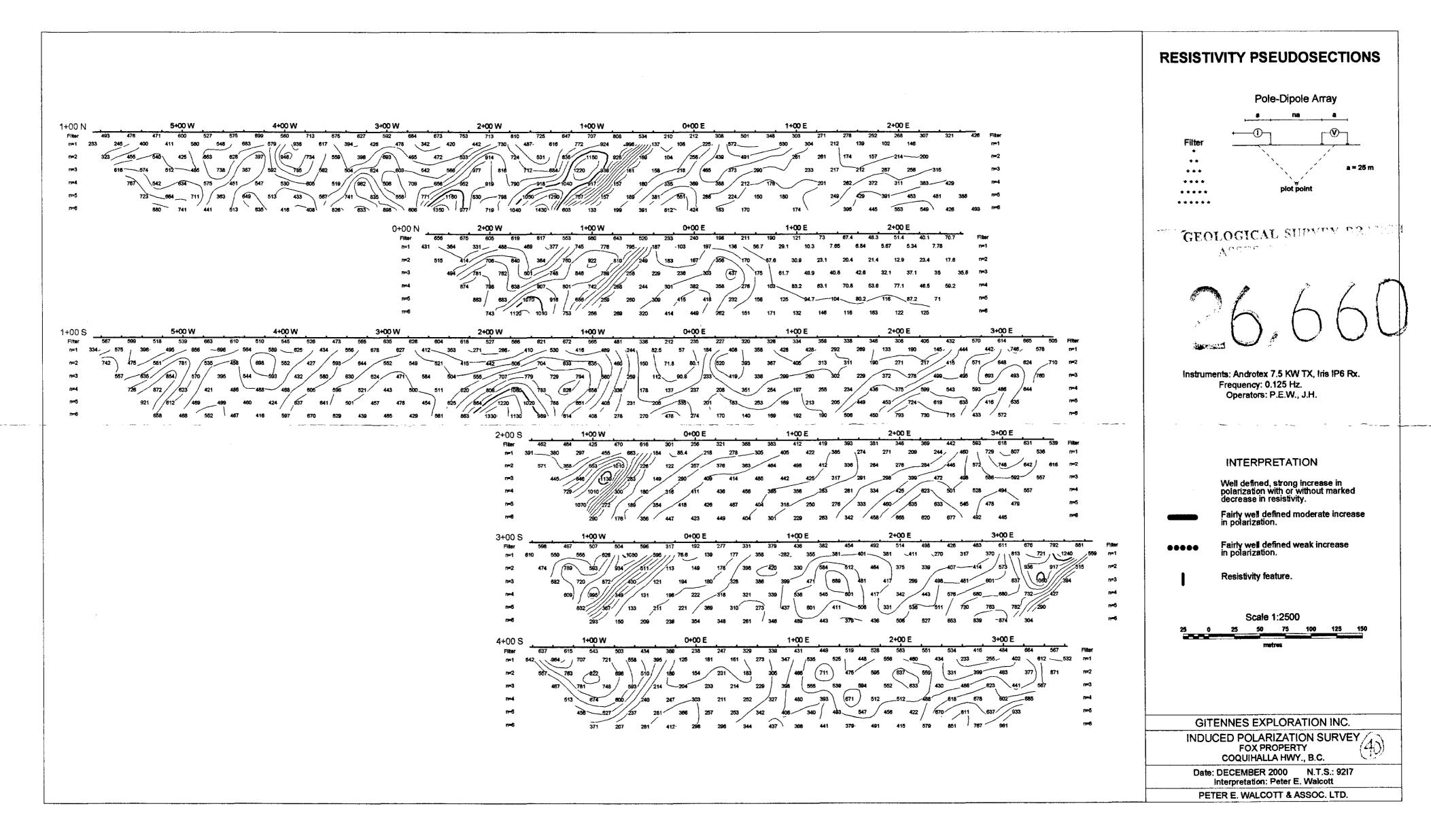


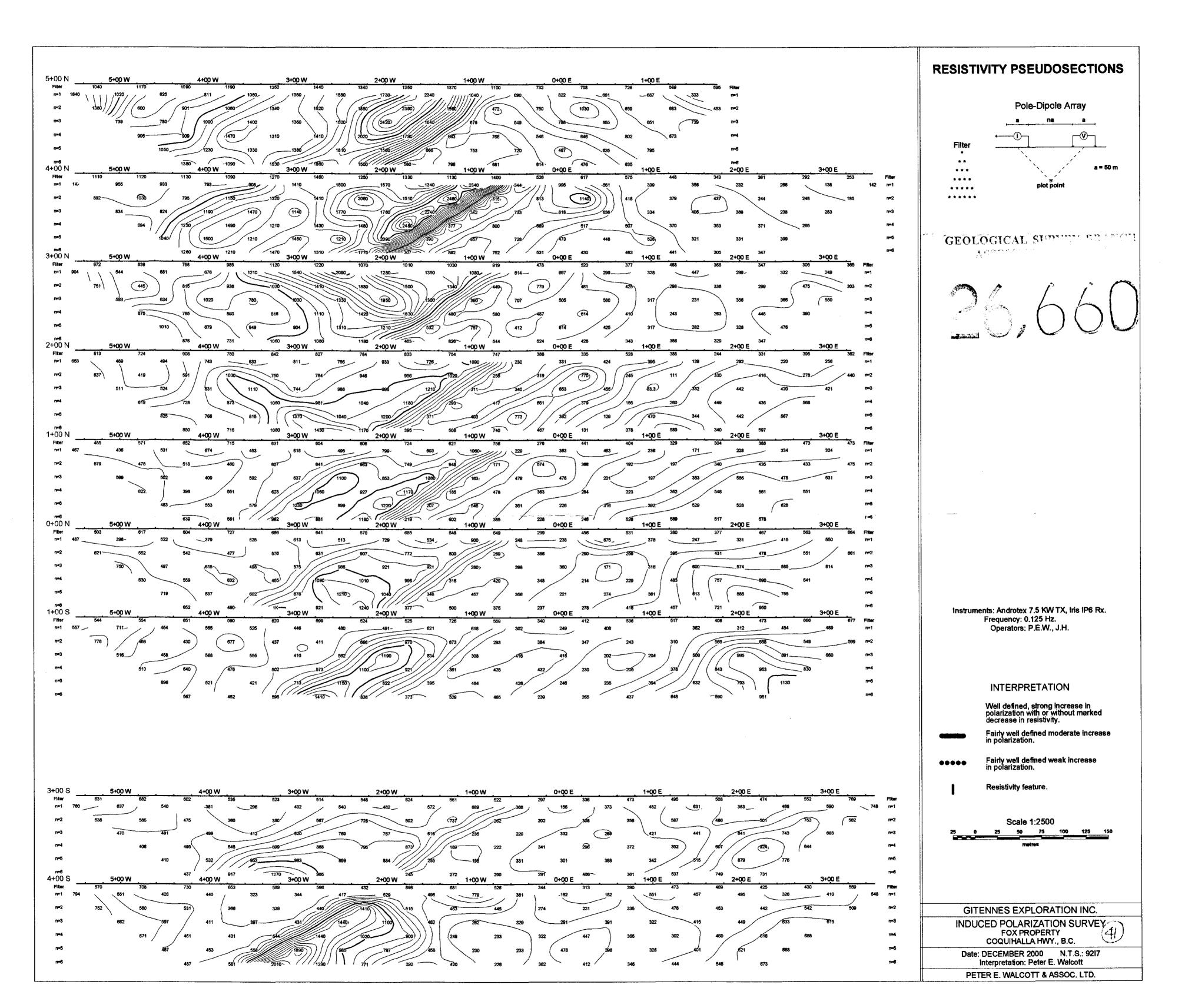
	CHARGEABILITY PSEUDOSECTIONS
	Pole-Dipole Array
$\frac{500}{100} \frac{500}{100} \frac{500}{100} \frac{500}{100} \frac{500}{100} \frac{200}{100} \frac{100}{100} \frac{100}{100}{100} \frac{100}{100} \frac{100}{100}$	GEOLOGICAL SURVEY BRANCH
	Instruments: Androtex 7.5 KW TX, Iris IP6 Rx. Frequency: 0.125 Hz. Operators: P.E.W., J.H. INTERPRETATION Well defined, strong increase in polarization with or without marked decrease in resistivity. Fairly well defined moderate increase in polarization. Fairly well defined weak increase in polarization. Resistivity feature.
	Scale 1:2500 25 30 75 100 125 150 Invetres Invetres GITENNES EXPLORATION INC. INDUCED POLARIZATION SURVEY FOX PROPERTY COQUIHALLA HWY., B.C. Date: DECEMBER 2000 N.T.S.: 9217 Interpretation: Peter E. Walcott PETER E. WALCOTT & ASSOC. LTD.

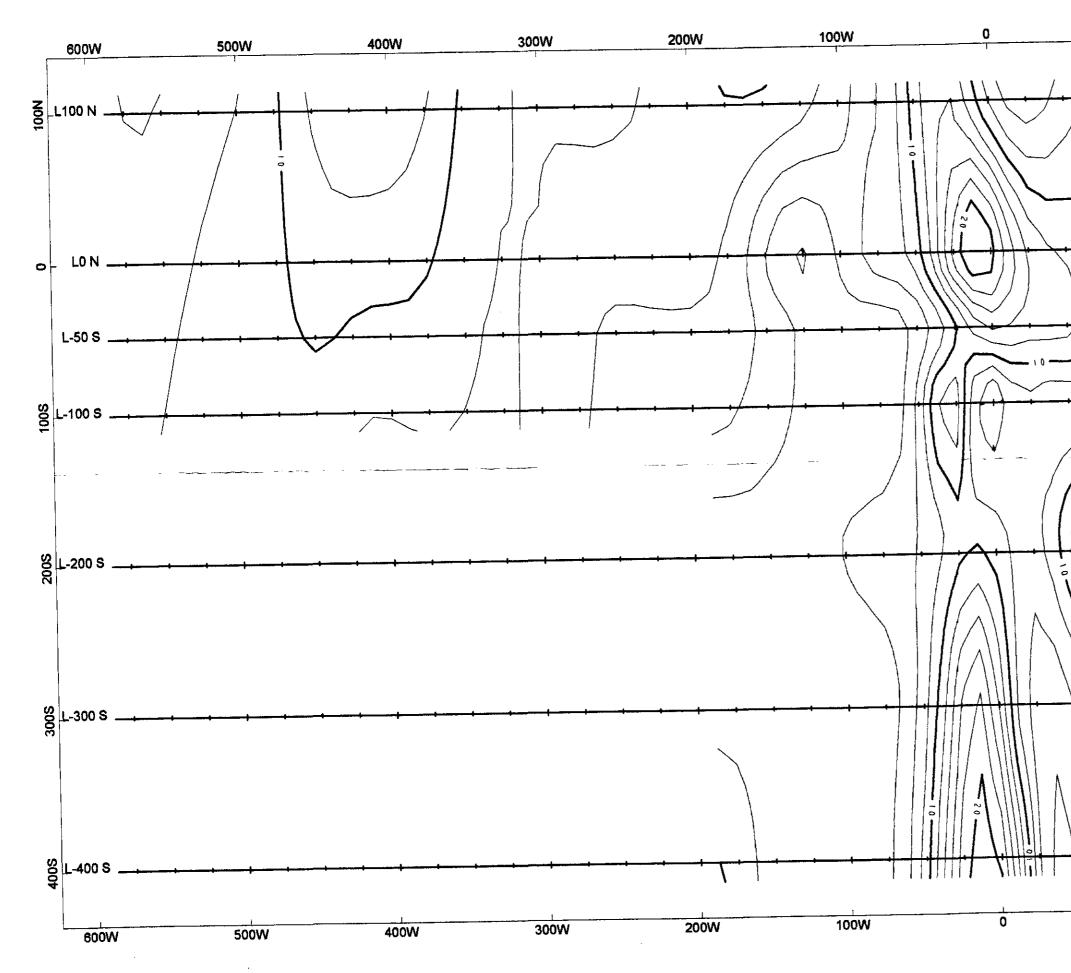












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