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(257)

Item 41

CARGOLD MINING AND DEVELOPMENT CORP.

TYBO MINE

PROGRESS REPORT

JUNE 7, 1961

(257)

Item 41

J. H. WREN & CO.

CONSULTING MINING ENGINEERS

CABLE ADDRESS
WRENCO

JUNE 7, 1961

PHONE GLADSTONE 6-0922
4297 D STREET
SACRAMENTO, CALIF.

TO :

MANAGEMENT COMMITTEE, CARGOLD MINING AND DEVELOPMENT CORP.

FROM :

J. H. WREN.

SUBJECT :

TYBO MINE SCHEDULE AND OBSERVATIONS MADE DURING INSPECTION TRIP
OF JUNE 4 THROUGH JUNE 6, 1961.

1. PROJECT PROGRESS MARCH 14, 1961 TO-DATE :

- A). FOR THE FIRST TEN DAYS AFTER THE BOARD OF DIRECTORS MEETING OF MARCH 14, 1961, WHICH AUTHORIZED AND CONCLUDED THE PRESENT WORKING AGREEMENT WITH MR. ED CLEVE AND MR. K. K. SAGARA, ONLY ADMINISTRATIVE WORK WAS DONE ALONG WITH WREN'S TRIP TO MEET TOMO ITO AND THE JENSENS PRELIMINARY ALIGNMENT WORK.
- B). BALANCE OF FIRST MONTH INCLUDED SOME EQUIPMENT ACQUIREMENT, TWO FORD PICKUPS' PURCHASE, THREE TRAILER HOUSES PURCHASED, JENSENS MADE TWO TRIPS TO CALIFORNIA AND VARIOUS OTHER PLACES IN COMPANY BEHALF, SEVERAL LOADS OF MATERIAL WERE HAULED TO THE PROPERTY BY THE JENSENS, MR. K. K. SAGARA'S HEAVY TRUCKING EQUIPMENT HAULED ONE LOAD OF TIMBER AND EQUIPMENT FROM CALIFORNIA TO TYBO, THE MINE ROADS WERE REHABILITATED WITH RENTED BULLDOZER, METALLURGICAL, ENGINEERING AND OTHER WORK WAS DONE.
- C). DURING APRIL 15TH TO MAY 15TH, INC., CAMP WATER LINES WERE BROUGHT INTO SERVICE, TRAILER HOUSES WERE HOOKED UP WITH WATER SERVICE, SCHOOL HOUSE WAS REHABILITATED FOR EMPLOYEE SLEEPING QUARTERS AND MINE OFFICE, SUPPLIES AND EQUIPMENT WERE HAULED TO THE MINE, ONE HEAVY TRUCK LOAD OF AGGREGATE WAS HAULED TO THE MINE, MECHANICAL WORK WAS DONE, TOOL ROOM WAS ESTABLISHED AND FITTED, THE 2-G HEAD-FRAME WAS REMOVED, BULKHEADS WERE INSTALLED IN THE 2-G SHAFT BELOW POINT OF PROPOSED RENEWAL, TOP, WEAK PORTION OF THE 2-G WAS SAFETY STILLED, AND 2-G SHAFT COLLAR RENEWAL WAS STARTED. NO HOURLY BASIS WORK WAS DONE UNTIL THE LAST WEEK IN APRIL WHEN ONE HOURLY BASIS MAN WAS EMPLOYED AND ONE MORE WAS PUT ON THE 4TH OF MAY. TO MAY 6TH ONLY 3 DIRECT MANSHIFTS WERE WORKED BELOW GROUND IN THE 2-G SHAFT. MUCH OF THE JENSENS TIME HAD BEEN CONSUMED ON TRAVEL TRIPS FOR EQUIPMENT TO MAY 15TH. ENGINEERING, PROJECT FORECASTS AND CONSULTING ADVICE TO MANAGEMENT WAS PUT INTO EFFECT.

TYBO MINE OBSERVATION OUTLINE OF JUNE 7, 1961

1. PROJECT PROGRESS. CONTINUATION :

D). FROM MAY 15TH TO JUNE 4TH, INC., ONE TRUCKLOAD OF HEAVY EQUIPMENT WAS HAULED FROM CALIFORNIA BY ONE OF MR. SAGARA'S TRUCKS, ONE PICKUP LOAD OF SUPPLIES WAS HAULED FROM CALIFORNIA BY WREN, NUMEROUS LOADS OF SUPPLIES AND EQUIPMENT WERE HAULED TO THE MINE BY THE JENSEN BROS., THE 2-G SHAFT COLLAR WAS COMPLETELY RENEWED AND WAS 23' CAUGHT UP BELOW THE SURFACE BY SHIFT'S END JUNE 3RD, (SEE 2-G SHAFT RENEWAL SKETCH), VARIOUS MILLING PLANT CONTACTS WERE MADE, VARIOUS ECONOMIC CONTACTS WERE MADE LIKE, THE VISIT TO THE OFFICE OF MINERAL EXPLORATION, MUCH PAPER WORK WAS HANDLED BY WREN, A GRAVITY CONCENTRATION TEST OF THE SLAG WAS STARTED BY MR. LOMO ITO, VARIOUS ENGINEERING AND CONSULTING OBSERVATIONS WERE FORMALLY ADVISED THE MANAGEMENT COMMITTEE BY WREN, TELEPHONE SERVICE WAS INSTALLED BETWEEN THE MINE OFFICE AND 2-G SHAFT COLLAR, A 365 CU. FT. PER MINUTE GARDNER-DENVER COMPRESSOR AND ITS D-13,000 DRIVE ENGINE WAS HAULED FROM TUNGSTONIA BY MR. HAL JENSEN TO TYBO, THE PROPOSED HOIST'S DRUM WAS HAULED TO TYBO, TIMBER FOR THE SHAFT WAS FRAMED, AND STEEL FITTINGS MADE. UNTIL ABOUT ONE WEEK BEFORE JUNE 4TH ONLY TWO HOURLY BASIS EMPLOYEES WERE EMPLOYED AND NOW THERE ARE THREE SUCH EMPLOYEES. MR. HAL JENSEN WAS FORCED TO DEVOTE SOME OF HIS TIME TO THE TEAR DOWN OF THE ELY BUILDING THAT MR. ED CLEVE REPORTED UPON AT THE BOARD MEETING AS UNSUITABLE TO ACQUIRE AT THIS TIME, MUCH VALUABLE PROJECT PROGRESS TIME IN THE SHAFT WAS LOST ON ACCOUNT OF SERVICING A MAJOR REPAIR JOB WITH LIMITED MAN-SHIFTS. AS NEAR AS COULD BE DETERMINED ONLY 44 TOTAL MANSHIFTS WERE WORKED BELOW GROUND TO JUNE 6TH ON THE 2-G RECOVERY JOB.

2. PROJECT PROGRESS ANALYSIS :

A). AS ENGINEERING POINTED OUT IN EARLY MAY, WORK MANSHIFTS ON THE 2-G PROJECT, DIRECTLY, IS THE ONLY FACTOR WHICH WILL DELIVER PROGRESS ANYWHERE NEAR ACCEPTABLE SCHEDULE. IN THREE MONTHS' TIME AS NEAR AS CAN BE CALCULATED ONLY 44 MANSHIFTS WERE WORKED UNDERGROUND IN THE 2-G. OTHER TIME HAS BEEN HAULING, RUNNING DOWN SUPPLIES, CAMP WORK, WATER SERVICE WORK, TIMBER FRAMING, BUILDING REHABILITATION AND MANY OTHER THINGS COVERED IN MARCH 1961 RECOMMENDATIONS TO BE CARRIED UNDER SEPARATE LABOR COVERAGE. THE 2-G SHAFT REPAIR JOB TODATE IS EXCELLENT AND THE ONLY REASON WHY MORE ADVANCE HAS NOT BEEN MADE IS THE LIMITED TIME THE JENSENS WERE ABLE TO PUT IN THE SHAFT DURING THE LAST THREE MONTHS (ACTUALLY 2-3/4 Mo's.). SOME 17 FORMAL LETTERS WENT OUT FROM ENGINEERING TO THE DEPARTMENTS CONCERNED SINCE MARCH 15TH WHICH COVERED THIS PARAGRAPH QUITE ADEQUATELY, IF A RESEARCH IS MADE OF THOSE LETTERS. SHOULD THEY NOT BE AVAILABLE, THE WRITER HAS CARBONS.

TYBO MINE OBSERVATION OUTLINE OF JUNE 7, 1961.

2. PROJECT PROGRESS ANALYSIS. CONTINUATION :

- B). ORIGINAL 2-G SHAFT INSTALLATION PROBABLY USED A PROCEDURE OF A RAISED COLLAR. FROM WHAT CAN BE SEEN NOW, IT APPEARS AS THOUGH THE ACTUAL-SINKING STARTED AT AN ELEVATION SOMEWHERE NEAR THE TOP OF THE ALLUVIAL GRAVELS WHICH CONSTITUTE THE GRAVEL FILLED WASH BOTTOM. EVIDENTLY THE EARLY MINERS WERE AFRAID THAT A CLOUDBURST OR SPRING FRESHLET WOULD FLOOD THE LOW COLLAR AND AS A CONSEQUENCE RAISED THAT COLLAR BETWEEN 15 AND 20'. THE PROGRESS TO DATE HAS BEEN IN NEED OF THE CARE AND ATTENTION GIVEN IT, IN-ORDER-TO END UP WITH A PERMANENT AND SUBSTANTIAL REPAIR.

ONE CAN ONLY COUNT THE UNDERGROUND MANSHIFTS WORKED DIRECTLY AGAINST THE ADVANCE. THE 44 MANSHIFTS AVERAGED 1.912' PER MANSHIFT WORKED IN THIS LOOSE GROUND WHERE SPILING AND OTHER FORMS OF HOLDING RUNNING GROUND HAD TO BE USED. THIS IS CONSIDERED GOOD ADVANCE AND THE WORKMANSHIP WAS EXCELLENT. WHEN THE OPEN SHAFT IS HOOKED INTO MERELY MANWAY, GUIDES CHECK, BLOCKING CHECK, AIR AND WATER SERVICE, POWER TRANSMISSION AND PUMP COLUMN IS ALL THAT WILL BE NECESSARY TO HANDLE. ADVANCE AT THAT TIME WILL BE RAPID.

- C). IN VIEW OF THE OVERHEAD INVOLVED TO-DATE AGAINST THE LIMITED MANSHIFTS WORKED DURING THE PAST 2-3/4 MONTHS IN THE 2-G SHAFT, IT MAY BE WORTHWHILE TO CONSIDER A TEMPORARY HEADFRAME TO SERVICE THE SHAFT, HANDLE 300 AND 400 LEVEL REHABILITATION, PULL SOME TONNAGE OPENING THE LEVELS, ALL IN GOOD PROGRESS TOWARDS PRODUCTION WHILE THE MAIN HOIST AND HEADFRAME PROBLEMS ARE BEING HANDLED. IF YOU STOP SHAFT ADVANCE WHILE A PERMANENT HEADFRAME AND PERMANENT HOISTING SETUP IS BEING INSTALLED, WITH THE SAME MEN YOU NOW HAVE, PRODUCTION WILL BE DELAYED ONE AND ONE HALF MONTHS LONGER THAN NECESSARY. IF FOR INSTANCE :: THE JENSENS COULD HAVE STARTED DIRECTLY ON THE SHAFT RIGHT AFTER MARCH 14TH, THE PRESENT POSITION WOULD HAVE BEEN IN EFFECT DURING THE FIRST OF APRIL. WE ARE UP AGAINST A TIME ELEMENT VS PRODUCTION REQUIREMENT AND ALL OF THESE CONSIDERATIONS WERE PREVIOUSLY COVERED IN DETAIL.

3. FUTURE ALIGNMENT :

- A). IT IS RECOMMENDED THAT THE MANAGEMENT COMMITTEE REVIEW ALL PAST OPERATIONAL SUGGESTIONS PRESENTED BY ENGINEERING. IT IS BELIEVED THAT SOME OR ALL OF THE NORMAL MOVEMENTS RECOMMENDED, IF ACCEPTED AND USED, WILL RESULT IN LOWERING THE TIME ELEMENT RELATIVE TO PRODUCTION POSITION.
- B). PLEASE NOTE THE TO-DATE 2-G PROGRESS SKETCHES' ILLUSTRATION ACCOMPANYING THIS REPORT.
- C). MANAGEMENT WILL HAVE TO DECIDE AT THIS TIME WITH REGARD TO A TEMPORARY, QUICKLY INSTALLED AND REASONABLE COST HEADFRAME, OR THE INSTALLATION OF THE PERMANENT UNIT ALONG WITH THE MAIN HOIST TO HAVE PRIORITY. YOU HAVE RECEIVED ALL FACTORS FROM ENGINEERING WITH WHICH A DECISION COULD BE BASED.

TYBO MINE OBSERVATION OUTLINE OF JUNE 7, 1961 :

4. ITO GRAVITY TEST :

- A). THE GRAVITY TEST RESULTS MR. W. T. CARSON, SR. READ OVER THE TELEPHONE TO ME TODAY REQUIRE EVALUATION. THE ACTUAL GRADE OF THE LESS THAN 1000 POUNDS TOTAL SAMPLE WAS NOT OF GREAT IMPORTANCE, IT WAS THE CONCENTRATION RATIO WE WERE AFTER AS THE SOME 3,000 TONS' AVERAGE GRADE IS THE BEST OVERALL SAMPLE ONE COULD GET. HOWEVER, AS THE SAMPLE WAS THE SAME ABBOT A. HANKS' 3.40 OZS. SILVER, 2.44% LEAD AND .41 % ZINC IS SOME CONSIDERABLE DIFFERENT THAN THE HEAD SAMPLE OF ITO'S @ .05 GOLD, 3.46 SILVER AND .55% LEAD, WHICH ENDED UP WITH .08 GOLD, 7.88 SILVER, 1.30 LEAD AND 3.22 ZINC. NONE OF OUR PREVIOUS RUNS SHOWED ZINC TO BE A MAJOR FACTOR. IT IS RECOMMENDED THAT THE WRITER CHECK WITH MR. ITO PERSONALLY AND PERHAPS GET A SAMPLE OF HIS REJECTS TO RECHECK.

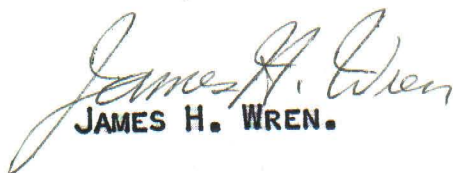
5. SUMMARY :

A MEETING BETWEEN A MEMBER OF THE MANAGEMENT COMMITTEE AND THE MINE MEN WITH A DISCUSSION HELD WITH THE JENSENS IS NECESSARY AT THIS TIME. A DEFINITE SCHEDULE HAS TO BE SETUP , IF WE ARE TO EFFECT A SMOOTHLY FUNCTIONING PROJECT.

A DECISION IS NEEDED ABOUT THE SLAG, HEADFRAME, EQUIPMENT SETUP AND WEATHER PROTECTION, BARNDT'S PROBLEM, TAILINGS PROBLEM, IF ITO'S GOING THROUGH WITH THE LEASE EXAMINATIONS OR SHOULD WE PLAN TO LET MARDIROSIAN OR ARTHUR BAKER 3RD DICKER FOR THE BUNKERHILL AND GILMORE, MARKETING CONCLUSIONS, ONE APPLICATION, TUNGSTONIA EQUIPMENT, MILL ABOVE ELKO, NEVADA, MILL WHICH R. E. SIMPSON HAS KNOCKED DOWN IN DENVER, COLORADO, PURCHASE OF THE MINE RAIL, MUCKING MACHINES AND MOTOR (THEY MAY NOT BE AVAILABLE LONG), PETTY CASH ACCOUNT, ESTABLISHMENT OF LOWER THAN RETAIL GASOLINE AND OTHER FUELS AND LUB OIL PRICES, ASSAY , MINE AND SURFACE MAPS PLUS DIAMOND DRILL HOLE LOGS NOW WAY OVER DUE FROM THE THREE FORMER OWNERS, ALONG WITH DEFINITE HAULAGE AND PRODUCTION POLICY. THESE DECISIONS CANNOT BE MADE WITHOUT DIRECT POLICY AUTHORITY FROM THE MANAGEMENT COMMITTEE. LACK OF WHOESALE ACCOUNTS, LAXNESS OF POLICY WITHOUT DEFINITE ALIGNMENT ETC. WILL RESULT IN ADDITIONAL TIME ELEMENT PLUS MORE COST.

PLEASE CONTACT H. C. MILLER, TIMBER HAULER OF OROVILLE, CALIFORNIA FOR HIS MINE TIMBER PRICES DELIVERED. REPORTEDLY HE HAS ALL SIZES AND IS THE MOST REASONABLE IN THE AREA.

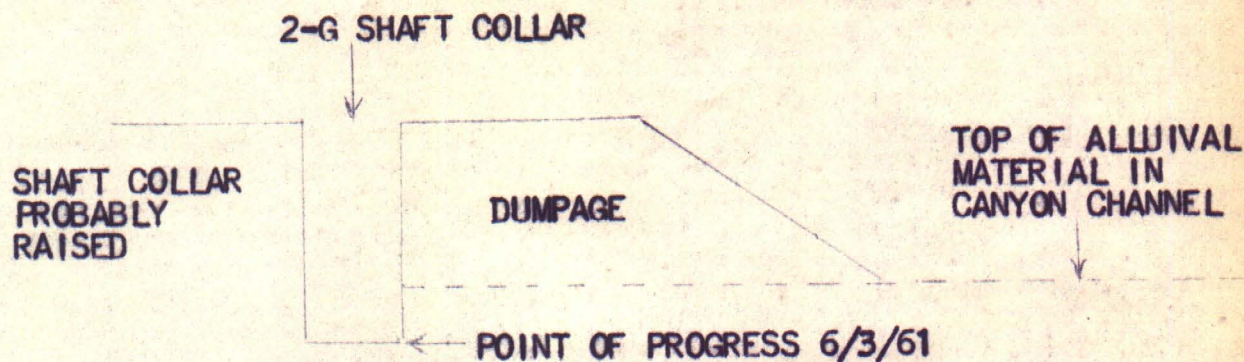
SEE PROGRESS PHOTOS HEREWITH.


JAMES H. WREN.

BY J H W DATE 6/6/61
CHKD. BY _____ DATE _____

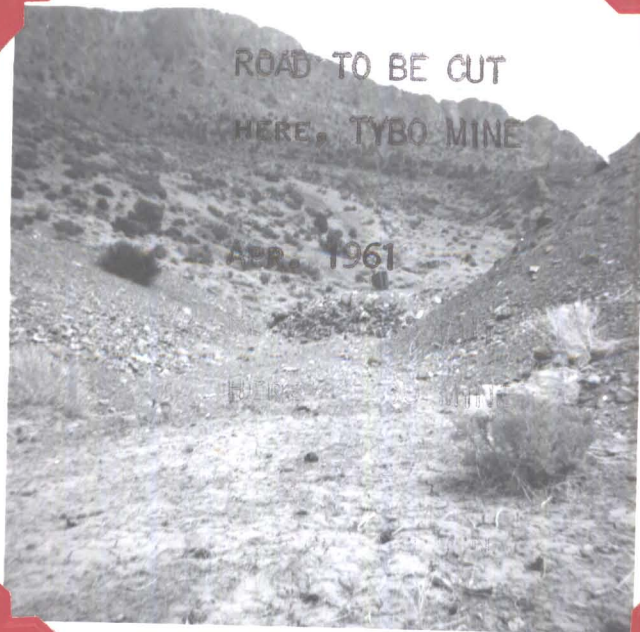
SUBJECT SKETCH SHOWING PROGRESS
POSITION OF THE TYBO MINE
2-G SHAFT RECOVERY PROJECT

SHEET NO. 118 OF _____
JOB NO. TYBO MINE



NOTE : 2-G SHAFT COLLAR AND
TIMBERING TO-DATE IS
EXCELLENT AND SHAFT SET
FRAMES ARE STANDARD.

0' 5' 20'
SCALE



ROAD TO BE CUT
HERE, TYBO MINE

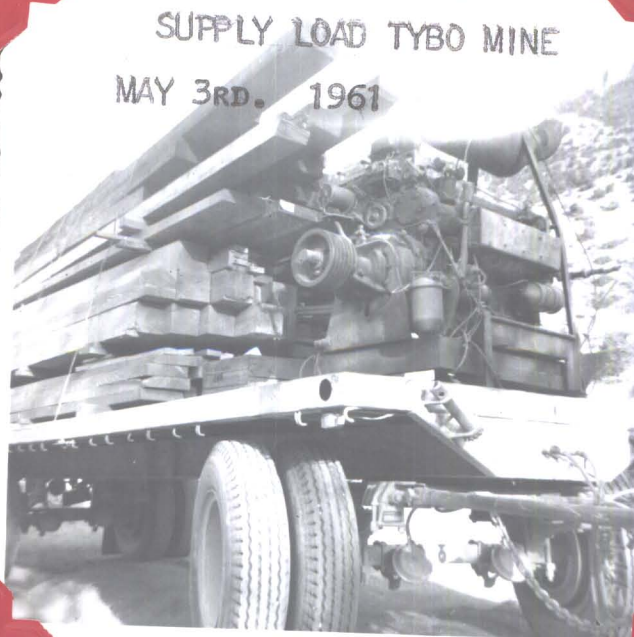
APR. 1961



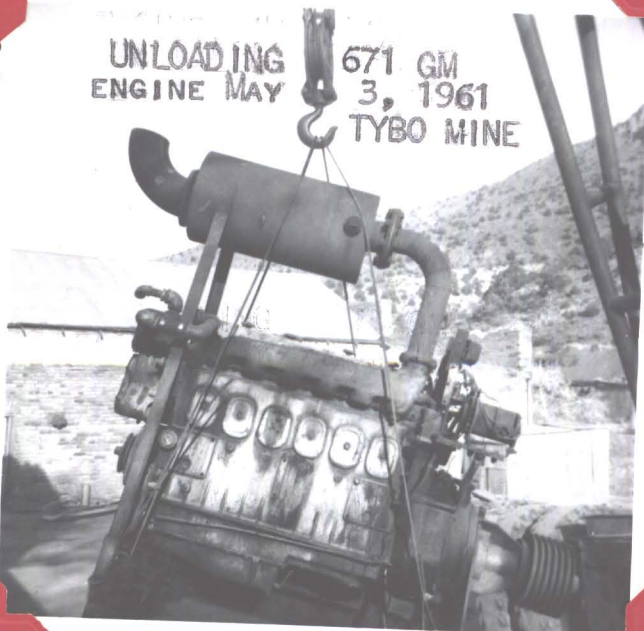
AREA WHERE ROAD IS TO
BE CUT TYBO MINE



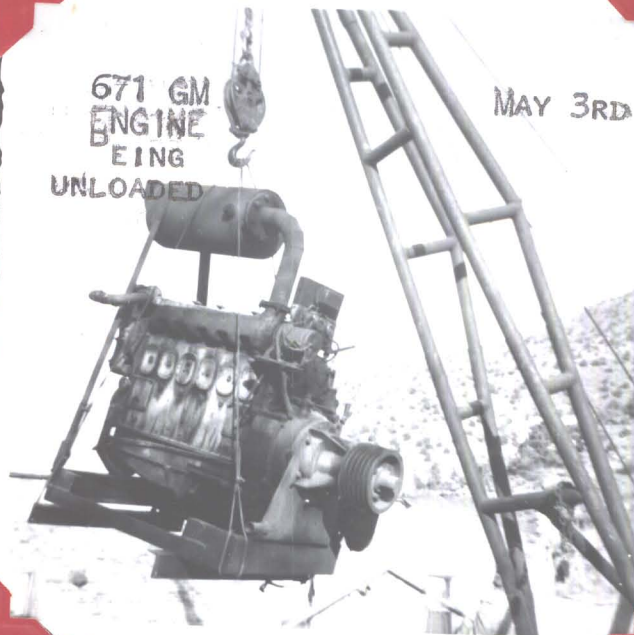
ROAD BUILDING
TYBO MINE



SUPPLY LOAD TYBO MINE
MAY 3RD. 1961



UNLOADING
ENGINE MAY
3, 1961
TYBO MINE



671 GM
ENGINE
BEING
UNLOADED

MAY 3RD

RIGGING WINCH TRUCK
BOOM MAY 3, 1961



OLD 2-G HEADFRAME
TYBO MINE
ABOUT TO BE
PULLED OVER
MAY 4, 1961



CUTTING
OLD 2-G
ANGLE OF
HEADFRAME
MAY 4TH
1961



OLD TYBO
2-G
STARTING
HEADFRAME
SHAFT
TO FALL
MAY 4 1961



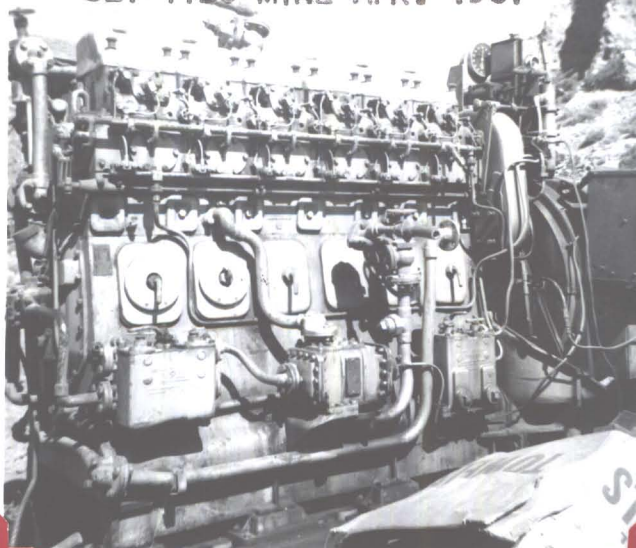
OLD TYBO 2-G SHAFT
HEADFRAME FALLING
MAY 4, 1961



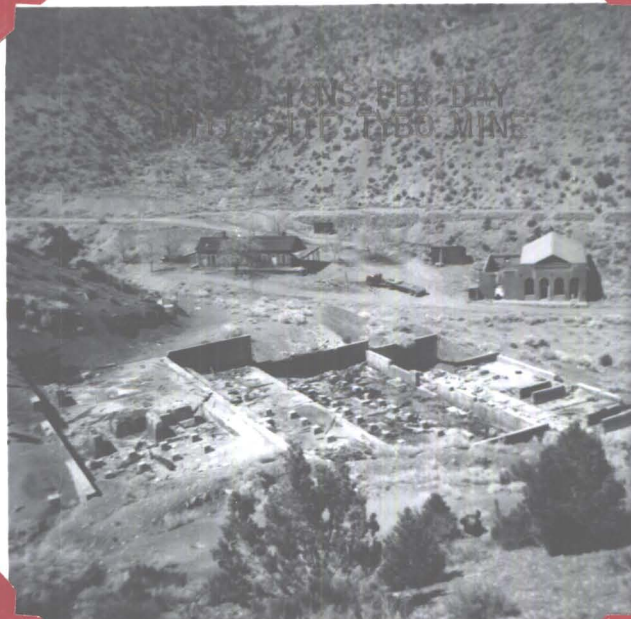
2-G HEADFRAME AFTER
BEING FALLED MAY 4TH
1961
TYBO MINE



100 K. W. DIESEL ELECTRIC
SET TYBO MINE APR. 1961



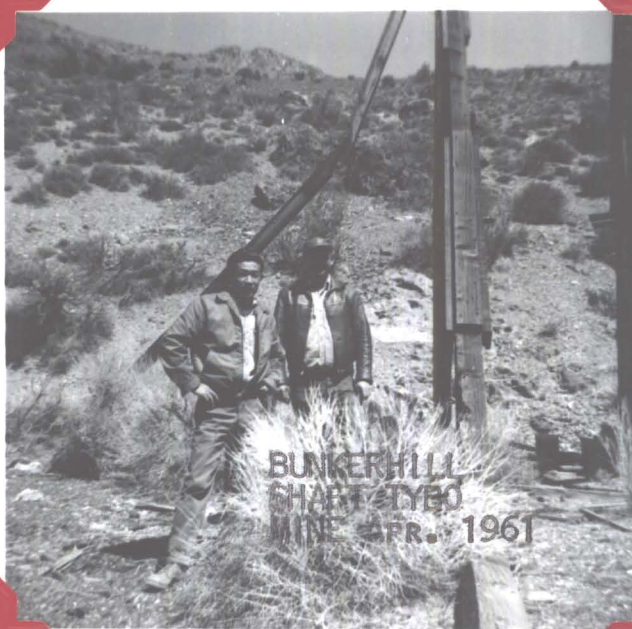
100 TONS PER DAY
UNIT SET TYBO MINE



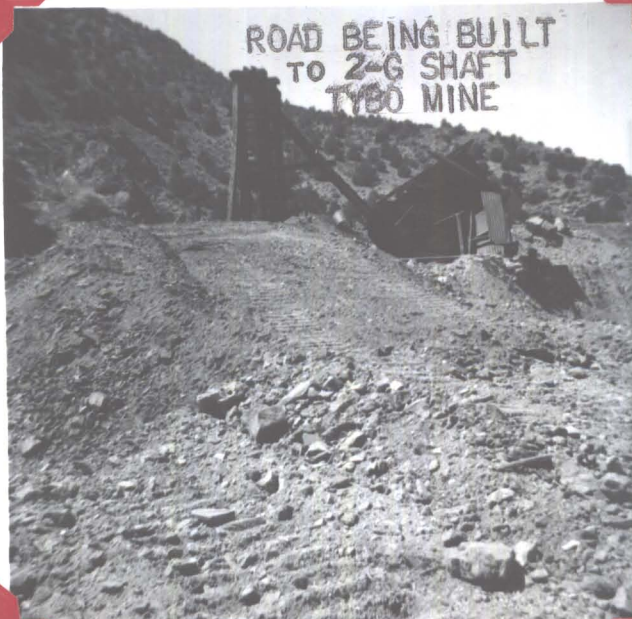
MAKING ROAD TO
2-G SHAFT APRIL 1961
TYBO MINE



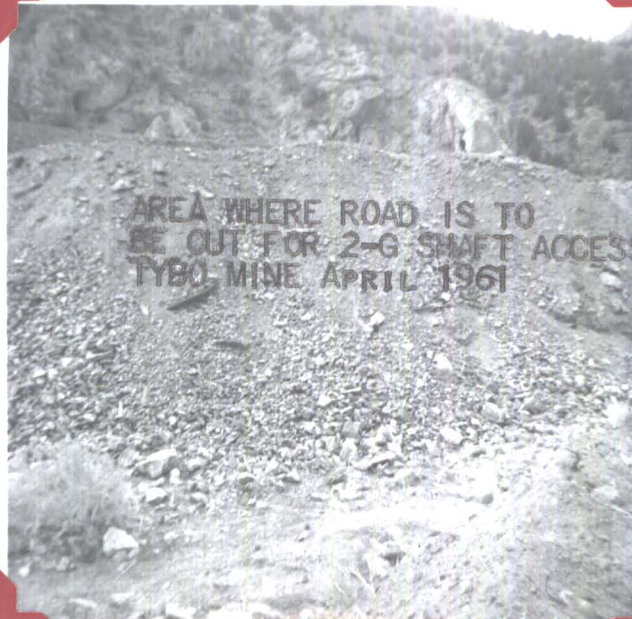
BUNKERHILL
SHAFT TYBO
MINE APR. 1961

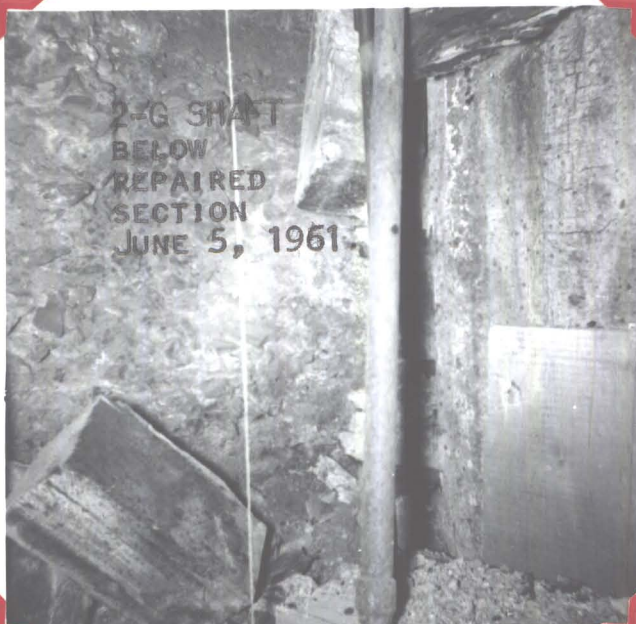


ROAD BEING BUILT
TO 2-G SHAFT
TYBO MINE

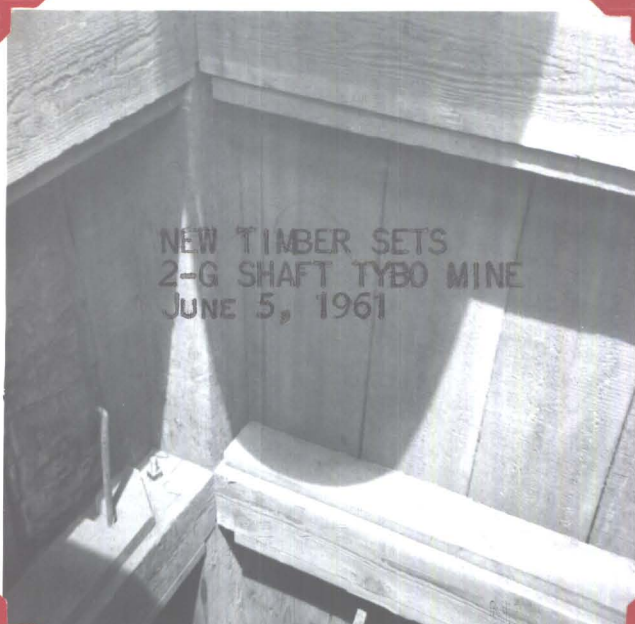


AREA WHERE ROAD IS TO
BE CUT FOR 2-G SHAFT ACCESS
TYBO MINE APRIL 1961

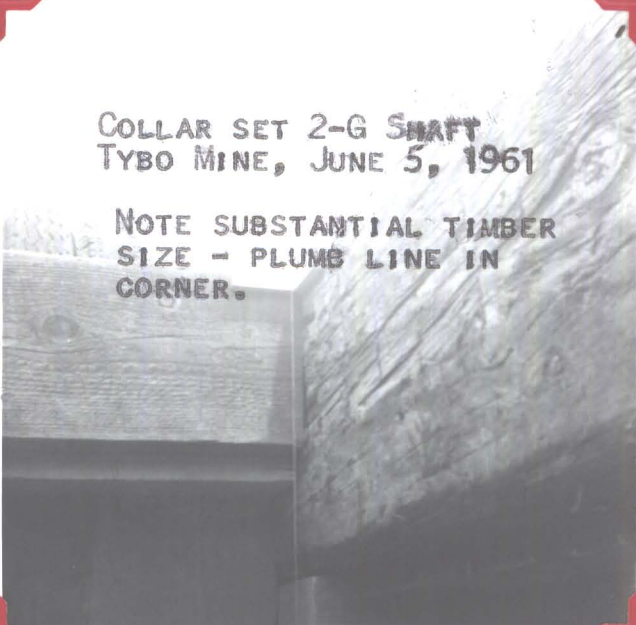




2-G SHAFT
BELOW
REPAIRED
SECTION
JUNE 5, 1961

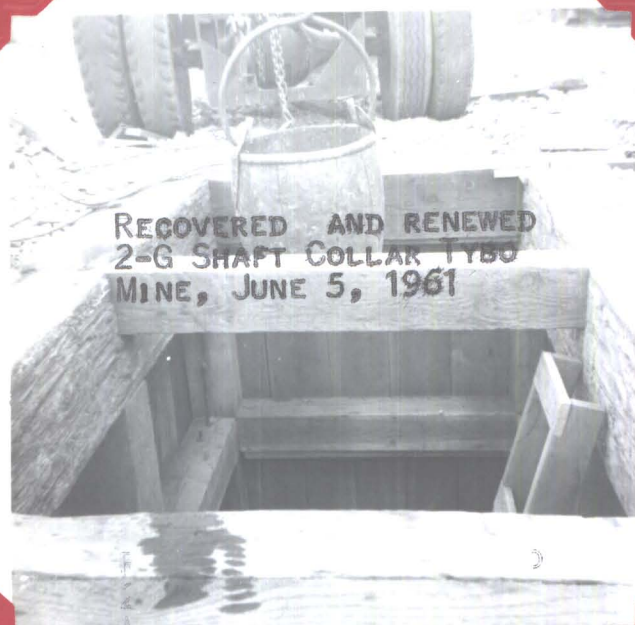


NEW TIMBER SETS
2-G SHAFT TYBO MINE
JUNE 5, 1961



COLLAR SET 2-G SHAFT
TYBO MINE, JUNE 5, 1961

NOTE SUBSTANTIAL TIMBER
SIZE - PLUMB LINE IN
CORNER.

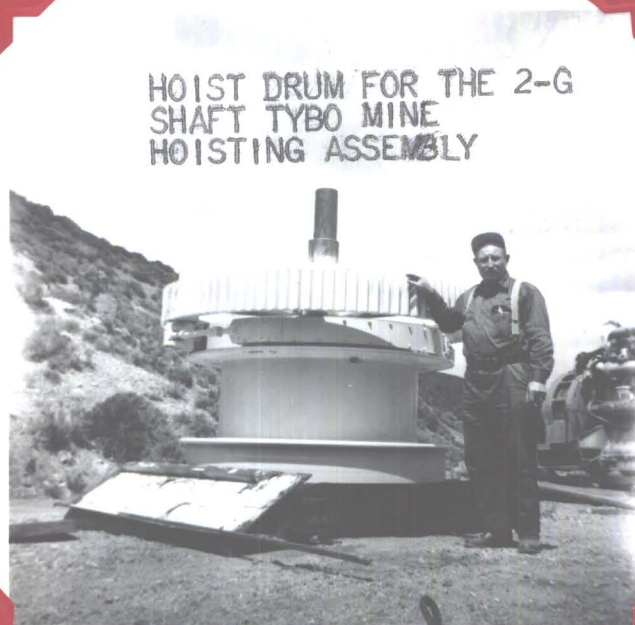


RECOVERED AND RENEWED
2-G SHAFT COLLAR TYBO
MINE, JUNE 5, 1961



JENSENS COMPRESSOR

TYBO MINE 6/5/61



HOIST DRUM FOR THE 2-G
SHAFT TYBO MINE
HOISTING ASSEMBLY

TYBO MINE, D-13,000
CATERPILLAR DIESEL TO
POWER 365 CU. FT.
DENVER-ARDNER
COMPRESSOR

