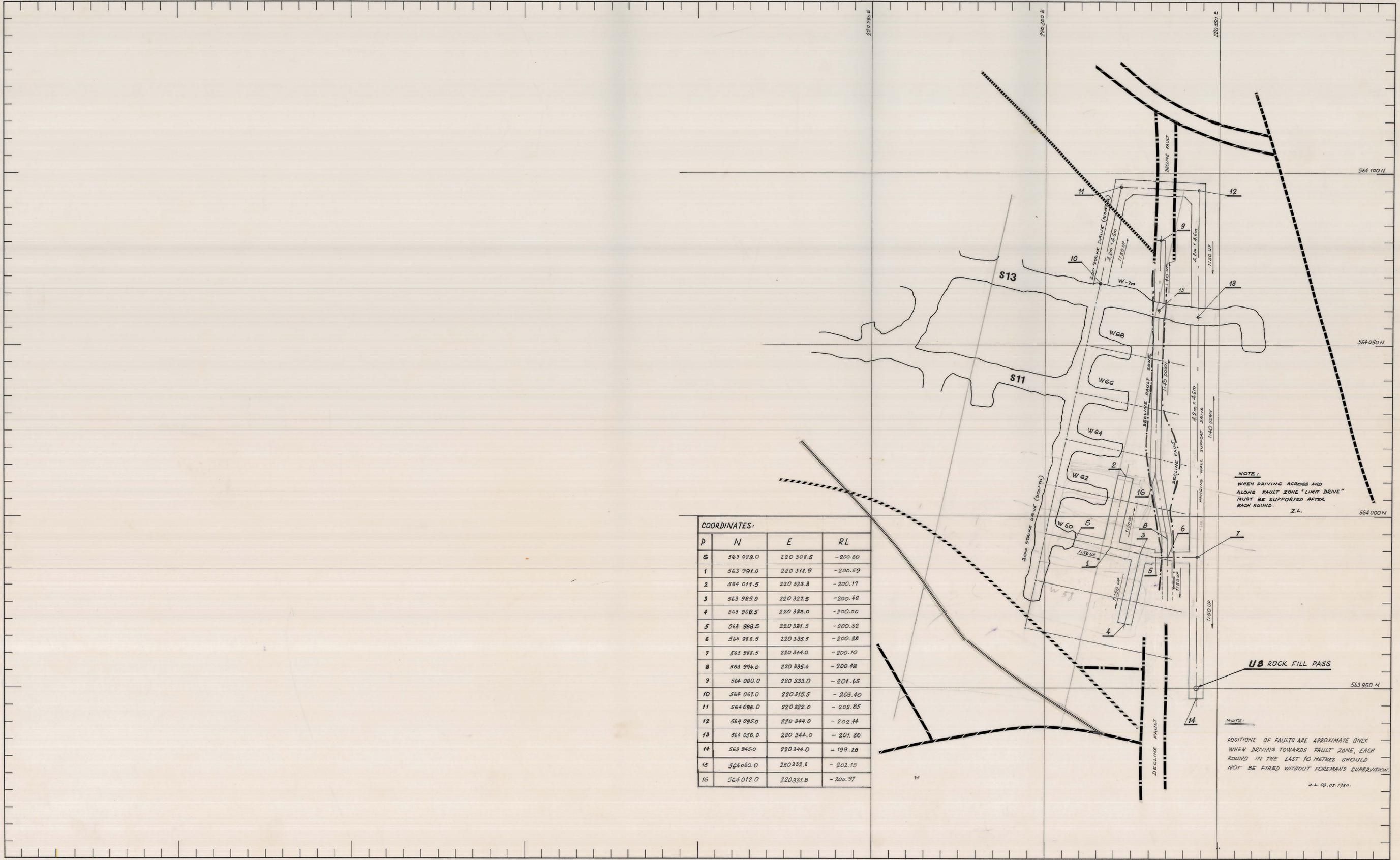


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NOTE:  
WHEN DRIVING ACROSS AND ALONG FAULT ZONE "LIMIT DRIVE" MUST BE SUPPORTED AFTER EACH ROUND. Z.L.

NOTE:  
POSITIONS OF FAULTS ARE APPROXIMATE ONLY WHEN DRIVING TOWARDS FAULT ZONE, EACH ROUND IN THE LAST 10 METRES SHOULD NOT BE FIRED WITHOUT FOREMAN'S SUPERVISION. Z.L. 03.05.1980.

<p>REVISIONS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO</th> <th>DATE</th> <th>INITIALS</th> <th>APPROVAL</th> <th>INITIALS</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td>PLANNING ENGINEER</td> <td>Z.L.</td> <td>03.05.1980</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>SNR. PLANNING ENGINEER</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>TECHNICAL SERVICES SUPT.</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>GENERAL MINING SUPT.</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>MINE SUPT.</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>SNR. SURVEYOR</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td>SNR. GEOLOGIST</td> <td>Z.L.B.</td> <td>5/15/80</td> </tr> </tbody> </table>	NO	DATE	INITIALS	APPROVAL	INITIALS	DATE				PLANNING ENGINEER	Z.L.	03.05.1980				SNR. PLANNING ENGINEER						TECHNICAL SERVICES SUPT.						GENERAL MINING SUPT.						MINE SUPT.						SNR. SURVEYOR						SNR. GEOLOGIST	Z.L.B.	5/15/80	<p>SCALE 1:500</p>	<p>LOCATION DOLPHIN MINE</p> <p>SUBJECT LOWER WEDGE STOPPING -200 m RL LEVEL</p>	<p><b>KES</b> KING ISLAND SCHEELITE A Member of the Peabody Group</p> <p>GRASSY KING ISLAND</p> <p>PRELIMINARY <input type="checkbox"/> FINAL <input type="checkbox"/></p> <p>PLAN NUMBER 03 DM 04 - 1011/B</p>
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