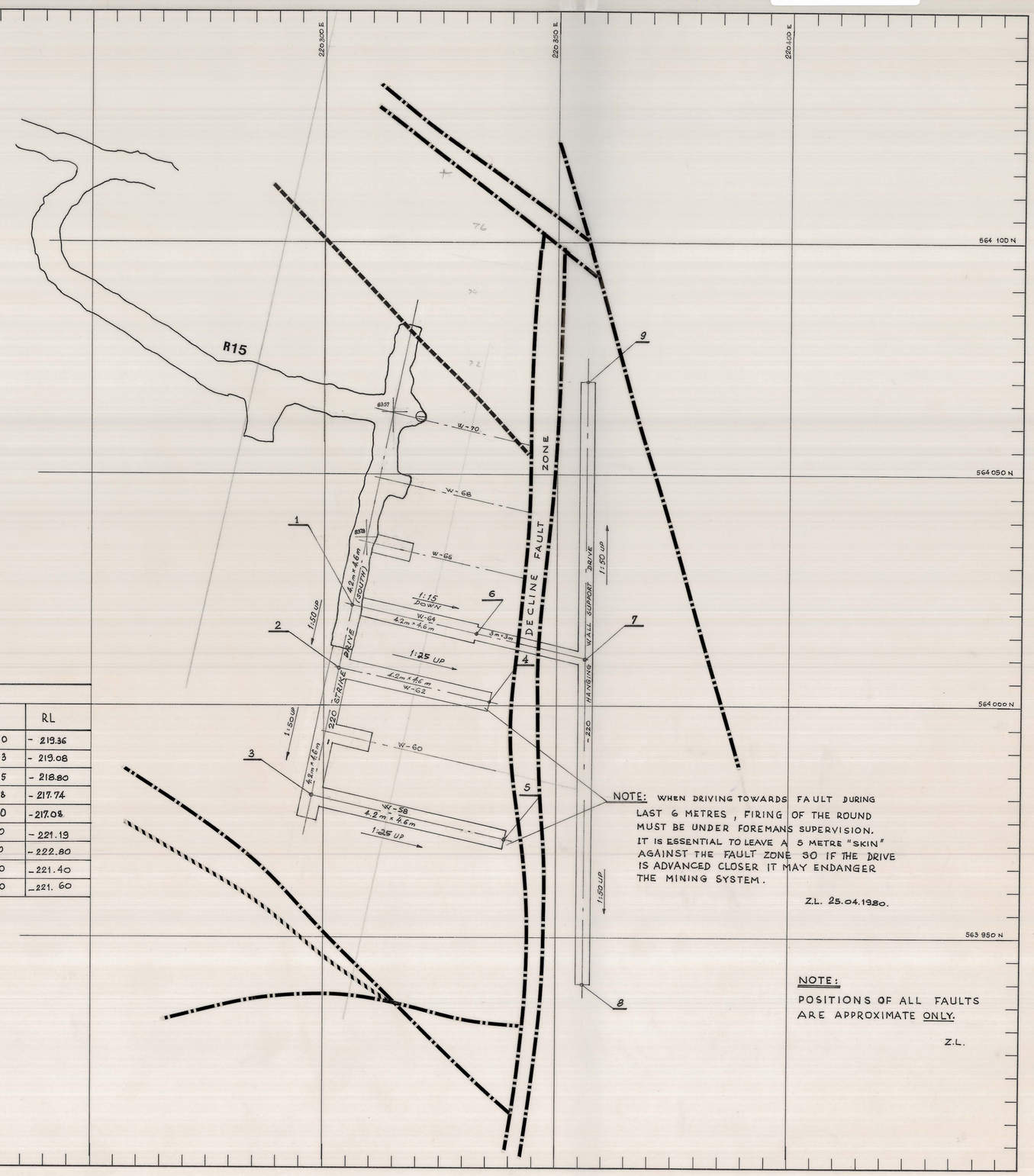
5 cm

0374_2523

03DM04 - 1012/B



NOTE: WHEN DRIVING TOWARDS FAULT DURING LAST 6 METRES, FIRING OF THE ROUND MUST BE UNDER FOREMANS SUPERVISION. IT IS ESSENTIAL TO LEAVE A 5 METRE "SKIN" AGAINST THE FAULT ZONE SO IF THE DRIVE IS ADVANCED CLOSER IT MAY ENDANGER THE MINING SYSTEM.

Z.L. 25.04.1980.

NOTE:
POSITIONS OF ALL FAULTS ARE APPROXIMATE ONLY.

Z.L.

COORDINATES:

P	N	E	RL
1	564 021.5	220 306.0	- 219.36
2	564 008.0	220 303.3	- 219.08
3	563 980.5	220 297.5	- 218.80
4	564 002.7	220 335.8	- 217.74
5	563 971.2	220 333.0	- 217.08
6	564 015.4	220 333.0	- 221.19
7	564 010.0	220 356.0	- 222.80
8	563 940.0	220 356.0	- 221.40
9	564 070.0	220 356.0	- 221.60

REVISIONS

Nº	DATE		INITIALS
1	18.05.1980	W-64 STOPE AND -220 HANGING WALL SUPPORT DRIVE	Z.L.

APPROVAL	INITIALS	DATE
PLANNING ENGINEER	Z.L.	24.04.1980.
SNR. PLANNING ENGINEER		
TECHNICAL SERVICES SUPT.		30/4/80
GENERAL MINING SUPT.		
MINE SUPT.		30/4/80
SNR. SURVEYOR		
SNR. GEOLOGIST		1/5/80

SCALE 1:500

LOCATION
DOLPHIN MINE

SUBJECT
LOWER WEDGE STOPING
-220 m R.L. LEVEL.

KING ISLAND SCHEELITE
A Member of the Peko Wallsend Group
GRASSY KING ISLAND

PRELIMINARY ☐ FINAL ☐

PLAN NUMBER
03DM04 - 1012/B