Split 'Alpha'

While the S.C.11 intersection at 1,027' A.S.L. shows pay grade over a width of 11.7 feet, the S.C.12 intersection at 1,201' A.S.L. shows that although the width of the lode has increased, the grade has deteriorated. However, the two values occur in a range of 184 feet, and this wide mineralised structure can probably be extended along the strike half the distance to S.C.10 horizontal projection. For average vertical dimension, taking into account the 40 feet of overhand stoping, a maximum of 80 feet can be considered.

If total length of Split 'Alpha' were 160 feet, the maximum tonnage should be $\frac{160 \times 7.5}{10.5} = 120$ tons per vertical foot, using an average width of 7.5 feet (similar to that of Split 'Beta') as being safer than that of 11.7 feet shown by the S.C.11 intersection.

If the average vertical dimension is 80 feet, the final figure would be 9,600 short tons averaging a grade probably not inferior to that calculated for Split 'Beta'.

Considering that about 1,700 tons were extracted from Stope No. 6, the estimated maximum tonnage of Split 'Alpha' should be of the order of 7,900 short tons.

Altogether, the maximum potential tonnage of Lens No. 5 could be 13,596 short tons averaging 3.47% Pb, 11.47% Zn and 2.41 oz Ag.

If we now assume a 10% mining dilution, tonnage and grade should become:

14,955 short tons at 3.13% Pb, 10.33% Zn and 2.17 oz Ag.