Solid Minerals Inspection Report

Bureau of Land Management
Tres Rios Field Office
29211 Hwy 184
Dolores, CO 81323

Type of Operation	Notice Level 3809 Expl'n	**Project Name**	Wedding Bell/Radium
Serial Number	COC-80448	**Company/Org.**	Standard Minerals
Inspection Date	May 13, 2021	**Others Present**	None
Inspection Time	All Day	**Inspected By**	James Blair
Report Date	May 19, 2021	**Legal**	T45N, R18W, Sec 23, 21, 16
Preparer Signature	JAMES BLAIR Digitally signed by JAMES BLAIR Date: 2021.05.24 15:01:07 -06'00'	**Supervisor Signature**	ALLEN HOLUBEC Digitally signed by ALLEN HOLUBEC Date: 2021.05.24 15:37:48 -06'00'

On Thursday, May 13, 2021 I inspected the Standard Minerals proposed notice-level 3809 exploration plan. The inspection lasted the entire day. Conditions were sunny with scattered clouds, with a temperature around 70°F. The proposed drill sites are accessed using reclaimed drilling roads from previous drilling projects that occurred several years prior, or via overland travel from existing roads. I drove to each site in a clockwise fashion from the 14Y road and then the U29 and Montrose Co. II-13 roads. It would be faster to drive back from the Rimrock and Groundhog blocks by U-29 than by continuing clockwise out and coming up the Fawn Springs Bench road near the Van 4 mine. Photographs and notes were taken at each location and are presented in this report in the order that they were encountered.

No serious resource concerns were identified; however, steps could be taken to minimize both the intensity and duration of the disturbance. Addressing these issues could result in a lower bond that can be released in a shorter time frame. These steps include:

1) For access and drill preparation, do not blade the pads or access roads unless absolutely necessary. It would be useful to make sure the excavator or backhoe used to rehab/reclaim roads have a thumb attachment to allow it to pluck rocks and logs from the roadway prior to drilling, and to place them back on the road after drilling. Dead pinon-juniper logs may need to be scavenged from wooded areas to reclaim non-woody areas in no dead brush is present at the site.

2) It is very important to make the first part of the Section 23 access near the 14Y road un-drivable as possible.

3) Consider moving SDH3 and SDH4 to the main road alignment. Consider moving SDH7 to the end of the "existing" road. Consider moving SDH11 to one of the sites identified in this report.

4) The increasing popularity of UTV's since the last round of drilling in this area makes it critically important to render any new disturbance undrivable near existing roads so that reclamation is not destroyed by off-roading. Consider posting signs that say something along the lines of "reclamation area, do not disturb". There are a few areas on the Section 23 claim blocks where the road crosses the side of a hill where adjacent boulders could be put across the roadway to render it undrivable possibly even to UTVs and ATVs.

5) Avoid unnecessary trips by support vehicles anywhere but the pre-existing roads/2 tracks whenever possible

Figure 1: A view looking northwest from the main road in between the Groundhog and Rimrock (Radium) Claim Blocks. The photo is looking across the Dolores River WSA. The La Sal Mountains, UT are on the horizon. Moab, UT is on the far side of the mountains.

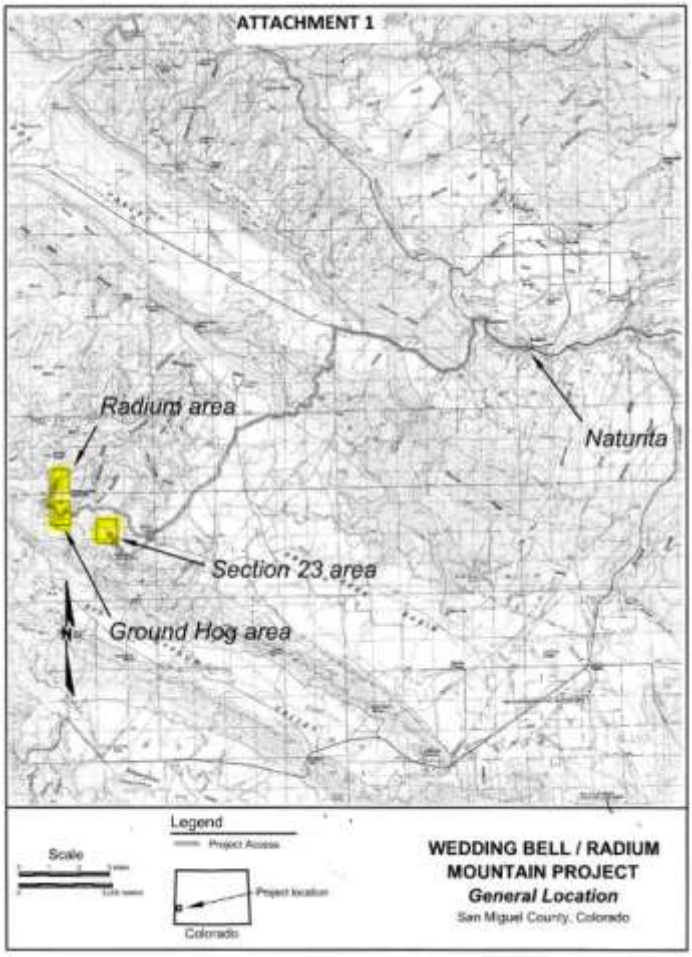

Figure 2: Area Map showing the different claim block locations. Claim Blocks are divided into the "Section 23", "Groundhog" and "Radium" areas. The “Radium” name was subsequently changed to “Rim Rock”. For the purpose of this report, drill sites will be numbered sequentially, beginning with SDH1, GDH1, and RDH1, respectively. This map is taken from the original submission of the notice.

Section 23 Area

All of the holes in this block are located off of a single spur road off of San Miguel County Road 14Y. It looks as if the road was put in at least 20 years ago, and then reclaimed by scattering brush and rocks across the path, along with re-seeding. The seed mix appears to have contained crested wheat grass. Sage and rabbit brush and other forbs were also present, but I don’t know if these are volunteer species or not. I would have considered the reclamation to be 100% complete. In many places the travel way is very faint 2-track where only the tracks from the last couple vehicles are visible, along with a slight imprint of the original wheel ruts and in aerial imagery. On the ground it is difficult to see. Because of this, I am concerned about the route beginning to look like “roads” and attracting OHV’s, which would prevent reclamation from being completed. I recommend scattering brush and rocks to make it as un-drivable as practicable, particularly near the junction with road 14Y.

Figure 3: Screen capture of the google earth view showing the locations of drill holes for the Groundhog group.

Figure 4 - The top of the 14R road looking southwest from Dry Creek Basin toward the Abajo Mountains. Road is in good condition and is well travelled. (Not on map)

Figure 5: The access road looking north from the junction with 14Y road. This is an old, reclaimed drill road. Extra effort should be made to reclaim this portion near the 14Y road so that UTV's don't continue to drive down it.

Figure 6. A gully eroded across the roadway. This will need to be filled in with rocks prior to crossing, and the drive-around blocked off. During reclamation, any fill should be removed, but the drive-around should be left. May be a good place for a large boulder in the road. 38.131742, -108.821510

Figure 7: The roadway, taken just past the previous photograph, near sites SDH10 and SDH11. Note that the wheel tracks are very faint in this location. Care should be taken to minimize the number of times this site is driven across, to keep the ruts from getting more incised. The ruts should be raked and seeded, and brush scattered across where practical. Some sort of barrier (boulders, logs) should be placed across the road south of this location at a topographic choke point to prevent UTV's and ATVs from driving up and down and making this a permanent roadway.

Figure 8: SDH-1 drill stake looking northwest.

Figure 9: Boulders that have been placed across the access route presumably during the reclamation of the last drilling project. These will need to be moved on the way in and put back in place on the way back out. It looks like they have been pretty effective at preventing atv/utv's from driving the reclaimed road. Located between SDH1 and SDH2.

Figure 10: These barrel cacti were in full bloom in the project area.

Figure 11: Drill Site SDH-2 looking west. The roadblock rocks are visible on the left edge of the photo (orange arrow). Note the brush scattered across the road. It appears that this spot has been drilled before, but that natural reclamation is basically at full extent.

Figure 12: Looking west at SDH3 from the access road. The red arrow shows the location of the drill stake. The blue arrow shows the secondary access road to SDH3 and SDH4. Moving the drill site up to the location where the photo was taken on the road above would eliminate a substantial amount of disturbance and result in a lower bond, but if the location needs to be at the stake for geologic reasons, or because the road allignment above doesn't have enough space, then drilling at the staked location may be needed.

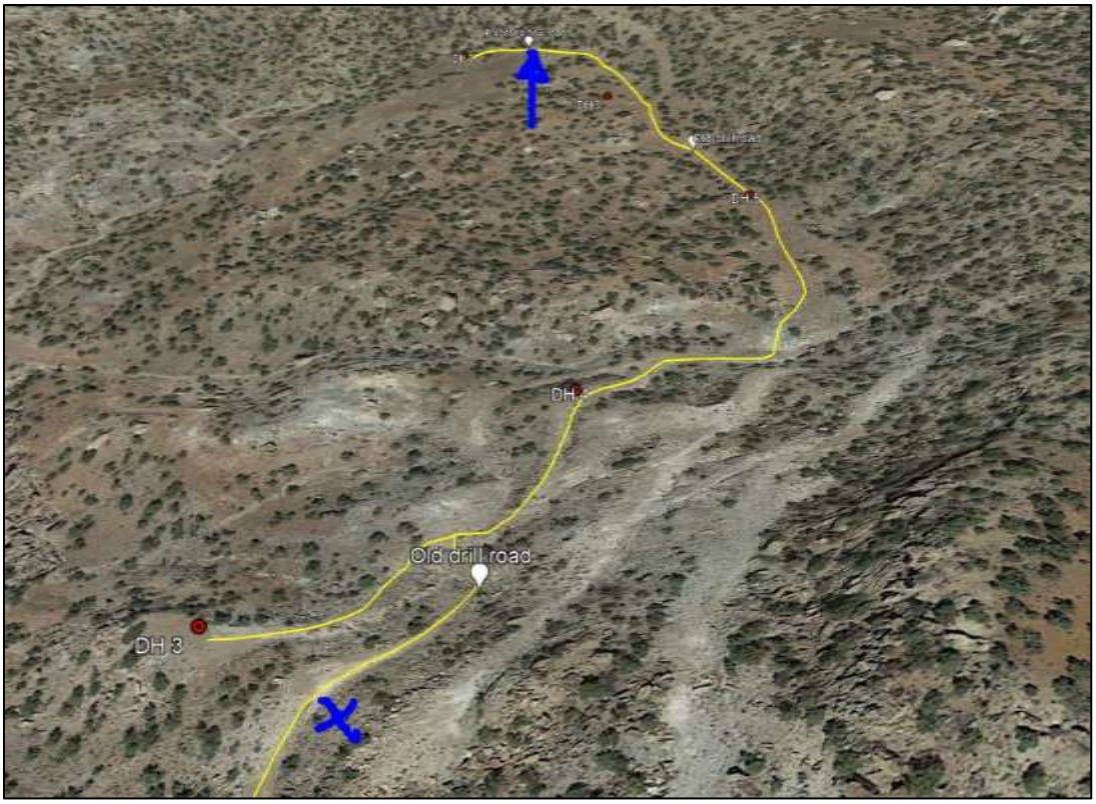

Figure 13: A screen capture of a google earth image showing the locations of drill holes SDH3 to SDH7. The previous photo of SDH3 was taken at the blue X. SDH3 could be relocated to the X location and eliminate ~200 feet of disturbance. The blue arrow shows where SDH7 could be placed to avoid disturbance on relatively erodible aeolian soil.

Figure 14. Drill site SDH4 looking southwest. A lot of rocks will need to be moved to get to this location and from this location to the next. The vegetation at this location already looks a little bit thin, though it has mature forbs and wheat grass. I suspect this more a function of the lack of duff dead leaves and pine needles than a lack of vegetation. Care should be taken not to blade any vegetation unless absolutely needed.

Figure 15: A photograph of SDH5 looking west. The site is well reclaimed and has abundant crested wheat grass.

Figure 16. This photograph was taken at SDH5 and is looking south across the reclaimed portion of the road.

Figure 17. A photo of SDH6 looking west. The drill stake is marked with the blue arrow.

Figure 18: Panorama looking south from SDH6 location.

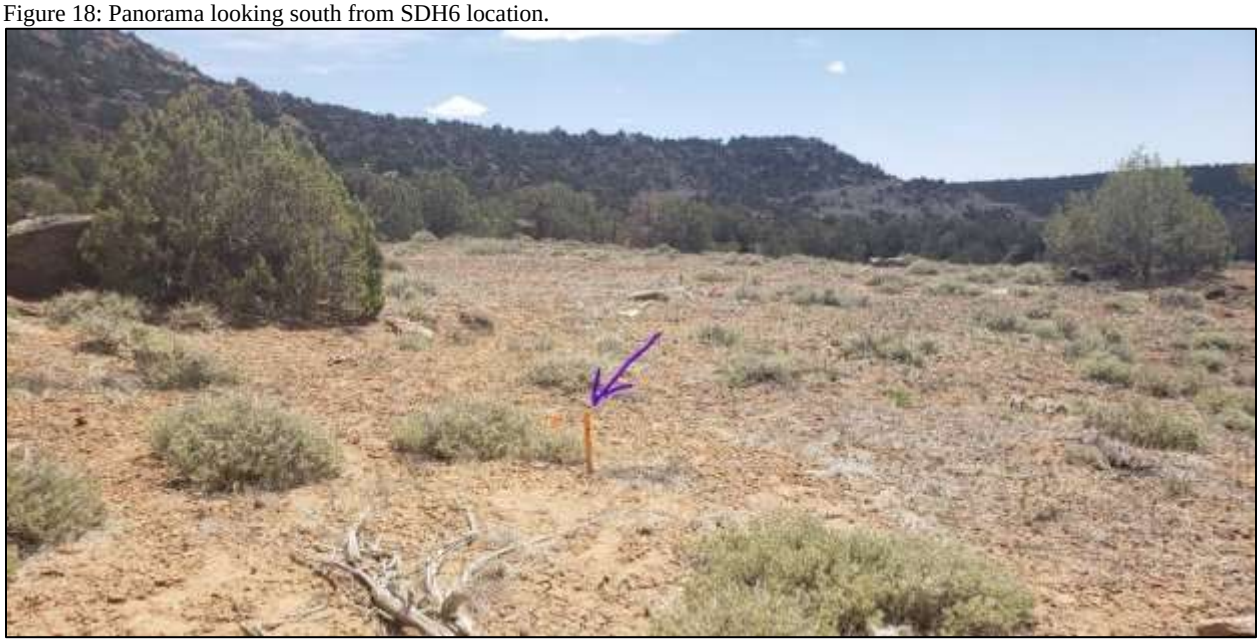

Figure 19: The proposed location of SDH7 looking south. The area is aeolian soil that is erodible. Moving the drill site to the beginning of the "proposed new road" marked with a blue arrow in figure 11. Avoiding the new disturbance would lower the bond and allow it to be reclaimed and returned faster.

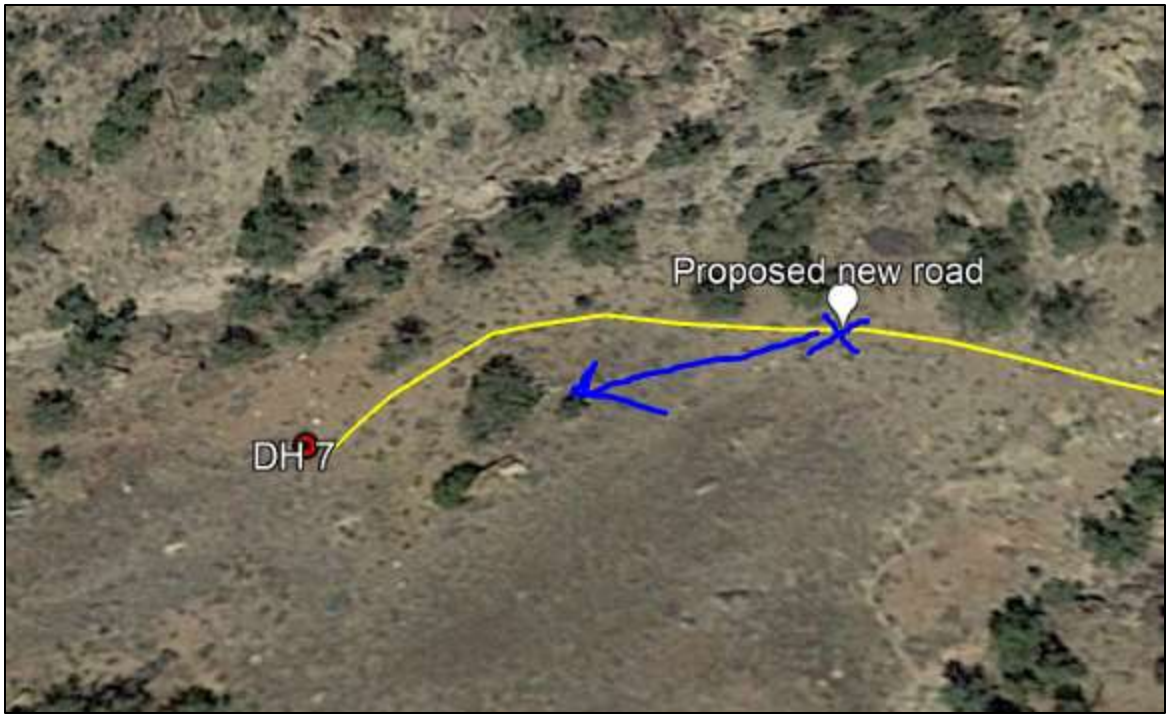

Figure 20: A screen capture image from google earth showing the location of SDH7 from the beginning of the "proposed new road" at the blue X.


Figure 21: A view looking south southwest from the blue X in figure 18 towards the proposed SDH7 location. The blue arrow indicates the location of the DH7 stake, which is obscured behind a juniper. The blue dashed line shows the proposed access route. Note that the area is fragile aeolian soil. Moving the drill site to the point where this photo was taken, at the blue X in figure 18, would result in approximately 100 feet less disturbance on an area that hand not been previously disturbed. There are very faint 2-tacks, probably from several years or even decades prior just from somebody driving over it a few times at most.

Figure 22: A photo looking east along the existing road alignment from the blue X in figure 18. I propose moving drill site SDH7 to this location, at the blue arrow in this photo. The dashed line shows where the road goes behind the bushes. Reclamation in the area is mature.

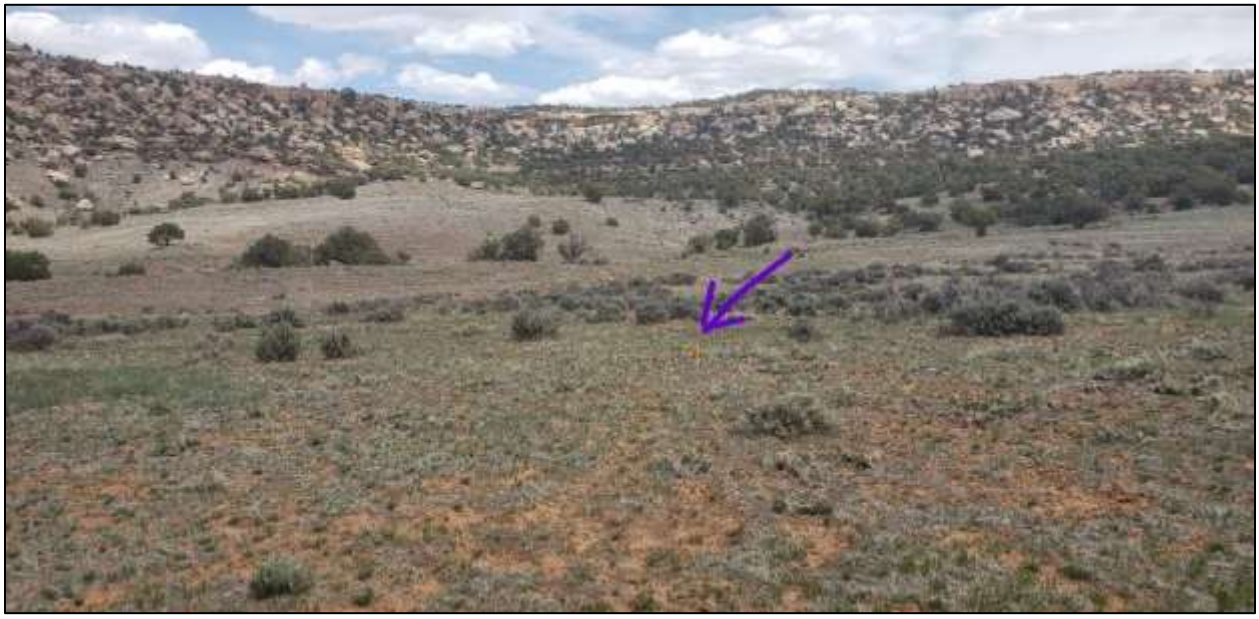

Figure 23: View of drill stake SDH8 (blue arrow) looking towards the north. Cheat Grass was present on the ground at DH8.

Figure 24: SDH9. Based on the order of photo's I believe that this is SDH9, however I cannot be sure. SDH8, SDH9, and SDH10 were all similarly situated near the road, on relatively undisturbed ground.

Figure 25: South facing photo of SDH10 proposed drill site.

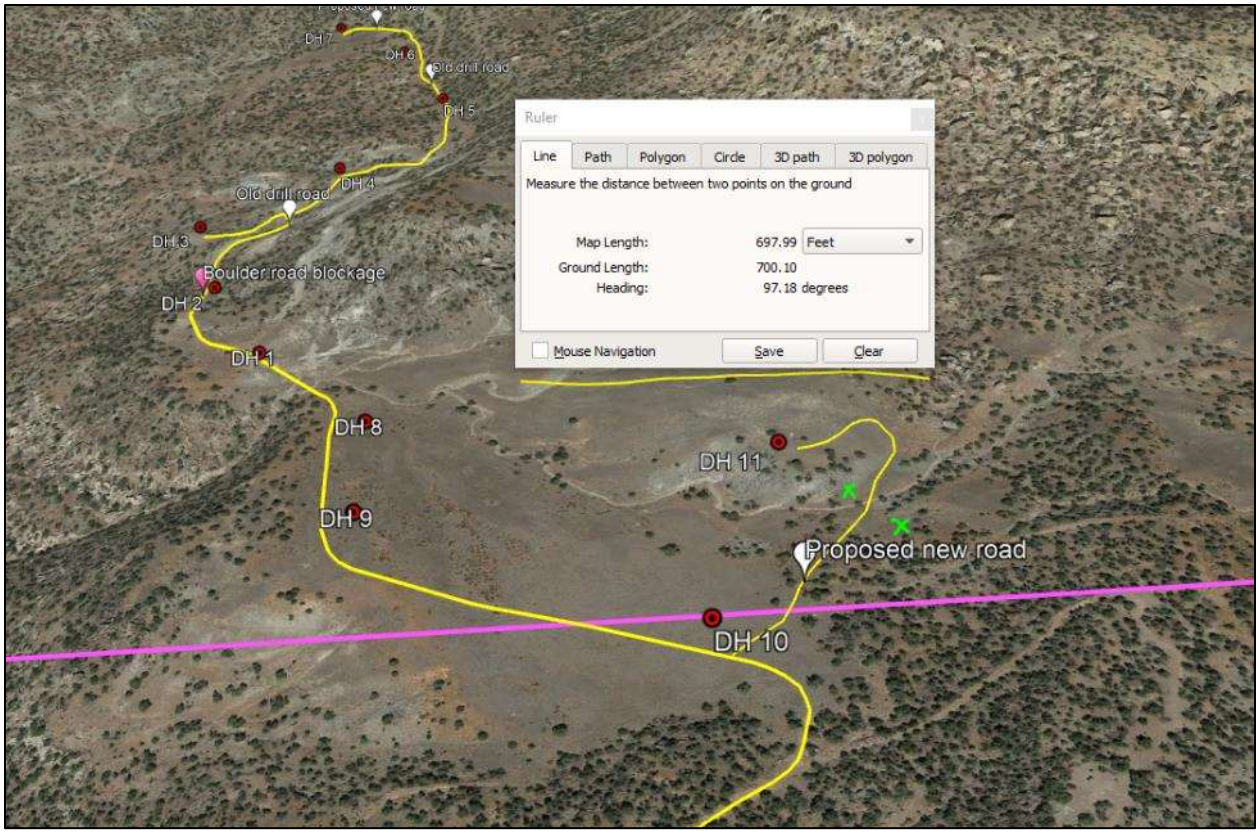

Figure 26: Google Earth screen capture image showing the locations of SDH9, SDH10, and SDH11. Lime colored X's show alternate potential DH11 sites that would cut off over a hundred yards of overland travel. The navigation box in the photo is ~700 feet across, as indicated by the yellow "measure tool" line below the box.

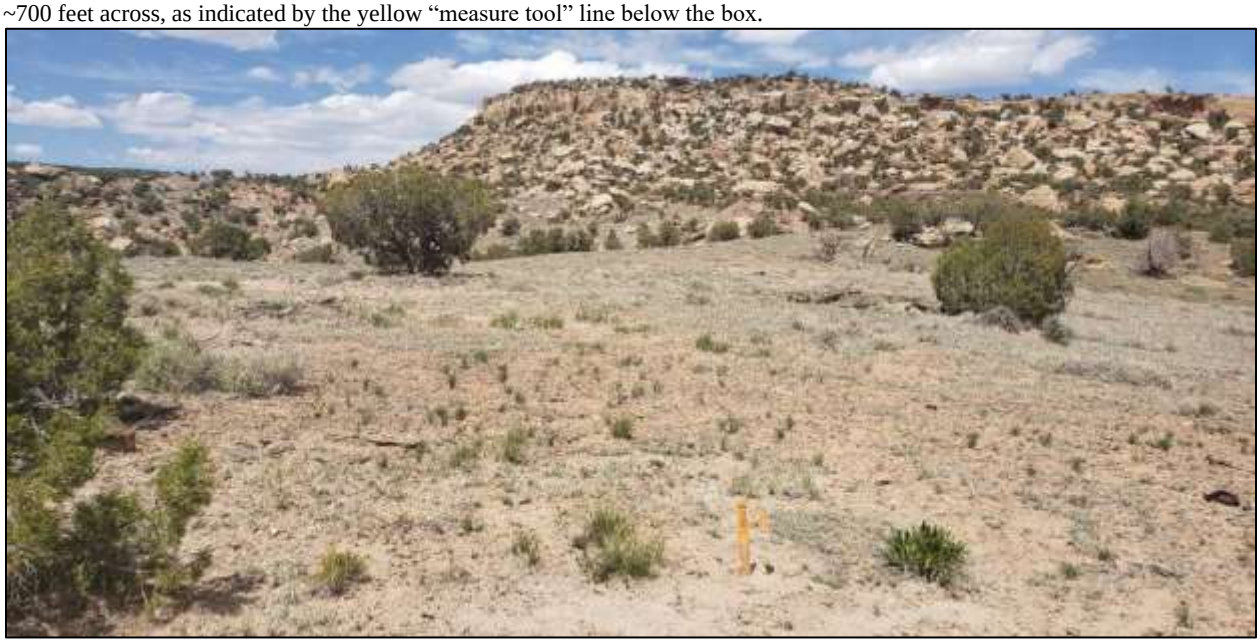
Figure 27: A view of SDH11 looking north.

Figure 28: View of proposed hole SDH11 looking South from atop a knoll.

Figure 29: Standing atop the knoll just south of SDH11. My fingers are pointing at two alternate sites for this drill hole also marked by Xs in figure 24. The X on the left side is probably better since no dry wash crossing would be needed.

Figure 30: Close up of SDH11 site looking south.

Figure 31: Close up of proposed alternate site for SDH11 shown on the left in Figure 27.

Figure 32: A photo of the same location as Figure 29 looking the opposite direction.

Groundhog Area

A total of 2 holes are proposed for the Groundhog Area, with 2 short spurs to reach the drill sites from the U29 road. DH1 access is new, and DH2 utilizes a reclaimed overland travel area. DH1 has an old sump that can be reutilized.

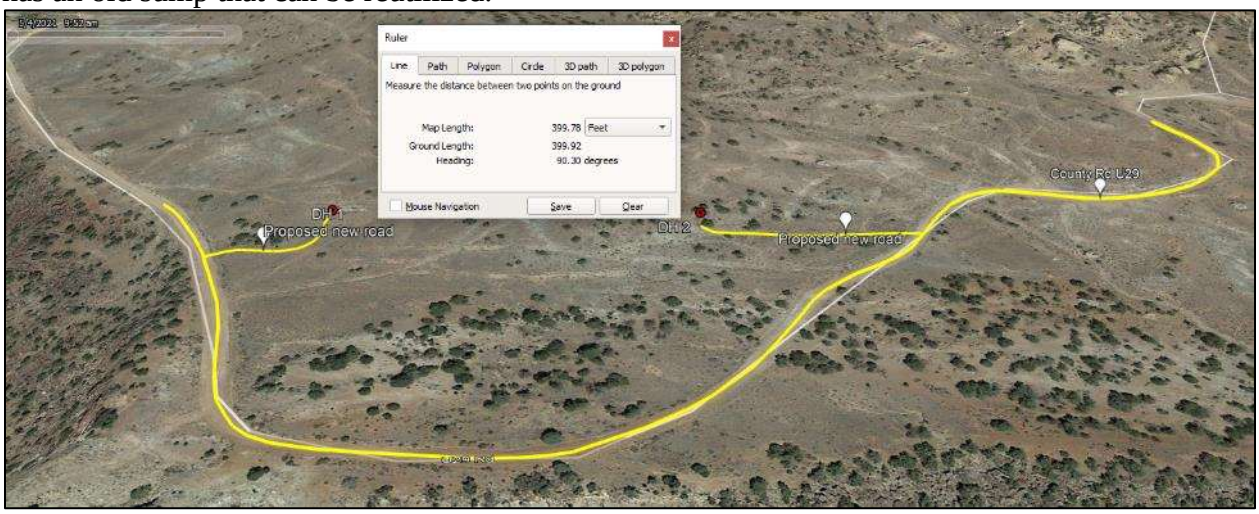

Figure 33: A screen capture of a Google Earth image showing the 2 proposed drill holes for the Groundhog Group. The measurement window is approximately 400 feet and north is up. Both holes look like the access is along very old, reclaimed drill spurs. GDH1 is on the left (west) and GDH2 is on the right (east). During this inspection, I travelled from east to west on the U29 Road. The U29 road is in good shape and does not require any improvements to allow vehicular access even for large vehicles. The proposed access "new road" to GDH2 is actually proposed for an old area that looks like it was once used as overland access to a drill hole at the same location. The access way was only faintly visible, mostly because brush was scattered across the faint 2 track, which had also been revegetated with crested wheat grass and volunteer vegetation. Access to GDH1 appeared to be overland travel and there was no previous disturbance for the "road" however there was an old sump or discovery pit at the proposed GDH1 location. Aerial photography indicates that the site was once accessed via a now-faint overland 2 track. The new location should have brush and rocks scattered across it. Because there is not abundant brush nearby, deadfall from pinon-juniper should be picked up off the ground from other locations adjacent to the U29 and scattered across the travel alignment.

Figure 34: The location of proposed drill site GDH2 looking east towards U29 road.

Figure 35: Another photo of GDH2, showing the reclaimed access alignment represented by yellow dashes. Wood and rocks that were scattered across are still visible, though vegetation is mature and would be considered complete.

Figure 36: A northeast looking view of GDH1. Note the presence of an open discovery pit/sump from the previous generation of reclamation. The sump was unreclaimed, but volunteer vegetation has come in. I recommend that the sump be re-used for this exploration project, and then backfilled with the spoil that was excavated from the original pit.

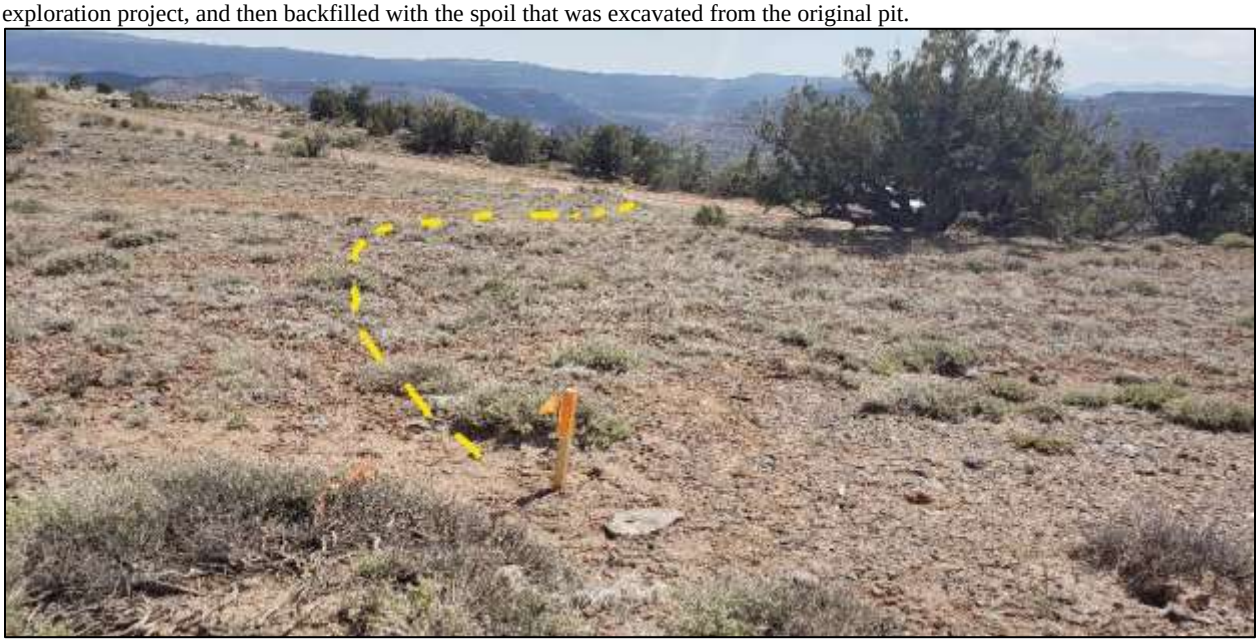

Figure 37: A view of proposed location GDH1, showing the proposed access alignment (yellow dash). It doesn't look as if this has been a travel route in the past, however it also doesn't look like it will need to be bladed or improved. The view is looking southwest.

Rimrock (Radium) Group Area

Like the Groundhog area, the Radium Group area also contains only 2 proposed drill sites. One has an existing access spur and the other is overland travel.

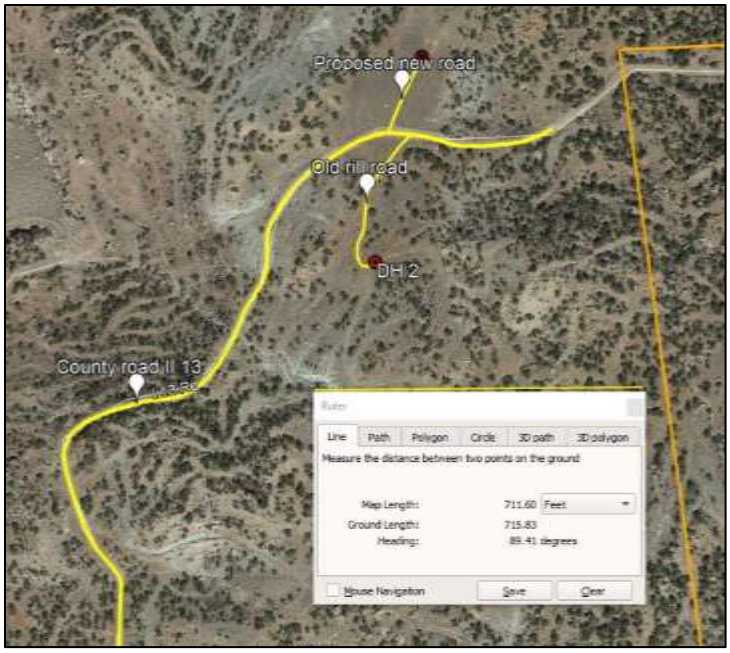

Figure 38: A screen capture of the Rimrock (Radium) Group of proposed drill holes. RDH1 is accessed via "new" overland, though aerial imagery indicates a very faint pre-existing travel route that has since re-vegetated. It is on the north side of the main road, and is not labelled in this photo, but the location is shown by a red dot. The soil is erodible aeolian soil. RDH2 via a pre-existing spur road. The "Ruler" box in the image is ~700 feet across. North is up in the image.

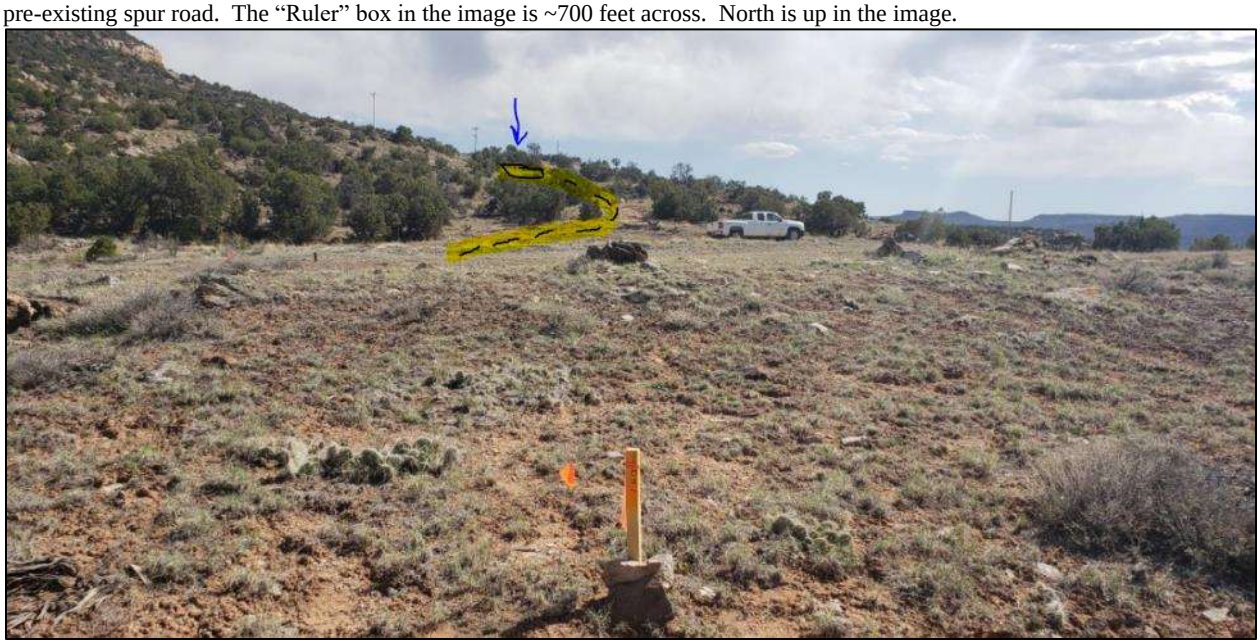

Figure 39: Proposed drill site location RDH1. The RDH1 stake is in the lower middle of the photo. The photo is looking south. Note that there is no readily observable track from the road to the drill site. Scattering brush and rocks across the roadway will be important to have successful reclamation without campers and ATVs utilizing them. The view is looking south. RDH2 location is indicated by the blue arrow, and the access to it by the dashed line highlighted in yellow.


Figure 40: Drill stake RDH1 looking north into Bull Canyon.


Figure 41: The access route for RDH2 looking south. The blue arrow indicates the location of the drill stake.

Figure 42: Photograph looking east of the stake for RDH2. Note that the site is not heavily disturbed and is on aeolian soil. Scattering branches and rocks across the disturbed area of the pad would be helpful to reclaim the site and prevent additional vehicles from travelling across it.