

**2005 Winter Trail Decommissioning Report
for
The Tsa da Glisza Project Area,
Yukon Territory, Canada**

submitted

to

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2005 Winter Trail Decommissioning Report

The current report is a summary of the decommissioning of the True North Gems 2005 winter trail to the Tsa da Glisza (formerly Regal Ridge) Project area.

True North Gems' winter trail consists of a temporary access route that extends approximately 46 km south from Km 231 along the Campbell Highway (Hwy 4). The winter trail passes wholly through mineral exploration claims held by three companies, Teck Cominco, Yukon Zinc and True North Gems. The first 25 km of the trail utilizes the Teck Cominco Kudh Ze Kayah (KZK) Access Road. The remainder of the trail is an overland temporary snow trail. This portion of the trail crosses several narrow creeks associated with the North Lakes and North River water courses.

The trail was in use over the period from March 1, 2005 through to decommissioning on March 25, 2005. The first week was required to prepare the heavy snow cover for vehicle passage. A total of eight trips, comprising fourteen loads of equipment and supplies were completed to the camp over a two week period between March 9, 2005 and March 23, 2005.

Efforts were made throughout the operations of the winter trail to minimize the impact on the environment. This included using wide-track CAT's to reduce the ground pressure and modified sleighs with skis; trail construction that minimized snow displacement, and retaining a thick base of snow between the ground and the equipment including the KZK section of the route. Equipment and supplies mobilized into and out of Regal Ridge were carefully and securely tied down to prevent loss of loads; the number of loads into and out of Regal Ridge was kept to a minimum; and diesel fuel was properly stored in specified fuel caches along the trail. The main fuel supply for the 2005 summer season was stored in the Regal Ridge Bone Yard. All fuel drums which were required by the vehicles during the mobilization were hauled back to the Whitehorse fuel supply depot.

The winter trail was decommissioned on March 24 and 25 in compliance with the requisite environmental standards. Decommissioning of the trail consisted of 2 stages: the inspection of creeks from Km 46 to Km 25 that intersect the trail and the clearing of snow from the road from Km 25 to Km 0.5.

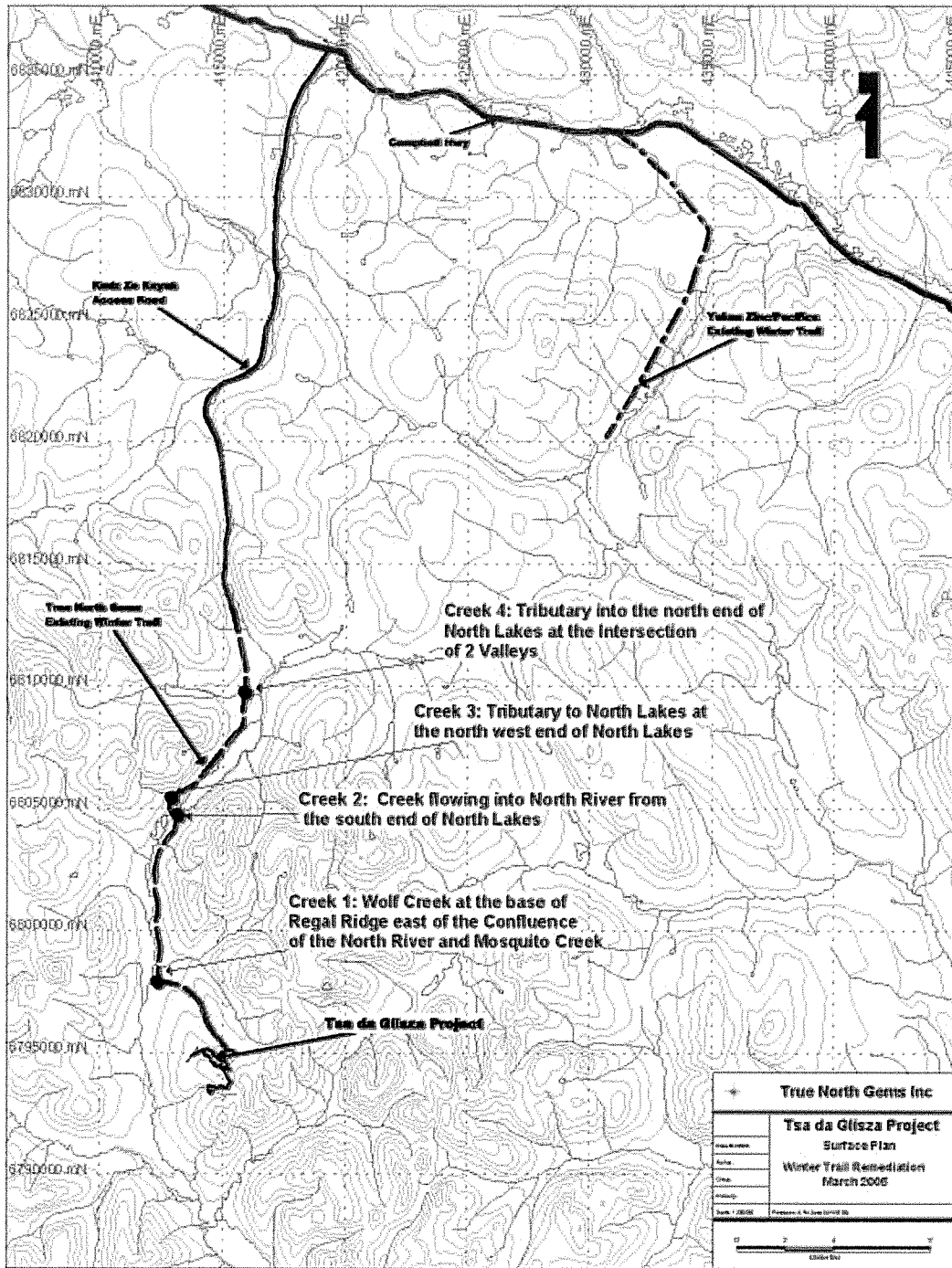
From km 46 to km 25, many of the creeks crossed along the trail remained covered in ice and snow; however a few became exposed. Care was taken when crossing these creeks to prevent disruption of sediment. Map 1 and Photos 1 to 7 below show the winter trail and the creeks that were inspected. The creeks were inspected for signs of potential blockage of spring meltwater due to windrows created during trail construction. The creeks were inspected from south to north heading from Regal Ridge to the KZK Gatehouse. Windrows made during construction were pulled back and hand dug trenches were built to ensure water and sediment blockages would not occur during the spring melt.

There were four creeks inspected between Km 46 to Km 25. Creek 1 is at Wolf Creek at the base of Regal Ridge east of the Confluence of the North River and Mosquito Creek (412414E/ 6797848N). On the winter trail, this creek was not entirely exposed but consisted of thick slush and ice chunks. Creek 2 flows into the North River from the south end of North Lakes (413245E/ 6804672N). This creek has been open and freely flowing throughout the winter trail operations. Care was taken not to disturb sediment. Creek 3 is the tributary to North Lakes at the northwest end of North Lakes (412980E/ 6805394N). There is no visible evidence of a creek other than previous knowledge and a slight gully. Creek 4 is the tributary into the north end of the North Lakes at the intersection of 2 valleys (415950E/ 6809699N). There is also no visible evidence of this creek other than previous knowledge and a slight gully.

The remaining portion of decommissioning consisted of ploughing down the KZK road from Km 25 to Km 0.5. This section of road was ploughed to within a few inches of the road bed. Snow was pushed to the low side of the road (to the east as heading north back to the KZK Gatehouse) to help prevent potential snow build up that could damage the road during spring melting. Within 10metres of any culverts, the CAT's lifted their blades to prevent excess snow build up at culverts.

Once completed, a joint inspection of the KZK access road was carried out by Dorothy Dick from the KZK Gatehouse and Twila Skinner of True North Gems. On Sunday March 27, 2005 Dorothy Dick did one final inspection following the demobilization of the CAT's. No issues or concerns were raised by these site inspections.

The site will be monitored during the summer mobilization in mid-May to late May / early June by helicopter, and as required by ground. Any further requirement for maintenance will be evaluated as conditions permit and as directed pending inspection by Teck Cominco and/or Energy, Mines and Resources – Client Services and Inspections.



Map 1: 2005 True North Gems Winter Trail and Creeks Inspected

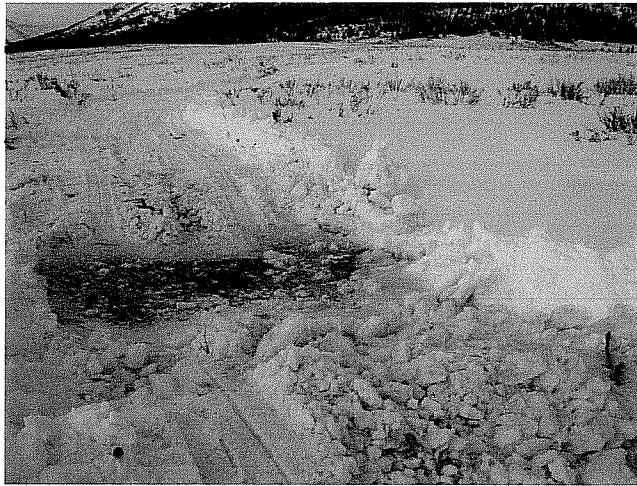


Photo 1: Creek 1: Wolf Creek at the base of Regal Ridge east of the confluence on the North River and Mosquito Creek, before inspection.



Photo 2: Creek 1: Wolf Creek at the base of Regal Ridge east of the confluence on the North River and Mosquito Creek, after inspection.



Photo 3: Creek 2: Creek flowing into North River at the south end of North Lakes, looking north, before inspection.



Photo 4: Creek 2: Creek flowing into North River at the south end of North Lakes, looking north after inspection.



Photo 5: Creek 3: Tributary to North Lakes in the north west side of North Lakes, looking north, before inspection.



Photo 6: Creek 3: Tributary to North Lakes in the north west side of North Lakes, looking south, after inspection.



Photo 7: Creek 4: Tributary into the north end of the North Lakes at the intersection of 2 valleys, after inspection.







