We've had a couple of bad storms out here recently. The causeway is impassable now by vehicle. But we can still walk across. And the rocks are covered with ice. It south side of the causeway is the damaged side. Normally that's where the strong winds come from. (which is why the south side of the island is the most eroded part). We had another vicious storm last night.

wont down after you were there we had it make (the bushet)

When I came up through Boston (late november 1976) I let Charlie Brown make a tape recording of our tape that David had taken when we had our little experience in 10-X. (the near disaster of Nov 25/76). Well, Charlie misunderstood, but that was not for publication because we haven't even made that (incident) public yet. And so I got quite angry at him when he sent me a letter thanking you for the tape that you had sent him back. I called him up and said that (tape) was my property and the least he should have done was call me and ask me. I said you knew D'Arcy's writing a book and knaxhnaid you (brown) get my permission to give it (the tape) to him. Because like I say, we haven't let that (incident) out.

We came close (in 10-X that time). We checked the tape and from the time that she (the casing) started buckling in on top of makes me to the time David got me out it only took about 35 seconds. And within minutes it (10-X) was filled up 22 feet above where it (the rupture) was at. (i.e. the casing ruptured at 95 feet and the pressure forced debris up as high as 73 feet from the surface). I was down at 145 feet when it started breaking.

I had made a cage (for lowering himself into 10-X) since you were there (in late sept 1976). I made a steel cage, a bucket 20 inches in diameter with an inch and a quarter (wide) by 3/8-inch (thick) strap on top of it; I use this (to go down into 10-X) instead of the bosun's chair. If it had been the bosun's chair I would have had it. (i.e. he couldn't have been hauled out of the hole that quickly). We

found you can't work out of the bosun's chair. Next time we went down after you were there we had it made (the bucket) made up. Wix We stand in it and have protection up to three feet high (the sides of the bucket). It worked out very well.

We worked on the hole for a week and a half (after the accident). We finally saw where it (the shaft) had broken in. We got some things we think we can do (in 10-X). One of the things they (other triton partners) consider too dangerous, so I'm waiting for the engineer (in halifax) and to get his report back. If it is too dangerous (probably referring to putting a 25-inch diameter pipe down in 10-X past the break) well then we've got some other plans that we'll just have to pursue. We'll play it by ear, that's all. The plans are in 10-X and other places too. (Hasn't totally abandoned 10-X yet). We may have to pursue it (10-X) by different methods, that's all.

(10-X is totally choked off at 95 feet). She's buckled in and I haven't been able to drill through it jet. Eventually I'm going to drill through it and find out just what made it bucklex buckle in at that time and at that depth. We don't know if the debris goes all the way down to the bottom of the pit; she could have bridged over at 95 feet and came upwards (22 feet); we don't really know. Just before she obviously bridged over and came up you could hear it (the pumps) way down deep (in 10-X). So it leads us to the opinion (that 10-X is still open down deep). And then we have other things that we're going by too; by the air we were putting in and one thing and another. She bridged over at 95 feet; we're fairly certain of that. And then she came upwards, showing that she had tremendous pressure on her. (it pushed debris 22 feet higher than % xfeetx the break at 95 feet). Tremendous pressure. It's natural. It's wary possible in at it's a

We don't think, from the action of it, (that it was a natural cave-in on the outside of the casing). Because we'd have felt the vibration (had that happened). I expect domething (an explanation) quite different. I think a flood tunnel must have been on us (at 95 feet), that's what I think.

The level (95 feet) is the right depth in order for there to be one (flood tunnel) there. And the suddenness of it and everything (the collapse) tends to make me believe that that's what happened. We were close to one (flood tunnel) at and the wall busted through (at 95 feet) and we got that tremendous pressure all at one time. At least that's the most logical explanation.

We never bothered trying to pump it (10-X) more than 180 feet. We only wanted kex it to be down below us a little bit. We were able to control and stabilize the water in where we wanted it. We changed the (1,000 gpm) pump again after you were there (the location of the inlet, that is). We went to a different pumping hole up the hill (i.e. to the north of 10-X). It worked much much better than the other location (to the east of 10-X). I knew what had happened where the pump (originally was); the casing (in the pumping hole) had slipped down and sealed off the water supply (coming from the bottom of 10-X). That's why she (the pump) was surging. When we put our pump up in the other hole 80 feet away north of that, it was an ideal pumping hole. It showed up a lot of other things which we were not aware of (i.e. the fact that a tunnel, probably man-made connects 10-X area with that point 80 feet to the north).

We found the more we pumped the more salty the water got, which is only natural. KWhekkerx Whether they're natural or man-made cavities, we sure as hell were lowering the water level (as well as the island's water table) in a bunch of cavities that hold a tremendous volume of water; half a million gallons or more (in some cavities). So it's just a makerx matter of conjecture where whether it's mad man-made or whether it's natural. It's very possible (that it's a combination of natural and man-made cavities and water courses); it explains a lot of things.

Oh sure (Triton has a contract with Chappell). It was signed quite some time ago as far as I know. (It was signed after January first 1977, however). Triton has a long-term

agreement with Chappell. (Though Dan refuses to say whether it's another two-year contract like the previous one; I suspect it probably isn't that long). But rest assured Triton has a continuing contract with him anyway.

I haven't seen (fred nolan) around (the island) too much. He hasn't been doing anything lately. He'll be getting into the swamp pretty soon doing some more drilling (which is easier to do when the swamp area is frozen). (Nutt and his partner) left a long time ago. They evidentally gave up.

They're still reworking them; still rewriting them, as far as I know. The guy that Tobias has hired for that is still working on them. It's a gamble (whether we get good response from the ad). It's just a gamble whether it's worth the effort or not. It's kinda like a one-shot deal. Tobias thinks it is (worth the gamble) and so it may well be. (I get the feeling Dan isn't so keen on this ad thing; probably because it will greatly dilute his holdings in Triton).

(if the ad campaign works Triton would start its major open-pit project in the Money Pit area) I've already always been in agreement with that (proposed project); But we'd need a hell of a hunk of dough, according to the engineers. Several years ago they came up with several estimates that even then were around a half million dollars; anywhere from \$350,000 to \$500,000; that was maybe as much as five years ago. So with inflation I think this is the reason why they've arbitrarily set their sights on about \$2.5 million (needed for the project to go ahead).

All we're doing now is more exploratory drilling, that's all. The weather hasn't been too good lately for that though.