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 CC:
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 SUBJECT: Rover AEM interpretation - Executive Summary

The reprocessing of the AEM data defined a conductive response adjacent to the Rover 1 mineralisation (figures 1a and 1b). The interpretation of the observed data demonstrates that, due to the thick conductive cover, the basement conductivity variations (anomalies) are not directly identifiable in the observed data but only become prevalent after model processing. Thus it is difficult to characterise the quality of the identified conductors. However the interpretation of the models for the traverses in the corridor adjacent to the Rover 1 deposit indicate that there are 14 priority 1 conductor responses/anomalies of similar character, or better, to that which is recorded on the traverse adjacent to Rover 1 mineralisation (tables 1a, 1b and figures 2).

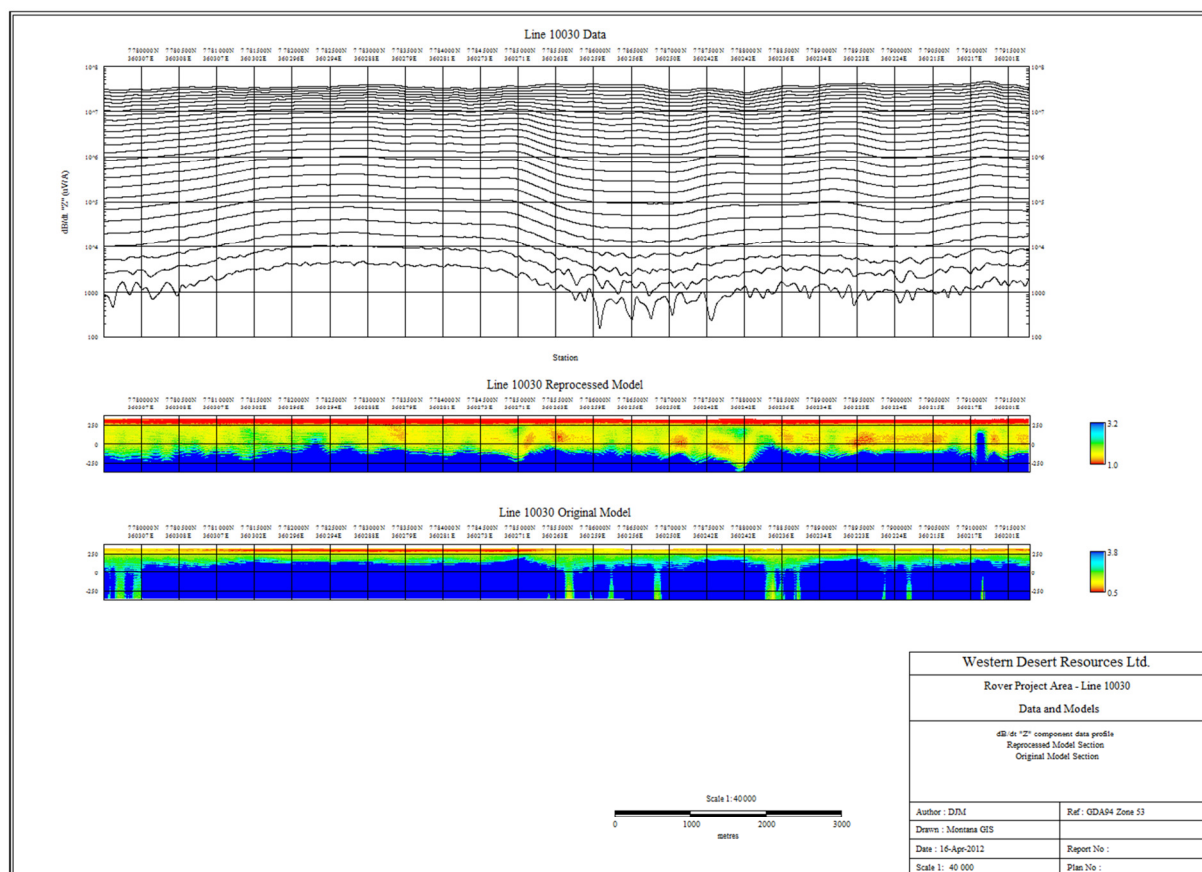
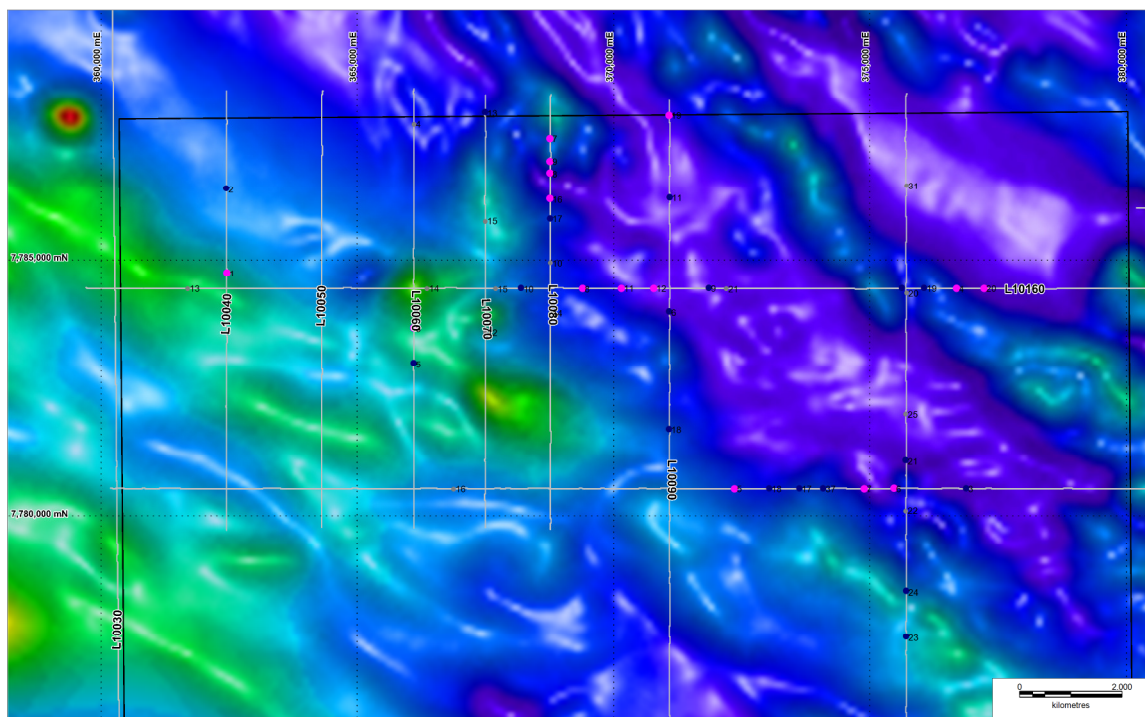
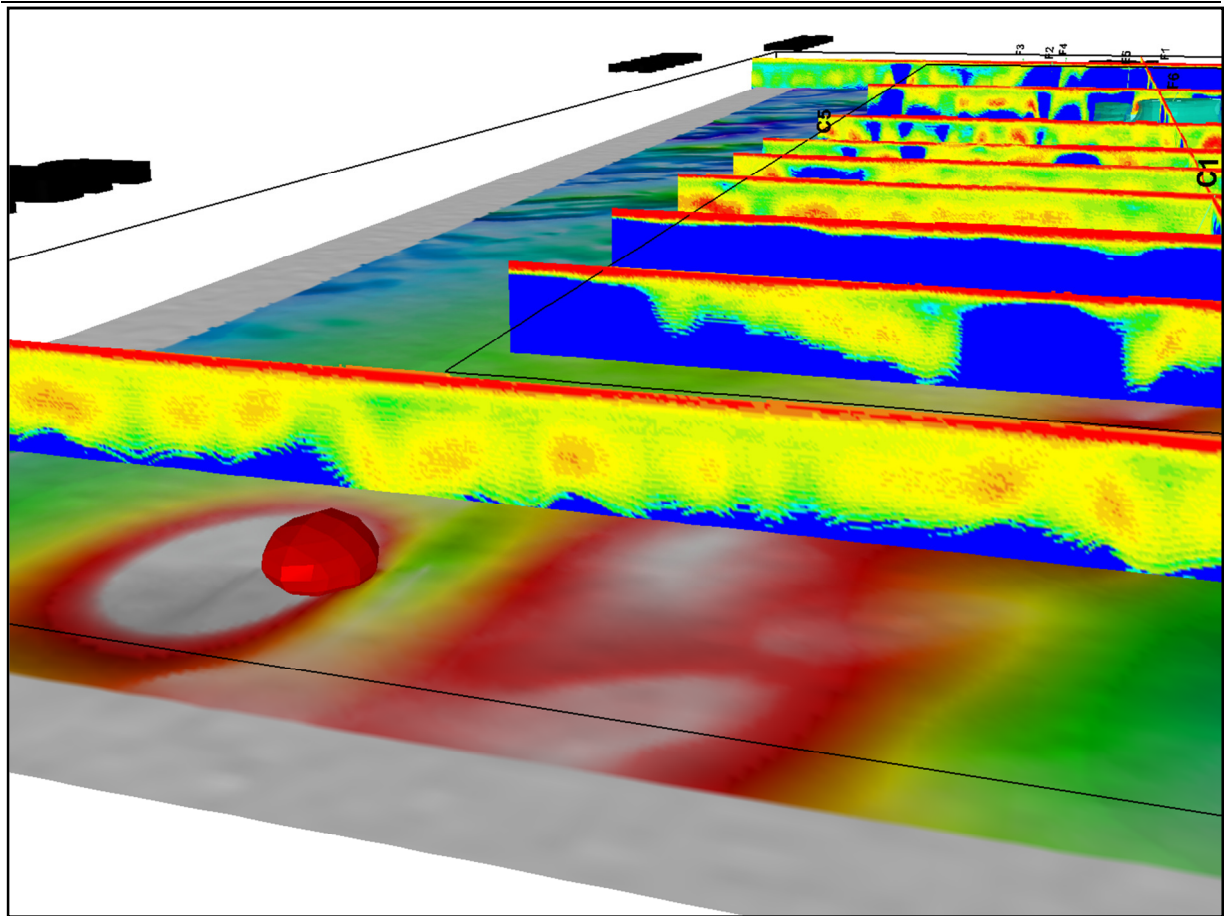


Figure 1a: The observed data profile along with the reprocessed data model and the original model. The Rover 1 response is at approximately 7788000n.



| Index | Line | Stn | East | North | RL | Priority | Comment |
|-------|------------|-------|--------|---------|-----|----------|---|
| 4 | 10160.CDI- | 28692 | 376692 | 7784435 | 210 | 1 | moderate good wavelength deep- on edge of magnetic contact |
| 5 | 10170.CDI- | 24359 | 372359 | 7780529 | 230 | 1 | strong good wavelength twin peak?- on edge of magnetic contact |
| 6 | 10170.CDI- | 27475 | 375475 | 7780538 | 231 | 1 | strong narrow complex character twin peak?- on edge of magnetic contact |
| 7 | 10170.CDI- | 26899 | 374899 | 7780528 | 242 | 1 | strong narrow complex character twin peak?- on edge of magnetic contact |
| 8 | 10160.CDI- | 21401 | 369401 | 7784431 | 260 | 1 | strong shallow twin peak? fault block? - on edge of magnetic contact |
| 11 | 10160.CDI- | 22160 | 370160 | 7784437 | 236 | 1 | late time bump - in mag low zone - granite? |
| 12 | 10160.CDI- | 22785 | 370785 | 7784436 | 243 | 1 | late time bump - in mag low zone - granite? |
| 20 | 10160.CDI- | 29224 | 377224 | 7784438 | 214 | 1 | moderate good wavelength deep - in mag low zone - granite? |

Table 1a: Priority 1 anomalies for the East-West AEM traverses.

| Index | Line | Stn | East | North | RL | Priority | Comment |
|-------|------------|-------|--------|---------|-----|----------|--|
| 1 | 10040.CDI- | 38742 | 362458 | 7784742 | 170 | 1 | single north dip - edge of mag anom and significant gravity anom |
| 16 | 10080.CDI- | 40192 | 368766 | 7786192 | 145 | 1 | strong zone - magnetic contact and on gravity anom |
| 7 | 10080.CDI- | 41375 | 368762 | 7787375 | -1 | 1 | strong conductor - interesting form - adjacent to mag anom |
| 8 | 10080.CDI- | 40698 | 368765 | 7786698 | 109 | 1 | strong conductor - interesting form - magnetic contact and edge of gravity anom. |
| 9 | 10080.CDI- | 40925 | 368764 | 7786925 | 119 | 1 | strong conductor - interesting form- magnetic contact |
| 19 | 10090.CDI | 41824 | 371086 | 7787824 | 155 | 1 | twin peak? adjacent to fault block? magnetic low - granite? |

Table 1b: Priority 1 anomalies for the North-South AEM traverses.

In addition to the priority 1 anomalies identified in the area there are several other interesting conductive features (figure 3). These are rated lower as the amplitude of the conductivity is lower and/or the form of the anomaly (shape) is not what one would expect from a discrete conductor. These additional conductors are supplied in MapInfo format.

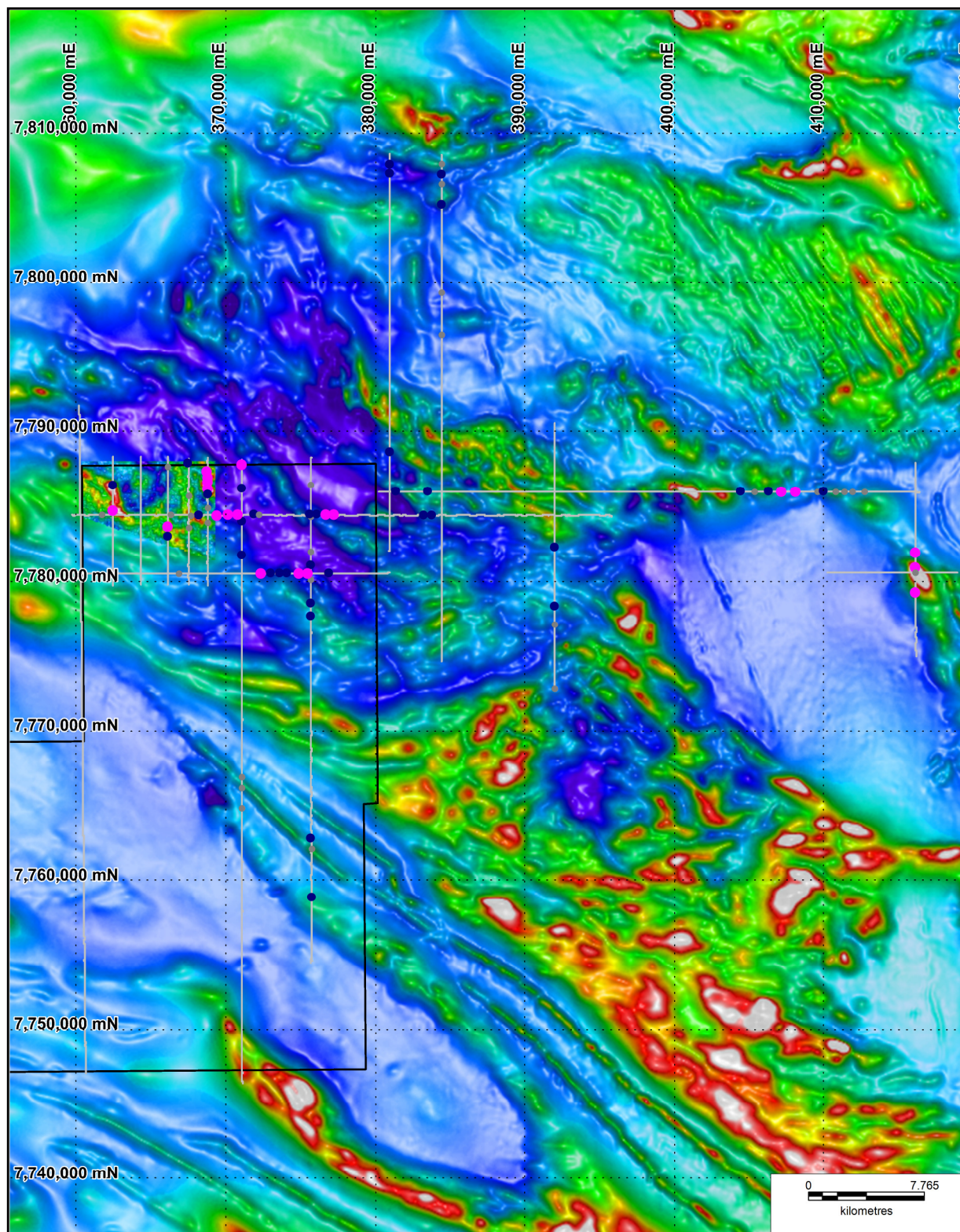


Figure 3: All the conductor anomalies identified in the data. Magenta = priority 1, Blue = priority 2, grey = priority 3.

It is important to note that the modelling has excellent correlation at the intersection points of the flight line cross over points (figure 4). This correlation of the models gives a weight of evidence to the data quality and the modelling process. It is especially interesting for

traverses such as 10050, where there is absolutely no basement conductivity variations. Initially it was thought that this line had been modelled poorly, and it was remodelled three times, however when its intersection point is compared with the model from line 10160 the correlation of the models is spot on.

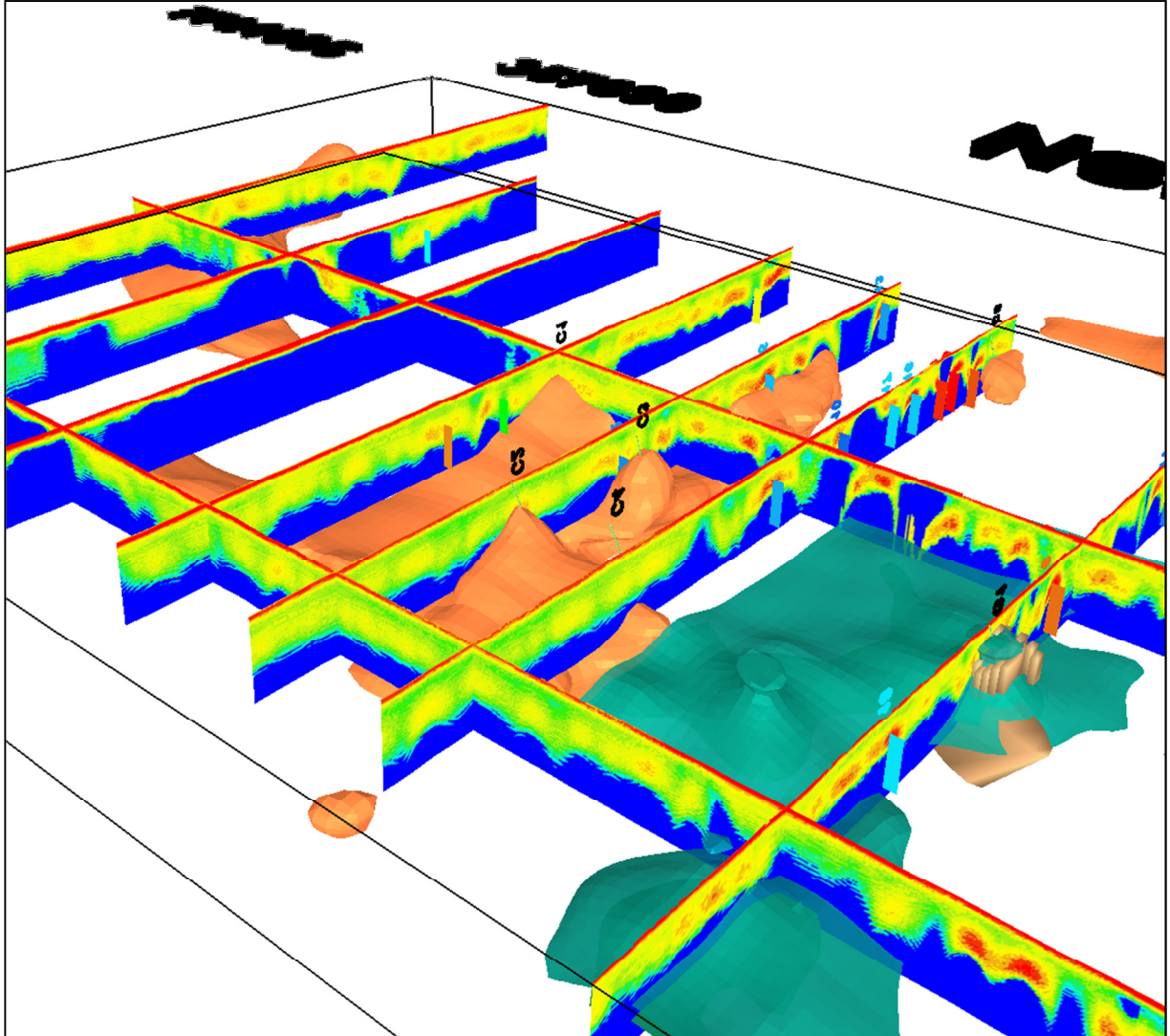


Figure 4: A snap shot of the 3D model displaying the models for the flight lines in the Rover area. Note the excellent correlation of the model cross over points.

Although the interpretation of the data and models focussed principally on the Rover area. Other priority 1 anomalies were identified on the flight lines in other areas. Of most note are the cluster of anomalies on the eastern margin of the survey area (figure 5) .

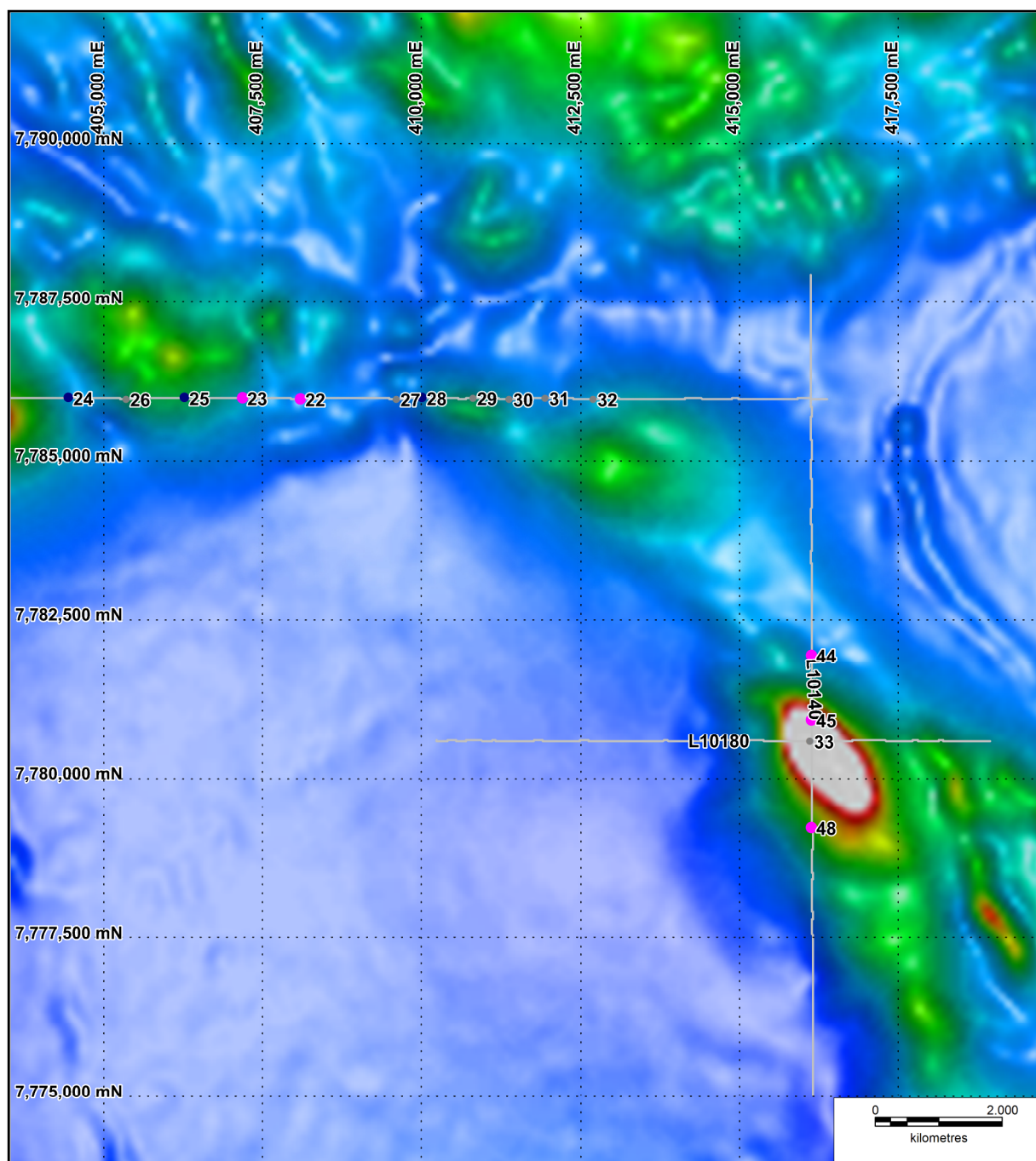


Figure 5: location of priority 1 anomalies on the eastern side of the survey area.