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MINEMAKERS AUSTRALIA PTY LIMITED

ARRUWURRA

TRIAL PIT DSO CRUSHING PROGRAM SUMMARY REVIEW

MAY 2010

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

Following approval from the Board of Directors on 18th March 2010, a program was conducted to crush the remaining BPH that had been stockpiled on site at Arruwurra as a result of the Trial Mining Program which was completed in December 2009.

The remaining BPH had been stockpiled in two areas. A smaller stockpile of approximately 700t on the road train loading pad, and a larger stockpile placed on a specially prepared area on the Arruwurra Waste Dump (approximately 2600t).
Both stockpiles had been subjected to sampling on 23rd February. Although these samples were "grab samples", they indicated that the stockpiles contained DSO similar to the predicted grades from the resource model, and grade control sampling (Section 3.5).

Following the wet season the opportunity to crush the material on site at Arruwurra was judged to provide the greatest level of control over the crushing operations to minimize the potential to dilute the BPH grade, and to accurately measure the tonnage of ore extracted from the Trial Pit at Arruwurra.

The on-site program of work was budgeted to be completed by 7th May. The last of 16 containers were filled on 7th May, and 8 containers had been delivered to Tennant Creek rail siding by 8th May. The 8 containers due to be sent to India, are filled and waiting on site to be dispatched once further instructions are received from India.

The overall cost for the budgeted work was over budget by 13%.
The main overrun was incurred for the "2010 Start-Up" road works cost. This increased from an estimate of $153,572 including mobilization and demobilization to $217,505. The extra cost was incurred due to a rain event on 11th April, delaying road work, and requiring extra re-work of earthworks.

The Crushing Program has confirmed the resource model predicted grade for the BPH mined at Arruwurra.

2.0 ACCESS ROAD

2.1 Earthmoving Equipment

The fleet of equipment available for the repairs to the Arruwurra access road, and the sheeting of the last 5.2km of road into Arruwurra was as follows:

Cat D9 Dozer
Cat EL300 Excavator
140G Grader
Cat Articulated Dump Truck
Bell Articulated Dump Truck
Freightliner Semi Water Truck
Cat D250EWater truck
IT24 Loader
Mack Service Truck
Down Hole Bore Pump
Water Pump
Toyota Land cruisers
Supervision
Roller

Each item of equipment was used on an hourly hire basis.
Fuel and labour were included in the hourly hire rates for each item of plant.

2.2 Earthworks Program

The earthworks were separated into two phases:

1. Repairs to the previously gravelled road, to fill and re-grade washout areas. (As shown in Photograph 1). (March 30th to April 9th).
2. To build up and gravel the remaining 5.2km of access road at the Arruwurra end, which was not gravelled in December due to the start of the wet season rain.

Phase 1 was completed by 9th April.

Phase 2 continued but was interrupted by rain (approximately 50mm) in the early hours of Sunday 11th April. (Photograph 2).

Phase 2 work was unable to proceed on 11th and 12th April, with work to repair the rain damage continuing from 13th April, until completed on 23rd April.

The rain delay resulted in the total works program expanding from the predicted 10 days to 20 days.

Photograph 1 – Typical area of previously formed road requiring repairs.

Photograph 2 – Result of rain in the early hours of 11th April

2.3 Equipment Usage

The daily equipment usage for the access road works is detailed in the excel spreadsheet "Access Road Equipment Hire".

A summary of the equipment hours used are shown in Table1.

Table 1 – Access Road Equipment Usage

Arruwurra Pit **Access Road Equipment Hire**		
	Hrs	**Days**
Cat D9 Dozer	69	
140G Grader	126	
Cat D250EWater Truck	80	
IT24 Loader	17	
Down Hole Pump		24
Water Pump		14
Toyota Landcruiser		29
Supervision	101	
Cat EL300 Excavator	129	
Roller	12	
Cat Articulated Truck	100	
Bell Articulated Truck	109	
Freightliner Semi Water Truck	26	

Photograph 3 – Removing gravel for road construction from the gravel borrow pit.

2.4 Rehabilitation

Following the use of a gravel pit adjacent to the Arruwurra bore road turnoff from the Access Road, the pit was rehabilitated and landscaped to allow capture of seasonal rainfall.(Photograph 4).

Photograph 4 – Rehabilitation completed at the gravel borrow pit.

3.0 CRUSHING

3.1 Crushing Equipment

Crushing equipment was provided by DAC Enterprises Pty Ltd, based in Darwin.
The equipment used was:

1. A track mounted Striker 1110 Impactor
2. A 1400 "Powerscreen" track mounted screening plant. This unit comprises a 10ft x 5ft double screen deck. The top screen fitted with 40mm aperture steel wire screens, and the bottom deck 6mm aperture steel wire screens.
3. A 966 Loader, fitted with a Loadrite and bucket level instrument.

3.2 Crushing Program

Equipment was mobilized to the Wonarah Camp, as planned, on Sunday 11th April.
Rain at Wonarah in the early hours of 11th April (50mm approx), made the access road to Arruwurra impassable for the low loader floats delivering the equipment. As a result the equipment was off loaded at the Wonarah Camp.
Once the condition of the access road was judged suitable, a low loader was remobilized to transfer the equipment to the crushing site at Arruwurra. This occurred on the 15th April.

The Crushing crew (Supervisor and Loader Operator) were mobilized on 15th April from Darwin.

Crushing started on 16th April, crushing the ore stored on the road train loadout area.

The crushing program was undertaken in the following manner:

1. First Pass - ROM BPH was crushed through the Impactor with the Impactor adjustable plates set at 100mm, 80mm and 40mm respectively. By using the bucket level instrumentation on the loader feeding the crusher, minimal material from the loadout pad was picked up with the BPH.
2. First Pass product was then screened through the screening plant. (This could not be done at the same time as First Pass crushing, as the Impactor throughput at these wider crusher settings was much higher than the screen throughput rate).
3. Oversize and intermediate products from the First Screening were then re-crushed with the Impactor settings closed down to 6mm. At this setting the throughput rate of the crusher was reduced, and as a result, the crusher product was able to be conveyed directly into the screening plant. (Photograph 5).
4. During this period, the BPH from the top "Waste Dump" stockpile was mined by the Phillips Earthmoving excavator and placed on the road train loadout area. This was done with great care to leave 200mm of BPH on the waste dump floor, to minimise any potential contamination. (See Photograph 6). Once completed, the crushing loader (using the bucket level facility), mined the remaining 200mm layer of BPH. This "Stockpile Basement BPH" was stockpiled on the road train loadout area separately. The total tonnage of the "Stockpile Basement BPH" was 249 dry tonnes. An estimate of BPH still remaining in the floor of the Waste Dump was 73 dry tonnes.
5. Once the re-crushing of oversize and intermediate products from the BPH originally stored on the road train loadout area had been completed, the program was repeated starting with the First Pass crushing of ore from the "Waste Dump" stockpile.

Photograph 5 - Re-crushing DSO "Intermediates" – combining crushing plant and screening plant.

Photograph 6 - 200mm of BPH remaining on Waste Dump Floor.

3.3 Tonnages

Tonnages of crusher feed and final <6mm screened product were measured using the loadrite facility on the loader.

Tonnages recorded were:

First Pass Crusher Feed – Total	3204 dry t
Remaining Uncrushed Waste Dump Basement BPH -	249 dry t
Remaining Uncrushed "Low Grade" BPH remaining on the Waste Dump-	131 dry t
Estimated Uncrushed BPH remaining on Waste Dump Floor -	73 dry t
DSO Previously Trucked to Darwin -	496 dry t
Total BPH and Low Grade mined -	4153 dry t

Remaining Crushed "intermediate" (>6mm<40mm) BPH -	456 dry t
Final Screened Product <6mm -	2747 dry t
Total BPH crushed -	3204 dry t

From these weights, and using the measured crushed product moisture content of 3.5%, measured when loading containers, then:

The total weight of BPH plus Low Grade BPH extracted from the Trial Pit was	4153 dry t
The surveyed volume of "BPH & APH"' removed from the Trial Pit was	2069 bcm

This provides a measured, in situ bulk density of the BPH = 2.01 t/bcm.
This confirms the bulk density used in the Resource Model for BPH of 2.0 t/bcm.

3.4 Sampling

Sampling was conducted on the final screened product (<6mm). The remaining "Intermediates" Stockpile, and each container during loading.

1. **Screened Product <6mm.**
   Samples were taken using a hand sampler with a 70mm wide gap, and cutting the final product discharge as the crushed product fell from the discharge conveyor onto the stockpile. Care was taken to ensure the whole belt width was sampled.

   Samples were taken every 15 minutes during screening operations, with the sample series labels starting at Sample TC001 (TC denoting Trial Crushing).

   Samples were placed into calico bags, labelled and submitted to Amdel Laboratories in Mt Isa for standard, low iron contamination assaying by XRF, which is directly comparable to the resource drilling assay technique.

   A total of 64 samples were taken, representing one sample for every 41 tonnes of product.

2. **"Intermediates" Stockpile <40mm>6mm**
   Samples were taken as "grab samples" off of the final Intermediates stockpile, once the stockpile had been established.
   Due to the smaller particle size of this stockpile and the homogeneity of this stockpile having been moved and relocated by the loader, these samples are likely to be reasonably representative.

A total of 10 samples were taken, representing one sample for every 44 tonnes of Intermediate product.

3. **Low Grade – Stockpiled on the Waste Dump.**
   Samples were taken as "grab samples" off of the stockpile. As this is uncrushed material, the representivity of these samples is likely to be low.

   A total of 6 samples were taken, representing one sample for every 45 tonnes of Low Grade product.

4. **Uncrushed DSO remaining on the Waste Dump Floor & DSO mined off the waste dump floor.**
   As the representivity of any grab samples taken from these two uncrushed stocks would be low, both of these products have been assumed to be the same grade as the weighted average grade of the <6mm and Intermediate products.

3.5 DSO Grades

Table 2 shows the expected grades for the APH and BPH zones as predicted from the Arruwurra Resource Model, within the surveyed trial pit.

The table compares the predicted grades with the Grade Control (Blast Hole) grade, and the final "As Mined" grade, as determined from the crushing program sampling.

The data demonstrates reasonable reconciliation between the predicted grade estimated from the Resource Model and the Grade Control (Blast Hole) grade.
Grade control reported a grade 4% higher than the resource model.

The data shows good reconciliation between the Resource Model Grade and the "As Mined" grade, with the Resource Model reporting essentially the same grade as the "As Mined" BPH.

As a result, the crushing trial has confirmed the resource model prediction of the grade and tonnage, using the measured 2.01t/bcm in situ, bulk density.

However, Table 2 does outline two potentially significant anomalies.

1) The grade of BPH Stockpile "Grab Samples" - The average grade of the original two stockpiles of uncrushed BPH, were sampled at the end of February 2010.
   A total of 130 separate grab samples were taken. The resultant average grade is shown to be 9% above the resource predicted grade for BPH.

2) The grade of the "BPH Low Grade Uncrushed" material (under "As Mined Average Grade"), has reported a grade of 33.0% P_2O_5, derived from grab samples. This is significantly above the grade of approximately 20% P_2O_5, which may have been reasonable to expect for this material.

Table 2 - Trial Pit Estimated Product Grades

Block Model Estimates Within Surveyed Pit											
	Tonnes (t)	P_2O_5 (%)	Al_2O_3 (%)	CaO (%)	Fe_2O_3 (%)	K_2O (%)	MgO (%)	MnO (%)	Na_2O (%)	SiO_2 (%)	TiO_2 (%)
APH	149	8.70	11.02	9.63	0.70	1.33	0.54	0.04	0.10	62.60	0.51
BPH	4010	31.90	2.97	43.12	0.63	0.19	0.15	0.05	0.07	17.90	0.14
Total	**4159**	**31.07**	**3.26**	**41.92**	**0.63**	**0.23**	**0.16**	**0.05**	**0.07**	**19.50**	**0.15**
Blast Hole Sample Weighted Average Grade											
	Tonnes (t)	P_2O_5 (%)	Al_2O_3 (%)	CaO (%)	Fe_2O_3 (%)	K_2O (%)	MgO (%)	MnO (%)	Na_2O (%)	SiO_2 (%)	TiO_2 (%)
BPH & APH	4159	32.40	3.03	44.10	0.55	0.12	0.15	0.05	0.05	15.60	0.15
Total	**4159**	**32.40**	**3.03**	**44.10**	**0.55**	**0.12**	**0.15**	**0.05**	**0.05**	**15.60**	**0.15**
BPH Stockpile "Grab Samples" Average Grade											
	Tonnes (t)	P_2O_5 (%)	Al_2O_3 (%)	CaO (%)	Fe_2O_3 (%)	K_2O (%)	MgO (%)	MnO (%)	Na_2O (%)	SiO_2 (%)	TiO_2 (%)
BPH	4010	34.89	1.95	47.48	0.52	0.12	0.11	0.07	0.05	11.18	0.11
Total	**4010**	**34.89**	**1.95**	**47.48**	**0.52**	**0.12**	**0.11**	**0.07**	**0.05**	**11.18**	**0.11**
As Mined Average Grade											
	Tonnes (t)	P_2O_5 (%)	Al_2O_3 (%)	CaO (%)	Fe_2O_3 (%)	K_2O (%)	MgO (%)	MnO (%)	Na_2O (%)	SiO_2 (%)	TiO_2 (%)
BPH <6mm Stockpiles	2747	30.41	3.89	41.28	0.82	0.21	0.20	0.09	0.05	18.55	0.19
BPH >6mm <40mm Stockpiles	456	37.14	0.80	50.43	0.37	0.06	0.06	0.04	0.02	8.14	0.04
BPH (Floor) Uncrushed	249	31.37	3.45	42.58	0.76	0.19	0.18	0.08	0.05	17.07	0.17
BPH (Floor) on W/Stockpile	73	31.37	3.45	42.58	0.76	0.19	0.18	0.08	0.05	17.07	0.17
BPH Low Grade Uncrushed (W/S/Pile)	138	33.00	2.68	44.47	0.42	0.19	0.11	0.08	0.06	15.65	0.14
BPH Crushed (Darwin)	496	28.30	3.99	38.30	1.73	0.31	0.21	0.08	0.12	23.30	0.18
Total	**4159**	**31.06**	**3.49**	**42.13**	**0.86**	**0.20**	**0.18**	**0.08**	**0.05**	**17.76**	**0.17**

As a consequence of these observations, 8 samples of <6mm crushed BPH were taken, and each sample was split to provide two equal samples. In three cases, one of each pair of samples was screened to remove the <250micron fine fractions. In the remaining 5 cases, one sample from each pair of samples was washed, and the "slime fraction" from the washing process was removed.

The 8 pairs of samples were then sent for assay.

Results of the sample assays are shown graphically in Appendix 1.

The graphs clearly indicate that in 7 of the 8 samples screening or washing has removed the fine/slime fraction resulting in a reduction in SiO_2, Fe_2O_3 and Al_2O_3 grade, and a subsequent increase in P_2O_5 grade.

Sample 1, 2 and 3 were dry screened, and samples 4-8 inclusive were washed.

In the case of samples 1-3, the undersize material was able to be collected, weighed and assayed.
In each case the following percentage of sample weight from the original sample was removed as undersize:

Sample 1 - 9%
Sample 2 - 22%
Sample 3 - 31%

Table 3 – Assay Results of Screened Sample Undersize Product.

	P2O5 %	Al2O3 %	CaO %	Fe2O3 %	K2O %	MgO %	MnO %	Na2O %	SiO2 %	TiO2 %
Sample 1 U/Size	22.1	7.54	29.9	1.24	0.37	0.37	0.14	0.11	32.8	0.38
Sample 2 U/Size	21.1	7.98	28.5	1.29	0.4	0.38	0.13	0.08	35.2	0.39
Sample 3 U/Size	22.3	7.4	30.1	1.27	0.37	0.38	0.14	0.08	32.9	0.36
Average	21.8	7.64	29.5	1.27	0.38	0.38	0.14	0.09	33.6	0.38

These results suggest that:

a) Removal of a fine/slime fraction from the BPH offers the potential to upgrade the P_2O_5 content of the product, and reduce the SiO_2, Fe_2O_3 and Al_2O_3 content.

b) Washing to eliminate this fine/slime fraction appears more efficient than dry screening.

c) Sampling techniques that exclude the fine/slime fraction, or samples of stockpiles that have been washed by rain events (removing this fine fraction) are likely to artificially inflate the P_2O_5 grade of the samples taken.

4.0 CONTAINER LOGISTICS

4.1 Haulage Equipment

Haulage Equipment was supplied by First Australian Haulage Contractors, a Joint Venture Company involving members of the Traditional Owner Group from the Wonara Community.

The Equipment used for the program of work included:

- x1 Side Lifter Trailer
- x1 Flat Bed Triple Semi Trailers, and
- x1 Tipping Skel trailer.

Photograph 7 – Side-lifter and Tipping Skel.

4.2 Haulage Program

4.2.1 Transport – Tennant Creek to Site

16 containers which had been returned from Singapore and Brisbane respectively were transported by rail from Darwin port to Tennant Creek.

Originally this was planned to happen between 24th and 27th April. However, there was an oversight in Darwin by the shipping company which had not recognised the need for the Singapore sourced containers to be inspected by AQIS. This resulted in the delivery of containers to Tennant Creek being delayed until 3rd May.

As a consequence the haulage equipment which had been mobilized to arrive at Tennant Creek and the Wonarah mine site on 24th April had to be demobilized on 23rd April, and remobilized on 3rd May.

Containers were loaded by Linfox at the Tennant Creek railhead onto the triple trailer road train and transported to Arruwurra.

The road train was able to complete the round trip each day.

4.2.2 Emptying Containers & Container Preparation

Once arrived at Arruwurra, each container was unloaded with the side-lifter and placed on the tipping skel. Each container was opened, the bulkhead removed and the contents tipped onto a stockpile at the north west corner of the load out area.
Once empty the containers were lifted off the tipping skel onto the side-lifter, moved to the crushed DSO product stockpile and placed on the ground ready for loading.

Photograph 8 – Lifting full containers from road train onto side-lifter.

4.2.3 Loading Containers

The loading crew (2 men) were mobilized to site on 5th May.
Using a bobcat with a loadrite scale on the bucket, the containers were each loaded with 20 tonnes of <6mm product.
Once loaded, the bulkheads, which had previously been removed, were replaced and the containers closed and sealed.

In several instances the containers could not be closed as a result of sitting on ground that was not perfectly level. In these cases the containers were closed and sealed once they were being lifted for return to Tennant Creek.
Several containers still remaining on site will require locking and sealing in the same manner once they are lifted to be transported to Tennant Creek.
7 containers were loaded on 5th May and on 6th May, with the two remaining containers loaded on 7th May.

Once filled each container was loaded onto the triple road train by the side-lifter and returned to Tennant Creek railhead.

The last container of the 8 containers required for New Zealand, were returned to Tennant Creek on 8th May.

Photograph 9 – Loading last container for New Zealand.(Remaining containers to go to India).

4.2.4 Sampling

As each container was loaded a samples of product were taken from the bucket of the bobcat. For each container, 4 samples were taken for assaying. This represents one sample for every 5 tonnes of product.
In addition a 5th sample was taken for moisture analysis.

4.2.5 Assay Grades (By Container)

Table 4 shows the average grade of the 16 containers filled. Container 3 reported the lowest phosphate grade and Container 11 the highest phosphate grade.

4.3 Rail Transport

Rail transport to and from Tennant Creek was co-ordinated by Giacci Bros. through Freightlink.

4.4 Shipping

Shipping to and from New Zealand and India is being co-ordinated by Giacci Bros. through Swire

Table 4 – Container Content Grades

	Loss On Ignition %	B.P.L	P2O5 %	Fe2O3 %	CaO %	K2O %	MgO %	MnO %	Na2O %	SiO2 %	Al2O3 %	TiO2 %	S %	F %	Cl ppm	Pb ppm	U ppm	Th ppm	R2O3 %	CaO:P2O5 %
Container 3 FCIU2074620	2.63	64.5	29.5	0.88	40.0	0.22	0.22	0.11	0.02	21.07	4.46	0.23	0.02	2.76	207	28	15	25	5.35	1.36
Container 11 CAXU685090	1.10	78.9	36.1	0.47	49.1	0.09	0.09	0.05	0.05	9.62	1.45	0.09	0.00	3.15	185	20	13	20	1.93	1.36
16 CONTAINER AVERAGE	**1.92**	**71.7**	**32.8**	**0.68**	**44.5**	**0.16**	**0.15**	**0.07**	**0.04**	**15.2**	**2.92**	**0.16**	**0.01**	**2.97**	**203**	**22**	**14**	**17**	**3.60**	**1.36**

5.0 CAMP FACILITIES

For the Crushing Program the camp at Wonarah was recommissioned.

Generator sets for the camp and the Arruwurra Offices were hired from Aggreko.
The Arruwurra generator was off-hired on 8th May, once communications and the buildings at Arruwurra were decommissioned.

The camp generator remains at Wonarah for the Exploration drilling and rehabilitation programs.

Catering was provided by Robinson Catering.

The catering crew consisted of a Chef/Manager and a Kitchen Hand.
The caterers mobilized to site on 26th March and demobilized on 8th May.

Future catering arrangements are being considered to provide a cost effective catering services for the Exploration and rehabilitation programs, as the Robinson Catering pricing was based on 12 to 15 men in the Camp, and work in the near future is only expected require up to 8 personnel, making the existing Robinson Catering cost too expensive.

The camp infrastructure remains on hire from NTLink, and is currently contracted until September 2010.

6.0 COST VARIANCE

A summary of the costs compared to budget is shown in Table 4.
Where actual costs have not currently been invoiced, an estimate has been included. These estimates are shown in blue.

1 The overall cost variance for the two parts of the budgeted work was over budget by 13%.

2 The Crushing Program was $6,542 (2%) above budget, and the 2010 Start-up work was $67,554 (36%) above budget.

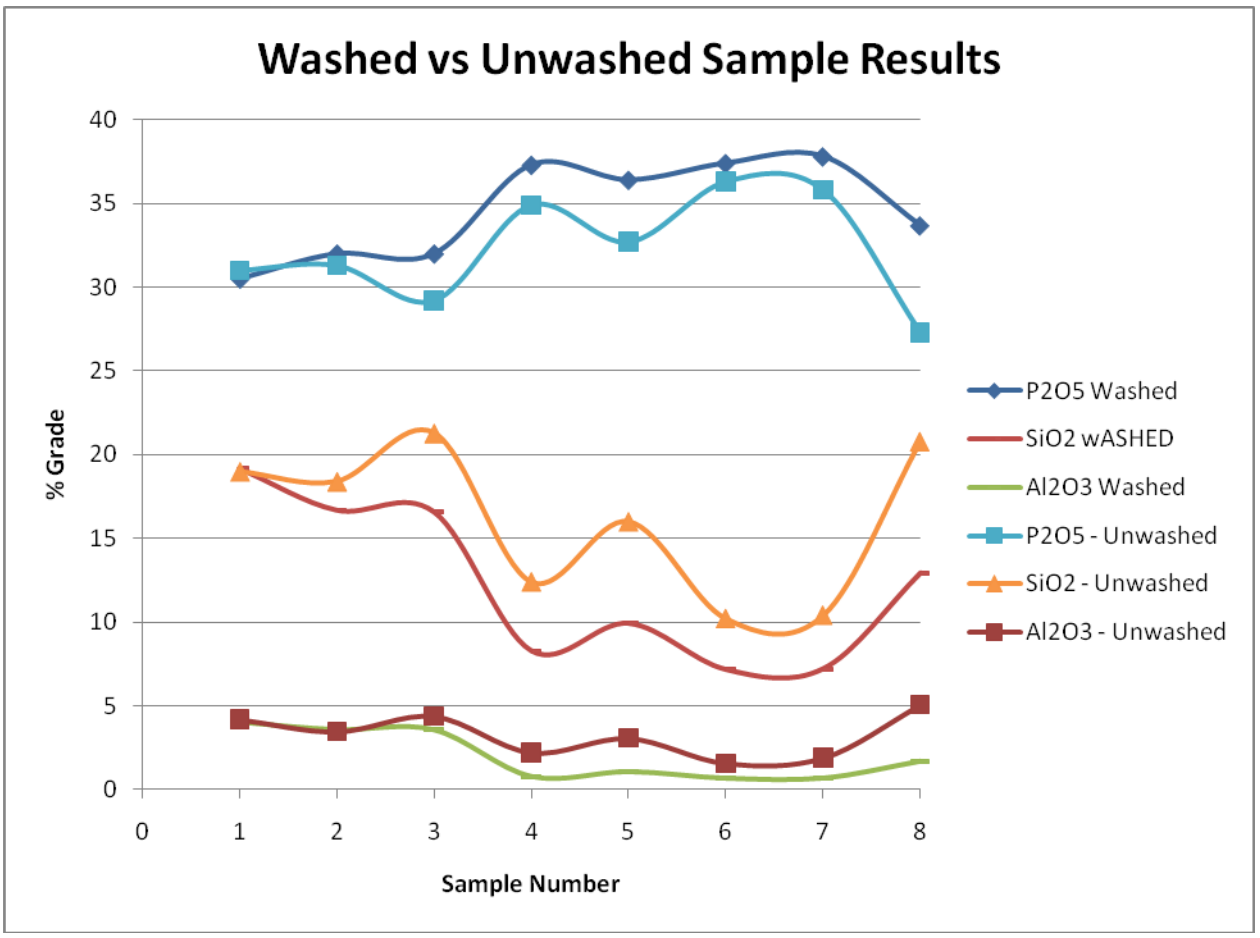
3 The overrun for the crushing program was a result of extra costs incurred mobilizing the crushing equipment to site (Section 2.2), and delays incurred in the mobilization of the container trucking and lifting equipment (Section 4.2.1).

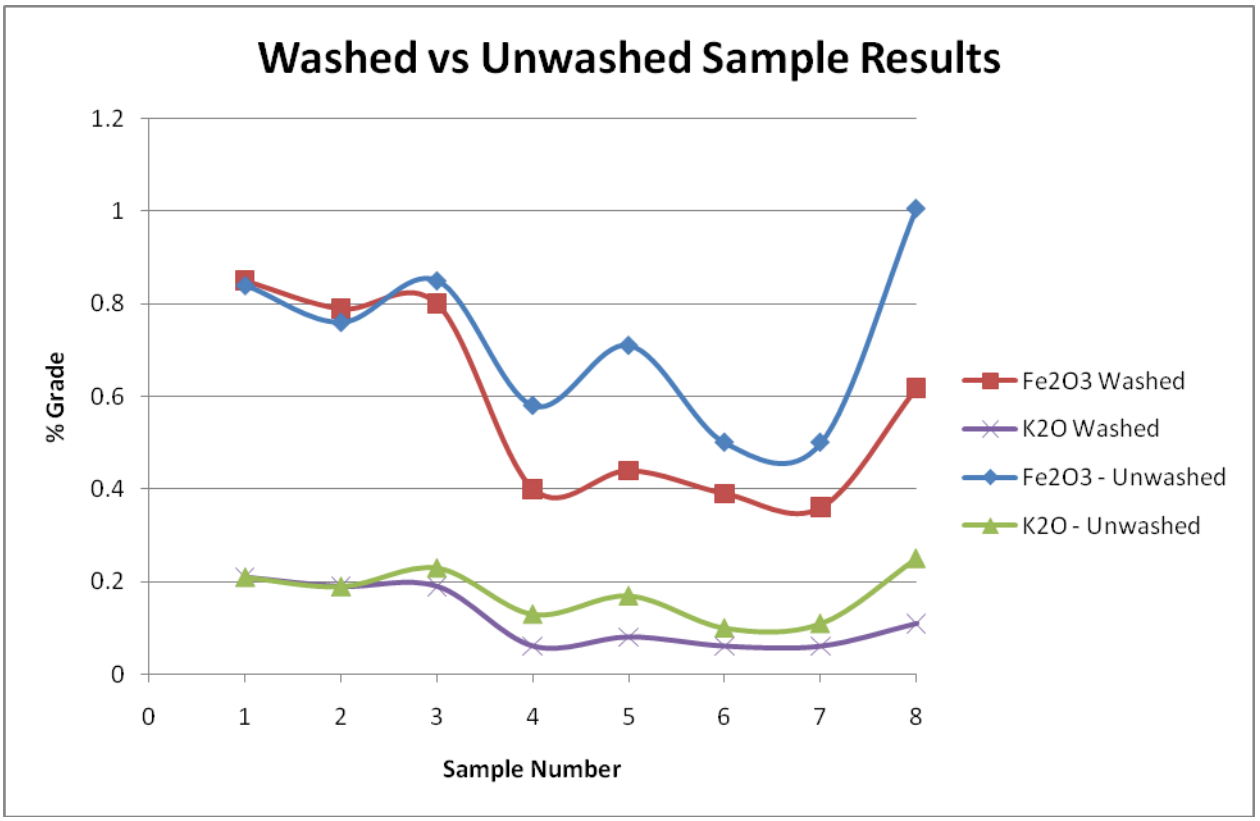
4 The main overrun incurred for the 2010 Start-up works was for the road works cost. This increased from an estimate of $153,572 including mobilization and demobilization to $217,505. The extra cost was incurred due to the rain event on 11th April, delaying road work, and requiring extra re-work of earthworks. Although during the rain delays and consequent rework, every effort was made to minimize fixed costs, and that no payment was made for equipment items that could not be used, the total program cost was significantly above budget by $63,933, representing an overrun of 42%.

Table 5 - Cost Variance Summary

ARRUWURRA - TRIAL PIT - CRUSHING PROGRAM - DSO ITEM		TOTAL	CRUSHING PROGRAM	2010 OPERATIONS START-UP	TOTAL	CRUSHING PROGRAM	2010 OPERATIONS START-UP	TOTAL VARIANCE (%)
		Budget	Budget	Budget	Actual	Actual	Actual	
Access Tracks Upgrade -	Mobilization	$14,636		$14,636	$12,906		$12,906	-12
	Works	$124,300		$124,300	$202,983		$202,983	63
	Demobilization	$14,636		$14,636	$2,101		$2,101	-86
Arruwurra Bore/Dam Water Supply	Mobilization	$0	$0		$0			
	Gen /Dam Pump Rental	$0	$0		$0			
	Demobilization	$0	$0		$0			
		$0	$0		$0			
Camp & Ancillary Site Facilities	Mob & Install	$8,250	$5,363	$2,888	$8,550	$5,558	$2,993	4
	Installation	$0	$0	$0	$0			
	Generator Rental	$4,118	$2,676	$1,441	$8,004	$6,401	$1,603	94
	Demobilization	$6,500	$4,225	$2,275	$6,800	$4,420	$2,380	5
Ambulance & First Aid	Mobilization	$1,500	$1,500		$1,100	$1,100		-27
	Initial Stock	$0	$0		$0			
	Rental	$5,382	$5,382		$2,600	$2,600		-52
	Demobilization	$1,500	$1,500		$1,100	$1,100		-27
Cover Stockpiled - Crushed Ore	Materials	$5,000	$5,000		$0	$0		-100
At Arruwurra	Works	$2,000	$2,000		$0	$0		-100
		$0	$0		$0			
Ore Crushing - Arruwurra	Mobilization	$21,000	$21,000		$21,000	$21,000		0
(3350t)	Works	$49,600	$49,600		$74,500	$74,500		50
	Demobilization	$21,000	$21,000		$21,000	$21,000		0
Containers - Darwin	Loading on Site	$11,000	$11,000		$14,697	$14,697		34
	Trucking to-from T/Creek	$40,000	$40,000		$50,000	$50,000		25
	Container Rental	$22,400	$22,400		$12,776	$12,776		-43
	Rail To Darwin	$30,000	$30,000		$27,993	$27,993		-7
Communications	Mobilization	$0	$0	$0	$0			
	Laptop Purchase	$0	$0	$0	$0			
	Rental	$6,000	$3,000	$3,000	$3,989	$3,989		-34
	Installation	$0	$0	$0	$0			
	Demobilization	$0	$0	$0	$0			
Labour Cost	Salaries	$33,250	$33,250		$22,950	$22,950		-31
	Flights	$5,600	$5,600		$3,054	$3,054		-45
	Travel other	$6,000	$6,000		$1,200	$1,200		-80
	Messing - Site	$63,000	$40,950	$22,050	$79,466	$51,653	$27,813	26
	Messing Barkly	$0	$0	$0	$0			
	Equipment/Clothing	$1,500	$1,500		$450	$450		-70
Fuel	Light Vehicles	$0	$0		$0			
(Fuel Required already On Site remaining from	Generators	$0	$0		$0			
December Operations)		$0	$0		$0			
Assays		$6,832	$6,832		$8,000	$8,000		17
Consumables		$3,000	$3,000		$1,000	$1,000		-67
Vehicle Hire		$5,520	$5,520		$0			-100
Vehicle Miantenance/Servicing		$600	$600		$0			-100
		$0	$0		$0			
Shipping	To India	$36,000	$36,000		$36,000	$36,000		0
(320t)	To NZ	$32,000	$32,000		$32,000	$32,000		0
Training	First Aid	$0	$0		$0			
	Indigenous Culture	$0	$0		$0			
	Fire Response	$0	$0		$0			
		$0	$0		$0			
Insurances	Lease Vehicle(s)	$0	$0		$0			
	W/Comp + Other	$0	$0		$0			
Government Environmental Bonds		$0	$0		$0			
		$0	$0		$0			
		$582,123	$396,898	$185,225	$656,219	$403,440	$252,779	13

APPENDIX 1


Washed vs Unwashed Sample Results
% Grade
Sample Number
P2O5 Washed
SiO2 wASHED
Al2O3 Washed
P2O5 - Unwashed
SiO2 - Unwashed
Al2O3 - Unwashed


Washed vs Unwashed Sample Results
% Grade
Sample Number
Fe2O3 Washed
K2O Washed
Fe2O3 - Unwashed
K2O - Unwashed