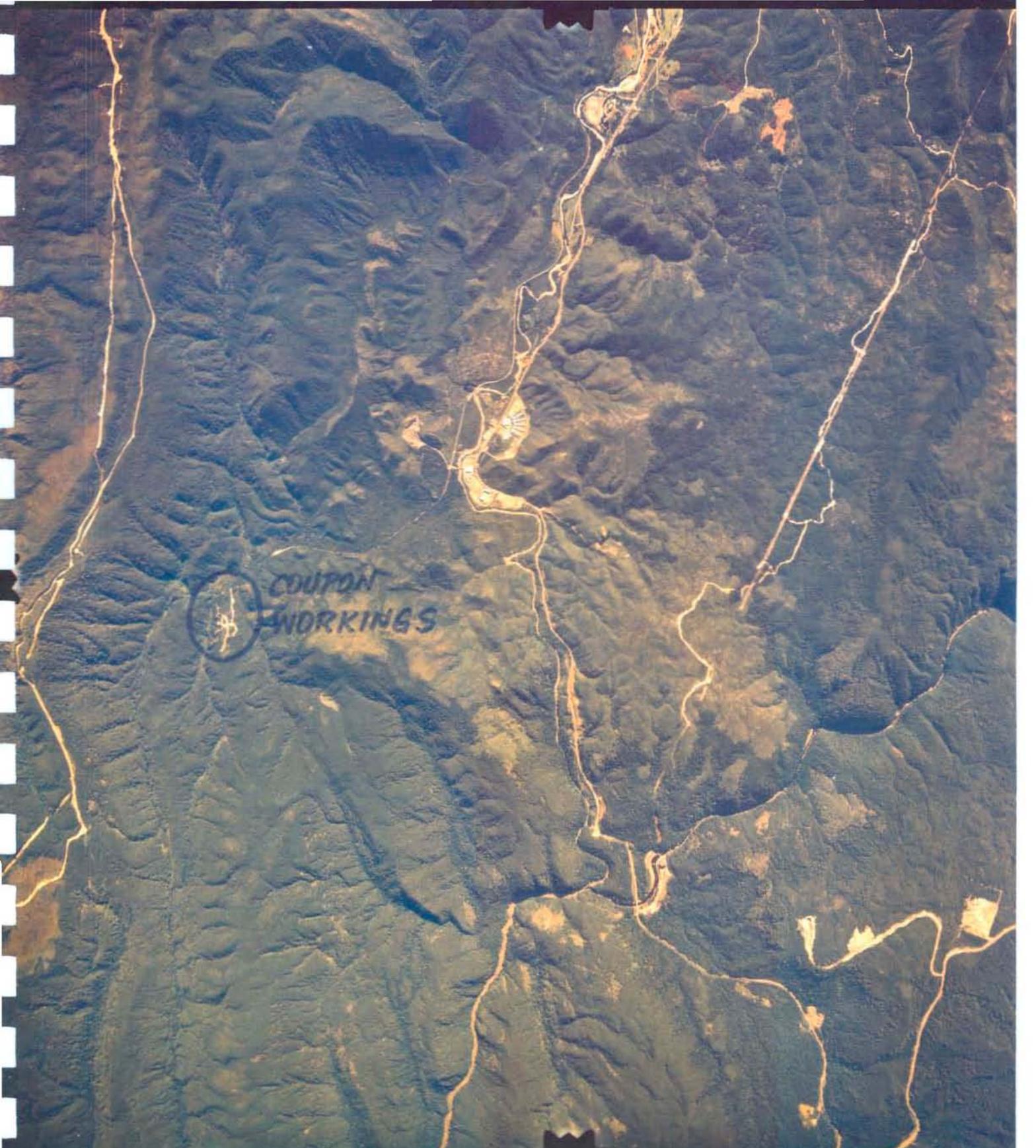


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MAPS

- Figure 1 1:2000 Contour plan showing access tracks
- Figure 2 1:500 Plan of tracks annotated with rehabilitation proposals



COUPON
WORKINGS

OUR 1157-2 M865 MT. LYELL AREA RUN 5 1:30 000 16 800' 4.4.90 © TASMAMAP

TIRED COLOUR



1. BACKGROUND

Between 1988-1995, thirteen reverse circulation (RC) and ten cored drill holes were completed on EL 9/84, to test the gold potential of the Coupon Workings.

This drilling tested an area 400 x 200 metres (8 hectares) of steeply dipping Ordovician sediments, comprised of thin interbeds of limestone, sandstone and siltstone.

These sediments form a steep north-south ridge and in order to gain access to the drill sites, a network of four wheel drive tracks had to be developed (1:2000 map (figure 1) attached).

Despite the fact that the sediments form a ridge, they are relatively soft and weathered. The friable siltstone and sandstone tend to slump in road cuttings and erode severely on steep gradients. The orange and black clays developed from limestone form soft boggy patches on tracks and also slump rapidly in road cuttings.

The area is covered by regrowth after fire, consisting of ti-tree, ferns and blackwood. Grasses, blackberries and other weeds are prevalent around the old workings and broome is now common along the sides of vehicle tracks.

2. POSSIBILITY OF FUTURE EXPLORATION

The Coupon area was somewhat of an exploration enigma. A widespread, large amplitude Au-As anomaly was defined over the Coupon Ridge. Sampling of old adits into this ridge confirmed the anomaly.

Subsequent drilling programs produced some encouraging results. Following the drilling, it was concluded that mineralisation of economic interest **may** be confined to a postulated cross fault and a narrow zone of limonitic sandstone and limestone adjacent to this fault. Potential exists in this area for a modest tonnage of low gold grade material.

Such a target did not meet the corporate requirements of the tenement owners and they decided to relinquish the area.

The possibility remains that future explorers may wish to continue investigations of this gold resource in the light of new theories and mineral deposit models.

This possibility should be born in mind when assessing rehabilitation requirements.

3. REHABILITATION PROPOSAL

A plan of all vehicular access tracks is attached as figure 2. This map is extensively annotated with details of proposed rehabilitation.

Several tracks (western, northern and upper tracks) have not been accessed by vehicles for at least four years. Side cuts have commonly slumped to form a new topographic profile and re-vegetation is advanced.

These tracks have essentially self rehabilitated and demonstrate that, if left alone, most of the drill access tracks will do so quite rapidly.

It is therefore considered important to prevent future vehicle access to the area by developing an obstruction barrier on the main access track, as shown on figure 2.

The other main features of the rehabilitation plan are:

- (i) Re-profile tracks and drill sites where possible by using an excavator to pull back down-slope soil and bench it against side cuts.
- (ii) Establish cross drains on steep sections of tracks.
- (iii) Place ^{locally - obtained} anti-tree slash on wide exposed areas such as drill sites on the eastern track. ← DCG
- (iv) Spray broome on track verges using a spray recommended by Parks and Wildlife. ✓
- (v) Remove all plastic drill sample bags and any other drilling debris.

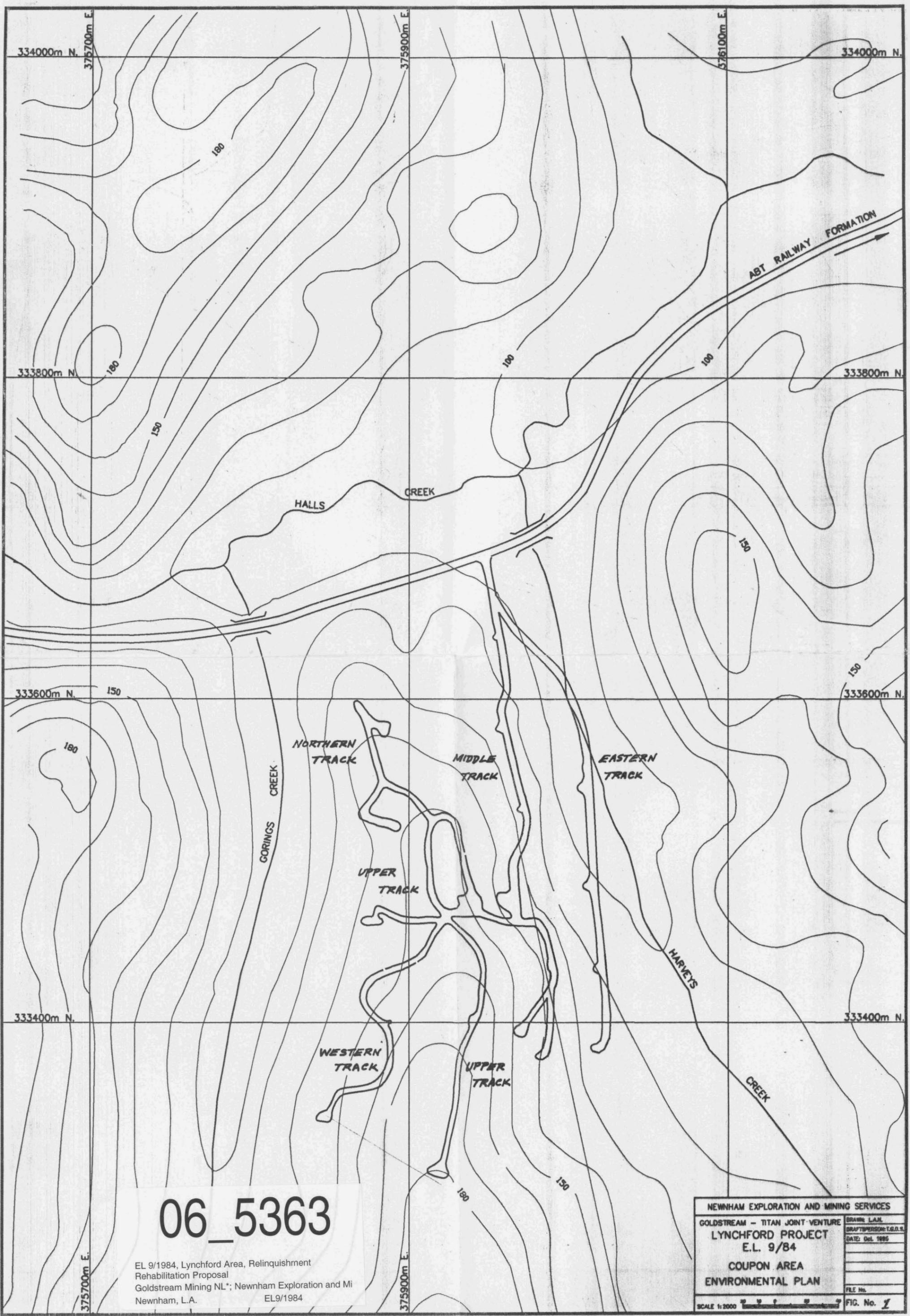
4. PROPOSED BUDGET & SCHEDULE

The following budget and schedule is estimated to implement the above rehabilitation program, on the assumption that no immediate future exploration is planned for the area by an incoming party.

BUDGET	\$
Excavator hire (3 days at \$800/day) (required for benching, drainage, blocking road, re-profiling)	2,400
Two person crew at \$650/day (Broome spraying (2 days); Removing sample bags, rubbish, etc (1 day); T1-tree slashing)	1,950
Vehicle hire (800 kms at \$0.35/km)	280
Accommodation (2 people x 2 nights, meals, etc)	300
Consumables - sprays, etc	<u>100</u>
TOTAL	<u>\$ 5,030</u>

SCHEDULE

This program should be undertaken in summer and during dry days, (ie) sometime in January/February 1996.



06_5363

EL 9/1984, Lynchford Area, Relinquishment
 Rehabilitation Proposal
 Goldstream Mining NL*; Newnham Exploration and Mi
 Newnham, L.A. EL9/1984

NEWNHAM EXPLORATION AND MINING SERVICES	
GOLDSTREAM - TITAN JOINT VENTURE	
LYNCHFORD PROJECT	
E.L. 9/84	
COUPON AREA	
ENVIRONMENTAL PLAN	
DATE: Oct 1985	FILE No.
SCALE 1:2000	FIG. No. 2



ABT RAILWAY FORMATION
 Currently being cleared by local interest groups for public access

COUPON RIDGE VIEW FIELD
 This is the only point on the ABT railway from which the drill access tracks are visible. Sections of the middle and upper tracks can be seen.

DRILL SITES
 On railway verges plastic sample bags to be collected.

ACCESS OBSTRUCTION
 Proposed to dig a trench across track and place large boulders in front of trench to prevent vehicle access along tracks undergoing rehabilitation.

BENCHING
 Proposed to bench this area near junction of eastern and middle tracks by using an excavator to dig back spoil material and bank it against road cuts. Some tree slash placed over this area.

MODERATE GRADIENT TRACK
 Proposed to dig some material back with excavator and stack against bank and establish several cross-drains to prevent erosion.

DRAINAGE
 This section of middle track is moderate gradient. Where possible excavated material will be pulled back and banded against side cuts. Cross drains will be established at regular intervals.

MIDDLE TRACK

EASTERN TRACK

On each of the four eastern track drill sites, proposed to dig excavated spoil material back into the site and stack against the banks which are already re-profiling themselves. The track between sites is low gradient with minimal side cutting. Apart from minor tidying up, no work is planned on the road.

NORTHERN TRACKS
 These tracks have not been used for over 4 years and are already heavily overgrown. No rehabilitation is proposed other than broom spraying.

This is a low gradient section of track where sidical sections are slumping. No work other than establishing cross drains is planned.

BENCHING
 This circular section of upper track has low gradient. In some sections material can be pulled back and banded against side cut banks; some placing of tree slash in several areas proposed.

UPPER TRACK

CROSS DRAINS
 Several cross drains will be established in this area to handle run off from steep connecting road to upper track.

REPROFILE
 Minor reprofile work required. Bank already well established.

DRAINAGE
 Cross drains and table drains will be established on this steep section of track.

DRILL SITE
 Drill site rehabilitation by pulling back excavated material and banding against side cut. Stern at bottom of gully to be filled in and made safe.

MIDDLE TRACK

This is a steep section of track underlain by soft sediments. It is rehabilitating rapidly on its own and should best be left alone.

WESTERN TRACK
 This track has not been used for 4 years. It is heavily overgrown and banks have extensively slumped. Proposed to have alone other than remove drilling sample bags.

UPPER TRACK
 There are several steep side cut banks on this track. However they are naturally slumping and revegetation of the track is advanced. Cross drains exist and are stable. No work proposed other than removing drilling sample bags and spraying brooms.

- GENERAL NOTES**
1. Plastic sample bags remaining on all drill sites will be removed.
 2. Verges of all drill access tracks will be sprayed to kill brooms.
 3. All road rehabilitation work will be undertaken by an excavator working under supervision.

Base map compiled from tape and compass survey completed Nov. 92 by L.A. Newham.
 Relative location to AMG grid approx. only.

06_5363
 EL 91984, Lynchford Area, Relinquishment Rehabilitation Proposal
 Goldstream Mining NL, Newham Exploration and M.
 Newham, L.A. EL91984

NEWHAM EXPLORATION AND MINING SERVICES	
GOLDSTREAM - TITAN JOINT VENTURE	DRAWN: L.A. Newham
LYNCHFORD PROJECT	DRAFTSPERSON:
E.L. 9/84	DATE: 23 Oct 95
RELINQUISHMENT	
REHABILITATION PROPOSALS	FILE No.
SCALE: 1:500	FIG. No. 2