

Argent Minerals Tasmania Fieldtrip February 15-18th 2018

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Objectives were to assess each access road within the Queensberry and Ringville tenements for road conditions, track restoration required, gate accessibility, availability of preexisting infrastructure and communication with landholder and other relevant stakeholders.

Overview:

- Salmons/Pieman Track in excellent condition with road, rail and power all within 400m. no upgrade required.
- Ringville Track requires at least 5 days' worth of upgrades.
 - Access gate lock has been swapped and keys handed out.
 - Access gate upgrade.
 - Main hill access needs filling and drains cuts (1.5km).
 - Track cutting will likely be required.
 - Southern end of track remediation required.
- Dundas Track is in excellent condition upgrade required.
 - Landholder Michael Phelan may assist in Dundas Track maintenance.

Costs*:

- Toyota Trayback will be more appropriate and safer than AVIS car hire: \$110 - \$180 per day.
- Digger and operator \$2500 - \$3500 (10-hour day rate) not including mobilisation rate ~\$3000.
- Track cutter is around \$3000 per Kilometer.

*Guideline only for approximate costs, and time frame as this is dependent on ground conditions, number of workers and other contributing factors.

16/02/2018

Morning meeting with Craig Archer, MMG Senior Field Logistic Manager. Craig was very helpful discussing, MMGs recent drilling of the Salmons/Pieman lodes and track conditions of both tenements. He gave recommendations on ground moving equipment and 4WD hire for future activities as well as track cutting contractors who are experienced with the Mine Departments work-related requirements on our tenements.

The ungated Salmons/Pieman Track (figure 1) is in excellent condition (figure 2) and will require no upgrades. The track is ~300m from the Murchison Hwy and railway line and 100m from existing telegraph lines. It should be noted there is a private bee yard 50m east that may be impacted on during drilling. The track further northeast and several side trails all narrow and have become overgrown requiring repair if access is needed. Figure 3 shows rough position of both lodes.

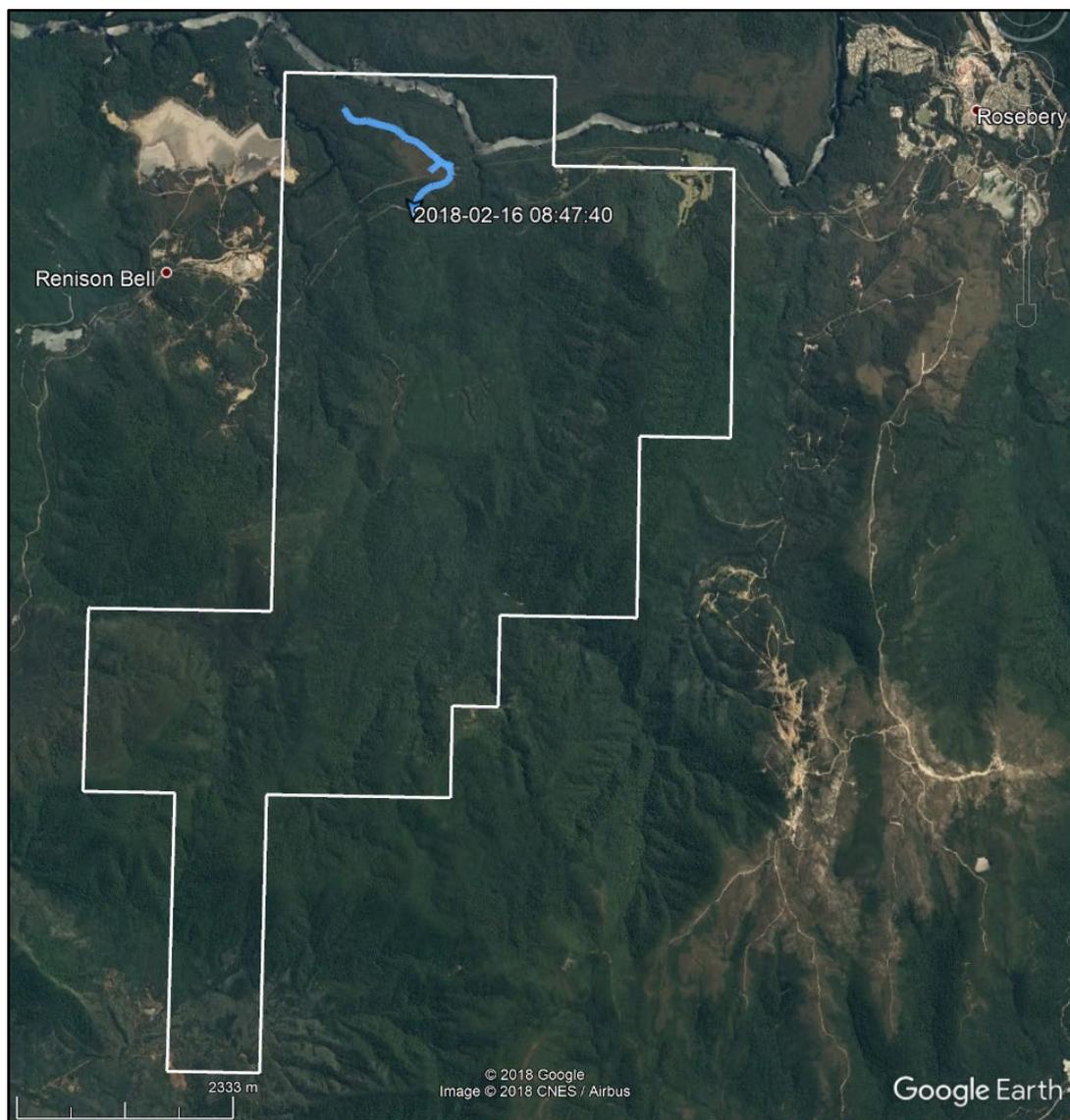


Figure 1 - Salmons/Pieman track on the Ringville tenement

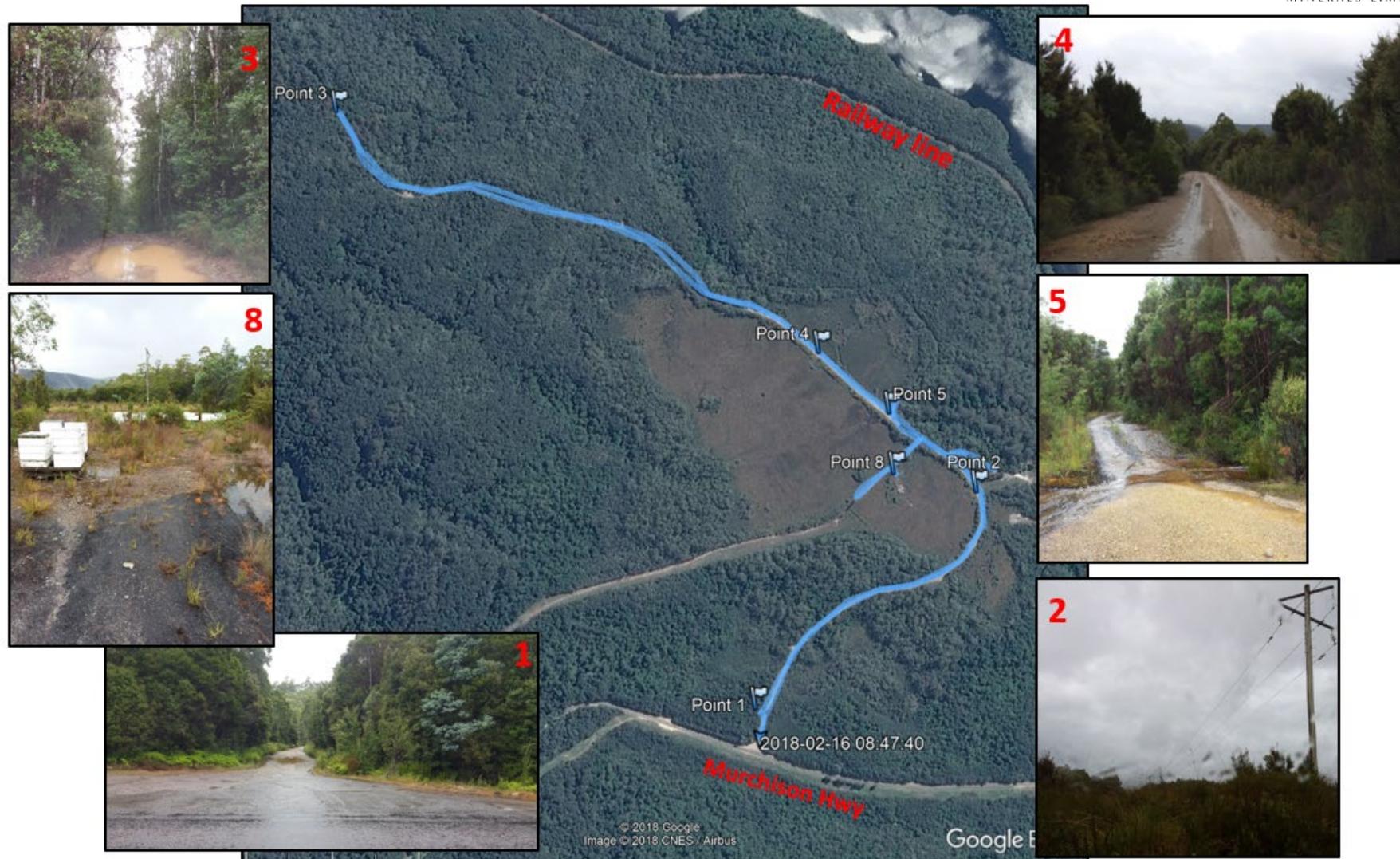


Figure 2 - Salmon/Pieman map with points of interest

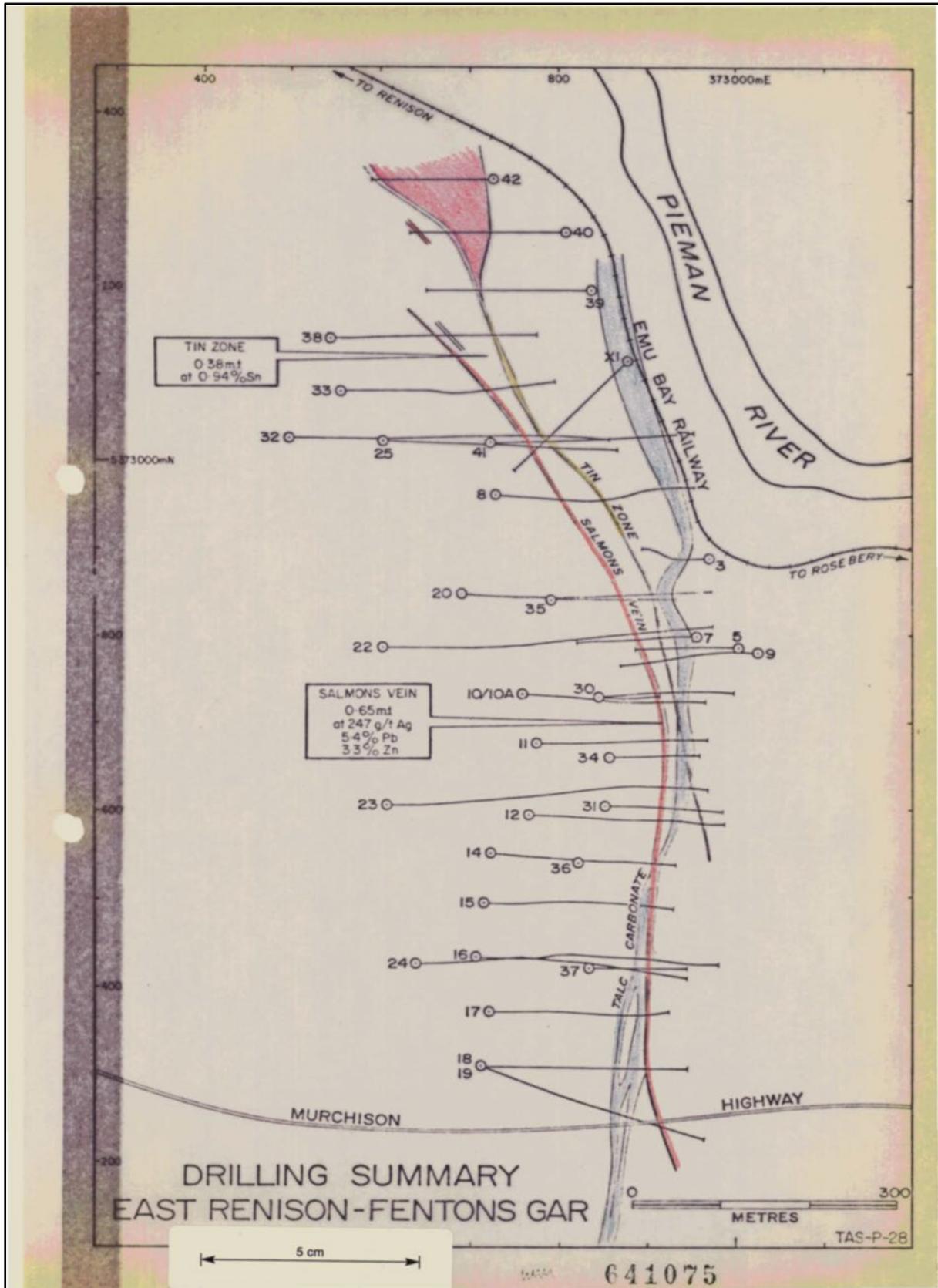


Figure 3 - Historic drilling and rough position of Pieman tin vein (yellow) and Salmons base metal vein (red)

The Queensberry Track (figure 4) was the least accessible of the three tracks with access after 5km inaccessible due to poor weather/track conditions. The access gate lock has been replaced and new keys issued to;

- NPWS (Strahan based)
- Argent Sydney office
- and Kempfield field office.

The Access gate (figure 5) does not stop 4-wheel motorbikes or small 4WDs gaining access to the site and it is recommended that a trench and bund or pylon be constructed besides the gate to prevent future unauthorised access.

The first 1.5km of the track which includes the hill climb onto the plateau will require a digger to fill in ruts and drains that have been washed away. The digger will have better access and can repair any drainage required throughout the maintenance while working and travelling along the road. The going rate of a digger and operator can be around \$2500 - \$3500 on a 10-hour day rate. This does not include the mobilisation rate which can be up to \$3000 from the machinery's base to work program site. Road repairs could take a matter of 3--4 days.

The plateau itself is okay condition with some drainage. Once off the plateau however the track become narrow, rough and boggy and will be difficult to pass in wet conditions irrelevant of the vehicle. The track off the plateau and into Queensberry Mine will require upgrade to be all weather accessible.

A Toyota Trayback is recommended for vehicle access into the Queensberry Mine, any low-lying vehicles especially fitted with only 2 ply tyres, may end up being a costly exercise and could be a lengthy time to recover a bogged or stuck vehicle.

The advantages with Toyota Trayback are: (Going hire rate is from \$110 - \$180 per day)

- They are more suited with harsh environment
- Can have more decent tyres fitted up to 8 -14 Ply rating. Generally, 6 Ply on the side wall
- Have better clearance underneath vehicle for difficult terrain.
- Can be fitted out with recovery gear (when on unsealed roads suggest two vehicles always travel together in case recovery is required)

Finally, track cutting may be required in parts of Ringville at an approximate rate of \$3000 per kilometer, which takes care of travel, accommodation and fuel.

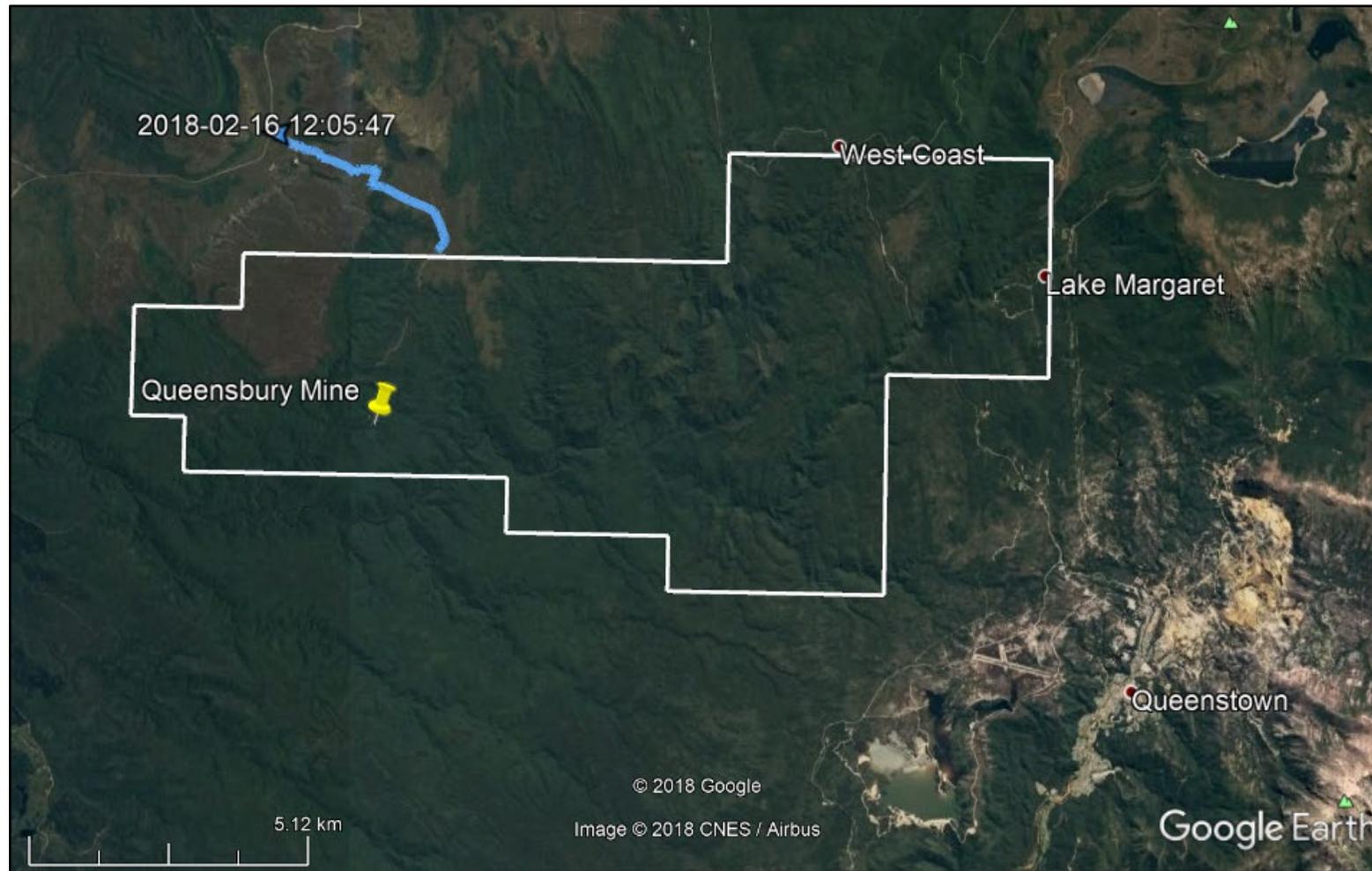


Figure 4 - Queensberry Track

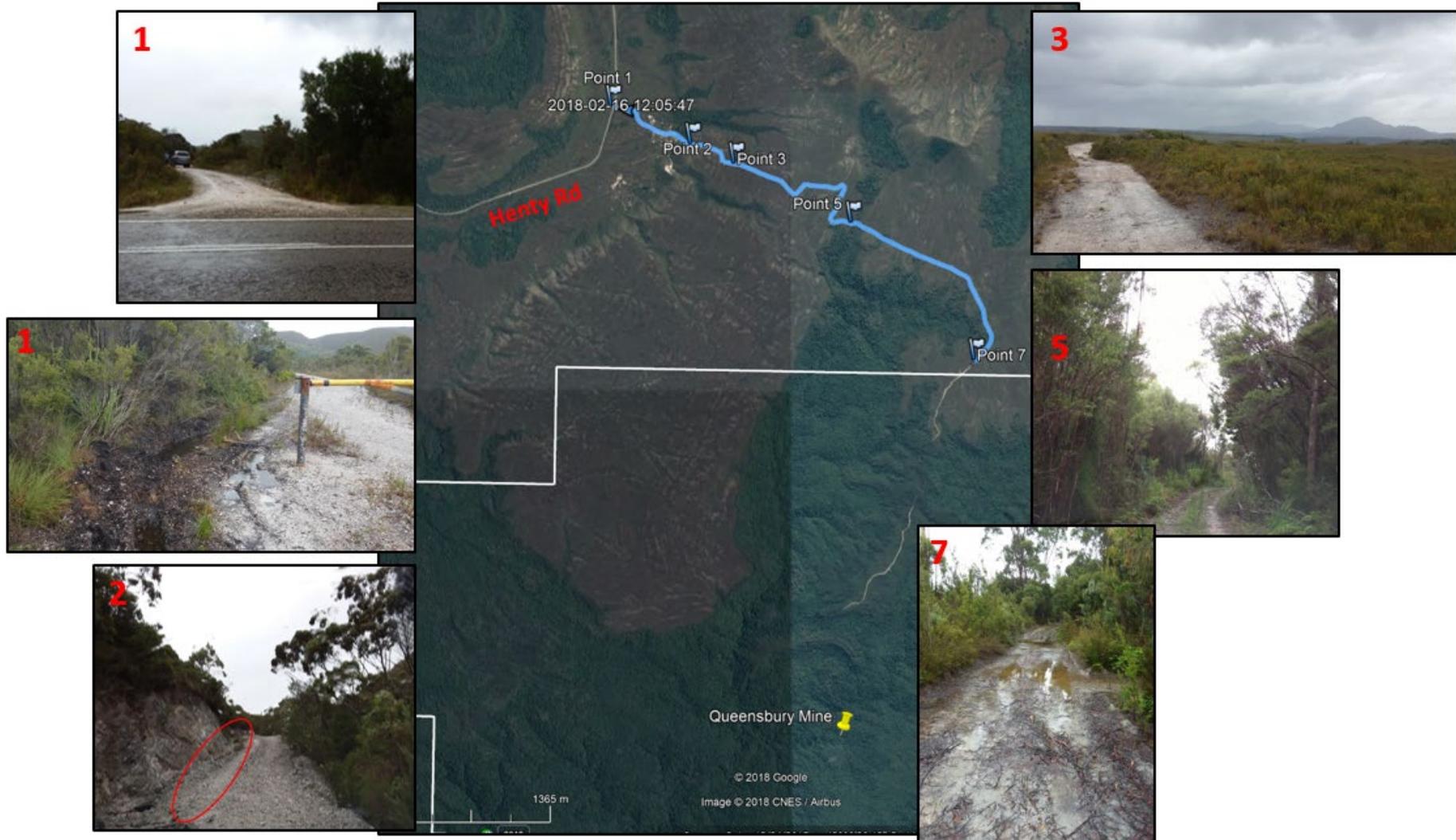


Figure 5 - Queensberry track with points of interest

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The ungated Dundas track (figure 6) is well maintained by several stakeholders (M&E Phelan, Bee Keepers, et al) (Figure 7). In a 2-hour meeting with Michael & Eleanor Phelan who own two mines (Stichtite and Crocoite) in the nearby area were both very accommodating and happy for any future exploration to occur.

Along the track Mr Phelan has built tourist display plaques (figure 7 pt 4) which are scattered along the track displaying historic mining in the area along with a picnic area. The bridge (figure 7 pt 6) was built by a previous mining company after their drill rig destroyed the original wooden one and is now built to accommodate >30 tonne vehicles. At the end track, old workings of the Maestris mine (ore bins pt 8 & 13, ROM pad pt 9, etc) remain. There is a locked gate which Mr Phelan holds the key and is happy to lend.

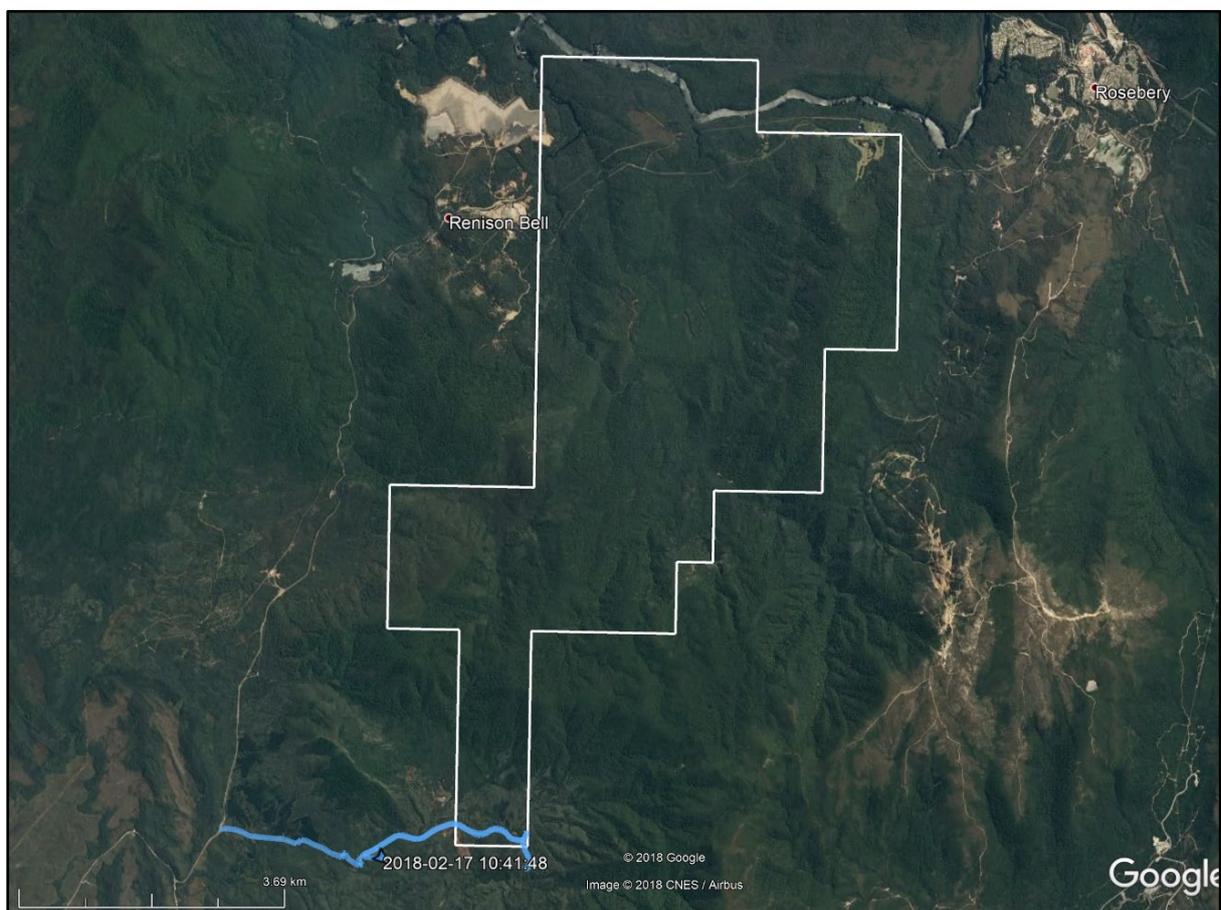


Figure 6 - Dundas track on the Ringville tenement



Figure 7 - Dundas Track points of interest



Other:

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