Catalyst Metals' flagship asset is the 40km long Plutonic Gold Belt in Central Western Australia. This belt hosts the Plutonic Gold Mine which currently produces ~85koz pa at an AISC of ~A$2,400/oz.

Over the next 12 to 18 months, Catalyst plans to develop three new projects on the belt.

These projects have a low capital intensity – A$31m in total. Each will be processed through the existing, currently underutilised and centrally located, processing plant.

With Resource infill drilling, Catalyst is targeting a greater than five-year mine plan across four mines, feeding a central processing plant.

Catalyst also controls +75km of strike length immediately north of the historic +22Moz Bendigo goldfield. Here, Catalyst has delineated a high-grade, greenfield resource at 26 g/t Au with further discoveries along strike expected.

Capital Structure

Shares o/s: 226.4m
Options: 3.0m
Rights: 12.3m
Cash & Bullion: A$98m
Debt: nil

Reserve and Resource[1]

MRE: 3.4Moz at 2.9g/t Au
ORE: 1.0Moz at 3.0g/t Au

Corporate Details

ASX: CYL
E:investors@catalystmetals.com.au
W:catalystmetals.com.au

Catalyst acquires Old Highway gold deposit

Development ready gold project 40km from Plutonic with 35koz pa gold production

- **Catalyst has signed binding documentation to acquire the Old Highway Gold Project from Sandfire Resources for A$32.5m**
- **Old Highway is a near-term gold development project lying within mining leases, 40km southwest of Plutonic's processing plant – its close proximity to Plutonic allows Catalyst to considerably lower the project's development costs**
- **Initial estimates by Catalyst are a A$280m NPV with an AISC of A$1,588/oz (at A$5,000/oz), from an initial 4 year mine plan via the Plutonic processing plant**
- **The project has a Resource of 206,000oz at 3.0 g/t gold, which includes a higher-grade underground component of 140koz at 4.6 g/t gold[2]. Catalyst believes it represents another low capital intensity, satellite project with relatively low operating risk**
- **Planned development of the underground deposit has the following key metrics:**

		A$4,000/oz	Spot (A$5,000/oz)
NPV$_5$ (pre-tax)	*A$m*	194	280
Maximum cash drawdown	*A$m*	8	6
AISC (life of mine)	*A$/oz*	1,558	1,588
Life of mine (LOM)	*yrs*	4	4
Payback period (once UG commences)	*mths*	7	-
Steady state production	*koz pa*	35	35
Average annual free cash flow	*A$m*	52	74

- **In addition, Catalyst believes Old Highway brings interesting exploration upside – see figures 5 & 6. Catalyst is hopeful further exploration will increase Old Highway's mine life as well as other mineralised prospects within the area – Maficanti (12m @ 16.7 g/t Au), Cow Hole Bore (22m @ 5.3 g/t Au) and Shed Well East (15m @ 5.4 g/t Au)**
- **As part of the agreement, Catalyst and Sandfire will work toward an agreement under which Catalyst will gain access to the sealed aerodrome previously servicing the DeGrussa Copper Mine. This aerodrome lies 35km from Plutonic; access to this aerodrome saves Catalyst ~A$15m in sealing its own unsealed runway at Plutonic**
- **The acquisition represents the first expansion of Catalyst in Western Australia beyond the Plutonic Belt**
- **The acquisition will be funded through existing cash reserves and Henty sale proceeds. Shareholders of Henty acquirer, Kaiser Reef, approved the transaction yesterday (7th May)**
- **Catalyst is also in discussions with a number of commercial banks to secure a flexible, covenant light corporate level facility. Having such a facility available will provide additional balance sheet strength and further enhance available liquidity**

Note 1: MRE includes Indicated Resources of 29Mt at 2.9g/t for 2.7Moz and Inferred Resources of 9Mt at 2.7g/t for 0.8Moz. ORE includes Probable Reserves of 10.6Mt at 3.0g/t for 1.0Moz. Refer to ASX announcement 11 October 2024 "Annual Update of Mineral Resource and Ore Reserve Statement"
Note 2: Refer to Mineral Resource Statement on Page 7-19 and JORC tables in Appendix 4.

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Catalyst Metals Limited (**Catalyst** or **the Company**) (ASX:CYL) is pleased to announce that it has signed binding documentation to acquire the Old Highway Gold Deposit (**Old Highway**) from Sandfire Resources Limited (**Sandfire**) for A$32.5m.

Old Highway represents an attractive development opportunity for Catalyst. It sits on granted mining leases, and is in close proximity (40km) to the Plutonic mill. The development has a low capital profile and the level of studies and drilling to date will reduce Catalyst's timeframe to development.

Catalyst's Managing Director and CEO, James Champion de Crespigny, said:

"Old Highway is another satellite ore source for Plutonic's processing plant. The acquisition also comes with some interesting exploration which could extend its mine life.

The Plutonic processing plant is underutilised. What it needs is more ore sources. As such, Catalyst has been investing a lot of money into exploration along the Plutonic Belt to expand the known deposits. It has also been starting up several undeveloped satellite gold projects lying on the belt. In purchasing Old Highway, it becomes another satellite gold project to Plutonic.

Catalyst consolidated the Plutonic Belt bringing together many new ore sources. The purchase of Old Highway brings another new ore source into the portfolio. Collectively, these ore sources, all of which are on mining leases, give Catalyst the opportunity to fill the processing plant in the near term."

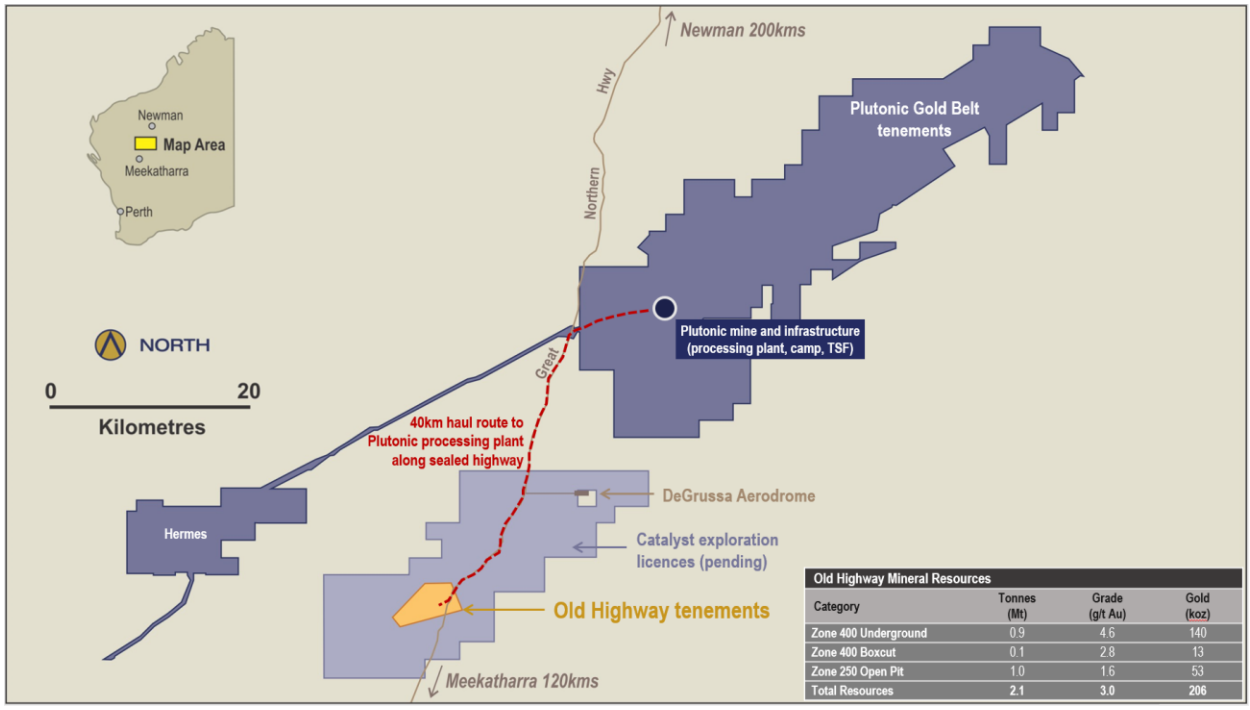


Figure 1: Old Highway location, 40km south of Plutonic along Great Northern Highway

Key terms of the transaction

Catalyst will acquire the Old Highway Gold Project for A$32.5m in cash. Completion is subject to customary consents being obtained from relevant stakeholders (including Ministerial and third-parties). The Sale and Purchase Agreement contains other terms and conditions typical for an agreement of this nature including standard representations and warranties provided by both Sandfire and Catalyst.

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Summary of the opportunity and transaction

The Old Highway Gold Deposit is located 40km south of Plutonic along the Great Northern Highway. It has a Mineral Resource of 2.1Mt at 3.0g/t for 206koz of gold, including an underground Resource of 0.9Mt at 4.6g/t for 140koz of gold[1]. Over 98% of the Resource is indicated material.

Old Highway sits on existing mining leases and under Sandfire's ownership was the subject of detailed studies in 2022. These studies and underlying data are expected to reduce Old Highway's timeframe to development and places Catalyst well to commence mining approvals.

Given the close proximity to Plutonic, Old Highway can be processed through the Plutonic processing plant. Utilising other existing infrastructure at Plutonic (such as the camp) is also expected to reduce the upfront capital requirements for developing the project.

Old Highway represents an attractive development for Catalyst. It has a low capital profile, due in part to a small open pit above the underground deposit which generates strong cashflows in the first eight months of mining. In accordance with Catalyst's initial mine plan over 4 years and at steady state it is expected to produce 35koz of gold per annum at an AISC of A$1,558/oz.

Catalyst also considers that there is attractive exploration potential at Old Highway itself, and across the broader area. Future exploration drilling will target resource and mine life growth at Old Highway as well as looking to increase the scale of identified deposits such as Zone 250. Across the broader 300sqm tenement package, it is intended that a number of underexplored prospects will be followed up by Catalyst in time.

In addition to the acquisition of Old Highway, Catalyst and Sandfire will use reasonable endeavours to enter into an agreement whereby Catalyst will be granted long-term access to operate the DeGrussa aerodrome – a licenced, tarmac airstrip.

Plutonic's airstrip is unsealed which, during periods of heavy rainfall, is not able to be used. Sealing the runway is expected to cost around A$15m. Doing so would address this risk and also allow larger planes to land (allowing cost and scheduling efficiencies).

A long-term access agreement to manage and operate the aerodrome, will defer this capital cost and better allow Catalyst to manage flights.

Old Highway development

It is intended that the development of Old Highway will utilise the existing Plutonic processing plant and associated infrastructure. Old Highway sits approximately 40km south of Plutonic and 2km to the west of the Great Northern Highway and is a manageable haulage route.

The primary deposit at Old Highway is the Zone 400 underground and this forms the basis of Catalyst's initial mine plan. Access to the underground orebody will be achieved via a small open pit (refer to Figure 2). This is planned to produce around 12koz of gold at a 2.5g/t Au head grade over an eight-month period. Cashflows generated from this open pit will lower the capital drawdown of the subsequent underground

[1] *Refer to Mineral Resource estimate statements on page 7-19 and JORC tables in Appendix 4*

development. The underground orebody at Zone 400 is projected to produce around 102koz at a 4.7g/t head grade.

In total, Zone 400 (including the initial open pit and underground) has an initial 4 year mine life with a steady state production rate of 35koz of gold per annum.

There are a number of other deposits and prospects on the Old Highway tenements which Catalyst considers to be attractive for further exploration. One of these is the Zone 250 open pit. Zone 250 has an Indicated Resource of 1.0Mt at 1.6g/t Au for 53koz and represents a lower grade, bulk tonnage opportunity over an initial 2.5 year mine life (refer to Figure 5).

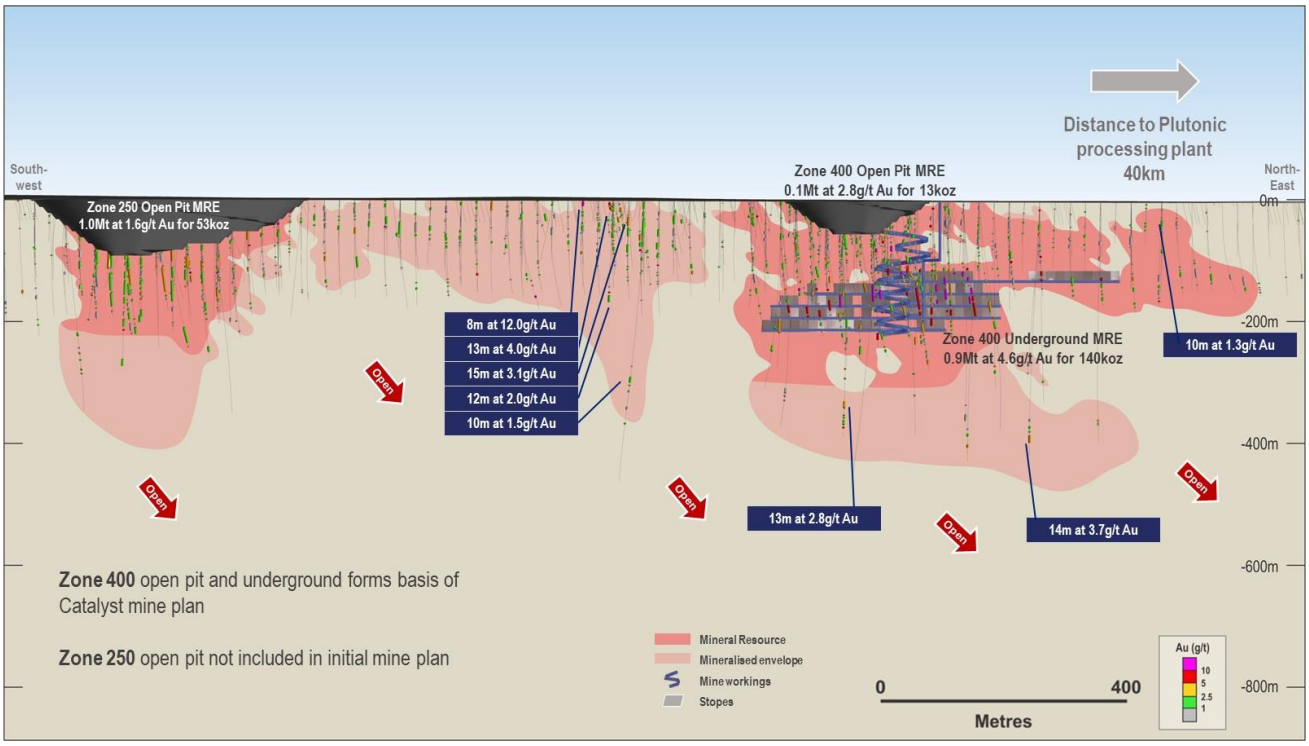


Figure 2: Zone 400 open pit and underground forms the basis of Catalyst's initial mine plan

Table 1: Key metrics for Old Highway development

		A$4,000/oz	Spot (A$5,000/oz)
NPV_5 (pre-tax)	*A$m*	194	280
Project free cashflow	*A$m*	224	322
Maximum cash drawdown	*A$m*	8	6
AISC (life of mine)	*A$/oz*	1,558	1,588
Life of mine (LOM)	*yrs*	4	4
Payback period (once UG prod. commences)	*mths*	7	N/A#
Steady state production	*koz pa*	35	35
Average annual free cash flow	*A$m*	52	74

 # at a A$5,000/oz gold price, cashflows from the open pit cover all underground capital development costs

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Table 2: Key mining physicals and costs for Zone 400 mine plan

		Zone 400 Open Pit	Zone 400 Underground
Mined tonnes	*kt*	150,529	669,704
Mined grade	*g/t Au*	2.5	4.7
Mined ounces	*oz*	12,248	101,730
Recoveries	*%*	94%	88%
Mining cost	*$ per x*	$18.10/bcm	$150/t ore
Haulage cost	*$/t ore*	8	8
Processing cost	*$/t ore*	23	23

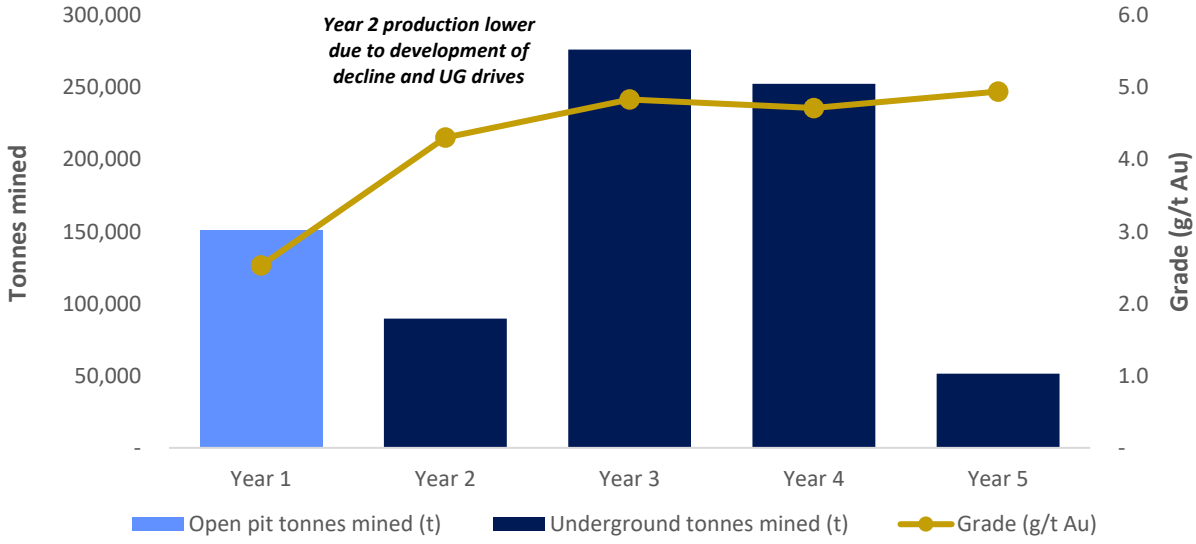


Figure 3: Annual production and grade profile of Zone 400 mine development

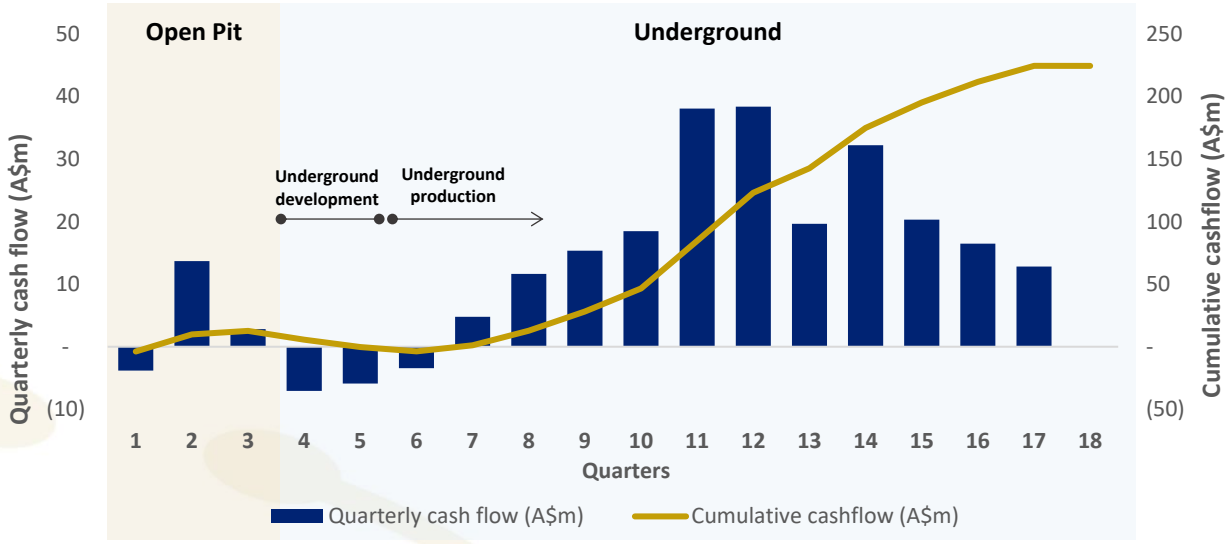


Figure 4: Quarterly & cumulative cashflows at A$4,000/oz of Zone 400 mine development

Exploration

Under Sandfire's ownership, the exploration focus on these tenements was copper. Throughout the course of their tenure, a vast amount was spent on exploration and data collection (e.g. surveys and drilling). A number of interesting gold prospects were identified. Limited follow up drilling was conducted.

In early 2025, Catalyst applied for exploration leases providing over 300km^2 of contiguous tenements over the areas surrounding the Old Highway mining leases. This ground was previously held by Sandfire Resources.

One of these prospects is a potential mineralised zone running parallel to the underground and open pit. (refer to Figure 5). Other significant prospects include Cow Hole Bore (8m at 10.8 g/t Au), Maficanti (12m at 16.7 g/t Au) and Shed Well East 22m at 7.0g/t Au) (refer to Figure 6)[2]. This majority of drilling was conducted between 2006 and 2021 by Sandfire.

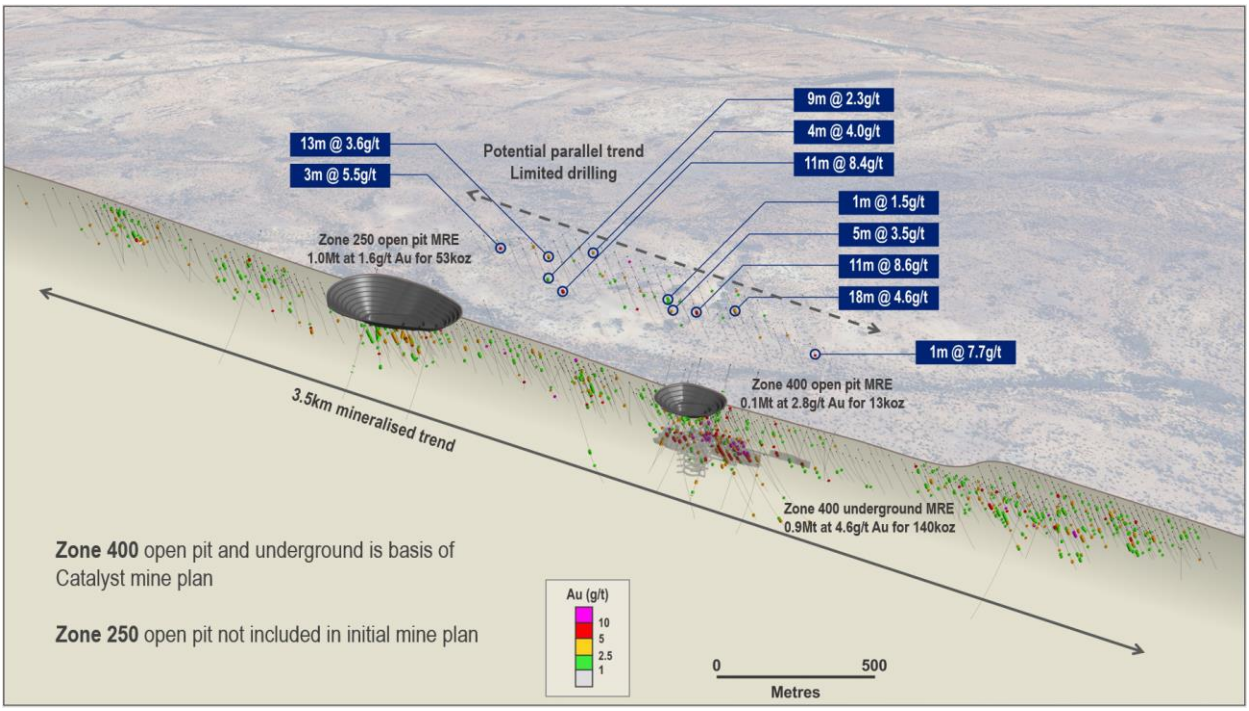


Figure 5: Significant drill intercepts[2] highlighting exploration potential of possible parallel trend

[2] *Refer to Appendix 1 and 2 for full drill intercept details and JORC tables in Appendix 4*

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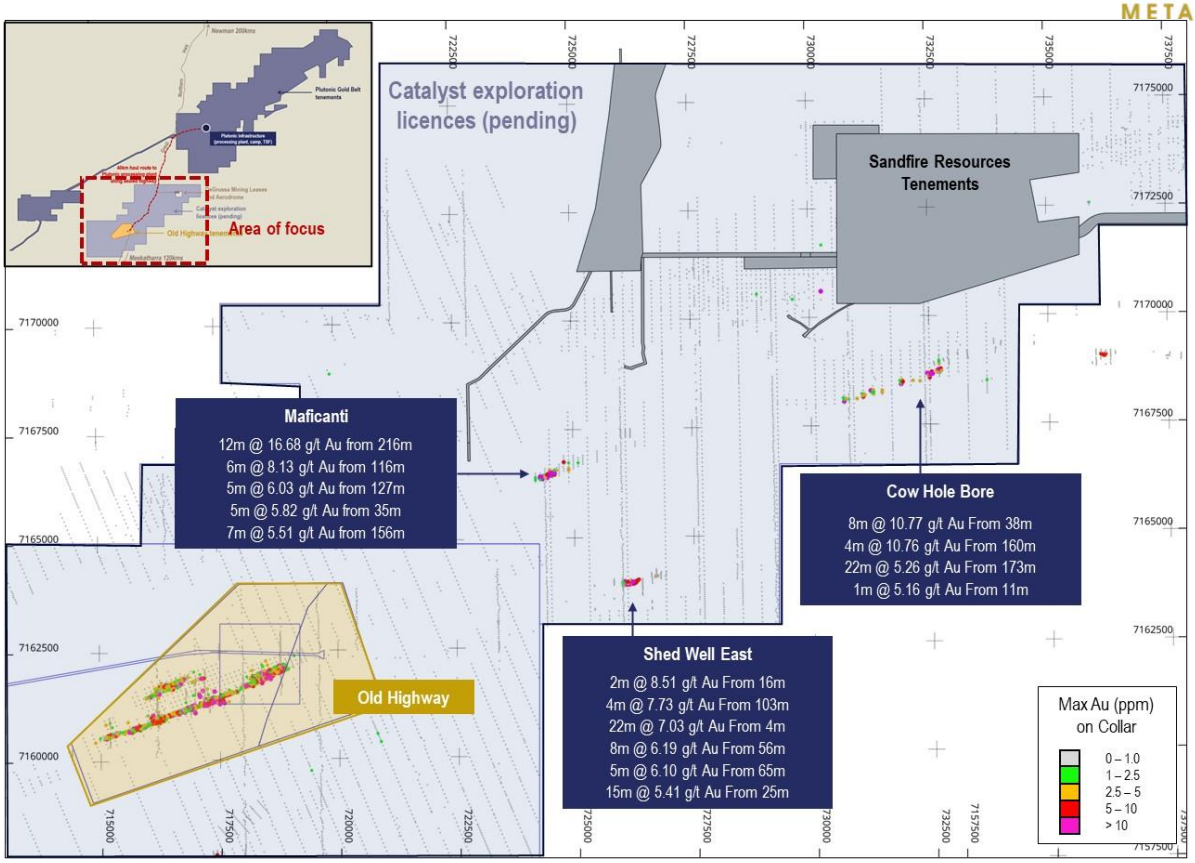


Figure 6: Regional exploration potential of recently applied for exploration leases (pending grant)[3]

Old Highway Mineral Resource Estimate

Following is a summary of the Old Highway Mineral Resources.

Table 3: Old Highway Mineral Resource Estimate

Deposit	Measured			Indicated			Inferred			Total		
	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)
Zone 400 Underground	-	-	-	0.9	4.8	135	0.1	2.2	5	**0.9**	**4.6**	**140**
Zone 400 Open Pit	-	-	-	0.1	2.8	13	-	-	-	**0.1**	**2.8**	**13**
Zone 250 Open Pit	-	-	-	1.0	1.6	53	-	-	-	**1.0**	**1.6**	**53**
Total	**-**	**-**	**-**	**2.1**	**3.0**	**202**	**0.1**	**2.2**	**5**	**2.1**	**3.0**	**206**

Notes:

1. *Zone 250 Open Pit Mineral Resource reported within an optimised pit shell:*
2. *Gold Price AUD$3,800/oz, Metallurgical Recovery = 94% ox, 90% trans, 88% fresh; Royalties = 3.0%; Base Mining Cost AUD$4.5/t, Processing and Haulage Costs = AUD$50t ore. Approx wall angles = Oxide=37°, Transitional 41°, Fresh 43°. Cut-off grades = Oxide=0.5 g/t Au, Transitional/Fresh of 0.6 g/t Au.*
3. *Zone 400 Open Pit MRE reported within a designed pit using the above parameters.*
4. *Numbers may not add up due to rounding.*

[3] *Refer to Appendix 1 and 2 for full drill intercept details and JORC tables in Appendix 4*

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Material information summary as required under ASX Listing Rule 5.16 and 5.17.

OLD HIGHWAY GOLD DEPOSIT, WA

The Mineral Resource estimate underpinning Catalyst's mine plan is based solely on the Zone 400 (Underground and Open Pit) Indicated Mineral Resource Estimate outlined in Table 3 above. No Inferred Mineral Resource has been included in the mine plans and projected production profile. The Mineral Resource estimate underpinning the production target (outlined in Figure 3) had has been prepared by a Competent Person (refer Competent Person Statement page 20).

Mining

The Old Highway mine plan considers a combination of open pit and underground mining methods. The deposits comprising Catalyst's mine plan is focussed on the Zone 400 deposit. The Zone 250 deposit does not form part of the initial mine plan, however commentary is provided below in terms of a preliminary mine plan for the deposit.

Mining of the Zone 400 deposit will utilise both open pit and underground mining methods.

All open pit mining is proposed to be completed with a contractor mining fleet. Underground mining at will use a mining fleet under Catalyst's existing owner-operator model. Underground mining practices will operate using similar extraction methods and mining equipment to the nearby Plutonic underground operations.

The proposed Old Highway mining sequence commences with open pit mining of the Zone 400 deposit. On completion of open pit mining at Zone 400, a portal will be established within the open pit, allowing commencement of underground mining.

The open pit contractor mining fleet will mine for ~8 months at the Zone 400 deposit. The Zone 400 open pit schedule has a peak total movement of ~15k bank cubic metres (**BCM's**) per month and an average of 19k ore tonnes per month.

Underground mining methods at Zone 400 will utilise longhole stoping methods and a cemented rockfill for backfilling. Mining will occur in three bottom-up extraction panels. The underground mining schedule achieves a peak production rate of ~25kt of ore per month.

Stope optimisations were completed using Deswick Stope Optimiser software package. Inputs for stope generation for the underground use a 2.5g/t Au cut-off grade, with incremental stopes extracted at a 1.5g/t cut-off grade where development is already in place. A minimum mining width of 3.5m with 0.5m of both footwall and hanging wall dilution have been added to the stope shapes. This dilution is estimated at resource model grade. Stope strike lengths of 15m and a floor-to-floor level spacing of 20m have been applied in the design. The stope cut-off grade is based on a gold price of A$3,200/oz. Open pit optimisations were completed using Whittle, based on a A$3,200/oz gold price and recent contractor mining costs. Pit design slope angles are based on the most current geotechnical information. Both pit designs consider a single lane ramp for the lower one third of the pit with the upper two thirds using a dual lane ramp. The Zone 400 pit reaches a maximum depth of 60m, while the Zone 400 pit reaches a maximum depth of 100m.

A mine plan for Zone 250 has been developed. The mine plan assumes an open pit contractor mining fleet will mine for ~27 months. The open pit mining schedule has a peak total movement of ~230k BCM's per month. Zone 250 averages 21kt ore per month reaching a peak monthly production rate of ~50kt of ore.

Environmental, social and other factors have been considered internally. There are no matters considered material to the production plans. Third party agreements are in place and are typical for the nature of the project. Assignment of these are expected to take place as part of the sale and purchase agreement. Permits and approvals typical for progressing a deposit to mining will be sought by Catalyst

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over the coming months. Catalyst has a recent track record of working with stakeholders to obtain such approvals.

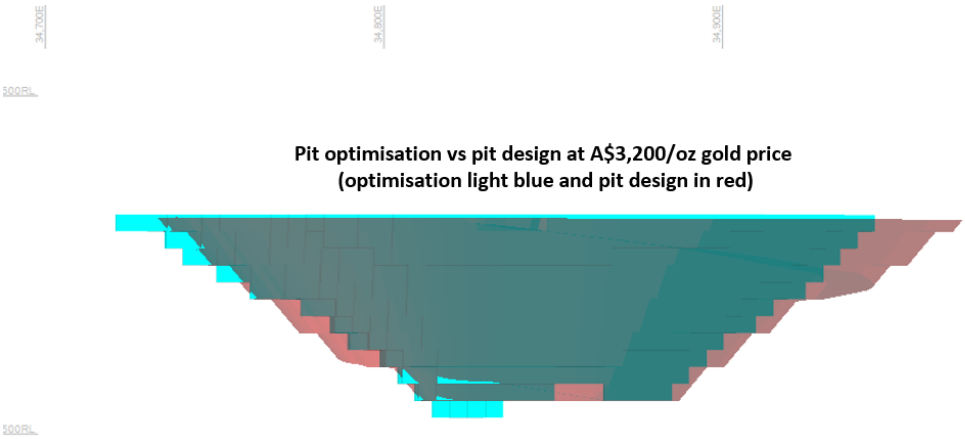


Figure 7: Zone 400 Whittle Shell at A$3,200/oz

Processing

Processing of the Old Highway ore is proposed to be via the Plutonic processing plant.

The Plutonic processing plant is an established processing plant consisting of a three stage crushing circuit, followed by a primary SAG mill, then two secondary ball mills. Operating costs for the processing plant have been estimated using recent operating history.

Significant metallurgical testwork has been performed on the Old Highway gold deposit. Gold recoveries of 94% have been adopted for the Zone 400 Open Pit and 88% for the Zone 400 Underground.

Economic assumptions and Funding

Catalyst plans to mine the underground component of the Zone 400 deposit on an owner-operator basis. Given the similarities in operational framework between the existing Plutonic operations, Plutonic's mining costs have been used as a basis of the mining cost estimate. Recent contractor pricing has been used where mining practices are not currently employed at Plutonic operations such as the use of backfill. Old Highway's proximity to Plutonic allows many synergies, including the use of existing infrastructure, an existing employee pool, and systems and structures in place to run an underground mining operation.

Initial development capital for the open pit is assumed to be A$8m and includes site infrastructure, mobilisation and establishment. Establishment of underground infrastructure and pre-production capital development is $14m. This cashflow is offset by the early open pit revenue.

Open pit mining of the Zone 400 deposit is planned to utilise a contractor fleet, with costs based on recent contractor pricing that Catalyst has received for mining the Trident open pit.

Other operating costs including power and administration have been estimated using recent operating history at the Plutonic Gold Mine. Over the life of mine, mining costs for the open pit are $18.10/bcm and mining costs for the underground mien are A$150/t ore. These exclude pre-production capital.

Royalties are based on existing royalties with the Western Australian government (2.5% NSR) and third-party royalties (0.5% NSR).

The development plan has a manageable capital requirements. The development of Zone 400 is intended to be funded through Company cashflows. Third-party financing is not considered necessary.

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MINERAL RESOURCE ESTIMATE (Old Highway Gold Deposit)

Material information summary as required under ASX Listing Rule 5.8 and JORC Code (2012) reporting guidelines.

Mineral Resource Statement

The Mineral Resource Statement for the Old Highway (OHW) Open Pit and Underground Mineral Resource estimate was prepared during April 2025 and is reported according to the Australasian Code for Reporting of Exploration Results, Mineral Resources and Ore Reserves (the 'JORC Code') 2012 edition.

The Mineral Resource estimate includes 157,238 m of drilling from 986 reverse circulation (RC) drill holes and 75 diamond drillholes (DD) including RC holes with diamond tails (RC_DDT) completed since 2006. The depth from surface to the current vertical limit of the combined OHW Mineral Resources is approximately 300m (260 mRL).

In the opinion of Catalyst, the resource evaluation reported herein is a reasonable representation of the global gold Mineral Resources within the OHW deposit, based on sampling data from RC, RC_DDT and DD drilling available as of 29 April 2025.

The OHW Mineral Resource (MRE) has been undertaken with a focus on delineating areas of the MRE with Reasonable Prospects for Eventual Economic Extraction (RPEEE) by both open pit and underground mining methods. Open Pit Mineral Resources at Zone 250 and Zone 400 are reported within an optimised pit shell (250) and a designed open pit (400), are below topography and comprise oxide, transitional and fresh rock. Underground Mineral Resources at Zone 400 are reported in fresh rock, above a cutoff and exclusive of material within optimised pit shells.

The MRE consists of both Indicated and Inferred Mineral Resources.

Table 4: Old Highway MRE (Open Pit = 0.5 g/t Au cut-off, Underground = 1.5 g/t Au cut-off)

Deposit	Reporting Cutoff	Indicated			Inferred			Total		
		Tonnes (Mt)	Grade (g/t Au)	Gold (koz)	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)	Tonnes (Mt)	Grade (g/t Au)	Gold (koz)
Zone 400 Underground	*1.5*	0.9	4.8	135	0.1	2.2	5	**0.9**	**4.6**	**140**
Zone 400 Boxcut	*0.5*	0.1	2.8	13	-	0.0	-	**0.1**	**2.8**	**13**
Zone 250 Open Pit	*0.5*	1.0	1.6	53	-	0.0	-	**1.0**	**1.6**	**53**
Total		**2.1**	**3.0**	**202**	**0.1**	**2.2**	**5**	**2.1**	**3.0**	**206**

Notes:

1. *Zone 250 Open Pit Mineral Resource reported within an optimised pit shell:*
   Gold Price AUD$3,800/oz, Metallurgical Recovery = 94% ox, 90% trans, 88% fresh; Royalties = 3.0%; Base Mining Cost AUD$4.5/t, Processing and Haulage Costs = AUD$50t ore. Approx wall angles = Oxide=37°, Transitional 41°, Fresh 43°. Cut-off grades = Oxide=0.5 g/t Au, Transitional/Fresh of 0.6 g/t Au.
2. *Zone 400 Open Pit MRE reported within a designed pit using the above parameters.*
3. *Numbers may not add up due to rounding.*

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Competent Person's Statement

The information in this announcement to which this Mineral Resource Statement is attached that relates to the estimation and reporting of gold Mineral Resources at the Old Highway deposit is based on information compiled by Mr Andrew Finch, BSc, a Competent Person who is a current Member of Australian Institute of Geoscientists (MAIG 3827). Mr Finch, Geology Manager, at Catalyst Metals Ltd has sufficient experience relevant to the style of mineralisation and deposit type under consideration and to the activities being undertaken to qualify as a Competent Person as defined in the 2012 Edition of the Australasian Code for Reporting of Exploration Results, Mineral Resources and Ore Reserves. Mr Finch consents to the inclusion in the report of matters based on his information in the form and context in which it appears.

Drilling Techniques

No drilling has been completed by Catalyst.

The Mineral Resource estimate has been based on an analysis of detail relating to data provided by Sandfire as part of the due diligence process prior to signing the Sale and Purchase Agreement.

All drilling data used in the Mineral Resource estimate was sourced from diamond and reverse circulation methods.

The sampling database has been compiled from information collected when the Project was under ownership of Sandfire.

The Old Highway Prospect was discovered in regional Percussion Rotary Air Blast Drilling (RAB) and AC drilling completed in 2005 and 2006. Drilling continued sporadically from 2006 through to 2014, with a total of 628 exploration holes completed for a total of 44,659.2 m, including mainly AC, RAB, and RC drilling, plus minor DD drilling.

The resource definition RC drilling since September 2020 has been completed at a nominal 25m spacing with the collar spacing for historical drilling throughout the Prospect being highly variable.

All validated RC drilling data utilised for modelling purposes at Old Highway was collected and managed by Sandfire. The drilling includes historical drilling ("DGRC" holes, drilled before May 2020) and Resource Definition drilling ("OHRC" holes, drilled after May 2020).

Historical drill holes where the collar was surveyed using an RTK-GPS or a DGPS and a downhole gyro survey was completed were used for the modelling. All other drill holes were excluded.

Sampling and Sub-Sampling Techniques

Drilling started in the Old Highway prospect in 2005/2006 with RAB and AC drilling campaigns when the deposit was discovered, and continued sporadically from 2006 through to 2014, including mainly AC, RAB, and RC drilling, plus minor DD drilling.

RC drill chips were the main sample type used as the basis for Mineral Resource evaluation.

At the beginning of the phase one drill program, a trial was conducted to compare the performance of riffle and cone splitters. Sample weights, visual observations and feedback from the drillers were all considered in this process.

The first three-tiered riffle splitter was found to produce an over-sized primary split, with highly variable duplicate split weights. The splitter would also clog through the 'powdery' saprolite profile without frequent cleaning. A second riffle splitter was produced with wider riffles, a fourth tier was fitted with a

pneumatic vibrator. This riffle was also flawed as the 'V - shaped' vanes resulted in sample build-up and the vibrator was inadequately powered to prevent the splitter from clogging.

52% of primary riffle split samples were greater than the target range of 1.5 to 3 kg and the lack of adjustable sample ports resulted in higher field duplicate mass variability. Cone splitters were therefore adopted. In total 13 holes were drilled using a riffle splitter (OHRC0001 - OHRC0004 and OHRC0027 - OHRC0035). All other holes were drilled using a static cone splitter with adjustable sample chutes.

To maintain appropriate sample quality for resource estimation, wet samples were left to dry in polyweave bags before being re-sampled using a portable riffle splitter. Despite these samples being dry at the time of re-sampling, they are recorded in the database as 'Wet.' This notes that the samples may be of poor or suspect quality due to sample Preparation Errors (PE) and the potential loss of fines.

All primary field samples were prepared offsite at the primary laboratory - Bureau Veritas (Perth) for historical assays, SGS (Perth) for Phase 1 of Sandfire drilling, and Bureau Veritas (Perth) for Phase 2 of the Sandfire resource definition program.

Samples are sorted, weighed and oven-dried as necessary. All samples are pulverised to 75 ?m with periodic checks to ensure nominal 85% pass rates. Samples greater than 3.5 kg are reduced by Riffle Splitter prior to pulverisation.

Grind specifications were set as part of the sample preparation protocol and the results of the laboratory checks were routinely monitored for compliance.

The grind size performance was highly satisfactory: a total of 2,956 pulps were tested with 100% of the samples meeting the 85% passing 75?m requirements.

At the main primary laboratory Bureau Veritas, the sample preparation consists on the following steps:

(i) sorting and drying; (ii) weighing; (iii) if <3 kg, crushing to 3 mm, pulverising - robotic (to 2.5 kg) to nominal 85% passing 75 ?m; (iv) if >3 kg, crushing to 3 mm, samples split using Riffle Splitter (to 2.5 kg) to nominal 85% passing 75 ?m.

Sample Analysis Method

Analyses for historical assays were performed at Bureau Veritas (Perth), whereas for resource definition data (Phase 1 of Sandfire drilling) the analyses were performed at SGS (Perth), and Intertek Genalysis (Maddington) was used as the umpire laboratory. In response to the SGS QC issues encountered during Sandfire Phase 1, the primary laboratory was changed to Bureau Veritas (Perth) for Phase 2 of the Sandfire resource definition program.

Gold was determined by fire assay using the classical lead collection technique with a nominal 50g charge.

During compilation of the previous 2022 MRE, Golder reviewed the QAQC section of Sandfire internal reports provided. The report describes the routine, comprehensive procedures applied for the recent resource drilling program, consistent with good industry standard for the proportion of control samples, plus the check assays carried out on DGRC historical data.

Golder concluded that while some precision and accuracy issues have been identified and addressed, and the historic RC drill holes seems of acceptable analytical accuracy level, there is still a tendency towards a positive bias in the standard fire assays, as identified in the coarse gold investigation. This is material (up to 7% bias on higher grades) and warrants being further addressed.

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Geology and Geological Interpretation

The Old Highway deposit occurs within the Padbury Basin and is located within the unit informally known as the Cow Hole Bore Member. The Cow Hole Bore Member consists of a thick sedimentary package composed of siltstones, lithic arenite/wackes, quartz arenite/wackes, and pebble conglomerates. Fining upward sequences are seen throughout the Cow Hole Bore Member within the Old Highway Prospect where sediments are fining to the north. Structural measurements completed on core samples indicate a consistent steep dip to the north-northwest (87° -> 346°).

The Old Highway gold mineralisation is hosted within the north-east/south-west trending Old Highway Shear Zone (MGA grid). The Old Highway Shear Zone is characterised by a broad zone of tightly spaced shear fabric that transects the Cow Hole Bore Member sediments. This fabric occurs contemporaneously with and post an early sericite fabric that defines poorly developed layer parallel shear zones. Two stages of later chlorite shear fabrics transect the bedding. The first chlorite shear fabric occurs in association with the second phase of veining. The second chlorite fabric is potentially related to late brittle deformation

Gold mineralisation is concentrated where the faults within the OH Shear Corridor cross-cut the coarse grained sediments (CG sediments). The CG sediments are likely to have provided a larger rheological contrast than the finer grained sediments and thus are key to the constraint of mineralisation.

Modelling of the regolith and fresh rock profiles was completed by Sandfire, based on logging information.

The regolith modelling was observed by Catalyst to be appropriate, with separation in regolith profile horizons, below the top layer of transported or residual cover material.

The data density and regularity were considered adequate for the definition of the geological boundaries, which were used to define spatial zones for resource estimation.

A total of 449,865 m of drilling from 77 diamond and diamond tails, 986 RC holes, 2,106 Rotary Air blast (RAB) holes, 2,554 Air Core (AC) and 3 holes of an unknown type were available for interpretation of the MRE and supported by a nominal drill density of 25 x 25m.

A nominal cut-off grade of 0.3 g/t Au was used to guide the geological continuity of the interpreted mineralisation lodes (shear zones). Selection of the cut-off grade was based on statistical and spatial analysis of composite data indicating a natural mineralisation population exists above 0.3 g/t Au. Within the mineralised wireframe, if an intercept fell below the nominal cut-off but continuity was supported by host lithologies, the intercept was retained for continuity purposes due to the commodity and the style of deposit.

CYL considers confidence in mineralisation continuity and distribution, as implied within the Mineral Resource estimate classification of Indicated and Inferred, is moderate to high, given the regularised drill pattern, drill centre spacing (25 m) informing these Mineral Resources.

The Old Highway (OH) Shear Corridor to which the OH gold mineralisation is associated is approximately 400 m wide using the data to date. It is part of the Oban-Wilthorpe Zone which reaches up to 1,000 m wide.

The OHW mineralised domains extend approximately 2,000 m along strike (2 domains in total) and to 300m below surface (260mRL).

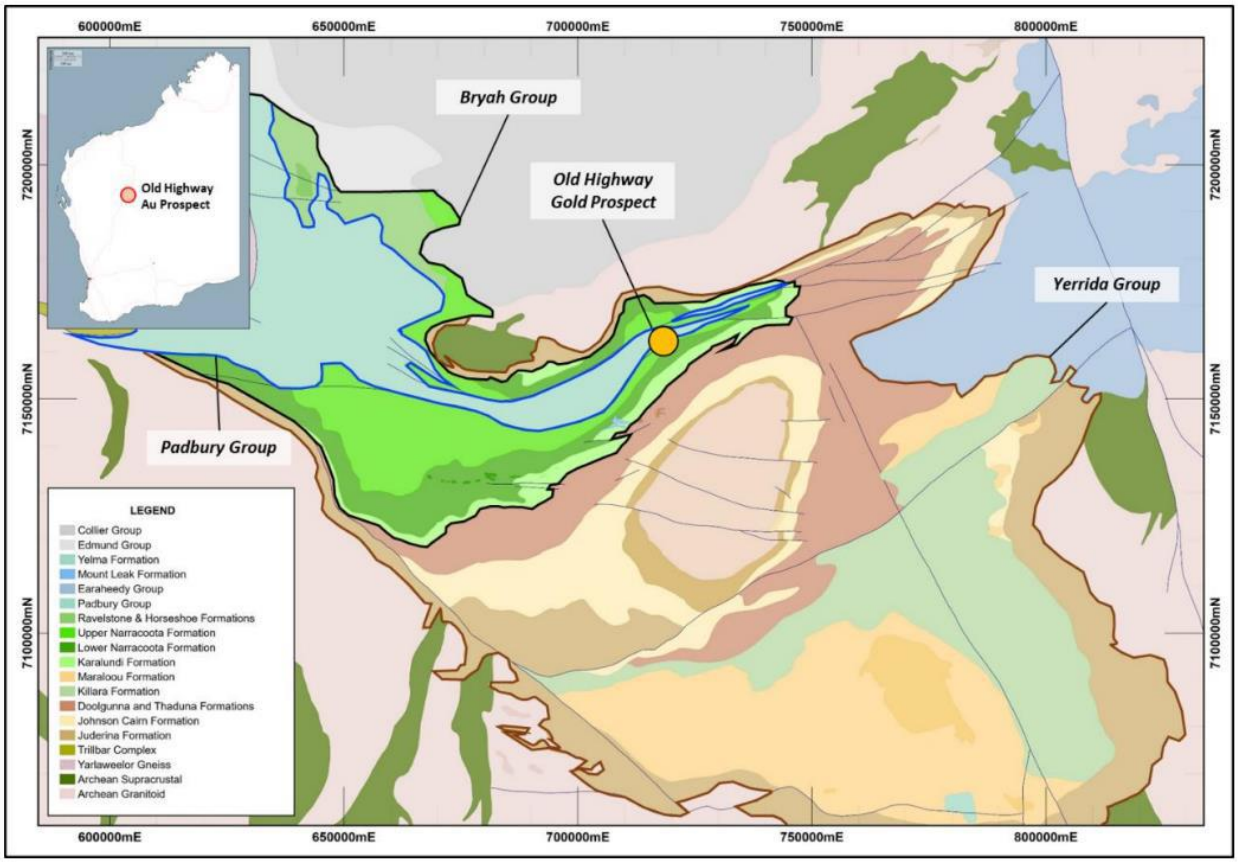


Figure 8: Regional Geology of Old Highway Deposit (Grid: MGA94, Zone 50)

Estimation Methodology

All geological domains used in the MRE were constructed in Surpac software. Block modelling and grade interpolation were carried out using Surpac software. Statistical analysis was carried out using Supervisor software.

Block model constraints were created by applying the interpreted mineralised domain wireframes. Sub-celling in all domains was 1.25 m x 1.25 m x 1.25 m to accurately reflect the volumes of the interpreted wireframes.

All drillhole assay samples were uniquely flagged according to the mineralisation domains. Downhole composite lengths were 2m for Zone 250 and 1m for Zone 400. The downhole compositing process used a best-fit methodology and 25% minimum threshold on inclusions. A small number of residual composites were retained in the estimation. RAB and AC holes were excluded from the composites and the estimation.

Mineralisation at Old Highway is hosted within the east/west trending Old Highway Shear Zone (local rotated grid). This shear package was modelled in key areas of the deposit, being domains 250 and 400.

The distribution of gold grades within the mineralised lenses is highly variable. The domains exhibit distinct cohesive regions of higher tenor gold grades associated with cross-cutting faults and with clusters of individual values often reaching over 15 g/t Au.

Whilst these higher-grade zones often appear reasonably cohesive, they are manifested by a high-degree of short-scale variability, making it difficult to manually interpret constraining domains. These internal; high-grade regions are often surrounded by peripheral regions of lower grade mineralisation that is also

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highly variable.

Raw Coefficients of Variation (CoV) are typically in the order of 1.6 to 6.8, indicating moderate to high grade variability.

The moderate to high grade variability and complex spatial continuity of high grades at OHW requires a pseudo non-linear approach to deal with these high grades during estimation. A traditional approach of physical domaining, assay cutting, and linear estimation (IDW or OK) is considered inadequate in dealing with this complexity.

The estimation method combines Categorical Indicator Kriging (CIK) to define internal estimation sub-domains, together with applying distance limiting at chosen grade thresholds to restrict the influence of the high and extreme grade values during grade interpolation.

Prior to estimation, reference surfaces representing the orientation of mineralisation were generated for each estimation domain. This is interpretated as the best fit surface between the hangingwall and footwall surfaces or other internal orientations of mineralisation. The reference surfaces were imported into Surpac and a dip and dip-direction of each triangle facet is imported into the Surpac block model to provide information for dynamic search and variogram model orientation during interpolation. Dynamic estimation is applied for estimating the CIK indicators and gold grades.

Categorical Indicator Kriging Workflow

Two Categorical Indicator values are determined for the CIK domains:

- A low-grade (LG) indicator of 0.2 g/t Au (Zone 250) and 0.1 g/t Au (Zone 400) was assigned to differentiate between background 'waste' and low-tenor mineralisation.
- A high-grade (HG) indicator of 1.0 g/t Au (Zone 250) and 1.2 g/t Au (Zone 400) was assigned to define broad areas of consistent higher-tenor mineralisation.

A single indicator variogram was modelled using the median grade for each domain. The median indicator variogram exhibited a moderate nugget effect of around 42% and 50% for Zones 250 and 400 respectively. Continuity ranged from 40m in Zone 400 to 100m in Zone 250.

The medium indicator variogram is considered as a reasonable basis for estimating the broad continuity of the mineralised domains. Both the LG and HG indicator domains were estimated using the median indicator variogram.

The CIK indicators were estimated using Ordinary Kriging into a finely gridded block model with block dimensions of 1.25m x 1.25m x 1.25m. The small block size for the indicator process is beneficial for creating categorical sub-domains at resolution which can be used to accurately back-flag composite data.

Three categorical sub-domains were generated: low-grade (LG), medium-grade (MG) and high-grade (HG) areas. The HG sub-domain was based on an indicator probability threshold of 0.35 and the LG sub-domain was based on an indicator probability threshold of 0.65. The MG sub-domain is assigned to blocks that do not satisfy either the HG or LG sub-domain criteria.

The three categorical block model sub-domains (HG, MG and LG) were used to 'back-flag' the 1m composites from each mine area, thus creating a separate composite file for each sub-domain.

Assay top-cuts are applied to the sub-domain composite files on a domain-by-domain basis and are as follows:

- HG = 15 g/t Au (Zone 250) and 100 g/t Au (Zone 400)
- MG = 5 g/t Au (Zone 250) and 10 g/t Au (Zone 400)

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- LG = 1 g/t Au (Zone 250) and 5 g/t Au (Zone 400)

The assay top-cuts were generally between the 97th to 99.9th percentile of the distribution and were aimed at globally limiting extreme values only. Top-cuts are not used as the primary tool to control metal risk. The use of grade thresholds and distance limiting is considered a more objective and influential method in controlling metal risk, while better reflecting the actual localised occurrence of discontinuous high-grade gold mineralisation.

At Zone 250 Grade variograms were initially attempted separately for the LG, MG and HG sub-domains, however, this resulted in poorly structured and incoherent variograms. It was decided to use a variogram modelled on the combined grade data set. The combined grade variogram exhibited a moderate nugget effect of 40% with a maximum range of continuity of 80m.

At Zone 400, individual variograms were defined for LG, MG and HG subdomains, with nugget effects of 39%, 69% and 79% and maximum ranges of continuity of 73m, 5m and 4m defined respectively.

Distance limiting of high grades was applied during estimation to limit the risk of over-estimation from isolated high-grade samples. Grade thresholds for distance limiting were determined from log-probability plots and visual analysis of high-grade continuity. The applied grade-distance limits are as follows:

- Zone 250:

  0-5 g/t = No Limit

  >5 g/t = 20m
- Zone 400:

  0-10 g/t = No limit

  10-80 g/t = 15m

  >80 g/t = 7.5m

Prior to grade estimation, sub-domain codes from the 1.25m resolution block model are imported into a 2.5m x 2.5m x 2.5m resolution model and the proportion of LG, MG and HG is calculated for each 2.5m block. Grade estimation for the LG, MG and HG domains was undertaken in Surpac software using Ordinary Kriging with grade threshold distance limiting. Kriging Neighbourhood Analysis (KNA) was undertaken to assist with defining estimation parameters. Search routines and variogram orientations are drawn from the pre-populated dynamic search information recorded in each block.

Final block grades at a 2.5m x 2.5m x 2.5m block resolution were calculated by weighting the estimated grades for each sub-domain by the relevant domain proportion. The parent estimation block size was 2.5m x 2.5m x 2.5m. A minimum of 4 and maximum of 12 composites were used for each sub-domain estimate per block. It is possible that up to 36 composites can be used to estimate a parent block where there is a proportion of all three sib-domains present. Block discretisation was set at 3 E x 3 N x 3 RL points (per parent block). A standardised single pass search distance of 120m was used for Zone 250 and 60m was used for Zone 400. Octant restrictions were not used. Data spacing varied from <10m x 10m to >40m x 40m.

Model validation was completed to check that the grade estimates within the model were an appropriate reflection of the underlying composite sample data, and to confirm that the interpolation parameters were applied as intended. Checks of the estimated block grade with the corresponding composite dataset were completed using several approaches involving both numerical and spatial aspects as follows:

- Semi-Local: Using swath plots in X, Y and Z directions comparing the estimates to the sample data.
- Local: Visual inspection of the estimated block grades viewed in conjunction with the sample data.

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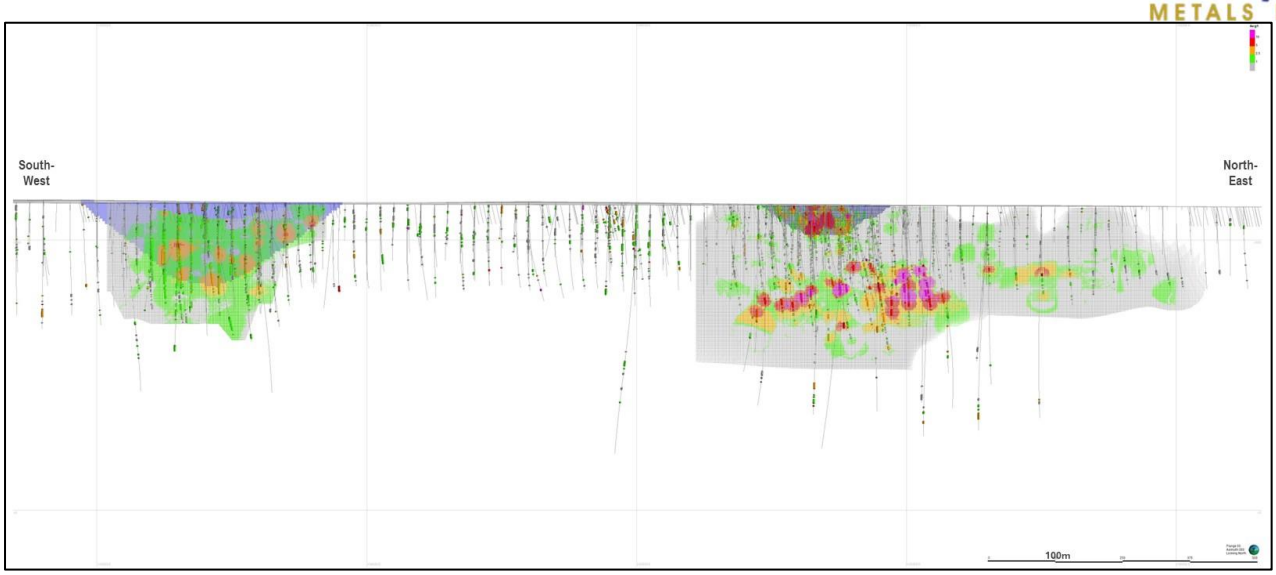


Figure 9: Long Section: OHW MRE Estimate (> 0.5 g/t ; Zone 250 on Left, Zone 400 on Right)

Bulk Density

Density has been assigned to the resource models using interpreted weathering surfaces determined from drill hole logging. Assigned density is based on historic values previously applied to OHW:

- Transported and Residual Cover = 1.72
- Upper Saprolite = 1.72
- Lower Saprolite = 1.84
- Sap Rock = 2.16
- Joint Weathered Fresh Rock = 2.59
- Fresh Rock = 2.79

Classification Criteria

Mineral Resources were classified as Indicated and Inferred to appropriately represent confidence and risk with respect to data quality, drill hole spacing, geological and grade continuity and mineralisation volumes. Additional considerations were the stage of project assessment, amount of RC drilling undertaken and current understanding of mineralisation controls.

The drilling, surveying and sampling undertaken, and analytical methods and quality controls used, are appropriate for the style of deposit under consideration.

Indicated Mineral Resources were defined where a moderate level of geological confidence in geometry, continuity and grade was demonstrated, and were identified as areas where:

The portions of the OHW MRE classified as Indicated have been flagged in areas of the model where average drill hole spacing is typically 25m x 25m or closer. The drill spacing within the Indicated portion of the resource is appropriate for defining the continuity and volume of the mineralised domains, at a nominal 25 m drill spacing on 25 m sections.

Blocks were interpolated with a neighbourhood largely informed by the maximum number of samples.

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Inferred Mineral Resources were defined where a low to moderate level of geological confidence in geometry, continuity and grade was demonstrated, and were identified as areas where:

The portions of the MRE classified as Inferred typically represents the portions of larger domains where geological continuity is present but not consistently confirmed by 25 m x 25 m drilling.

Further considerations of resource classification include; data type and quality (drilling type, drilling orientations, down hole surveys, sampling and assaying methods); geological confidence and geostatistical considerations.

The delineation of Indicated and Inferred Mineral Resources appropriately reflects the Competent Person's view on continuity and risk at the deposit.

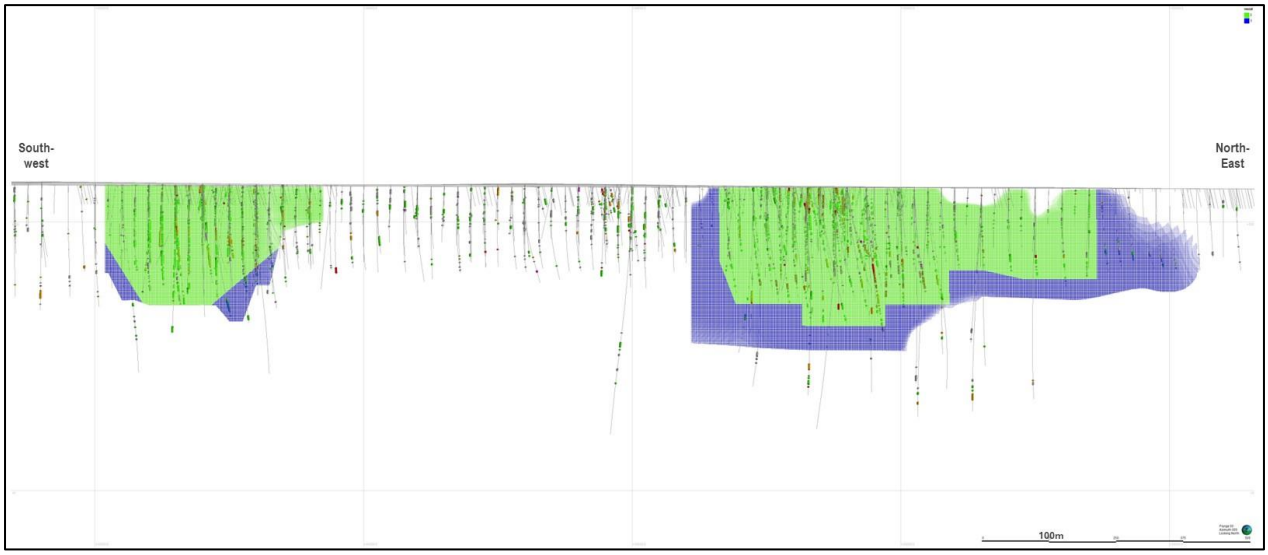


Figure 10: Long Section: OHW MRE Estimate Classification (Zone 250 on Left, Zone 400 on Right) – Green = Indicated, Blue = Inferred

Cut-off Grade

The Zone 250 and Zone 400 Open Pit Mineral Resources are reported at a 0.5 g/t cut-off grade derived from current mining and processing costs and metallurgical parameters as follows:

- Oxide 0.5 g/t Au
- Transitional and Fresh 0.6 g/t Au
- Inputs into the cut-off grade calculation include:
  - Base Mining Cost = AUD$4.5/t
  - Processing and Haulage Costs =AUD$50/t ore
  - Metallurgical Recovery = Oxide=94%, Transitional =90%, Fresh =88%
  - Approx wall angles = Oxide=37°, Transitional 41°, Fresh 43°
  - Royalties = 3.0%
  - Gold Price = AUD$3,800/oz

Zone 400 Underground Mineral Resources are reported at a 1.5 g/t cut-off

The cut-off grade and reporting constraints are based upon economic parameters currently utilised at the existing Plutonic Gold Operation.

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The Open Pit component of the OHW MRE has been reported within an open pit optimisation shell evaluation from the undiluted resource model for Zone 250 and from within a designed open pit for Zone 400 using the above parameters.

Assessment of Reasonable Prospects for Eventual Economic Extraction

The OHW Mineral Resource (MRE) has been undertaken with a focus on delineating areas of the MRE with Reasonable Prospects for Eventual Economic Extraction (RPEEE) by both open pit and underground mining methods. Open Pit Mineral Resources at Zone 250 and Zone 400 are reported within an optimised pit shell (250) and a designed open pit (400), are below topography and comprise oxide, transitional and fresh rock. Underground Mineral Resources at Zone 400 are reported in fresh rock, above a cutoff and exclusive of material within optimised pit shells.

The Mineral Resource is considered to have reasonable prospects for eventual economic extraction (RPEEE) given the access to critical infrastructure, the volume and grade of mineralisation available for mining and the RPEEE criteria which have been applied prior to reporting the Mineral Resource.

Mining and Depletion

No historical mining has been undertaken at Old Highway.

No dilution or cost factors were applied to the estimate.

Metallurgy

Plutonic is an operating mine and there are no material metallurgical issues that are known to exist.

No metallurgical recovery factors were applied to the Mineral Resources or resource tabulations.

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This announcement has been approved for release by the Board of Directors of Catalyst Metals Limited.

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Competent person's statement

The information in this announcement to which this Mineral Resource Statement is attached that relates to the estimation and reporting of gold Mineral Resources at the Old Highway deposit is based on information compiled by Mr Andrew Finch, BSc, a Competent Person who is a current Member of Australian Institute of Geoscientists (MAIG 3827). Mr Finch, Geology Manager, at Catalyst Metals Ltd has sufficient experience relevant to the style of mineralisation and deposit type under consideration and to the activities being undertaken to qualify as a Competent Person as defined in the 2012 Edition of the Australasian Code for Reporting of Exploration Results, Mineral Resources and Ore Reserves. Mr Finch consents to the inclusion in the report of matters based on his information in the form and context in which it appears.

The information in this announcement that relates to exploration results is based on information compiled by Mr Andrew Finch, BSc, a Competent Person who is a current Member of Australian Institute of Geoscientists (MAIG 3827). Mr Finch, Geology Manager, at Catalyst Metals Ltd has sufficient experience relevant to the style of mineralisation and deposit type under consideration and to the activities being undertaken to qualify as a Competent Person as defined in the 2012 Edition of the Australasian Code for Reporting of Exploration Results, Mineral Resources and Ore Reserves. Mr Finch consents to the inclusion in the report of matters based on his information in the form and context in which it appears.

JORC 2012 Mineral Resources, Ore Reserves

The information in this announcement that relates to a Catalyst estimates of ore reserves and mineral resources are extracted from ASX announcements referenced and available on the Company website www.catalystmetals.com.au and the ASX website (ASX code: CYL).

Catalyst confirms that it is not aware of any new information or data that materially affects the information included in the original market announcements and that all material assumptions and technical parameters underpinning the estimates in the relevant market announcements continue to apply and have not materially changed. The Company confirms that the form and context in which the Competent Persons findings are presented have not been materially modified from the original market announcements.

Catalyst confirms that all material assumptions underpinning the production target, or the forecast financial information derived from a production target, in the initial public report continue to apply and have not materially changed.

Forward-looking statements

This announcement contains forward looking statements. Wherever possible words such as "intends", "expects", "estimates", "projects", "believes", and similar expressions or statements that certain actions, events or results "may", "could", "would", "might" or "will" be taken to occur or be achieved, have been used to identify these forward-looking statements. Although the forward looking statements included in this announcement reflect management's current beliefs, based upon information currently available to management and based upon what management believes to be reasonable assumptions, the Company cannot be certain that actual results will be consistent with these forward-looking statements. A number of factors could cause events and achievements to differ materially from the results expressed or implied in the forward-looking statements. Forward-looking statements necessarily involve significant known and unknown risks, assumptions and uncertainties that may cause the Company's actual results, events, prospects and opportunities to differ materially from those expressed or implied in the forward-looking statements. Accordingly prospective investors should not place undue reliance on forward-looking statements.

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APPENDIX 1
OLD HIGHWAY DRILL HOLE DATA

Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	DGAC008	717259	7161360	564	-90	0	62	42	48	6.0	1.7	10.1
OldHwy	DGAC009	717294	7161414	564	-60	182	63	30	32	2.0	3.5	6.9
OldHwy	DGAC1375	717798	7164150	565	-60	340	85	50	55	5.0	1.0	5.0
OldHwy	DGAC1446	717269	7161510	564	-60	340	133	130	133	3.0	1.5	4.6
OldHwy	DGAC2608	708674	7159978	583	-60	340	48	40	45	5.0	2.2	11.2
OldHwy	DGAC2805	709793	7161583	588	-60	340	141	110	115	5.0	2.6	13.0
OldHwy	DGAC2811	710502	7161974	589	-60	340	111	30	35	5.0	1.2	5.9
OldHwy	DGAC2837	718738	7162151	559	-60	340	120	15	25	10.0	2.0	19.5
OldHwy	DGAC2844	718431	7161827	560	-60	340	144	110	144	34.0	2.0	69.0
OldHwy	DGAC2847	718055	7161690	561	-60	340	100	55	60	5.0	1.2	5.8
OldHwy	DGAC2851	712228	7163081	590	-60	340	70	65	70	5.0	1.0	5.2
OldHwy	DGAC3669	718005	7157734	565	-60	340	137	100	105	5.0	1.3	6.3
OldHwy	DGAC4548	718661	7162070	560	-60	340	165	30	40	10.0	5.4	54.0
OldHwy	DGAC4550	718567	7162036	560	-60	340	165	45	65	20.0	2.4	48.6
OldHwy	DGAC4551	718584	7161989	560	-60	340	160	80	90	10.0	1.1	11.3
OldHwy	DGAC4558	718225	7161805	561	-60	340	165	30	45	15.0	1.0	15.2
OldHwy	DGAC4561	718149	7161724	561	-60	340	154	30	60	30.0	3.2	96.3
OldHwy	DGAC4675	719372	7157487	560	-60	340	72	55	60	5.0	1.4	7.0
OldHwy	DGAC4821	716468	7154940	576	-60	340	81	75	81	6.0	2.8	16.9
OldHwy	DGAC4958	716534	7161775	568	-60	340	102	45	70	25.0	1.6	38.8
OldHwy	DGAC4966	720806	7160563	555	-60	340	108	60	65	5.0	1.2	6.2
OldHwy	DGAC4968	720874	7160375	555	-60	340	96	65	75	10.0	1.2	11.7
OldHwy	DGAC5166	710794	7156493	569	-60	340	165	130	135	5.0	1.2	6.0
OldHwy	DGAC5169	710897	7156211	569	-60	340	72	30	50	20.0	1.6	32.4
OldHwy	DGAC5287	710452	7156262	568	-60	340	101	90	101	11.0	2.0	21.6
OldHwy	DGAC5288	710487	7156169	567	-60	340	165	60	65	5.0	1.1	5.3
OldHwy	DGAC5328	716226	7161450	570	-60	340	103	60	65	5.0	2.5	12.7
OldHwy	DGAC5339	716944	7161818	567	-60	340	111	85	111	26.0	2.6	68.1
OldHwy	DGAC5493	719405	7159734	559	-60	160	97	15	25	10.0	1.1	11.4
OldHwy	DGAC5901	716346	7161706	569	-60	340	136	31	35	4.0	2.0	7.9
OldHwy	DGAC5901	716346	7161706	569	-60	340	136	57	61	4.0	2.5	9.8
OldHwy	DGAC5902	716380	7161612	570	-60	340	138	47	55	8.0	1.1	9.1
OldHwy	DGAC5904	716722	7161843	567	-60	340	122	101	104	3.0	1.2	3.7
OldHwy	DGAC5904	716722	7161843	567	-60	340	122	115	117	2.0	1.6	3.2
OldHwy	DGAC5904	716722	7161843	567	-60	340	122	121	122	1.0	1.5	1.5
OldHwy	DGAC5908	717132	7161886	565	-60	340	150	45	49	4.0	4.9	19.7
OldHwy	DGAC5912	718456	7162049	560	-60	340	165	59	63	4.0	1.1	4.4
OldHwy	DGAC5913	718516	7162177	560	-60	340	165	131	132	1.0	2.9	2.9
OldHwy	DGAC5942	716816	7161877	566	-60	340	108	70	80	10.0	1.0	10.2
OldHwy	DGAC5944	716970	7162040	564	-60	340	155	35	40	5.0	1.3	6.5
OldHwy	DGAC5969	716953	7161502	568	-60	340	165	30	35	5.0	2.3	11.6
OldHwy	DGAC5981	718080	7161912	561	-60	340	143	110	115	5.0	1.3	6.7
OldHwy	DGAC6035	718482	7162271	560	-60	340	129	35	50	15.0	2.0	29.6
OldHwy	DGAC6040	715115	7160845	576	-60	340	168	5	20	15.0	1.8	26.4
OldHwy	DGAC6043	715243	7160785	575	-60	340	165	135	140	5.0	1.5	7.6
OldHwy	DGDD352	716994	7161094	565	-63	337	524	321	322	1.0	10.7	10.7
OldHwy	DGDD352	716994	7161094	565	-63	337	524	336	337	1.2	1.8	2.1
OldHwy	DGDD405	710624	7161597	588	-60	340	373	309	310	0.8	2.7	2.2
OldHwy	DGDD406	711963	7162627	588	-61	333	505	82	100	18.0	1.2	21.2
OldHwy	DGDD406	711963	7162627	588	-61	333	505	373	373	0.7	1.1	0.8
OldHwy	DGRB158	716785	7161180	565	-60	2	45	26	42	16.0	1.5	23.8
OldHwy	DGRB166	716992	7161262	565	-60	2	42	34	42	8.0	1.5	12.2

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	DGRB189	717191	7161313	564	-60	2	42	22	40	18.0	1.1	20.3
OldHwy	DGRB1958	718788	7162157	559	-60	2	42	28	32	4.0	1.2	4.6
OldHwy	DGRB1964	718814	7162042	559	-60	2	26	18	26	8.0	1.0	8.2
OldHwy	DGRB200	716897	7161241	565	-60	2	42	14	22	8.0	2.6	20.7
OldHwy	DGRB200	716897	7161241	565	-60	2	42	26	28	2.0	1.3	2.7
OldHwy	DGRB201	716897	7161222	565	-60	2	42	26	40	14.0	1.9	26.0
OldHwy	DGRB202	716894	7161202	565	-60	2	42	4	18	14.0	6.2	86.5
OldHwy	DGRB2031	716282	7161790	568	-60	2	42	38	40	2.0	1.2	2.4
OldHwy	DGRB2032	716289	7161749	569	-60	2	42	22	28	6.0	1.4	8.1
OldHwy	DGRB2033	716282	7161740	569	-60	2	42	34	42	8.0	1.4	11.4
OldHwy	DGRB2034	716284	7161716	569	-60	2	42	28	30	2.0	1.3	2.6
OldHwy	DGRB2071	716199	7160988	569	-60	2	42	10	12	2.0	1.2	2.4
OldHwy	DGRB2071	716199	7160988	569	-60	2	42	24	26	2.0	1.0	2.0
OldHwy	DGRB2073	716192	7160950	569	-60	2	42	32	42	10.0	4.0	40.3
OldHwy	DGRB2088	715201	7160880	575	-60	2	42	22	24	2.0	2.2	4.5
OldHwy	DGRB2097	715196	7160588	574	-60	2	42	12	16	4.0	1.8	7.1
OldHwy	DGRB2097	715196	7160588	574	-60	2	42	18	40	22.0	1.0	22.9
OldHwy	DGRB2098	715194	7160566	574	-60	2	42	30	38	8.0	1.1	9.1
OldHwy	DGRB2182	711599	7162592	588	-60	2	40	26	34	8.0	7.8	62.2
OldHwy	DGRB2321	711596	7162582	588	-60	2	58	30	36	6.0	3.8	22.9
OldHwy	DGRB2342	711802	7162724	588	-60	2	42	34	36	2.0	1.1	2.3
OldHwy	DGRB2348	715197	7160582	574	-60	2	42	22	42	20.0	1.7	34.0
OldHwy	DGRB2349	715194	7160570	574	-60	2	61	26	32	6.0	1.1	6.3
OldHwy	DGRB2355	715156	7160591	575	-60	182	60	10	24	14.0	1.4	19.0
OldHwy	DGRB2368	714999	7160539	574	-60	182	40	34	36	2.0	1.7	3.3
OldHwy	DGRB2369	716189	7160960	569	-60	182	40	2	17	15.0	3.7	56.1
OldHwy	DGRB2370	716192	7160971	569	-60	182	61	2	14	12.0	1.2	13.9
OldHwy	DGRB2371	716187	7160982	569	-60	182	61	11	13	2.0	1.3	2.6
OldHwy	DGRB2371	716187	7160982	569	-60	182	61	28	29	1.0	1.9	1.9
OldHwy	DGRB2371	716187	7160982	569	-60	182	61	30	56	26.0	1.2	29.9
OldHwy	DGRB2372	716192	7160941	569	-60	2	61	30	61	31.0	1.4	44.3
OldHwy	DGRB2376	716147	7160932	569	-60	2	49	2	22	20.0	2.4	48.8
OldHwy	DGRB2376	716147	7160932	569	-60	2	49	28	40	12.0	1.2	14.6
OldHwy	DGRB2384	716003	7160811	570	-60	2	42	4	6	2.0	2.8	5.6
OldHwy	DGRB2392	716282	7160907	567	-60	2	42	36	38	2.0	1.5	3.1
OldHwy	DGRB2395	717398	7157814	566	-60	2	42	1	2	1.0	9.1	9.1
OldHwy	DGRB2396	717399	7157800	566	-60	2	40	18	19	1.0	5.0	5.0
OldHwy	DGRB2437	708799	7154382	562	-60	2	45	38	40	2.0	1.2	2.3
OldHwy	DGRB2451	716231	7160992	568	-60	182	40	16	26	10.0	1.0	10.0
OldHwy	DGRB2451	716231	7160992	568	-60	182	40	38	40	2.0	5.8	11.7
OldHwy	DGRB2452	716232	7161010	568	-60	182	60	12	14	2.0	1.1	2.2
OldHwy	DGRB2925	710588	7161739	588	-90	0	62	25	30	5.0	1.2	5.8
OldHwy	DGRB323	717105	7161318	564	-60	2	42	26	32	6.0	1.9	11.5
OldHwy	DGRB328	717305	7161381	564	-60	2	42	36	40	4.0	1.0	4.0
OldHwy	DGRB3420	708093	7162746	605	-60	340	26	15	25	10.0	1.3	12.9
OldHwy	DGRC002	716896	7161169	565	-60	2	121	30	38	8.0	1.5	12.2
OldHwy	DGRC011	717304	7161391	564	-90	0	90	16	52	36.0	7.3	261.7
OldHwy	DGRC011	717304	7161391	564	-90	0	90	56	64	8.0	2.9	23.0
OldHwy	DGRC049	717296	7161378	564	-57	2	60	1	15	14.0	2.7	38.2
OldHwy	DGRC049	717296	7161378	564	-57	2	60	20	33	13.0	1.5	19.0
OldHwy	DGRC049	717296	7161378	564	-57	2	60	44	60	16.0	2.2	34.4
OldHwy	DGRC050	717295	7161369	564	-57	1	80	32	37	5.0	2.5	12.6
OldHwy	DGRC051	717295	7161358	564	-57	4	96	43	50	7.0	1.1	7.6
OldHwy	DGRC052	717246	7161368	564	-58	2	75	0	5	5.0	2.5	12.7
OldHwy	DGRC053	717248	7161354	564	-58	5	84	0	8	8.0	1.2	9.7

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OldHwy	DGRC053	717248	7161354	564	-58	5	84	12	29	17.0	1.7	28.4
OldHwy	DGRC053	717248	7161354	564	-58	5	84	30	31	1.0	1.1	1.1
OldHwy	DGRC053	717248	7161354	564	-58	5	84	35	44	9.0	1.9	17.5
OldHwy	DGRC054	717241	7161330	564	-57	6	75	34	52	18.0	5.7	102.8
OldHwy	DGRC054	717241	7161330	564	-57	6	75	66	75	9.0	1.0	9.1
OldHwy	DGRC055	717189	7161325	564	-56	1	72	0	18	18.0	1.4	25.2
OldHwy	DGRC056	717190	7161310	564	-56	10	90	70	73	3.0	1.1	3.2
OldHwy	DGRC057	717112	7161268	564	-58	6	70	28	49	21.0	1.1	22.3
OldHwy	DGRC061	716898	7161233	565	-60	4	55	43	54	11.0	1.5	16.4
OldHwy	DGRC063	716895	7161201	565	-55	5	75	7	22	15.0	2.4	35.9
OldHwy	DGRC064	716907	7161178	565	-58	350	75	31	51	20.0	1.6	31.0
OldHwy	DGRC066	716798	7161191	566	-57	359	50	6	10	4.0	1.1	4.4
OldHwy	DGRC067	717327	7161384	564	-60	335	52	17	24	7.0	2.3	16.3
OldHwy	DGRC068	717310	7161369	564	-60	336	88	37	55	18.0	1.5	27.5
OldHwy	DGRC069	717291	7161361	564	-55	337	58	28	48	20.0	1.6	31.4
OldHwy	DGRC070	717267	7161361	564	-57	336	40	1	19	18.0	3.1	56.2
OldHwy	DGRC070	717267	7161361	564	-57	336	40	20	29	9.0	2.4	22.0
OldHwy	DGRC071	717271	7161352	564	-56	335	62	12	15	3.0	1.3	3.8
OldHwy	DGRC071	717271	7161352	564	-56	335	62	16	38	22.0	3.6	78.3
OldHwy	DGRC072	717252	7161344	564	-57	333	100	28	80	52.0	3.5	183.6
OldHwy	DGRC072	717252	7161344	564	-57	333	100	85	88	3.0	1.7	5.2
OldHwy	DGRC073	717215	7161340	564	-55	334	40	2	18	16.0	1.8	28.5
OldHwy	DGRC073	717215	7161340	564	-55	334	40	22	23	1.0	1.3	1.3
OldHwy	DGRC074	717219	7161331	564	-59	334	58	0	13	13.0	3.1	39.8
OldHwy	DGRC075	717238	7161347	564	-55	335	46	15	42	27.0	3.4	90.5
OldHwy	DGRC076	717242	7161338	564	-60	329	70	30	39	9.0	2.2	19.5
OldHwy	DGRC077	717169	7161318	564	-59	335	30	19	21	2.0	1.4	2.9
OldHwy	DGRC080	717264	7161327	564	-55	333	130	47	59	12.0	5.1	61.0
OldHwy	DGRC080	717264	7161327	564	-55	333	130	67	73	6.0	1.0	6.1
OldHwy	DGRC082	717299	7161386	564	-54	1	38	23	28	5.0	1.2	6.2
OldHwy	DGRC371	717225	7161407	564	-60	150	126	61	77	16.0	1.7	27.4
OldHwy	DGRC371	717225	7161407	564	-60	150	126	93	99	6.0	1.4	8.3
OldHwy	DGRC527	716386	7160988	567	-60	341	162	85	87	2.0	1.2	2.5
OldHwy	DGRC527	716386	7160988	567	-60	341	162	105	107	2.0	1.3	2.6
OldHwy	DGRC528	716568	7161063	566	-59	347	204	63	69	6.0	1.0	6.0
OldHwy	DGRC529	716771	7161109	565	-60	343	204	149	150	1.0	3.3	3.3
OldHwy	DGRC529	716771	7161109	565	-60	343	204	177	182	5.0	10.5	52.5
OldHwy	DGRC530	717138	7161250	564	-60	331	204	178	179	1.0	1.1	1.1
OldHwy	DGRC532	716958	7161170	565	-61	343	210	61	84	23.0	2.4	55.7
OldHwy	DGRC532	716958	7161170	565	-61	343	210	90	93	3.0	3.7	11.2
OldHwy	DGRC533	717338	7161318	564	-60	346	174	125	132	7.0	4.4	31.0
OldHwy	DGRC533	717338	7161318	564	-60	346	174	153	169	16.0	2.7	43.7
OldHwy	DGRC576	717324	7161370	563	-60	343	126	45	52	7.0	1.2	8.1
OldHwy	DGRC576	717324	7161370	563	-60	343	126	82	91	9.0	17.2	154.9
OldHwy	DGRC577	717330	7161347	563	-60	338	144	108	114	6.0	1.0	6.1
OldHwy	DGRC577	717330	7161347	563	-60	338	144	124	137	13.0	8.2	106.0
OldHwy	DGRC578	717367	7161386	563	-61	341	144	122	126	4.0	6.9	27.6
OldHwy	DGRC578	717367	7161386	563	-61	341	144	136	144	8.0	1.2	9.8
OldHwy	DGRC579	717375	7161363	563	-61	337	156	144	150	6.0	3.0	17.9
OldHwy	DGRC580	717415	7161402	563	-60	345	144	121	132	11.0	2.7	29.4
OldHwy	DGRC581	717277	7161357	563	-60	339	102	13	47	34.0	4.8	164.2
OldHwy	DGRC581	717277	7161357	563	-60	339	102	94	97	3.0	2.7	8.1
OldHwy	DGRC582	717282	7161327	564	-60	339	108	68	81	13.0	1.4	17.8
OldHwy	DGRC583	717229	7161335	563	-61	339	114	8	11	3.0	1.1	3.4
OldHwy	DGRC583	717229	7161335	563	-61	339	114	19	35	16.0	2.2	35.7

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OldHwy	DGRC583	717229	7161335	563	-61	339	114	46	48	2.0	1.3	2.6
OldHwy	DGRC583	717229	7161335	563	-61	339	114	62	63	1.0	2.7	2.7
OldHwy	DGRC584	717236	7161316	564	-60	337	120	97	98	1.0	3.1	3.1
OldHwy	DGRC584	717236	7161316	564	-60	337	120	113	119	6.0	1.0	6.1
OldHwy	DGRC585	717182	7161318	564	-61	332	114	79	80	1.0	1.2	1.2
OldHwy	DGRC586	717189	7161296	564	-62	334	138	67	71	4.0	1.0	4.1
OldHwy	DGRC586	717189	7161296	564	-62	334	138	83	87	4.0	2.7	10.9
OldHwy	DGRC588	717006	7161208	565	-63	341	144	29	30	1.0	2.9	2.9
OldHwy	DGRC588	717006	7161208	565	-63	341	144	86	91	5.0	1.4	6.8
OldHwy	DGRC589	716952	7161209	565	-61	343	132	32	42	10.0	1.5	14.7
OldHwy	DGRC589	716952	7161209	565	-61	343	132	94	95	1.0	2.4	2.4
OldHwy	DGRC590	716907	7161189	565	-62	338	126	31	46	15.0	1.7	24.9
OldHwy	DGRC590	716907	7161189	565	-62	338	126	65	67	2.0	1.6	3.2
OldHwy	DGRC592	716293	7160969	568	-60	342	114	56	68	12.0	1.7	19.9
OldHwy	DGRC592	716293	7160969	568	-60	342	114	71	84	13.0	3.4	44.3
OldHwy	DGRC594	716106	7160903	569	-60	339	102	10	14	4.0	1.5	6.0
OldHwy	DGRC594	716106	7160903	569	-60	339	102	26	27	1.0	2.4	2.4
OldHwy	DGRC595	716114	7160882	569	-60	340	126	73	93	20.0	1.2	23.4
OldHwy	DGRC595	716114	7160882	569	-60	340	126	98	116	18.0	1.0	18.5
OldHwy	DGRC595	716114	7160882	569	-60	340	126	117	119	2.0	1.9	3.8
OldHwy	DGRC596	716190	7160959	569	-60	339	102	2	15	13.0	1.5	19.8
OldHwy	DGRC596	716190	7160959	569	-60	339	102	35	44	9.0	1.2	10.9
OldHwy	DGRC597	716199	7160939	568	-60	340	120	36	71	35.0	1.6	56.0
OldHwy	DGRC598	716304	7160945	567	-60	342	120	59	60	1.0	3.2	3.2
OldHwy	DGRC600	715838	7160775	570	-60	337	121	75	77	2.0	1.3	2.6
OldHwy	DGRC601	715689	7160707	570	-60	338	121	61	63	2.0	1.7	3.3
OldHwy	DGRC602	715259	7160593	574	-60	344	121	61	63	2.0	3.9	7.8
OldHwy	DGRC602	715259	7160593	574	-60	344	121	64	86	22.0	1.4	29.7
OldHwy	DGRC602	715259	7160593	574	-60	344	121	87	101	14.0	1.4	19.3
OldHwy	DGRC604	715167	7160563	574	-60	342	121	26	27	1.0	1.0	1.0
OldHwy	DGRC604	715167	7160563	574	-60	342	121	105	106	1.0	1.4	1.4
OldHwy	DGRC604	715167	7160563	574	-60	342	121	111	115	4.0	1.2	4.9
OldHwy	DGRC605	715174	7160538	574	-60	340	139	121	122	1.0	1.5	1.5
OldHwy	DGRC606	714894	7160435	574	-59	339	121	91	95	4.0	1.0	4.2
OldHwy	DGRC607	716160	7160897	569	-60	341	139	72	98	26.0	2.8	72.8
OldHwy	DGRC607	716160	7160897	569	-60	341	139	99	104	5.0	3.6	17.8
OldHwy	DGRC607	716160	7160897	569	-60	341	139	120	135	15.0	1.6	23.4
OldHwy	DGRC608	716157	7160920	569	-60	336	98	22	27	5.0	1.2	5.9
OldHwy	DGRC608	716157	7160920	569	-60	336	98	30	64	34.0	2.0	67.3
OldHwy	DGRC608	716157	7160920	569	-60	336	98	71	75	4.0	2.1	8.4
OldHwy	DGRC609	716245	7160949	568	-60	343	109	55	76	21.0	1.1	23.5
OldHwy	DGRC610	716255	7160927	568	-60	341	157	116	123	7.0	2.6	18.2
OldHwy	DGRC610	716255	7160927	568	-60	341	157	133	139	6.0	3.3	19.6
OldHwy	DGRC610	716255	7160927	568	-60	341	157	143	157	14.0	2.1	29.4
OldHwy	DGRC611	716281	7160996	568	-60	341	109	4	18	14.0	2.4	33.5
OldHwy	DGRC612	716337	7160988	567	-60	341	97	24	30	6.0	1.0	6.0
OldHwy	DGRC612	716337	7160988	567	-60	341	97	44	55	11.0	2.3	25.1
OldHwy	DGRC613	716858	7161174	565	-59	337	121	97	102	5.0	3.6	17.9
OldHwy	DGRC614	716866	7161155	565	-60	338	121	21	22	1.0	1.3	1.3
OldHwy	DGRC618	717264	7161374	564	-60	339	80	0	8	8.0	1.6	13.0
OldHwy	DGRC619	717312	7161391	564	-60	339	97	59	60	1.0	1.5	1.5
OldHwy	DGRC620	717355	7161408	563	-60	338	110	31	33	2.0	1.4	2.7
OldHwy	DGRC621	717402	7161426	563	-60	341	100	58	59	1.0	1.1	1.1
OldHwy	DGRC704	710533	7161880	588	-60	340	252	36	43	7.0	2.3	16.0
OldHwy	DGRC704	710533	7161880	588	-60	340	252	113	117	4.0	1.1	4.2

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OldHwy	DGRC704	710533	7161880	588	-60	340	252	217	220	3.0	1.6	4.9
OldHwy	DGRC706	710603	7161691	588	-60	340	106	46	50	4.0	2.5	10.2
OldHwy	DGRC844	709701	7160672	582	-60	340	228	97	114	17.0	2.8	47.1
OldHwy	DGRC844	709701	7160672	582	-60	340	228	154	156	2.0	4.5	9.0
OldHwy	DGRC844	709701	7160672	582	-60	340	228	159	174	15.0	1.5	22.8
OldHwy	DGRC846	710313	7161321	585	-65	335	349	335	336	1.0	2.0	2.0
OldHwy	OHDD0001	717472	7161318	563	-60	341	420	361	361	0.4	2.2	1.0
OldHwy	OHDD0001	717472	7161318	563	-60	341	420	372	372	0.5	2.7	1.3
OldHwy	OHDD0002A	717515	7161347	563	-57	337	374	267	269	1.3	3.3	4.3
OldHwy	OHDD0002A	717515	7161347	563	-57	337	374	324	326	1.9	4.4	8.6
OldHwy	OHDD0002A	717515	7161347	563	-57	337	374	334	339	5.0	1.2	6.1
OldHwy	OHDD0003	717581	7161385	563	-59	334	341	319	319	0.4	1.5	0.5
OldHwy	OHDD0004	717589	7161362	563	-59	340	400	353	355	1.9	1.5	2.9
OldHwy	OHDD0004	717589	7161362	563	-59	340	400	376	379	2.9	1.1	3.0
OldHwy	OHDD0010	717607	7161314	563	-59	335	502	443	447	4.1	1.2	5.0
OldHwy	OHDD0010	717607	7161314	563	-59	335	502	452	454	2.5	1.4	3.6
OldHwy	OHDD0010	717607	7161314	563	-59	335	502	467	473	5.8	8.4	49.0
OldHwy	OHDD0010	717607	7161314	563	-59	335	502	475	475	0.4	5.0	2.3
OldHwy	OHDD0011	717508	7161292	563	-61	337	500	444	450	6.5	1.0	6.6
OldHwy	OHDD0011	717508	7161292	563	-61	337	500	457	459	1.8	1.0	1.8
OldHwy	OHDD0011	717508	7161292	563	-61	337	500	467	472	4.7	2.8	13.2
OldHwy	OHDD0012	717097	7161470	565	-61	160	325	228	230	2.2	11.1	24.4
OldHwy	OHDD0012	717097	7161470	565	-61	160	325	231	248	17.6	3.7	64.9
OldHwy	OHDD0012	717097	7161470	565	-61	160	325	255	255	0.4	2.1	0.8
OldHwy	OHDD0013	717084	7161507	566	-62	160	375	244	247	3.5	1.6	5.6
OldHwy	OHDD0013	717084	7161507	566	-62	160	375	280	284	4.0	1.1	4.5
OldHwy	OHDD0013	717084	7161507	566	-62	160	375	285	291	6.3	1.2	7.3
OldHwy	OHDD0014	717068	7161549	566	-61	155	450	367	368	1.0	1.0	1.0
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	77	78	1.2	2.5	3.0
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	87	91	4.3	1.9	8.3
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	284	284	0.3	1.5	0.5
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	318	320	1.7	3.6	6.1
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	329	329	0.4	3.3	1.3
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	352	353	0.3	2.1	0.7
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	386	392	6.3	5.2	32.2
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	418	427	9.2	2.1	19.0
OldHwy	OHDD0015	717155	7161602	565	-62	155	452	432	433	1.0	7.2	7.2
OldHwy	OHDD0016	717250	7161646	564	-60	155	451	227	227	0.5	1.1	0.5
OldHwy	OHDD0016	717250	7161646	564	-60	155	451	330	332	1.7	1.1	1.9
OldHwy	OHDD0016	717250	7161646	564	-60	155	451	364	365	0.7	1.1	0.8
OldHwy	OHDD0016	717250	7161646	564	-60	155	451	418	418	0.4	1.4	0.6
OldHwy	OHDD0018A	717701	7161347	563	-58	339	493	424	425	0.3	1.2	0.3
OldHwy	OHGT0007	716108	7161045	570	-60	161	199	164	165	0.7	1.1	0.7
OldHwy	OHGT0007	716108	7161045	570	-60	161	199	171	172	1.0	1.2	1.2
OldHwy	OHGT0007	716108	7161045	570	-60	161	199	172	180	7.4	3.6	26.4
OldHwy	OHGT0007	716108	7161045	570	-60	161	199	181	190	8.9	1.5	12.9
OldHwy	OHGT0007	716108	7161045	570	-60	161	199	192	193	0.7	1.2	0.8
OldHwy	OHMB0001	718917	7162099	559	-90	0	148	32	33	1.0	2.0	2.0
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	34	35	1.0	3.5	3.5
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	36	38	2.0	1.3	2.5
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	41	49	7.7	1.4	10.9
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	51	65	13.6	1.2	15.7
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	67	80	13.6	3.6	49.1
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	82	96	13.4	3.2	43.1
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	97	102	4.6	1.2	5.4

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	109	112	3.2	1.1	3.4
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	124	133	8.9	2.6	23.5
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	136	161	24.8	2.2	53.5
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	165	175	10.4	1.0	10.4
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	199	207	8.0	1.6	12.8
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	209	213	4.4	1.3	5.9
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	218	222	3.6	2.9	10.5
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	268	272	4.5	1.8	8.1
OldHwy	OHMT0001	716151	7160927	569	-80	339	280	273	280	7.4	1.9	13.8
OldHwy	OHMT0002	715208	7160606	574	-82	336	210	5	23	18.0	2.3	41.9
OldHwy	OHMT0002	715208	7160606	574	-82	336	210	56	59	3.2	1.2	3.9
OldHwy	OHMT0002	715208	7160606	574	-82	336	210	62	71	9.3	1.7	15.4
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	0	10	9.7	6.2	59.8
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	27	35	7.3	1.7	12.7
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	67	79	11.8	1.6	19.0
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	81	91	10.3	3.0	30.5
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	97	98	0.9	1.5	1.4
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	151	156	5.4	12.3	67.0
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	171	172	0.8	7.4	5.7
OldHwy	OHMT0003	717295	7161379	564	-80	334	181	179	181	2.3	1.4	3.1
OldHwy	OHRC0006	715203	7160599	574	-62	340	100	8	28	20.0	1.8	36.2
OldHwy	OHRC0006	715203	7160599	574	-62	340	100	29	36	7.0	2.7	18.9
OldHwy	OHRC0007	715223	7160553	574	-69	342	232	228	229	1.0	1.3	1.3
OldHwy	OHRC0008	715251	7160614	574	-62	341	100	31	39	8.0	1.2	9.4
OldHwy	OHRC0009	715344	7160651	574	-62	342	112	17	30	13.0	2.6	33.4
OldHwy	OHRC0011	715451	7160664	573	-63	343	148	82	83	1.0	1.3	1.3
OldHwy	OHRC0015	715637	7160732	571	-63	336	148	32	33	1.0	1.0	1.0
OldHwy	OHRC0016	715655	7160685	571	-63	337	210	27	40	13.0	1.8	23.4
OldHwy	OHRC0016	715655	7160685	571	-63	337	210	51	57	6.0	1.1	6.7
OldHwy	OHRC0016	715655	7160685	571	-63	337	210	159	165	6.0	1.6	9.3
OldHwy	OHRC0016	715655	7160685	571	-63	337	210	162	168	6.0	1.6	9.3
OldHwy	OHRC0016	715655	7160685	571	-63	337	210	177	178	1.0	1.7	1.7
OldHwy	OHRC0019	715842	7160752	570	-63	339	226	16	35	19.0	1.9	36.3
OldHwy	OHRC0019	715842	7160752	570	-63	339	226	38	39	1.0	2.0	2.0
OldHwy	OHRC0019	715842	7160752	570	-63	339	226	177	182	5.0	1.2	5.9
OldHwy	OHRC0019	715842	7160752	570	-63	339	226	200	209	9.0	1.2	10.4
OldHwy	OHRC0020	715920	7160834	570	-63	338	160	75	79	4.0	1.0	4.1
OldHwy	OHRC0021	715937	7160786	570	-63	337	250	49	50	1.0	1.2	1.2
OldHwy	OHRC0021	715937	7160786	570	-63	337	250	185	186	1.0	1.7	1.7
OldHwy	OHRC0021	715937	7160786	570	-63	337	250	202	203	1.0	8.9	8.9
OldHwy	OHRC0021	715937	7160786	570	-63	337	250	211	231	20.0	2.7	54.2
OldHwy	OHRC0023	716031	7160819	570	-64	337	250	91	92	1.0	2.5	2.5
OldHwy	OHRC0024	716124	7160855	569	-64	336	214	193	194	1.0	1.6	1.6
OldHwy	OHRC0025	716171	7160871	569	-64	337	244	186	201	15.0	1.1	15.8
OldHwy	OHRC0025	716171	7160871	569	-64	337	244	204	215	11.0	1.4	15.5
OldHwy	OHRC0027	716240	7160976	568	-63	341	130	27	28	1.0	1.3	1.3
OldHwy	OHRC0029	716303	7160947	567	-63	336	190	158	166	8.0	1.3	10.7
OldHwy	OHRC0029	716303	7160947	567	-63	336	190	168	181	13.0	3.6	46.3
OldHwy	OHRC0030	716333	7161012	567	-65	342	106	67	68	1.0	1.3	1.3
OldHwy	OHRC0031	716352	7160962	567	-64	341	173	83	84	1.0	6.1	6.1
OldHwy	OHRC0032	716381	7161028	567	-63	340	107	5	14	9.0	1.2	10.8
OldHwy	OHRC0034	716451	7161056	567	-62	341	101	23	25	2.0	1.6	3.1
OldHwy	OHRC0035	716469	7161005	566	-64	338	173	148	153	5.0	1.5	7.6
OldHwy	OHRC0036	716545	7161089	566	-62	343	101	31	45	14.0	2.1	29.1
OldHwy	OHRC0038	716639	7161123	566	-62	339	101	60	72	12.0	1.1	13.0

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OldHwy	OHRC0039	716656	7161074	566	-63	339	185	20	21	1.0	14.7	14.7
OldHwy	OHRC0040	716734	7161156	565	-62	341	119	6	13	7.0	1.9	13.3
OldHwy	OHRC0041	716751	7161110	565	-63	341	173	19	20	1.0	1.0	1.0
OldHwy	OHRC0042	716798	7161125	565	-62	338	176	138	139	1.0	1.3	1.3
OldHwy	OHRC0045	716938	7161177	565	-65	338	178	50	65	15.0	1.0	15.5
OldHwy	OHRC0045	716938	7161177	565	-65	338	178	82	83	1.0	1.9	1.9
OldHwy	OHRC0048	715750	7160718	570	-63	339	208	131	136	5.0	2.4	12.2
OldHwy	OHRC0048	715750	7160718	570	-63	339	208	145	154	9.0	1.3	11.7
OldHwy	OHRC0051	716875	7161208	565	-64	342	100	41	55	14.0	1.1	15.0
OldHwy	OHRC0053	716985	7161194	565	-63	336	166	79	86	7.0	2.7	19.0
OldHwy	OHRC0053	716985	7161194	565	-63	336	166	116	118	2.0	4.7	9.4
OldHwy	OHRC0057	717079	7161229	564	-63	337	178	117	118	1.0	1.3	1.3
OldHwy	OHRC0058	717173	7161262	564	-62	344	220	164	167	3.0	2.9	8.7
OldHwy	OHRC0058	717173	7161262	564	-62	344	220	194	211	17.0	5.1	86.0
OldHwy	OHRC0060	717461	7161421	563	-63	337	172	98	99	1.0	1.0	1.0
OldHwy	OHRC0060	717461	7161421	563	-63	337	172	111	112	1.0	3.7	3.7
OldHwy	OHRC0062	717555	7161455	563	-63	337	172	100	112	12.0	1.8	22.1
OldHwy	OHRC0062	717555	7161455	563	-63	337	172	127	129	2.0	1.0	2.0
OldHwy	OHRC0062	717555	7161455	563	-63	337	172	130	140	10.0	5.9	59.3
OldHwy	OHRC0062	717555	7161455	563	-63	337	172	143	145	2.0	7.9	15.9
OldHwy	OHRC0064	717649	7161490	563	-64	337	190	136	151	15.0	3.4	50.6
OldHwy	OHRC0064	717649	7161490	563	-64	337	190	152	154	2.0	1.1	2.2
OldHwy	OHRC0065	717727	7161570	562	-63	339	100	36	51	15.0	1.0	15.5
OldHwy	OHRC0066	717743	7161523	562	-65	336	184	161	163	2.0	1.0	2.0
OldHwy	OHRC0066	717743	7161523	562	-65	336	184	177	178	1.0	5.4	5.4
OldHwy	OHRC0067	718047	7161714	561	-63	342	100	29	54	25.0	1.2	30.0
OldHwy	OHRC0069	718141	7161748	561	-63	341	100	24	37	13.0	2.3	29.6
OldHwy	OHRC0069	718141	7161748	561	-63	341	100	87	88	1.0	1.0	1.0
OldHwy	OHRC0069	718141	7161748	561	-63	341	100	93	94	1.0	3.8	3.8
OldHwy	OHRC0070	718158	7161700	561	-64	339	190	156	157	1.0	3.5	3.5
OldHwy	OHRC0071	718200	7161876	561	-64	342	148	138	146	8.0	2.6	20.7
OldHwy	OHRC0072	718235	7161780	561	-63	341	112	40	47	7.0	1.8	12.5
OldHwy	OHRC0072	718235	7161780	561	-63	341	112	56	65	9.0	1.2	10.4
OldHwy	OHRC0072	718235	7161780	561	-63	341	112	73	84	11.0	3.1	34.0
OldHwy	OHRC0073	718252	7161733	561	-63	337	178	173	174	1.0	2.2	2.2
OldHwy	OHRC0075	718303	7161885	561	-59	352	196	173	174	1.0	1.1	1.1
OldHwy	OHRC0076	718328	7161816	561	-63	340	106	34	60	26.0	1.0	26.5
OldHwy	OHRC0076	718328	7161816	561	-63	340	106	86	88	2.0	8.2	16.4
OldHwy	OHRC0076	718328	7161816	561	-63	340	106	94	103	9.0	1.2	10.4
OldHwy	OHRC0077	718841	7162162	559	-63	340	124	31	32	1.0	2.6	2.6
OldHwy	OHRC0077	718841	7162162	559	-63	340	124	53	54	1.0	2.5	2.5
OldHwy	OHRC0077	718841	7162162	559	-63	340	124	63	66	3.0	1.6	4.8
OldHwy	OHRC0078	718859	7162115	559	-63	338	148	119	137	18.0	1.1	19.3
OldHwy	OHRC0079	718424	7161848	560	-64	338	148	104	108	4.0	2.2	8.9
OldHwy	OHRC0079	718424	7161848	560	-64	338	148	118	121	3.0	2.2	6.6
OldHwy	OHRC0079	718424	7161848	560	-64	338	148	125	129	4.0	21.1	84.3
OldHwy	OHRC0079	718424	7161848	560	-64	338	148	146	147	1.0	1.0	1.0
OldHwy	OHRC0082	718516	7161885	560	-63	336	166	71	100	29.0	2.5	73.1
OldHwy	OHRC0082	718516	7161885	560	-63	336	166	108	115	7.0	3.4	24.1
OldHwy	OHRC0082	718516	7161885	560	-63	336	166	150	164	14.0	1.1	14.8
OldHwy	OHRC0083	718559	7162059	560	-62	338	154	93	108	15.0	2.2	32.9
OldHwy	OHRC0087	718670	7162047	560	-64	338	148	43	44	1.0	1.6	1.6
OldHwy	OHRC0087	718670	7162047	560	-64	338	148	58	59	1.0	1.2	1.2
OldHwy	OHRC0087	718670	7162047	560	-64	338	148	86	90	4.0	1.1	4.3
OldHwy	OHRC0087	718670	7162047	560	-64	338	148	111	126	15.0	1.3	19.4

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OldHwy	OHRC0088	718687	7162000	560	-63	340	88	75	76	1.0	1.4	1.4
OldHwy	OHRC0089	718747	7162128	559	-63	339	88	65	73	8.0	1.4	11.3
OldHwy	OHRC0090	718764	7162081	559	-64	339	154	148	152	4.0	2.0	7.9
OldHwy	OHRC0092	717156	7161310	564	-63	340	148	0	9	9.0	1.2	11.0
OldHwy	OHRC0092	717156	7161310	564	-63	340	148	112	124	12.0	1.0	12.2
OldHwy	OHRC0094	715130	7160520	574	-64	340	190	84	92	8.0	2.0	16.3
OldHwy	OHRC0094	715130	7160520	574	-64	340	190	183	184	1.0	3.2	3.2
OldHwy	OHRC0098	715317	7160588	574	-68	340	202	54	55	1.0	1.5	1.5
OldHwy	OHRC0098	715317	7160588	574	-68	340	202	184	195	11.0	1.0	11.0
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	38	49	11.0	1.5	16.8
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	176	177	1.0	1.5	1.5
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	188	189	1.0	6.0	6.0
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	194	196	2.0	1.0	2.1
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	206	216	10.0	1.1	11.4
OldHwy	OHRC0099	715796	7160735	570	-69	342	238	218	224	6.0	2.0	11.8
OldHwy	OHRC0100	715778	7160781	571	-64	338	148	36	37	1.0	1.1	1.1
OldHwy	OHRC0101	718781	7162034	559	-62	342	82	70	73	3.0	1.1	3.2
OldHwy	OHRC0103	715513	7160632	572	-63	336	210	99	100	1.0	4.4	4.4
OldHwy	OHRC0104	715591	7160713	572	-64	339	142	6	7	1.0	1.4	1.4
OldHwy	OHRC0105	715608	7160667	571	-63	336	214	117	125	8.0	1.8	14.4
OldHwy	OHRC0105	715608	7160667	571	-63	336	214	137	145	8.0	1.5	11.8
OldHwy	OHRC0107	716312	7160924	568	-63	338	202	122	126	4.0	2.5	10.0
OldHwy	OHRC0107	716312	7160924	568	-63	338	202	133	134	1.0	6.8	6.8
OldHwy	OHRC0107	716312	7160924	568	-63	338	202	196	197	1.0	1.6	1.6
OldHwy	OHRC0109	716286	7160995	568	-62	340	226	180	185	5.0	1.2	6.0
OldHwy	OHRC0110	716325	7161035	568	-63	347	184	109	112	3.0	1.8	5.3
OldHwy	OHRC0112	715889	7160770	570	-66	339	226	24	35	11.0	1.2	13.1
OldHwy	OHRC0112	715889	7160770	570	-66	339	226	202	203	1.0	3.7	3.7
OldHwy	OHRC0115	716059	7160887	570	-63	344	142	49	50	1.0	1.3	1.3
OldHwy	OHRC0116	716082	7160832	569	-64	338	156	83	84	1.0	4.8	4.8
OldHwy	OHRC0117	716107	7160902	569	-64	340	142	20	21	1.0	1.7	1.7
OldHwy	OHRC0117	716107	7160902	569	-64	340	142	35	50	15.0	1.1	16.2
OldHwy	OHRC0117	716107	7160902	569	-64	340	142	54	61	7.0	1.2	8.3
OldHwy	OHRC0118	716193	7160960	569	-62	340	142	1	13	12.0	1.2	14.4
OldHwy	OHRC0119	716202	7160935	569	-64	340	142	48	89	41.0	1.5	60.3
OldHwy	OHRC0119	716202	7160935	569	-64	340	142	99	100	1.0	1.9	1.9
OldHwy	OHRC0119	716202	7160935	569	-64	340	142	122	123	1.0	4.0	4.0
OldHwy	OHRC0120	717108	7161294	564	-63	340	166	99	100	1.0	2.0	2.0
OldHwy	OHRC0124	716498	7161070	566	-62	339	100	47	61	14.0	2.0	27.3
OldHwy	OHRC0126	716592	7161106	566	-62	339	100	63	67	4.0	1.1	4.3
OldHwy	OHRC0130	717508	7161437	563	-64	338	178	92	105	13.0	1.9	24.1
OldHwy	OHRC0130	717508	7161437	563	-64	338	178	107	116	9.0	2.4	21.2
OldHwy	OHRC0131	717126	7161246	564	-64	340	231	161	172	11.0	1.8	19.6
OldHwy	OHRC0131	717126	7161246	564	-64	340	231	211	212	1.0	1.9	1.9
OldHwy	OHRC0132	717203	7161326	564	-64	339	172	0	29	29.0	2.0	58.3
OldHwy	OHRC0133	717220	7161280	564	-64	339	250	161	163	2.0	10.0	20.0
OldHwy	OHRC0133	717220	7161280	564	-64	339	250	189	191	2.0	1.4	2.8
OldHwy	OHRC0133	717220	7161280	564	-64	339	250	202	220	18.0	5.0	89.5
OldHwy	OHRC0133	717220	7161280	564	-64	339	250	225	230	5.0	1.2	6.2
OldHwy	OHRC0133	717220	7161280	564	-64	339	250	236	241	5.0	1.4	7.1
OldHwy	OHRC0134	717267	7161296	564	-64	338	262	215	231	16.0	2.0	32.3
OldHwy	OHRC0135	717353	7161382	563	-64	341	160	40	41	1.0	2.2	2.2
OldHwy	OHRC0135	717353	7161382	563	-64	341	160	104	107	3.0	1.1	3.2
OldHwy	OHRC0136	717371	7161335	564	-63	343	268	244	258	14.0	3.1	42.7
OldHwy	OHRC0137	717315	7161314	564	-63	339	262	239	253	14.0	5.9	82.7

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0138	717297	7161361	564	-65	343	166	39	45	6.0	2.3	13.7
OldHwy	OHRC0138	717297	7161361	564	-65	343	166	153	159	6.0	1.2	7.3
OldHwy	OHRC0139	717412	7161405	563	-64	338	172	124	129	5.0	2.8	14.2
OldHwy	OHRC0140	716702	7161094	565	-61	340	170	37	38	1.0	1.3	1.3
OldHwy	OHRC0140	716702	7161094	565	-61	340	170	118	119	1.0	1.0	1.0
OldHwy	OHRC0142	717602	7161473	563	-63	339	172	137	150	13.0	2.4	30.9
OldHwy	OHRC0142	717602	7161473	563	-63	339	172	158	161	3.0	1.0	3.0
OldHwy	OHRC0142	717602	7161473	563	-63	339	172	166	169	3.0	1.7	5.1
OldHwy	OHRC0143	717696	7161506	563	-63	338	202	136	142	6.0	4.1	24.8
OldHwy	OHRC0143	717696	7161506	563	-63	338	202	155	164	9.0	1.7	15.3
OldHwy	OHRC0143	717696	7161506	563	-63	338	202	182	187	5.0	1.5	7.5
OldHwy	OHRC0144	718094	7161731	561	-63	340	100	26	33	7.0	1.1	7.4
OldHwy	OHRC0145	718111	7161683	561	-63	339	190	146	151	5.0	1.1	5.7
OldHwy	OHRC0147	718187	7161766	561	-62	342	124	14	15	1.0	1.6	1.6
OldHwy	OHRC0147	718187	7161766	561	-62	342	124	19	40	21.0	1.6	33.0
OldHwy	OHRC0147	718187	7161766	561	-62	342	124	94	101	7.0	2.7	18.8
OldHwy	OHRC0148	718205	7161718	561	-61	340	178	137	138	1.0	1.5	1.5
OldHwy	OHRC0149	718239	7161917	561	-60	339	101	59	75	16.0	1.7	27.5
OldHwy	OHRC0150	718256	7161870	561	-60	338	203	181	182	1.0	1.0	1.0
OldHwy	OHRC0151	716116	7160878	569	-61	338	161	73	94	21.0	1.7	35.3
OldHwy	OHRC0151	716116	7160878	569	-61	338	161	96	101	5.0	2.5	12.6
OldHwy	OHRC0151	716116	7160878	569	-61	338	161	105	112	7.0	1.1	7.5
OldHwy	OHRC0151	716116	7160878	569	-61	338	161	160	161	1.0	1.0	1.0
OldHwy	OHRC0152	715702	7160701	570	-61	337	214	52	53	1.0	2.4	2.4
OldHwy	OHRC0152	715702	7160701	570	-61	337	214	69	85	16.0	2.0	32.2
OldHwy	OHRC0152	715702	7160701	570	-61	337	214	146	158	12.0	1.3	15.1
OldHwy	OHRC0152	715702	7160701	570	-61	337	214	162	164	2.0	2.4	4.9
OldHwy	OHRC0154	715214	7160578	574	-62	340	185	26	40	14.0	1.4	18.9
OldHwy	OHRC0154	715214	7160578	574	-62	340	185	58	88	30.0	1.1	32.1
OldHwy	OHRC0156	718717	7162065	560	-60	340	149	59	68	9.0	1.1	10.2
OldHwy	OHRC0160	718828	7162052	559	-61	341	76	19	31	12.0	1.9	22.2
OldHwy	OHRC0160	718828	7162052	559	-61	341	76	36	54	18.0	3.4	60.8
OldHwy	OHRC0161	718281	7161800	561	-62	338	101	1	4	3.0	1.3	3.8
OldHwy	OHRC0161	718281	7161800	561	-62	338	101	13	25	12.0	1.2	14.0
OldHwy	OHRC0161	718281	7161800	561	-62	338	101	27	31	4.0	1.8	7.0
OldHwy	OHRC0161	718281	7161800	561	-62	338	101	72	75	3.0	1.3	4.0
OldHwy	OHRC0161	718281	7161800	561	-62	338	101	95	97	2.0	1.5	3.0
OldHwy	OHRC0162	718298	7161753	561	-61	336	185	146	166	20.0	1.1	22.0
OldHwy	OHRC0163	718332	7161951	561	-60	335	125	74	81	7.0	1.1	7.4
OldHwy	OHRC0164	718349	7161904	561	-60	337	203	131	133	2.0	1.4	2.8
OldHwy	OHRC0165	718374	7161834	561	-60	338	125	32	41	9.0	1.3	11.4
OldHwy	OHRC0165	718374	7161834	561	-60	338	125	45	65	20.0	1.2	23.4
OldHwy	OHRC0165	718374	7161834	561	-60	338	125	90	109	19.0	1.6	30.6
OldHwy	OHRC0166	718392	7161787	561	-61	339	215	174	190	16.0	1.4	23.0
OldHwy	OHRC0167	718529	7161996	560	-60	339	167	103	105	2.0	1.6	3.2
OldHwy	OHRC0168	718546	7161950	560	-59	339	101	3	6	3.0	1.2	3.6
OldHwy	OHRC0169	718563	7161901	560	-59	341	167	100	127	27.0	13.8	373.7
OldHwy	OHRC0170	718435	7161961	560	-61	340	143	104	108	4.0	3.2	12.9
OldHwy	OHRC0170	718435	7161961	560	-61	340	143	112	120	8.0	1.3	10.2
OldHwy	OHRC0172	718469	7161868	560	-62	339	143	57	72	15.0	1.4	21.0
OldHwy	OHRC0172	718469	7161868	560	-62	339	143	108	111	3.0	1.1	3.4
OldHwy	OHRC0179	716212	7160907	568	-63	342	207	124	140	16.0	1.2	19.7
OldHwy	OHRC0179	716212	7160907	568	-63	342	207	142	173	31.0	3.0	93.9
OldHwy	OHRC0180	717251	7161348	564	-60	345	160	22	40	18.0	2.3	41.4
OldHwy	OHRC0180	717251	7161348	564	-60	345	160	45	71	26.0	1.2	30.4

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0181	718696	7161977	560	-63	340	126	33	46	13.0	1.1	13.8
OldHwy	OHRC0182	718525	7161860	560	-63	338	226	185	188	3.0	1.8	5.5
OldHwy	OHRC0182	718525	7161860	560	-63	338	226	203	211	8.0	1.4	11.4
OldHwy	OHRC0183	715356	7160628	574	-65	341	190	60	63	3.0	1.1	3.2
OldHwy	OHRC0184	715646	7160707	571	-62	336	172	6	9	3.0	2.5	7.6
OldHwy	OHRC0185	715740	7160741	570	-63	338	172	54	61	7.0	1.0	7.0
OldHwy	OHRC0185	715740	7160741	570	-63	338	172	62	74	12.0	1.0	12.0
OldHwy	OHRC0186	715928	7160811	570	-63	337	174	107	108	1.0	3.7	3.7
OldHwy	OHRC0187	716072	7160995	570	-62	161	225	31	32	1.0	2.6	2.6
OldHwy	OHRC0187	716072	7160995	570	-62	161	225	137	145	8.0	1.1	9.1
OldHwy	OHRC0187	716072	7160995	570	-62	161	225	161	162	1.0	1.5	1.5
OldHwy	OHRC0187	716072	7160995	570	-62	161	225	168	178	10.0	1.4	14.0
OldHwy	OHRC0188	716222	7161022	568	-63	157	160	74	93	19.0	1.2	22.6
OldHwy	OHRC0188	716222	7161022	568	-63	157	160	106	124	18.0	3.3	58.9
OldHwy	OHRC0189	716459	7161030	567	-63	337	142	79	81	2.0	1.0	2.0
OldHwy	OHRC0189	716459	7161030	567	-63	337	142	94	100	6.0	1.1	6.5
OldHwy	OHRC0189	716459	7161030	567	-63	337	142	103	115	12.0	2.3	27.5
OldHwy	OHRC0190	716506	7161047	566	-63	339	142	105	109	4.0	2.9	11.5
OldHwy	OHRC0190	716506	7161047	566	-63	339	142	112	125	13.0	1.4	17.9
OldHwy	OHRC0191	716648	7161098	566	-64	339	172	68	73	5.0	1.9	9.7
OldHwy	OHRC0191	716648	7161098	566	-64	339	172	75	87	12.0	1.1	13.3
OldHwy	OHRC0191	716648	7161098	566	-64	339	172	141	143	2.0	1.6	3.2
OldHwy	OHRC0191	716648	7161098	566	-64	339	172	147	148	1.0	1.2	1.2
OldHwy	OHRC0193	717279	7161407	564	-63	160	130	8	13	5.0	1.7	8.4
OldHwy	OHRC0193	717279	7161407	564	-63	160	130	27	32	5.0	4.0	20.1
OldHwy	OHRC0193	717279	7161407	564	-63	160	130	75	78	3.0	1.5	4.6
OldHwy	OHRC0194	717546	7161479	563	-62	336	160	41	62	21.0	1.4	30.0
OldHwy	OHRC0198	716930	7161200	565	-63	337	144	26	47	21.0	2.5	51.7
OldHwy	OHRC0199	717258	7161320	564	-62	335	227	100	101	1.0	1.0	1.0
OldHwy	OHRC0199	717258	7161320	564	-62	335	227	166	167	1.0	2.2	2.2
OldHwy	OHRC0199	717258	7161320	564	-62	335	227	171	172	1.0	1.3	1.3
OldHwy	OHRC0199	717258	7161320	564	-62	335	227	176	203	27.0	16.0	431.5
OldHwy	OHRC0199	717258	7161320	564	-62	335	227	223	224	1.0	1.1	1.1
OldHwy	OHRC0204	716166	7160886	569	-63	349	250	85	107	22.0	2.7	59.8
OldHwy	OHRC0204	716166	7160886	569	-63	349	250	109	122	13.0	1.5	19.8
OldHwy	OHRC0204	716166	7160886	569	-63	349	250	124	128	4.0	1.3	5.1
OldHwy	OHRC0204	716166	7160886	569	-63	349	250	130	161	31.0	2.5	76.0
OldHwy	OHRC0204	716166	7160886	569	-63	349	250	238	250	12.0	1.0	12.4
OldHwy	OHRC0205	716145	7160942	569	-60	338	76	1	22	21.0	2.0	41.2
OldHwy	OHRC0208	716123	7160856	569	-60	334	172	115	120	5.0	1.1	5.5
OldHwy	OHRC0208	716123	7160856	569	-60	334	172	125	133	8.0	1.8	14.1
OldHwy	OHRC0208	716123	7160856	569	-60	334	172	139	150	11.0	1.1	11.9
OldHwy	OHRC0208	716123	7160856	569	-60	334	172	157	166	9.0	1.5	13.3
OldHwy	OHRC0209	716184	7160983	569	-60	344	100	15	17	2.0	1.1	2.1
OldHwy	OHRC0209	716184	7160983	569	-60	344	100	36	42	6.0	1.6	9.4
OldHwy	OHRC0210	716256	7160930	568	-60	336	172	109	113	4.0	2.3	9.1
OldHwy	OHRC0210	716256	7160930	568	-60	336	172	117	119	2.0	2.6	5.2
OldHwy	OHRC0210	716256	7160930	568	-60	336	172	132	151	19.0	2.1	39.7
OldHwy	OHRC0211	716389	7161005	567	-60	337	142	34	40	6.0	3.7	22.3
OldHwy	OHRC0211	716389	7161005	567	-60	337	142	44	47	3.0	13.9	41.7
OldHwy	OHRC0211	716389	7161005	567	-60	337	142	81	82	1.0	1.1	1.1
OldHwy	OHRC0212	716290	7160984	568	-62	339	112	38	51	13.0	2.7	34.6
OldHwy	OHRC0214	715676	7160772	571	-60	339	76	15	16	1.0	2.3	2.3
OldHwy	OHRC0215	715693	7160724	570	-60	337	172	93	94	1.0	1.8	1.8
OldHwy	OHRC0218	715663	7160661	571	-60	337	250	98	107	9.0	1.5	13.2

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OldHwy	OHRC0218	715663	7160661	571	-60	337	250	206	213	7.0	1.6	11.1
OldHwy	OHRC0220	715599	7160690	572	-61	337	166	46	50	4.0	1.9	7.6
OldHwy	OHRC0222	717453	7161445	563	-59	338	142	42	47	5.0	1.5	7.7
OldHwy	OHRC0223	717418	7161379	563	-61	333	244	145	164	19.0	15.8	300.6
OldHwy	OHRC0223	717418	7161379	563	-61	333	244	168	187	19.0	30.3	576.3
OldHwy	OHRC0223	717418	7161379	563	-61	333	244	208	210	2.0	5.6	11.3
OldHwy	OHRC0224	717400	7161429	563	-62	338	142	12	16	4.0	1.5	5.9
OldHwy	OHRC0225	717345	7161405	563	-63	340	154	33	44	11.0	1.3	14.4
OldHwy	OHRC0225	717345	7161405	563	-63	340	154	46	54	8.0	1.6	12.8
OldHwy	OHRC0227	717306	7161337	564	-62	338	209	70	75	5.0	1.1	5.6
OldHwy	OHRC0227	717306	7161337	564	-62	338	209	158	190	32.0	28.0	895.4
OldHwy	OHRC0231	717211	7161303	564	-64	344	220	98	105	7.0	1.1	7.4
OldHwy	OHRC0231	717211	7161303	564	-64	344	220	164	181	17.0	2.1	35.2
OldHwy	OHRC0235	716254	7161009	568	-63	335	160	105	107	2.0	1.3	2.7
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	22	25	3.0	1.0	3.0
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	48	49	1.0	1.1	1.1
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	53	54	1.0	1.4	1.4
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	139	144	5.0	1.1	5.6
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	146	147	1.0	1.3	1.3
OldHwy	OHRC0236	716263	7160985	568	-61	335	190	154	157	3.0	2.6	7.8
OldHwy	OHRC0237	716208	7160992	569	-61	335	130	19	20	1.0	1.0	1.0
OldHwy	OHRC0239	716123	7160933	569	-62	335	124	0	1	1.0	1.7	1.7
OldHwy	OHRC0239	716123	7160933	569	-62	335	124	15	16	1.0	2.8	2.8
OldHwy	OHRC0239	716123	7160933	569	-62	335	124	18	23	5.0	3.7	18.5
OldHwy	OHRC0239	716123	7160933	569	-62	335	124	24	36	12.0	2.3	27.6
OldHwy	OHRC0239	716123	7160933	569	-62	335	124	106	112	6.0	1.2	7.3
OldHwy	OHRC0240	716131	7160910	569	-62	334	154	19	20	1.0	1.6	1.6
OldHwy	OHRC0240	716131	7160910	569	-62	334	154	47	78	31.0	1.2	37.2
OldHwy	OHRC0241	716139	7160887	569	-62	335	130	90	130	40.0	3.3	133.6
OldHwy	OHRC0242	716084	7160892	569	-63	337	142	43	69	26.0	1.7	43.4
OldHwy	OHRC0244	716169	7160951	569	-60	334	142	0	16	16.0	1.9	30.7
OldHwy	OHRC0244	716169	7160951	569	-60	334	142	20	21	1.0	1.1	1.1
OldHwy	OHRC0245	716075	7160916	569	-61	336	106	1	2	1.0	1.6	1.6
OldHwy	OHRC0246	716366	7160995	567	-60	334	130	56	70	14.0	1.1	15.7
OldHwy	OHRC0247	716554	7161064	566	-60	337	154	50	51	1.0	11.9	11.9
OldHwy	OHRC0251	716342	7160988	567	-62	337	142	52	75	23.0	3.5	79.6
OldHwy	OHRC0251	716342	7160988	567	-62	337	142	125	129	4.0	3.2	12.8
OldHwy	OHRC0252	716249	7160952	568	-63	337	142	61	82	21.0	1.4	28.4
OldHwy	OHRC0252	716249	7160952	568	-63	337	142	89	92	3.0	1.7	5.1
OldHwy	OHRC0254	718550	7162083	560	-62	339	77	55	61	6.0	1.0	6.2
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	40	65	25.0	1.3	32.3
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	126	127	1.0	1.3	1.3
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	140	146	6.0	1.0	6.1
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	148	155	7.0	1.1	7.9
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	156	159	3.0	1.1	3.4
OldHwy	OHRC0255	718567	7162039	560	-64	342	179	163	166	3.0	1.7	5.1
OldHwy	OHRC0256	718584	7161991	560	-63	339	203	104	116	12.0	2.2	25.9
OldHwy	OHRC0256	718584	7161991	560	-63	339	203	120	121	1.0	1.7	1.7
OldHwy	OHRC0256	718584	7161991	560	-63	339	203	154	155	1.0	1.5	1.5
OldHwy	OHRC0256	718584	7161991	560	-63	339	203	189	194	5.0	2.7	13.3
OldHwy	OHRC0257	718610	7161919	560	-63	336	167	77	78	1.0	1.2	1.2
OldHwy	OHRC0257	718610	7161919	560	-63	336	167	108	110	2.0	1.2	2.4
OldHwy	OHRC0259	718521	7162019	560	-65	334	131	33	35	2.0	2.0	3.9
OldHwy	OHRC0260	718465	7162026	560	-63	339	77	19	20	1.0	2.4	2.4
OldHwy	OHRC0262	718418	7162009	560	-59	341	95	53	58	5.0	1.1	5.4

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OldHwy	OHRC0263	718461	7161892	560	-61	340	119	41	45	4.0	1.1	4.2
OldHwy	OHRC0264	718510	7161912	560	-60	335	125	27	39	12.0	1.8	21.8
OldHwy	OHRC0264	718510	7161912	560	-60	335	125	91	92	1.0	1.1	1.1
OldHwy	OHRC0265	718427	7161984	560	-59	339	107	45	56	11.0	1.1	11.8
OldHwy	OHRC0265	718427	7161984	560	-59	339	107	58	60	2.0	1.8	3.5
OldHwy	OHRC0268	718832	7162188	559	-63	341	46	37	38	1.0	1.8	1.8
OldHwy	OHRC0269	718786	7162169	559	-62	341	52	34	38	4.0	1.2	4.6
OldHwy	OHRC0271	718851	7162061	559	-63	340	70	38	39	1.0	1.8	1.8
OldHwy	OHRC0276	718790	7162010	559	-62	338	125	57	68	11.0	1.4	15.5
OldHwy	OHRC0277	718758	7162025	559	-63	341	82	28	55	27.0	1.3	35.9
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	45	46	1.0	7.4	7.4
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	53	64	11.0	1.2	13.3
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	69	78	9.0	3.7	32.9
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	81	82	1.0	1.6	1.6
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	90	92	2.0	1.1	2.1
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	113	125	12.0	1.8	21.8
OldHwy	OHRC0278	718766	7162002	559	-61	340	142	129	138	9.0	2.0	18.0
OldHwy	OHRC0279	718743	7161994	560	-63	338	130	87	89	2.0	1.1	2.3
OldHwy	OHRC0279	718743	7161994	560	-63	338	130	92	108	16.0	1.9	30.9
OldHwy	OHRC0279	718743	7161994	560	-63	338	130	109	120	11.0	1.6	17.9
OldHwy	OHRC0282	716742	7161133	565	-60	337	100	84	90	6.0	2.5	14.9
OldHwy	OHRC0285	716850	7161199	565	-60	336	88	26	27	1.0	1.1	1.1
OldHwy	OHRC0286	716842	7161223	566	-60	336	40	2	13	11.0	8.8	96.7
OldHwy	OHRC0288	716889	7161239	565	-60	336	34	6	15	9.0	1.2	10.4
OldHwy	OHRC0289	716897	7161216	565	-62	335	76	57	69	12.0	1.6	18.6
OldHwy	OHRC0291	716961	7161187	565	-64	335	151	41	72	31.0	2.5	78.4
OldHwy	OHRC0293	716936	7161256	565	-62	336	34	3	17	14.0	1.5	20.4
OldHwy	OHRC0294	716951	7161213	565	-61	336	118	106	112	6.0	1.5	9.1
OldHwy	OHRC0296	716983	7161273	565	-62	336	40	27	37	10.0	2.2	22.2
OldHwy	OHRC0297	716992	7161249	565	-62	336	88	81	85	4.0	1.3	5.1
OldHwy	OHRC0298	716906	7161192	565	-62	337	119	14	21	7.0	1.0	7.1
OldHwy	OHRC0298	716906	7161192	565	-62	337	119	41	55	14.0	4.2	58.4
OldHwy	OHRC0299	716912	7161174	565	-65	334	184	166	167	1.0	7.6	7.6
OldHwy	OHRC0299	716912	7161174	565	-65	334	184	172	184	12.0	2.0	24.5
OldHwy	OHRC0303	715183	7160592	574	-62	336	83	1	19	18.0	1.2	20.9
OldHwy	OHRC0303	715183	7160592	574	-62	336	83	20	25	5.0	1.5	7.4
OldHwy	OHRC0304	715191	7160568	574	-62	336	155	91	95	4.0	1.1	4.2
OldHwy	OHRC0304	715191	7160568	574	-62	336	155	106	107	1.0	2.3	2.3
OldHwy	OHRC0304	715191	7160568	574	-62	336	155	132	135	3.0	2.3	7.0
OldHwy	OHRC0305	715229	7160609	574	-62	337	89	0	21	21.0	1.3	27.7
OldHwy	OHRC0305	715229	7160609	574	-62	337	89	26	38	12.0	1.2	14.8
OldHwy	OHRC0306	715238	7160585	574	-62	336	131	73	88	15.0	1.3	18.8
OldHwy	OHRC0306	715238	7160585	574	-62	336	131	111	122	11.0	1.1	12.5
OldHwy	OHRC0310	715308	7160610	574	-61	337	82	7	13	6.0	1.1	6.3
OldHwy	OHRC0311	715285	7160603	574	-58	340	148	100	102	2.0	1.6	3.2
OldHwy	OHRC0311	715285	7160603	574	-58	340	148	113	125	12.0	1.7	20.8
OldHwy	OHRC0311	715285	7160603	574	-58	340	148	131	137	6.0	3.2	19.0
OldHwy	OHRC0311	715285	7160603	574	-58	340	148	138	139	1.0	1.1	1.1
OldHwy	OHRC0313	715417	7160677	573	-61	335	64	56	58	2.0	1.0	2.1
OldHwy	OHRC0317	715262	7160594	574	-61	337	148	80	109	29.0	1.5	44.1
OldHwy	OHRC0317	715262	7160594	574	-61	337	148	120	129	9.0	5.2	46.8
OldHwy	OHRC0320	715755	7160773	571	-61	336	112	23	40	17.0	2.1	35.0
OldHwy	OHRC0320	715755	7160773	571	-61	336	112	89	91	2.0	1.6	3.1
OldHwy	OHRC0325	715828	7160719	570	-62	336	112	48	53	5.0	4.2	21.1
OldHwy	OHRC0328	715849	7160807	570	-62	337	130	48	49	1.0	1.2	1.2

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0329	715866	7160760	570	-61	336	76	14	35	21.0	1.1	23.9
OldHwy	OHRC0329	715866	7160760	570	-61	336	76	45	46	1.0	2.2	2.2
OldHwy	OHRC0337	716357	7161018	567	-61	335	100	7	18	11.0	1.1	11.8
OldHwy	OHRC0340	716521	7161079	566	-61	336	88	37	50	13.0	1.0	13.3
OldHwy	OHRC0342	716615	7161113	566	-61	336	88	14	18	4.0	1.8	7.0
OldHwy	OHRC0342	716615	7161113	566	-61	336	88	49	60	11.0	1.8	19.3
OldHwy	OHRC0343	716654	7161153	566	-61	337	82	79	80	1.0	2.1	2.1
OldHwy	OHRC0344	716662	7161130	566	-62	337	100	3	10	7.0	1.5	10.4
OldHwy	OHRC0346	716710	7161147	566	-61	335	46	0	18	18.0	2.4	43.9
OldHwy	OHRC0347	716671	7161106	566	-62	336	154	56	59	3.0	1.5	4.4
OldHwy	OHRC0348	716764	7161140	565	-61	336	112	4	5	1.0	2.4	2.4
OldHwy	OHRC0350	716772	7161196	566	-61	339	28	1	2	1.0	1.9	1.9
OldHwy	OHRC0352	717009	7161203	565	-60	337	137	23	43	20.0	1.1	22.0
OldHwy	OHRC0356	717133	7161301	564	-62	339	143	131	132	1.0	1.7	1.7
OldHwy	OHRC0359	717265	7161376	564	-62	335	48	0	3	3.0	1.8	5.5
OldHwy	OHRC0359	717265	7161376	564	-62	335	48	16	19	3.0	1.1	3.2
OldHwy	OHRC0362	717374	7161443	563	-60	336	77	11	14	3.0	4.1	12.3
OldHwy	OHRC0365	717429	7161436	563	-59	331	119	63	65	2.0	1.0	2.0
OldHwy	OHRC0370	717570	7161487	563	-63	336	125	84	85	1.0	1.5	1.5
OldHwy	OHRC0372	717702	7161562	562	-59	335	83	4	6	2.0	1.1	2.1
OldHwy	OHRC0372	717702	7161562	562	-59	335	83	11	13	2.0	1.9	3.7
OldHwy	OHRC0376	718121	7161728	561	-59	340	113	23	63	40.0	1.1	44.8
OldHwy	OHRC0376	718121	7161728	561	-59	340	113	69	79	10.0	1.2	11.5
OldHwy	OHRC0376	718121	7161728	561	-59	340	113	89	93	4.0	1.3	5.1
OldHwy	OHRC0378	718215	7161762	561	-62	341	129	56	58	2.0	1.6	3.1
OldHwy	OHRC0378	718215	7161762	561	-62	341	129	106	110	4.0	1.4	5.4
OldHwy	OHRC0381	718257	7161791	561	-59	338	119	26	31	5.0	3.5	17.7
OldHwy	OHRC0383	718273	7161823	561	-61	342	77	10	17	7.0	1.8	12.8
OldHwy	OHRC0385	718305	7161808	561	-58	339	125	31	48	17.0	1.2	20.4
OldHwy	OHRC0385	718305	7161808	561	-58	339	125	63	81	18.0	1.1	20.5
OldHwy	OHRC0388	718352	7161825	561	-58	339	125	43	63	20.0	1.2	24.4
OldHwy	OHRC0390	718399	7161842	561	-62	342	173	34	57	23.0	1.1	26.0
OldHwy	OHRC0390	718399	7161842	561	-62	342	173	62	70	8.0	1.2	9.3
OldHwy	OHRC0390	718399	7161842	561	-62	342	173	74	85	11.0	2.0	22.1
OldHwy	OHRC0391	718437	7161883	560	-58	339	137	27	34	7.0	1.0	7.3
OldHwy	OHRC0392	718446	7161859	560	-58	337	155	44	47	3.0	1.4	4.2
OldHwy	OHRC0392	718446	7161859	560	-58	337	155	67	71	4.0	1.5	6.1
OldHwy	OHRC0392	718446	7161859	560	-58	337	155	80	88	8.0	1.1	9.0
OldHwy	OHRC0392	718446	7161859	560	-58	337	155	97	103	6.0	1.1	6.5
OldHwy	OHRC0393	718478	7161844	560	-58	337	191	126	133	7.0	1.1	7.6
OldHwy	OHRC0394	718484	7161900	560	-58	339	101	26	41	15.0	1.0	15.5
OldHwy	OHRC0395	718493	7161876	560	-64	345	149	46	61	15.0	1.7	25.2
OldHwy	OHRC0395	718493	7161876	560	-64	345	149	65	71	6.0	1.7	10.3
OldHwy	OHRC0395	718493	7161876	560	-64	345	149	82	102	20.0	1.2	23.2
OldHwy	OHRC0395	718493	7161876	560	-64	345	149	108	124	16.0	3.4	53.8
OldHwy	OHRC0396	718523	7161941	560	-58	341	155	38	39	1.0	1.2	1.2
OldHwy	OHRC0396	718523	7161941	560	-58	341	155	122	125	3.0	1.4	4.3
OldHwy	OHRC0396	718523	7161941	560	-58	341	155	129	152	23.0	1.8	41.9
OldHwy	OHRC0397	718539	7161894	560	-58	338	161	3	4	1.0	4.6	4.6
OldHwy	OHRC0397	718539	7161894	560	-58	338	161	90	102	12.0	1.2	13.8
OldHwy	OHRC0397	718539	7161894	560	-58	338	161	105	124	19.0	5.8	110.0
OldHwy	OHRC0399	718578	7161935	560	-58	341	125	30	37	7.0	1.3	8.8
OldHwy	OHRC0400	718586	7161911	560	-58	339	155	79	91	12.0	2.9	35.0
OldHwy	OHRC0400	718586	7161911	560	-58	339	155	113	124	11.0	5.4	59.6
OldHwy	OHRC0400	718586	7161911	560	-58	339	155	127	141	14.0	2.6	36.0

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0402	718856	7162194	559	-62	340	46	41	42	1.0	1.9	1.9
OldHwy	OHRC0406	718761	7162161	559	-62	340	52	19	33	14.0	1.5	20.4
OldHwy	OHRC0409	718805	7162042	559	-61	340	88	12	25	13.0	1.3	16.4
OldHwy	OHRC0409	718805	7162042	559	-61	340	88	34	43	9.0	1.4	12.5
OldHwy	OHRC0410	718813	7162019	559	-61	336	142	118	142	24.0	1.4	32.6
OldHwy	OHRC0411	718710	7162009	560	-60	340	76	20	21	1.0	4.3	4.3
OldHwy	OHRC0412	718638	7162062	560	-62	340	142	73	86	13.0	1.0	13.4
OldHwy	OHRC0412	718638	7162062	560	-62	340	142	123	124	1.0	1.1	1.1
OldHwy	OHRC0412	718638	7162062	560	-62	340	142	128	138	10.0	1.2	11.7
OldHwy	OHRC0415	718625	7161951	560	-62	336	100	44	46	2.0	4.0	8.1
OldHwy	OHRC0415	718625	7161951	560	-62	336	100	50	51	1.0	1.1	1.1
OldHwy	OHRC0415	718625	7161951	560	-62	336	100	92	93	1.0	1.7	1.7
OldHwy	OHRC0416	718633	7161928	560	-60	337	106	94	102	8.0	2.3	18.6
OldHwy	OHRC0418	716475	7161061	566	-60	337	82	38	39	1.0	1.3	1.3
OldHwy	OHRC0420	716568	7161096	566	-63	336	88	39	63	24.0	1.3	30.7
OldHwy	OHRC0422	718583	7162069	560	-60	341	130	4	5	1.0	1.5	1.5
OldHwy	OHRC0422	718583	7162069	560	-60	341	130	88	97	9.0	1.6	14.2
OldHwy	OHRC0422	718583	7162069	560	-60	341	130	113	114	1.0	1.3	1.3
OldHwy	OHRC0423	718591	7162045	560	-61	339	166	40	76	36.0	2.5	89.3
OldHwy	OHRC0423	718591	7162045	560	-61	339	166	125	145	20.0	1.4	27.4
OldHwy	OHRC0424	718535	7162052	560	-60	337	100	28	29	1.0	1.3	1.3
OldHwy	OHRC0425	718544	7162028	560	-64	342	154	41	53	12.0	2.1	25.6
OldHwy	OHRC0427	716195	7160880	568	-60	335	220	167	170	3.0	1.4	4.1
OldHwy	OHRC0427	716195	7160880	568	-60	335	220	172	189	17.0	1.8	29.9
OldHwy	OHRC0427	716195	7160880	568	-60	335	220	208	220	12.0	1.1	13.0
OldHwy	OHRC0428	716178	7160926	569	-61	337	172	26	55	29.0	1.2	33.9
OldHwy	OHRC0428	716178	7160926	569	-61	337	172	81	83	2.0	1.2	2.4
OldHwy	OHRC0428	716178	7160926	569	-61	337	172	155	158	3.0	1.1	3.3
OldHwy	OHRC0429	716186	7160903	569	-62	342	190	76	85	9.0	1.1	9.9
OldHwy	OHRC0429	716186	7160903	569	-62	342	190	89	109	20.0	2.9	58.4
OldHwy	OHRC0429	716186	7160903	569	-62	342	190	113	115	2.0	1.3	2.5
OldHwy	OHRC0429	716186	7160903	569	-62	342	190	118	132	14.0	2.3	31.6
OldHwy	OHRC0429	716186	7160903	569	-62	342	190	153	155	2.0	2.4	4.7
OldHwy	OHRC0430	716242	7160897	568	-60	343	250	158	187	29.0	1.7	49.0
OldHwy	OHRC0430	716242	7160897	568	-60	343	250	189	193	4.0	1.2	4.6
OldHwy	OHRC0445	718802	7162055	559	-63	338	64	45	47	2.0	1.9	3.8
OldHwy	OHRC0446	718776	7162047	559	-64	335	34	32	34	2.0	1.1	2.2
OldHwy	OHRC0447	718754	7162038	559	-63	337	28	9	22	13.0	1.1	14.0
OldHwy	OHRC0447	718754	7162038	559	-63	337	28	23	28	5.0	1.2	6.1
OldHwy	OHRC0451	718168	7161891	561	-60	340	102	99	100	1.0	1.5	1.5
OldHwy	OHRC0453	718206	7161932	561	-61	341	75	43	60	17.0	1.3	21.6
OldHwy	OHRC0456	718277	7161957	561	-62	340	84	60	61	1.0	1.1	1.1
OldHwy	OHRC0457	718300	7161966	561	-62	342	75	60	62	2.0	1.8	3.5
OldHwy	OHRC0459	718347	7161983	560	-61	339	75	16	17	1.0	1.2	1.2
OldHwy	OHRC0459	718347	7161983	560	-61	339	75	72	74	2.0	1.6	3.1
OldHwy	OHRC0460	718371	7161991	561	-61	340	78	69	78	9.0	3.5	31.1
OldHwy	OHRC0466	718324	7161828	561	-60	339	71	38	46	8.0	1.1	8.8
OldHwy	OHRC0466	718324	7161828	561	-60	339	71	59	71	12.0	1.2	14.9
OldHwy	OHRC0467	718300	7161820	561	-61	338	35	14	24	10.0	4.1	40.7
OldHwy	OHRC0468	718230	7161794	561	-61	338	101	9	14	5.0	1.5	7.3
OldHwy	OHRC0468	718230	7161794	561	-61	338	101	34	44	10.0	2.7	27.2
OldHwy	OHRC0473	718085	7161755	561	-60	341	41	27	28	1.0	1.0	1.0
OldHwy	OHRC0474	718089	7161743	561	-60	340	53	5	6	1.0	1.6	1.6
OldHwy	OHRC0476	718042	7161726	561	-60	342	53	7	8	1.0	1.7	1.7
OldHwy	OHRC0476	718042	7161726	561	-60	342	53	12	15	3.0	1.2	3.7

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0476	718042	7161726	561	-60	342	53	21	31	10.0	1.1	11.4
OldHwy	OHRC0478	718196	7161741	561	-62	350	161	71	74	3.0	1.5	4.5
OldHwy	OHRC0479	718266	7161767	561	-60	338	155	110	111	1.0	2.1	2.1
OldHwy	OHRC0480	718290	7161776	561	-60	337	171	78	96	18.0	7.1	127.6
OldHwy	OHRC0480	718290	7161776	561	-60	337	171	122	125	3.0	3.2	9.5
OldHwy	OHRC0480	718290	7161776	561	-60	337	171	131	146	15.0	1.5	22.8
OldHwy	OHRC0481	718501	7161853	560	-62	337	191	149	151	2.0	1.2	2.5
OldHwy	OHRC0482	718548	7161870	560	-64	342	209	137	138	1.0	1.0	1.0
OldHwy	OHRC0482	718548	7161870	560	-64	342	209	203	206	3.0	1.6	4.7
OldHwy	OHRC0483	718572	7161878	560	-62	346	245	170	172	2.0	1.7	3.4
OldHwy	OHRC0483	718572	7161878	560	-62	346	245	173	179	6.0	1.2	7.1
OldHwy	OHRC0483	718572	7161878	560	-62	346	245	195	208	13.0	1.7	21.6
OldHwy	OHRC0483	718572	7161878	560	-62	346	245	220	238	18.0	1.3	23.9
OldHwy	OHRC0484	718595	7161887	560	-62	337	191	183	185	2.0	1.4	2.9
OldHwy	OHRC0484	718595	7161887	560	-62	337	191	190	191	1.0	1.9	1.9
OldHwy	OHRC0485	718602	7161942	560	-61	339	113	35	45	10.0	1.1	10.7
OldHwy	OHRC0486	718600	7162021	560	-59	336	161	86	91	5.0	1.7	8.4
OldHwy	OHRC0487	718615	7162054	560	-58	338	149	27	34	7.0	1.3	9.1
OldHwy	OHRC0487	718615	7162054	560	-58	338	149	83	84	1.0	1.4	1.4
OldHwy	OHRC0487	718615	7162054	560	-58	338	149	110	133	23.0	1.6	35.9
OldHwy	OHRC0488	718685	7162079	560	-59	337	137	48	53	5.0	5.3	26.5
OldHwy	OHRC0488	718685	7162079	560	-59	337	137	66	67	1.0	1.5	1.5
OldHwy	OHRC0489	718708	7162088	560	-59	339	125	97	100	3.0	3.0	8.9
OldHwy	OHRC0491	718701	7162033	560	-60	340	185	1	2	1.0	4.5	4.5
OldHwy	OHRC0491	718701	7162033	560	-60	340	185	150	176	26.0	1.2	31.5
OldHwy	OHRC0492	718749	7162050	560	-60	343	203	144	150	6.0	1.4	8.4
OldHwy	OHRC0492	718749	7162050	560	-60	343	203	159	161	2.0	1.3	2.6
OldHwy	OHRC0493	718860	7162037	559	-58	339	101	99	100	1.0	2.4	2.4
OldHwy	OHRC0494	716045	7160852	570	-59	341	125	107	108	1.0	1.4	1.4
OldHwy	OHRC0495	716336	7160932	567	-62	338	221	220	221	1.0	1.5	1.5
OldHwy	OHRC0496	716344	7160908	567	-60	335	205	175	176	1.0	1.2	1.2
OldHwy	OHRC0498	718849	7162140	559	-60	340	125	40	59	19.0	1.7	32.9
OldHwy	OHRC0498	718849	7162140	559	-60	340	125	73	84	11.0	1.1	12.2
OldHwy	OHRC0500	718679	7162024	560	-60	342	209	175	184	9.0	1.7	15.4
OldHwy	OHRC0503	717165	7161286	564	-59	343	202	60	74	14.0	1.6	22.3
OldHwy	OHRC0504	717235	7161311	564	-63	336	108	104	106	2.0	2.8	5.6
OldHwy	OHRC0505	717380	7161417	563	-62	336	100	43	48	5.0	6.0	30.1
OldHwy	OHRC0506	718173	7161732	561	-63	337	180	58	63	5.0	1.6	7.8
OldHwy	OHRC0506	718173	7161732	561	-63	337	180	89	94	5.0	1.0	5.2
OldHwy	OHRC0506	718173	7161732	561	-63	337	180	110	111	1.0	1.4	1.4
OldHwy	OHRC0506	718173	7161732	561	-63	337	180	117	118	1.0	1.2	1.2
OldHwy	OHRC0507	716216	7160968	569	-60	335	154	7	16	9.0	1.7	15.2
OldHwy	OHRC0507	716216	7160968	569	-60	335	154	18	23	5.0	1.3	6.5
OldHwy	OHRC0507	716216	7160968	569	-60	335	154	37	40	3.0	1.4	4.1
OldHwy	OHRC0507	716216	7160968	569	-60	335	154	50	51	1.0	3.9	3.9
OldHwy	OHRC0508	716225	7160944	568	-62	340	178	39	40	1.0	1.2	1.2
OldHwy	OHRC0508	716225	7160944	568	-62	340	178	47	68	21.0	1.2	25.8
OldHwy	OHRC0508	716225	7160944	568	-62	340	178	70	76	6.0	1.2	7.0
OldHwy	OHRC0509	716233	7160921	568	-60	336	172	11	12	1.0	1.3	1.3
OldHwy	OHRC0509	716233	7160921	568	-60	336	172	92	121	29.0	2.9	83.2
OldHwy	OHRC0509	716233	7160921	568	-60	336	172	130	135	5.0	1.7	8.4
OldHwy	OHRC0511	716272	7160961	568	-62	336	186	13	15	2.0	1.6	3.2
OldHwy	OHRC0511	716272	7160961	568	-62	336	186	55	69	14.0	1.3	18.5
OldHwy	OHRC0511	716272	7160961	568	-62	336	186	74	96	22.0	1.1	24.2
OldHwy	OHRC0512	716289	7160914	568	-62	342	226	116	117	1.0	1.0	1.0

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0512	716289	7160914	568	-62	342	226	190	191	1.0	2.2	2.2
OldHwy	OHRC0512	716289	7160914	568	-62	342	226	194	212	18.0	1.8	32.0
OldHwy	OHRC0512	716289	7160914	568	-62	342	226	220	221	1.0	1.7	1.7
OldHwy	OHRC0514	716297	7160891	567	-64	335	286	172	173	1.0	1.0	1.0
OldHwy	OHRC0515	716280	7160938	568	-62	340	202	114	131	17.0	3.2	54.6
OldHwy	OHRC0515	716280	7160938	568	-62	340	202	135	155	20.0	2.2	44.2
OldHwy	OHRC0516	716250	7160874	568	-64	340	280	240	266	26.0	1.5	38.7
OldHwy	OHRC0517	716319	7160978	568	-61	335	226	51	52	1.0	1.3	1.3
OldHwy	OHRC0517	716319	7160978	568	-61	335	226	75	81	6.0	1.2	7.4
OldHwy	OHRC0518	716327	7160955	567	-61	337	262	60	62	2.0	1.4	2.9
OldHwy	OHRC0519	716359	7160940	567	-62	334	214	191	194	3.0	1.0	3.0
OldHwy	OHRC0519	716359	7160940	567	-62	334	214	200	202	2.0	1.1	2.1
OldHwy	OHRC0523	716138	7160890	569	-60	340	184	64	78	14.0	1.6	22.5
OldHwy	OHRC0523	716138	7160890	569	-60	340	184	82	96	14.0	1.5	21.1
OldHwy	OHRC0523	716138	7160890	569	-60	340	184	102	127	25.0	1.8	44.8
OldHwy	OHRC0523	716138	7160890	569	-60	340	184	152	159	7.0	1.2	8.6
OldHwy	OHRC0524	716207	7160855	568	-61	336	232	217	230	13.0	1.1	14.2
OldHwy	OHRC0525	716231	7160999	568	-59	339	142	18	19	1.0	3.3	3.3
OldHwy	OHRC0525	716231	7160999	568	-59	339	142	33	34	1.0	1.7	1.7
OldHwy	OHRC0525	716231	7160999	568	-59	339	142	112	114	2.0	4.0	8.1
OldHwy	OHRC0526	718664	7161991	560	-61	340	76	4	6	2.0	4.0	7.9
OldHwy	OHRC0528	718714	7162144	559	-63	338	70	63	64	1.0	1.4	1.4
OldHwy	OHRC0529	718723	7162120	559	-60	338	88	70	71	1.0	1.3	1.3
OldHwy	OHRC0539	718347	7161838	560	-63	340	58	35	37	2.0	2.3	4.6
OldHwy	OHRC0540	718393	7161854	560	-63	339	64	35	48	13.0	1.4	17.8
OldHwy	OHRC0541	718418	7161863	560	-62	341	40	31	32	1.0	2.9	2.9
OldHwy	OHRC0544	718372	7161845	560	-62	339	88	1	2	1.0	1.4	1.4
OldHwy	OHRC0547	718497	7162011	560	-61	338	124	46	56	10.0	1.0	10.2
OldHwy	OHRC0547	718497	7162011	560	-61	338	124	78	82	4.0	3.6	14.5
OldHwy	OHRC0549	718450	7161993	560	-60	339	112	54	72	18.0	3.9	69.3
OldHwy	OHRC0549	718450	7161993	560	-60	339	112	93	94	1.0	1.4	1.4
OldHwy	OHRC0549	718450	7161993	560	-60	339	112	103	106	3.0	1.8	5.3
OldHwy	OHRC0551	718531	7161917	560	-59	343	125	3	41	38.0	1.6	61.2
OldHwy	OHRC0555	715249	7160629	574	-59	340	76	62	65	3.0	1.0	3.0
OldHwy	OHRC0556	715225	7160621	574	-60	341	76	55	56	1.0	1.7	1.7
OldHwy	OHRC0557	715272	7160639	574	-60	337	76	9	10	1.0	1.2	1.2
OldHwy	OHRC0563	715669	7160715	570	-60	336	52	19	24	5.0	1.2	6.1
OldHwy	OHRC0565	715708	7160756	571	-60	342	124	2	11	9.0	5.8	52.4
OldHwy	OHRC0566	715712	7160744	570	-60	336	70	5	8	3.0	1.3	4.0
OldHwy	OHRC0566	715712	7160744	570	-60	336	70	12	33	21.0	2.3	48.3
OldHwy	OHRC0567	715802	7160790	570	-60	342	126	17	18	1.0	2.0	2.0
OldHwy	OHRC0572	715881	7160792	570	-59	341	112	100	101	1.0	1.7	1.7
OldHwy	OHRC0575	716092	7160870	569	-59	337	186	62	63	1.0	1.2	1.2
OldHwy	OHRC0575	716092	7160870	569	-59	337	186	120	136	16.0	1.3	20.6
OldHwy	OHRC0575	716092	7160870	569	-59	337	186	177	178	1.0	1.2	1.2
OldHwy	OHRC0576	717470	7161397	563	-61	351	238	191	209	18.0	5.1	91.4
OldHwy	OHRC0577	717446	7161389	563	-58	344	226	127	130	3.0	6.7	20.2
OldHwy	OHRC0577	717446	7161389	563	-58	344	226	144	155	11.0	9.4	103.4
OldHwy	OHRC0577	717446	7161389	563	-58	344	226	181	199	18.0	17.8	320.0
OldHwy	OHRC0577	717446	7161389	563	-58	344	226	201	204	3.0	1.7	5.1
OldHwy	OHRC0578	717450	7161378	563	-59	344	225	158	174	16.0	27.3	437.0
OldHwy	OHRC0578	717450	7161378	563	-59	344	225	178	217	39.0	6.0	235.6
OldHwy	OHRC0579	717431	7161358	563	-58	340	251	158	188	30.0	3.3	98.7
OldHwy	OHRC0579	717431	7161358	563	-58	340	251	195	212	17.0	14.2	240.6
OldHwy	OHRC0580	717395	7161384	563	-60	338	185	96	99	3.0	2.0	6.0

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0580	717395	7161384	563	-60	338	185	131	132	1.0	5.9	5.9
OldHwy	OHRC0581	717398	7161372	563	-63	342	209	127	143	16.0	2.8	44.2
OldHwy	OHRC0581	717398	7161372	563	-63	342	209	155	164	9.0	19.4	174.3
OldHwy	OHRC0581	717398	7161372	563	-63	342	209	167	168	1.0	1.1	1.1
OldHwy	OHRC0581	717398	7161372	563	-63	342	209	185	194	9.0	11.6	104.4
OldHwy	OHRC0583	717407	7161349	563	-61	338	251	181	190	9.0	2.6	23.6
OldHwy	OHRC0583	717407	7161349	563	-61	338	251	195	217	22.0	3.2	70.0
OldHwy	OHRC0583	717407	7161349	563	-61	338	251	223	236	13.0	5.9	77.2
OldHwy	OHRC0584	717435	7161345	563	-59	341	275	191	201	10.0	1.8	17.9
OldHwy	OHRC0584	717435	7161345	563	-59	341	275	206	223	17.0	3.7	63.6
OldHwy	OHRC0584	717435	7161345	563	-59	341	275	233	240	7.0	1.3	9.2
OldHwy	OHRC0584	717435	7161345	563	-59	341	275	243	246	3.0	2.4	7.2
OldHwy	OHRC0585	717375	7161323	564	-61	345	275	251	258	7.0	2.1	14.8
OldHwy	OHRC0586	716148	7160863	569	-60	337	214	137	152	15.0	1.4	20.3
OldHwy	OHRC0586	716148	7160863	569	-60	337	214	155	171	16.0	1.8	28.6
OldHwy	OHRC0586	716148	7160863	569	-60	337	214	174	198	24.0	1.5	36.7
OldHwy	OHRC0587	716496	7161735	569	-62	336	167	113	121	8.0	1.0	8.1
OldHwy	OHRC0587	716496	7161735	569	-62	336	167	132	134	2.0	1.5	3.1
OldHwy	OHRC0588	716543	7161752	569	-61	337	166	76	96	20.0	1.4	28.2
OldHwy	OHRC0597	716696	7161768	569	-62	336	124	96	107	11.0	8.6	94.8
OldHwy	OHRC0604	717608	7161529	563	-60	337	94	18	19	1.0	2.2	2.2
OldHwy	OHRC0605	717616	7161506	563	-63	342	124	62	66	4.0	1.0	4.0
OldHwy	OHRC0605	717616	7161506	563	-63	342	124	78	81	3.0	1.0	3.0
OldHwy	OHRC0607	718164	7161758	561	-57	340	124	11	12	1.0	2.2	2.2
OldHwy	OHRC0607	718164	7161758	561	-57	340	124	59	61	2.0	3.2	6.4
OldHwy	OHRC0608	718242	7161762	561	-60	336	142	68	74	6.0	1.0	6.1
OldHwy	OHRC0609	718395	7162002	560	-59	339	88	68	70	2.0	5.2	10.4
OldHwy	OHRC0610	717280	7161334	564	-60	347	190	55	61	6.0	2.0	11.9
OldHwy	OHRC0611	717291	7161305	564	-56	342	244	122	123	1.0	2.1	2.1
OldHwy	OHRC0611	717291	7161305	564	-56	342	244	170	180	10.0	7.3	72.6
OldHwy	OHRC0611	717291	7161305	564	-56	342	244	181	182	1.0	3.1	3.1
OldHwy	OHRC0611	717291	7161305	564	-56	342	244	223	224	1.0	3.6	3.6
OldHwy	OHRC0612	717294	7161293	564	-59	335	298	228	240	12.0	2.3	27.4
OldHwy	OHRC0612	717294	7161293	564	-59	335	298	269	287	18.0	1.9	34.6
OldHwy	OHRC0623	716607	7161721	569	-61	337	160	85	86	1.0	1.5	1.5
OldHwy	OHRC0623	716607	7161721	569	-61	337	160	130	138	8.0	2.3	18.0
OldHwy	OHRC0628	718074	7161711	561	-60	341	106	57	59	2.0	21.6	43.1
OldHwy	OHRC0628	718074	7161711	561	-60	341	106	61	75	14.0	1.2	16.8
OldHwy	OHRC0638	716437	7161048	567	-63	338	76	30	39	9.0	1.3	11.6
OldHwy	OHRC0640	716399	7161034	567	-60	337	106	9	14	5.0	1.5	7.6
OldHwy	OHRC0641	716408	7161011	567	-60	336	136	97	99	2.0	1.6	3.2
OldHwy	OHRC0646	715821	7160811	571	-60	337	82	2	20	18.0	1.8	32.9
OldHwy	OHRC0647	715763	7160750	570	-60	334	130	54	66	12.0	1.5	18.2
OldHwy	OHRC0647	715763	7160750	570	-60	334	130	70	80	10.0	2.2	21.6
OldHwy	OHRC0649	715144	7160550	574	-59	342	124	50	55	5.0	1.2	6.0
OldHwy	OHRC0650	715200	7160543	574	-58	342	178	113	117	4.0	1.0	4.0
OldHwy	OHRC0655	715998	7160836	570	-60	340	184	172	178	6.0	2.5	14.9
OldHwy	OHRC0657	716244	7161697	569	-60	335	100	51	56	5.0	3.3	16.3
OldHwy	OHRC0657	716244	7161697	569	-60	335	100	67	81	14.0	1.2	16.5
OldHwy	OHRC0659	716291	7161714	569	-61	335	112	106	107	1.0	1.2	1.2
OldHwy	OHRC0660	716308	7161667	570	-62	336	190	137	162	25.0	1.3	31.3
OldHwy	OHRC0661	716333	7161596	570	-60	336	82	43	44	1.0	1.0	1.0
OldHwy	OHRC0663	716355	7161684	570	-63	336	183	115	127	12.0	1.1	12.7
OldHwy	OHRC0665	716525	7161799	568	-60	336	82	32	36	4.0	1.8	7.2
OldHwy	OHRC0665	716525	7161799	568	-60	336	82	47	48	1.0	1.1	1.1

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OldHwy	OHRC0670	716752	7161908	566	-60	334	58	11	13	2.0	1.5	3.0
OldHwy	OHRC0671	716384	7161748	569	-61	335	136	28	30	2.0	7.3	14.5
OldHwy	OHRC0671	716384	7161748	569	-61	335	136	65	85	20.0	1.0	20.8
OldHwy	OHRC0673	716427	7161631	570	-60	335	124	65	66	1.0	2.0	2.0
OldHwy	OHRC0675	716449	7161718	569	-60	334	190	86	89	3.0	1.1	3.3
OldHwy	OHRC0675	716449	7161718	569	-60	334	190	155	169	14.0	1.0	14.0
OldHwy	OHRC0676	715247	7160561	574	-60	342	190	148	152	4.0	1.5	6.1
OldHwy	OHRC0677	717331	7161359	564	-60	359	208	149	151	2.0	1.3	2.6
OldHwy	OHRC0678	717322	7161373	564	-63	337	202	102	110	8.0	1.6	13.0
OldHwy	OHRC0679	717357	7161371	564	-59	331	178	117	120	3.0	2.0	6.1
OldHwy	OHRC0680	717370	7161347	563	-58	349	226	145	148	3.0	1.8	5.3
OldHwy	OHRC0680	717370	7161347	563	-58	349	226	164	177	13.0	1.6	20.5
OldHwy	OHRC0681	717263	7161309	564	-61	337	250	108	109	1.0	1.7	1.7
OldHwy	OHRC0681	717263	7161309	564	-61	337	250	170	183	13.0	1.6	20.8
OldHwy	OHRC0681	717263	7161309	564	-61	337	250	210	214	4.0	2.6	10.2
OldHwy	OHRC0683	718277	7161811	561	-61	339	82	40	41	1.0	3.1	3.1
OldHwy	OHRC0683	718277	7161811	561	-61	339	82	44	51	7.0	1.0	7.1
OldHwy	OHRC0684	717176	7161326	564	-62	335	136	14	15	1.0	1.3	1.3
OldHwy	OHRC0684	717176	7161326	564	-62	335	136	19	21	2.0	1.3	2.6
OldHwy	OHRC0684	717176	7161326	564	-62	335	136	78	91	13.0	1.9	24.6
OldHwy	OHRC0684	717176	7161326	564	-62	335	136	109	113	4.0	1.3	5.0
OldHwy	OHRC0685	717333	7161335	564	-58	351	226	127	137	10.0	2.6	25.6
OldHwy	OHRC0685	717333	7161335	564	-58	351	226	141	148	7.0	7.0	49.3
OldHwy	OHRC0685	717333	7161335	564	-58	351	226	154	160	6.0	1.0	6.0
OldHwy	OHRC0685	717333	7161335	564	-58	351	226	167	173	6.0	1.8	10.7
OldHwy	OHRC0685	717333	7161335	564	-58	351	226	179	188	9.0	6.2	56.1
OldHwy	OHRC0686	717243	7161289	564	-60	330	250	167	172	5.0	3.2	16.1
OldHwy	OHRC0686	717243	7161289	564	-60	330	250	189	208	19.0	8.8	168.0
OldHwy	OHRC0687	717155	7161311	564	-60	343	166	109	111	2.0	1.4	2.7
OldHwy	OHRC0688	717188	7161300	564	-60	338	184	64	68	4.0	1.4	5.6
OldHwy	OHRC0688	717188	7161300	564	-60	338	184	108	109	1.0	2.2	2.2
OldHwy	OHRC0688	717188	7161300	564	-60	338	184	151	155	4.0	2.3	9.0
OldHwy	OHRC0689	717196	7161273	564	-60	336	238	131	135	4.0	1.3	5.1
OldHwy	OHRC0689	717196	7161273	564	-60	336	238	166	171	5.0	16.0	79.8
OldHwy	OHRC0689	717196	7161273	564	-60	336	238	175	180	5.0	1.6	8.0
OldHwy	OHRC0690	717201	7161260	564	-58	343	250	174	176	2.0	2.1	4.3
OldHwy	OHRC0690	717201	7161260	564	-58	343	250	208	222	14.0	5.7	79.1
OldHwy	OHRC0691	717202	7161331	564	-59	338	160	124	147	23.0	2.0	46.0
OldHwy	OHRC0692	717223	7161348	564	-62	340	160	111	116	5.0	1.1	5.4
OldHwy	OHRC0692	717223	7161348	564	-62	340	160	139	149	10.0	3.6	35.5
OldHwy	OHRC0693	717252	7161266	564	-58	342	280	197	198	1.0	1.1	1.1
OldHwy	OHRC0693	717252	7161266	564	-58	342	280	219	227	8.0	4.5	35.8
OldHwy	OHRC0694	717351	7161395	563	-60	322	172	55	60	5.0	1.1	5.3
OldHwy	OHRC0694	717351	7161395	563	-60	322	172	71	78	7.0	1.5	10.2
OldHwy	OHRC0695	717350	7161399	563	-62	351	154	61	68	7.0	1.5	10.2
OldHwy	OHRC0697	717371	7161339	564	-60	344	316	162	201	39.0	5.2	202.0
OldHwy	OHRC0697	717371	7161339	564	-60	344	316	206	217	11.0	3.4	37.6
OldHwy	OHRC0697	717371	7161339	564	-60	344	316	218	220	2.0	4.2	8.4
OldHwy	OHRC0697	717371	7161339	564	-60	344	316	226	247	21.0	3.1	64.7
OldHwy	OHRC0697	717371	7161339	564	-60	344	316	295	308	13.0	2.0	25.7
OldHwy	OHRC0698	717342	7161312	564	-58	346	274	198	225	27.0	2.5	67.8
OldHwy	OHRC0698	717342	7161312	564	-58	346	274	263	265	2.0	2.5	4.9
OldHwy	OHRC0699	717318	7161303	564	-59	344	256	205	218	13.0	1.4	17.9
OldHwy	OHRC0700	717024	7161235	565	-61	340	142	118	126	8.0	1.0	8.1
OldHwy	OHRC0700	717024	7161235	565	-61	340	142	132	140	8.0	1.7	13.4

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OldHwy	OHRC0701	717085	7161869	566	-61	336	142	13	14	1.0	2.9	2.9
OldHwy	OHRC0703	717184	7161892	565	-61	336	100	66	67	1.0	7.7	7.7
OldHwy	OHRC0705	716530	7161641	571	-61	338	172	134	137	3.0	1.9	5.8
OldHwy	OHRC0706	716466	7161671	570	-61	335	154	134	135	1.0	1.4	1.4
OldHwy	OHRC0707	716483	7161624	570	-61	337	160	144	153	9.0	1.1	9.8
OldHwy	OHRC0708	716947	7161154	565	-62	336	154	77	94	17.0	1.2	19.6
OldHwy	OHRC0710	717297	7161363	564	-59	342	178	164	166	2.0	7.7	15.4
OldHwy	OHRC0712	716060	7161470	571	-61	336	154	44	48	4.0	4.2	16.9
OldHwy	OHRC0713	716090	7161534	571	-61	336	70	66	67	1.0	1.1	1.1
OldHwy	OHRC0719	716137	7161551	570	-61	336	94	17	22	5.0	1.7	8.4
OldHwy	OHRC0723	716184	7161568	570	-62	334	70	45	62	17.0	2.8	47.1
OldHwy	OHRC0724	716201	7161521	570	-61	336	172	137	146	9.0	2.3	20.5
OldHwy	OHRC0725	716197	7161679	569	-61	336	100	46	48	2.0	1.9	3.7
OldHwy	OHRC0726	717504	7161450	563	-59	340	142	100	101	1.0	1.8	1.8
OldHwy	OHRC0728	717485	7161430	563	-60	342	160	125	127	2.0	1.1	2.2
OldHwy	OHRC0732	717442	7161401	563	-58	339	190	115	119	4.0	1.7	6.7
OldHwy	OHRC0732	717442	7161401	563	-58	339	190	133	146	13.0	11.5	149.0
OldHwy	OHRC0733	717410	7161415	563	-62	338	172	93	95	2.0	1.1	2.2
OldHwy	OHRC0736	717299	7161282	564	-60	348	304	254	270	16.0	1.2	18.4
OldHwy	OHRC0736	717299	7161282	564	-60	348	304	288	293	5.0	1.4	7.0
OldHwy	OHRC0737	716667	7161703	570	-61	334	184	162	164	2.0	1.1	2.2
OldHwy	OHRC0740	718455	7161836	560	-58	343	184	102	103	1.0	3.0	3.0
OldHwy	OHRC0740	718455	7161836	560	-58	343	184	130	138	8.0	1.3	10.2
OldHwy	OHRC0740	718455	7161836	560	-58	343	184	157	158	1.0	2.5	2.5
OldHwy	OHRC0741	718431	7161826	561	-62	343	208	88	89	1.0	1.9	1.9
OldHwy	OHRC0741	718431	7161826	561	-62	343	208	114	129	15.0	1.7	25.8
OldHwy	OHRC0742	718408	7161818	561	-60	341	136	130	132	2.0	1.6	3.1
OldHwy	OHRC0744	718314	7161783	561	-60	339	184	92	123	31.0	1.8	54.9
OldHwy	OHRC0744	718314	7161783	561	-60	339	184	141	143	2.0	2.4	4.7
OldHwy	OHRC0744	718314	7161783	561	-60	339	184	175	178	3.0	1.4	4.1
OldHwy	OHRC0745	718103	7161708	561	-60	343	142	92	112	20.0	1.3	26.4
OldHwy	OHRC0747	717315	7161384	564	-61	329	160	22	28	6.0	3.7	22.1
OldHwy	OHRC0747	717315	7161384	564	-61	329	160	36	37	1.0	1.0	1.0
OldHwy	OHRC0747	717315	7161384	564	-61	329	160	61	77	16.0	3.9	62.6
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	48	60	12.0	4.4	52.3
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	85	107	22.0	6.4	140.4
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	117	118	1.0	1.2	1.2
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	131	132	1.0	1.5	1.5
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	151	154	3.0	2.0	6.0
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	162	178	16.0	21.2	339.5
OldHwy	OHRC0749	717301	7161351	564	-63	345	220	202	203	1.0	6.4	6.4
OldHwy	OHRC0750	717363	7161358	564	-62	339	160	150	158	8.0	1.1	9.0
OldHwy	OHRC0751	716214	7161632	570	-61	334	184	78	79	1.0	1.0	1.0
OldHwy	OHRC0753	716248	7161538	570	-61	335	189	174	186	12.0	7.7	92.9
OldHwy	OHRC0759	718023	7161706	561	-60	341	60	9	16	7.0	2.5	17.6
OldHwy	OHRC0759	718023	7161706	561	-60	341	60	33	48	15.0	1.6	24.5
OldHwy	OHRC0768	717884	7161575	562	-60	338	173	149	150	1.0	1.9	1.9
OldHwy	OHRC0769	717861	7161567	562	-60	340	173	157	168	11.0	1.2	12.7
OldHwy	OHRC0773	717767	7161532	562	-59	340	179	122	123	1.0	1.3	1.3
OldHwy	OHRC0773	717767	7161532	562	-59	340	179	133	143	10.0	1.4	13.6
OldHwy	OHRC0776	718337	7161793	561	-60	338	190	93	138	45.0	1.7	77.9
OldHwy	OHRC0776	718337	7161793	561	-60	338	190	142	154	12.0	2.2	26.3
OldHwy	OHRC0776	718337	7161793	561	-60	338	190	162	179	17.0	1.2	21.1
OldHwy	OHRC0776	718337	7161793	561	-60	338	190	180	184	4.0	1.1	4.5
OldHwy	OHRC0777	718060	7161693	561	-63	343	142	82	101	19.0	1.3	24.5

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHRC0777	718060	7161693	561	-63	343	142	103	106	3.0	2.9	8.7
OldHwy	OHRC0778	715340	7160596	574	-59	337	124	82	83	1.0	3.0	3.0
OldHwy	OHRC0779	718898	7162077	559	-62	342	82	17	21	4.0	1.3	5.2
OldHwy	OHRC0789	716769	7161861	567	-61	338	148	83	103	20.0	4.1	82.8
OldHwy	OHRC0789	716769	7161861	567	-61	338	148	112	121	9.0	1.7	15.0
OldHwy	OHRC0789	716769	7161861	567	-61	338	148	124	130	6.0	1.6	9.3
OldHwy	OHRC0792	718954	7162071	559	-60	341	119	111	112	1.0	1.1	1.1
OldHwy	OHSG0001	716149	7160932	569	-80	342	111	84	100	15.5	3.3	51.3
OldHwy	OHSG0001	716149	7160932	569	-80	342	111	101	102	1.0	1.0	1.0
OldHwy	OHSG0001	716149	7160932	569	-80	342	111	102	109	7.4	1.0	7.6
OldHwy	OHST0001	715999	7161048	570	-60	155	427	259	266	7.1	1.0	7.3
OldHwy	OHST0001	715999	7161048	570	-60	155	427	335	336	1.6	1.6	2.7
OldHwy	OHST0002	715577	7160895	572	-60	154	451	257	258	0.9	2.1	2.0
OldHwy	OHST0002	715577	7160895	572	-60	154	451	259	267	8.1	1.1	8.5
OldHwy	OHST0002	715577	7160895	572	-60	154	451	379	380	0.9	2.4	2.0
OldHwy	OHST0003	716222	7161129	568	-60	150	425	137	141	3.5	1.1	3.8
OldHwy	OHST0004	717401	7161585	563	-60	149	450	217	221	3.7	3.1	11.3
OldHwy	OHST0004	717401	7161585	563	-60	149	450	226	228	1.4	9.5	13.3
OldHwy	OHST0005	718400	7161763	561	-60	337	325	228	233	5.1	1.1	5.6
OldHwy	OHST0005	718400	7161763	561	-60	337	325	235	244	9.2	1.3	11.9
OldHwy	OHST0005	718400	7161763	561	-60	337	325	244	245	0.5	4.5	2.2
OldHwy	OHST0005	718400	7161763	561	-60	337	325	248	254	6.5	1.0	6.5
OldHwy	OHST0005	718400	7161763	561	-60	337	325	262	272	10.3	1.4	14.5
OldHwy	OHST0006	718366	7161857	561	-60	337	325	16	20	4.1	3.7	15.1
OldHwy	OHST0007	718554	7161925	560	-60	338	325	42	50	8.6	1.7	14.5
OldHwy	OHST0007	718554	7161925	560	-60	338	325	51	62	11.4	1.1	13.0
OldHwy	OHST0007	718554	7161925	560	-60	338	325	98	99	0.9	4.5	4.2
OldHwy	OHST0007	718554	7161925	560	-60	338	325	207	209	1.7	3.1	5.2
OldHwy	OHST0008	718580	7161855	560	-60	338	300	239	246	7.1	2.9	20.6
OldHwy	OHST0008	718580	7161855	560	-60	338	300	261	268	7.0	1.4	9.6
OldHwy	OHST0008	718580	7161855	560	-60	338	300	277	283	5.7	2.4	13.6
OldHwy	OHST0009	718213	7161694	561	-60	338	365	209	210	0.5	1.4	0.6
OldHwy	OHST0009	718213	7161694	561	-60	338	365	220	233	12.7	1.2	14.6
OldHwy	OHST0009	718213	7161694	561	-60	338	365	234	236	1.9	3.9	7.4
OldHwy	OHST0009	718213	7161694	561	-60	338	365	252	253	1.1	1.8	1.9
OldHwy	OHST0010	718187	7162057	561	-58	154	581	58	61	3.1	1.2	3.8
OldHwy	OHST0010	718187	7162057	561	-58	154	581	64	65	0.7	1.3	0.9
OldHwy	OHST0010	718187	7162057	561	-58	154	581	348	350	1.4	1.1	1.5
OldHwy	OHWB0002	716077	7160912	570	-90	0	150	68	70	2.0	1.3	2.6
OldHwy	OHWB0002	716077	7160912	570	-90	0	150	77	80	3.0	1.5	4.4
OldHwy	OHWB0002	716077	7160912	570	-90	0	150	90	97	7.0	1.3	9.3
OldHwy	OHWB0002	716077	7160912	570	-90	0	150	114	116	2.0	1.0	2.0
OldHwy	OHWB0002	716077	7160912	570	-90	0	150	142	149	7.0	1.3	9.0
OldHwy	OHWB0003	715831	7160796	570	-90	0	150	96	99	3.0	3.5	10.6
OldHwy	OHWB0004	716294	7160976	568	-90	0	150	114	117	3.0	1.0	3.0
OldHwy	OHWB0005	716690	7161131	566	-90	0	150	117	126	9.0	4.2	37.5
OldHwy	OHWB0006	717245	7161360	564	-90	0	144	0	40	40.0	9.5	379.2
OldHwy	OHWB0006	717245	7161360	564	-90	0	144	52	53	1.0	1.7	1.7
OldHwy	OHWB0006	717245	7161360	564	-90	0	144	86	93	7.0	1.0	7.1
OldHwy	OHWB0008	718503	7161923	560	-90	0	150	7	11	4.0	3.3	13.2
OldHwy	OHWB0008	718503	7161923	560	-90	0	150	23	42	19.0	1.5	28.5
OldHwy	OHWB0008	718503	7161923	560	-90	0	150	46	60	14.0	1.0	14.0
OldHwy	OHWB0008	718503	7161923	560	-90	0	150	76	79	3.0	1.3	3.9
OldHwy	OHWB0008	718503	7161923	560	-90	0	150	80	96	16.0	1.8	29.4
OldHwy	OHWB0010	717243	7161365	564	-90	0	52	17	20	3.0	4.0	12.1

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
OldHwy	OHWB0010	717243	7161365	564	-90	0	52	30	45	15.0	1.1	17.1
OldHwy	OHWB0011	717337	7161420	564	-90	0	154	78	82	4.0	2.6	10.5
OldHwy	OHWB0011	717337	7161420	564	-90	0	154	90	100	10.0	1.0	10.1
OldHwy	OHWB0011	717337	7161420	564	-90	0	154	105	121	16.0	4.7	75.0
OldHwy	OHWB0011	717337	7161420	564	-90	0	154	127	128	1.0	4.5	4.5

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APPENDIX 2
DOOLGUNNA DRILL HOLE DATA

Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
Doolgunna	DGDD351	724477	7166454	550	-55	360	346	95	96	1.0	2.1	2.1
Doolgunna	DGRC542	724547	7166533	550	-61	360	150	21	23	2.0	1.1	2.1
Doolgunna	DGRB218	725991	7163972	556	-60	2	40	16	18	2.0	1.1	2.3
Doolgunna	CBRC0013	731873	7168518	563	-60	342	88	77	79	2.0	1.2	2.4
Doolgunna	DGRC023	726331	7163996	557	-60	182	62	36	38	2.0	1.2	2.4
Doolgunna	DGRC009	725992	7163939	557	-60	2	130	58	60	2.0	1.3	2.6
Doolgunna	CBRC0008	731138	7168197	561	-60	340	166	147	148	1.0	3.0	3.0
Doolgunna	DGAC1542	724200	7166350	550	-60	0	138	135	138	3.0	1.0	3.1
Doolgunna	DGRC521	719919	7168864	560	-60	346	150	144	146	2.0	1.6	3.1
Doolgunna	CBRC0026	732753	7168732	564	-60	342	208	69	70	1.0	3.1	3.1
Doolgunna	DGRC788	731299	7168248	561	-63	356	300	72	75	3.0	1.2	3.5
Doolgunna	DGRC007	726303	7163962	557	-60	2	100	68	70	2.0	1.9	3.8
Doolgunna	DGRC916	732150	7168514	563	-62	340	200	115	119	4.0	1.0	4.0
Doolgunna	DGRC022	726273	7164002	557	-60	182	76	2	4	2.0	2.1	4.2
Doolgunna	DGRC558	724598	7166535	550	-61	358	174	93	96	3.0	1.4	4.3
Doolgunna	DGRC572	724396	7166433	549	-60	359	150	90	94	4.0	1.1	4.6
Doolgunna	DGRC031	726100	7163929	557	-60	3	90	47	50	3.0	1.6	4.9
Doolgunna	DGRC805	732703	7168701	564	-60	360	234	11	12	1.0	5.2	5.2
Doolgunna	DGAC1541	724200	7166400	551	-60	0	114	90	95	5.0	1.0	5.2
Doolgunna	DGRC915	731317	7168212	561	-62	340	202	80	85	5.0	1.1	5.5
Doolgunna	SWRC0016	726237	7163935	557	-62	340	130	124	126	2.0	2.8	5.7
Doolgunna	DGRC041	726242	7163948	557	-59	3	66	14	20	6.0	1.1	6.3
Doolgunna	DGRC018	726136	7163989	556	-60	182	70	18	20	2.0	3.3	6.5
Doolgunna	DGRC030	726041	7163916	557	-61	5	75	33	39	6.0	1.1	6.7
Doolgunna	DGAC001	732699	7168949	563	-90	0	75	24	30	6.0	1.1	6.7
Doolgunna	DGRC042	726276	7163978	557	-59	359	50	31	38	7.0	1.0	7.1
Doolgunna	SWRC0006	726141	7163979	557	-61	340	76	8	10	2.0	3.6	7.2
Doolgunna	DGDD395	732297	7168499	564	-60	357	397	209	212	3.0	2.5	7.6
Doolgunna	CBRC0003	730745	7168107	560	-61	340	142	97	102	5.0	1.5	7.7
Doolgunna	DGRB096	726100	7163922	556	-60	2	42	22	28	6.0	1.3	7.8
Doolgunna	CBRC0018	732642	7168744	564	-60	343	130	115	122	7.0	1.2	8.1
Doolgunna	DGRB219	725991	7163952	556	-60	2	42	34	42	8.0	1.0	8.1
Doolgunna	DGRC015	726040	7163960	556	-60	182	76	56	58	2.0	4.2	8.4
Doolgunna	SWRC0002	726040	7163890	557	-62	341	178	96	101	5.0	1.8	8.8
Doolgunna	DGAC004	726160	7164002	556	-90	0	43	24	26	2.0	4.4	8.9
Doolgunna	DGRC784	732501	7168573	564	-60	359	318	253	257	4.0	2.3	9.2
Doolgunna	DGRC020	726243	7163960	557	-60	182	80	4	12	8.0	1.2	9.2
Doolgunna	DGRC783	732499	7168674	564	-60	355	300	21	25	4.0	2.3	9.4
Doolgunna	DGRC541	724443	7166472	550	-60	357	180	32	34	2.0	4.7	9.4
Doolgunna	SWRC0014	726284	7163952	557	-62	340	112	54	61	7.0	1.4	9.8
Doolgunna	CBRC0025	732659	7168697	564	-60	341	202	46	55	9.0	1.1	9.8
Doolgunna	SWRC0005	726117	7163971	557	-61	341	106	10	12	2.0	4.9	9.9
Doolgunna	CBRC0006	731091	7168180	561	-60	340	172	94	101	7.0	1.5	10.4
Doolgunna	DGAC1410	724300	7166400	551	-60	0	120	115	120	5.0	2.2	10.8
Doolgunna	DGRC025	726698	7164095	559	-60	2	70	28	36	8.0	1.4	11.1
Doolgunna	CBRC0016	732548	7168710	564	-60	341	100	69	80	11.0	1.1	11.6
Doolgunna	DGRC511A	724406	7166399	550	-61	358	264	168	179	11.0	1.1	12.2
Doolgunna	CBRC0019	732689	7168761	564	-60	340	130	33	36	3.0	4.2	12.5
Doolgunna	DGAC3474	733700	7168500	568	-60	360	114	15	25	10.0	1.3	12.7
Doolgunna	DGRB447	726696	7164102	559	-60	2	40	8	14	6.0	2.3	13.5
Doolgunna	DGAC1404	724900	7166600	550	-60	0	63	60	63	3.0	4.8	14.4
Doolgunna	SWRC0008	726158	7163932	557	-62	341	154	34	42	8.0	1.9	14.9

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Project	Hole Id	Easting	Northing	RL	Dip (°)	Azimuth (°)	End of Hole (m)	From (m)	To (m)	Downhole Length (m)	Au (g/t)	Gram metres
Doolgunna	DGAC017	726095	7163970	556	-90	0	80	30	38	8.0	1.9	15.4
Doolgunna	DGAC003	726100	7163934	556	-90	0	64	44	52	8.0	2.0	15.8
Doolgunna	DGRC035	726181	7163929	557	-61	359	90	82	89	7.0	2.4	16.5
Doolgunna	DGRB094	726101	7163961	556	-60	2	46	16	18	2.0	8.5	17.0
Doolgunna	DGRC561	724498	7166578	550	-60	178	222	191	198	7.0	2.5	17.6
Doolgunna	DGRC037	726200	7163949	557	-59	2	60	23	38	15.0	1.2	17.7
Doolgunna	DGRC801	731100	7168152	560	-63	356	240	194	206	12.0	1.5	18.2
Doolgunna	SWRC0015	726260	7163943	557	-62	340	124	54	61	7.0	2.8	19.5
Doolgunna	DGRC021	726239	7163991	557	-60	182	70	22	32	10.0	2.1	20.5
Doolgunna	DGRC008	726099	7163916	557	-60	2	130	34	54	20.0	1.0	20.6
Doolgunna	DGRC034	726179	7163948	557	-60	1	80	19	33	14.0	1.5	21.0
Doolgunna	DGAC3351	732700	7168900	563	-60	0	77	50	60	10.0	2.1	21.2
Doolgunna	SWRC0009	726173	7163964	557	-61	344	76	0	8	8.0	2.7	21.3
Doolgunna	DGRC038	726200	7163938	557	-57	2	70	33	52	19.0	1.1	21.5
Doolgunna	DGRB052	726208	7163981	557	-60	182	34	12	34	22.0	1.0	22.2
Doolgunna	SWRC0007	726134	7163924	557	-63	338	166	34	40	6.0	3.8	22.6
Doolgunna	DGRC024	726330	7164019	557	-60	182	76	32	52	20.0	1.1	22.8
Doolgunna	DGRB051	726201	7163965	557	-60	182	34	12	34	22.0	1.1	24.4
Doolgunna	DGRC039	726220	7163939	557	-58	360	78	49	56	7.0	3.7	25.6
Doolgunna	DGRC033	726140	7163907	557	-60	358	81	57	81	24.0	1.1	26.9
Doolgunna	DGAC3173	732500	7168700	563	-60	0	110	25	40	15.0	1.8	27.2
Doolgunna	DGAC1504	724800	7166750	550	-60	0	51	35	40	5.0	5.8	29.1
Doolgunna	DGRC575	724350	7166369	550	-60	0	192	127	132	5.0	6.0	30.2
Doolgunna	SWRC0011	726190	7163917	557	-63	342	148	89	109	20.0	1.5	30.2
Doolgunna	CBRC0017	732454	7168676	564	-60	339	112	68	80	12.0	2.5	30.5
Doolgunna	DGRC043	726276	7163960	557	-59	1	70	65	70	5.0	6.1	30.5
Doolgunna	SWRC0012	726213	7163926	557	-62	339	160	103	107	4.0	7.7	30.9
Doolgunna	DGRC508	724499	7166449	550	-62	1	252	108	115	7.0	4.7	32.7
Doolgunna	DGAC3342	731900	7168466	562	-60	0	150	80	100	20.0	1.7	33.0
Doolgunna	DGAC016	726299	7164000	557	-90	0	58	0	16	16.0	2.1	34.1
Doolgunna	SWRC0004	726087	7163907	557	-62	340	130	27	49	22.0	1.6	34.5
Doolgunna	DGRC623	724300	7166423	551	-60	359	151	29	38	9.0	4.3	38.3
Doolgunna	DGRC563	724452	7166399	550	-62	356	174	156	163	7.0	5.5	38.6
Doolgunna	CBRC0021	731937	7168488	563	-60	341	184	39	59	20.0	2.0	39.8
Doolgunna	DGAC1042	724500	7166500	550	-60	0	75	40	60	20.0	2.1	41.2
Doolgunna	CBRC0024	732565	7168663	564	-60	340	178	25	47	22.0	1.9	41.8
Doolgunna	DGRC803	731900	7168433	562	-62	357	258	160	164	4.0	10.8	43.0
Doolgunna	DGAC3359	731500	7168300	561	-60	360	122	95	120	25.0	1.7	43.3
Doolgunna	DGRC036	726200	7163960	557	-64	359	50	15	31	16.0	2.8	45.4
Doolgunna	DGRC624	724299	7166392	551	-60	357	133	116	122	6.0	8.1	48.8
Doolgunna	DGRC543	724547	7166505	550	-60	0	168	49	66	17.0	2.9	48.8
Doolgunna	DGRC560	724545	7166471	550	-59	355	162	91	103	12.0	4.1	49.2
Doolgunna	CBRC0020	732736	7168779	564	-60	342	130	65	99	34.0	1.5	49.3
Doolgunna	DGRC016	726039	7163981	556	-60	182	70	56	64	8.0	6.2	49.5
Doolgunna	CBRC0009	731262	7168295	561	-61	342	106	79	104	25.0	2.1	51.5
Doolgunna	DGRC507	724499	7166504	550	-61	3	126	19	46	27.0	2.2	59.9
Doolgunna	DGRC574	724348	7166411	550	-60	0	174	89	104	15.0	4.2	63.3
Doolgunna	DGRC040	726243	7163968	557	-60	4	50	25	40	15.0	5.4	81.2
Doolgunna	CBRC0023	732518	7168646	564	-60	340	184	38	46	8.0	10.8	86.2
Doolgunna	DGRC800	730701	7168049	559	-62	357	252	173	195	22.0	5.3	115.7
Doolgunna	DGAC006	726202	7163971	557	-90	0	61	4	26	22.0	7.0	154.7
Doolgunna	DGRC509	724600	7166499	550	-62	2	228	216	228	12.0	16.7	200.2

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APPENDIX 3 – Regional Maps

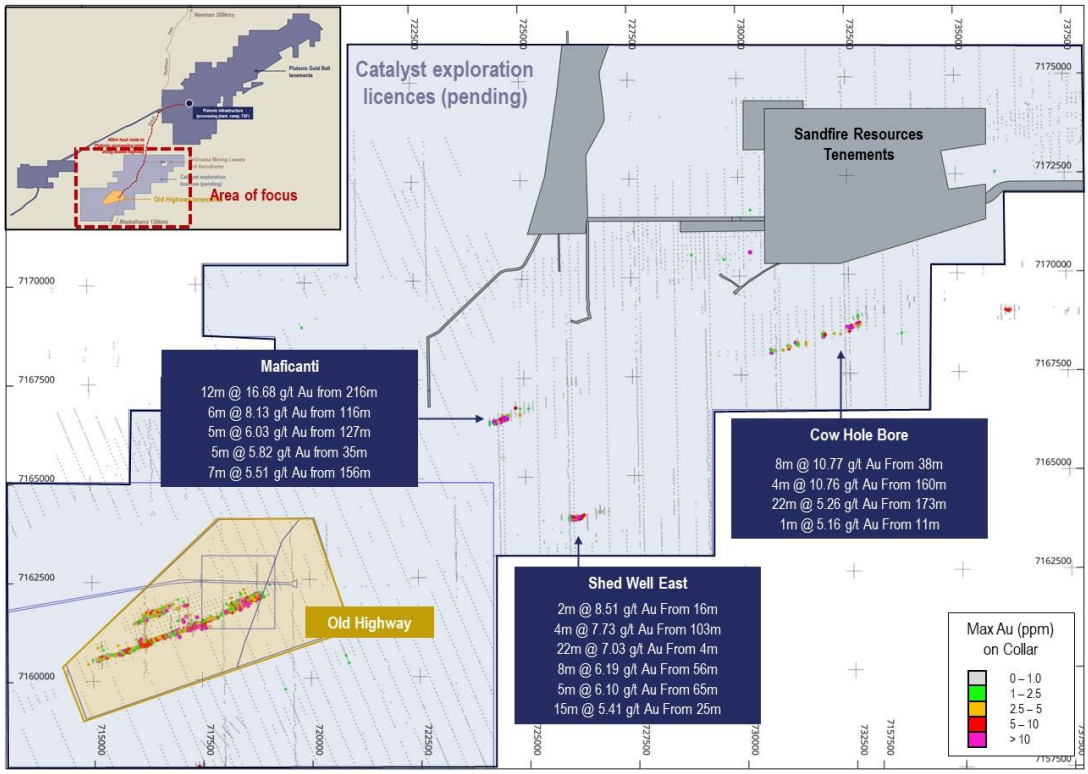


Figure 11: Old Highway tenement locations and regional prospects

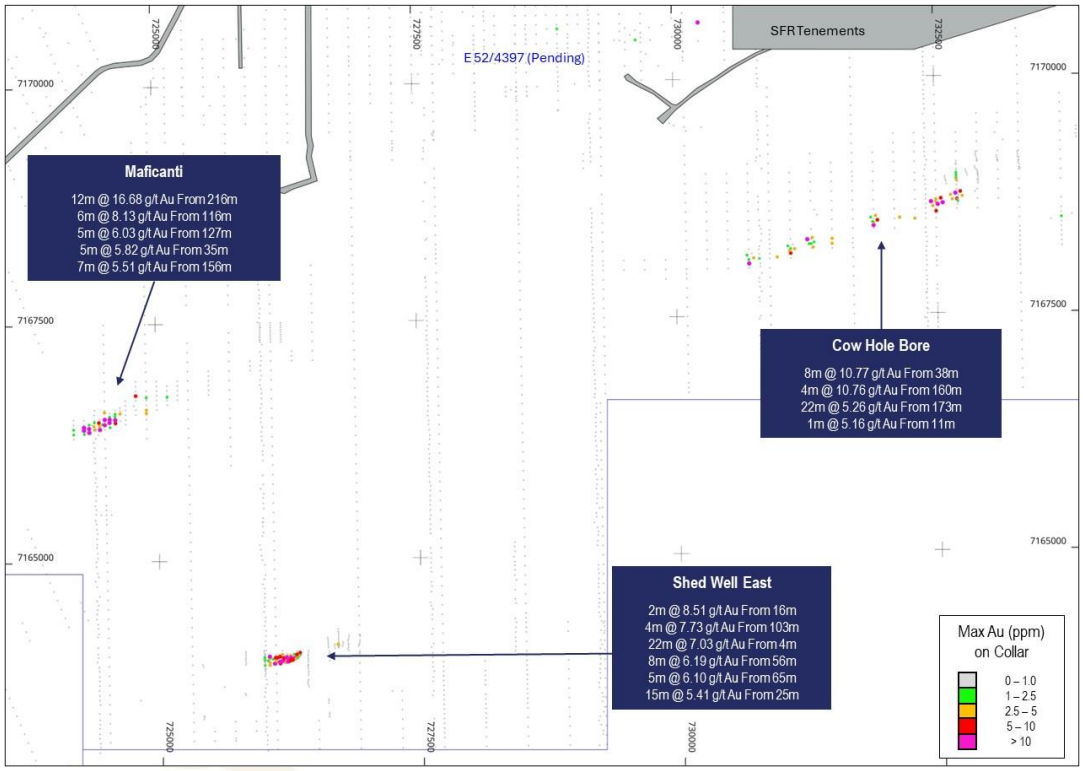


Figure 12: Regional exploration prospects and significant drill intercepts

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APPENDIX 4
OLD HIGHWAY – JORC CODE, 2012 EDITION – TABLE 1

Section 1 Sampling Techniques and Data
Old Highway Deposit and Historical Regional Drilling
(Criteria in this section apply to all succeeding sections.)

Criteria	Commentary
Sampling techniques	No drilling has been completed by Catalyst since entering into agreement to acquire the Project in May 2025. This release contains detail relating to data provided by Sandfire as part of the due diligence undertaken on the project prior to entering into the acquisition agreement in May 2025. • Drilling started in the OH Prospect in 2005/2006 with RAB and AC drilling campaigns when the deposit was discovered, and continued sporadically from 2006 through to 2014, including mainly AC, RAB, and RC drilling, plus minor DD drilling. • RC drill chips were the main sample type used as the basis for Mineral Resource evaluation. • At the beginning of the phase one drill program, a trial was conducted to compare the performance of riffle and cone splitters. Sample weights, visual observations and feedback from the drillers were all considered in this process. • The first three-tiered riffle splitter was found to produce an over-sized primary split, with highly variable duplicate split weights. The splitter would also clog through the 'powdery' saprolite profile without frequent cleaning. A second riffle splitter was produced with wider riffles, a fourth tier was fitted with a pneumatic vibrator. This riffle was also flawed as the 'V – shaped' vanes resulted in sample build-up and the vibrator was inadequately powered to prevent the splitter from clogging. • 52% of primary riffle split samples were greater than the target range of 1.5 to 3 kg and the lack of adjustable sample ports resulted in higher field duplicate mass variability. Cone splitters were therefore adopted. In total 13 holes were drilled using a riffle splitter (OHRC0001 – OHRC0004 and OHRC0027 – OHRC0035). All other holes were drilled using a static cone splitter with adjustable sample chutes. • To maintain appropriate sample quality for resource estimation, wet samples were left to dry in polyweave bags before being re-sampled using a portable riffle splitter. Despite these samples being dry at the time of re-sampling, they are recorded in the database as 'Wet.' This notes that the samples may be of poor or suspect quality due to sample Preparation Errors (PE) and the potential loss of fines.
Drilling techniques	• RC drilling was the main method used, with a minor contribution from DD drilling (7% of the total). • Orlando Drilling Pty Ltd were contracted to complete RC drilling at Old Highway while DDH1 Drilling Pty Ltd completed DD drilling. • Resource definition drilling was completed using four Schramm T685 rigs, three of which are truck mounted with the other being track mounted. All rigs operate with Sullair Hurricane Booster (500 psi/1,250 cfm) and Auxiliary Compressor (1,000 psi/2,200 cfm) designed for deep exploration drilling. All rigs utilise 130mm Roschen PR54 RC hammer bits. • Oriented core was used for DD drilling, allowing the obtaining of key structural data for further interpretation.
Drill sample recovery	• Full sample weight data was collected for every tenth hole drilled during the first phase of drilling (up to OHRC0180). For these holes, field duplicates were collected from each metre to ensure that the full sample mass was being collected from the cone splitter. The weight of the primary calico, field duplicate and bulk sample bag were recorded and used to calculate the total sample weight. • For drilling completed during phase two, only the primary and field duplicate calico pairs (3 in every 100 samples) were weighed to monitor potential mass variability from the cone splitter. • Sample recoveries were visually monitored throughout the drill program and were considered to be good. Over the program, 27 entire holes were weighed (bulk sample, primary and duplicate splits) using Adam GBK 60 bench scales (±2 g accuracy). When weighing an entire hole, sample weight control plots were used in the field to monitor for excessive variance, bias, or trends. The drillers were instructed to regularly clean the cyclone and cone splitter to ensure proper sample delimitation and avoid mass bias across the 6-drill rod metres. • Over the course of drilling during phase one and two, a total of nine holes included intervals that has insufficient recovery for assaying. These samples were recorded as 'No Sample' in the

Criteria	Commentary
	sampling record and database, and display numerically as '-5555' in database exports.
Logging	• Geological logging of RC chips and diamond core was completed by Sandfire Geologists, with lithology, alteration, mineralisation, and veining parameters described in detail and captured directly to a digital format on a Field Toughbook. • All logs were validated to ensure there are no overlaps, missing intervals, or discrepancies with drilled depth before being exported to the database. • Geological re-logging was completed where required if issues were identified in the modelling process. • In addition to the lithology and regolith profile recorded in the geological log, Geologists estimate the in-situ hardness and unconfined compressive strength of each logged interval. RQD was also measured on the core samples. • Once the RC holes and diamond holes have been sampled and logged, photographs are taken of the chip trays and core of each hole. Photographs are saved on the site server and are loaded against each hole in the database for future reference.
Sub-sampling techniques and sample preparation	• All primary field samples were prepared offsite at the primary laboratory - Bureau Veritas (Perth) for historical assays, SGS (Perth) for Phase 1 of Sandfire drilling, and Bureau Veritas (Perth) for Phase 2 of the Sandfire resource definition program. • Samples are sorted, weighed and oven-dried as necessary. All samples are pulverised to 75 µm with periodic checks to ensure nominal 85% pass rates. Samples greater than 3.5 kg are reduced by Riffle Splitter prior to pulverisation. • Grind specifications were set as part of the sample preparation protocol and the results of the laboratory checks were routinely monitored for compliance. • The grind size performance was highly satisfactory: a total of 2,956 pulps were tested with 100% of the samples meeting the 85% passing 75µm requirements. • At the main primary laboratory Bureau Veritas, the sample preparation consists on the following steps: • (i) sorting and drying; (ii) weighing; (iii) if <3 kg, crushing to 3 mm, pulverising – robotic (to 2.5 kg) to nominal 85% passing 75 µm; (iv) if >3 kg, crushing to 3 mm, samples split using Riffle Splitter (to 2.5 kg) to nominal 85% passing 75 µm.
Quality of assay data and laboratory tests	• Analyses for historical assays were performed at Bureau Veritas (Perth), whereas for resource • definition data (Phase 1 of Sandfire drilling) the analyses were performed at SGS (Perth), and Intertek Genalysis (Maddington) was used as the umpire laboratory. In response to the SGS QC issues encountered during Sandfire Phase 1, the primary laboratory was changed to Bureau Veritas (Perth) for Phase 2 of the Sandfire resource definition program. • Gold was determined by fire assay using the classical lead collection technique with a nominal 50g charge. • During compilation of the previous Sandfire 2022 MRE, Golder reviewed the QAQC section of Sandfire internal reports provided. The report describes the routine, comprehensive procedures applied for the recent resource drilling program, consistent with good industry standard for the proportion of control samples, plus the check assays carried out on DGRC historical data. • Golder concluded that while some precision and accuracy issues have been identified and addressed, and the historic RC drill holes seems of acceptable analytical accuracy level, there is still a tendency towards a positive bias in the standard fire assays, as identified in the coarse gold investigation. This is material (up to 7% bias on higher grades) and warrants being further addressed.
Verification of sampling and assaying	• All geological data for Sandfire is stored in an SQL database, maintained, and updated on site at • DeGrussa Operations and off site in Perth. User access to the database is regulated by specific user permissions. • The SQL server database is configured for optimal validation through constraints, library tables, triggers, and stored procedures. • Sandfire geologists are responsible for validating Old Highway drill holes and reporting errors. This process is completed within a drill hole validation tool which enables each hole to be subjected to the validation of collar pickups, collar Gyro Survey, sample method, wet samples, missing assays, and missing surveys. Data corrections are managed to ensure that corrections are made to the central database and a log of all changes kept. • During compilation of the previous Sandfire 2022 MRE, Golder performed a high-level validation review of the drill data provided for this resource estimate. Basic checks such as overlapping, negative values for assays, gaps, maximum depth were completed. No material issues were

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Criteria	Commentary
	identified. • Catalyst considers the drill hole database as provided is of a good standard and suitable for resource modelling purposes. • The drill hole database and all modelling were completed in the Old Highway Local Grid, for which North is rotated -20° from MGA North. • No records of twin holes program were available.
Location of data points	• Planned collar locations are pegged out by the DeGrussa Survey Department using a RTKGPS. Two sighter pegs are marked out next to the proposed collar location, along the planned azimuth, to provide a set-up guide for the RC drill rig. An inclinometer is used to set up the drill mast to the planned dip of the hole. • Once the drill hole has been completed the collar position is picked up in MGA94 Zone 50 grid by a Sandfire Surveyor using a RTKGPS, with ±1 cm accuracy. • Downhole surveys were performed by Orlando Drilling at the completion of each hole, with azimuth and inclination accuracy of ≤0.1°/100m and ±0.1° respectively. • MPC Kinetic were engaged to validate the DeviGyro surveys by performing a check on 10% of the Old Highway RC drill holes using a north-seeking gyro. • Due to the swelling clays present within the saprolitic profile at Old Highway, none of the surveys attempted by MPC Kinetic were able to reach end-of- hole depth, with the drill holes typically blocked at depths between 20 and 40 m.
Data spacing and distribution	• Resource definition drilling first phase at Old Highway was predominately RC type on a nominal 50 × 50 m collar spacing with a very limited subset of DD holes. This drilling yielded an initial MRE at an Inferred level of confidence. • In late September 2020 through April 2021, RC and DD drilling campaigns were completed mostly for resource definition purpose. The infill resource definition drilling reduced the nominal spacing to 25 × 25 m collar spacing within the Scoping Study optimised pits. • Sample compositing has not been applied.
Orientation of data in relation to geological structure	• Given the subvertical geometry of the gold lodes, the predominant -60 degrees dip can be considered optimal to intercept the veining structure as close as possible to a perpendicular orientation, minimising any sampling bias.
Sample security	• Sample IDs are assigned to each metre at the time of drilling, following on from the last bag used on the previous hole. A box containing numbered calico bags is left with the driller's offsider and are used to collect the primary sample, in numerical sequence, from the primary sample chute on the base of the splitter. When the highlighted field duplicate calico pairs are next in sequence, the offsiders use sample chutes on opposite sides of the splitter to collect the sample pair. • The remaining bulk sample material is collected from the base of the splitter in green RC bags. These are placed in sample rows with their respective calico(s). The calico samples are checked by the field assistant to ensure that they are in sequence and correspond to the correct metre interval in the sampling record. Depending on the depth of drilling, oxide or fresh CRMs are selected at the discretion of the geologist to be inserted into the pre-defined Standard calicos. Approximately 2 kg of coarse blank material is scooped into the Blank calicos and added to the sample sequence. • Once the sampling record has been verified, all sample calicos are collected into green bags to be loaded into bulka bags for dispatch. • After preparation and analysis, the bulk residues and pulp packets were stored at the laboratory to expedite QC re-assaying as required. At the completion of the drill program all residues and pulp packets will be returned to DeGrussa.
Audits or reviews	• The sampling techniques and data collection processes are of industry standard and have been subjected to internal reviews by Sandfire personnel. • There was a review of the performance of riffle and cone splitters in June 2020. Thirteen RC holes were sampled with either a triple or quadruple tier riffle splitter. All other holes in the resource were sampled with a static cone splitter. In the review process, sample weights, visual observations and feedback from the drillers were all considered. The internal review concluded that the quality of the sample returned from the cone splitter was superior to the riffle splitter.

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Section 2 Reporting of Exploration Results
Old Highway Deposit and Historical Regional Drilling
(Criteria listed in the preceding section also apply to this section.)

Criteria	Commentary
Mineral tenement and land tenure status	• The Old Highway prospect consists of two mining leases, M52/1080 and M52/1081, which are partial conversions of E52/1715. Both mining leases are wholly owned by Sandfire, will form part of the tenement acquisition by Catalyst and cover a cumulative area of 1,811 hectares or 18.11 km2. • The Old Highway prospect forms part of the 400 km² Doolgunna project which also includes the DeGrussa Copper Mine. The project area sits within the broader Bryah-Yerrida Basin. • M52/1080 was formally granted by the Department of Mines, Industry Regulation and Safety (DMIRS) on 10 February 2021, while M52/1081 was formally granted by DMIRS on 21 June 2021. • Each mining lease was granted for an initial 21-year term, expiring on 9 February 2042 and 20 June 2042, respectively. • The Old Highway prospect falls within the Nharnuwangga, Wajarri and Ngarlawangga (NWN) • Native Title Determination and the Yugunga-Nya Native Title Determination. The Registered Native Title Body Corporate for the NWN is the Jidi Jidi Aboriginal Corporation (Jidi Jidi), while the Registered Native Title Body Corporate for the Yugunga-Nya is the Yugunga-Nya Native Title Aboriginal Corporation. • Two discreet heritage sites were registered with the Department of Planning, Land and Heritage on 5 May 2020 with Reference ID's 38331 and 38333. • Heritage site 38331 remains an exclusion area under the Aboriginal Heritage Act 1972 (WA), but its boundaries as provided by Sandfire are understood by Catalyst to not impact the Old Highway prospect. • Heritage site 38333 has been salvaged under Section 18 of the Aboriginal Heritage Act 1972 (WA) and no longer impacts the Old Highway prospect. • Gold production will be subject to a 2.5% government and 0.5% private royalties.
Exploration done by other parties	• No new exploration results relating to the MRE are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency.
Geology	• The mineralisation at the Prospect occurs in zones of narrow, approximately east-west (local rotated grid) trending steeply dipping veins that obliquely transect the siltstone, lithic wacke and sandstone sequence of a unit informally referred to as the Cow Hole Bore Member. • Mineralisation is characterised by quartz-carbonate veins ± pyrite ± selvages of disseminated pyrite ± selvages of sericite alteration. The vein zones are variable in extent and thickness. • The Old Highway gold mineralisation is hosted within the east/west trending Old Highway Shear Zone (local rotated grid). Gold mineralisation is concentrated where the faults within the OH Shear Corridor cross-cut the coarse grained sediments (CG sediments). The CG sediments are likely to have provided a larger rheological contrast than the finer grained sediments and thus are key to the constraint of mineralisation. • Copper minerals are present but in trace abundance within the Old Highway Shear Zone. It is interpreted that the copper mineralisation is a later stage, structural emplacement of mineralisation.
Drill hole Information	• No new exploration results are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency. • Tables of drill hole data pertaining to this release are attached.
Data aggregation methods	• No new exploration results are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency. • Reported drill results are uncut. • All relevant intervals to the reported mineralised intercept are length weighted to determine the average grade for the reported intercept. • All significant intersections are reported with a lower cut-off grade of 1.0 g/t Au including a maximum of 3m of internal dilution. Individual intervals below this cut off are reported where they are considered to be required in the context of the presentation of results. • No metal equivalents are reported.

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Criteria	Commentary
Relationship between mineralisation widths and intercept lengths	• No new exploration results are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency. • Drilling is orientated as close to perpendicular to mineralisation where possible. • Downhole intercept lengths are reported in this release.
Diagrams	• No new exploration results are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency. • Diagrams relevant to both the MRE and historic drill intercepts are included in the Appendix of this release.
Balanced reporting	• No new exploration results are included in this release. • Historic significant assays pertinent to the acquisition of the Old Highway tenements (M52/1080 and M52/1081) and adjacent pending exploration tenements (E52/4397 and E52/4398) have been included for transparency • All holes being reported are included in the tables. • Diagrams show the location and tenor of both high and low grade samples.
Other substantive exploration data	• No additional exploration data is included in this release.
Further work	• Resource definition, infill and extensional drilling programs will commence post-acquisition, in line with mine development requirements.

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Section 3 Estimation and Reporting of Mineral Resources
Old Highway Deposit
(Criteria listed in section 1, and where relevant in section 2, also apply to this section.)

Criteria	Commentary
Database integrity	• All drill hole data used for modelling purposes at Old Highway, was collected and managed by Sandfire. • All applicable drill holes have undergone a validation process using the Sandfire Validation Tool. The tool is an Access front-end programme that utilises a series of SQL queries to check that the drilling data is fit for purpose for use in a resource model. • Historical drill holes where the collar was surveyed using an RTK-GPS or a DGPS and a downhole gyro survey was completed were used for the modelling. All other drill holes were excluded. • The database used as the basis of the resource estimate has been internally checked by Catalyst where applicable for integrity and completeness. • The compiled database used for resource estimation comprised 5,724 Collar records, 40,619 Survey records, and 195,504 Assay records.
Site visits	• No site visits by The Competent Person have been undertaken to date. • Post acquisition, Old Highway will form a satellite for the Plutonic Gold Operation with the Competent Person conducting site visits on a frequent basis.
Geological interpretation	• The Old Highway deposit occurs within the Padbury Basin and is located within the unit informally known as the Cow Hole Bore Member. The Cow Hole Bore Member consists of a thick sedimentary package composed of siltstones, lithic arenite/wackes, quartz arenite/wackes, and pebble conglomerates. Fining upward sequences are seen throughout the Cow Hole Bore Member within the Old Highway Prospect where sediments are fining to the north. Structural measurements completed on core samples indicate a consistent steep dip to the north-northwest (87° -> 346°). • The Old Highway gold mineralisation is hosted within the north-east/south-west trending Old Highway Shear Zone (MGA grid). The Old Highway Shear Zone is characterised by a broad zone of tightly spaced shear fabric that transects the Cow Hole Bore Member sediments. This fabric occurs contemporaneously with and post an early sericite fabric that defines poorly developed layer parallel shear zones. Two stages of later chlorite shear fabrics transect the bedding. The first chlorite shear fabric occurs in association with the second phase of veining. The second chlorite fabric is potentially related to late brittle deformation • Gold mineralisation is concentrated where the faults within the OH Shear Corridor cross-cut the coarse grained sediments (CG sediments). The CG sediments are likely to have provided a larger rheological contrast than the finer grained sediments and thus are key to the constraint of mineralisation • Modelling of the regolith and fresh rock profiles was completed by Sandfire, based on logging information. • The regolith modelling was observed by Catalyst to be appropriate, with separation in regolith profile horizons, below the top layer of transported or residual cover material. • The data density and regularity were considered adequate for the definition of the geological • boundaries, which were used to define spatial zones for resource estimation. • A total of 449,865 m of drilling from 77 diamond holes and diamond tails, 986 RC holes, 2,106 Rotary Air blast (RAB) holes, 2,554 Air Core (AC) and 3 holes of an unknown type were available for interpretation of the MRE and supported by a nominal drill density of 25 x 25m. • A nominal cut-off grade of 0.3 g/t Au was used to guide the geological continuity of the interpreted mineralisation zones and internal dilution was included where necessary to maintain grade continuity. • Catalyst considers confidence is moderate to high in the geological interpretation and continuity of the mineralisation domains.
Dimensions	• The Old Highway (OH) Shear Corridor to which the OH gold mineralisation is associated is approximately • 400 m wide using the data to date. It is part of the Oban–Wilthorpe Zone which reaches up to 1,000 m wide. • The drilled, modelled deposit comprises a total of 4,200 m length by 200 m of average width, and average 250 m depth.
Estimation and modelling techniques	• All geological domains used in the MRE were constructed in Surpac software. Block modelling and grade interpolation were carried out using Surpac software. Statistical analysis was carried out using Supervisor software.

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Criteria	Commentary
	• Block model constraints were created by applying the interpreted mineralised domain wireframes. Sub-celling in all domains was 1.25 m x 1.25 m x 1.25 m to accurately reflect the volumes of the interpreted wireframes. • All drillhole assay samples were uniquely flagged according to the mineralisation domains. Downhole composite lengths were 2m for Zone 250 and 1m for Zone 400. The downhole compositing process used a best-fit methodology and 25% minimum threshold on inclusions. A small number of residual composites were retained in the estimation. RAB and AC holes were excluded from the composites and the estimation. • Mineralisation at Old Highway is hosted in is hosted within the east/west trending Old Highway Shear Zone (local rotated grid). This shear package was modelled in key areas of the deposit, being domains 250 and 400. • The distribution of gold grades within the mineralised lenses is highly variable. The domains exhibit distinct cohesive regions of higher tenor gold grades associated with cross-cutting faults and with clusters of individual values often reaching over 15 g/t Au. • Whilst these higher-grade zones often appear reasonably cohesive, they are manifested by a high-degree of short-scale variability, making it difficult to manually interpret constraining domains. These internal; high-grade regions are often surrounded by peripheral regions of lower grade mineralisation that is also highly variable. • Raw Coefficients of Variation (CoV) are typically in the order of 1.6 to 6.8, indicating moderate to high grade variability. • The moderate to high grade variability and complex spatial continuity of high grades at OHW requires a pseudo non-linear approach to deal with these high grades during estimation. A traditional approach of physical domaining, assay cutting, and linear estimation (IDW or OK) is considered inadequate in dealing with this complexity. • The estimation method combines Categorical Indicator Kriging (CIK) to define internal estimation sub-domains, together with applying distance limiting at chosen grade thresholds to restrict the influence of the high and extreme grade values during grade interpolation. • Prior to estimation, reference surfaces representing the orientation of mineralisation were generated for each estimation domain. This is interpretated as the best fit surface between the hangingwall and footwall surfaces or other internal orientations of mineralisation. The reference surfaces were imported into Surpac and a dip and dip-direction of each triangle facet is imported into the Surpac block model to provide information for dynamic search and variogram model orientation during interpolation. Dynamic estimation is applied for estimating the CIK indicators and gold grades. **Categorical Indicator Kriging Workflow** • Two Categorical Indicator values are determined for the CIK domains: • A low-grade (LG) indicator of 0.2 g/t Au (Zone 250) and 0.1 g/t Au (Zone 400) was assigned to differentiate between background 'waste' and low-tenor mineralisation. • A high-grade (HG) indicator of 1.0 g/t Au (Zone 250) and 1.2 g/t Au (Zone 400) was assigned to define broad areas of consistent higher-tenor mineralisation. • A single indicator variogram was modelled using the median grade for each domain. The median indicator variogram exhibited a moderate nugget effect of around 42% and 50% for Zones 250 and 400 respectively. Continuity ranged from 40m in Zone 400 to 100m in Zone 250. • The medium indicator variogram is considered as a reasonable basis for estimating the broad continuity of the mineralised domains. Both the LG and HG indicator domains were estimated using the median indicator variogram. • The CIK indicators were estimated using Ordinary Kriging into a finely gridded block model with block dimensions of 1.25m x 1.25m x 1.25m. The small block size for the indicator process is beneficial for creating categorical sub-domains at resolution which can be used to accurately back-flag composite data. • Three categorical sub-domains were generated: low-grade (LG), medium-grade (MG) and high-grade (HG) areas. The HG sub-domain was based on an indicator probability threshold of 0.35 and the LG sub-domain was based on an indicator probability threshold of 0.65. The MG sub-domain is assigned to blocks that do not satisfy either the HG or LG sub-domain criteria. • The three categorical block model sub-domains (HG, MG and LG) were used to 'back-flag' the 1m composites from each mine area, thus creating a separate composite file for each sub-domain. • Assay top-cuts are applied to the sub-domain composite files on a domain-by-domain basis and are as follows:

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Criteria	Commentary
	HG = 15 g/t Au (Zone 250) and 100 g/t Au (Zone 400) MG = 5 g/t Au (Zone 250) and 10 g/t Au (Zone 400) LG = 1 g/t Au (Zone 250) and 5 g/t Au (Zone 400) • The assay top-cuts were generally between the 97th to 99.9th percentile of the distribution and were aimed at globally limiting extreme values only. Top-cuts are not used as the primary tool to control metal risk. The use of grade thresholds and distance limiting is considered a more objective and influential method in controlling metal risk, while better reflecting the actual localised occurrence of discontinuous high-grade gold mineralisation. • At Zone 250, grade variograms were initially attempted separately for the LG, MG and HG sub-domains, however, this resulted in poorly structured and incoherent variograms. It was decided to use a variogram modelled on the combined grade data set. The combined grade variogram exhibited a moderate nugget effect of 40% with a maximum range of continuity of 80m. • At Zone 400, individual variograms were defined for LG, MG and HG subdomains, with nugget effects of 39%, 69% and 79% and maximum ranges of continuity of 73m, 5m and 4m defined respectively. • Distance limiting of high grades was applied during estimation to limit the risk of over-estimation from isolated high-grade samples. Grade thresholds for distance limiting were determined from log-probability plots and visual analysis of high-grade continuity. The applied grade-distance limits are as follows: ○ Zone 250: 0-5 g/t = No Limit >5 g/t = 20m ○ Zone 400: 0-10 g/t = No limit 10-80 g/t = 15m >80 g/t = 7.5m • Prior to grade estimation, sub-domain codes from the 1.25m resolution block model are imported into a 2.5m x 2.5m x 2.5m resolution model and the proportion of LG, MG and HG is calculated for each 2.5m block. Grade estimation for the LG, MG and HG domains was undertaken in Surpac software using Ordinary Kriging with grade threshold distance limiting. Kriging Neighbourhood Analysis (KNA) was undertaken to assist with defining estimation parameters. Search routines and variogram orientations are drawn from the pre-populated dynamic search information recorded in each block. • Final block grades at a 2.5m x 2.5m x 2.5m block resolution were calculated by weighting the estimated grades for each sub-domain by the relevant domain proportion. The parent estimation block size was 2.5m x 2.5m x 2.5m. A minimum of 4 and maximum of 12 composites were used for each sub-domain estimate per block. It is possible that up to 36 composites can be used to estimate a parent block where there is a proportion of all three sib-domains present. Block discretisation was set at 3 E x 3 N x 3 RL points (per parent block). A standardised single pass search distance of 120m was used for Zone 250 and 60m was used for Zone 400. Octant restrictions were not used. Data spacing varied from <10m x 10m to >40m x 40m. • Model validation was completed to check that the grade estimates within the model were an appropriate reflection of the underlying composite sample data, and to confirm that the interpolation parameters were applied as intended. Checks of the estimated block grade with the corresponding composite dataset were completed using several approaches involving both numerical and spatial aspects as follows: • Semi-Local: Using swath plots in X, Y and Z directions comparing the estimates to the sample data. • Local: Visual inspection of the estimated block grades viewed in conjunction with the sample data.
Moisture	• All estimations were carried out using a 'dry' basis.
Cut-off parameters	• Zone 250 and Zone 400 open pit Mineral Resources are reported at a 0.5 g/t cut-off grade derived from current mining and processing costs and metallurgical parameters as follows: • Oxide 0.5 g/t Au • Transitional and Fresh 0.6 g/t Au • Inputs into the cut-off grade calculation include: • Base Mining Cost = AUD$4.5/t • Processing and Haulage Costs =AUD$50/t ore • Metallurgical Recovery = Oxide=94%, Transitional =90%, Fresh =88% • Approx wall angles = Oxide=37°, Transitional 41°, Fresh 43° • Royalties = 3.0% • Gold Price = AUD$3,800/oz

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Criteria	Commentary
	• Zone 400 Underground Mineral Resources are reported at a 1.5 g/t cut-off • The cut-off grade and reporting constraints are based upon economic parameters currently utilised at the existing Plutonic Gold Operation.
Mining factors or assumptions	• The OHW open pit Mineral Resource estimate is reported within an optimised pit shell evaluation from the undiluted and depleted resource model. No additional mining modifying factors were applied. • Gold price of AUD$3,800/oz.
Metallurgical factors or assumptions	• It is assumed the material will be trucked and processed at the Plutonic Gold Plant. Recovery factors are assigned based on lab test work. • No metallurgical assumptions have been built or applied to the resource model.
Environmental factors or assumptions	• A conventional storage facility is used for the process plant tailings. • Waste rock is stored in a traditional waste rock landform 'waste dump'. Due to low sulphide content and the presence of carbonate alteration the potential for acid content is considered low.
Bulk density	• Density has been assigned to the resource models using interpreted weathering surfaces determined from drill hole logging. Assigned density is based on historic values previously applied to OHW: • Transported and Residual Cover = 1.72 • Upper Saprolite = 1.72 • Lower Saprolite = 1.84 • Sap Rock = 2.16 • Joint Weathered Fresh Rock = 2.59 • Fresh Rock = 2.79
Classification	• Factors considered when classifying the model include: • The portions of the OHW MRE classified as Indicated have been flagged in areas of the model where average drill hole spacing is typically 25m x 25m or closer. The drill spacing within the Indicated portion of the resource is appropriate for defining the continuity and volume of the mineralised domains, at a nominal 25 m drill spacing on 25 m sections. • The portions of the MRE classified as Inferred typically represents the portions of larger domains where geological continuity is present but not consistently confirmed by 25 m x 25 m drilling. • Further considerations of resource classification include; data type and quality (drilling type, drilling orientations, down hole surveys, sampling and assaying methods); geological confidence and geostatistical considerations. • The Mineral Resource estimate appropriately reflects the view of the Competent Person.
Audits or reviews	• The geological interpretation, estimation parameters and validation of the resource model was peer reviewed by Catalyst staff. • No external reviews of the resource estimate had been carried out at the time of writing.
Discussion of relative accuracy/ confidence	• The relative accuracy of the Mineral Resource estimate is reflected in the reporting of the Mineral Resource as per the guidelines of the 2012 JORC Code. • The statement relates to the global estimates of tonnes and grade.

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