

and Warren and I left the site. I closed the the digital recording at this time. b4p4(6) Personal information 6/6/19

18/6/19 Ward checked GPS 7605x against PSM 75307 at +-4m 55 K 0617985 -739592.
Wp 716. 3.13pm. b4p4(6) Personal information 18/6/19

19/6/19 Jo Ward, William Honda, Rhys Kellow attended Adani mine site, C198000, Rhys to take photos & waypoints on departmental iPad. Jo to take back up GPS locations on GPS device. Digital recording activated after induction.

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76C5x. Jo started at reference point where the access track meets the pad and took GPS waypoint at this point for point ①.

wp 718 1916119 55K 0434221 - 7563606

I then walked across the pad to the next corner & took wp 719 55K 0434242 - 7563624 ② I then walked to the next corner

of the pad & took wp 720, 55K 0434222 7563652 ③ I also took 721 at this location. I

then walked to the next corner of the pad

& took wp 722 55K 0434198 - 7563638 at this location ④ I then walked to the corner of

opposite the 1st point at the access track

④ 55K - 0434218 - 7563606 ⑤ I

Pad 1.

cap. ⑥ then walked over to the cap at the drill hole & took a waypoint at this location, 55K 0434202 7563633 ⑥ I then returned to the

vehicle in company with Rhys & William to take waypoints at the access track to this pad also referred to as Pad 1. We then stopped at the end of the access track and I took a waypoint at this location. WP

725 55K 0434288 - 7563474 ⑦ We then headed to

Pad 2. C19300C2. On the 1st pad I wrote the reference no C19300C, Pad 1, 1916119 on to a whiteboard as a reference & held this for Rhys to take a photo. At Pad 2 I gave the whiteboard

to Will & I saw him write on the whiteboard C19300C2, Pad 2, 1916119. I then saw

Rhys & Connor using an devices to take a photo of Will holding the whiteboard. I then walked over to where the access track meets the

pad & took a wp 726 - 55K 0434163 - 7563447 at this location ⑧ I then walked to the next

corner of the pad 2 & took a wp 727 55K 0434160 - 7563485 at this

location ⑨ I then walked to the next corner of pad 2 & took wp 728 55K 0434129 - 7563486 ⑩

I then walked to the next corner of the pad & took GPS WP 729, 55K 0434120 - 7563450 at this location. (4) I then walked over to the cap & took a WP at this location.

WP 730 55K 0434140, 7563468 (5) Access track to pad two (2) is the fence line track as advised by Nathan, Chris advised that this track is an existing track. The track off the main road to Pad 1 was to access Pad 1. All fence line tracks are existing tracks. I then walked to the other end of the access track where it meets the main road & took a WP 731

55K 0434229 - 7563446 (6) I then walked to the fence line & took & took up 732, 55K 0434223, 7563429 (7). I then walked back to the access point to pad 2 & took a WP at the fence line (8).

WP 733 55K 0434158, 7563436. I then walked to

We then drove to the next pad. I walked to the next access track point where it meets the pad.

C19801C. Nathan advised no pad no for this one as it had only been cleared & not chiled. Will had the whiteboard and written on this was C19801C, PAD # 19/6/19. I then walked from the top corner to the

access point & took a WP at this location. WP 734 55K 0433912 - 7563467 at the corner (1) I

then walked to the next corner & took WP 735

55K 0433915 - 7563493 at this location (2) I then

walked to the next corner & took WP 55K

0433927 - 7563497 at this location. WP 736 (3) I

then walked over to the next corner of the pad

and took WP 737 55K 0433928 - 7563473 (4) I

then walked to existing fence line & took GPS

WP 738 55K 0433930 - 7563463 (5) I then walked

to the opposite side of the access point to the

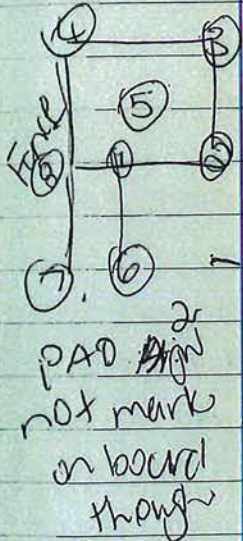
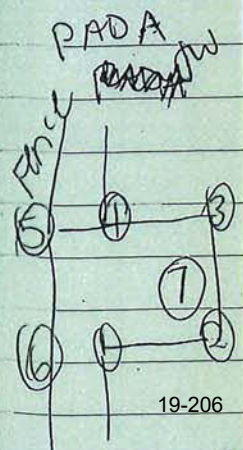
fence line & took WP 739 - 55K 0433915 - 75634

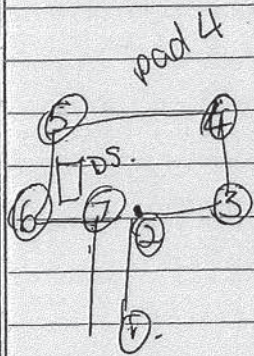
57 at the fence (6). I then walked over to

drill dump & took a WP at this location

WP 740 55K 0433957 - 7563489. We then

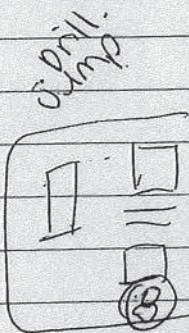
drove to pad 4. C19400G: G stands for





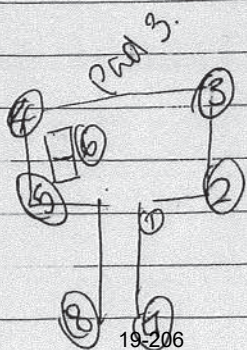
geotechnical. I took a WP at the access point from the main Road WP 741 55K 04 33 950 - 756 31150. I then walked up the access track to the pad and took a WP where the access track meets the pad, WP 742 55K 04 33 913 - 756 3187. At this pad was a drill truck & trailer & Volvo truck plus other equipment on stands. I then walked to the next corner ③ & took a GPS WP at this location WP 743, 55K 04 33 913 - 756 3199.

I then walked to the next corner & took a WP at this location, WP 744 - 55K 04 33 869 - 756 3216 ④ I then walked to the next corner & took a WP at this location, WP 745 55K 04 33 865 - 756 3192 ⑤ I then walked to the next corner of the pad & took a WP at this location, WP 746, 55K 04 33 890 - 756 3169 ⑥ I then walked to the corner of the pad where it meets the access track & took a WP at this location, WP 747 55K 04 33 901 - 756 3179 ⑦ I then walked over to the drill sump & took a WP at this location. No drill hole yet at this location. To be done on the weekend. Near corner

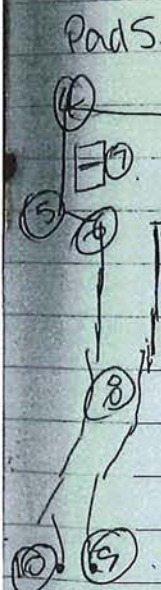


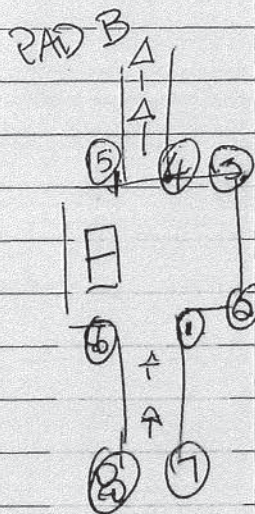
B there was another truck with pipe hoses on the back. I took WP 748 at this location of the drill sump ③, 55K 04 33 889 - 756 3179.

We then drove to Pad 3, C19803C, C for Chip for geological units. to define the geology a bit more as advised by Nathan. I took a reference WP at the point where the access track meets the pad 4. I saw Will write on the whiteboard at this location C19803C, PAD 3, 19/6/19. I took WP 749, 55K 04 34 112 - 756 3183 at the access track / pad ①. I then walked to the next corner of the pad & took WP at this location, WP 750 55K 04 34 102 - 756 3169. I then walked to the next corner of the pad and took WP 751 at this location ③, WP 55K 04 34 129 - 756 3146 ④ I then walked to the next corner of the pad ④ & took

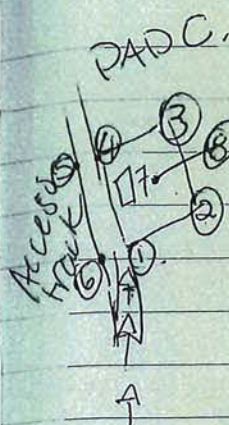


a GPS WP at this location 55K 0434151 - 7563170. I then walked over to the opposite side of where the access track meets the pad & took a WP at this location (5). WP 753 55K 0434116 - 7563186. I then walked over to the drill sump & took a WP at this location (6). WP 754 55K 0434127 - 7563188 at the drill sump. I then walked down the access track & took a WP at the entrance, on both sides. WP 755 55K 0434048 - 7563246 (7). I then walked to the other side of the entrance track & took WP 756 55K 0434051 - 7563249 (8). We then returned to the vehicle. We then drove to the next pad. C19802C, Pad 5. I then saw will write on the white board C19802C, PAD5, 19/01/19. I then walked to the corner of the pad where it meets the access track and took a WP at this location (1). WP 757, 55K 0433658 - 7563160. I then walked to the next corner & took WP 758 55K 0433660 - 7563176 at this location (2). I then walked to the next corner & took a WP at this location WP 759 55K 0433631 - 7563188. (3). I then walked to the next corner of the pad & took WP 760 55K 0433617 - 7563161 at this location (4). I then walked to the next corner of the pad & took WP 761 55K 0433645 - 7563145 at this location (5). I then walked to the other side at location (6) and took WP 762 55K 0433653 - 7563155 at this location (7). I then walked to the drill sump & took a WP at this location there was no drill hole at this location or at the previous location at (7). WP 763 55K 0433638 - 7563156. I then returned to the vehicle. We then stopped the vehicle & I took a GPS WP 764 at a slight bend (8) 55K 0433730, 7563085. We then drove to the end of the access track & took two waypoints at this location. WP 765 55K 0433795 - 7563042 at location (9) & WP 766 at location 10 55K 0433791 - 7563037. I then returned to the

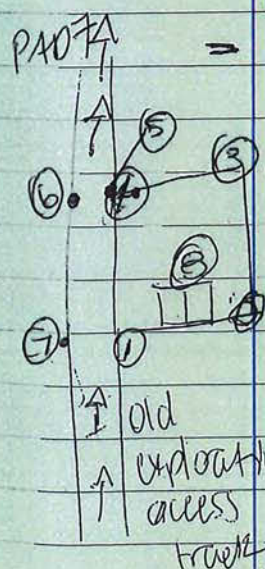




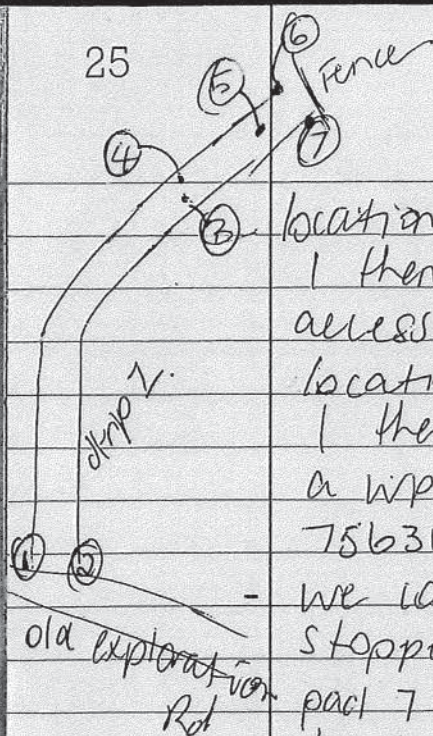
- vehicle. We then drove to pad C19804C, PAD B. I walked to the corner of the pad where it the pad meets the access track we arrived on. I saw Will holding the whiteboard while Rhys used his iPad. I took WP 767 at location ①. SSK 0433907-7562923. I then walked to the next corner of the pad at took WP 768 - SSK 0433901-7562913 at location ②. I then walked to the next corner of the pad & took WP 769 at this location ③ SSK 0433929-7562888. I then walked to the next corner of the pad where it met the access track heading out of the pad at location ④ I took WP 770 at this location SSK 0433945-7562914. I then walked to the other side of the access track where a star pitet was & took a WP at this location ⑤. WP 771 SSK 0433942-7562918. I then walked over to the other side of the access track that we entered from and took WP 772 at location ⑥ SSK 0433910-7562930. I then walked over to the drill sump & took WP 773 at this location, SSK 0433925-7562922. There was no drill hole at this location. I then walked down the access track that we entered from & took 2 WPs at the entrance. WP 774, SSK 0433780-7563011. I then walked to the other side of the entrance & took WP 775 at location ⑧. SSK 0433784-7563013. I then walked back to the vehicle. Rhys & Connor were at this location ④ & ⑧. Rhys also again attended the same locations at each Pad & Track as I have. We then returned to the vehicle & continued along the track. We then arrived at an old exploration pad which has been redisturbed as changed by C19301CQ. CQ stands for coal quality. Our pad reference Pad C. I saw Will write on the white board C19301CQ, PAD C, 19/6/19. The track from the entrance of the previous track was existing and track was re gone over but



couldn't say if it continued existing or if it was redone for these pads. I then walked to the entrance of the pad from the access track & took a WP at location ① WP 776, 55K 0434165 - 7562894. I then walked to the corner ② of the pad & took a WP at this location WP 777-55K 0434179 - 7562874. I then walked to the next corner of the pad & took a WP at this location ③ WP 55K 0434213 - 7562888. I then walked to the next corner of the pad where it met the access track at location ④. I took a WP at this location WP 779 55K 0434201 - 7562929. I then walked over to the other side of the access track & took a WP at location ⑤. WP 780, 55K 0434196 - 7562932. I then walked back to the entrance of the access track & took a WP at location ⑥. WP 781 55K 0434165 - 7562900. I then walked over to the drill sump at location 7 & took WP 782 at this location. 55K 0434192 - 7562903. I then walked over to the drill hole and took a WP at this location ⑧. Drill hole cap start 17/5/19 Finish 18/5/19 WP 783 55K 0434189 - 7562895. I then returned to the vehicle and we continued along the access track.



We then arrived at pad 7 C19805C. I saw Will write on the whiteboard C198056, PAD 7, 19/6/19. This is a new pad of the old exploration access as advised by Nathan. I then walked to the corner of the access pad track where it met the pad & took a WP at this location ① WP 784 55K 0434435 - 7563100. I then walked to the next corner of the pad & took a WP at this location ② WP 785 55K 0434450 - 7563120. I then walked to the next location ③ at the next corner & took a WP at this location. WP 786 55K 0434477 - 7563126. I then walked to the next corner of the pad & took a GPS WP at this location WP 787 55K 0434465 - 7563154. I then took a GPS WP at the edge of the old exploration track at location ⑤ WP 788 55K 0434465 - 7563156. I then walked to the other side of the old exploration track and took a WP at this



location 6. WP 789 SSK 0434463 - 7563161.

I then walked down to the other side of the access track where we entered & took a WP at location 7. WP 790 SSK 0434472 - 7563148.

I then walked over to the drill swamp & took a WP at this location 8. WP 791 SSK 0434450 - 7563133.

I then returned to the vehicle & we continued along the access track. We then stopped at the next access track just after the pad 7 referred to as strip one (1). I took a WP at the beginning/entrance of this entrance trip 11/5/19. I took a WP at this location. WP 792 SSK 0434527 - 7563189.

Line of oxidation, identify depth of the 1st line of coal. Holes are drilled along this line I then walked to the other side of the access track & took WP 793. SSK 0434533 - 7563196.

C19602L, C19601L, C19600L. are their reference points for the drill holes. I then walked up the access track to the drill hole C19601L which is a drill hence the R. due to wet weather, commenced 11/5/19, finish 11/5/19. I took a WP at this location 9.

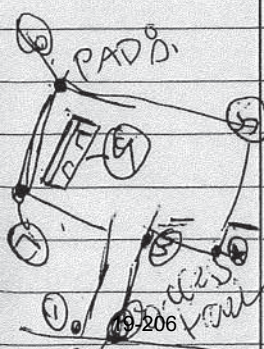
WP 794 SSK 0434624 - 7563304. I then walked to the next drill hole C19601L start 11/5/19, finish 11/5/19.

I took a WP at this location 10. geo - Amrish WP 795 SSK 0434626 - 7563310. I then walked to the next drill hole C19600L start 12/5/19 finish 22/05/19.

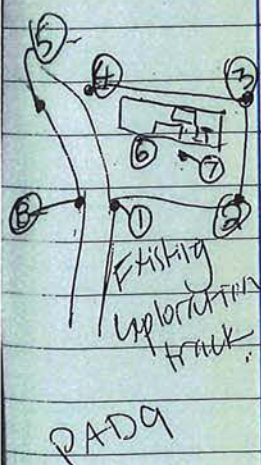
I took a WP at this location 11. WP 796 SSK 0434655 - 7563333. I then walked to the end of strip 2 where it met a fence line track.

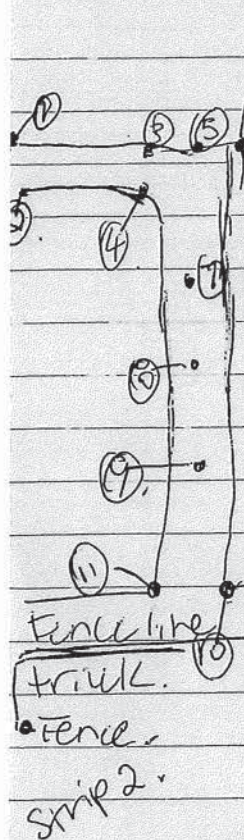
I took WP's at each side of the track. location 6. WP 797 SSK 0434680 - 7563373. I then walked to the other side of the track & took a GPS WP at location 7. WP 798 SSK 0434704 - 7563377.

We then walked to C19401G, entrance to PAD 8. I took a WP at the entrance to access track to PAD 8. at location 1. WP 799 SSK 0434532 - 7563390.

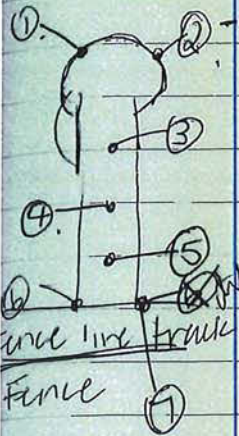


track to location ② and took a WP at this location. WP 800 55K 0434527 - 7563392. I then walked up the access track where it joins Pad 8 & took a WP at this location ③ WP 801 55K 4304524 - 7563332. I then walked to the next corner of the Pad 8 & took a WP at this location ④ WP 802 55K 0434511 - 7563332. I then walked to the next corner of pad 8 & took a WP at location ⑤ WP 803 55K 0434511 - 7563298. I then walked to the next corner of the drill pad 8 & took a WP at this location ⑥ WP 804 55K 0434540 - 7563297. I then walked to the next corner of pad 8 & took a WP at this location ⑦ WP 805 55K 0434538 - 7563329. I then walked to the entrance track of the pad & took a WP at location ⑧ WP 806 55K 0434527 - 7563331. I then walked over to the drill sump location ⑨ & took a WP at this location WP 807 55K 0434532 - 7563321. There was no drill hole at this location. I then returned to the car. We then drove to pad 9, C19402G. I walked to where the access track met the Pad 9, which is a pre-existing exploration track as advised by Nathan. I took a WP at this location ① WP 808 55K 0434435 - 7562623. I then walked to the next corner of the pad & took a WP at this location ② WP 809 55K 0434407 - 7562654. I then walked to the next corner of the pad & took a WP at location ③ WP 810 55K 0434384 - 7562631. I then walked to the next corner of the pad where it met the old exploration track and took a WP at this location ④ WP 811 55K 0434411 - 7562598. I then walked to the other side of the ^{old} exploration track & took a WP at this location ⑤ WP 812 55K 0434417 - 7562594. I then walked over to the drill sump & took a WP at this location ⑥ WP 813 55K 0434407 - 7562613. I then took a ~~photo~~ ^{GPS WP} of the drill hole at location ⑦ WP 814 55K 0434408 - 7562622. Start of day 19. C19402G. I then walked back to the access track where it meets the pad & took a WP at location ⑧



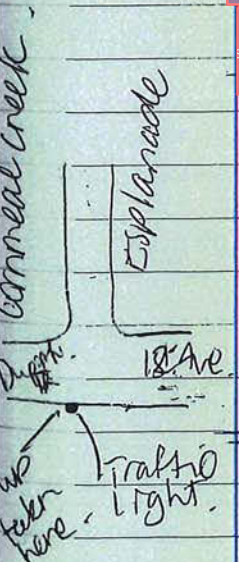


WP 815, SSK 0434445-7562618. I then returned to the vehicle. We then drove to strip 2, which is another fox line with drill holes. We drove to the end of the line and I walked to end of the strip and took 2 waypoints at this location. When I arrived at the end of the track, it met up with the old exploration track. References are same as what is written on the cap. I took a WP where the new fox line track met the old exploration track at location ① WP 816, SSK 0434445-7562868. I then walked to the other side of the fox line & took a WP at location ② WP 817 SSK 0435125-7562873. I then walked to the end where the bend meets the straight part of the track & took a WP at this location ③ WP 818 SSK 0435094-7562880. I then walked to the other side of the track where it meets the straight track & took WP 819 at this location ④ WP 820, SSK 0435097-7562885, I then walked to the straight part of the track - fox line - & took a WP at this location ⑤ WP 821 SSK 0435093-7562879, I then walked to the opposite side of the straight part of the fox line & took a WP at location ⑥ SSK 0435078-7562891. I then walked to the drill hole C196032 and took a WP at this location ⑦ start 12/5/19 finish 13/5/19 WP 822 SSK 0435147-7562941. I then walked to the next drill hole location 8-C196041 start 13/5/19 finish 17/5/19 & took WP 823 SSK 0435175-7562971. I then walked to the next drill hole C196101 & took a WP at this location ⑧ start 15/5/19 finish 15/5/19 WP 824 SSK 0435213-7563013. I then walked to the entrance of the access track & took a WP at location ⑩ WP 825 SSK 0435248-756305. The entrance joins the fence line track. I then walked to the other side of the entrance track & took a WP at location ⑪ WP 826 SSK 0435251-7563047. I then returned to the vehicle. We then drove to strip 3 which is another fox line with drill holes. We drove to the end of the fox line



Strip 3.

& took a WP at this location (1) WP 827 55K 0435168-7562610. We then drove to the other side of the bend at the end of the fox line & took a WP at location (2) WP 828 55K 0435151-7562618. We then drove to the 18 ft drill hole C19607L start 14/5/19 finish 14/5/19. I took a WP at this location (3) WP 829 55K 0435244-7562619. I then walked down to drill hole C19608L start 14/5/19 finish 14/5/19 & took WP 830 at this location (4) 55K 0435272-7562720. I then walked down to drill hole C19609L start 14/5/19 finish 15/5/19 & took a WP at this location (5) WP 831 55K 0435298-7562743. I then walked to the entrance of the access fox line track & took two (2) WPs at either side of the entrance track. WP 832 at location 6. 55K 0435344-7562814. I then walked to the other side of the entrance to the fox line track & took WP 833 at location (7) 55K 0435334-7562823. I then returned to the vehicle to go back to the adani office/camp. We then signed off & left the site. Accompanying us at the inspection for the duration was Chris (SE) (lawyer), Digitel recorder (Gm), 19/6/19.



21/6/19 Due to unknown permanent survey marks at Marachydore, Ward asked the owner of Duporth Ave & 12 First Avenue Marachydore & took a reference weapons. Subj 0509271-7051882 WP 834. Ward took 2x photos at this location. WP taken at the traffic light. 21/6/19.







C194029
START: 03/06/19
FINISH: 07/06/19
CASING @ 3M PVC
T.D: - 144.32M
GEO DEPTH: 145.71M





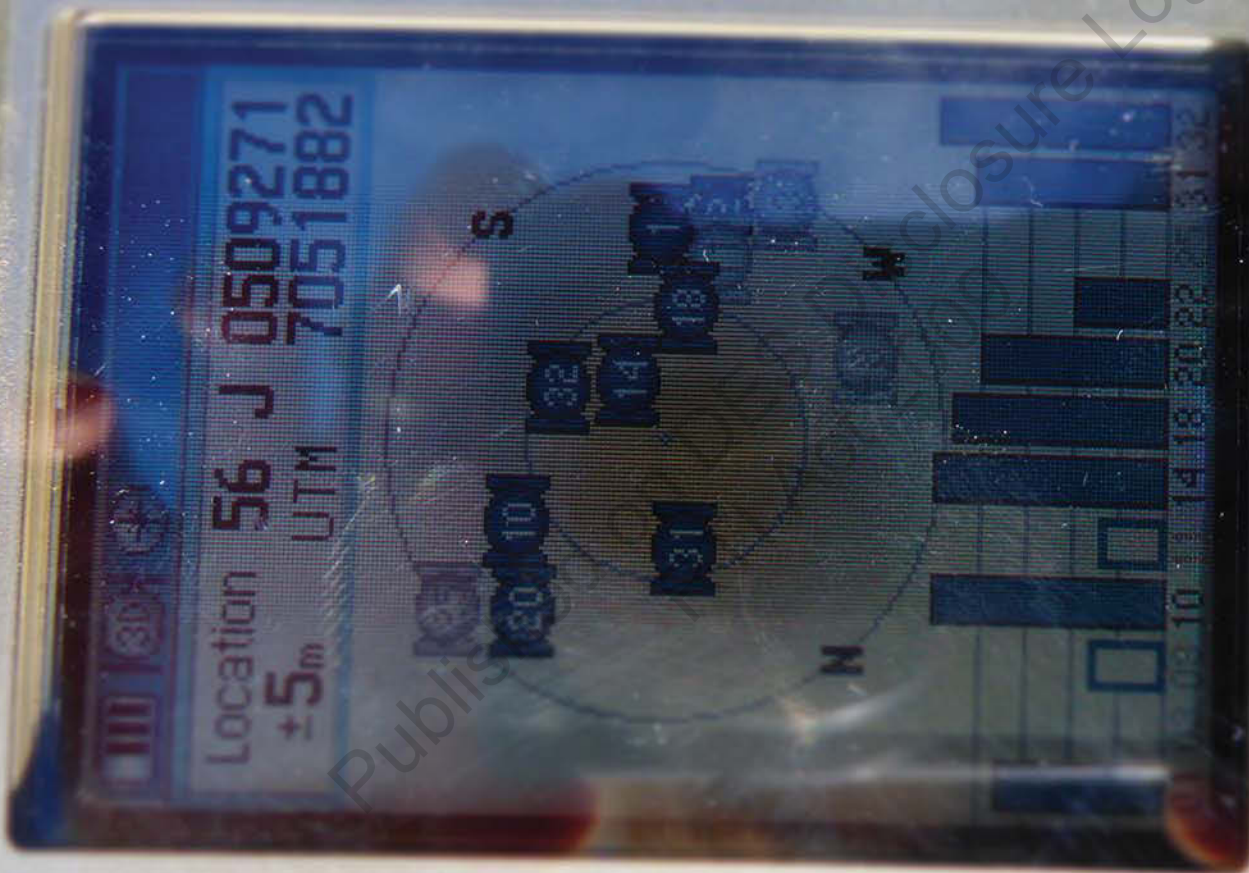
C 19607 L
START:- 14/5/19
PVC :- 6m (170mm)
FINISH:- 14/5/19
TD:- 93 M
GEO:- AMRIS H



C19609L
START:- 14/05/19
PVC e 6m (170mm)
PVC e 46m (99mm)
FINISH:- 15/5/19
TD:- 64m
GEO:- AMRISH



GPSmap 76CSx MARK



GARMIN

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Note

21-JUN-19 9:59:17AM

Location

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