

Liaison Group Forum

January 2024







Sinking Methodology Main Shafts

Excavation Diameter

7.45m min

10.5m max

Stabiliser Diameter

6.92m min

10.5m max

Total Height & Weight

65.94m

350 tonnes

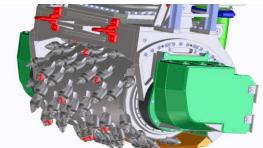
Support Cables & Winches

4 winches

Support Cable 53mmØ

Winch speed 0.2m/s





SBR Layout

FOP - falling objects protection

SD 2 - Gen set / Control panel

SD 1 - Chiller / Compressor / Stabilisers

WD 12 - Cable bucket

WD 11 - Transformer / Sheaves

WD 10 - Ventilation cassette / Slickline boot

WD 09 - Concrete re-mix tank / Blower

WD 08 - Blower filter / Waster water tank

WD 07 - Concrete Hopper

WD 06 - Muck bunker

WD 05 - Muck Chute / Fresh water tank / Electrical panel

WD 04 - Operators cabin / Hydraulic power pack

WD 03 - Concrete deck

WD 02 - Temporary ground support deck / Tubbing erection

Core Machine - Stabilisers

WD01 – Double tubbing erector / Probe drill Excavation Chamber – Roadheader boom



Shaft Water Cubbies.



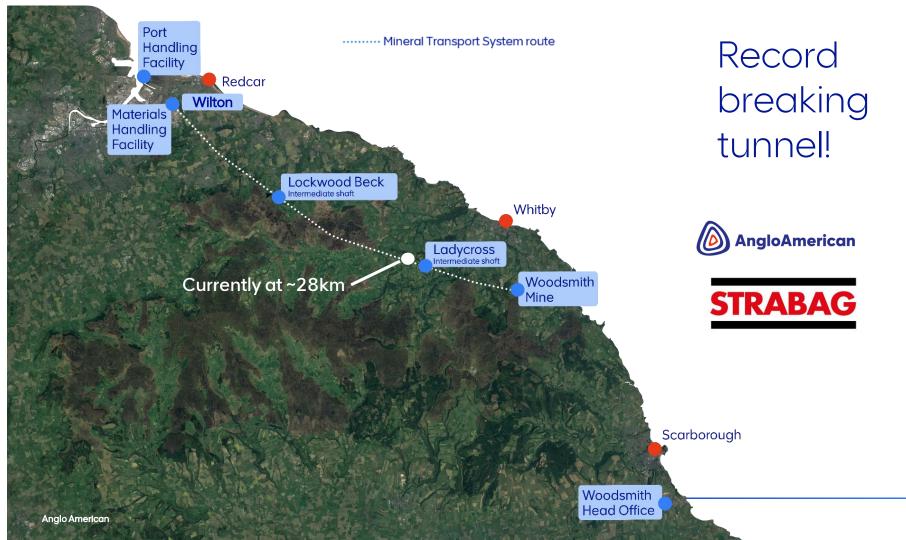
The cubby face charged in preparation for the second blast within the Production Shaft



Post blast inspection following the first successful blast

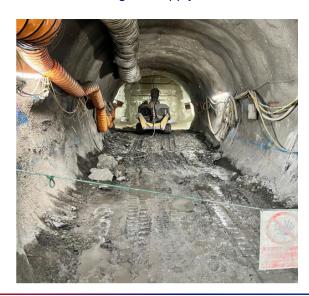


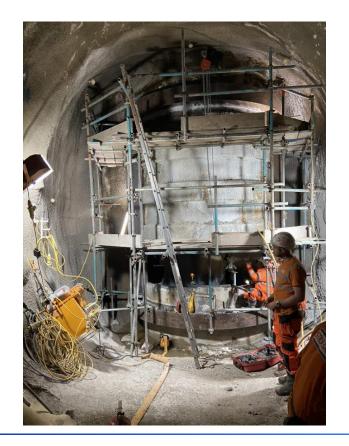




Tunnel to shaft connection

- The TBM will stop at 29.2km around the end of April 2024 to connect the tunnel to the Lady Cross Shaft
- Brokk 500 will be used for excavation
- Rock anchors and sprayed concrete lining will be used for ground support
- This will provide another access & egress route to the underground works, ventilation intake and grout supply

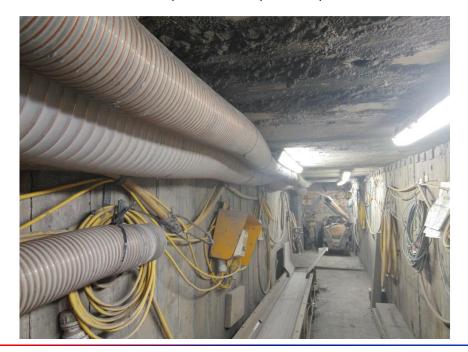




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TBM cutterhead refurbishment

- During this year's technical stop, a timber heading will be excavated to gain access to the front of the TBM
- This will include weld repairs and component replacement on the cutterhead





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