



**A REPORT ON THE MINING HERITAGE FIELD VISIT TO
BALFOUR, SPECIMEN REEF AND KING MINE
31 OCTOBER 1994 - 3 NOVEMBER 1994**

31 OCTOBER, BALFOUR:-

Arrive from Smithton at 9.30 am, introduction to Martin Laan and wife Kathy, discussed historical notes and photos of Balfour for approximately 3 hours. Afternoon visit to:

- Cemetery;
- Murrays' Reward open cut;
- Alluvial tin workings;
- A stamper; and
- Central Balfour workings.

SITE DETAILS:

Cemetery contained only four marked graves which included William Murray's.

Murrays' Reward copper workings include two adits, a Main Shaft and Exploration Shaft along with extensive tailings. Mining relics include the main shaft winder and timbering, wilfley table remains alongside two ore grinders (buddles)* and Balfour. Tramway terminus loading bays outside No. 2 Adit.

Alluvial tin workings along the flats to the west of the Reward Mine known as Cassiterite Creek.

A ten-head stamper in excellent condition alongside the Balfour Tramway - situated on the side of a hill above alluvial tin workings.

Central Balfour workings situated a short distance north of the Reward Mine includes an adit with a flooded main shaft only 50 metres away - each entrance at the same altitude. (Copper in solution was leaching from shaft and syphoned into a drum for collection.)

1 NOVEMBER, BALFOUR AND TEMMA:-

Arrive from Smithton at 10.00 am, after stopping alongside Mt Balfour.

After conferring with maps with Martin Laan, decided to explore the Main Adit of the Reward Mine. After entering the 100 metre long main drive, an inspection revealed a collapse in the north and the south drives. In both cases, subsidence is indicated directly above at surface level. The Exploration Shaft, which is above the No. 2 Adit, has collapsed at the entrance.

* Buddles/grinders were set up by Robert Sticht after the Reward Mine was taken over from the Murray brothers.

An inspection was made of the tailings alongside the Main Adit, the entrance to No. 2 Adit and tramway terminus.

Departed from Balfour at noon after collecting mineral samples and historic photos from Martin Laan.

An inspection was made of the Balfour Tramway where it crosses Heemskirk Road close to the landing ground. The formation can be clearly seen cut into the side of a hill as it heads east towards Balfour.

Arrive at The Clump (near Temma turn-off) about 1.00 pm where we were met by 'Shorty' Halfacre. Together with Martin, inspected the Mt Balfour workings.

The site included a shaft with timbered sides (in good condition) and an adit about 200 metres away alongside a creek. The adit was overgrown and discharging heavily polluted water. Alongside was an extensive tailings dump which included the remains of a mine skip. Several rock samples were collected from the dump before returning to the vehicle at 2.00 pm.

At this point we farewelled Martin Laan and continued on to Temma, arriving at 2.45 pm.

An inspection of the townsite revealed the Balfour Tramway wharf remains and tramway cutting through the sand dunes as it approached the wharf. The tramway formation could be seen on the eastern side of the road heading in the direction of Balfour.

After leaving Temma, a copper bearing fault was inspected at Couta Rocks, which is 8 kilometres north along the coast towards Arthur River. A copper deposit known as Couta is marked on a mineral deposit map.

A brief stop was made at the Arthur River bridge to view the entrance to the sea and the piles of driftwood brought down by the river. A punt was originally installed near the present bridge to provide a road access to Temma and Balfour.

2 NOVEMBER, SPECIMEN REEF:-

Arrive at Savage River from Smithton at noon. Picked up ochre samples from Savage Resources, arranged through Luke Vanzino. Visited the ochre deposits at Main Creek after a 2 hour trip along a treacherous (rough, steep and extremely boggy) access track. A thirty minute tour of the Savage River Mine open cut was made with 'Shorty' before heading off to Specimen Reef.

Left for Specimen Reef at 4.00 pm via the open cut and north pit of the Savage River Mine, before following the pipeline track a few kilometres. Luke and 'Shorty' acted as guides. Access to the site from the pipeline track was down a steep creek gully, known as Specimen Creek.

There are two adits visible alongside the creek, although the first one is blocked with debris at the entrance. Both are discharging polluted water. Below the second adit is a well constructed rock-wall dam which still holds water. Further downstream (Specimen Creek) is another smaller pond which contains a derelict water wheel. Unfortunately a dead tree had fallen across the structure, demolishing its fragile wooden framework and depositing the heavy iron components into the pond. Although only the stamper footings were located, it is possible the remainder of that structure is laying submerged in the same pond. 'Shorty' remembers the stamper in situ during his last visit many years ago. He believes that the draining of the pond would require very little effort. It seems unlikely that this heavy piece of machinery would have been removed from such a difficult and remote location.

Samples of quartz were collected from the site before leaving for Rosebery.

Left Savage River at 6.15 pm, arriving at Rosebery at 7.30 pm.

3 NOVEMBER, KING MINE:

Left Rosebery for Renison Tin Mine - picked up two large mineral samples for display purposes at Mineral Resources Tasmania. Thanks to Vicki Howe and John Tyrrell for their assistance. Visited the West Coast Pioneers' Museum at Zeehan and deposited laminated MRV maps and also a copy of the new 1:50 000 Zeehan map sheet. Discussed the new Mineral Resources Tasmania display with museum curator, Christine Brown. Drove out to the old Montana Mine where the once exposed main shaft has now been fenced off to protect the public.

Arrive at King Mine (gold) near Lynchford about 1.30 pm.

Access to the mine was achieved by walking along the old Lynchford-Gormanston pack track which leads past the battery site. Inspections (with photos) were made of the battery remains, main open-cut (stopes), pophole and lower adit before returning to the vehicle for the return trip to Hobart. Quartz specimens were collected from the battery's stockpile.

Left Lynchford at 2.45 pm, arriving back in Hobart at 6.30 pm.

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- Martin Laan and Kath Heading (Balfour);
- Robin 'Shorty' Halfacre (Mineral Resources Tasmania, Burnie);
- Luke Vanzino (Savage Resources); and
- Vicki Howe and John Tyrrell (Renison Ltd).

Finally, I wish to acknowledge the important contribution made by Gil Oakes of Mineral Resources Tasmania, who accompanied me for the whole trip. His observations and helpful comments during the four days in the field were very much appreciated.



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