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REPORT ON ACCESS ROUTES

to

MT. LINDSAY

Tasmania

by

J. L. Morton

19th August, 1963.

Accompanying Report:

Map Sheet Corinna BOD

Plan of Tin Project in Western Tasmania.

Showing Access Routes

1" = 2 miles.

Photograph No. 1 Bridge No. 1

Photograph No. 2 Bridge No. 2

Photograph No. 3 Bridge No. 3

Photograph No. 4 Bridge No. 4

Photograph No. 5 Flying Fox over Pieman River

Photograph No. 6 Flying Fox over Pieman River

Photograph No. 7 Air Drop Area.

An index to transparencies that may be referred to in this report will be found in -

TCR 85-2425

TCR 85-2427

TCR 85-2428

Copy No. \_\_\_\_\_

AMG REFERENCE POINTS ADDED

SUMMARY

Two routes are suitable to be developed to Mt. Lindsay. The northern route from Waratah, No. 2, would be most suitable in the long term and if Mt. Lindsay is developed into a mining operation. However, for the immediate programme and for the duration of exploratory work the southern route, No. 1, from Zeehan is recommended because of the low cost and speed with which it could be prepared.

## INTRODUCTION

A means of ground transport, as opposed to helicopter transport, is necessary to supply activities at Mt. Lindsay when the 1964 programme commences. Field inspection of first 12 miles of Route 2, 5 miles of Route 3 and all of Route 1 was carried out by the writer, accompanied by I.R. Worth between 1st and 8th August, 1963.

This report sets out details observed from this work.

There are three possible routes. Please refer 1 mile to the inch plan showing Tin Prospects in Western Tasmania.

### ROUTE 1

From Zeehan by landrover about 2 miles along Corinna road, thence by a rough but quite reliable track to the Mines Dept. huts near the Pieman River. From this point by foot about  $1\frac{1}{2}$  miles to the Pieman River and across on a flying fox, thence by walking about  $13\frac{1}{2}$  miles to Mt. Lindsay via Stanley Reward Mine.

### ROUTE 2

From Waratah, by road, about 6 miles along the Corinna highway. From this point about 21 miles by foot south via Yellowband Creek to Mt. Lindsay.

### ROUTE 3

From highway about 2 miles west of Renison Bell, about 6 miles by foot to a flying fox over the Pieman River, thence about 8 miles by foot to Mt. Lindsay.

In selecting routes the following aspects are taken into consideration:-

- (a) Length of walking track. This is the most important factor for immediate consideration, since costs will equate directly with time. Difference in time on sections of vehicular track can be ignored because, for instance, five miles difference transporting say 1 ton along a vehicular track would be no more than  $\frac{1}{2}$  an hour, whereas the same amount along a walking track would take 3 men 5 or 6 days, or two horses 2 or 3 days.
- (b) Track preparation. Time in days and cost of wages and equipment, to be made suitable for packhorses.

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- (c) Major Obstacles. Major obstacles in the event of a permanent road being constructed, suitable for vehicular transport.
- (d) Other factors. Such as transport and access to start of routes and centralising of operations.

ROUTE 1

From Zeehan via Mines Department Huts and flying fox over Pieman River:-

(a)	Length of walking track	-	14 miles	
(b)	Track preparation (2-man party plus supervision) - Horse Transport			
	Huts to flying fox		6 days	
	Flying fox to Plains		4 days	
	Erection of Stables - at plains		2 days	
	Across plains		3 days	
	Plains to Stanley River		4 days	
	Stanley River crossing		4 days	
	Stanley River to Mr. Lindsay		9 days	
	Erection of Stables - Mt. Lindsay		<u>2 days</u>	
			34 days	£272
	Horses (2 @ £1 per day) not including initial cost			60
	Supplies - not including initial			70
	Supervision - (I. R. Worth 10 days plus travelling).			<u>300</u>
	Sub Total		34 days	702
	Contingencies (20%)		<u>7 days</u>	<u>140</u>
	Total		<u>41 days</u>	<u>£842</u>

- (c) Major obstacles - For motor vehicles

3 small bridges requiring strengthening or repairs - See photos No. 1, 2, 3 and bridges Numbered 1, 2 and 3 on plan.

The first two of these bridges, Numbers 1 and 2 (photos 1 & 2) are located about  $4\frac{1}{2}$  miles from Zeehan, require only proper decking. Present decking is of split logs only and would not be satisfactory for continual use. Bridge No. 2 has some

3.

minor fire damage to foundations.

Bridge No. 3 (photo No. 3) over the <sup>STANLEY</sup> Pieman River has collapsed at one end, as can be seen from the photo. However, this could be cheaply repaired by supporting the collapsed end with cribbing (pigsty) and excavating the high bank to collapsed elevation. Some additional redecking would be necessary. There is a suitable ford at this position and a bridge is not essential. 3 small bridges or culverts to install, shown as a, b, c on plan.

Pieman River crossing:

A plan to dam up the Pieman River has been adopted by the Tasmanian Hydro Electric Commission. However, this work has not yet been scheduled. The intimated time of commencement of this work is from 5 to 20 years, depending on a number of unresolved factors.

1. By pontoon bridge, if Pieman Low Level dam constructed,
- or
2. by barge.
3. By suspension bridge.

The present flying fox over the Pieman River at this point is an excellent structure and may be able to be converted to suspension bridge at reasonable cost. Please refer photos No. 5 and 6. The least expensive of these would probably be by barge.

Road construction in hilly and timbered country - 8 miles.

(d) Transport to start of route.

Rail and road transport to Zeehan. Landrover transport to Pieman River - 8 miles

ROUTE 2

From Waratah via Corinna road and Yellowband Creek.

- (a) Length of walking track 21 miles

Could be reduced to 17 miles at cost of about £2,000.

- (b) Track preparation - (2-man party plus supervision) - Horse Transport.

Corinna road to 5 mile point	10 days
5 mile point to 10 mile point	20 days

Strengthening of bridge at 10  
mile point - see photo No. 4 5 days

Bridge No. 4 (Photo No. 4) - This bridge would not be suitable for horse crossing at present. Piles and Tees are of Huon pine and are sound, but stringers and decking of celery pine are at advanced stage of rot and would need replacing. The river could not be forded here.

Erection of Camp and Stables at 10 mile point	20 days	
10 mile point to Mt. Lindsay	40 days	
Erection of Stables at Mt. Lindsay	<u>2 days</u>	
	97 days	£776
Material for Camp		300
Horses (2 @ £1 per day, not including initial cost)		194
Supplies - not including initial		194
Supervision - (H.S. Fraser - 32 days)		<u>384</u>
Sub Total -	97 days(say)	<u>£1850</u>
Contingencies (20%)	20 days	370
Total -	<u>117 days</u>	<u>£2220</u>

(c) Major obstacles - for motor vehicles

3 medium bridges to repair or replace  
(Keegem Creek, Yellowbank River,  
Harman River)

15 - 20 small bridges or culverts to install  
(not shown on plan)

Road construction in hilly and timbered  
country - 16 miles.

(d) Transport to Access Route

By rail to Guildford.

By road to start of walking track .

By main highway to start of walking track  
from Guildford - 16 miles.

Centralising of Operations.

A route from Waratah would facilitate Mt. Lindsay operations being developed in conjunction with Mt. Cleveland and Mt. Bischoff work.

ROUTE 3.

From main highway 2 miles west of Renison Bell.

Route 3 can be disregarded for the following reasons:-

- (a) 16 miles of walking track.
- (b) New track required between highway and Pieman, because old track made unsuitable for horse packing by logging operations.
- (c) Flying fox not in operation, would require major repairs perhaps replacing.
- (d) Grades too steep.
- (e) All heavy road construction.

CONCLUSION

In making a decision on access routes to Mt. Lindsay it is necessary to take the following points into consideration:-

1. The final goal at Mt. Lindsay will be to prove or discount an economic set or orebodies. The major operation of this goal is to establish and maintain a diamond drilling programme tentatively estimated at a minimum of 18,000 feet of diamond drilling.
2. If the orebodies are economic a permanent all-weather road will be necessary to develop the operation. If the orebodies are not economic high cost access would have been wasted.
3. There is an immediate need for horse transport access, to maintain current operations.

The decision lies between routes 1 and 2. Main points in favour and against each are summarised as follows:-

	<u>Route 1</u>	<u>Route 2</u>
Length of walking track	14 miles	21 miles
Cost to prepare for horse transport.	£840	£2,220

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	<u>Route 1</u>	<u>Route 2</u>
Minor bridging for permanent track	3	15-20
Major bridges for permanent track	1	None
Length of heavy road construction	8 miles	16 miles

Because of the low cost and short time required to prepare Route 1, this would be most suitable for the present.

However, in the long term, should the track be developed for vehicular transport, the choice lies between the following factors:-

	<u>Route 1</u>	<u>Route 2</u>
Length of heavy track construction	8 miles	16 miles
Major bridging	1	Nil

or, more simply by equating, one major bridge versus 8 miles of heavy road construction.

It is not within the scope of this report to estimate the costs of either of these items, but in view of the facts presented and our immediate requirements, it is the opinion of the writer that Route 1 should be developed at this time.

Pending a decision on access tracks, a suitable air drop area within 4 miles is being investigated and, if suitable, will be prepared. The reason for carrying out this work is to provide a safeguard against running short of supplies before horse transport is established. If successful, the area may be able to be used to advantage in conjunction with horse transport. The area is shown on accompanying plan and in photo No. 7.


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 J. L. Morton

JLM:IL  
Melbourne,  
19th August, 1963.

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PHOTO N<sup>o</sup>1

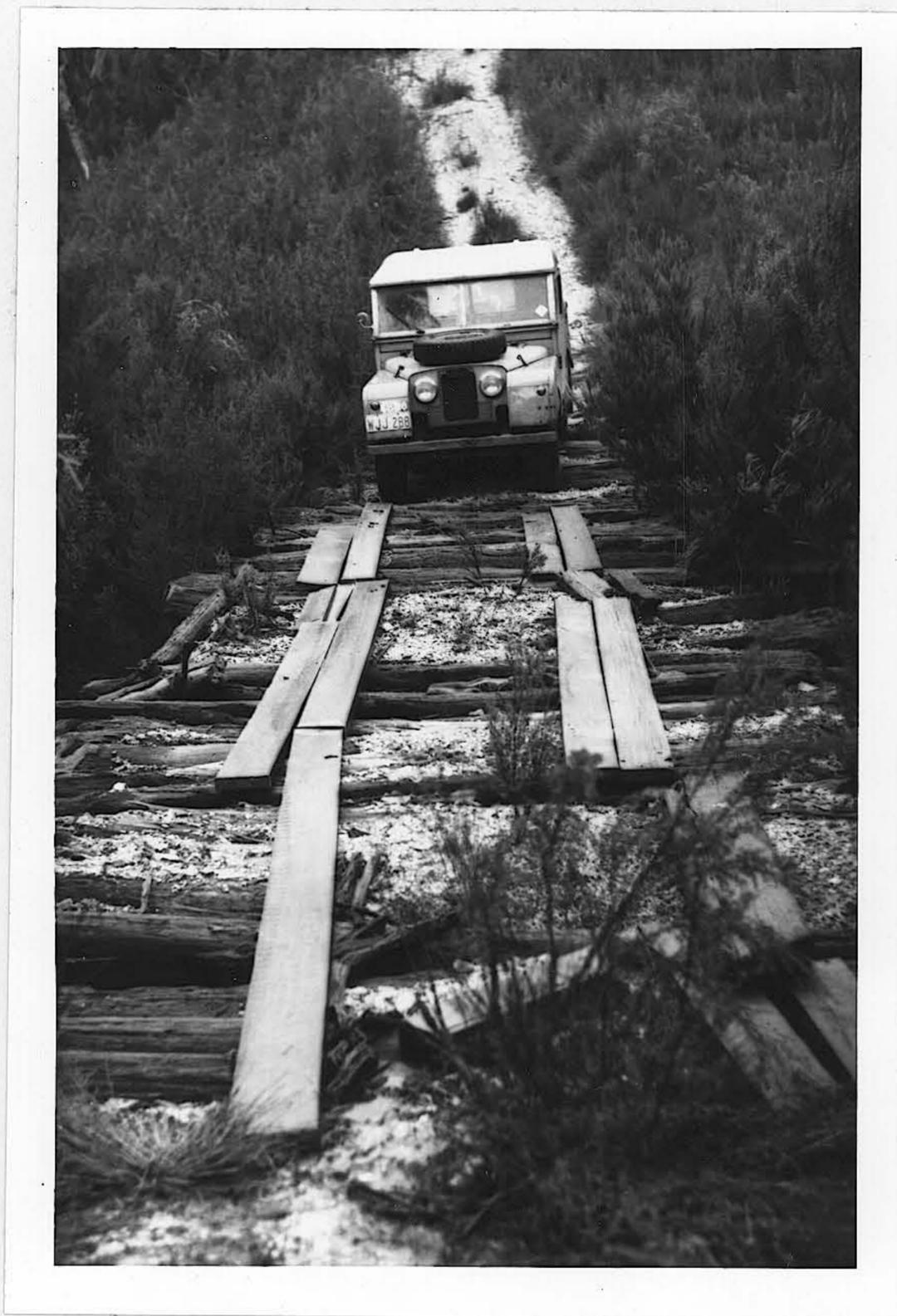


Bridge N<sup>o</sup>1 on Route N<sup>o</sup>1

I.R.Worth, R.H.A. Mining Engineer,  
inspecting piles and stringers.

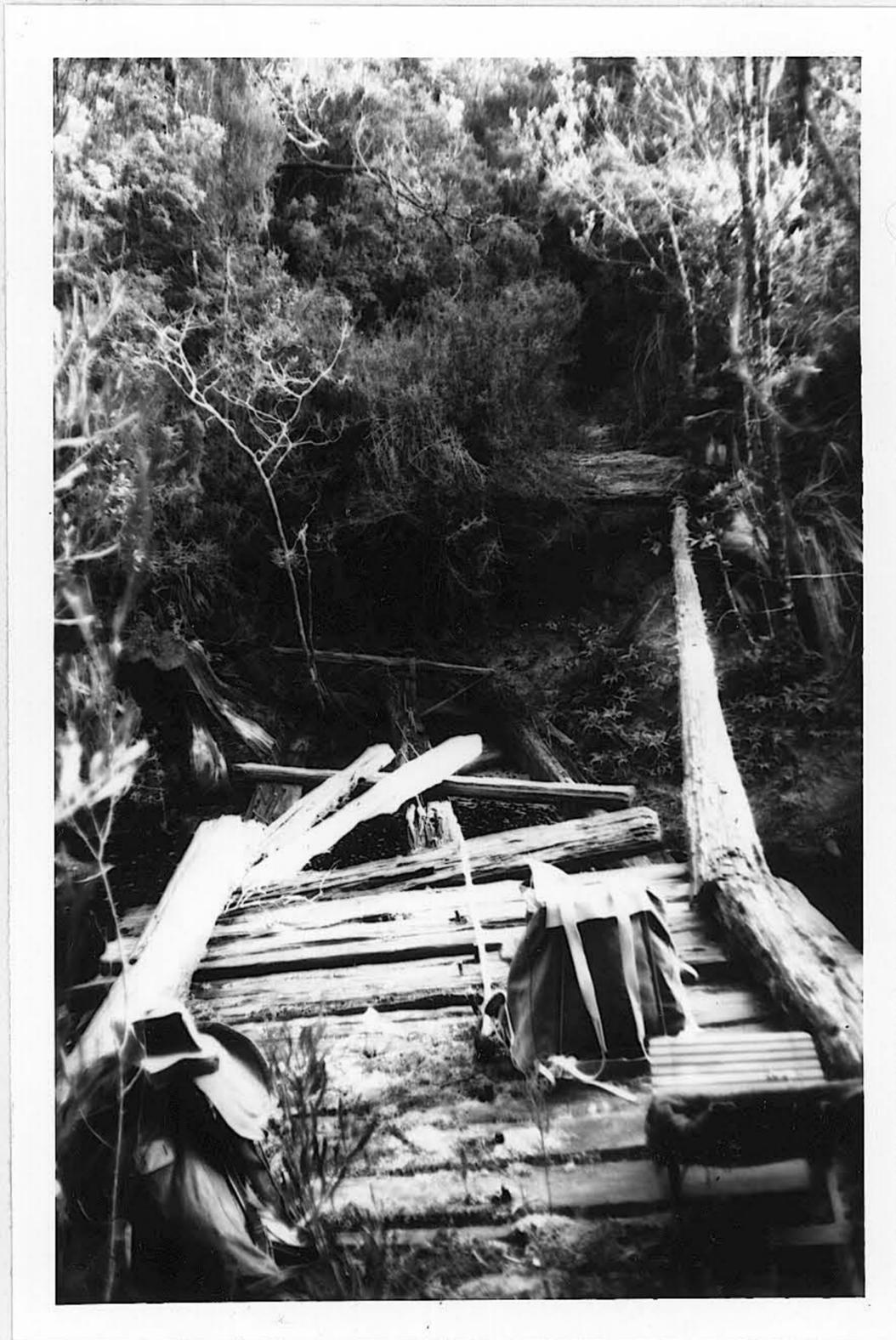
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PHOTO N°2



Bridge N°2 on Route N°1

PHOTO N<sup>o</sup> 3



Bridge N<sup>o</sup> 3 on Route N<sup>o</sup> 1

Stanley River Bridge, 4 miles from Mt. Lindsay.  
Requires support at collapsed end and some redecking.

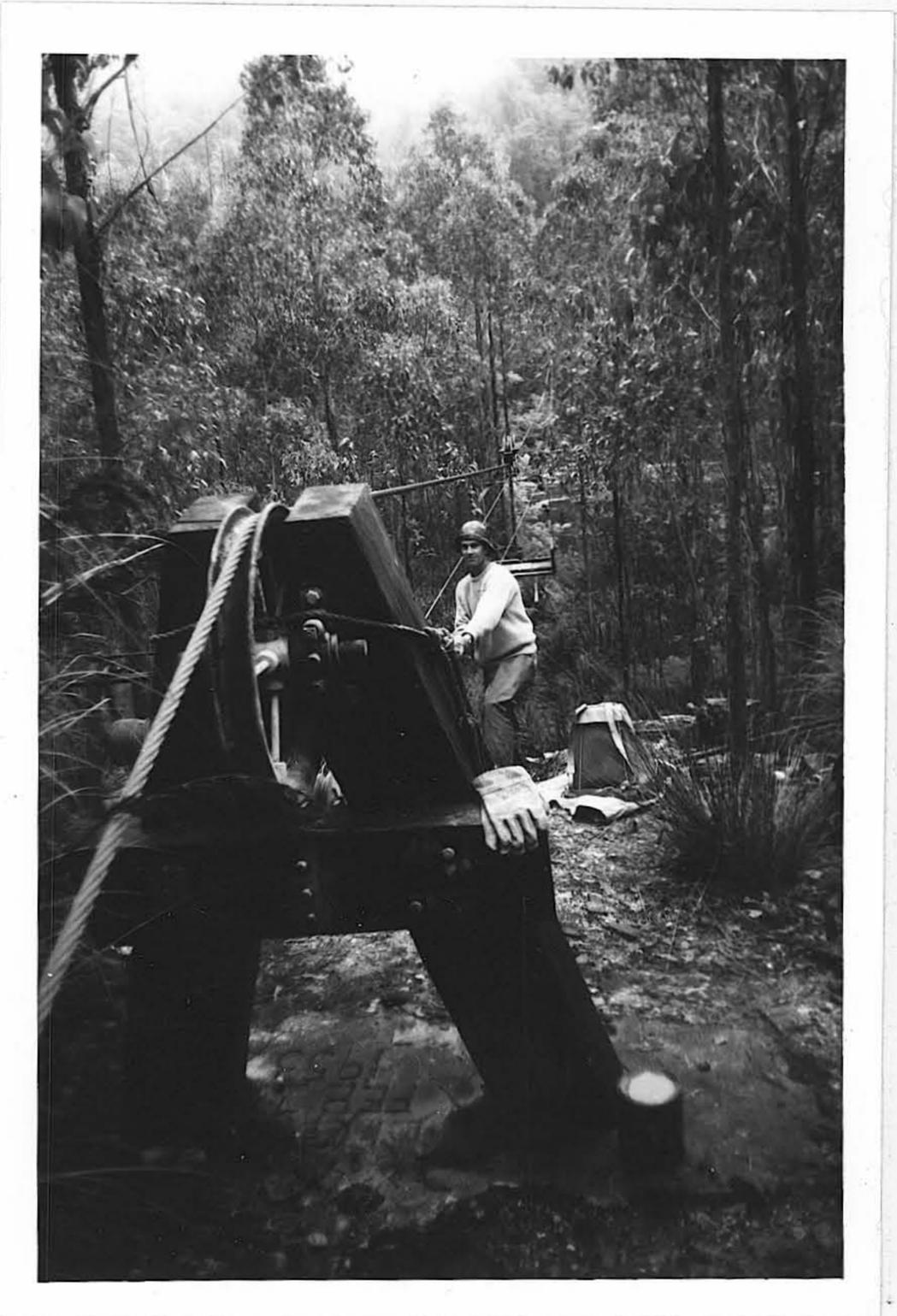
PHOTO N°4Bridge N°4 on Route N°2

Requires new stringers and decking.

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PHOTO N95

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Photos 5 & 6

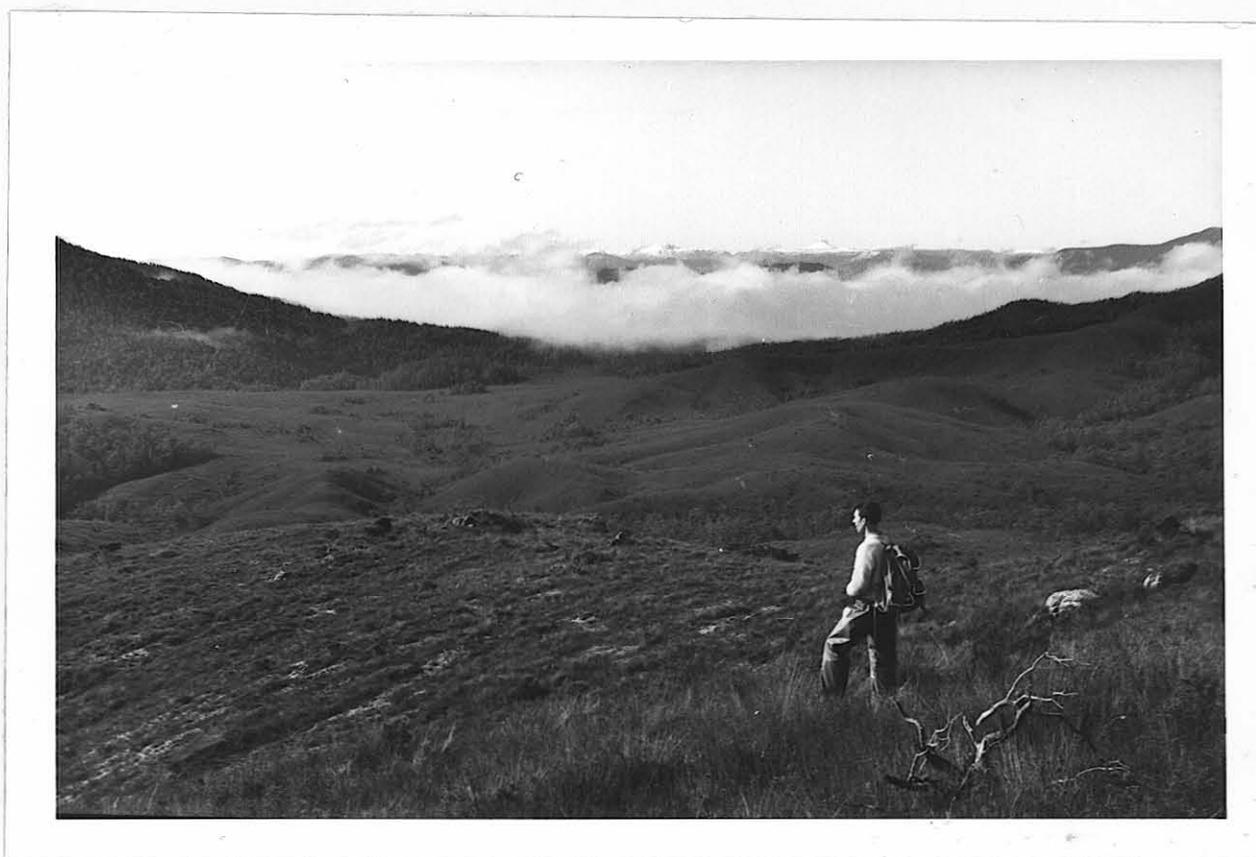
Mines Dept. Flying Fox,  
over Pieman River.

PHOTO N96

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PHOTO N<sup>o</sup> 7



Proposed air drop area left centre of photo.

MEMORANDUM TO:

A. A. C. MASON

NORTHERN ACCESS ROUTE (NO.2) REE. J. L. MORTON'S  
REPORT

Referring back to your letter of the 29th inst., and now having had more time to fully digest same and in particular to the last paragraph page 3, I feel that although I have given you a fair log of the actual expedition, that I have not given you my "observations of this track," I feel that what is now required is my opinion as to whether it can be adopted at reasonable cost, and time, for wheeled vehicular traffic. This I will now do:-

SECTION 1. From Corinna Road to approximately 2M Peg. This is in Myrtle forest and crosses the numerous small seasonal running creeks forming the head waters of the Arthur River and flowing into the Magnet dam.

*Several trees  
fallen - track  
good generally  
little work ~~is~~  
needed for  
bomb. or hover.*

Creek Crossings - No trouble, stoney bottoms.

Surface - Corded fairly extensively, mainly with Man Ferns - good width, perfect grade, the tall re-growth needs chopping out to allow sunshine to dry the track up.

*Cords  
fallen  
require  
soil pack  
for strength*

Drainage - No new drains needed.

SECTION 2. From 2M to 4M in this section the Myrtle gives way to thick Baura scrub and rushes, corded with slabs and logs across the few swampy places. Track crosses the Moore Creek which has drainage to the East (eventually would be part of head waters of Wilson River) in thick Baura scrub, and gradually climbs, following, as usual with this track, any convenient ridge. In the few places where we have burnt the Baura and reeds, the track is shown as 6'-7' wide with deep drain, well dug on the Western side leading the water, under culverts to the Button grass plain to the East.

*Scrub needs  
clearing off*

ROUTE 2:

The track crosses the Button grass, only when needed to get to another low ridge.

FOR CONVERSION TO HORSE TRAFFIC:

From 0-4 miles in track needs either, - *Now converted to Landa  
hover track*

- (a) Scrubbing out by hand of scrub and/or
- (b) Completely burning off.
- (c) Going over carefully with a bulldozer and just skimming off the thick scrub. The chief hazard would be not to disturb the cords, but to just crush them down.

(I prefer a combination of (a) and (b).)

From 4M to 5M - mainly dropping down from the high plain down a button grass gully.

*boggy if wet  
Button grass  
clumps need  
removing for  
easier travelling*

Surface - appears to be a gravel bottom about a few inches under surface. The track could be lightly dozed here to advantage and shifted in places to take advantage of ridges which would lend themselves to dozing.

**NOTE:** There are a few boggy places here where pack horses have bogged with 200 lbs. load each, information from a Mr. Turner who was a packer on this track from Yellow River to Corinna Road.

From 5M to 8M - Follows ridges in alternate gum, myrtle, and pine forest, stunted timber. On the ridges, track has been side cut by hand, in friable gravelly soil where is was necessary to change to the other parallel ridge, is usually corded, cords in fair order and would, I feel, take a land rover. Drainage is good, natural. Some granite boulders could be popped by hand. *Track need to be widened (dug) cords rotten in places over small gullies*

From 8M to 10M - Track winds up and down to Pine Creek mainly in myrtle, no button grass. Corded in the gullies between the ridges, drainage good. In the days of horse packing, there were no bridges these gullies were forded on stoney bottoms auth. Mr. Turner. I have a feeling the corded sections have been a recent inovation. Surface generally fair, would dry out well if the sun was allowed on to it. The bridge, Photo No.4 ref., J. L. Norton is on this section. Horses could ford Pine Creek Land Rover would need bridge. Plenty of timber there. *Early dozed creek & megs sandy & negotiable Bridge needs strengthening & new decking at S end Rover probably ford Pine Ck in summer.*

From 10M to Yellow Creek - Generally as for previous section except that there are 3 to 4 minor creeks, still corded where needed. Some cords would need replacing. This section inclined to be muddy, typical stunted myrtle forest **NOTE** some of these creeks are man made water races dug by hand. Decking over bridge needs renewing. Thickscrub. *Early dozed dry in summer for rover Bridge decking needed or new engineering have to be found.*

From Yellow Creek to Little Wilson crossing - This section is good, readily adopted to conversion for Rover, side cut along edge of a friable gravelly ridge, well drained needs Baura scrub clearing off approximately 5' wide. Drainage is natural to the plain on the West. Corded for 100' at approach to the river. Bridge needs re-decking only, timber available, grade excellent. *Early doza for rover or Bombadein could run on plain.*

From Little Wilson to Camp No.2 - Fairly steep pinch for 2 chains after leaving bridge, could be flattened by slight detour. Surface good, needs widening. Track crosses a small hill and breaks out on to Yellowband Plain proper, skirts Eastern edge, along the usual ridge. Drainage good to the natural plain. Where this section crosses small gullies the button grass has encroached on to the track. Possible to lightly doze the ridge high up. Has been side cut by hand to sidth of 5' in grey easily worked quartzzy gravel. Cannot see any occasion for major culverts. *OK for Bombadein Rover prob OK in summer if track put in through the tea tree.*

From Camp No.2 to 17M - Track hugs the Eastern side of low ridge with button grass to the West. Shallow gullies cross this section and need cleaning of the Baura scrub, ti tree and encroaching button grass which seems to creep up these gullies. At approximately 16M track swings to the East and passes up between the rounded ends of two spura. Some granite boulders here with button grass between them possible to make any road you wish on this section. At 16M there are numerous stoney hills with open rolling stretches of undulating country between, well drained friable surface. Possible to pick a good track for either horse or Rover almost anywhere. Only obstacle would be numerous granite boulders, which could be avoided. *OK for Bombadein on plain.*

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From 17M to Mount Lindsay - The first half mile would mean crossing the Harmon, for horses a natural ford, for Rover a bridge timber readily available.

Note: I could be wrong, but I feel sure that the river would never rise very much at this point because,

(a)  $\frac{1}{2}$  a mile downstream there are the Falls 40' drop, - which should be a natural overflow for a huge volume of storm water. (Falls were visited to my sorrow)

(b) The Upper reaches consist solely of water shed from the Yellowband plain. There should never be a torrential rush, such as could occur in say the Wilson River.

From 17M approx. to Mount Lindsay - From observations made and deductions reached  $1\frac{1}{2}$  to 2M of track to be marked out and cleared, only difficulty, as I see it, is to cut the track out and perhaps to side cut in places for the first mile.

Advantages - It would appear that only the very head waters, at the most, of the creeks on south-east slope of parson's Hood would have to be crossed. I feel that an old track could be found as a general guide to this work.

Referring back to your query reference "PACK HORSES"

Initially, I did harbour the thought of getting two of Joe Fagan's hacks but simply for John's benefit to save him walking on his inspection. These are still available, but the corded sections would have to be repaired otherwise horse would break legs.

If you had visions of using "pack horses" well, I have made enquiries for quite some time, and none are available at Waratah. I notice that John has made estimates for use of these pack horses and I trust that I have not misled him. The position as I see it now, is that if a track is made in for the purpose of putting pack horses on it, that I will have to see if any are available at Zeehan.

A pack horse was used by a Mr. Clark of Waratah to pack in the drilling gear to Yellowband some 10 years ago, but it has now passed on and was the last one here, from what I can gather.

From my observations I am inclined to think now, that re-novation of Route 2. would be almost as easy for wheeled or track transport as it would be for horse transport.

I cannot speak with authority regards the other tracks.

Yours faithfully,

(Sgnd) H. S. FRASER

MEMORANDUM TO:

A. A. C. MASON

FROM:

H. S. FRASER

SUBJECT:

RECONNAISSANCE OF NORTHERN ACCESS  
ROUTE TO MT. LINDSAY AND GENERAL  
PROGRESS AND OBSERVATIONS. (NO.2 Route)  
J. L. MORTON

(Enclosed Tracing of topographical  
Sheet & Route 2)

Acting upon your verbal suggestion by telephone Sunday 25th I instituted an air-drop, in order to keep supplies up to my field party. I was fortunate in getting the co-operation of "Air Charter Services" of Devonport whom I rang on Monday 26th. I simply passed on to them the enclosed order by 'phone, and they collected the grocery order from "Johnson and Wilmot" of Devonport, and packed it for me in 21 sugar bags. The tents and canvas etc., were ordered by me by 'phone from Rex Bros. of Burnie with instructions to forward to Devonport same day. This was attended to, and the pilot picked me up, by arrangement at Wynyard, at 2.30 p.m. Tuesday. I simply had to board the plane and direct him to the "dropping field" on the Yellowband plain, and do the dropping.

I am pleased to report that the "drop" was 100% as verified by myself by inspection of the stores and checking of invoice on Thursday 29th at camp site. I must comment here, and emphasise that the packing of the bags was really first-class. The whole secret is to put no more than about 15 lbs to 20 lbs weight in each bag and the packing most suited for this job is "newspaper" rolled into balls and inserted between the various items, with a cushion of this rolled newspaper completely lining the sugar bag. The bag is then sewed up, NOT tied. Newspaper is much cheaper and easier to obtain than "egg fillers". I am convinced that this method of packing, plus the use of the NEW sugar bags, is the perfect answer for successful recovery. I will also add that the perfectly flat, button grass covered plain, also contributed to what I consider was the perfect air-drop. We were able to drop from an average height of 20'.

ROUTE NO.2. - Refer to enclosed tracing.

Wednesday 28th August - Walked to camp No.1, built on site of Bett's burned down camp approximately 10 miles from Corinna Road. This site was visited by John Norton approximately 1st August. Bridge No.4 referred to by John is on this section and spans a very placid stream known locally as "Shannon Creek." This is not Keegan Creek. This section of track is now fairly well cleared of the Baura scrub and cutting reeds which impeded progress before walking time approximately 4 hours without a load. The camp has three permanent bunks and a small store of food, and fire place of salvaged iron, one clamp oven packed in from Waratah. Checked various land marks etc., and am convinced that track, as sketched in, is reasonably correct an easy overall grade, the drains are deep and well dug/some "scrubbing out" still needed.

Thursday - Proceeded to camp No.2 on Yellowband plain approximately  $\frac{1}{2}$  mile south-west of ~~"Little Wilson River"~~, <sup>Yellow band.</sup> crossing on route ~~Yellow Creek~~, <sup>PLAIN</sup> bridge needs re-decking and passed the Mines Department hut which is beyond repair noticed bore holes on the plain adjacent to hut. From the ~~Yellow Creek~~ <sup>PLAIN</sup> to ~~Little Wilson~~, <sup>YELLOW BAND</sup> the track is nicely "side cut" along a ridge with the plain to the west, corded where needed, cords in good repair. There is a moderately steep pinch from the bridge over the ~~Little Wilson~~, <sup>YELLOW BAND</sup> upon to the plain again. Bridge needs re-decking, plenty of timber handy for splitting into slabs. This camp (No.2) is the 10'x12' tent and fly dropped by air, with a canvas fly rigged in front of it and canvas wall, permanent good water. Camp is adjacent to the very good "dropping area". One camp oven is there, salvaged from old alluvial workings. Stayed overnight and checked the stores dropped, secured all the perishables in a wooden chest salvaged from the Mines Department hut, and in plastic containers etc. Estimate there is a fortnight's supply of basic food for 3 men there.

Friday - Proceeded southwards taking 3 days food and the 6'x8' tent and fly, dropped in the "air drop". For one mile south, the track is side cut along the ridge - badly overgrown with scrub, but where visable, is approximately 5' wide and still corded where needed. At 15 mile in, got following wrong track which crossed swampy ground, and so headed back to the ridge and picked up the cords again, over a swampy patch of button grass. Noticed this button grass has a bottom of white coloured gravel at depth of about 12", would lend itself to light dozing similar to gravel under button grass on sections of Heemskirk road. From here on kept on track to approximately 17 mile in. In this area there are numerous low rocky hills with open rolling plain country between. Possible to make first class track here by dodging the large granite boulders, no creeks to cross. Climbed the highest and looked for track to the East but very rugged country, camped at Camp 2a, caught a good Badger! *They put up bad habits quickly!*

Saturday Further Reconnaissance abundance of old tracks were followed, found traces of creeks to the east having been worked, and an old camp site with two pointed stakes very old, in a line approximately S.S.W., decided to follow them. Did another reconnaissance from high point "A" - possibly MT. MEREDITH, to get bearings (see pencilled notes on tracing) then picked up tent and proceeded south for approximately 1 mile, then climbed down the slope through very thick ti tree, and cutting reeds generally S. Westerly to the ~~Harmon~~ River, following where possible a large outcrop of Serpentine (I think) - certainly not granite or slate, quite slippery even when dry, 3 hours to make this descent. Came out at the ~~Wilson~~ <sup>LITTLE WILSON</sup> eventually where the Serpentine outcrop crosses the river and causes a gigantic water fall, easily forded ~~by~~ <sup>LITTLE WILSON</sup> by keeping to the bar without wetting feet, a natural bridge which I doubt would ever have more than a foot of water over it and solid rock. Water fall 40' high. Camped at 2b. Walked and paddled  $\frac{1}{2}$  mile downstream examining banks for sign of a track - NIL. (Mineral Chart shows crossing approximately  $\frac{1}{2}$  mile upstream from Wilson River). Explored up hill from camp 2b up a spur. These Eastern foot-hills of Parson's Hood are covered mainly with gum and ti tree.

LITTLE WILSON

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Sunday - Packed up, weather started to break, returned over Harmon and climbed back up the steep hill again to Point A, and decided to re-erect the tent at Camp 2 a. site and return to Waratah. At point of furthest penetration was 1 1/2 miles approximately E.N.E. of Mt. Lindsay area, but was not quite sure. Departed camp 2a site 1 p.m. Sunday, returned by easy stages to Corinna Road arriving there at 3 p.m. Monday

Comments on Trip:-

I was disappointed at being so close to the goal and yet, as I thought so far away after having been unsuccessful in finding the crossing of the Harmon, but after spending the day in the office at Waratah and carefully tracing the contours adjacent to the track traversed, and putting things on paper, I made a discovery which, I feel sure is the key to making this Northern Access route a distinct possibility.

While examining the Topographical Sheets with my magnifying glass, I find that the falls which I accidentally found and over which I crossed the Harmon, are also shown on the original sheets.

*LITTLE WILSON*

*WHONG  
FALLS  
- Others  
not  
shown  
on maps*

I have very carefully traced the contours and heights and these Falls on the enclosed sheet, and I also remember when standing at the "old camp site" (marked in pencil) and gazing along the line indicated by the pointed stakes, that I could visualize a track cutting across and up the foothills on the Eastern slopes of the Hood. The top of these foothills would be approximately same R.L. as our goal. Meditating upon this, and now knowing exactly where I was at the point of furthest penetration, I now have a known identified land mark, so I have drawn in, what I consider is the only solution i.e. a gradual fall from approximately position of Camp 2a, where the tent is now rigged, to the Harmon River, where it can be easily forded at the point marked "Possible Ford". at contour 1000' thence by cutting up across the contours to approx. 1800' approximately 2 miles of track to cut. This would be no more difficult than track cutting at Mount Cleveland. Had I been quite sure of my position when I was out there, last Sunday, I would have attempted this. From my observations I can see no insurmountable difficulties. This would bring the total distance from Corinna Road to approximately 20 miles.

Using the established camp 2a as a base for this final assault, I feel that 2 men could do this job in a matter of days thus linking up the track.

At present I have not got a field party in the field, but am geared to finalise this last couple of miles if you O.K. it. I could, I feel, get an even gentler grade for this section with an on the spot inspection.

If John is interested in this approach I would welcome his presence, if it could be arranged. We could make a really speedy sortie to the 17N (Camp 2a) if I had a few days notice, in which to make a few preparations. There would be need to carry only a bed roll.

I haste to catch the mail.

Yours faithfully,

(Sgnd) H. S. FRASER

P.S. Lighted numerous fires last week which have considerably helped progress. Will burn the BAURA scrub later.

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AP  
AM

E.L. 1/63  
14.75 Sq miles

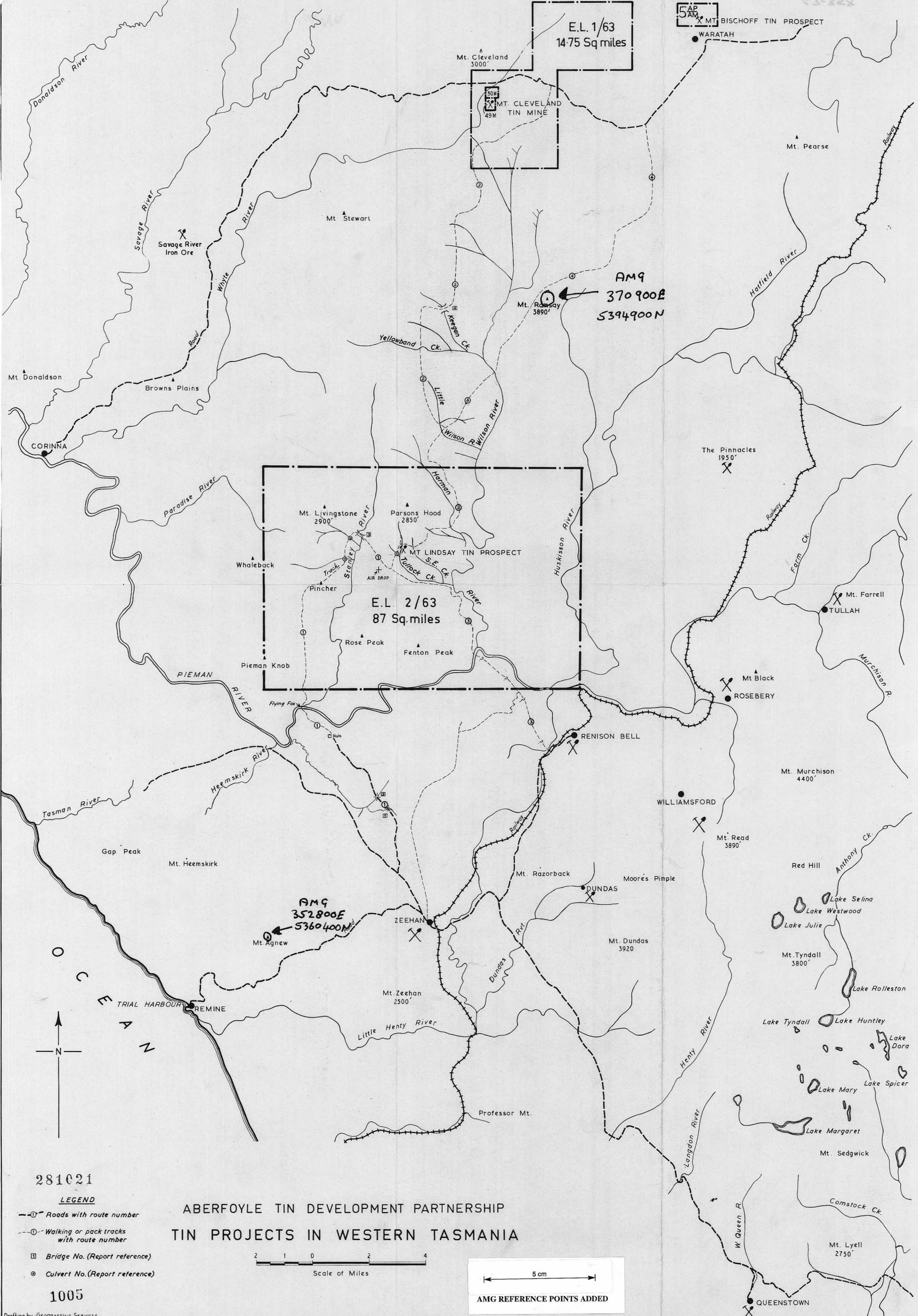
Mt. Cleveland  
3000'  
50M  
MT. CLEVELAND  
TIN MINE  
49M

MT. BISCHOFF TIN PROSPECT  
WARATAH

AM9  
370900E  
5394900N

E.L. 2/63  
87 Sq. miles

AM9  
352800E  
5360400N



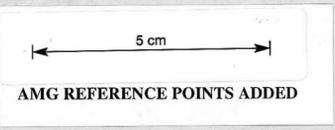
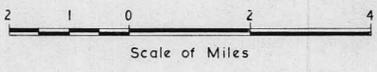
281021

LEGEND

- Roads with route number
- Walking or pack tracks with route number
- Bridge No. (Report reference)
- Culvert No. (Report reference)

1005

ABERFOYLE TIN DEVELOPMENT PARTNERSHIP  
TIN PROJECTS IN WESTERN TASMANIA



1:31,680

5 cm

MAP SHEET: CORINNA

A	43	B
C		D

FROM  
WATER WITH  
CORINNA  
POND





*Handwritten note:* Piegan River