

4. WORK COMPLETED

4.1. Access Tracks and Grid Lines

11.2 km of track were established by a D6 bulldozer. The main access track being 5.3 km in length, from the Murchison Highway to the Ring River. 16 grid lines were cut on a bearing of magnetic east-west, totalling 43.4 km, along with a base line and western tie line (4.0 km). The grid lines were spaced at 200m intervals. In addition, 5.2 km of old tracks were cleared, namely the Exe River Tramway, the Ringville-Colebrook Hill Tramway and the "Cattle Track", to allow easier access for the induced polarisation crew.

4.2. Surveying

The newly established and pre-existing tracks were surveyed by tape, compass and clinometer (18.7 km) and the grid lines surveyed at 20m stations. The map of the track surveys was used as a framework into which the less accurate grid line surveys were fitted using grid line/track crossing point co-ordinates. The Ring River and its major tributaries, Confidence Creek, Tin Creek and Wilbur Creek were flagged and surveyed. Colebrook Creek was also reflagged and surveyed, mainly to tie in the original mapping with the subsequent work in the Grid 4 area. In all, 15.8 km of drainage courses were surveyed.

4.3. Geological Mapping

All grid lines, tracks and surveyed water courses were geologically mapped, a total of 81.9 line km. More detailed follow up mapping was carried out in areas where costeaning was proposed. All newly excavated costeans were mapped in detail as were the pre-existing trenches at Grid 4 and GAK, a total of 2200m. The soil types on lines 3200N to 4000N were mapped prior to carrying out any soil sampling since the sampling method depended on the nature of the soil cover.

4.4. Geochemical Surveys

Soil samples were collected at the surveyed 20m stations along the cut lines. A^o samples were collected at all stations, and samples of the C