

019

soil geochemistry, gradient array I.P. and geological mapping partially completed. Assessment of the area ceased in 1977 due to budget cut backs and thus the area was at a stage where limited additional exploration was required to locate diamond drill targets.

The pre-existing series of plans developed during 1973/74, 74/75 and 76/77 were continued for the Cutty Sark area. These plans are at 1:2,500 scale in contrast to the remainder of the basic data for Mt. Black which is plotted at 1:5,000 scale. Data has subsequently been transferred to the standard 1:5,000 format.

7.2.2. Access

Pre-Joint Venture access to the Cutty Sark workings and surrounding grid was via Innes foot track (overgrown) or by grid lines from the H.E.C. transmission line road 1km to the west. In 1977 a track suitable for tracked vehicles was constructed from this transmission line but was not completed due to budget restrictions. At the commencement of the Joint Venture upgrading of the track was attempted but abandoned after less than 10 hours bulldozing. Subsequently a track was bulldozed down the ridge running north to the Cutty Sark area to approximately 13,500N (Rosebery Mine Grid). This track has consequently been extended to the Langdon Mine Area.

Only intermittent vehicle access has been gained north of 11,000N (Rosebery Mine Grid) due to ground conditions. Since completion of the Cutty Sark exploration, the H.E.C. have redecked the original E.B.R. bridge over the Pieman River and