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geological mapping of existing access, Turair E.M. coverage of the western margin, and dubious stream sediment sampling by E.Z. dating from 1970/71(?). Previously reported mineralisation is limited to the Langdons Mine and the Home Rule prospect on the southern side of the Pieman River. No other mineralisation is recorded but prospecting should have been reasonably intensive as logging for King William Pine was wide spread over the slopes of Mt. Black. This activity ceased by 1940 and presumably the logging failed to expose any significant mineralisation.

7.4.2. Access

Prior to the Joint Venture, vehicle access was limited to the Murchison Highway and logging tracks east of the Sterling River. Diamond drill access tracks within the Mining Leases provided some access to the western side of the Mt. Sale area.

Various access routes were considered to facilitate exploration of the Mt. Sale area and an hours helicopter flight (April, 1978) was primarily made to determine the access to be constructed.

The following access was constructed:

1. Walking Tracks

a) Innes Track:

This track, constructed during 1895-1900 from Rosebery to Tullah, passes along the northern flanks of Mt. Black and Mt. Sale on the south side of the Pieman River. The track, which had been benched where necessary, was cut out from Cutty Sark eastwards to approximately 382,000mE. It could not be followed any further eastwards and grid line 5,379,000mN was used as access to the Murchison River.

b) East Mt. Black Track:

A 7km long track was cut along the eastern side of Mt. Black from the Murchison Highway to a logging track running down the northern slopes of Mt. Black.