

028

d) Innes Track

This walking track was bulldozed from the Cutty Sark area to within 300m of the Langdons Mine.

e) Sterling River Track

A logging track constructed adjacent to the Sterling River between the Murchison Highway and Murchison River was continued northwards along the western side of the Murchison River to the area which has been clear fallen of timber SW of the junction of the Pieman and Murchison Rivers. Vehicle access is only possible to approximately 5,376,770mN due to heavy clay soils developed over the intermediate volcanics rocks.

Although access into some of the Mt. Sale area is time consuming, all field activity has been completed without establishing field camps.

7.4.3. Gridding (Refer to Appendix XI)

Two phases of line cutting have been completed. An initial reconnaissance phase totalling 32.8km consisted of E-W grid lines at 1km spacing. These lines were cut on AMG except for the eastern end of line 5,379,000mN which was turned southwards to follow the southern side of the Pieman River. A follow-up phase of line cutting totalling 30.2km of E-W lines and 6.1km of N-S lines was completed on 10 individual areas. These grids have been referred to by their origins on the 1km spaced reconnaissance grid lines.

7.4.4. Geology (Refer to 1:10,000 Geological Sheet Nos. 5 & 7 Reference Nos. AO-525-0004 & 0006)

Geological mapping has been completed on all vehicle access tracks, rivers, some streams, reconnaissance grid lines and has been largely completed on the follow-up grid lines. Some photo controlled mapping in cleared areas, north of Mt. Black, has also been completed. Follow-up grids at origins 5,376,000N, 382,500E and 5,378,000N, 377,300E remain to be mapped.