***Target audience****: All users (or potential users) of Lady Musgrave Reef, and authorised delegates who make decisions regarding permitted use of Lady Musgrave Reef.*

# Background

1. This document provides supporting information for the *Lady Musgrave Reef (23-082) Site Management Arrangements*. It outlines the natural and heritage values of Lady Musgrave Reef, current use at the site and summarises the process to date in developing the Site Management Arrangements.
2. Lady Musgrave Island is located 96 kilometres north-east of Bundaberg, 59 kilometres east of the Town of 1770 and is the second most southerly cay of the Great Barrier Reef. The island’s estimated size is 19.47 hectares with 15.10 hectares vegetated[[1]](#endnote-2). The surrounding reef, the focus of these Site Management Arrangements, is approximately 2930 ha and includes a large lagoon.
3. The waters are mainly Habitat Protection Zone with a small area of Marine National Park Zone in the north-east. Lady Musgrave Island is the only cay in the Capricorn Bunker Group that is situated on the leeward side of the reef flat[[2]](#endnote-3); the surrounding drying ring reef encloses a true lagoon.

# Site use

1. Recreational and tourist operators access Lady Musgrave Reef and Lady Musgrave Island. The most popular activities are snorkelling, diving, fishing, and camping. The commercial fishing industry also uses the site as an anchorage.
2. Over a 20 year period, the number of people accessing Lady Musgrave Reef via tourist operators has been relatively stable (24,950 between 1994 and 2003 and 23,700 between 2004 and 2013). Lady Musgrave Island is also one of the most popular camp sites in the Great Barrier Reef with 6,300 camper nights and 18,500 day visits to the island during 2014.
3. Few commercial fishing vessels use the internal lagoon for an anchorage, preferring to anchor outside the lagoon close to the reef crest in the area between the cay and the entrance to the lagoon. However, during severe weather conditions some vessels seek the greater protection afforded by the lagoon and anchor inside.
4. Some commercial line-fishing occurs around the external areas of the reef, and spanner crabbing and trawling occurs in the deeper waters some distance off Lady Musgrave Reef.

# Site values

## Natural Values - Coral reef

1. Coral resources vary around the reef and for the purposes of this site plan are grouped into geographic areas; a) reef crest and slope, b) lagoon wall and inter-tidal, and c) lagoon floor and internal bommies.
2. Generally the reef crest and slope can be described as having moderate to high coral cover and diversity, interspersed with areas recovering from storm damage. From the reef crest there is a steep drop off of about eight to fourteen metres before coming to a relatively barren gentle reef slope that has occasional bommies with dense coral cover. Thirty to fifty metres from the reef crest the slope increases, falling away to in excess of 30 metres depth. Current use and the physical shape of this area does not seem to warrant further protection as anchor damage continues to be minimal. The sheltered western side of the reef from the lagoon entrance to adjacent of the southern tip of the cay is popular for tourism and recreational scuba diving.
3. The lagoon wall on the eastern side is shallower and has poor coral cover and diversity, whereas the western side wall of the lagoon is deeper and has moderate to high coral cover and moderate diversity that is of high value for tourism and recreational snorkelling activities. The intertidal areas adjacent to the cay are generally poor in coral cover and diversity as much of this area has been subject to storm damage and smothering by sand and sediment movement, however an area to the south-south-west of the cay has significant areas of coral regrowth and cover.
4. Around the middle of the lagoon wall is a sheltered and popular snorkelling site known as “Graham’s Pool” or “The Aquarium” containing diverse branching corals and a Porites bommie about four metres tall and three metres wide.
5. The internal floor of the lagoon has a high proportion of sand with some large scattered bommies that have moderate to dense coral cover. The bommies are popular for sheltered snorkelling activities because of their coral cover and fish habitat. An area in the south-west corner of the lagoon, between the lagoon wall and current pontoon site, contains some significant areas of developing staghorn corals and high value bommies. This area, known as “Coral Bay”, is the prime site for activities such as snorkelling and glass bottom boat coral viewing. Generally the reef crest and slope, the western lagoon wall and many of the bommies scattered through the lagoon can be described as having moderate to high coral cover and diversity. The most popular locations for snorkelling activities are located on the western side of the reef, both inside and outside the lagoon. The lagoon floor and the intertidal areas adjacent to the cay generally have low coral cover.

## Natural Values - Marine turtles

1. Within the southern Great Barrier Reef breeding unit, major breeding concentrations of vulnerable green turtles, *Chelonia mydas* occur on Lady Musgrave Island[[3]](#endnote-4). There are minor breeding concentrations of endangered loggerhead turtles, *Caretta caretta* on Lady Musgrave Island and this location is a representative index beach for loggerhead turtles in eastern Australia[[4]](#endnote-5).
2. During the nesting and hatchling season (November to April) visitors can help protect turtles and turtle hatchlings by following the Responsible Reef Practices “Around turtles” information found on the Great Barrier Reef Marine Park Authority (GBRMPA) web site. When using vessels around turtle nesting islands:
   1. avoid overnight anchoring or mooring in the vicinity of turtle nesting beaches during the nesting season
   2. please remain 1.5km away from the beach when anchored or moored in the vicinity of a nesting beach during hatchling season
   3. minimise all externally visible light. Use only a masthead light and cover or minimise light from portholes and switch off deck lights. This will avoid disturbing nesting turtles and/or attracting turtle hatchlings.
3. The turtles that use Lady Musgrave Island and Reef are an extremely important component of the turtle populations of the southern Great Barrier Reef.

## Natural Values - Coastal birds

1. The Capricornia Cays contain about 75 percent of all seabird biomass in the Great Barrier Reef World Heritage Area. Lady Musgrave Island has been identified as a significant breeding site and an important roosting and feeding site for several species of coastal birds. Nesting occurs between October to March with some species present until May. Bridled, black-naped and roseate terns; black noddies, silver gulls, sooty oystercatchers and wedge-tailed shearwaters are the main breeding seabirds present at Lady Musgrave Island.
2. Of particular concern are the ground-nesting species such as terns that tend to nest either on, or adjacent to, the beach, making them particularly vulnerable to disturbance from people. When disturbed from breeding or nests, the birds take flight with a resultant high rate of egg and chick mortality. Migrant waders including ruddy turnstones, whimbrels, lesser sand plovers and bar-tailed godwits are among the many species feeding and roosting on the reef flat and island beaches. A variety of land-dwelling birds including silvereyes and buff-banded rails are permanent residents on the island.
3. During the seabird nesting season, visitors should comply with ‘no access’ seabird nesting signage and if no signage is present, should walk around the cay on the water’s edge to minimise disturbance to breeding seabirds.

## Heritage Values - Indigenous heritage

1. Lady Musgrave Reef and the surrounding area are culturally significant to the Tarebilang Bunda, Bailai, Gooreng Gooreng, and Gurang Aboriginal Traditional Owner groups. The waters and fringing reefs around the Capricorn Bunker islands are part of the cultural landscape and are still the focus for traditional access and use of available resources. Spiritual connections are often associated with the natural and cultural resources.
2. Native Title claim number QC01/029, lodged on behalf of the Port Curtis Coral Coast Indigenous group, which include Gooreng Gooreng, Gurang, Bailai and Tarebilang Bunda people, includes Lady Musgrave Island.
3. The Gurang Land Council is the representative body for these Traditional Owner groups. Their traditional estates range from the mouth of the Fitzroy River in the north and to the town of Childers in the south, including both inland and offshore areas.
4. The Port Curtis Coral Coast Traditional Use of Marine Resources Agreement (TUMRA) area extends from Burrum Heads, south of Bundaberg, north to the mouth of the Fitzroy River and includes Curtis Island off Gladstone. Under the agreement, Port Curtis Coral Coast Traditional Owner groups are committed to initiating management strategies that will positively impact their sea country.

## Heritage Values - European heritage

1. The waters surrounding Lady Musgrave Island have not been comprehensively surveyed for shipwrecks so there may be evidence of further shipwrecks as yet undiscovered. Under the *Historic Shipwrecks Act 1976*, all remains of ships at least 75 years old are considered historic shipwrecks and are afforded protection under this Act and must not be disturbed.
2. One historic shipwreck has been located at Lady Musgrave Reef, but the vessel has not been formally identified. The timber species from this wreckage was identified as Australian melaleuca, indicating the wreck may be that of the *Jane Lockhart*. The *Jane Lockhart* departed from Sydney with general cargo bound for Broad Sound Bay and ran aground at the Bunker Group, outside Cape Capricorn, in December 1868. The captain and crew took the ship's boats and safely reached the Keppel Bay Pilot Station[[5]](#endnote-6). This vessel was a 25 metre long 2-masted schooner built in 1861 at Ulladulla, NSW[[6]](#endnote-7).
3. There are also reports that the anchors on the weather-side of the island are probably from the salvage of the *Norseman* carried out 1880s. On the 21st of February 1875, the *Norseman* struck on the south end of the reef off No. 1 Bunker Group. The following day stores and provisions were removed from the vessel and taken to the island where the shipwrecked crew were to camp for a week. The *Norseman* remained on the reef for nine months until it was successfully refloated[[7]](#endnote-8). During this salvage, the hull was taken into the lagoon and repaired and then taken out via the access channel in the reef on the NW side. Reportedly this salvage operation required the channel to be dynamited to widen it as the *Norseman* had a gross tonnage of 55 tons and was 23 metres in length. However, a 1936 report notes that a boat channel had been cut through the reef at Lady Musgrave Island and it was thought the channel had been made by Japanese fisherman[[8]](#endnote-9).
4. In 1933, the Queensland government passed legislation to prohibit the taking of coral from the foreshores and reefs of Lady Musgrave Island as concerns had been raised regarding the degradation of this site. However, the legal protection of coral did not prevent illegal collection continuing at this site. The Secretary of the Queensland Office of the Commissioner of Railways reported that in an attempt to dissuade visitors from coral collecting, the caretakers of Lady Musgrave Island, Mr and Mrs Bell ‘discourage the removal of marine growths in every way and to assist in this object specimens of reef life are not even collected for display purposes at the settlement’8. In 1940, it was reported that there was also a need to curtail shell collection around Lady Musgrave Island8.
5. There is also evidence that bombing practice occurred around Lady Musgrave Island during World War II. In 1952 it was reported that ‘the reef was practically a marine desert, which in all possibility, is attributable to the fact that the area was used as a practice bombing target during the war’8.

# Developing the Site Management Arrangements

1. The first *Lady Musgrave Island and Reef Management Plan (1989)* noted that one (1) daily tourist program was operating from Bundaberg to a pontoon moored inside the lagoon (which was installed in 1985) and seaplanes regularly accessed the site. This plan stated that any development of the reef and lagoon must be carefully planned otherwise environmental degradation and loss of amenity to visitors may result. The Plan also recommended that a maximum of two (2) day trip operators, either with or without, floating structures, will be permitted to use Lady Musgrave lagoon for *the next 18 months* whilst a social survey was carried out and based on this survey, a policy will be developed to address further day trip proposals. This Plan stated that the second day trip operation will be separated from the existing pontoon by at least 400 metres to avoid conflict and enhance safety, and states that all daily operators will be required to install or use an approved mooring. The Plan noted that seaplanes have been accessing the Reef for several years and the level of operations to date has been managed by a quota system of 12 landings and 12 take offs per day which was derived from a noise pollution study of seaplanes. In 1989, it was identified that a large number of private and commercial vessels used the site as a safe anchorage and that there was the potential for significant damage to coral in the lagoon and that monitoring should occur to provide a basis for the installation of public moorings.
2. *Scherl et al.* 1993 carried out a social survey at the location and reported that perception by day trippers at the time was that crowding was high and while the full social effects of additional operators in the lagoon is difficult to predict, the additional visual and practical effects of a third operator in close proximity to the existing ones must be avoided. The report also noted that having another operator with no access to the island, and located in a distant part of the lagoon is unlikely to have an appreciable effect on existing visitor experiences[[9]](#endnote-10).
3. In 1992, the GBRMPA endorsed a limit of two (2) daily operators and again advised that these two operations should be separated by at least 400 metres to avoid conflict and enhance safety; this was based on a revised *Lady Musgrave Reef Management Plan (1992)*. This Plan noted that two (2) daily tourist program operators were currently accessing the site. Extensive on-site meetings were undertaken between 1998-2001 with tourist operators and then Department of Transport, Marine Operations. The meetings discussed plans for the installation of pontoons, moorings and other structures.
4. The need for more detailed site management in the Capricorn and Bunker Groups had been identified for some years. In 2001, the Queensland Parks and Wildlife Service (QPWS) identified Lady Musgrave Reef as a priority site requiring more detailed management, and began developing a site plan. In 2003, a site plan was prepared and discussions with the Local Marine Advisory Committees (LMACs) were held but the plan was not finalised at this time.
5. In early 2005, GBRMPA and QPWS began re-examining the management strategies in place at Lady Musgrave Reef. A summary of the proposed strategies and maps were presented to the Capricorn Coast, Gladstone and Burnett LMACs in 2005 and subsequently a targeted consultation process commenced in October 2005 with other regular or interested users of the location. Meetings were held with regular users of the location to seek comments on the strategies. In 2006, the Lady Musgrave Reef Site Management Arrangements were endorsed by GBRMPA and QPWS.
6. The 2006 Site Management Arrangements were to address the following issues:
   1. enhanced protection of a vulnerable species (nesting green turtles and hatchlings);
   2. minimise damage to coral resources from inappropriate anchoring by all users of the location;
   3. appropriate planning and siting for two pontoons and associated moorings, other private moorings and navigation structures;
   4. declining aesthetic values because of increasing number of structures;
   5. overcrowding issues at the island access point, especially with regard to safety of snorkellers;
   6. tour operators wanting access to the cay, despite there being limited commercial activity permits to manage overuse; and
   7. allowing for reasonable use of and access to the site.
7. During development of the 2006 Site Management Arrangements, it was noted that in the past, moorings and pontoons were sited poorly with little regard to their effect upon the view from the lagoon anchorage to the cay, or access to adjacent coral resources (e.g. moorings were placed as close to the pontoon as possible). The two existing aircraft moorings, however, were placed appropriately so as not to disrupt the view of the cay from the lagoon anchorage. Moorings may also have been inappropriately placed by tour operators, unintentionally blocking or restricting access by other users to prime sites. Users placed considerable value on the aesthetic and amenity values of the site during discussions and input to the Capricorn and Bunker Groups Management Strategy (QPWS, 1997) and Capricornia Cays National Park and Capricornia Cays National Park (Scientific) Management Plan (September 2000). Similar views were expressed by stakeholders during development of the *2014 Capricornia Cays National Park and adjoining State waters Management Plan* (Orgill *pers. comm. 2014*). It was noted that those staying overnight on vessels in the lagoon anchorage desired that the view towards the cay remain uninterrupted by large structures (Cruise, J. Knuckey, B. & Olds, J. *pers. comm.* 2003).
8. The site planning strategies in 2006 included the introduction of the *Reef Protection Area* incorporating an area for a distinct *Cay Access Channel* and an adjacent *Vessel Loading Area* to avoid congestion around the beach landing site; a distinct area for anchoring small vessels close to the cay; limitations on the location and number of moorings; location, number and size of pontoons; preservation or enhancement of the aesthetic and amenity values of the site; introduction of restrictions to access the intertidal and beach areas for all commercial tour operators that reflects Commercial Activity Permit and Marine Parks Permit conditions; and restrictions relating to other structures. The plan states that pontoons must not shade out significant areas of coral growth either on the lagoon floor or internal walls, and physical separation of the pontoons should occur in order to limit degradation of aesthetic values and possible conflicts in operations. The plan notes that locating a position for a pontoon is to take into account the provision for an uninterrupted view of the cay from the anchorage area and to maintain or enhance the amenity of the site.
9. In September 2014, GBRMPA and QPWS commenced a revision of the 2006 Site Management Arrangements to develop the current Lady Musgrave Reef Site Management Arrangements. The trigger for this review was the release of the State’s revised *Capricornia Cays National Park and adjoining State waters Management Plan* which was approved by Governor-in-Council on 22 August 2014.
10. To enable this State Management Plan to take effect at Lady Musgrave Reef, there was a requirement to review the current 2006 Lady Musgrave Reef Site Management Arrangements. During the review, targeted consultation was carried out to include the Gladstone, Burnett and Capricorn Coast Local Marine Advisory Committees, Tourism Reef Advisory Committee, Gidjaril Development Corporation to respond on behalf of Traditional Owners, Regional tourism bodies including the Bundaberg North Burnett Tourism and Gladstone Area Promotion and Development, current permitted tour operators that access Lady Musgrave Reef and tour operators who have applied for Marine Parks Permits to access Lady Musgrave Reef.
11. The 2006 Site Management Arrangements were superseded by the 2015 Site Management Arrangements. Targeted consultation for the 2015 Site Management Arrangements occurred between June 2015 and July 2015.

## Developing the Reef Protection Area (no anchoring)

1. As a part of the Capricorn and Bunker Groups management planning process during 1998-1999, consultative meetings were held with representatives from the commercial fishing industry and commercial tour operators, as well as a survey of campers. At that time all three groups supported the concept of a *Reef Protection Area* and managing overcrowding issues, however there was no consensus as to possible locations or strategies to be used.
2. The *Reef Protection Area* was first marked in early 2004, in response to requests from the Gladstone Local Marine Advisory Committee and users of the location. At meetings held in 2003, users requested the *Reef Protection Area* be marked so they could gauge how it would impact their use “on the water.”
3. In 2005, the size and location of the *Reef Protection Area* was an issue of concern for users. It was originally an arc that extended approximately one kilometre from the island to provide protection for turtle hatchlings, which were attracted to the lights of vessels anchored in the lagoon. This boundary was revised, and the distance from the island in the southern section of the *Reef Protection Area* was reduced to 500–700 metres in response to concerns over the ability to safely access the island. This allows for the anchoring of small and/or tender vessels in all tidal conditions. It includes some of the most popular snorkelling sites, including “Coral Bay” and other small bays and bommies along the western wall of the lagoon that have high coral coverage. The *Reef Protection Area* also ensures that users of the site can adequately and safely access the cay by preventing vessels from obstructing the cay’s access points. Permissions to install private moorings within the *Reef Protection Area* should not be granted.
4. Recreational visitors using five to seven metre vessels expressed concern about their ability to access the island, due to their inability to carry a tender and their inability to anchor adjacent to the island as the vessel was either too large or was at risk from holing. Recreational visitors were concerned that, in order to access the island, they would need to swim from the edge of the *Reef Protection Area* to the island. They were also concerned about the ability of any poor or inexperienced snorkellers to safely access the prime snorkelling sites, as they would have to potentially swim long distances.
5. To address these issues, the southern boundary of the *Reef Protection Area* was reduced. This provides additional anchoring area for smaller boats and snorkelling areas where boats can be anchored nearby. A few users did not want to see a reduction in the size of the *Reef Protection Area*.
6. During the 2015 consultation, no submissions were received relating to the *Reef Protection Area*, the *Reef Protection Area* had not changed from the 2006 Site Management Arrangements.

## Developing the Cay Assess Channel and Vessel Loading Area

1. The *Vessel Loading Area* and *Cay Access Channel* are the historical access points to the cay. The *Vessel Loading Area* is predominantly coral rubble, rock and sand patches and is accessed through a relatively clear, narrow channel between coral bommies, from the outer edges of two large bommies close to the existing pontoon.
2. During previous consultation, users supported the *Vessel Loading Area* and *Cay Access Channel* and the need to ensure visitors could access the cay and were not obstructed by anchored vessels was an important issue raised by users. Support for the *Cay Access Channel* was also received due to the conflicts between vessels and snorkellers in the *Cay Access Channel*. Users stated that visitors to the island swim out from the island through the *Cay Access Channel*, and vessels had only narrowly avoided them on many occasions.
3. The *Vessel Loading Area* is designed for the purpose of loading and unloading passengers and cargo. The *Vessel Loading Area* is a no anchoring or standing area to ensure vessels do not prevent access to the cay. The beach and shallows adjacent to the *Vessel Loading Area* and other parts of the cay can be used for tenders that will be anchored or beached for some time.
4. The *Cay Access Channel* has been designated to allow for unhindered access to the cay.
5. During the 2015 consultation, two submissions raised safety concerns given the potential increase in the volume and priority of vessels and the potential for congestion. QPWS requires daily operators to develop a Code of Conduct to manage their access to the island, and the use of the *Vessel Loading Area* and *Cay Access Channel* will be included in this Code of Conduct. The new *Go Slow Area* will assist with visitor safety.

## Developing the Go Slow Area

1. During the 2015 review of the Site Management Arrangements, a *Go Slow Area* was designated from the mean high water boundary out to 500 metres around the island, or to the edge of the outer drying reef, whichever is least, within *Lady Musgrave Reef Management Area 1*. This was to support a management action in the *2014 Capricornia Cays National Park and adjoining State waters Management Plan*. The State Plan noted that boat strike on turtles and noise impacts on migratory coastal birds was of particular concern and recommended to address these concerns, a Go Slow Zone be established from the mean high water boundary of the Great Barrier Reef Coast Marine Park to either the low water of the drying reef edge or 500m, whichever is the lesser distance from the beach.
2. During the 2015 consultation, no submissions were received relating to the *Go Slow Area*.

## Developing limits on moorings and appropriate siting

1. As one of two reefs within the Capricorn and Bunker Groups that has an accessible lagoon considered to be a safe haven during adverse weather conditions, the lagoon anchorage is of regional importance. The use of moorings are supported in the Marine Parks where there is a demonstrated need to prevent damage by eliminating the need to anchor and/or provide regular access to particular sites. However, inappropriate siting of moorings may restrict access by obstructing other users and could impact on amenity values.
2. There was general support for limits being placed on mooring numbers at Lady Musgrave Reef. However, concerns were expressed over the siting of any additional structures and that moorings should not restrict access to either the cay or prime snorkelling locations within the lagoon.
3. During the 2015 review, a *No Private Mooring Area* was designated where small recreational vessels regularly anchor. This was to ensure these smaller vessels were not displaced due to the installation of permitted private moorings, and also to address amenity issues relating to larger daily commercial vessels on moorings which may obstruct the view of the island from the lagoon area. Vessels may anchor in the *No Private Mooring Area* but permissions to install private moorings within this area should not be granted.
4. During the 2015 consultation, there was general support for a limit on private moorings and no submissions relating to the designated *No Private Mooring Area* were received.

## Developing limits on daily operations and large structures

1. Through the targeted consultation process in 2005, the option of removing the limit of two daily operators and allowing those operators with permission for a mooring to operate daily to Lady Musgrave Reef was discussed with users.
2. A number of people accessing the site at that time; however, expressed concern about this option, stating concern over the site’s carrying capacity, potential impact on turtle nesting and hatching, the negative impact of large structures on visitor experience and amenity values and the potential negative impact on tourism in the southern Great Barrier Reef through overuse. In addition, crowding was occurring close to the cay and in the access channel and increases in the number of daily operations, particularly any which involve additional pontoon operations, could potentially increase this overcrowding and reduce visitor experience.
3. During the 2015 consultation, there was general support for increasing the number of daily operators. However, one submission considered that increasing daily operations would impact natural values, would cause overcrowding issues and diminish visitor experience.
4. The 2015 Site Management Arrangements allow for increased daily access, but only if operating to a mooring or a pontoon. This ensures that the potential for increased anchor damage to coral is managed. The number of private moorings and pontoons has not changed from the 2006 Site Management Arrangements, and although the current approach facilitates increased daily access, the limited number of moorings and pontoons available in Lady Musgrave Reef Management Area 1 caps the total number of daily operators that could access the site.
5. The 2015 Site Management Arrangements separated Lady Musgrave Reef into *Management Area 1* and *Management Area 2*. This separation occurred as it was considered that *Management Area 1* required more stringent management actions than *Management Area 2*. *Management Area 1* includes the higher use areas; the lagoon area and the area immediately adjacent to the island.

## Developing Aircraft operations

1. During previous consultation, very few users provided comment on the use of aircraft at Lady Musgrave Reef. However, one user was concerned about where the aircraft would land, and was concerned that visitor experience at the location would be negatively impacted by aircraft flying over key sites.
2. To minimise impacts of aircraft, the maximum number of take-off and landings is 12 per day, this number has not changed from the 2006 Site Management Arrangements.
3. During the 2015 consultation, two submissions raised potential safety issues with landings given the potential for increased daily vessel access. It is considered that there is sufficient room available for both aircraft operations and moorings associated with daily tourist program operations in *Lady Musgrave Reef Management Area 1*. The spatial separation of aircraft landings and water based activities will occur during assessment of applications.

## Latency

1. During the 2015 consultation, there was general support for the need to address latency and apply a ‘use it or lose it approach’. Latency issues will be addressed via Marine Parks Permit conditions with requirements in relation to use levels and installation periods. During the 2015 consultation, there was no objection to the proposal for pontoons to be installed within one (1) year or lose the Marine Parks Permit.
2. The 2015 Site Management Arrangements state that a daily permission to conduct a tourist program must be used a minimum of 50 days *at Lady Musgrave Reef Management Area 1* in each year from the date of commencing operations.
3. The Site Management Arrangements also state that a permitted pontoon must be installed and operated to within one (1) year of the permission being granted, unless otherwise advised in writing by the Managing Agency and that a pontoon permission must be used a minimum of 50 days at *Lady Musgrave Reef Management Area 1* in each year from the date of commencing operations.
4. The Site Management Arrangements state that a primary mooring permission must be used by the primary vessel a minimum of 50 days at *Lady Musgrave Reef Management Area 1* in each year from the date of commencing operations. The policy on *Moorings in the Great Barrier Reef* states that a private mooring should be installed within six (6) months of the permission being granted and that the Managing Agencies may revoke a permission for a private mooring that is not installed in the Great Barrier Reef within six (6) months of the permission being granted or another agreed timeframe[[10]](#endnote-11). As an exception to the policy on *Moorings in the Great Barrier Reef*, the permitted ancillary moorings associated with pontoon permissions at *Lady Musgrave Reef Management Area 1* must be installed and operated to within one (1) year of the permission being granted, unless otherwise advised in writing by the Managing Agency.
5. In the circumstance that daily tourist program, mooring or pontoon permissions are not used to the required levels, the Managing Agencies may revoke permissions.

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