

Return this completed
and signed form to:

HISTORIC
SHIPWRECKS
Museum of Tropical
Queensland
84-102 Flinders St East,
Townsville 4810

FAX No (07) 47 212 093

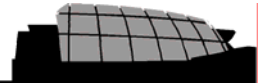
NOTICE TO *PANDORA* PERMIT APPLICANTS

Due to increased requests from commercial dive charter operators to visit and dive the *Pandora* historic shipwreck site, the Queensland Museum has formulated procedures for anchoring and for dive practices at the wreck site. Copies of these procedures are attached.

Applicants for permits to enter the protected zone and dive the *Pandora* wreck must agree to comply with these procedures and in addition must satisfy the Museum that they have had previous experience entering the *Pandora* protected zone.

In particular, they must be familiar with the relative positions of the wreck, the adjacent reefs and a 5 point mooring system installed by the Museum within the protected zone. The applicant must be on board the vessel when entering the protected zone.

If permit applicant(s) can not adequately demonstrate this experience, the applicant is required to arrange for an approved guide, nominated by the Queensland Museum, to accompany, at no cost to the Museum, the first visit to the site by the permit holder.



PERMIT-HOLDER'S RESPONSIBILITIES

Before being granted a permit, applicants must satisfy the Queensland Museum that they have appropriate (first hand) experience of the situation at the wreck site, especially that they are familiar with the configuration of the 5 point mooring system.

Question to be answered by permit applicant.

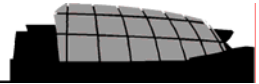
Name of applicant (for company / organisation:)	
Address	
Contact details : Phone: E-mail :	

- Do you have previous experience at the *Pandora* historic wreck site?
 Yes
 No

- If yes, when did you visit and on what vessel?

Date last visit: ___ / ___ / ____ (Day/month/year)

Name of vessel used during last visit:	
Name of vessel's master during last visit:	
Permit no. for last visit:	
Permit holders name for last visit:	



Observations made during last visit:

Please attach copies of photographs or video/film footage taken during last visit

If granted a permit:

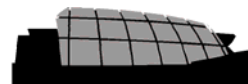
- I agree to comply with the procedures set out in Attachments 1 & 2 (below) and to provide for a Museum appointed guide if required.
- I agree to provide the Queensland Museum with (a) completed information sheet(s) and copies of photographs and/or video/film footage of the wreck site after my dive(s) on the *Pandora* shipwreck.

Name of Applicant:

Signature of Applicant:

For company / organisation:

Date of application:



Attachment 1

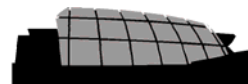
ANCHORING PROCEDURES PANDORA SITE

A **5 point** permanent mooring system has been established at the *Pandora* site for use by Queensland Museum expedition vessels. Each point consists of a 700kg anchor, a 55 metre length of 20.5mm stud link chain and a 3 tonne concrete 'dumper' block. These are laid to the NW, N, E, SE and SW of the wrecksite and are unmarked on the surface.

Visiting vessels are not permitted to moor to any of these points unless given special (separate) permission in writing by the Queensland Museum. A valid permit to enter the Pandora Protected Zone does not constitute permission to use these mooring points.

To eliminate the possibility of permit holder's vessel fouling this mooring system while in the Pandora Protected Zone, the following procedures shall be followed:

- The visiting vessel's master must be satisfied that prevailing sea - and weather conditions are suitable to carry out the following manoeuvres without undue risk to the vessel and without compromising his/her duty of care for the safety of the vessel and persons on board.
- Permit-holder's vessel may enter the protected zone, identify the wreck location (using GPS) and mark the site with a small buoy (marker buoy or float), light line and small anchor or deadweight (max. weight 20 kg).
- Permit holder's vessel shall then anchor outside the Pandora Protected Zone either east, north or south of *Pandora* (East) Reef or to the west of West Reef. Vessel's anchors are not to be deployed within 500m of the wreck.
- Divers shall be ferried to the marker buoy by dinghy or tender; one diver from permit-holder's party shall subsequently ensure the small marker anchor has not fouled the wreck or the Museum's archaeological equipment around the wreck. No lines should be tied off to any part of the wreck or the museum's equipment on the seabed. The last diver to leave the bottom shall ensure the marker buoy anchor is free to be recovered by the dinghy or tender when the divers have completed their dive and are back in the dinghy/tender. The Museum advises that a "Jesus-line" is streamed from the dinghy/tender before the divers enter the water.
- The Museum strongly advises that at least one experienced surface tender remains as a look-out in the dinghy/tender while divers are in the water and that a look-out is also deployed on the vessel. Radio communication between the look-outs is strongly advised.
- Upon completion of diving activities marker buoys are not to be left within the Protected Zone.



Attachment Two

CODE OF PRACTICE*

MINIMUM IMPACT DIVING ON THE PANDORA SITE

LOOK, BUT DO NOT TOUCH: Even minor disturbance of the wreck and its artefacts can begin or accelerate deterioration. Once items are removed, disturbed or brought to the surface, they will deteriorate if not properly treated. Removing artefacts also robs other divers of a 'discovering' experience.

DO NOT TOUCH ANY SURVEY MARKER POLES: A number of aluminium (coral encrusted) poles have been placed on the seabed by the Queensland Museum's archaeologists. These are important permanent reference points; **do not remove any poles or hold onto them or tie lines off to them.**

STAY OFF THE BOTTOM: Avoid contact with the seabed and any wreckage on the seabed. The wreckage is best viewed from about 1 to 2 metres off the seabed.

EXERCISE PROPER WEIGHT AND BUOYANCY CONTROL: This is the best way to avoid contact with the wreck and the seabed. Divers should definitely not be permitted to dive on the wreck until they are proficient in buoyancy control.

DO NOT PICK UP or DISTURB ANY ARTEFACT: Artefacts may have become exposed as a result of careless finning or natural (environmental) conditions. If any exposed artefact is located, it is not to be removed or picked up.

BE AWARE OF FIN PLACEMENT: Take care not to damage the wreck, the seabed and its associated flora by careless finning.

ENSURE THAT DIVE EQUIPMENT IS NOT HANGING LOOSELY: Consoles, gauges and regulators could become entangled with the wreck.

CURRENTS: Be aware that the site is prone to unpredictable "express currents", strong tidal flows which commence without warning and may continue for up to 20 minutes duration. Water surface disturbance ("boiling") will indicate that a current is running and divers should not enter the water until it has subsided.

* This Code of Practice shall be followed **in addition to** standard dive industry codes of practice and/or guidelines for safe diving that have been promulgated by relevant authorities or accredited diving organisations. The Museum advises that while running diving operations at the wreck, due regard be given by the vessel's master and dive master(s) to the relevant provisions of the Queensland Workplace Health & Safety Act and to relevant Guidelines, Industry standards and/or Codes of Practice for safe diving.

For further information contact:

Historic Shipwrecks

MUSEUM of TROPICAL QUEENSLAND

PHONE: (07) 47 260 625 OR (07) 47 260 624

Please be advised that permits to operate vessels in the water around the site may also be required by other agencies, e.g. the Great Barrier Marine Park Authority.