

# AUSTRALIAN ANTARCTIC TERRITORY



## SITE OF SPECIAL SCIENTIFIC INTEREST No. 17 CLARK PENINSULA, BUDD COAST, WILKES LAND Management Plan

### (i) Description of Site.

Clark Peninsula is situated on the north side of Newcomb Bay at the west end of Vincennes Bay, opposite Windmill Islands, on Budd Coast, at lat 66° 15'S, long 110° 36'E. The site comprises all land on Clark Peninsula within the southern boundary line connecting the east side of Powell Cove to trigonometrical station G7, trigonometrical station G8 and a point to the east-south-east on Løken Moraines. The eastern boundary is the westernmost limit of Løken Moraines as far north as a point due east of Blakeney Point, and thence to the coast. The boundary of the Site will be indicated by prominent markers, and is shown on the attached map.

### (ii) Reason for designation.

Within the Site moss and lichen communities are being used as control sites to monitor environmental impact at Casey Station. These remote study areas provide baseline data with which to compare changes associated with the research station.

### (iii) Outline of research.

Lakes in a valley running south-west from Stevenson Cove towards the former Wilkes Station contain copepods which are not known elsewhere in the Windmill Islands area and are the subject of ongoing studies. The Adélie penguin colony at Whitney Point has been the site of intensive studies. This well studied site will provide a baseline for comparison with changes in other colonies in the region. Monitoring studies commenced during the summer of 1982-83. Physiological studies of mosses are underway. Ecological studies of bryophyte and lichen vegetation and associated invertebrate fauna, algae and fungi and studies of moss growth and development in relation to taxonomic interpretation will be undertaken.

### (iv) Date of expiry of designation.

31 December 2000.

### (v) Access points.

None specified.

### (vi) Pedestrian and vehicular routes.

Access to Wilkes Station is via a well-defined route on the southern side of the Site. Pedestrian and vehicular traffic should keep to this route, and in particular should not stray northward of it. Vehicular traffic within the Site should be restricted to oversnow access to Wilkes Station. Helicopters should not land within the Site. It is unlikely that pedestrian traffic will cause undue disturbance to the Site. However, travel should, where possible, be via snow, avoiding ice-free areas.

### (vii) Other kinds of scientific investigations which would not cause harmful interference.

Scientific research other than the programmes for which the Site has been designated should be kept to a minimum.

### (viii) Scientific sampling.

Sampling should be the minimum required for the approved research programmes

### (ix) Other restraints.

Field refuge huts, if deemed necessary for facilitation of scientific studies, should be placed with care so as to avoid any potential contamination of the environment, or interference with plant or animal life. Maintenance of the existing state of the Site is important for fulfilment of the stated research objectives.

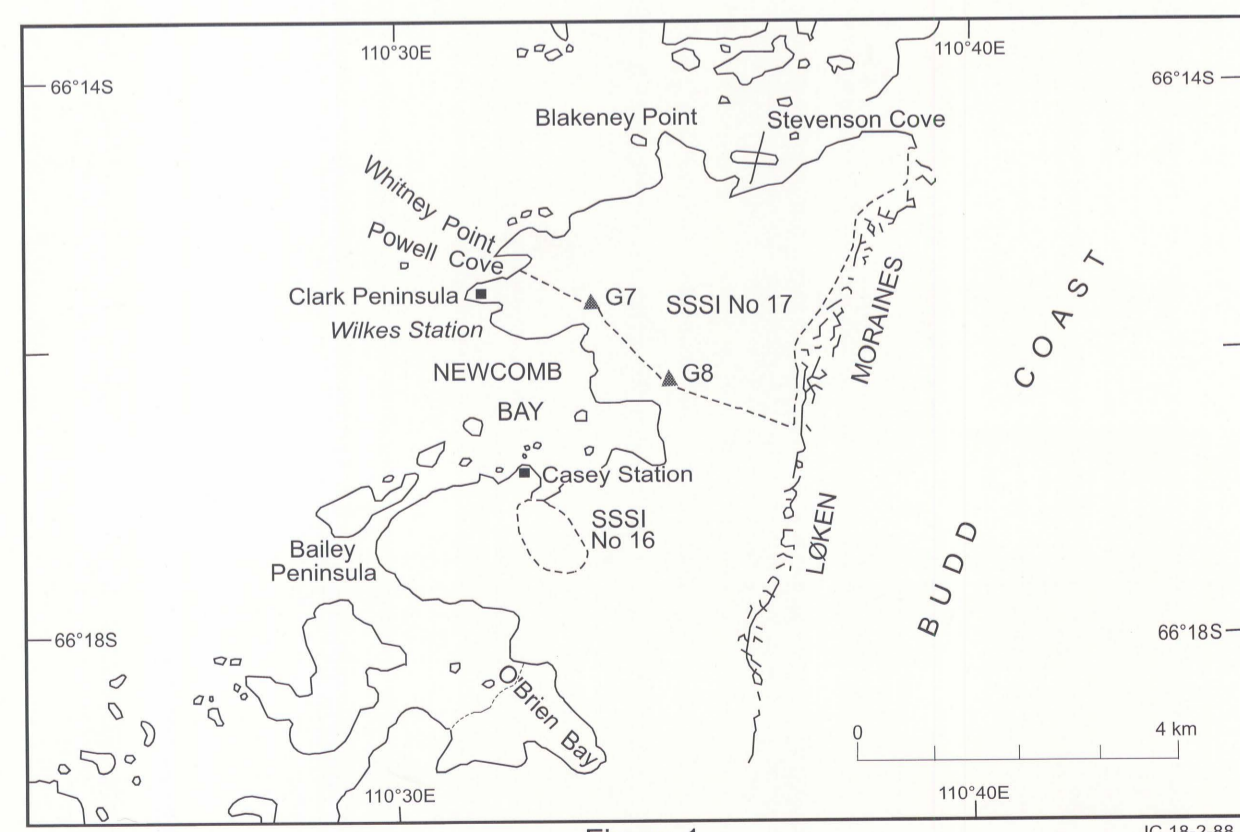


Figure 1

JC 18-2-88

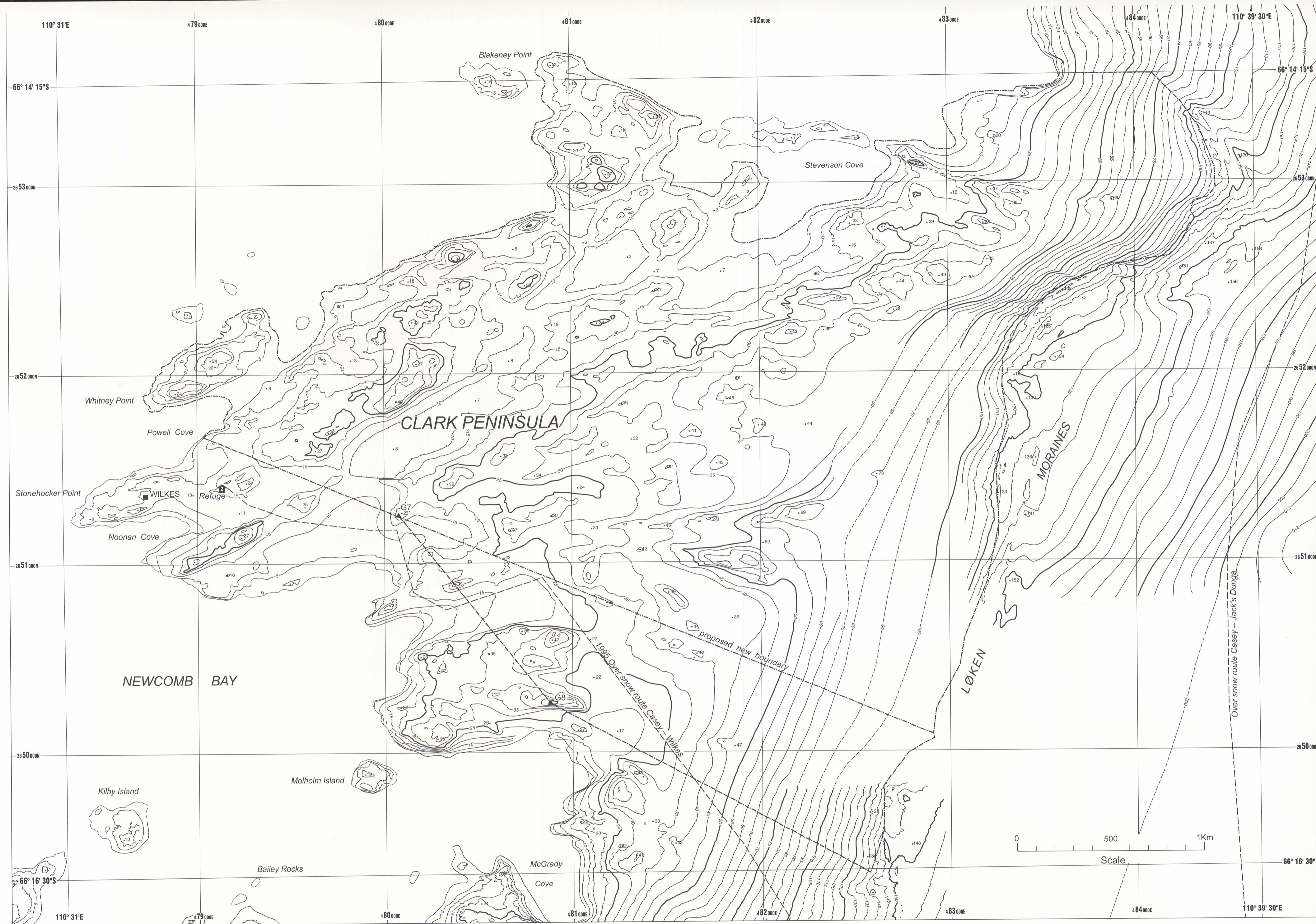


Figure 2

#### CONTOURS: RELIABILITY DIAGRAM

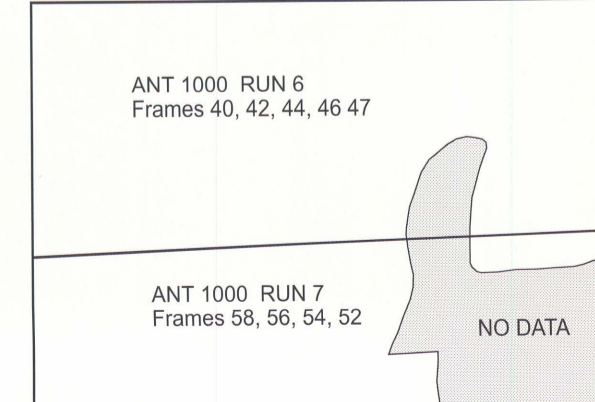


The average accuracy of the map in these areas is +/- 2 metres both horizontally and vertically for well defined detail.

The average accuracy of the map in these areas of snow cover is +/- 5 metres both horizontally and vertically

The contours in these areas were obtained from the Windmill Islands 1:50 000 Topographic Map, Edition 1. Lack of resolution in the snow precluded any photogrammetric interpolation from the aerial photography.

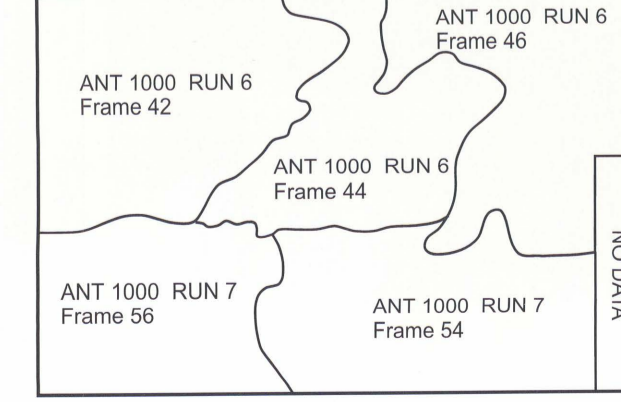
#### CONTOURS: SOURCE DIAGRAM



This diagram shows the film identifiers, run and frame numbers of the ANARE aerial photography from which the coastline, lakes, rock edges and spot height elevations shown on this map have been derived.

The area of no data covers snow from which glare in the aerial photography precluded any photogrammetric interpolation. Contours in this area have been derived from the Windmill Islands 1:50,000 Topographic map Edition 1

#### IMAGERY: SOURCE DIAGRAM



This diagram shows the film identifiers, run and frame numbers of the ANARE aerial photography which constitute the imagery shown on the map. The image is a mosaic of five aerial photographs each of which has been scanned and digitally processed to form an orthophoto.

The aerial photography was acquired from a Zeiss JMK 1318 metric camera. The film format is 120mm by 166mm.

#### LEGEND

- Depression contour .....
- Contour .....
- Spot height elevation ..... +21
- Moraines .....
- SSSI Boundary (proposed) .....
- SSSI Boundary (current) .....
- Over snow route .....

For further information write to:  
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### Notes

- 1 It is believed that the authors of this document intended the location to be at the east end of Vincennes Bay.
- 2 It is acknowledged that the access route to Wilkes and environs south of SSSI 17 is dangerous. As a consequence it will be necessary to use the over snow route through SSSI 17 for access to Wilkes. No permit is required in these circumstances. Permission, however, should be sought from the station leader prior to using the over snow route via SSSI 17 to Wilkes. Traffic must keep to the route shown and avoid ice free areas.
- 3 It is an offence for a person to do anything in SSSI17 which is not authorised by the Management Plan.