BEFORE THE SOUTHLAND REGIONAL COUNCIL

IN THE MATTER	of the Resource Management Act 1991
AND	
IN THE MATTER	an application for resource consent to operate a commercial surface water activity within the coastal waters of Fiordland/Te Mimi o Tū Te Rakiwhānoa.
BY	**SEÁN LIAM ELLIS AND MARIA KUSTER** Applicants

BRIEF OF EVIDENCE OF MARIA KUSTER

November 3rd 2026

Introduction

1. My name is Maria Kuster. My partner, Seán Liam Ellis, and I are the applicants for resource consent to operate a commercial surface water activity within the coastal waters of Fiordland/Te Mimi o Tū Te Rakiwhānoa. We run a social enterprise under the name Pure Salt, through our company Pure Salt NZ Limited, which was incorporated on 18 May 2016. It combines adventure tourism charters with conservation work.

2. We both live in Te Anau, when we are not on board our vessel, *Flightless*. I have lived and worked in Fiordland since 2003, and Seán since 2006.

3. My evidence covers:

   (a) our backgrounds, qualifications and experience;

   (b) the history and operations of Pure Salt;

(c) Pure Salt's environmental and conservation practices; and

(d) what we are applying for, and why.

Summary

4. Put simply, we want to replace a consent for a 17 m vessel with a consent for a 27 m vessel. We are not asking to add a vessel. I explain this in detail later in my evidence.

Background, qualifications and experience

5. I was born in Lutherstadt Eisleben, in what was then East Germany, in 1984. At 19, I came to New Zealand to improve my English. I arrived in Christchurch in 2003, intending to stay for only eight months.

6. Instead, I fell in love with New Zealand's wild places. I found my way to Fiordland, and have built my life here since 2003. I am now a New Zealand citizen. My roots and my connection to this place are firm, and it is a privilege to call Fiordland home.

7. Seán was born in Blenheim and grew up remotely in the Marlborough Sounds, in and around boats. He came through commercial fishing and engineering to his skipper's ticket, and ran a fishing charter vessel out of Christchurch.

8. Seán and I met in 2006 in Milford Sound, where we were both working at the Underwater Observatory and shared the same passions.

9. After meeting Seán, we both trained as commercial divers and studied marine engineering at NMIT in Nelson. Working on the water, you naturally want to understand the boats you live on: how they work, how to run them and how to fix them.

10. We both hold a range of maritime and diving qualifications. I hold:

    (a) New Zealand Inshore Launch Master (ILM);

    (b) Skipper Coastal Offshore (SCO);

    (c) Marine Engineer Class 6 (MEC6);

    (d) ADAS Part 3 Commercial Diver;

    (e) ADAS Part 2 Commercial Dive Supervisor;

    (f) PADI Dive Instructor; and

    (g) other supporting tickets.

11. Seán holds:

    (a) New Zealand Inshore Launch Master (ILM);

    (b) Offshore Watchkeeper;

    (c) Marine Engineer Class 6 (MEC6);

    (d) ADAS Part 3 Commercial Diver;

(e) ADAS Part 2 Commercial Dive Supervisor;

(f) PADI Divemaster; and

(g) other supporting tickets.

12. Before we started operating Pure Salt in 2017, Seán and I worked for a range of Fiordland operators such as Southern Discoveries, which ran the Underwater Observatory at the time, RealNZ, Fiordland Charters and, for several years, Fiordland Expeditions. Apart from one short stint in Australia, our roots have been firmly in Fiordland the whole time.

13. Over those years we watched the recreational fishery change. When we started, you could stop almost anywhere and catch a bin of blue cod in half an hour. By the end, it could take most of a day to catch enough for dinner. Hāpuku numbers had also dropped noticeably. While crewing a charter operator we were part of that pressure, and we decided we did not want to be.

14. Between charter work, Seán and I also contracted to the engineering company E-Type Engineering in underwater construction and inspection as well as general site and construction work. This included diving on South Island hydro dams, maintenance work, biosecurity inspections, and filming underwater structures to assess their condition. Some of that work was on Meridian Energy, RealNZ, Fonterra and Tiwai Smelter projects.

15. That work, while living in a house bus for six years, is how we started Pure Salt NZ and paid for our vessel Flightless without outside investors.

Pure Salt and its operations

16. Pure Salt began operating charters in Tamatea / Dusky Sound in 2017.

17. Our first vessel is MV *Flightless*, a 27-metre former Navy vessel (originally named *Moa*), which Seán and I first leased and then bought and refitted over several years. She carries an international survey and safety equipment.

18. We operate across all of Fiordland as well as Stewart Island / Rakiura. In Fiordland we focus on Tamatea/ Dusky and Te Puaitaha /Breaksea Sound with guests usually joining the vessel by helicopter from Manapōuri.

19. On paper Pure Salt is often seen as an adventure tourism business, but for us it is about connecting people with each other and with place to engender action. The activities are the means, and the vessel is the platform. We treat our guests as people first, and our crew as family: we work, live and eat together.

20. We operate as a social enterprise. We plan, fund and carry out the work with the help of countless volunteers, generous clients and other supporting businesses such as Te Anau Helicopter Services, Kiwi Skips, Meister Solutions, Meridian Energy and the list goes on. Each year we dedicate four to six weeks of operation to conservation work, community engagement, and education and research projects. Some of these are funded and run by Pure Salt, and others are run with partners including other businesses, DOC, the Ministry of Education, Environment Southland and the Ministry for Primary Industries. Our commercial charters for the rest of the year pay for this as well as allow for social engagement and advocacy for the importance to look after the places that sustain us.

21. Our adventures have no fixed length. They are on average three to seven days long, and at the extremes range from two days to two months. They have no fixed schedule or itinerary. We follow the weather, the sun and the tides, so our crew learn a set of principles rather than a script and every adventure is genuinely as different as the people onboard. Because we are not tied to an itinerary, we can move away from other vessels. We keep in contact with other operators by radio and phone, and where practicable we avoid anchorages and bays where another vessel is already present. This keeps encounters brief and protects the remote experience for everyone, including our own guests.

22. Biosecurity is part of everyday practice on board. Flightless holds a current Fiordland Clean Vessel Pass, and Wakakura will hold one too. We inspect the hull and gear, check bait stations and traps on board, and check guest and crew gear before every entry into Fiordland and before going ashore.

23. Our adventures include fishing, hunting, diving and photography trips, women-only trips, and dedicated conservation trips. Most of our guests are New Zealanders. We cater for up to 12 guests at a time for three to seven days on average, with a crew of three to five: a skipper, deckhand, chef and host, depending on our guests' needs. Twelve guests and up to five crew make 17 people, which is the limit in both our *Flightless* consent and the 17 m consent. The operation runs year around.

24. Seán and I both skipper and crew *Flightless* alongside ten beautiful humans we employ full time and a couple part time.

25. We always look for ways we can have more impact for conservation and the connection of people with our wild places. While we were reaching a ceiling with the social enterprise model due to scale being linked to days in a year another vessel was considered to assist in conservation initiatives outside of Fiordland as we did not have a second consent.

26. The history is complicated and laid out below. Originally we purchased *Flightless*'s sister ship, MV *Wakakura, as* spare parts to secure the current operation. She has served that very purpose with all manner of equipment including electric drives, pumps, generators and a main engine.

27. Secondly we purchased a separate Fiordland Charter company Takaroa Charters including, consent and vessel. M.V. Takaroa MV Takaroa was later found to have an invalid survey certificate and could not be operated, which left us with a consent and no vessel (see paragraph 56).

28. M.V. Wakakura is not in an operational state. She is completely gutted and slowly being refitted including new engines, systems and interiors as funds and time allow. She is the vessel we would want to operate under this application to best utilise resources and align principles.

29. Seán and I hold the following coastal permits in our own names:

    (a) AUTH-20181624-02, which allows us to operate a 27 m vessel. We use it for M.V.*Flightless*. It expires on 1 November 2038;

    (b) AUTH-20202563, which allows us to operate a 17 m vessel. It expires on 6 August 2036. I explain this consent below; and

(c) AUTH-20211363, for our three swing moorings at Cascade Cove, Shark Cove and Vancouver Arm.

30. Seán and I hold the following concessions in our own names:

(a) 115966-GUI, which allows for guided day and overnight hiking, fishing and hunting in Fiordland National Park and Rakiura National Park. It expires on 31 May 2035; and

(b) 119738-GUI, which allows for guided walking in southern historic sites. It expires on 31 October 2027.

(c) 99277-GUI, which allows for guided short walks alongside the Milford Road and embarking and disembarking of passengers in support of guided diving activity in Milford Sound. It expires on 30 June 2032.

31. Pure Salt NZ holds:

(a) DOC-5624998, a community agreement which allows us to plan, fund and carry out conservation work in line with the Tamatea Restoration plan on Indian Island, Long Island, Pickersgill Harbour, Resolution Island, Pigeon Island, Peninsulas north and south of Wet Jacket Arm and Parrot Island.

(b) MTOC-3375-1, our Maritime Transport Operator Certificate from Maritime New Zealand, which authorises us to operate MV Flightless commercially under our approved safety system, the Maritime Transport Operator Plan (MTOP). It expires on 22 December 2034.

(c) 97413-MAR, Mammal Viewing permit which allows for land and vessel based viewing of marine mammals. It expires on 31 October 2029.

Environmental and conservation practice

32. From the start, Seán and I decided that Pure Salt would operate differently from what we had seen. Social enterprise is the closest description of our ethos. We believe business should be a mechanism to give back to place and people not as a nice to have or add on but as part of everyday operation and the ways we live that talk grow steadily.

33. The business was successful before we committed to larger projects. We run a business that generates funds in order to be able to give back to place and people meaningfully instead of doing a bit of conservation work in order to secure income for the business.

34. Each year, before taking charter bookings, we reserve four to six weeks of the vessel's time for conservation work. Those weeks could easily be sold to charter guests, but we keep them for the physical and advocacy work on the islands. Many of our guests only learn about this once they are on board.

35. Inspired by the declining fishery we decided that guests fish for the table only. They do not take fish home, and we do not encourage people to fill their daily limits. Instead educating and advocating about full utilisation and privilege.

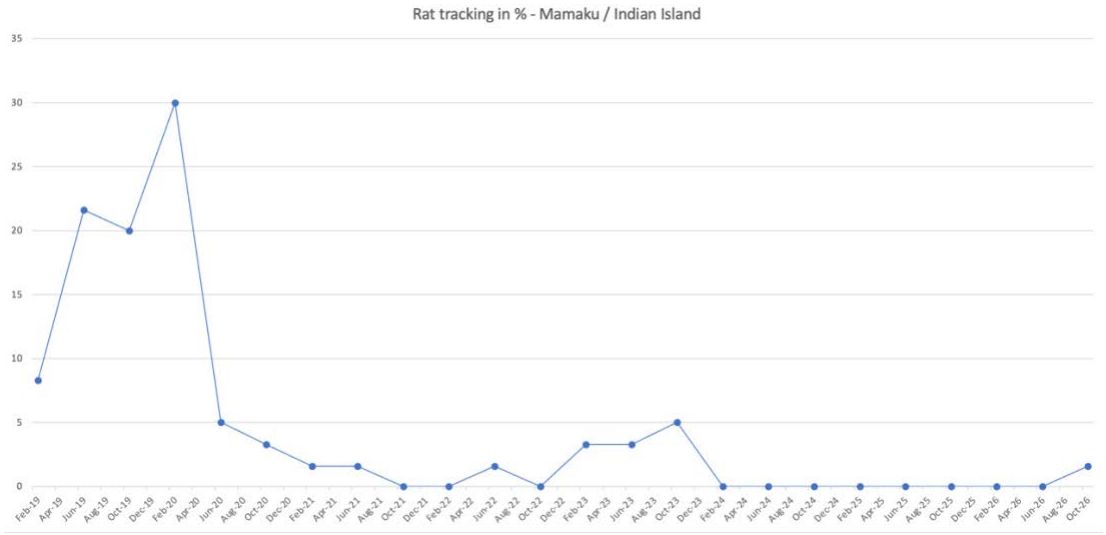
36. We run a project called the TamateaBLUE. It's an annual marine conservation and ecosystem restoration initiative where we focus on underwater cleanups, as well as

raise awareness and action around biosecurity and the need to think about sustainable fisheries even in such a seemingly abundant and wild place as Fiordland. On the first annual underwater clean-up we removed about two tonnes of rubbish from the seabed at Luncheon Cove alone with over eight tonnes removed in total so far.

37. On land inspired by the changes we'd seen on Pukenui/Anchor Island, in 2018 I met the Department of Conservation's principal biodiversity ranger in Fiordland, to ask how we could help DOC's work to restore Tamatea. DOC suggested we start with Mamaku / Indian Island.

38. We run the work under a community agreement DOC-5624998 which is designed to be open ended allowing us to do what we can as we can, doing work in addition to and not instead of DOC. Pure Salt NZ plans, funds and carries out the work to then report back to DOC under the overall Tamatea vision for full ecosystem restoration across Tamatea Dusky Sound. We focus on helping protect what we all have as well as on advocacy, education and tool development.

39. On Mamaku (168 ha), within about eight months we had cut around 17 km of trap lines and installed more than 300 traps. Within 18 months, rat tracking had fallen from 30% to 5%, and kiwi (Fiordland tokoeka) began appearing on our cameras. In one six-week period our acoustic recorders picked up around 240 kiwi calls, including pairs calling, and we see kiwi on 11 of our 12 cameras, including well-grown chicks.



40. Our work has since expanded to Long Island (about 2,000 ha), Pickersgill Harbour, Taumoana / Five Fingers Peninsula, peninsulas north and south of Wet Jacket Arm, Pigeon Island and Mauikātau / Resolution Island (about 21,000 ha) and most recently Parrot Island (42ha).

41. Through TamateaTOOLS project we try to improve the methods as well as do the work. For example, placing cameras and lures by terrain and animal trails rather than on a grid increased our detection rates four to five times on Taumoana. A protocol now openly available.

42. We've funded, developed and are trialling sound lures also currently being trialled by Landcare.

43. We have used a drone to move 200 traps from *Flightless* onto Pigeon Island, which we understand was one of the first operations of its kind in New Zealand.

44. We have also worked on marine biosecurity, including work with the Ministry for Primary Industries on the invasive seaweed *Undaria pinnatifida* and the development of tools to deal with it.

45. With TamateaLEARNZ project we're engaging the next generation to care and have co-funded live LEARNZ virtual field trips to schools on Fiordland ecology and restoration with DOC and the Ministry of Education. Both virtual field trips are freely available privately as well as to be integrated into the NZ curriculum.

46. Through TamateaART project we bring artists aboard, who often donate work to raise money for conservation but most importantly advocate and connect. As most recent example a DUSK light designed by David Trubridge with 50% of profits going straight back to the place or Greer Clayton having gifted a total of seven paintings to date funding traps as well as helicopters.

47. Due to the work we've been invited to a working group on detection tools by Predator Free 2050, have been a case study for sustainable tourism by the Ministry of Business, Innovation and Employment in 2024, have been invited to speak at Predator Free Trust hui on our tool developments, were part of a detection tool workshop by Predator Free Company as well as had the honour of finalists in the New Zealander Sustainability Leader of the Year awards in 2026.

What we are applying for, and why

48. As stated at the start of my evidence, we want to replace a consent for a 17 m vessel with a consent for a 27 m vessel. We are not asking to add a vessel.

49. The history of the current application is a bit complicated. It is set out in the table below. By way of background, in 2020 we saw new consents being granted to others for the cost of an application fee, under a plan that, as the Council has acknowledged, had no clear framework for managing cumulative effects.

50. In January 2021 we applied for a consent for a second 27 m boat to operate alongside *Flightless*. We did not yet own *Wakakura*. It was a low cost potential to lift the glass ceiling on our operation and with that the social enterprise impact. Without a second Fiordland consent, additional conservation work would only be possible outside of Fiordland.

51. In June 2021 we signed a letter with four other operators saying Dusky and Breaksea Sounds were at saturation point well aware of the apparent dissonance between this letter and our application.

52. We struggled with that decision, because it not sitting neatly with our principles. The application was two things at once. It was a statement adding to the number of new applications showing how much easier and cheaper it was to apply for an additional vessel rather than to take over an existing one. And it was a genuine application, because principles and conservation work have to be funded. If new vessels were going to be added anyway, we believed in adding another operation that puts real effort back into Fiordland. Life is rarely black and white. We also knew that signing the letter was likely going to block our very own application which is the realignment of principles. We have been open about this with the Fiordland Marine Guardians, DOC, the Council and anybody who questioned it.

53. In August 2021 the Fiordland Marine Guardians and Te Ao Mārama opposed the application, mainly because they continue to be concerned about adding additional

vessels to remote Fiordland. A concern we share. Both their opposition and our letter are in support of direction later taken in plan change 5.

54. CRA8 gave full written approval. We entered discussions with DOC who requested a suite of conditions to mitigate effects of an additional vessel. DOC provided written approval on the basis of those additional conditions, that we agreed to at the time (see paragraph 74 for further discussion of the proposed conditions).

55. At the same time, we kept looking for existing consents. Takaroa, a 17 m vessel operated by Bill and Lynley Ayto under AUTH-20202563, came on the market. On 1 September 2021 we bought the operation including *Takaroa* and the consent. With a second boat secured, we did not pay the hearing deposit, and our 2021 application went on hold, as the Council confirmed on 26 August 2021.

56. We understand the Aytos operated Takaroa under the consent after it was granted. In October 2021 our surveyor found that, beyond a lack of general maintenance, the Aytos had omitted major scheduled survey work, equating to more than the vessel's value, which rendered her survey certificate invalid. We spent the following year carrying out works to bring Takaroa back into operation under the consent. When that could not be resolved, she went back to the Aytos through mediation in October 2022. We kept the consent, and since then have not had a 17 m vessel to operate under it.

57. In May 2022 we bought *Wakakura*, *Flightless*'s sister ship, for spare parts and for work outside Fiordland. She is still being refitted.

58. After COVID our planning was on hold for some time. We had a 17 m consent but no boat to operate under it, and we already owned *Wakakura*. Rather than buy a third boat, it made logical and business sense to operate *Wakakura* in that space.

59. A coastal permit authorises a vessel of a given length rather than specifying the vessel, its fit out or its engines; those considerations are operational choices rather than things the consent controls.

60. Wakakura is identical to Flightless in size and colour. Two identical vessels share spare parts, crew can move between them without retraining, and in effect we have a whole second vessel to support our operation. Using what we already own makes more sense to us than buying, building or leasing another 17 m vessel.

61. Instead of lodging a new application to increase the vessel size on the existing Takaroa consent, we amended our 2021 application to apply the Takaroa consent as its consented baseline. If granted, the new consent would replace the Takaroa consent, which we will surrender.

62. This choice comes with messy history which we seek to lay out. The core details and differences are set out in the table below for easy reference.

	Original application APP-20211024 (January 2021)	**Consented baseline AUTH-20202563**	**Amended application APP-20211024 (June 2026)**
Vessel	27 m	17 m	27 m
Activity	Backcountry trips	Backcountry; no commercial day trips	Backcountry trips

	Original application APP-20211024 (January 2021)	Consented baseline AUTH-20202563	Amended application APP-20211024 (June 2026)
Ancillary craft	2 tenders, 8 kayaks, 4 paddleboards	None listed on the consent; its 2020 application described 1 tender	2 tenders, 8 kayaks, 4 paddleboards
People on board	17 including crew	17 including crew	17 including crew
Area of operation	Yates Point to Puysegur Point	Yates Point to Puysegur Point	Yates Point to Puysegur Point
Patea/Doubtful Sound	Occasional supply, loading and thoroughfare via Deep Cove Crooked Arm - two occasions in any calendar year to pick up passengers walking the Narrow Neck Track from Dagg Sound to Haulashore Cove; Bradshaw Sound, Thompson Sound and Doubtful Sound, two days in any month	35 nights a year, at most 5 a month, for transfers and supplies; no Hall Arm or Crooked Arm	35 nights a year, at most 5 a month, for transfers and supplies; no Hall Arm or Crooked Arm
Days of operation	365	300	300
Number of vessels	One additional vessel	—	No additional vessel. AUTH-20202563 surrendered before the new consent is exercised
Term	20 years	Expires 6 Aug 2036	Expires 6 Aug 2036

63. Note that although the 2021 application said “15 passengers including crew”, this was a typo for 17 including crew, the same as *Flightless,* which was addressed at the time and acknowledged by Environment Southland.

64. We believe in the principle that the Fiordland Marine Area does not need more vessels operating which is why we purchased an existing consent to start Pure Salt in the first place. This choice cost substantial money in 2015.

65. Wakakura’s refit includes new engines, which must meet current emissions limits under Marine Protection Rules Part 199 and the International Maritime Organization’s Tier II standard. Older engines already in service, such as those in a vessel like Takaroa, do not necessarily have to meet those limits.

66. Wakakura’s proposed wet exhaust system was conceived to reduce operational noise and Wakakura will comply with the noise standards in Rules 5.3.4 and 5.3.6 of the Regional Coastal Plan, and we are happy to provide noise testing results once operational.

67. A larger vessel allows for larger tankage and systems making it operationally more flexible. For example increased fresh water tanks with watermakers avoid congesting anchorages with fresh water lines. The same applies to rubbish and wastewater: all rubbish is kept on board and taken ashore, and the larger vessel has more holding capacity for sewage and waste, so we need to make fewer trips out to discharge or resupply.

68. The extra length does not mean more people on board. It means more room for the same 17 people, which lets us welcome guests who would struggle with the tight spaces of a smaller vessel.

69. We want to explicitly name the tenders, kayaks and paddleboards that take people quietly closer into the place. Connecting people with places is where care starts.

70. Older consents often name only the main vessel and say nothing about tenders, kayaks or paddleboards. Not naming them did not exclude them. Our new consent would list them, which makes the position clearer for everyone.

71. We have amended the application so that it replaces the 17 m consent rather than adding another vessel thereby mitigating the majority of adverse effects. We will surrender the 17 m consent before *Wakakura* operates, and the new consent matches it: up to 17 people including crew, up to 300 days a year, and the same expiry date of 6 August 2036.

72. The main differences sit with the vessel being 27 m long instead of 17 m, and that the consent will list the small boats we use with it: two tenders, eight kayaks and four paddleboards. The effects of those changes have been independently assessed by Stephen Skelton which he finds to be less than minor.

Helicopters

73. Helicopter access is an established part of our operations. Previously, helicopters have landed onshore or in the coastal marine area under the relevant helicopter operators' authorisations. Flightless has a helicopter landing deck, so guests and crew can transfer directly to and from the vessel rather than via a shore landing and tender. Wakakura will have the same deck. Landing on the vessel avoids shore landing sites and the associated tender movements, and keeps transfers brief.

Other parties

74. In July 2021, DOC gave written approval for the original proposal of an additional 27 m vessel, subject to further conditions they requested at the time to mitigate cumulative effects. These included additional “no anchoring” areas, a 400 m anchoring exclusion around five more pest-free islands, restrictions on going ashore on pest-free islands without a DOC concession (including restrictions on passengers by themselves), restrictions on discharges within the internal waters of Fiordland, the Dolphin Avoidance Protocol, and additional logging. DOC requested these conditions in the context of an additional 27 m vessel operating alongside Flightless.

75. Our amended proposal no longer adds a vessel. It replaces the Takaroa consent (AUTH-20202563), which we will surrender before Wakakura operates, and applies that consent as the consented baseline. The activity, number of people, days of operation, area and expiry date are the same as Takaroa consent, and the scale is smaller than what DOC approved in 2021: 300 days a year instead of 365, a term

ending 6 August 2036 instead of 20 years, and no increase in the number of authorized vessels.

76. Since 2024 we have talked with the Fiordland Marine Guardians, DOC and Te Ao Mārama in formal as well as informal ways. The Guardians and Te Ao Mārama have told us they remain unable to support any increase in vessel size because of Plan Change 5 and principle. A position we respect. We have also met with Mr John Lucas, Operations Manager – Te Anau at DOC, a number of times to discuss the amended proposal. More recently, we have discussed the proposed consent conditions and our preference for aligning these with the existing Takaroa consent, which forms the consented baseline for this application. Mr Lucas has agreed to review the proposed conditions ahead of the hearing, with a view to considering whether DOC can provide written approval of an updated set of conditions. At the time of preparing this evidence, that process is ongoing.

77. The Takaroa consent already contains a range of conditions addressing matters of concern to DOC: limits on access to Doubtful Sound and exclusion of Hall Arm and Crooked Arm; no landing on, or mooring adjacent to, Shelter Island, Nee Islets, Seymour Island, the Breaksea Island group, or seal colonies; speed limits near the shoreline and colonies; the Dolphin Avoidance Protocol; a spill kit; biosecurity inspections; a rodent free vessel; and logging with quarterly reporting to the Council. Anchoring near rat free islands and in sensitive areas known as china shops remains governed by Rules 11.7.7.2, 11.7.7.7 and 11.7.7.13 of the Regional Coastal Plan, referred to in advice notes as in the Takaroa consent, and discharges remain governed by the Resource Management (Marine Pollution) Regulations 1998.

78. Retaining the Takaroa approach to anchoring also maintains the recognised anchorages listed in Appendix 6 of the Regional Coastal Plan, which Policy 11.7.7.1 seeks to maintain. These include Luncheon Cove, Anchor Island Harbour, Many Islands, Fixed Head, Bauza Island and Shelter Island, which the additional 2021 conditions would otherwise exclude. Anchor Island alone has three recognized anchorages: Anchor Island Harbour, Many Islands and Luncheon Cove, two of which are rated as heavy weather anchorages (see Appendix A). We would like to retain access to recognised anchorages for navigational safety.

79. It also allows us to anchor near the islands where we hold a DOC concession to guide or carry out predator control and restoration work under our DOC community agreement. Access to suitable anchorages makes that work more practical, connects people with these places, and reduces our carbon footprint by anchoring rather than steaming. Our biosecurity practice remains bound by the Takaroa biosecurity and rodent conditions: inspection of the vessel and craft before entering the Fiordland marine area, a rodent free vessel with bait stations, and checks of the vessel and cargo before every re-entry.

80. Seán and I hold AUTH-20202563 in our own names. If this consent is granted, we will surrender AUTH-20202563 before *Wakakura* operates under it, and we accept a condition requiring us to do so.

81. We seek that the conditions of the new consent follow those of the Takaroa consent, as the consented baseline, with only the changes needed to reflect the replacement: the vessel length of 27 m, the listed ancillary craft (two tenders, eight kayaks and four paddleboards), and the condition requiring us to surrender the Takaroa consent before exercising the new one.

82. If this application is declined, we would buy, build or lease a 17 m boat to use the 17 m consent, and *Wakakura* would work outside the Fiordland Coastal Marine Area.



Maria Kuster

3 November 2026

Appendix A: Recognised anchorages at Anchor Island

Extract of Map 4a, Regional Coastal Plan for Southland, Appendix 3. The recognised anchorages at Anchor Island are circled.



Anchor ID	Name (as listed in Appendix 6)	Appendix 6 rating	Map
075	Anchor Is Harbour (Dusky Sd)	Moderate	4/4a
076	Many Is (Dusky Sd)	Heavy	4/4a
077	Luncheon Cove (Dusky Sd)	Heavy	4/4a

Source: Regional Coastal Plan for Southland (December 2013, with Plan Change 5 amendments), Appendix 3, Map 4a, and Appendix 6 (Anchorages). Ratings as recorded in Appendix 6. Circles added.