BEFORE THE COMMISIONER APPOINTED BY THE
SOUTHLAND REGIONAL COUNCIL

IN THE MATTER APP-20211024

APPLICANT PURE SALT

BRIEF OF EVIDENCE OF THE FIORDLAND MARINE GUARDIANS, REPRESENTED BY DR REBECCA MCLEOD (CHAIRPERSON) AND MR JASON HAGGERTY (GUARDIAN)

DATED 11 NOVEMBER 2026

INTRODUCTION

1. The Fiordland Marine Guardians ("the Guardians") submit this evidence for the matter above. The Guardians are formally recognised as an advisory board for the Fiordland Marine Area (FMA) in the Fiordland Marine Management Act ("the Act") 2005. Our vision is that the quality of Fiordland's marine environment and fisheries, including the wider fishing experience, be maintained or improved for future generations to use and enjoy.

2. The functions of the Guardians relevant to this submission include 13 (1) (a) (ii) "…to advise and make recommendations to management agencies… including…advice and recommendations on likely threats to the Fiordland (Te Moana o Atawhenua) Marine Area." It is in this context that we make the following submission on Pure Salt's application to undertake commercial surface water activity in the coastal waters of Fiordland, between Yates Point and Puysegur Point.

3. The Guardians are represented at this hearing by Dr Rebecca Jane McLeod and Mr Jason Haggerty.

4. Rebecca was appointed by the Minister for the Environment to the Fiordland Marine Guardians in 2012. She was reappointed in 2016, 2021 and 2025 and has chaired the Guardians since 2014.

5. Rebecca is a marine ecologist and works as a strategic advisor. She conducted her doctoral research in the Fiordland Marine Area and has continued to engage in scientific research in the area since she graduated with a PhD from the University of Otago in 2008.

6. Rebecca has travelled extensively throughout the fiords and has SCUBA dived throughout the area also.

7. Jason was appointed by the Minister for the Environment to the Fiordland Marine Guardians in 2026. He has served on the CRA 8 board for the last 10 years.

8. Jason has spent most of his adult life as a commercial rock lobster fisherman; coming from a fishing family he is the fourth generation. He is extremely passionate about his job and the Fiordland Marine Area.

9. Jason has spent extensive time in the Fiordland Marine Area. He gained his skippers ticket in 2010, and operates a 18.3 m fishing vessel. Over the last 19 years he would have spent at least 100 days each year in the Fiordland Marine Area. He is very experienced in navigating the area, including Fiordland's anchorages and dealing with the extremes of weather and sea conditions.

CONSULTATION

10. The Fiordland Marine Guardians submitted in opposition to the original application in August 2021 and recommended that the council deny the consent. That application sought to add an additional vessel to the FMA through a new coastal permit for surface water activity.

11. In May 2021, the Guardians and Te Ao Marama formed a position that we would not provide written approval for any new applications for surface water activity consents in the FMA (apart from straight renewals) until we had sufficient information to fully assess the cumulative effects of their activities on the essential values of remoteness, isolation, wilderness and natural character of the internal waters of Fiordland.

12. The Guardians advocated to the regional council for a plan change to the Southland Regional Coastal Plan, essentially to freeze any further increase in surface water activity until the carrying capacity could be assessed and reflected in the revised Coastal Plan.

13. The Guardians' approach was supported by several commercial operators including the applicants, Pure Salt, who shared concerns about the growth of charter activity, and its impacts on fisheries and navigational safety (Appendix A).

14. The Plan Change was publicly notified on 18 July 2022 and became operative on 18 October 2024.

15. Throughout this time, the Guardians have consistently opposed applications that contradict the intent and provisions of Plan Change 5. These includes applications for new or larger vessels and/or increased operational intensity (eg. An increase in permitted trip numbers).

16. Although the applicant lodged an amended application in June 2026, the Guardians were not provided with a copy until the hearing materials were circulated.

OPPOSITION TO APPLICATION

17. We acknowledge that the application is substantively different in that it will replace an existing consent. However, this change has not done enough to allay our concerns.

18. We have two main areas of concern: navigational safety—specifically, the potential impact of this application on the ability of all vessels in Fiordland to seek safe haven during adverse weather events—and the likely impact of increased pressure on vulnerable fish stocks.

INCREASE IN VESSEL SIZE AND SAFETY RISK

19. The amended application (APP-20211024) proposes increasing the permitted vessel length under AUTH -20202563 from 17 m to 27 m.

20. Mr Stephen Skelton concludes that the proposed increase in size will not increase adverse effects on landscape, natural character, wilderness and remoteness values. We agree with that assessment.

21. Our main concern is that the 10 m increase in vessel length will have an undue effect on the carrying capacity of the fiords, particularly on the ability of all vessels in the area to find safe haven in a suitable anchorage during an extreme weather event.

22. The Guardians have consistently raised these concerns with the regional council for at least the past six years. Although Fiordland has a very long coastline, there are very few safe anchorages that provide shelter from strong winds.

23. Each anchorage is also limited in size, with anchorages in the western/outer reaches of Tamatea/Dusky Sound being particularly constrained. The anchorage size limits the

number of vessels that can shelter there (on moorings or at anchor) at any one time. Larger vessels take up more space because their swing circles are larger.

24. Vessels in Fiordland that need to be accommodated in anchorages include commercial tourist vessels, commercial fishing vessels, and private vessels. It is important that no one category of vessel excludes others from seeking safe haven. The number of private vessels vising the Fiordland Marine Area has continued to increase, as has their average size.

25. In June 2021, five charter operators from Dusky and Breaksea Sounds, including Maria Kuster and Sean Ellis (Pure Salt) wrote to the Guardians raising concerns about the increasing level of charter activity in the area, asking us to urgently address the carrying capacity issue. They stated *"…we need to urgently address the carrying capacity in Dusky and Breaksea Sounds currently in 2021 and into the future as we believe currently it is at saturation point and cannot continue… 2. The availability of safe anchorages is likely to be diminished as more/larger vessels are granted access. Given the increased frequency of severe and adverse weather conditions we are experiencing, there is concern that the existing charter vessel operations safety will be compromised. This was highlighted back in early April 2021 when we had 6 different operators/vessels all in Cascade Cove sheltering from a standard NW front.*" The letter is appended to this brief of evidence (Appendix A).

26. When the council adopted Plan Change 5, it was intended as an interim measure to prevent further expansion of surface water activities until the new coast plan was notified. In the Report and Recommendations on Plan Change 5, considered by Environment Southland in November 2023, para 172, the report states that the Council's section 42A reporting officer: "*agreed further comprehensive assessment was necessary to determine an appropriate threshold or carrying capacity for the Fiordland coastal environment.*"

27. Whilst this assessment will likely consider values such as natural character, the Guardians' main request is that carrying capacity be assessed from a navigational safety perspective. This assessment would need to consider different adverse weather scenarios (westerly, southerly, etc.), the shelter provided by different anchorages under those scenarios, and different fleet make-ups in terms of vessel sizes.

28. To the best of our knowledge, this assessment has not been completed, although the Guardians have been providing advice to the Council to inform it. The applicant's briefs of evidence make no mention of, or give any consideration to, the carrying capacity of anchorages.

29. In paragraph 3.3.9 of the section 42A report, the consenting officer discusses the interplay between the proposed new vessel and navigational safety with respect to moorings, but his commentary is limited to the vessel sizes that Pure Salt's moorings are rated to accommodate. He does not consider the broader impacts of the larger vessel on access to specific anchorages.

30. The only advice on navigational safety from the Harbour Master that we have identified is a very brief statement by Deputy Harbourmaster Mr Ian Coard, dated 1 February 2021. This is appended to the consenting officer's section 42A report and referenced in paragraph 3.3.10 of that report. We note that this assessment was made prior to Plan Change 5.

31. We would expect the Commissioner would want to be completely satisfied that the proposed increase in vessel size would not increase the risk to the applicant and all other vessels in the region.

32. The Fiordland Marine Guardians include several members with extensive maritime experience in the FMA. We are not satisfied that any increase in activity levels in the FMA, including additional or larger vessels, would not put all visiting vessels at serious risk during an adverse weather event.

CHARACTERISATION OF THE CONSENTED BASELINE

33. The rationale presented by the applicant (eg. Vanessa Horwell, para 37) and supported by the consenting officer in the section 42A report is that the application would not result in any addition of new vessels beyond the consented baseline, and therefore no net increase in activity.

34. Vanessa Horwell states (para 57) "With the surrender of AUTH-20202563, the proposal does not increase the number of consented vessels, days of operation or passengers (17) in the fiords. This directly addresses the main concern raised in the submissions from the Fiordland Marine Guardians and TAMI, which were prepared on the understanding that the proposal would introduce an additional vessel into Fiordland."

35. Conversely, the proposal does not address the Fiordland Marine Guardians' main concern. We argue that the history of operational use of the consents must be considered. AUTH-20202563 and formerly A121-001 provided for operations for up to 300 days per annum between Yates Point and Puysegur Point.

36. The consent preceding AUTH20202563 was A121-001, which ran from 2006 to February 2021. A summary of the trip logs reported to Environment Southland under A121-001, and later AUTH 20202563 is presented in the table below. The trip logs are appended to this brief of evidence (Appendix B).

37. The series of trip logs does not provide a complete record; it appears that reports were not filed consistently by the previous consent holders. However, we consider that the data received provides a clear indication of the level of operations between at least 2017 and 2019. In the absence of any information to the contrary, we assume that this level of activity is indicative of the full period of consent A121-001.

Month/year	Number of days in operation (in fiords)	Fiords visited
June 2017	0	-
October 2017	11	Dusky, Preservation, At Sea
December 2017	0	-
January 2018	0	-
April 2018	0	-
May 2018	0	-
June 2018	0	-

July 2018	0	-
November 2018	23	Doubtful, Breaksea, Acheron, Dusky, Preservation, At sea
January 2019	0	-
February 2019	0	-
March 2019	0	-
April 2019	0	-
May 2019	0	-
June 2019	0	-
July 2019	0	-
August 2021	21	Doubtful, Breaksea, Acheron, Dusky, Preservation, Long

38. The reports indicate that the consent was little used during the period from 2017 to 2021, with a maximum of 21 days of operation per year within the Fiordland Marine Area, despite permission to operate for up to 300 days per year.

39. The trip report from August 2021 was the last report received by Environment Southland. Maria Kuster states (paras 55-58) that the consent has not been used by Pure Salt since it was purchased and transferred in September 2021.

40. According to the trip returns and evidence provided by Maria Kuster (paras 55-58) the consents A121-001 and AUTH20202563 have hardly been used. While it might be technically correct that the current proposal would result in no increase in the consented number of vessels in the FMA, it is harder to accept that the proposal is unlikely to result in an increase in the actual number of days of vessel activity in the FMA.

41. We note that a condition of consent is "In accordance with Section 126 of the Resource Management Act, 1991, this consent may be cancelled by the Consent Authority if not exercised for a continuous period of two years or more." We question why the applicant is requesting a new consent, and the rescindment of AUTH20202563, rather than amending that consent.

42. We would like the Commissioner to consider how the increased scale and intensity of the proposed activity sits within the provisions of the RMA as the baseline is far less than what was provided for in the consent.

POTENTIAL IMPACT ON FISH STOCKS

43. We acknowledge that fishing activity is not managed under the Southland Regional Coastal Plan. However, several key recreational fish stocks are under pressure in the waters of the fiords, and amateur charter fishing vessels such as the one proposed

provide fishing platforms. Consenting of surface water activities can therefore have consequences for fisheries sustainability.

44. Maria Kuster provides her observations of declining fish stocks in para 13 of her brief of evidence.

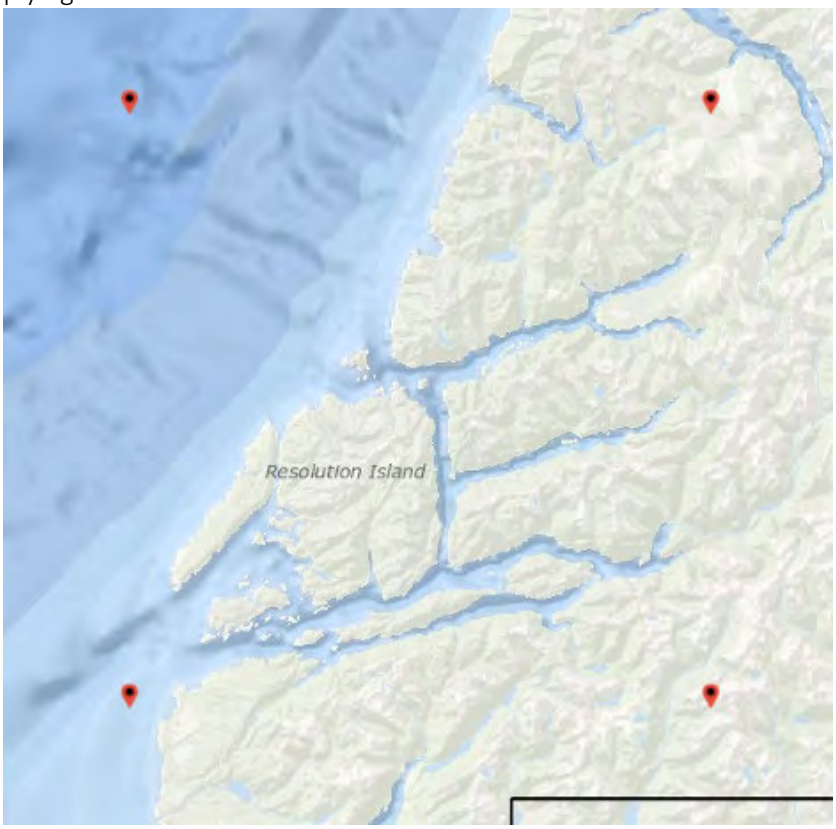
45. For more than 20 years, the Guardians have advised the Minister of Fisheries about risks to fisheries sustainability in the FMA. Fisheries rules have been introduced successively to try to reduce the risk of serial and localised depletion of stocks, particularly in the internal waters.

46. Pure Salt's current operations spend the majority of time on charter in the Tamatea Dusky Sound/Te Puaitaha Breaksea Sound area. There are four to five charter vessels that tend to focus their time in this area.

47. Even with a modest take of fish per client (tautoko Pure Salt for not allowing clients to fly out their catch – para 35, Maria Kuster brief of evidence), consistent operations over the course of a year can still result in a significant amount of fish being extracted from these fisheries.

48. We note that under AUTH20202563 and A121-001, a maximum of 8 people were onboard, despite the permitted number of 17 including crew.

49. MPI Fisheries New Zealand have provided total Amateur Charter Vessel return (retained) data for the area indicated below (including Dusky and Breaksea Sounds, the Acheron Passage and the open coast), noting that this is for all amateur charter vessels plying these waters.



50. The following caveat applies "This is an approximate result from events occurring in the area shown. It will include some activity that occurred in the area just outside the two sounds."

51. Between 2023-2025, an average of 2,116 blue cod with an average greenweight of 3,029 kg were retained by Amateur Charter Vessels per year. An average of 3,844 rock lobster with an average greenweight of 4,059 kg were retained by Amateur Charter Vessels per year. And an average of 271 hāpuku with an average greenweight of 2,608 kg were retained by Amateur Charter Vessels per year.

Number retained	**2023**	**2024**	**2025**	**average**
blue cod	2231	2126	1991	2116
crayfish	4254	3973	3305	3844
hapuku	329	233	252	271

greenweight (kg)	**2023**	**2024**	**2025**	**average**
blue cod	3372	2984	2732	3029
crayfish	4051	4398	3729	4059
hapuku	3155	2110	2558	2608

52. The proposal to introduce a new vessel to the FMA that will carry up to 17 people including crew will invariably increase the total ACV take from these vulnerable fisheries.

EXTENT OF THE CONSENT

53. We acknowledge that the amended application has reduced the days of operation from 365 to 300 days per annum, somewhat allaying the concerns we raised in our 2021 submission.

54. The application is for the consent to extend from Yates Point to Puysegur Point. We would prefer the geographic scope of activities to be reduced. In 2021, when a severe storm caused damage that restricted access to the northern fiords, we witnessed the charter fleet moving southwards and concentrating activity in the southern fiords, particularly Tamatea Dusky Sound and Te Puaitaha Breaksea Sound. Consents with narrower geographic scopes would give the consenting authority greater ability to manage the cumulative effects of surface water activities in Fiordland. They would also present less risk from a fisheries sustainability perspective.

CONCLUSION

55. The Guardians regard the proposal as an increase in the level of surface water activity in the FMA, contrary to Plan Change 5 of the Southland Regional Coastal Plan. We have serious concerns about the implications of this proposal for the safety of visitors to the Fiordland Marine Area. We also believe it will negatively affect the sustainability of recreational fisheries, particularly those for blue cod and hāpuku.

56. The Guardians have consistently maintained that there should be no increase in activity until Council has completed a full assessment of the carrying capacity of Fiordland and determined appropriate levels of activity and development for the area. We consider this position to align with the precautionary principle.

57. The Guardians request for the application for consent to be declined.



Rebecca McLeod
Chairperson, Fiordland Marine Guardians
PO Box 213, Te Anau 9640
Ph. [redacted]

Jason Haggerty
Fiordland Marine Guardian

24 June 2021

To Whom it may concern,

Collectively we represent 5 local charter operators/owners in Dusky, Breaksea Sounds over a very long period of time. We all have a very unique skill set, expertise and engagement across all levels being on and off the water with multiple different operations but a common ground and work with local and central Government agencies. We are expressing our concerns to you on a personal level not a commercial level from our perspective and we need to urgently address the carrying capacity in Dusky and Breaksea Sounds currently in 2021 and into the future as we believe currently it is at saturation point and cannot continue without addressing some key points/issues outlined below.

Key issues/points

1. Increased pressure on Dusky, Breaksea Sound marine area
   - A recently developed commercial charter vessel, voluntary fishing code of conduct has addressed local fish stocks, but no one has addressed the issue of too many vessels by the 3 main agencies - why?

2. The availability of safe anchorages is likely to be diminished as more/larger vessels are granted access.
   - Given the increased frequency of severe and adverse weather conditions we are experiencing, there is concern that the existing charter vessel operations safety will be compromised. (this was highlighted back in early April 20201 when we had 6 different operators/vessels all in Cascade Cove sheltering from a standard NW front)

   - The new vessels arriving (Heritage Explorer/Strannik/Island Passage) where are they proposing to anchor? What moorings do they propose to utilise? No correspondence or engagement with local operators/owners on this. Why?

   - Poor management of structures and moorings (and positions of such) has the potential to compromise the availability of safe anchorages.

3. Diminishing natural remote wilderness values

   - Effects on current users (Us - owners/operators) Where was the consideration or information based on?

     IWI - Where do they sit with more people/larger vessels utilising Dusky, Breaksea Sounds in regards to cultural values and respect. IWI response to more fish species being taken, more noise and visual effects and the natural wilderness values reduced. More visitors visiting historical IWI sites (Eg Indian Cove)

     ES with increase in larger vessels coming into Dusky, Breaksea Sounds which contradict ES Coastal plan (current and proposed draft)

     During the last decade some local operators (Fiordland Charters, Deep Cove Charters, Fiordland Expeditions, Pure Salt) have been raising concerns with ES and FMG indicating that there is too much pressure on the Dusky, Breaksea Sounds area.

With next to no output/response we feel as though it is falling on deaf ears. The lack of action and urgency is of deep concern
DOC National Park plan of low impact tourism keeping in check with remote Wilderness values. Eg Low impact small vessels with no increase in activities

- Is there a documented consistent outline (across all agencies/stakeholders) of the actual capacity of the Dusky, Breaksea Sounds area taking into account the following:

  Commercial charter vessels
  Syndicate vessels
  Recreational vessels

  And if so how is this being monitored?

We support positive and tangible change with place at heart. As responsible, passionate ambassadors of Fiordland Marine Area and our desire to protect the wilderness values which are at the very core of this world class destination, we strongly believe we have the responsibility to send a collective call to action:
the urgency to protect and preserve Fiordland is paramount - where are the values of Kaitiakitanga, Kotahitanga, Manaakitanga

We await your response,

Regards

Paul and Katherine Mitchell - Fiordland Charters
Brian Humphrey and Fiona Lee - Wild Fiordland
Sean Ellis and Maria Kuster - Pure Salt
Richard and Mandy Abernethy - Fiordland Expeditions
Chris and Diane Lemin - Deep Cove Charters

Environment Southland
10 JUL 2017

Operations Log for Takaroa Adventure Cruises

Nil

Month: JUNE 2017 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: MAY 2017 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✱ N

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Operations Log for Takaroa Adventure Cruises

Month: April 2017 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✓ N

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ENVIRONMENT SOUTHLAND
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Operations Log for Takaroa Adventure Cruises

Month: ~~0~~ July

Consent no: 202869

Purpose: Backcountry trips

Vessel: Takaroa

Sewage Treated on board? Y N Nil.

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November 2018

Operations Log for Takaroa Adventure Cruises

ENVIRONMENT SOUTHLAND
11 FEB 2019

Month: 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y ~~N~~ ✓

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

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Operations Log for Takaroa Adventure Cruises

ENVIRONMENT SOUTHLAND
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Month: 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: Feb 2018 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✳ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: MARCH 2018 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✗ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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JANUARY – MAY – JUNE 2019

Operations Log for Takaroa Adventure Cruises

ENVIRONMENT SOUTHLAND
27 JUN 2019

Month: ~~07/05~~

Consent no: 202869

Purpose: Backcountry trips

Vessel: Takaroa

Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: April 2019 ~~07/05~~ Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: MARCH 2019 ~~07/05~~ Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✓ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: February 2019 ~~07/05~~ Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✗ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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July 2019 Nil

Operations Log for Takaroa Adventure Cruises

ENVIRONMENT SOUTHLAND
18 DEC 2019

Month: 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: August 2019 07/05

Consent no: 202869

Purpose: Backcountry trips

Vessel: Takaroa

Sewage Treated on board? Y N

...MENT SOUTHLAND
18 DEC 2019

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

ENVIRONMENT SOUTHLAND
18 DEC 2019

Month: September 2019 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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October November December 2019 Nil

ENVIRONMENT SOUTHLAND
18 DEC 2019

Operations Log for Takaroa Adventure Cruises

Month: 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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ENVIRONMENT SOUTH
22 NOV 2017

Operations Log for Takaroa Adventure Cruises

Month: October 2017 ~~07/05~~ Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ✓ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: September 2017 ~~07/05~~

Consent no: 202869

Purpose: Backcountry trips

Vessel: Takaroa

Sewage Treated on board? ✓ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: August 2017 07/05 Consent no: 202869

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? ~~X~~ N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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Operations Log for Takaroa Adventure Cruises

Month: July Nov. 07/05 2017 Consent no: 202869 Nil

Purpose: Backcountry trips Vessel: Takaroa Sewage Treated on board? Y N

Date	Departure time	Passenger number	Milford Sound	Poison Bay	Sutherland Sound	Bligh Sound	George Sound	Caswell Sound	Charles Sound	Nancy Sound	Thompson Sound	Bradshaw Sound	Precipice Cove	Gaer Arm	Blanket Bay	Doubtful Sound	First Arm	Deep Cove	Dagg Sound	Breaksea Sound	Acheron Passage	Wet Jacket Arm	Dusky Sound	Chalky Inlet	Cunaris Sound	Preservation Inlet	Long Sound	At sea	Other	Comments (eg hull inspections when enter Fiordland Internal Waters)
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