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Matt Hoffman,
Environment Southland,
Prices Road,
Invercargill.

2nd June 2016

Dear Matt

Re: Island Escape Cruises Ltd (IECL) – Further request for information

IECL's response to your emailed questions are provided below:

The further information you've supplied identifies that the charters are of a weeks' duration, and that therefore the applicant would operate up to 52 trips per year. Is this truly the case? Is the applicant proposing to operate year-round? Are there no periods where the applicant will not have a charter vessel operating in Fiordland?

It is not possible to estimate how many trips per annum might be undertaken, nor is it wise to guess market conditions for the purposes of configuring consent conditions. There may or may not be periods when there is no charter vessel operating in the Southern Sounds. The only possible answer to your original question is, therefore, a maximum of 52.

In terms of catch limits, your letter states that catches are limited to personal on-board use only. How is this determined? What specific limits are imposed on passengers in terms of taking kaimoana within the fiords? Which regulations are followed in regard to fishing activities from the vessel?

Normal MPI recreational catch limits and gear limitations are imposed on guests. There are no personal fish-storage facilities on-board, so passengers are unable to store chilled (or otherwise-preserved) fish, and then take it off the boat. Guests are advised that the fish that they catch can be prepared for them by the chef. Guests can also be assisted by crew with catch-and-release where desired. There have been no cases of fish wastage or spoilage in the past.

Both the application and the further information provided state that noise readings of the MV Island Passage have been measured and assessed in accordance with the relative New Zealand Standards. I asked for this data in the s.92(1) request letter, but it does not appear to have been provided. Can you please supply this data as requested?

The raw data is not available. However, IECL has been operating the MV "Island Passage" throughout the Northern Sounds, including Milford Sound, with no noise issues, for the last three summer seasons. The MV "Island Passage" also operates elsewhere in New Zealand and overseas with no noise complaints or issues.

Please comment about noise generated by the proposed new vessel, in particular mitigation measures built into the design of the vessel.

There is no information about noise generated by the new vessel because it hasn't been built. However, noise requirements can be applied to the specifications of any new vessel, as may be required in consent conditions.

Please comment on where and how sewage is disposed of, as per the s.92(1) request.

After going through a macerator pump the sewage passes into a reaction chamber where it is mixed with Sodium Hypochlorite from the dosing pump. Through the mixture of the oxygen in the sewage water and the chlorine, oxidation of the organic particles occurs and all bacteria are destroyed.

With further reaction time in a whirl chamber the treated sewerage flowing out becomes a completely sterile solution according to standards set by IMO, USCG and the European certification authorities.

Sewage is discharged into unrestricted water at sea (i.e. more than 500 metres from shore outside the internal waters of Fiordland in the coastal waters of Fiordland). In the unlikely event of sewage plant failure the sewage can be contained in two holding tanks with a combined capacity of 28 cubic meters, being 8 more cubic meters than the vessels fresh water tank which has a capacity of 20 cubic meters. Sewerage is then pumped out into a shore based tanker truck or discharged in unrestricted water at sea (i.e. more than 500 metres from shore outside the internal waters of Fiordland in the coastal waters of Fiordland).

With regard to safety procedures for fishing, kayaking and diving please provide any safety plans or standard operating procedures. If the applicant does not maintain safety plans or SOPs in writing, please advise.

This falls under the Safe Ship Management Manual's "Procedure for unguided activities". This is listed as Appendix 1. Fishing, kayaking and diving from the tender boat or main vessel is always done under the direct supervision of one or more crew members.

Please advise what, if any, equipment the applicant maintains in the event that fuel or oil is accidentally discharged to coastal waters, such as (but not limited to) oleophilic booms, pads and pillows.

None of this equipment is held on board. The vessel's standard Oil Spill Contingency Plan is provided in the S 92 response.

Please provide an assessment of the relevant objectives and policies of the Regional Coastal Plan, as per the s.92(1) request.

This was provided in the S 92 response: i.e.

The **objectives and policies** of the Regional Coastal Plan **are mirrored by the Rules** which provide the statutory environment for operations of this type....

Yours faithfully

W Chisholm

Bill Chisholm
For ISLAND ESCAPE CRUISES LTD

Appendix 1

PROCEDURE FOR UNGUIDED ACTIVITIES

Unguided activities include walks or bike rides ashore fishing activities and use of kayaks.

The following checklist should be used whenever guests wish to undertake an activity for which no crewmember is directly responsible or actively monitoring.

- Safety briefing given to all guests participating. Include use of equipment, hazards likely to be encountered and any other factors that might affect the safe conduct of the activity.
- Guests demonstrate confidence and competency in use of equipment such as kayaks, outboards, radios; flares etc (see self drive tender briefing)
- All guests suitably equipped and clothed for activity with consideration given to weather and other environmental factors.
Sufficient food and water provided for expected duration of activity.
- Maps or charts of area provided showing safe routes, boundaries, no go zones, drop off/pick up areas and communication points.
- Pick up times agreed on before departure and to be strictly adhered to unless changed at later time by radio or cell phone communication. Consideration to be given to weather and state of tide.
- Radio reporting schedule to be established and radio checks carried out before guests leave vessel. Frequencies agreed on and locked on radios. Cell phone numbers recorded by guests and on vessel.
- All guests are logged off and on to vessel with departure and estimated return times signed off by the crew member responsible.
- Guests encouraged to consider their environmental impact on sensitive areas such as wildlife reserves, wetlands, etc and asked to dispose of all rubbish into appropriate containers or to return aboard.