



We are awaiting finalised mooring design from OCEL and will supply this detail as soon as we receive it. Luke Simeon from Stewart Island is going to dive on the site to advise the bottom substrate and this will inform the final mooring design. We are considering an embedment mooring design because the water depth will make the installation and maintenance of this style of mooring an option compared to Fiordland where the water depths preclude such mooring types. Please refer the above drawing for an indicative design. Refer the following link for a details of mooring infrastructure technologies.

<https://gcwa.qld.gov.au/wp-content/uploads/2017/05/BuoyMooring-Review-Mooring-Infrastructure-2014.pdf>

- 2. An assessment of potential effects of the proposed activities on navigational safety of the area.** The analysis of the effects of our mooring proposal on navigational safety is discussed on page 62 and 68 of the AEE as ensues below. I trust this is sufficient information regarding the potential effects on navigational safety.

*With respect to maintaining a safe environment in the CMA; Real Journeys proposed mooring in Goose Cove will not compromise navigational safety in Glory Cove as there will be sufficient “sea room” around any vessel secured to our proposed mooring to allow other vessels to safely navigate.*

*In addition, the proposed mooring will provide a safe all weather mooring for Real Journeys and other users when not required by Real Journeys. Specifically, after storms the sea floor in Glory Cove is often covered in a mat of seaweed which makes anchoring difficult. That is, the anchor cannot grip on the bottom but just drags over the weed on the bottom. (NB this has been experienced several times by the Milford Wanderer crew when anchoring in Glory Cove). Hence the provision of a mooring will ensure the safety of this anchorage.*

*Real Journeys proposed mooring will be appropriately engineered to ensure the mooring is safe for use by either “Milford Mariner” or “Fiordland Navigator”. Also, the proposed mooring can be readily maintained as it is to be located in depth of water which will allow the mooring to be readily “dive” inspected.*

The analysis of the effects of our proposal to use of a moored ship as an accommodation facility on navigational safety is discussed on page 60 of the AEE as follows:

*With respect to maintaining a safe environment in the CMA; the mooring of either the “Milford Mariner” or “Fiordland Navigator” will not compromise navigational safety in Glory Cove as there will be sufficient “sea room” around our vessel to allow other vessels to safely navigate. In addition, the proposed mooring which is the subject of a separate application will provide a safe all weather mooring for Real Journeys and other users when not required by Real Journeys. Specifically, after storms the sea floor in Glory Cove is often covered in a mat of seaweed which makes anchoring difficult. That is, the anchor cannot grip on the bottom but just drags over the weed on the bottom. (NB this has been experienced several times by the Milford Wanderer crew*

*when anchoring in Glory Cove). Hence the provision of a mooring will ensure the safety of this anchorage.*

3. **As requested by the Harbourmaster, clarification on how the vessels will operate within the 500 GT compulsory pilotage area of Paterson Inlet.** The two main “Milford Mariner” Launchmasters are Dean Gibb and Deon Johnston both of whom hold a Pilot Exemption Certificate (PEC) for the “Milford Mariner’s” activities in Milford Sound. In addition, both have been trained and cleared on our Stewart Island ferries for their operation on Foveaux Strait and Paterson Inlet including kiwi viewing visiting Glory Cove. Deon was raised on Stewart Island and Dean has a holiday home on Rakiura and operated a fishing vessel from Bluff and Stewart Island prior to commencing work at Real Journeys. It is our intention over the summer to put Deon and Dean through a structured training program to obtain PECs for both skippers for Paterson Inlet and Bluff Harbour.
4. **Confirmation if any consultation with TRONT, TAMI and DOC had been undertaken, and if any feedback had been received.** We have sought Potentially Affected Party Approval from TAMI, DOC, RMLT and TRONT. I have yet to receive anything back from DOC or TAMI.
5. **Clarification on why no other parties were considered to be affected (e.g. Rakiura Marine Guardians, local community board, fisherman’s association, etc.).** I have not contacted Rakiura Marine Guardians as this group does not have any official standing unlike the Fiordland Marine Guardians. There is no Stewart Island Fishermen’s Association anymore and this area is not used by commercial fishermen therefore I do not think it is appropriate to consider commercial fishers affected parties. I have forwarded our applications to The Stewart Island Community Board for their potentially affected party approval.

If you have any further queries regarding these resource consent applications, please do not hesitate to contact me.

Yours Sincerely



Fiona Black

Manager Concessions and Consents