



The Department recommends that you contact the Department of Conservation permissions office listed below to discuss your application prior to completing the application forms.

This form is to be used when applying for a new permit or the renewal of an existing permit, and where the proposed activity involves viewing marine mammals from a vessel at sea. Examples may include viewing from kayaks, scenic tours which include marine mammal watching, or specific targeted marine mammal viewing trips. This form is to be completed in conjunction with Applicant Information Form 8.

**Note:**

- If your application also involves marine mammal viewing which is land-based, please also fill in Form 8b.
- If your application also involves marine mammal viewing which is aircraft-based, please also fill in Form 8c.
- If your application also involves swimming with marine mammals, please also fill in Form 8e.
- If you seek a minor amendment to a current permit (i.e. a new boat or new staff member), please fill in the application Form 8f. If you seek an amendment that is more than minor, please contact the office below.

Please complete this application form, providing all information requested in as much detail as possible. Attach **Form 8** and any other applicable forms and information, and send to [permissions@doc.govt.nz](mailto:permissions@doc.govt.nz).

**Note:**

- Under regulation 10 of the Marine Mammals Protection Regulations 1992, the Department must determine whether or not the application is acceptable and may require the application to be amended. The Department will advise applicants if, and what, amendments are required before this application can be processed by the Department.
- If the application is approved, it is deemed to form part of the permit which is issued and must be complied with accordingly. Your application, therefore, must be clear, complete, and accurate.

The Department will process the application and issue a permit if it is satisfied that the application meets all the requirements for granting a permit under the Marine Mammals Protection Regulations 1992.

---

## **A. Applicant name (as per Form 8)**

Real Journeys Limited

---

## B. Proposed operation

### Species

Specify the marine mammals you propose to encounter:

- ☒ all species of whales (including orca and pilot whales)\*
- ☒ all species of dolphins (excluding orca and pilot whales)\*
- ☒ all species of seals\*

Excluding:

Or

- ☒ the following specified species\*

Southern Right Whales, Humpback Whales, Sperm Whales, Blue Whales, Minke Whales, Beaked Whales, Fin Whale, and Pilot Whales  
Bottlenose Dolphins, Dusky Dolphins, Hector's Dolphins, Common Dolphins, Southern Right Dolphin  
NZ Furseals, NZ Sealions, Leopard Seals, Elephant Seals

\* Please inform yourself as to the current list of moratoria and species or locations of concern prior to making your application.

---

### Location information (refer to Appendix 1 for detailed guidance)

Base of operation:

Te Anau

Departure location (if different to base of operations):

Freshwater Basin (Milford Sound), Deep Cove, Bluff and Halfmoon Bay

Proposed area of operation:

Coastal waters of Fiordland from Yates Point to Puysegur Point, including Milford Sound, Doubtful Sound and Southern Fiords, Bluff Harbour, Foveaux Strait, and the inlets on East Coast of Stewart Island.

Specific locations where contact with marine mammals is proposed:

Milford Sound – NZ Fur Seals on 'Seal Rock'  
Doubtful Sound – Bottlenose Dolphins + NZ Fur Seals on Shelter Islands and Nee Islets  
NZ Furseals on rocks between Wairaki Island and Gilbert Islands in Breaksea Sound; on Seal Island  
Dusky Sound; Luncheon Cove; and at the entrance to Small Craft Inlet on Stewart Island.  
Dusky Sound - Bottlenose Dolphins  
NZ Furseals on northern Mutton Bird Islands such as Jacky Lee and Edwards Islands.  
Foveaux Strait

Tour route:

### "Milford Wanderer"

In the post COVID-19 world the "Milford Wanderer" could be deployed in one of three ways over the coming years (or a combination of these activities over the duration of the year) depending on the markets available. (that is if only domestic market available the "Milford Wanderer" is likely to remain undertaking Discover Expeditions year-round):

- i. Milford Sound for day [nature cruises] and overnight cruises – similar to "Milford Mariner"
- ii. Doubtful Sound for day and overnight cruises (or two night overnight cruises)
- iii. Discovery Expeditions [Preservation Inlet / Dusky Sound / Rakiura]

### **Milford Sound Cruises**

- [Scenic Cruises] The one hour forty minutes Milford Sound day cruises ("Milford Monarch", "Milford Sovereign" and "Sinbad"); cruise around the fiord clockwise on a set route stopping at various points of interest. The vessels undertaking these shorter cruises usually turn back into the fiord at Dale Point.
- [Nature Cruises] The two and two half hour Milford Sound day cruises ("Milford Mariner", "Milford Wanderer" and "Sinbad"), cruise around the fiord anticlockwise on a set route stopping at various points of interest, however weather permitting these trips cruise out to the entrance of the fiord.
- [Overnight Cruises] Milford Sound overnight cruises with "Milford Mariner" cruise out to the entrance, weather permitting and if the sea is calm the "Milford Mariner" will drop anchor in Anita Bay and the crew will launch the tenders and kayaks. Passengers will spend 30 to 45 minutes kayaking or sightseeing in the tender and return to the main vessel. The tender craft sighting excursions are undertaken close inshore at no wake speeds.

Sometimes the "Milford Mariner" will remain at anchor in Anita Bay until sunset or alternatively they will cruise back to Harrison Cove to moor overnight. In less ideal weather conditions, the "Milford Mariner" will cruise to the entrance of Milford Sound then return to their moorings at Harrison Cove to undertake kayaking and tender craft cruising. Usually at 0700 the vessels drop the mooring and cruise out to the entrance of the Fiord and back to Fresh Water Basin where passengers disembark. In winter because of the shorter days overnight cruises depart one hour earlier to ensure there is enough daylight to undertake kayaking and tender craft sightseeing.

Milford Sound "Milford Wanderer" overnight cruises cruise out to the entrance, then back up the Fiord to Deepwater Basin where the "Milford Wanderer" moors and passengers are transferred ashore by tender craft or "Te Namu" to Sandfly Point to undertake an evening walk on the Milford Track. On the passengers' return, the "Milford Wanderer" cruises to Harrison Cove to moor overnight. Usually at 0700 the vessels drop the mooring and cruise out to the entrance of the Fiord and back to Fresh Water Basin where passengers disembark.

### **Doubtful Sound Cruises**

- Day cruises can be undertaken by any of the following vessels: "Patea Explorer", "Sinbad", "Fiordland Navigator", and "Milford Wanderer" (Real Journeys and Go Orange hold five-day trip resource consents). There are three formats of day cruise undertaken:
  - (i) Wilderness Cruises as Real Journeys brand which involves cruising to the entrance and is undertaken by "Patea Explorer" and "Fiordland Navigator" acting in the place of "Patea Explorer" in the winter but as "Fiordland Navigator" is slower it is a longer cruise.
  - (ii) Inner Fiord Cruises, which can be undertaken by any of the above vessels. "Sinbad" and "Milford Wanderer" typically undertake inner fiord cruises as they are slower.
- Overnight Cruises either on board "Fiordland Navigator" or "Milford Wanderer"
- Two night overnight cruises either on board "Fiordland Navigator" or "Milford Wanderer"

#### “Patea Explorer”:

Three hour day cruise, cruises from Deep Cove out to Blanket Bay, weather and sea conditions permitting, out to Shelter Islands, back in through the South entrance of Doubtful Sound down the Fiord into Crooked Arm, then Hall Arm and back to the Deep Cove wharf. Specific route of each of the “Patea Explorer” cruises varies with each skipper, the weather, and sea conditions.

Also undertake shorter inner Fiord cruises (1-hour duration) – mainly for school groups staying at Deep Cove Outdoor Education Trust Hostel in Deep Cove.

NZ Fur Seals are mainly viewed on the Shelter Islands at the entrance of Doubtful Sound and Bottlenose Dolphins can be found anywhere within the Fiord.

#### “Sinbad”

“Sinbad” day cruise – three hours (substitution for ‘Patea Explorer’ / ‘Fiordland Navigator’ in post COVID-19 environment as “Sinbad” has lower operating costs) cruises from Deep Cove, out the Eastern side of the Fiord to the Northern end of Elizabeth Island then back down the Western side of the Fiord into Hall Arm and then back to Deep Cove.

#### “Fiordland Navigator”

“Fiordland Navigator” two-hour day excursion; cruises from Deep Cove, out the Eastern side of the Fiord to the Northern end of Elizabeth Island then back down the Western side of the Fiord into Hall Arm and then back to Deep Cove. For some of the winter the “Fiordland Navigator” operates a 4-hour day cruise to the entrance of Doubtful Sound in place of the “Patea Explorer”.

“Fiordland Navigator” overnight cruise, cruises from Deep Cove, out the Fiord, into Crooked Arm, west of Turn Point where they sometimes undertake kayaking and tender craft sightseeing. Then weather and sea conditions permitting, cruise out to Shelter Islands, back in through the South entrance of Doubtful Sound down the Fiord, to Malaspina Reach then into Bradshaw Sound and up to the mooring where we undertake kayaking and tender craft sightseeing if this did not occur in Crooked Arm. The tender craft sightseeing trips cruise close inshore at no wake speeds. In the morning around 0700 we drop the mooring and cruise back along Bradshaw Sound and turn South into Doubtful Sound and cruise into Hall Arm, then back to Deep Cove.

For the two night overnight cruise option guided walks are included in the mix.

Specific route of each of the “Fiordland Navigator” cruises varies with each skipper, the weather, and sea conditions.

Seals are mainly viewed on the Shelter Islands at the entrance of Doubtful Sound and Bottlenose Dolphins can be found anywhere within the Fiord.

#### “Milford Wanderer”

“Milford Wanderer” day cruise; cruises from Deep Cove, out the Eastern side of the Fiord to the Northern end of Elizabeth Island then back down the Western side of the Fiord into Hall Arm and then back to Deep Cove.

“Milford Wanderer” overnight cruise (will be operated under Coastal Permit, Consent No: 301635); cruises from Deep Cove, out the Fiord, into Crooked Arm, moor or anchor the Te Poupouotu Bay where they undertake kayaking and tender craft sightseeing. In the morning around 0700 we drop the mooring and cruise back turn South into Doubtful Sound and cruise into Hall Arm, then back to Deep Cove.

NB Milford Wanderer is too slow so will only cruise as far as First Arm not the entrance of the Fiord where there is a NZ Fur Seal breeding colony.

For the two night overnight cruise option guided walks are included in the mix.

## Stewart Island Experience Cruises

Foveaux Strait; Coastal Marine Area off East Coast of Stewart Island including Port William, Halfmoon Bay, Patterson Inlet, Little Glory Cove, Port Adventure and Port Pegasus.

Specific locations where contact with marine mammals is proposed:

NZ Furseals on northern Mutton Bird Islands such as Jacky Lee and Edwards Islands.

NZ Sea Lions – Little Glory Cove track through to Ocean Beach and Ocean Beach + the Neck incl the Neck Conservation Area.

The “Southern Express” and “Foveaux Express” are the Ferries that operate between Bluff and Halfmoon Bay. These vessels also cruise around to Paterson Inlet and berth at Ulva Island or Little Glory Cove. Another smaller vessel the “Rakiura Explorer” will operate tours from Halfmoon Bay, around to Port William or Paterson Inlet and berth at Golden Bay, Ulva Island or Little Glory Cove. (Currently developing a new product with Rakiura Maori Land Trust which will involve dropping off or picking up passengers from around Lowrys Beach.) Also, this smaller vessel will be used as a water taxi at times. This vessel will be able to operate on Foveaux Strait (incl Bluff Harbour) if required.

During these vessels’ daily operations, they have the occasional chance encounter with various Marine Mammals. There are no specific locations where we plan to view marine mammals. Refer maps below. The Stewart Island ferries typically view NZ Furseals on the northern Mutton Bird Islands and swimming in the water; sightings of other species such as whales, dolphins are much more infrequent. Also, in some sea conditions it is too rough to take time to view any swimming marine mammals.

On occasion (during the shoulder season) relocate either “Milford Mariner” or “Fiordland Navigator” to Paterson Inlet (Whaka a Te Wera) to be a “floating hotel” for up to five day charters with Stewart Island ferries and /or “Rakiura Explorer” providing transport to and from “Milford Mariner” or “Fiordland Navigator” to enable passengers to undertake guided walks on Rakiura. The “Milford Mariner” or “Fiordland Navigator” tender crafts and kayaks will also be utilised in Paterson Inlet.

## Discovery Expeditions

- Five-day Dusky Sound - Doubtful Sound to Dusky Sound (Tamatea) and return to Doubtful Sound (or passengers return by helicopter transfer) and maybe calling into Dagg Sound en route.
- **Seven-day** Preservation Inlet - Doubtful Sound to Preservation Inlet (Rakituma) – usually a one-way trip from Doubtful Sound to Preservation Inlet or the return trip cruising through fiords between Doubtful Sound and Preservation Inlet. Passengers are mostly transferred by helicopter ex Preservation Inlet for one leg of this trip.
- Five-day Stewart Island (Rakiura) – a cruise ex Bluff or Half Moon Bay down the East Coast of Stewart Island to Port Adventure or Lords River and return. Mostly Discovery Expedition passengers are transferred to and from Halfmoon Bay by the Stewart Island Ferries
- Seven-day Stewart Island (Rakiura) – a cruise ex Bluff or Half Moon Bay down the East Coast of Stewart Island to Port Pegasus (Pikihaiti) and return, cruising into inlets in between Port Pegasus and Half Moon Bay. Mostly Discovery Expedition passengers are transferred to and from Halfmoon Bay by the Stewart Island Ferries
- **Charters – two to seven days duration in Fiordland or Rakiura – location and length dictated by client (these trips fall within the number of trips applied for)**

Specific route of each of the Discovery Expeditions varies with each skipper, the passengers’ specific interests, weather, and sea conditions. No two Discovery Expeditions are alike.

During these Discovery Expeditions we undertake frequent shore landings using the “Milford Wanderer”

tender craft or kayaks. (Real Journeys has a concession for these guided walk activities) Also passengers undertake kayaking on a couple of occasions during the duration of their Discovery Expedition. These tender craft transfers are mostly undertaken at about 5 knots because the trip to and from the shore is only about 200 metres.

The “Milford Wanderer” can encounter marine mammals anywhere during these multiday cruises, however the main places we view New Zealand Fur Seals ashore the Shelter Islands, at the entrance to Doubtful Sound; on rocks of the Northern Side of Breaksea Sound; on rocks between Wairaki Island and Gilbert Islands in Breaksea Sound; on Seal Island Dusky Sound; Luncheon Cove; and the at the entrance to Small Craft Inlet on Stewart Island. NZ Fur seals are also sighted at sea on these cruises.

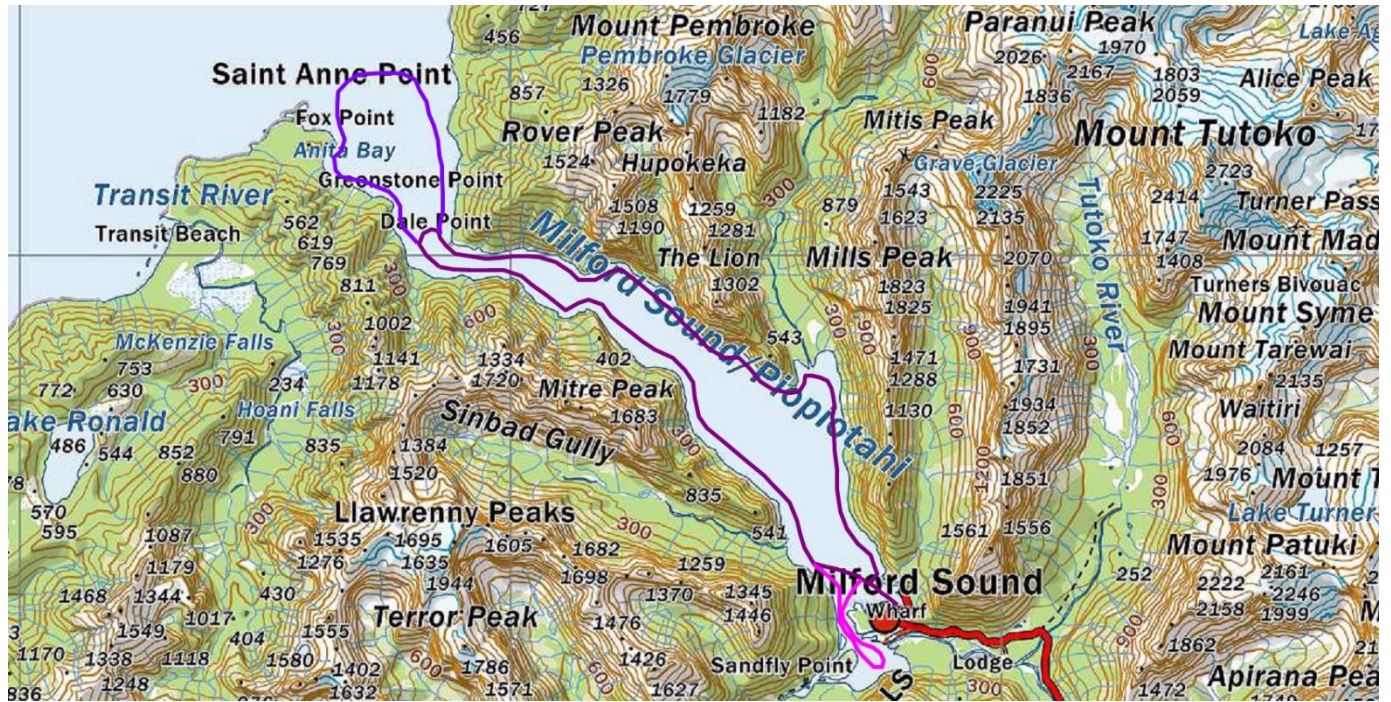
We mainly see Bottlenose Dolphins; Hector Dolphins, Common Dolphins have also been sighted in Fiordland coastal waters. Dolphins are rarely sighted on our Stewart Island Discovery Expeditions.

Whales, mainly Humpback and Southern Right Whales are opportunistically sighted on all Discovery Expeditions. Other rarer whale species are also seen.



## MAPS

### Areas of operation in Milford Sound (Piopiotahi)



## Key

- Usual route of “Milford Monarch”, “Milford Sovereign” and “Sinbad” (when doing scenic cruises).
- “Milford Mariner”, “Milford Wanderer” and “Sinbad” (when doing nature cruises) cruise right out to the entrance as well. “Milford Mariner” and “Milford Wanderer” moor overnight in Harrison Cove for the summer season.
- “Sinbad” often goes to its mooring in Deep Water Basin mooring for the night and all our other vessels sometimes cruise into Deep Water Basin. “Milford Wanderer” also goes into Deepwater Basin during overnight cruises to give passengers the opportunity for an evening walk on the Milford Track

Vessels can encounter marine mammals anywhere within the fiord, however the main places we view New Zealand Fur Seals is north of Copper Point and on “Seal Rock” on the Northern side of the Fiord.

NB: All Milford Sound cruise vessels cruise around the Fiord in a clockwise direction as governed by the “Code of Practice for Commercial Vessels Operating Within Milford Sound Harbour Limits”.



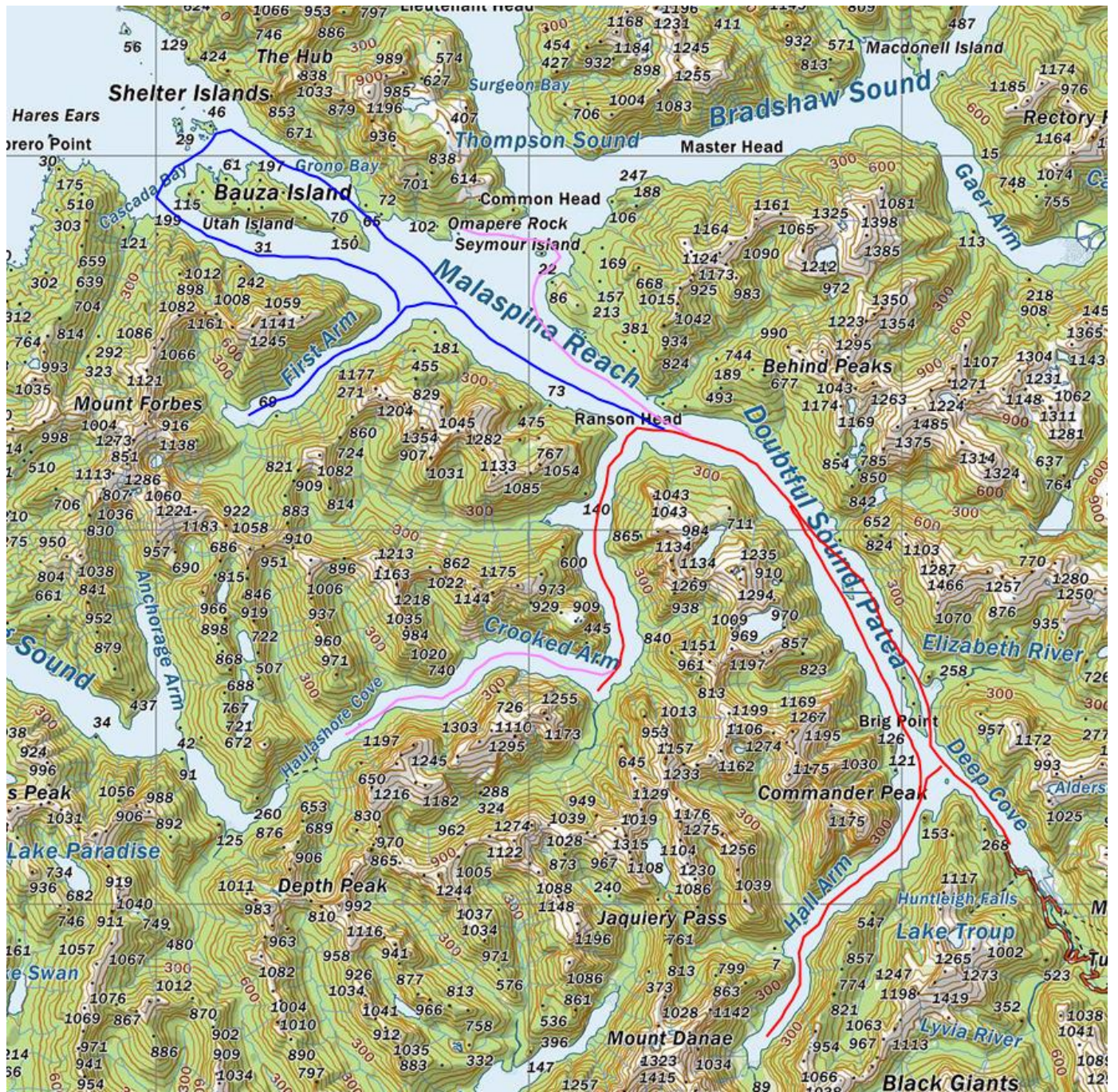
**Approx. route of “Fiordland Navigator” in Doubtful Sound for overnight cruises**  
**The route taken varies daily with the sea &/or weather conditions and the skipper**



<https://www.topomap.co.nz/>

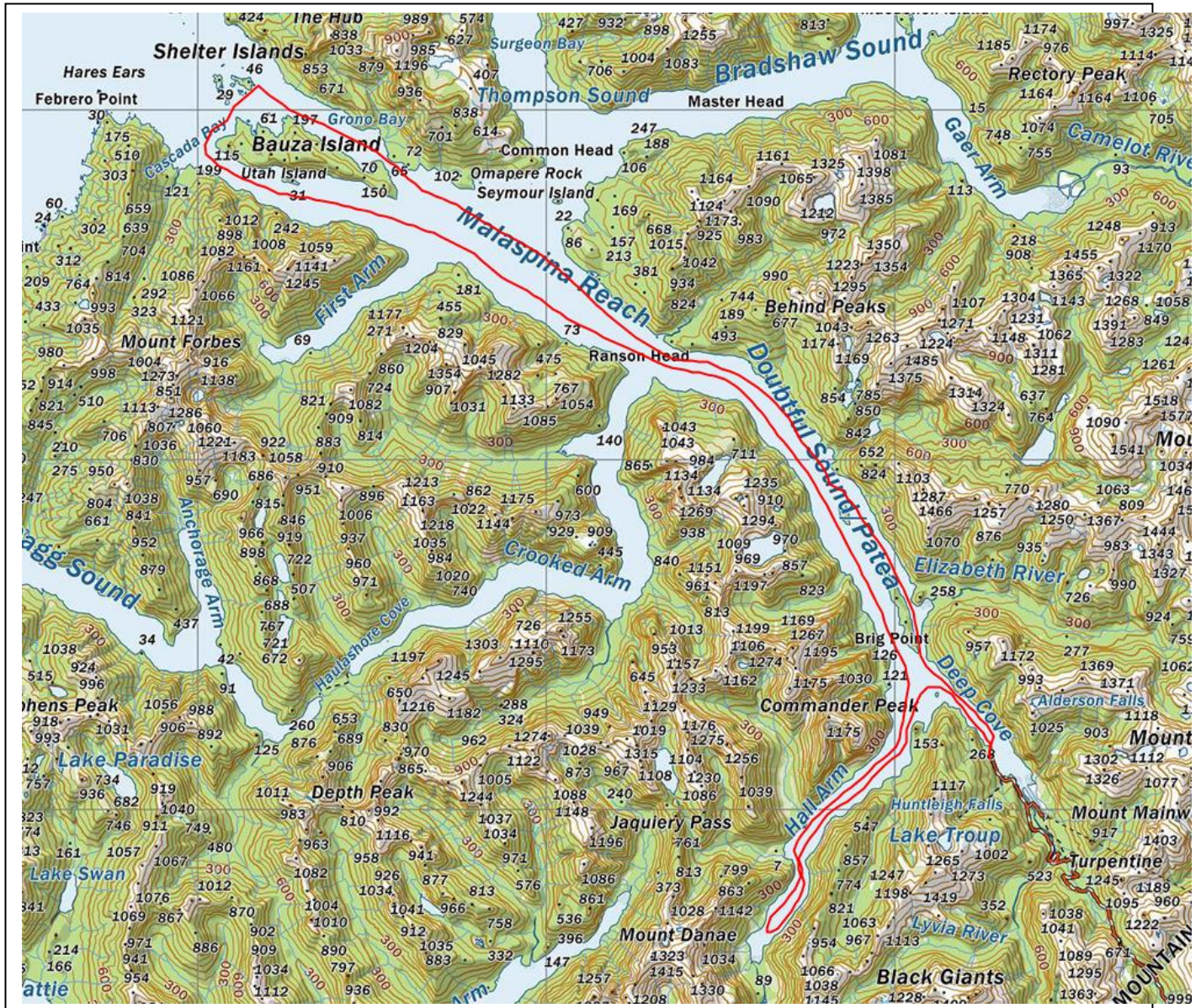


Approximate “Milford Wanderer” overnight cruise route (Dec – March).  
 The route taken varies daily with the sea &/or weather conditions and the skipper  
 During longer day light hours “Milford Wanderer” will be able to overnight in First Arm  
 otherwise will overnight in Crooked Arm either at Turn Point or Haulshore Cove.  
 In adverse weather “Milford Wanderer” will overnight in Blanket Bay



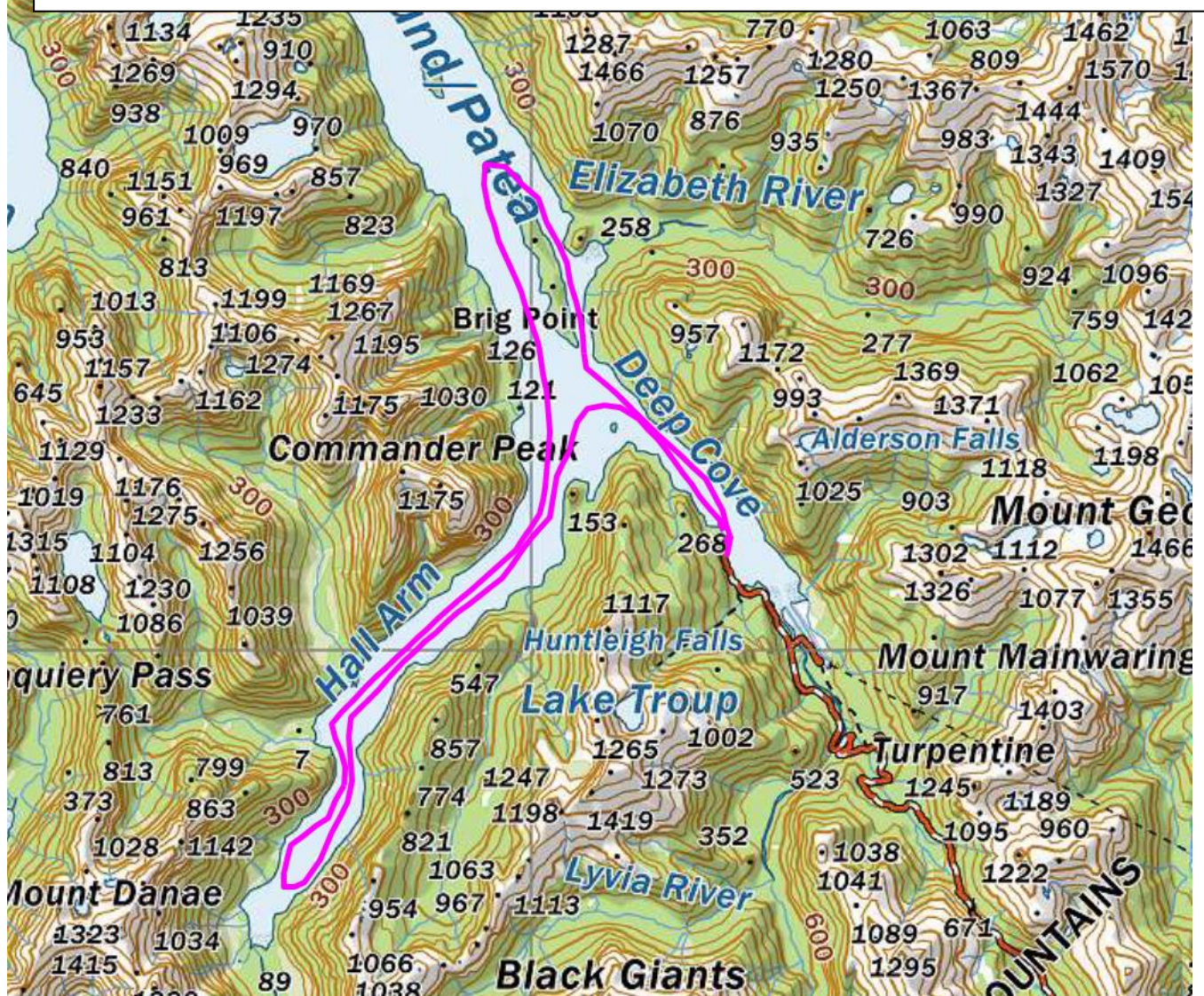


Approximate day cruise route of “Patea Explorer”  
(or “Fiordland Navigator” route when operating in the place of “Patea Explorer”)



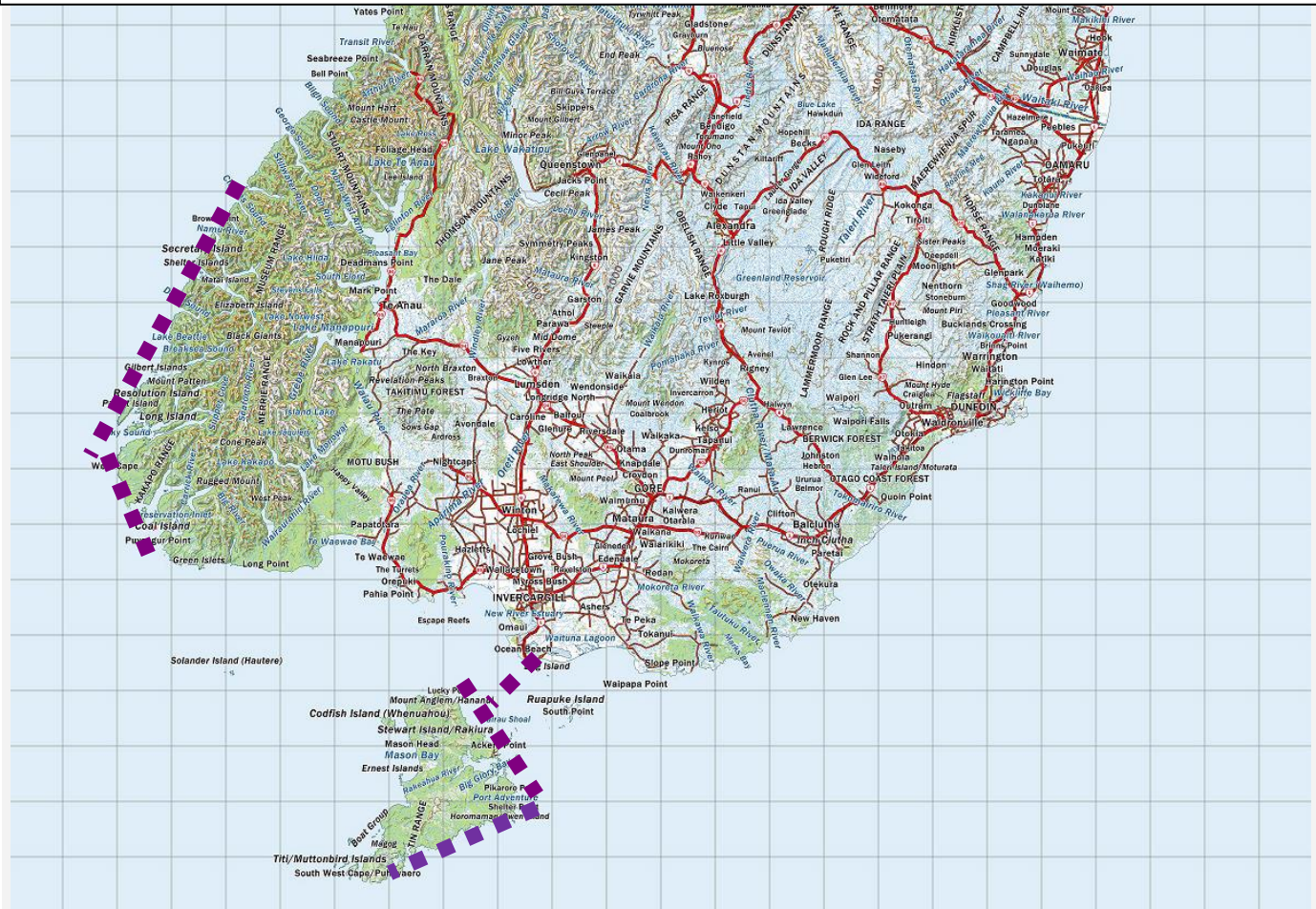


Route of Inner Fiord Day Cruise undertaken by "Patea Explorer" (school groups) or "Milford Wanderer" or "Fiordland Navigator" or "Sinbad"





The “Milford Wanderer” operates from Milford Sound (Piopiotahi) to Port Pegasus (Pikihatiti) including Bluff for Discovery Expedition cruises (from April till November) within the 12 nautical mile limit as indicated by the approximate dashed line below



## Trip details (refer to Appendix 1 for detailed guidance)

Frequency - proposed months of operation:

Year round as a company but months of vessel operation vary from vessel to vessel with some cruises such as Doubtful Sound and Milford Sound overnight cruises are not regularly operated in Winter months – but can be contracted to do charters in winter in both Milford and Doubtful Sounds. All vessels are usually operated daily from approximately October to April (overnight cruises from Sept till May) each year; nevertheless, we operate the Stewart Island Ferries and day cruises in Milford Sound and Doubtful Sound year-round. In post COVID-19 world several our vessels are likely to remain out of service until the international market returns. For instance:

- “Milford Monarch”
- “Milford Sovereign” and
- “Patea Explorer”

Nevertheless, we need to plan for ‘normal’ operations to resume during the term of our Marine Mammal Viewing Permit.

Frequency - number of trips per annum:

#### Milford Sound

Nature Cruise: 1200

Overnight Cruise: 244 + 5 one off charters

Scenic Cruise: 1400

Charter Cruise / Milford Sound Small Boat Cruise: 60

#### Doubtful Sound

Fiordland Navigator - Overnight Cruise: 265 (September to May only) + 5 one off charters

Fiordland Navigator - Day Cruise: 80 (September to May only) – however when “Patea Explorer” is on survey Fiordland Navigator does day cruises in her place.

Fiordland Navigator / Milford Wanderer – 2 night cruise – 62 (however if undertaking 2 night cruises need to deduct from overnight cruise total)

Milford Wanderer - Overnight Cruise: 122

Milford Wanderer - Day Cruise: 137

Patea Explorer - Inner Fiord Cruise: 65

Patea Explorer - Wilderness Cruise: 852

#### Discovery Expeditions:

Up to 52 trips year-round including approximately:

- 6 to 10 - 4-night 5-day Doubtful Sound to Dusky Sound and return either by sea or helicopter one way
- Up to 40 – 6-night, 7-day Doubtful Sound to Preservation Inlet including Dusky Sound and return by sea or helicopter one way
- 10 to 20 either 5-night 6 day or 4 night and 5-day east coast of Stewart Island ex Halfmoon Bay

NB: Milford Wanderer can only be in one place at one time therefore if doing Discovery Expeditions cannot be undertaking overnight or day cruises in Doubtful Sound.

#### Stewart Island Experiences:

Ferry crossings – 4000

Paterson Inlet Cruise – 213 scheduled, 70 charters,

Port Williams Transfers – 52

Port Pegasus Cruise – 6

Wild Kiwi Encounter – 365

Cruise to Glory Cove to undertake a guided walk to or from Little Glory Cove – Lowrys Beach – 183

“Milford Mariner” or “Fiordland Navigator” acting as a floating hotel in Paterson Inlet – tours and transfers conducted using one of the S.I. Ferries or “Rakiura Explorer”. “Milford Mariner” or “Fiordland Navigator” likely to be in Paterson Inlet for up to six weeks undertaking up to 50 overnight “stays”.

## Frequency - number of trips per day:

### Milford Sound

“Milford Monarch” up to four 1 hour 40-minute trips per day in Milford Sound. Day cruises usually departing at 0845 (or 0900), 1200, & 1345 (or 1400) (1100 & 1300 in winter) hours. However, the “Milford Monarch” can be substituted for other vessels, mainly the “Milford Sovereign” to undertake other day cruises. “Milford Monarch” may be scheduled as a nature cruise vessel for two-hour cruises with Milford Wanderer being redeployed to Doubtful Sound.

“Milford Sovereign” up to four 1 hour 40-minute trips per day in Milford Sound. Day cruises usually departing at 1100, 1300 & 1500 (1100 & 1300 in winter) hours. (“Milford Sovereign” and “Milford Monarch” are interchangeable)

“Milford Mariner” two 2 to 2½ hour day trips and a 17 hour (winter 18 hours) overnight cruise per day in Milford Sound. The day cruises depart at 1030 & 1335 (or 1045 & 1330 or 1030 & 1300) hours and the overnight cruise departs at 1630 hours in the Summer months, and in Winter months the day cruises depart at 1030 and 1255 hours + overnight charters at 1530. On occasion during extended Milford Road closures the “Milford Mariner” has been relocated to Doubtful Sound.

“Sinbad” up to three trips per day in Milford Sound. In summer scheduled to operate day cruises at 1100, 1335, and 1615 but in winter mainly redeployed to fill in for other vessels or add extra capacity. Day cruises departing at 1030, 1255, 1335 and 1615 or 1100 and 1300 or 1200 and 1345 hours depending on demand. At present the “Sinbad” will operate mainly two hours cruises but a 1 hour 40-minute cruise when required. The “Sinbad” also has resource consent to operate in Doubtful Sound as a substitute for another vessel which it is doing in 2020.

### Doubtful Sound

“Patea Explorer” up to four 1 - 3-hour trips per day in Doubtful Sound. Day cruises usually departing at 0930, 1145, 1500 hours and the fourth trip is usually a shortened cruise (inner fiord) for schools in the early morning or evening. NB between the “Fiordland Navigator” & “Patea Explorer” our resource consent only allows us to operate four trips per day.

“Fiordland Navigator” one 4-hour day trip departing 0945 and a 19-20-hour overnight cruise per day in Doubtful Sound, departing at approximately 1400 hours from September till May each year and on demand for charters in winter. The “Fiordland Navigator” will also undertake day trips in the place of the “Patea Explorer” and the “Milford Mariner” in Milford Sound during winter when these other vessels are on survey.

“Sinbad” is operating in the place of “Patea Explorer” – however only likely to do up to two trips per day as slower than “Patea Explorer”

“Milford Wanderer” one 2½ -hour day trip departing 1100 and an 18½ hour overnight cruise per day in Doubtful Sound, departing at approximately 1530 hours from Deep Cove Wharf.

NB: only 5 day trips can be operated each day across all our vessels in Doubtful Sound.

For Discovery Expeditions we operate several multiday trips from 1 April till 30 November or 1 April to 30 October every year **or year-round** (with the exception of time off in June for vessel maintenance) on the “Milford Wanderer”.



Duration of trips:

Milford Sound

Nature Cruise (or Go Orange day cruise): 2 to 2½ hours

Overnight Cruise: 17 – 18 hours

Scenic Cruise: 1 hour 40 mins

Charter Cruise / Milford Sound Small Boat Cruise: 1 hour 40 minutes to 2½ hours

Doubtful Sound

Fiordland Navigator Overnight Cruise: 20 hours (+ two-night trip = 44 hours)

Fiordland Navigator Day Cruise: up to 4 hours

Milford Wanderer Overnight Cruise: 18 ½ hours (+two-night trip = 42.5 hours)

Milford Wanderer Day Cruise 2 to 3 hours

Inner Fiord Cruise: 1 to 1 ½ hours

Wilderness Cruise: 3 – 4 hours

Discovery Expeditions: 5-7 days

Stewart Island Experiences

Ferry crossings – 1 hour

Paterson Inlet Cruise – 2½ hours

Port Williams Transfers – 1 hour

Port Pegasus Cruise – 12 hours

Wild Kiwi Encounter – 4 hours total incl time ashore at Little Glory Cove (2 hours cruising)

Cruise to Glory Cove to undertake a guided walk to or from Little Glory Cove – Lowrys Beach – 6 to 8 hours incl 2 hours cruising – TBC as product is still in development.

“Milford Mariner” or “Fiordland Navigator” moored in Paterson Inlet as a floating hotel for up to 20 hour overnight stay .

Maximum number of vessels operating at any one time:

10 (+ 5 tender crafts & kayaks) from Milford to Rakiura

Maximum number of passengers:

Refer vessel details

## Type and number of vessels to be used (refer to Appendix 1 for detailed guidance)

### Vessel 1 description:

Vessel name: "Milford Monarch"	Make: N/A
Model: N/A	Size: 39m
Carrying capacity: 393	Colour: White & Blue
Motive power: by twin Yanmar diesel engines (485 KW)	Construction and hull design: Purpose built traditional hard chine steel mono hull motor vessel
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: 83 dB LAE @ 25 metres cruising speed + 70 dB LAE @ 25 metres no wake speed	Noise levels below sea: Unknown
Maximum speed: 12 knots	Normal cruising speed: 8-10 knots

### Vessel 2 description:

Vessel name: "Milford Sovereign"	Make: N/A
Model: N/A	Size: 40m
Carrying capacity: 400	Colour: White & Blue
Motive power: by twin Yanmar diesel engines (485 KW)	Construction and hull design: Purpose built traditional hard chine steel mono hull motor vessel
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: 79 dB LAE @ 25 metres cruising speed + 75 dB LAE @ 25 metres no wake speed	Noise levels below sea: 154.0 • } 3.3 dB re 1 µPa at 1m
Maximum speed: 12 knots	Normal cruising speed: 8-10 knots

### Vessel 3 description:

Vessel name: "Milford Mariner"	Make: N/A
Model: N/A	Size: 38.2m
Carrying capacity: day = 150 Over Night = 64	Colour: Cream & Blue
Motive power: by twin Yanmar diesel engines (485 KW)	Construction and hull design: designed along the lines of a traditional New Zealand coastal trading scow, the vessel is also equipped with 22 kayaks, and two 6.3 metre tender craft (powered by Honda outboards) used for sightseeing during overnight cruises.
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: 84 dB LAE @ 25 metres cruising speed + 80 dB LAE @ 25 metres no wake speed	Noise levels below sea: Unknown
Maximum speed: 12 knots	Normal cruising speed: 8-10 knots

### Vessel 4 description:

Vessel name: "Sinbad"	Make: N/A
-----------------------	-----------

Model: <a href="#">N/A</a>	Size: <a href="#">21m</a>
Carrying capacity: <a href="#">99</a>	Colour: <a href="#">White &amp; Blue</a>
Motive power: <a href="#">2 x MTU Series 60</a>	Construction and hull design: <a href="#">Purpose built alloy mono-hull motor vessel</a>
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: <a href="#">83 dB LAE @ 25 metres cruising speed + 76 dB LAE @ 25 metres no wake speed</a>	Noise levels below sea: <a href="#">Unknown</a>
Maximum speed: <a href="#">12 knots</a>	Normal cruising speed: <a href="#">8-10 knots</a>

#### Vessel 5 description:

Vessel name: <a href="#">"Patea Explorer"</a>	Make: <a href="#">INCAT CROWTHER</a>
Model: <a href="#">N/A</a>	Size: <a href="#">30m</a>
Carrying capacity: <a href="#">192</a>	Colour: <a href="#">White &amp; Blue</a>
Motive power: <a href="#">powered by twin C32 Caterpillar diesel engines (1940KW)</a>	Construction and hull design: <a href="#">purpose-built high-speed alloy catamaran</a>
Planing hull: <input checked="" type="checkbox"/> (semi displacement)	Displacement hull: <input type="checkbox"/>
Noise levels above sea: <a href="#">Cruising east – 68 dBa @ 25 metres</a> <a href="#">Cruising west - 69 dBa @ 25 metres</a>	Noise levels below sea: <a href="#">160.6 • } 0.6 dB re 1 µPa at 1m</a>
Maximum speed: <a href="#">24 knots</a>	Normal cruising speed: <a href="#">19-21 knots</a>

#### Vessel 6 description:

Vessel name: <a href="#">"Fiordland Navigator"</a>	Make: <a href="#">N/A</a>
Model: <a href="#">N/A</a>	Size: <a href="#">38.2m</a>
Carrying capacity: <a href="#">Day = 150</a> <a href="#">Overnight = 72</a>	Colour: <a href="#">Cream &amp; Blue</a>
Motive power: <a href="#">by twin Yanmar diesel engines (485 KW)</a>	Construction and hull design: <a href="#">Purpose built steel motor vessel, designed along the lines of a traditional New Zealand coastal trading scow, the vessel is also equipped with 30 kayaks, and two 6.3 metre tender craft (powered by Honda outboards) used for sightseeing during overnight cruises.</a>
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: <a href="#">79 dB LAE @ 25 metres cruising speed + 73 dB LAE @ 25 metres no wake speed</a>	Noise levels below sea: <a href="#">158.6 } 1.3 db re 1 µPa at 1m</a>
Maximum speed: <a href="#">12 knots</a>	Normal cruising speed: <a href="#">12 knots</a>

#### Vessel 7 description:

Vessel name: <a href="#">"Milford Wanderer"</a>	Make: <a href="#">N/A</a>
Model: <a href="#">N/A</a>	Size: <a href="#">28.5m</a>
Carrying capacity: <a href="#">day = 120</a> <a href="#">Overnight = 36</a>	Colour: <a href="#">Cream &amp; Blue</a>
Motive power: <a href="#">powered by twin 6V92 Detroit diesel engines (397KW)</a>	Construction and hull design: <a href="#">Purpose built steel motor vessel, designed along the lines of a</a>



	traditional New Zealand coastal trading scow, the vessel is also equipped with 28 kayaks, and a 6.3 metre tender craft (powered by a Honda outboard) used for sightseeing during overnight cruises and Discovery Expeditions
Planing hull: <input type="checkbox"/>	Displacement hull: <input checked="" type="checkbox"/>
Noise levels above sea: 69 dBa @ 25 metres	Noise levels below sea: 154.8 dB } 3.8 db re 1 µPa at 1m
Maximum speed: 10 knots	Normal cruising speed: 8 -9 knots

## STEWART ISLAND

### Vessel 1 description:

Vessel name: "Foveaux Express"	Make: N/A purpose built alloy catamaran
Model: N/A	Size: 23 metres
Carrying capacity: 100	Colour: Hull is aluminium grey & at present super structure is white and three shades of turquoise
Motive power: Powered by two 610kw v12 MTU engines	Construction and hull design: alloy catamaran
Planing hull: <input checked="" type="checkbox"/>	Displacement hull: <input type="checkbox"/>
Noise levels above sea: unknown	Noise levels below sea: unknown
Maximum speed: 26 knots	Normal cruising speed: 20-22 knots

### Vessel 2 description:

Vessel name: "Southern Express"	Make: N/A purpose built alloy catamaran
Model:	Size: 19.9 metres
Carrying capacity: 99 passengers in enclosed waters and 65 passengers in restricted inshore limits	Colour: Hull is aluminium grey & at present super structure is white and three shades of turquoise
Motive power: Powered by two 610kw v12 MTU engines	Construction and hull design: alloy catamaran
Planing hull: <input checked="" type="checkbox"/>	Displacement hull: <input type="checkbox"/>
Noise levels above sea: unknown	Noise levels below sea: unknown
Maximum speed: 26 knots	Normal cruising speed: 20-22 knots

### Vessel 3 description:

Vessel name: "Rakiura Explorer"	Make: Kingfisher Boats & Powercats
Model: Kingfisher 1150 Ferry Powercat	Size: 11.65 metres
Carrying capacity: 45	Colour: White, Blue & Green
Motive power: Twin Yanmar 6LPA-STP2 (315 Horse power)	Construction and hull design: aluminium catamaran
Planing hull: <input checked="" type="checkbox"/>	Displacement hull: <input type="checkbox"/>
Noise levels above sea: unknown	Noise levels below sea: unknown
Maximum speed: 25 knots	Normal cruising speed: 16-18 knots

**Tender Craft:**

5x 6.3 metre tender craft (2 in Doubtful Sound on “Fiordland Navigator” + 2 in Milford Sound on “Milford Mariner” + 1 on “Milford Wanderer” operated in Doubtful Sound, Coastal Fiordland, Foveaux Strait and Eastern Stewart Island).

Vessel name: N/A	Make: <a href="#">Stabicraft / Kiwicraft</a>
Model: N/A	Size: <a href="#">6.3m</a>
Carrying capacity: <a href="#">18 passengers + 1 crew</a>	Colour: <a href="#">Grey</a>
Motive power: <a href="#">4 stroke 115 Horse Power Honda outboards</a>	Construction and hull design: Aluminium Pontoon
Planing hull: <a href="#">✓</a>	Displacement hull: <input type="checkbox"/>
Noise levels above sea: <a href="#">78 dB LAE @ 25 metres cruising speed + 71 dB LAE @ 25 metres no wake speed</a>	Noise levels below sea: unknown
Maximum speed: <a href="#">20 knots</a>	Normal cruising speed: <a href="#">16-18 knots</a>

**Kayaks:**

[78 single minnow / sprite kayaks](#)

- [30 “Fiordland Navigator” – Doubtful Sound](#)
- [20 “Milford Mariner” – Milford Sound](#)
- [28 “Milford Wanderer” – Doubtful Sound, Coastal Fiordland, and Eastern Stewart Island](#)

## Masters, skippers, guides, and other relevant staff (refer to Appendix 1 for detailed guidance)

Please fill in for every staff member who may come into contact with marine mammals throughout the course of the proposed operation.

### Real Journeys Coastal Launchmasters

Surnames	Given names (required in full)	Has this person had any convictions or prosecutions for offences against the Act or any other Act involving mistreatment of animals?	Relevant Experience with Marine Mammals:	Relevant knowledge of the local area and sea conditions:
Allen	David Michael Ernest	No	Dave has worked in Milford Sound, Doubtful Sound and the Southern Fiords for about the last 17 years; however his main role is Fiordland Navigator skipper consequently Dave has a great deal of experience of working around the marine mammals found on the Fiordland coast.	Dave has worked in the area for Real Journeys since 24.9.98. Accordingly, Dave has extensive local knowledge of the area.
Brimecombe	Paul Adrian	No	Paul mainly works in Doubtful Sound and has done since 2005; therefore, Paul has a great deal of experience of working around marine mammals found in Fiordland.	Paul has worked in the area for Real Journeys since 3.11.96. Accordingly, Paul has extensive local knowledge of the area.

<b>Surnames</b>	<b>Given names (required in full)</b>	<b>Has this person had any convictions or prosecutions against the Act or any other Act involving mistreatment of animals?</b>	<b>Relevant Experience with Marine Mammals:</b>	<b>Relevant knowledge of the local area and sea conditions:</b>
Campbell	Mark Henry	No	Mark mainly works on Lake Manapouri and Te Anau, but he is also cleared to work on the "Patea Explorer" in Doubtful Sound as a relief skipper. However, Mark is a keen recreational boatie hence he has further experience of working around marine mammals.	Mark has worked in the area for Real Journeys since 27.10.06. Accordingly, Mark has good local knowledge of the area.
Cowley	Graham Edward	No	Graham has worked as a Stewart Island ferry skipper since 2004 as the Stewart Island ferries typically view NZ Furseals on the northern Mutton Bird Islands and swimming in the water; sightings of other species such as whales, dolphins are much more infrequent. Also in some sea conditions it is too rough to take time to view any swimming marine mammals. Hence our Stewart Island launch masters have restricted experience with viewing marine mammals	Graham has worked as a Stewart Island ferry skipper since 2004 and is the senior launch master for the branch accordingly he has significant local knowledge and experience with the challenging sea conditions on Foveaux Strait and around Stewart Island
Dawson	Timothy Stuart	No	Tim has worked as a Stewart Island ferry master since 2004 and the Stewart Island ferries typically view NZ Furseals on the northern Mutton Bird Islands and swimming in the water; sightings of other species such as whales, dolphins are much more infrequent. Also, in some sea conditions it is too rough to take time to view any swimming marine mammals. Hence our Stewart Island launch masters have restricted experience with viewing marine mammals.	Tim has been working as a Stewart Island Launchmaster since 2004 accordingly he has significant local knowledge and experience with the challenging sea conditions on Foveaux Strait and around Stewart Island.
Gibb	Dean Robert	No	Dean has worked in Milford Sound for over 16 years; accordingly, Dean has a great deal of experience of working around marine mammals found in Milford Sound.	Dean has worked in the area for Real Journeys since 31.08.03. Accordingly, Dean has extensive local knowledge of the area.



Surnames	Given names (required in full)	Has this person had any convictions or prosecutions against the Act or any other Act involving mistreatment of animals?	Relevant Experience with Marine Mammals:	Relevant knowledge of the local area and sea conditions:
Grant	David Reece	No	Dave has been a “Milford Wanderer” skipper for approximately 17 years and Dave is also cleared on the “Milford Mariner” Milford Monarch”, “Milford Sovereign” and “Patea Explorer”; however Dave’s main role now is as Fiordland Navigator skipper; hence Dave has a great deal of experience of working around marine mammals found in Fiordland and Stewart Island.	Dave has worked in the area for Real Journeys since 27.8.99. Accordingly, Dave has extensive local knowledge of the area.
Hishon	Christopher Michael	No	Chris has worked on the “Fiordland Navigator”, “Milford Mariner” and “Milford Wanderer” and Chris is now a full time skipper on the “Milford Wanderer”; hence Chris has a great deal of experience of working around marine mammals found in Fiordland and Stewart Island.	Chris has worked in the area for Real Journeys since 10.08.92. Accordingly, Chris has extensive local knowledge of the area.
Johnson	Deon Alistair	No	Deon is cleared to skipper nearly all our Milford Sound vessels and all our Doubtful Sound and Stewart Island vessels; Deon’s main role is as “Milford Mariner” Skipper hence Deon has a great deal of experience of working around marine mammals found in Fiordland and Stewart Island.	Deon has worked for Real Journeys since 19.3.08; initially on Foveaux Strait and the last 12 years in Milford Sound and Doubtful Sound. Accordingly, Deon has very good local knowledge of the area.
Kluge	Felix Christian	No	Felix has worked for Real Journeys since 2011 mostly on the “Milford Wanderer” as a team leader – in the last 12 months Felix has been promoted to “Milford Wanderer” mate. Felix has sound experience of working around Marine Mammals in Milford Sound, Doubtful Sound, Southern Fiords and Stewart Island.	Felix has worked in the area for Real Journeys since 2011. Accordingly, Felix has good local knowledge of the area.
Loader	Aaron David	No	Aaron has worked as crew and nature guide on the “Milford Mariner” and is now cleared as a “Sinbad” skipper; hence Aaron has sound	Aaron has worked in the area for Real Journeys since 22.8.11. Accordingly, Aaron has good local knowledge of the area.

Surnames	Given names (required in full)	Has this person had any convictions or prosecutions against the Act or any other Act involving mistreatment of animals?	Relevant Experience with Marine Mammals:	Relevant knowledge of the local area and sea conditions:
			experience of working around Marine Mammals in Milford Sound.	
Little	Ryan James	No	Ryan has worked for Real Journeys since 2011 initially on Lake Wakatipu and for the last three years on Rakiura. Hence Ryan has sound experience of working around Marine Mammals on Foveaux Strait.	Ryan has good local knowledge of the area.
Lundman	Leif Mikael	No	Mike has worked as crew and nature guide on the "Milford Mariner" and "Fiordland Navigator" and now works as one of the mates on the "Milford Wanderer" and Mike is also cleared on the Sinbad; hence Mike has sound experience of working around Marine Mammals in Milford Sound and Doubtful Sound.	Mike has worked in the area for Real Journeys since 23.8.10. Accordingly, Mike has good local knowledge of the area.
MACFADGEN,	Miriam Emilie	No	Miriam has worked for Real Journeys since 2009; firstly, as crew on the Fiordland Navigator; then team leader. She is currently a Foveaux Strait skipper. Therefore, Miriam has sound experience of working around Marine Mammals in Milford Sound, Doubtful Sound, Southern Fiords and Stewart Island.	Miriam has worked in the area since 2009 consequently Miriam has good local knowledge of the area.
Marshall	Brent William	No	Brent has worked in Milford Sound for approximately 3 years as our Milford Sound and Stewart Island Chief Launch Master. Nonetheless Brent has previously worked as a skipper for other tourism businesses such as Monarch Wildlife Cruises on Otago Harbour thus Brent has sound experience of working around marine mammals such as NZ Furseals and Bottlenose Dolphins.	and part of his role Brent is responsible for undertaking coastal voyages between Bluff and Fiordland consequently Brent has gained a good working knowledge of the area very quickly. .
Marshall	Nicolas Richard Cameron	No	Nic has worked for RJs since 2014 and for the last two months as a skipper in	Nic has worked for RJs since 2014 and for the last 2 months as a skipper therefore Nic has

<b>Surnames</b>	<b>Given names (required in full)</b>	<b>Has this person had any convictions or prosecutions against the Act or any other Act involving mistreatment of animals?</b>	<b>Relevant Experience with Marine Mammals:</b>	<b>Relevant knowledge of the local area and sea conditions:</b>
			Rakiura on the Rakiura Explorer consequently Nic has limited experience of viewing marine mammals.	limited knowledge of local conditions
Murdoch	Andrew Joseph	No	As a Launch Master on Lake Te Anau and Lake Manapouri however in the last four years Andrew has worked as a casual skipper on the "Fiordland Navigator" and "Patea Explorer". Nevertheless prior to being employed by Real Journeys Andrew worked as a Launch Master for Southern Discoveries (Red Boats) for over 10 years. Therefore, Andrew has sound experience of working around Marine Mammals in Milford Sound.	Andrew has worked in the area for Real Journeys since 9.10.06 and prior to this Andrew worked for Southern Discoveries in Milford Sound for many years. Accordingly, Andrew has extensive local knowledge of the area.
Reid	Blake John	No	Blake worked for Rosco's Milford Sound Kayaks for many years before being employed as a Real Journeys Launch Master on the "Sinbad" and "Milford Haven". Blake is a full time Milford Sound Launch Master working mainly on the Milford Monarch and Milford Sovereign. Consequently, Blake has a great deal of experience of working around marine mammals found in Milford Sound.	Blake has worked in the area for Real Journeys since 15.11.12 and previously Blake worked as a kayak guide in Milford Sound for many years. Hence Blake has extensive local knowledge of Milford Sound.
Rutherford	Glen Peter	No	23 years experience and prior to this Glen worked as a Launch Master for Southern Discoveries (Red Boats) for many years. Glen is now our "floating" Launch Master and is cleared on all Real Journeys vessels except the Foveaux ferries. Hence Glen has a great deal of experience of working around marine mammals found in Fiordland.	Glen has worked in the area for Real Journeys since 11.11.96 and prior to this Glen worked for Southern Discoveries in Milford Sound for many years. Accordingly, Glen has extensive local knowledge of the area.
STEPHEN	Dayle Graeme	No	Dayle has worked for RJs in Milford Sound since Feb 2016 therefore Dayle has sound experience of working around marine mammals.	Dayle has worked for Real Journeys for four years and prior Dayle worked mainly around the South Island on fishing vessels consequently

Surnames	Given names (required in full)	Has this person had any convictions or prosecutions against the Act or any other Act involving mistreatment of animals?	Relevant Experience with Marine Mammals:	Relevant knowledge of the local area and sea conditions:
				Dayle is an experienced skipper with the requisite local knowledge and experience of the sea conditions.
Vick	Royden Andrew	No	Royden has worked as a Launch Master in Milford Sound for 16 years and the last 10 years as a "Milford Wanderer" skipper. Hence Royden has a great deal of experience of working around marine mammals found in Milford Sound, Doubtful Sound, Southern Fiords and Rakiura.	Royden has worked in the area for Real Journeys since 5.11.03. Accordingly, Royden has extensive local knowledge of the area.
Wells	Francis John	No	Frank solely works in Doubtful Sound on "Patea Explorer" and prior to the introduction of the "Patea Explorer" Frank worked on the Mitre Peak"; therefore, Frank has a great deal of experience of working around marine mammals found in Fiordland.	Frank has worked in the area for Real Journeys since 16.10.90. Accordingly, Frank has extensive local knowledge of the area.
Wilson	Sam	No	Sam has worked for Go Orange for approximately 5 years as crew and skipper in Milford Sound and Doubtful Sound. During this time Sam has attended DOC marine mammal training sessions thus Sam has a good knowledge of Fiordland based marine mammals.	Sam has worked in the area for about five years consequently Sam has good local knowledge of the area.

## Proposed term

You can apply for up to 10 years. However, in some situations a permit may be restricted to a shorter term for the purposes of the conservation, protection, or management of marine mammals.

5 years

## C. Additional information (refer to Appendix 1 for detailed guidance)

Maximum time to be spent with marine mammals per individual encounter:

For Stewart Island Waters:

Viewing limits as per limits for "Outer Coast" in Fiordland tables below.

For Fiordland Waters:

Viewing limits as per the tables below and in accordance with attached Viewing Zone Map.



## ***Seals***

Interaction time limit	30 minutes at a location
Minimum vessel distance from water's edge	20m

## ***Bottlenose Dolphins***

Milford Sound (Internal Waters)	Viewing permitted up to a maximum of 2 x 5-minute encounters per trip
Rest of Fiordland (Internal Waters) and Outer Coast (External Waters)	Viewing permitted up to a cumulative viewing time of 15 minutes per trip

## ***Orca***

Milford Sound (Internal Waters)	Viewing prohibited
Rest of Fiordland (Internal Waters) and Outer Coast (External Waters)	Viewing permitted up to a cumulative viewing time of 15 minutes per trip

## ***Humpback Whales***

Milford Sound (Internal Waters)	Viewing prohibited
Rest of Fiordland (Internal waters)	Viewing permitted up to a cumulative viewing time of 15 minutes per trip
Outer Coast (External waters)	Viewing permitted up to a cumulative viewing time of 30 minutes per trip
Cumulative Viewing for Rest of Fiordland and Outer Coast	Viewing permitted up to a cumulative viewing time of 30 minutes per trip

## ***Southern Right Whales***

Milford Sound (Internal Waters)	Viewing prohibited
Rest of Fiordland (Internal waters)	Viewing permitted up to a cumulative viewing time of 15 minutes per trip
Outer Coast (External waters)	Viewing permitted up to a cumulative viewing time of 30 minutes per trip
Cumulative Viewing for Rest of Fiordland and Outer Coast	Viewing permitted up to a cumulative viewing time of 30 minutes per trip

## ***Other Dolphin and Whale Species***

Milford Sound (Internal Waters)	Viewing permitted up to a maximum of 2 x 5-minute encounters per individual/group per trip
Rest of Fiordland (Internal waters)	Viewing permitted up to a cumulative viewing time of 30 minutes per species per trip
Outer Coast (External waters)	Viewing permitted up to a cumulative viewing time of 30 minutes per species per trip
Cumulative Viewing for Rest of Fiordland and Outer Coast	Viewing permitted up to a cumulative viewing time of 30 minutes per species per trip

Maximum cumulative time for all encounters with marine mammals during trip:

30 minutes

Nature of the contact with marine mammals:

☐ Primary purpose

☒ Secondary purpose

Speeds when approaching and viewing marine mammals:

When within 200 metres of the shore; vessels are required by maritime regulations to reduce speed to five knots hence our vessels are operating at no wake speeds when adjacent rocks where New Zealand Fur seals bask.

When our vessels are within 300 metres of swimming marine mammals, they are operated at no wake speed hence all practical measures are taken to mitigate the effects of wake on marine mammals.

With respect to whale encounters, the whales can appear unexpectedly beside a vessel when the vessel is cruising at full speed. In these circumstances, we reduce vessel speed as quickly as possible, bearing in mind that we often need to maintain speed to retain steerage.

Behaviour of vessel and orientation of approach relative to marine mammals:

Please refer Marine Mammal (and other wildlife) Code of Management, Doubtful Sound and Milford Sound Marine Mammal (and other wildlife) Code of Practice.

How the contact with dolphins and whales is initiated depends on the location. In Doubtful Sound we abide by Marine Mammal (and other wildlife) Code of Management, Doubtful Sound; which requires encounters with Bottlenose Dolphins are not to be initiated by our vessels or kayakers

In Milford Sound dolphin and whale encounters are undertaken as required by the Milford Sound Marine Mammal (and other wildlife) Code of Practice. Sometimes because of the weather, sea conditions and the Dolphins being spread over such a wide area in the Fiords, it is difficult to comply with the absolute letter of the Marine Mammals Protection Regulations. Also, with respect to whale encounters, the whales can appear unexpectedly beside a vessel when the vessel is cruising at full speed. In these circumstances, we reduce vessel speed as quickly as possible, bearing in mind that we often need to maintain speed to retain steerage.

That is the interaction with marine mammals in Milford Sound and Doubtful Sound are dictated by the Marine Mammal Protection Regulations and the respective Marine Mammal Code of Practice and Marine Mammal Code of Management which Real Journeys Limited are signatories to. Because the Launch Masters who operate the "Milford Wanderer" work in Milford Sound in the Summer months, they apply the Milford Sound Marine Mammal Code of Practice to the overall operation of the "Milford Wanderer" in the southern Fiords and around Stewart Island. Except when the "Milford Wanderer" is in Doubtful Sound then skippers abide by Marine Mammal (and other wildlife) Code of Management, Doubtful Sound.

Position of vessels relative to marine mammals while viewing:

With respect to NZ Furseals basking on rocks the vessels cruise slowing by in Milford Sound the rocks. In Doubtful Sound the NZ Furseals are on the Shelter Islands and there is usually a swell coming in the entrance of Doubtful Sound so the vessel bow is brought up close the islands so the seals can be viewed from the bow.

Distances to each species:

300m from Southern Right Whale

50m from other species of whale including orca

Distance to the water's edge (for seals or sea lions hauled out on shore):

20m

Landing on shore for the purpose of land-based viewing are no closer than 50m from seal haul outs

Behaviour around calves or pups:

200m from any female baleen or sperm whale that is accompanied by a calf or calves

Speed of departure:

When within 200 metres of the shore; vessels are required by maritime regulations to reduce speed to five knots hence our vessels are operating at no wake speeds when adjacent rocks where New Zealand Fur seals bask.

When our vessels are within 300 metres of swimming marine mammals, they are operated at no wake speed hence all practical measures are taken to mitigate the effects of wake on marine mammals.

Behaviour of vessel and departure route relative to marine mammals:

Please refer Marine Mammal (and other wildlife) Code of Management, Doubtful Sound and Milford Sound Marine Mammal (and other wildlife) Code of Practice.

What other actions you will take to minimise disturbance of the marine mammals:

Comply with the Marine Mammal Code of Practice – Milford Sound

Comply with the Marine Mammal Code of Management – Doubtful Sound

Encounters with bottlenose dolphins in fords will not be sought, with the exception of Milford Sound

A maximum of three approaches per vessel per marine mammal or group of marine mammals will be undertaken

If any marine mammal(s) chooses to leave the stationary or moving vessel, that vessel shall not attempt to re-establish contact with the marine mammal(s)

No touching or feeding of marine mammals

All rubbish disposed of on board

All practical steps are taken to avoid adverse noise effects

The vessel Launch Masters are not obliged to interact with marine mammals to deliver on passenger expectations; when such interactions could adversely impact on the species.



**Where applicable, how will groups of kayaks (or similar manually propelled watercraft) be managed in the vicinity of marine mammals?**

How kayaks will be positioned relative to each other during approaches and departures:

Because of the speed kayakers travel at; any encounters with swimming marine mammals are effectively left to chance. Also, in Doubtful Sound we are not permitted to seek encounters with Bottlenose Dolphins. That is, it is nearly impossible to seek encounters with marine mammals because they swim faster than kayakers can paddle most of the time. Therefore, the interaction between marine mammals in the water and kayakers is on the marine mammals' terms. Also, our passengers only spend about one-hour kayaking at any one time, so the chance of an interaction is greatly reduced.

When kayaking the kayakers can be spread out of a large area and a random seal or a few dolphins will cruise through the midst of the kayakers. So again, it is impossible to answer this question.

How kayaks will be grouped together while viewing:

Kayaks are usually not grouped together when marine mammals appear, as stated above, and our kayak guides advise passengers to stop paddling and stay where they are and wait for the seals or dolphins to pass to avoid disturbing the marine mammals.

---

**D. Educational material (refer to Appendix 1 for detailed guidance)**

See attached for a copy of Real Journeys' Milford Sound and Doubtful Sound visitor guides which are printed in multiple languages. Milford Sound guides (9 languages) - English, German, Japanese, French, Chinese, Spanish, Korean, Thai and Portuguese. Doubtful Sound guides (7 languages) - English, German, Japanese, French, Chinese, Spanish, and Portuguese.

For staff training the company also has extensive interpretation manuals and resources, which include marine mammals. Further, we also receive regular Marine Mammal research updates from the Department as part of the Fiordland Marine Mammal Liaison Group and this information is passed on to our nature guides and skippers.



