



## Information for Private Tourists

# At New Zealand's Subantarctic Islands

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# 1 Introduction

New Zealand's Subantarctic Islands are beautiful wild places home to some of the most unique wildlife on earth, some found nowhere else in the world.

All islands are National Nature Reserves, which extend to mean low water springs. A National Nature Reserve is New Zealand's highest form of land protection, contact with the shore requires a permit. Landings are only permitted at specific sites on Campbell Island, main Auckland Island and Enderby Island. The islands and surrounding ocean (out to the territorial sea boundary), are a collective World Heritage Area, meaning they represent the best of the world's natural heritage and rate alongside the Grand Canyon and Mount Everest. Marine reserves surround four of the island groups. The coastal marine area of the Auckland Islands is also home to a marine mammal sanctuary. And finally, the coastal marine area, mean high water springs out to 12 nautical miles, is protected through the Regional Coastal Plan: Kermadec and Subantarctic Islands.

Because of the islands' status and vulnerability, rigorous management procedures have been put in place. To be one of the few people permitted to land on these islands each year is a privilege and a responsibility. Each visit brings risks including; introduction of invasive species (both terrestrial and marine) to any of the islands. Further risk includes fire, damage to fragile soils, and disturbance to wildlife. Any of these could lead to irreversible changes in ecosystems and biodiversity.

Helping protect the Subantarctic islands are significant seas and weather patterns within the Roaring Forties and Furious Fifties. Voyages to the Subantarctic Islands are a severe undertaking even for the most experienced mariner in purpose-designed and built vessels. Vessels and crews should be capable and experienced in operating in adverse sea conditions and sustained winds over 50 knots for prolonged periods of several days as a matter of standard operation.

# 2 Purpose

The purpose of this guidance document (guide) is to provide a prospective visitor on board a pleasure craft with sufficient information on the Department of Conservation's policies and processes and the requirements of the [Coastal Plan for the Subantarctic and Kermadec Islands<sup>1</sup>](#) (the Coastal Plan) to allow them to assess whether they wish to apply for authorisation to visit and/or land at the Islands.

This guide contains links to information on the Department of Conservation website and links to its various chapters and Appendices. Additionally, this guide provides information and links to information on the process for any applications.

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<sup>1</sup> This is a regional plan prepared under the Resource Management Act 1991 by the Minister of Conservation. The Minister of Conservation has the functions and powers of a local authority for the two groups of Islands.

### 3 Visiting Vessels and the Regional Coastal Plan

Every vessel visiting the islands must comply with the [Coastal Plan](#). The Coastal Plan details the requirements and prohibitions on activities in the waters around the Subantarctic Islands.

#### 3.1 Anchorages

The [Coastal Plan](#) rules 41, 42, & 43<sup>2</sup> identify a series of anchorages where a vessel up to 30, 42, & 75 metres in length may anchor. Chartlets of the anchorages are available within Appendix 1 & 2<sup>3</sup> of the [Coastal Plan](#) and within [Appendix 10 - Coastal Plan Anchorages](#) of this guide. All vessels visiting the anchorages must also comply with Performance Standards 1 to 5 shown in Table 2 of the Coastal Plan<sup>4</sup>.

A coastal permit is required to anchor in any other location within 0.16nm (300m) to mean high water spring (MHWS) e.g. a vessel wishing to anchor, or transit to, Western Harbour, Carnley Harbour, to visit SW Cape would require a coastal permit unless accessing the area in an ancillary craft. Information on how to apply for a coastal permit is found in the [Coastal Plan](#)<sup>5</sup> or is available by contacting the Department's [Murihiku Office](#).

The identified anchorages are located in areas, and are of sufficient number, to provide a vessel with safe shelter. The anchorages may not be adjacent to a landing site, and the prudent seafarer will identify how they may manage any landing or dinghy expedition if no nearby anchorage is available. While the anchorages are sheltered, steady winds of 50 knots or more are common with gusts far above these speeds. Vessels may get closer to the shore when they are within the designated anchoring areas mentioned within [para. 3.1 Anchorages](#) above.

#### 3.2 Access to the Coastal Marine Area

The [Coastal Plan](#) rules 40 and 49<sup>6</sup> identify that no vessels, other than ancillary craft (Rule 40), may get closer than 0.16nm (300m) to MHWS at the Subantarctic Islands. This means you may not be able to take your vessel near a landing site because the waterway leading to it is narrower than 0.32nm (600m) e.g. South West Cape. If you want to take your vessel closer than 0.16nm (300m) to MHWS, other than at those identified anchorages, a coastal permit is required and you should contact the [Coastal Plan email address](#) or the [Murihiku Office](#).

Access to the coastal marine area by ancillary craft (dinghies and tenders) up to MHWS (Although no contact with land is permitted unless an Entry Permit has been obtained) is permitted subject to there being no scientific research being undertaken in a particular location that requires isolation at the time the vessel wishes to access that location (Rule 40).

All vessels accessing the coastal marine area must comply with Performance Standards 1 to 5 shown in Table 2 of the Coastal Plan.<sup>7</sup>

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<sup>2</sup> Pages 51-51 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>3</sup> Pages 73-100 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>4</sup> Page 61 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>5</sup> Page 66 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>6</sup> Pages 51-51 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>7</sup> Page 61 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

### 3.3 Biofouling and Hull Inspection

Any vessel wishing to visit the Subantarctic Islands, even to use the identified anchorages, must meet Rule 30<sup>8</sup> of the [Coastal Plan](#). These requirements include the vessel's hull being inspected for biofouling by an approved inspector who completes forms 1 and 2 from Appendix 4 of the Coastal Plan (the forms can be downloaded from the [Department of Conservation website page for the Coastal Plan](#)). The list of approved inspectors is on the [Department of Conservation website page for the Coastal Plan](#). For pleasure craft only, an approved inspector includes any Safety Inspector appointed by Maritime NZ<sup>9</sup>. The completed and passed inspection forms need to be provided to the [Coastal Plan email address](#) or the [Murihiku Office](#) before departing to the Subantarctic Islands.

To pass the hull inspection, the pleasure craft anti foul system must be less than 12 month's old and the hull and niche areas must be clear of all organisms (except slime layer and/or goose barnacles). Appendix 4 of the [Coastal Plan](#) provides:

- [Forms 1](#)<sup>10</sup> and [2](#)<sup>11</sup> must be completed by the vessel owner and the inspector, and provided to the [Coastal Plan email address](#) or the [Murihiku Office](#), and
- Information for inspectors on the levels of biofouling, including photographs.

A list of inspectors approved by the Minister of Conservation, this includes Safety Inspectors appointed by Maritime New Zealand, can be found on the [DOC website](#).

A passed hull inspection is only valid for 3 months from the date of inspection. The vessel must leave the waters around the Subantarctic Islands within these 3 months. A passed hull inspection becomes invalid if a vessel remains in one location for 7 days or more.

Records must be provided to demonstrate the suitability of the antifouling system and the date of last application. These requirements are detailed in Table 1, Performance Standards 1, 2, 3 and 4, of the [Coastal Plan](#). A template is provided in [Appendix – 6 Biofouling Management Plan](#) to aid with the recording and providing the required information.

### 3.4 Fuel

The [Coastal Plan](#) also contains requirements relating to fuel and fuel transfer(s)<sup>12</sup>. Additionally, the refuelling of your dinghies outboard, and transfer of any fuel from jerry cans to a vessel's main tank(s), should be carefully planned and executed. The use of good practice, including leaving sufficient air space in a tank, having a syphon or similar controllable transfer device and proper selection of a sheltered refuelling location should always be observed. A ready to hand spill response kit, including absorbents and plastic bags for any waste, is an essential precaution to protect the Island's unique environment.

Any spill of fuel (hydrocarbons) must be reported to the Senior Ranger, Biodiversity Murihiku and Maritime New Zealand<sup>13</sup> immediately.

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<sup>8</sup> Page 47 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>9</sup> Page 120 Appendix 5, paragraph 4 (d)

<sup>10</sup> Page 111 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>11</sup> Page 115 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>12</sup> Page 49-50 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>13</sup> A report may be passed to Maritime New Zealand via Taupo Maritime Radio on SSB or satellite phone.

## 4 Conditions of any authorisation to land

To land on any of the three approved Subantarctic Islands, Enderby Island, Auckland Island and Campbell Island, you require an entry permit. Details on the entry permit application process are contained within the chapter [7. Permit Requests, Application Form and Fees](#) of these guidance notes.

All landings are subject to comprehensive quarantine procedures, provisions of the Reserves, Wildlife and Marine Mammals Protection Acts, and any special conditions imposed in the entry permit. What follows are some of the more significant conditions on entry.

### 4.1 Department of Conservation Representative

A Department of Conservation representative must accompany all landings. This is arranged in two ways:

- A Department of Conservation employee accompanies the vessel on its voyage. The Representative's time is cost recovered, with the potential to negotiate a solution of mutual benefit. The vessel must be within current MNZ survey. Or,
- One of the party members may be appointed as an Honorary Representative for the duration of the trip.

The pre-requisites for an Honorary Representative are:

- Knowledge of the person (preferably by Department of Conservation staff),
- Personal experience of the Subantarctic or island management,
- Referee's comments, and
- Lack of vested interest (i.e. non-commercial venture).

Applicants wishing to have a member of their party-appointed as Honorary Representative should apply by email through the [Murihiku Office](#) and briefly setting out:

- Personal background confirming conservation ethic,
- Summary of their general work experience,
- Outline of personal experience of the Subantarctic or island management,
- Understanding of the quarantine needs for Island Nature Reserves,
- Any background in monitoring compliance with legal/regulatory requirements, and
- Names of relevant referees (preferably at least one from within the Department of Conservation).

The Representative must submit a trip report to the Department of Conservation (Murihiku District Office) at the end of the trip.

### 4.2 Minimum Impact Code

Each landing brings with it quarantine risks. Simply walking around the Subantarctic Islands has impacts that must be considered as part of the permitting process. All landings and the tasks you undertake must be approved on your permit.

You must act per the [Subantarctic Islands Minimum Impact Code](#) which includes the following:

- Plants, animals and historic or natural features must not be disturbed or removed,
- No plants, animals or firearms are to be taken onto the Subantarctic Islands,
- No collecting of any material,



- No overnight stays onshore,
- Get no closer than **five** metres to all wildlife. This is a minimum distance, use common sense and move further away if wildlife appears upset by your presence,
- Crouch down when close to all wildlife and keep noise to a minimum,
- Give all wildlife the right of way, and
- Do not follow if wildlife retreats.

**Promptly follow any instructions given by the Departmental Representative.**

### 4.3 Quarantine

The following procedures have been implemented to allow tourist visits to occur on the Subantarctic Islands with minimum risk and disturbance to the environment. The rules apply to all visitors to the Subantarctic Islands, including tourists, boat crew, Department of Conservation staff, and researchers.

Compliance with these procedures is a condition of your entry permit. Failure to comply can result in delayed departure, and potentially the cancellation of your permit and trip. In some circumstances failure to comply may also result in rejection of future permit applications, or prosecution. Non-compliance puts the Subantarctic Islands and their wildlife at risk.

The Expedition Leader, whose name is listed on your permit, has the responsibility and accountability to ensure all the following procedures are adhered to and that all expedition members are familiar with and comply with the procedures. Everybody on board the vessel must read this information to be aware of the required standards relating to their equipment, belongings and behaviour.

#### 4.3.1 Myrtle Rust

Any expedition intending to visit the Auckland Islands must wash and treat all clothing and gear with a biocide. This measure reduces the risk of Myrtle Rust establishing within the Rata forest of the Auckland Islands. All clothes must be washed with biocide and dried in a drier immediately before packing. Shoes, boots etc. need to be scrubbed with biocide and all organic material and debris removed. Any gear like packs, camera bags and tripods etc., must be wiped or sprayed with a biocide.

#### 4.3.2 High Pathogenic Avian Influenza (HPAI)

Avian Influenza is a disease that affects domesticated and wild bird populations. There are two categories of the virus;

- High Pathogenic Avian Influenza (HPAI), which can cause severe symptoms and high death rate in birds. And,
- Low Pathogenic Avian Influenza (LPAI), which can cause fewer, less severe symptoms, but can mutate into HPAI.

New Zealand has never had HPAI, while LPAI exists in wild birds and has been detected in New Zealand. In 2021 a new strain of HPAI, H5N1, broke out across the Northern Hemisphere, and in 2023 was recorded across the Southern Hemisphere and in 2024 at the Antarctic Peninsula.

For New Zealand, this disease poses an extreme risk to both rare, endangered and endemic birds. With the potential to cause localised or full extinctions. Further if introduced to mainland New Zealand HPAI would have extreme effects on our agricultural sector.

To make matters worse, the disease has spread to mammals, with some marine mammal species like sealions being very susceptible. Mass mortality events in South America have seen tens of thousands of sea lion deaths per event. The disease has been found in cattle and humans. Although human to human transmission has not happened, and is rare from birds to humans, the World Health Organization states HPAI has 50% mortality rate in humans.

DOC is working with MPI, Biosecurity New Zealand, and the Ministry of Health to coordinate in the event of HPAI arriving in New Zealand. HPAI represents a massive environmental, social and economic risk to New Zealand.

Visitors to the Subantarctic Islands must not touch any dead birds found on Subantarctic Islands. Any dead birds found on the vessel must be removed with gloves. Any apparent mass death event must be brought to the attention of the Department of Conservation as soon as possible via [murihikucommunityteam@doc.govt.nz](mailto:murihikucommunityteam@doc.govt.nz).

If changes to various outbreaks, or risk factors are identified, the Department of Conservation reserves the right to cancel any and all access agreements, Entry Permits or other authorisations at the New Zealand Subantarctic Islands to protect the ecosystem and species present.

#### 4.3.3 Biocide

All visitors to the New Zealand Subantarctic must have an approved biocide with them for purposes of boot washing, gear cleaning or pre-departure preparation. DOC's biocide of choice for the Subantarctic Islands is SteriGENE. It is less harsh on the skin and environment than other alternatives. Another option is Virkon which is a stronger product. SteriGENE can often be brought through safety or vet stores.

#### 4.3.4 Personal Equipment, Clothing and Footwear

All personal equipment, clothing and footwear must be thoroughly cleaned before travelling to Subantarctic Islands. Boots and other footwear must be washed and free of organic matter and debris and treated with an approved biocide. Check and clean the tread thoroughly. Inspect laces and under folds or flaps in boots.

Gaiters, parka, over trousers and other outer garments must similarly be cleaned. Turn out pockets for washing. Check velcro and other material (e.g. fibre pile, polypropylene, socks) to ensure all seeds have been removed.

All other items of clothing must be clean (washed) and checked for seeds before packing. Packs and bags to be taken ashore must be emptied and vacuumed (including all pockets) before departure.

Inspection of personal items is done in conjunction with the vessel's quarantine inspection as detailed in [5.3.9 Vessel Inspections](#). The inspection of personal items will usually only involve checking high-risk items, e.g. footwear, coats, leggings, gaiters, socks, Velcro fasteners and pack pockets. Please have these items readily accessible so that they can be checked easily. If a risk is identified, you may be asked to produce all your belongings and bags for inspection. Where cleanliness of items is sub-standard, it may be considered the group is not adequately familiar with, or capable of maintaining, a high degree of equipment cleanliness. This may result in the cancelling of the permit to visit the Subantarctic Islands.

#### 4.3.5 Avicultural Facilities and Contact with Potentially Diseased Plants or Wildlife

If any expedition member has had recent contact with any avicultural facility, domestic animals or poultry or diseased wildlife, the [Murihiku Office](#) must be notified. Refer to [Appendix 1 - Subantarctic](#)

[Quarantine Self Audit Check Sheet](#) for further instruction and contact details. Some wildlife diseases can be transmitted to and from humans; thus, special precautions are required to ensure that this does not happen.

If recent contact with such facilities or wildlife is known, no clothing, footwear, apparatus or equipment (e.g. tripods) used at such sites is to be taken to the Subantarctic Islands without effective cleansing (i.e. thorough washing and treatment with a suitable biocide). Murihiku staff can advise how this can be achieved so that you can still enjoy the Subantarctic Islands without creating undue risk.

#### 4.3.6 Foodstuffs

Poultry products must not be taken ashore. This includes eggs and meat. Care must be taken if discarding poultry scraps at sea to ensure that scavenging seabirds do not consume scraps. Poultry products may spread avian diseases. Allowing seabirds to scavenge poultry scraps exposes them to the risk of disease.

All other foodstuffs taken ashore must be clean and free of soil and insects. Take particular care with fruit and vegetables by thoroughly washing and peeling them before going ashore.

Any disposal of food scraps at sea must be done at least 12 nautical miles away from the Subantarctic Islands. Disposal of food scraps within any of the four Marine Reserves is prohibited. Information on the four Subantarctic marine reserves, including maps showing the boundaries, is available from the [Department of Conservation](#) website. Maps of the four Subantarctic marine reserves are also contained within [Appendix 8 - Marine Reserves](#).

#### 4.3.7 Bait Stations / Rodent Traps

To reduce the risk of rodents stowing away while alongside during pre-departure preparations, rodent bait stations must be installed onboard the vessel and regularly maintained with fresh rodent poison at all times for at least 5 days before departure. There must be bait stations both above and below decks. All stations locations must be made available to the Department of Conservation staff or agents for inspection at any time by prior arrangement.

#### 4.3.8 Travel to the Islands

If any pest is detected during travel to or on arrival at an island, the entry permit is automatically invalidated. Landing must not proceed until that pest has been killed and the pest-free status of the vessel is confirmed by the Expedition Leader to the [Senior Ranger, Biodiversity Murihiku](#). Invertebrates and rodents must be captured and killed. A specimen is to be collected and sent with full details to the Department on your return for identification. Seeds and soil etc. must be put in a rubbish container that will be returned to New Zealand for appropriate disposal.

Vessels are not to stop in transit at other islands or moorings etc., e.g. Stewart Island unless they have specific prior approval as this creates the potential for pest species to access the vessel. If forced to shelter at other islands while waiting for favourable weather, **no landings are permitted**. You should avoid this situation by checking the weather forecast and delaying departure until the forecast is for favourable weather. Landing at islands other than the Subantarctic Islands increases the risk of bringing soil pathogens, seeds and rodents onboard the vessel and voids the quarantine inspection.

#### 4.3.9 Between Island Travel

All of the above regulations are applicable, between the mainland and an island, between island groups, and between islands within a group, e.g. between Enderby Island and Campbell Island or between Enderby Island and main Auckland Island. The above precautions must be repeated for each landing. This reduces the risk of spreading disease and pests organisms between islands situated close together.

There must be a rigorous daily programme of cleaning and inspecting all packs and bags, footwear, and equipment going ashore. Biocide is required for cleaning boots before every landing; the Representative ensures this is done to a satisfactory standard.

#### 4.3.10 Pest Detection and Monitoring

If you observe any pest or disease, or any evidence of suspected pest or disease presence on any of the islands, you are to notify the [Senior Ranger, Biodiversity Murihiku](#) as soon as practicable so that the Department can react expediently. You may be requested to gather more information to assist with planning an appropriate course of action, and your co-operation would be greatly appreciated.

#### 4.3.11 Briefing

All members of the vessel's party must be present for a team briefing and vessel inspection. These take place on the vessel at a mutually agreeable time within 24 hours of departure. As part of your Entry Permit, costs associated with this are recoverable under the Conservation Act 1987.

#### 4.3.12 Vessel Departure Point

All pleasure craft are required to depart from Bluff. If you believe you will have extreme difficulty meeting this requirement, you must immediately contact the [Murihiku Office](#) for advice.

#### 4.3.13 Vessel Inspections

All vessels must undergo a quarantine inspection of internal spaces, deck and deck fittings (separate to the hull inspection), and inspection of crew belongings that are likely to be taken ashore ([refer to 5.3.1 Personal Equipment, Clothing & Footwear](#)).

This inspection is primarily aimed at checking for signs, or presence of, rodents, invertebrates, plant seeds and propagules.

Areas on the vessel to be inspected include cabins, storage spaces, lockers, sails and covers, decks and deck fittings.

It is essential that before the Department's inspection you have already undertaken checks of these spaces and belongings, and have them readily accessible for inspection, as non-compliance may mean delayed departure while any necessary control takes place. In conjunction with the Honorary Representative and crew briefing, this inspection is carried out on board the vessel before departure.

If your vessel presents as unclean, you will be required to organise a qualified pest control company to ensure any pest work necessary is adequately undertaken. The Department will also charge for repeat visit/inspection costs if this results from the vessel not meeting the required standard (please contact DOC for current fees and charges).

The vessel is also required to be inspected by a rodent inspection dog team. This is organised through the Department of Conservation with cost being met by the expedition (details of cost can

be found in [Schedule 4](#)). A rodent inspection must be carried out on the day of departure as soon as practicable to departure. A failed inspection may result in the entry permit becoming void.

## 5 Landings, Activities and Vessel Management

Landings may only be carried out within the hours of daylight – overnight stays are not permitted. No landings are permitted at sites other than those listed in your Entry Permit.

Unless stated explicitly in your Entry Permit, no activities other than tourism are permitted. This means you may not undertake commercial activities, such as film making, guiding, conduct research or collect specimens. Souvenirs are not to be taken from the Subantarctic Islands. An additional permit is required if you wish to undertake any commercial or research activity. You should contact the [Murihiku Office](#) for more information.

Survival equipment must be taken ashore with every landing. This should be sufficient to deal with an emergency should one arise while onshore and should include some form of shelter, spare food and clothing for every person landing, first aid equipment, and some means of communication. Shore parties must have the means to communicate directly with their vessel, e.g. using handheld VHF radio, and alert authorities in New Zealand that there is an emergency, e.g. using EPIRB/PLB or sat phone.

In assessing landings, shore expeditions and vessel management at the Subantarctic Islands it is prudent to undertake a risk assessment of all likely activities and how they may affect wildlife, personnel, the environment and vessel(s). A risk assessment must be provided to the Department of Conservation when requested. An example of a risk assessment is provided within [Appendix 7 – Risk Assessment](#) of this guide.

The Subantarctic Islands are under constant surveillance by the New Zealand Defence Force and other organisations. All calls from vessels, shore bases and over-flying aircraft must be answered. Every recreational vessel must be fitted with a Class A or Class B AIS transponder. The transponder must be operational at all times when within 12 nautical miles of the Subantarctic Islands. VHF radio Ch 16 must be monitored at all times when at the Subantarctic Islands.

### 5.1 Mooring Lines

No mooring lines are to be attached to any of the islands. Skippers must be satisfied that their recreational vessel can be secure on their anchors, even under the harsh conditions frequently experienced in Subantarctic waters.

### 5.2 Readiness Requirement

It is a strict policy that while at the Subantarctic Islands, a vessel must always be sufficiently crewed to allow it to move to a safer place in a time of danger. The applicant must outline how they will crew the recreational vessel to ensure that all normal operations may be undertaken at any time, including re-anchoring, helming, engine management, safe navigation, communications, emergency actions, and collection of the shore party.

Because of the biosecurity requirements in place and the readiness requirements, private vessels must carry a minimum of 4 members who can actively take part in the running of the vessel. This ensures the following;

- A person can return a tender/zodiac to the vessel while a party is ashore, meeting an important biosecurity requirement of not leaving a tender on shore.

- A party of at least 2 can visit an island, meeting the requirement that no one is allowed on the island alone. And,
- Someone can watch and manage the vessel while expedition members are driving the tender/zodiac and a group is ashore. It is noted that some vessels require more than one person to properly and safely manage.

### 5.3 Water

All vessels must carry sufficient fresh water for their entire journey. No water may be taken from the streams or bases at the Subantarctic Islands.

### 5.4 Waste Disposal

No waste is to be disposed of on the Subantarctic Islands. This includes food scraps, i.e. apple cores, unwanted sandwich fillings and fruit peelings etc. are all to be returned to your vessel and not buried or otherwise disposed of on the islands. Dumping any waste at sea, including biodegradable food scraps, is not permitted within any of the Subantarctic Marine Reserves, and is discouraged elsewhere. It is recommended that vessels make provision to return waste to New Zealand for proper disposal. Information on the four Subantarctic Marine Reserves, including maps showing the boundaries, is available from the [Department of Conservation](#) website and within [Appendix 8 - Marine Reserves](#) of this guidance.

### 5.5 Smoking

Smoking is prohibited on all Subantarctic Islands, including the use of E-Cigarettes and other electronic delivery systems.

### 5.6 Monitoring and Reporting

To monitor visitor impact, the Department of Conservation requires a report following each visit. The Representative onboard usually completes this report. It should include details of the date and location of landings, the number of people landed, as well as any wildlife sightings of particular interest, other vessels seen, and any other points of note. A GPS may be supplied for you to record your movements on the Island. Instruction on this will be given by the staff member undertaking the Quarantine Inspection and Briefing before departure. The GPS is to be either dropped off on return to Bluff/Invercargill or couriered back to the Murihiku Department of Conservation office in Invercargill.

## 6 Other Information

### 6.1 Weather Forecasts

Mariners should be fully conversant with marine weather forecasts, including sources, reception methods and interpretation. 45S Weather Service Ltd. in Invercargill (Ph 03 218 3261) will provide a custom forecast at a cost.

### 6.2 Vessel and Crew Capabilities and Competence

The Department of Conservation uses maritime professionals, including harbourmasters, ship captains and expedition vessel skippers, with experience in the Subantarctic Islands, to manage maritime and navigation safety. [Appendix 5 – Reflections on Vessels Voyaging to the Subantarctic](#)

[Islands](#) provides independent comment on conditions, vessels, experience and competency for those considering a voyage.

For further information about marine navigation safety, please see the [DOC webpage for subantarctic and Kermadec Navigation Safety](#).

## 7 Permit Requests, Application Form and Fees

### 7.1 Visitor Number Quota

There is a set quota of tourists able to visit each site each season (1 July to 30 June). The quota set aside for visitors from small non-commercial vessels, such as pleasure craft, is issued on a first-come-first-served basis. Any applications must list all the sites the group wishes to visit, not just the islands' names. As an indication of available sites, the following are those that are currently listed as being available for visits by tourist's vessels:

#### 1) Campbell Island

- C1 – Col-Lyall /Beeman Base Visitor Site
- C2 – Site Unavailable
- C3 – Northwest Bay Loop
- C4 – Perseverance Shoreline
- C5 – Penguin Bay
- C6 – Mount Honey

#### 2) Auckland Islands

- A1 – Northern Cliffs Visitor Site (including Sandy Bay)
- A2 – Enderby Island Circuit
- A3 – Hardwicke/Terror Cove
- A4 – Ranui
- A5 – Lake Hinemoa
- A6 – Erlangen Clearing
- A7 – Epigwaitt
- A8 – Tagua
- A9 – Site Unavailable
- A10 – Camp Cove
- A11 – South West Cape

Research the islands before your visit to help ensure you get the most from your voyage. [Appendix 2 – Visitor Site Information](#) of this guide provides some information on the various landing sites available. Additional information is available in:

- [Appendix 3 - Suggested Reading](#) in this guidance
- Appendix 1 Maps<sup>14</sup> of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#) showing coastal marine area access zones and anchorage locations
- Appendix 2 Chartlets<sup>15</sup> of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#) showing details of each anchorage

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<sup>14</sup> Page 73 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>15</sup> Page 84 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

- Appendix 3 Sites the historic and cultural heritage<sup>16</sup> of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

## 7.2 Application Form and Fees

The authorisation is by way of an approved Entry Permit. To request an application form, contact the [Murihiku Office](#). Your application form can be forwarded by attachment to an email to the [Murihiku Office](#). All costs associated with your expedition are invoiced after you visit the Subantarctic Islands. Please contact [Murihiku Office](#) for current fees and charges.

### 7.2.1 Entry Permit Application Processing Fee

A non-refundable Application Processing Fee will be invoiced with the rest of your fees after your expedition. Please contact [Murihiku Office](#) for current fees and charges.

### 7.2.2 Visitor Impact Management Fees

A visitor impact management fee is charged for every person that lands to help mitigate the possible effects of visitors to these islands. This fee contributes to the islands' management, including visitor facilities (i.e. boardwalk and historic sites). Also, it includes a copy of the book "*Subantarctic New Zealand – A Rare Heritage*" for each person paying the fee. This will be invoiced on your return from the islands. Please contact [Murihiku Office](#) for current fees and charges.

### 7.2.3 Quarantine Charges

An estimate is given with the Entry Permit for fees associated with the Quarantine Inspection carried out at Bluff. This includes travel time and distance to get to the vessel and the cost of any consumables needed for your trip, i.e. biocide, poisons or traps. Please contact [Murihiku Office](#) for current fees and charges.

### 7.2.4 Credit Application Form

A Credit Application Form may need to be completed. This form will be provided where required.

### 7.2.5 Further Details

Subantarctic Team members are happy to discuss any concerns or queries you have relating to the purpose of these regulations and the costs. Ultimately, they are to ensure a safe and successful trip, both for you and the islands. For contact information, please refer to [Appendix 4- Contact Information](#) of this guidance.

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<sup>16</sup> Page101 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)



## Appendix 1 - Subantarctic Quarantine Self Audit Check Sheet

**Complete the relevant sections and have this form with you to hand to the Quarantine Officer.**

One form to be completed by every person travelling to islands

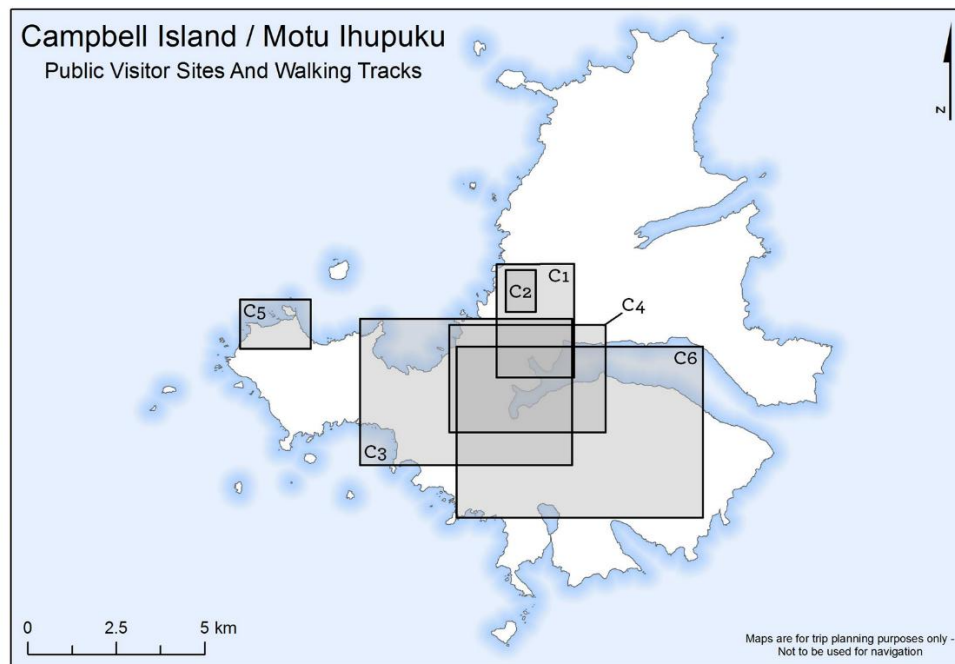
Date:	Departure time:
Name:	Destination:
Have you been handling any wildlife or domestic poultry, or working in wildlife colonies in the last 18 months? <div style="float: right; text-align: right;">           Yes      No  <input type="checkbox"/>      <input type="checkbox"/> </div>	
Will you be handling wildlife or working in wildlife colonies on the Island <div style="float: right; text-align: right;"> <input type="checkbox"/>      <input type="checkbox"/> </div>	
If you have answered Yes to either of these questions, you may need to wash all outerwear, pack, and equipment that has been/will contact wildlife with a biocide SteriGENE. Contact the <a href="#">Murihiku Office</a> to discuss if this will be necessary and where it may be purchased from.	
If you answered Yes to either question above, have you contacted the <a href="#">Murihiku Office</a> to inquire if washing gear in SteriGENE will be necessary? <div style="float: right; text-align: right;">           YES <input type="checkbox"/>      Who.....      NO <input type="checkbox"/> </div>	
Have you washed all the relevant gear in SteriGENE <div style="float: right; text-align: right;">           YES <input type="checkbox"/>      NO <input type="checkbox"/> </div>	

***Items have been scrubbed clean of all soil, seed and vegetation, and have been checked for the presence of insects and rodents.***

	Tick if in compliance	Inspected by Honorary Representative	Comments
Day Pack			
Footwear			
Socks			
Clothing			
Parka & Leggings			
Tripods etc			
Camera bags etc			
Shore party emergency equipment			
Other – list (continue on the back of the page if necessary)			
<b>SIGNED: _____</b> <b>Person travelling</b>			<b>SIGNED: _____</b> <b>Honorary Representative</b>

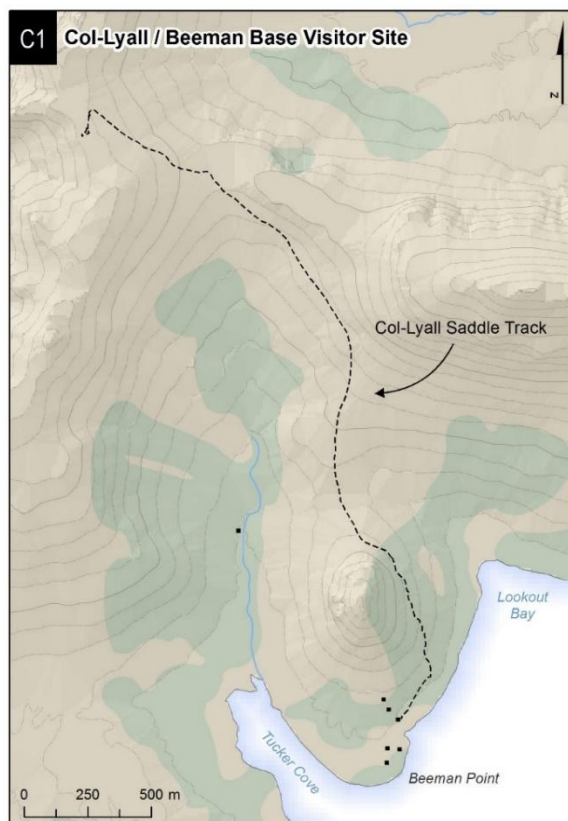
## Appendix 2 - Visitor Site Information

### Campbell Island



### Beeman Base

The wharf and track that follows the old railway line is managed by the MetService, and are CLOSED. There is to be no use of the wooden wharf structure or the track. Tracks from the wharf to the start of the Col-Lyall track are partial boardwalk.



### Col-Lyall Saddle

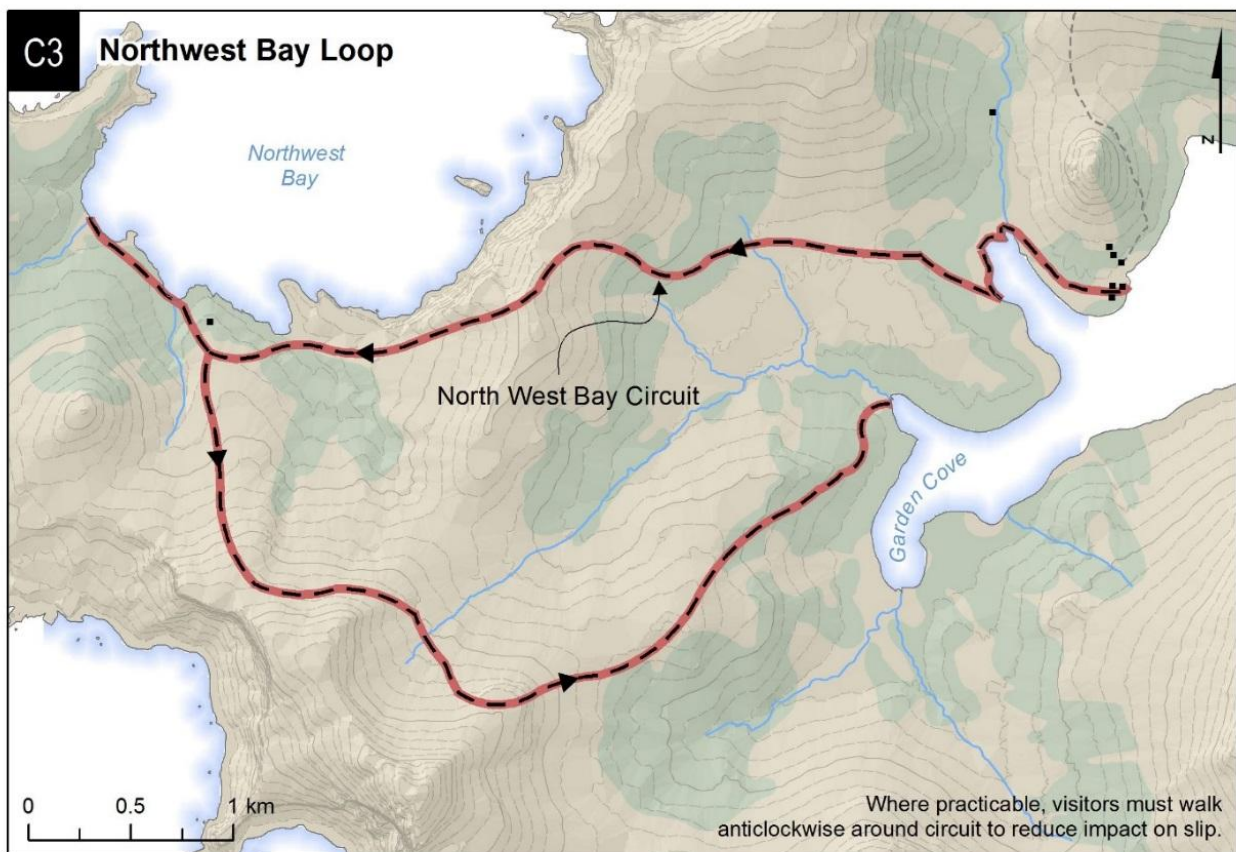
A boardwalk track begins at the southern end of the main hostel building. Visitors must remain on the boardwalk at all times. It is essential not to go off the boardwalk as this leads to increased damage at existing tracks and new tracks forming. Return the same way.



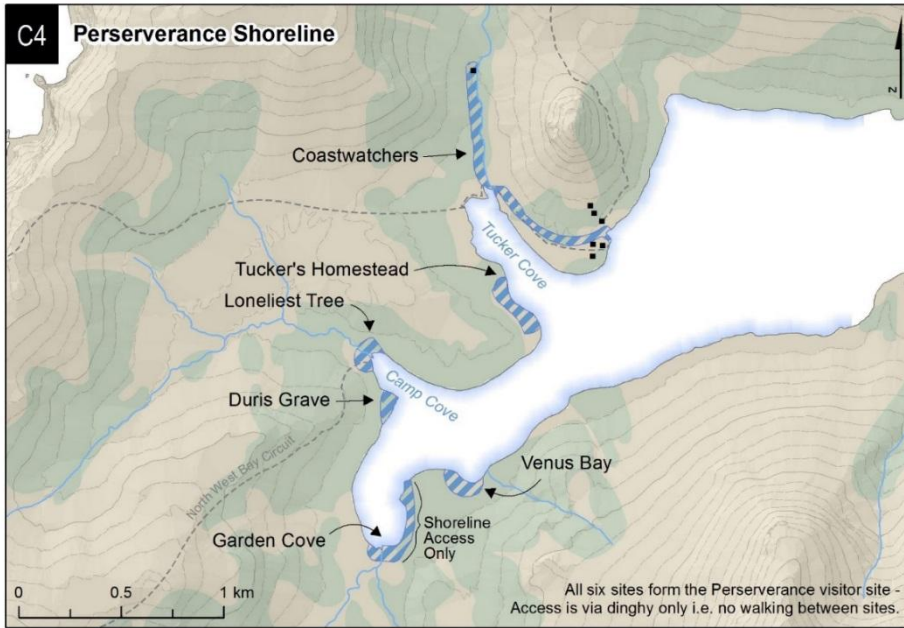
## Northwest Bay

This site is usually accessed via a loop beginning at Tucker Cove. This track can be very muddy. It starts on the west side of Tucker Cove. It leads up to the ridge above Northwest Bay and then down to Capstan Cove, the latter section is rough going through high tussock. It then heads back up the west side of Capstan Cove through dracophyllum forest to the fence post with a photo point marker on it. A short diversion is possible from the fence post at the bottom for 500m to the Northwest Bay hut. Returning to the fence post, head directly uphill along the line of widely spaced posts (you may have to push through the scrub) to where it meets the track sidling around Mt Dumas (there is a stile where the Penguin Bay top track crossed the old fence line). Follow the track east around the hill and down a spur passing Cave Rock, a shelter site for coastwatchers, and down to Camp Cove.

There are often elephant seals at Capstan Cove, and sometimes Campbell Island teal can be seen there. Watch out for sea lions through the tussock and dracophyllum forest.





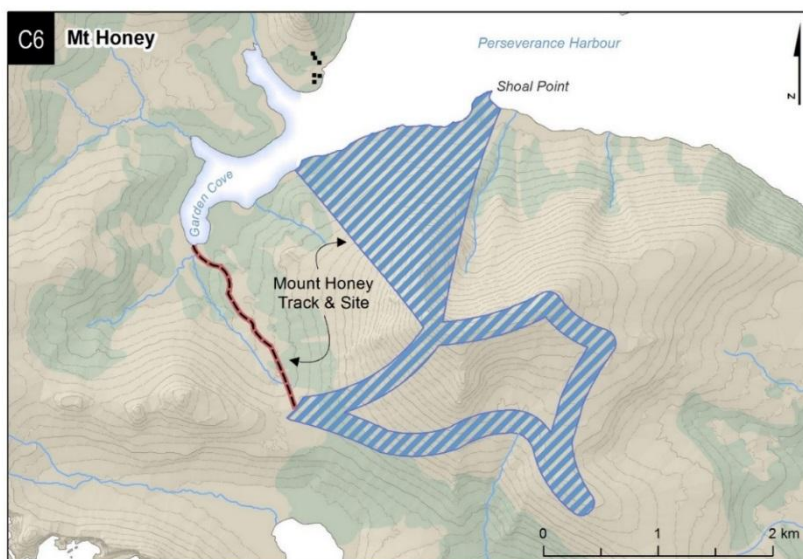
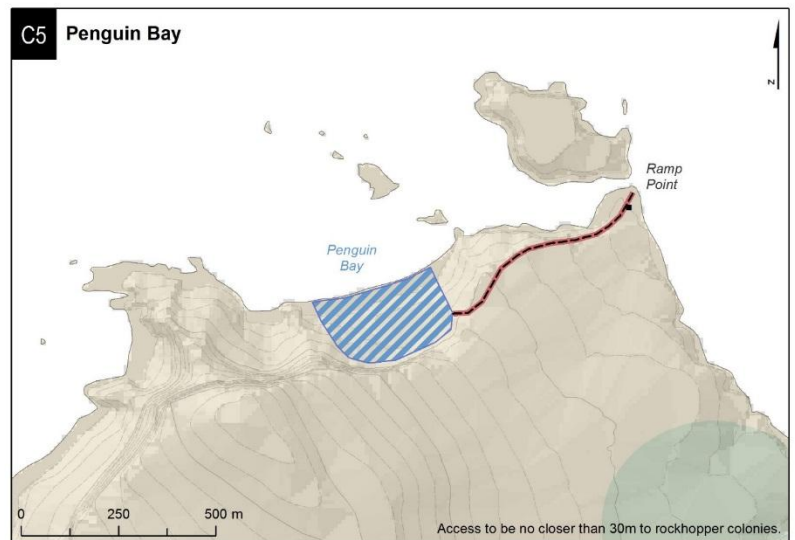


### Perseverance Shoreline

Six small sites of historical interest around Perseverance Harbour that are available to visitors. There is no overland access between these sites; access is via zodiac cruise only.

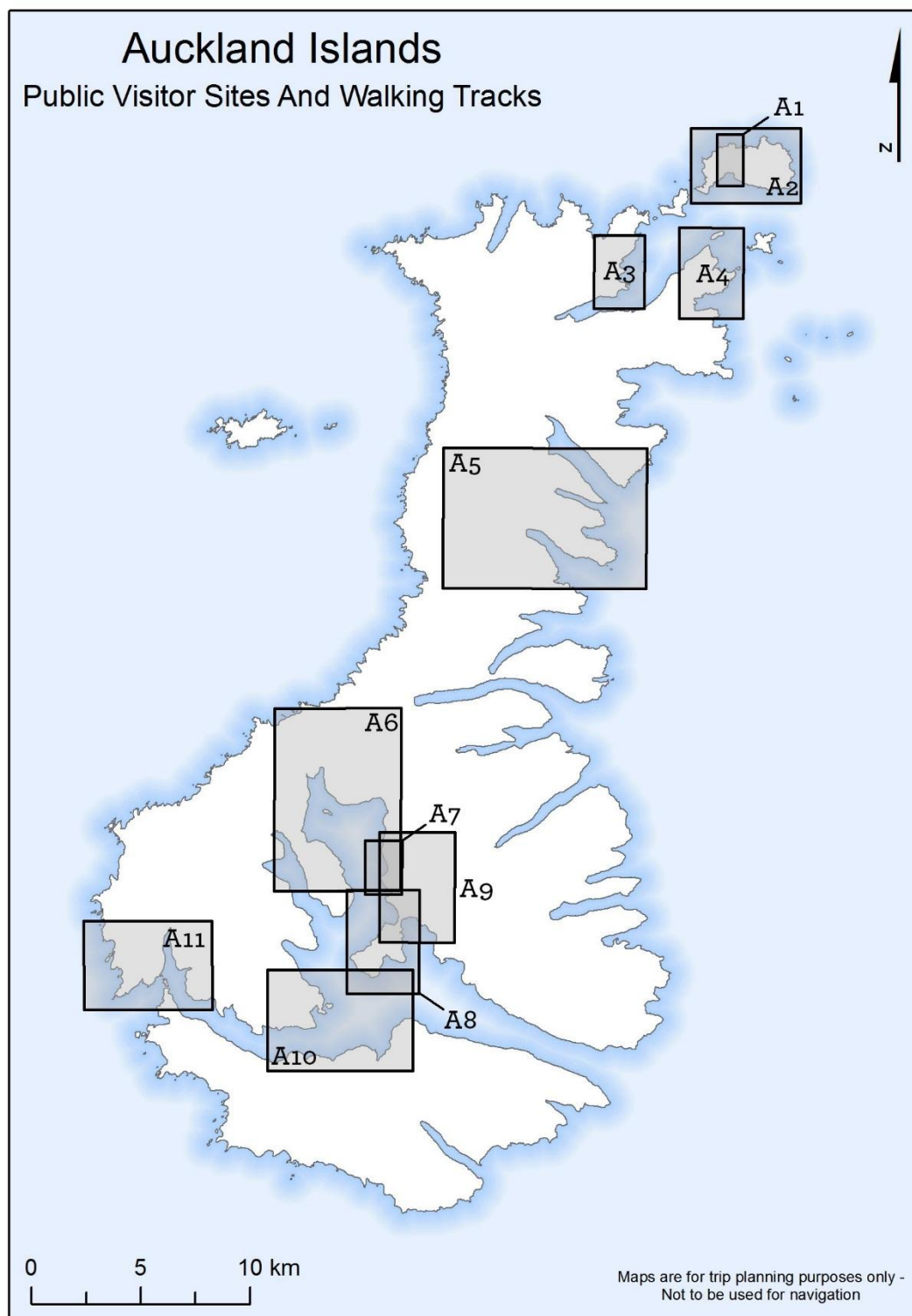
### Perseverance Shoreline

This site is on the far western point of the Island and is only accessible in exceptionally good weather. Starting at a steep natural ramp, the route travels alongside a ridgeline to overlook a rockhopper penguin colony.

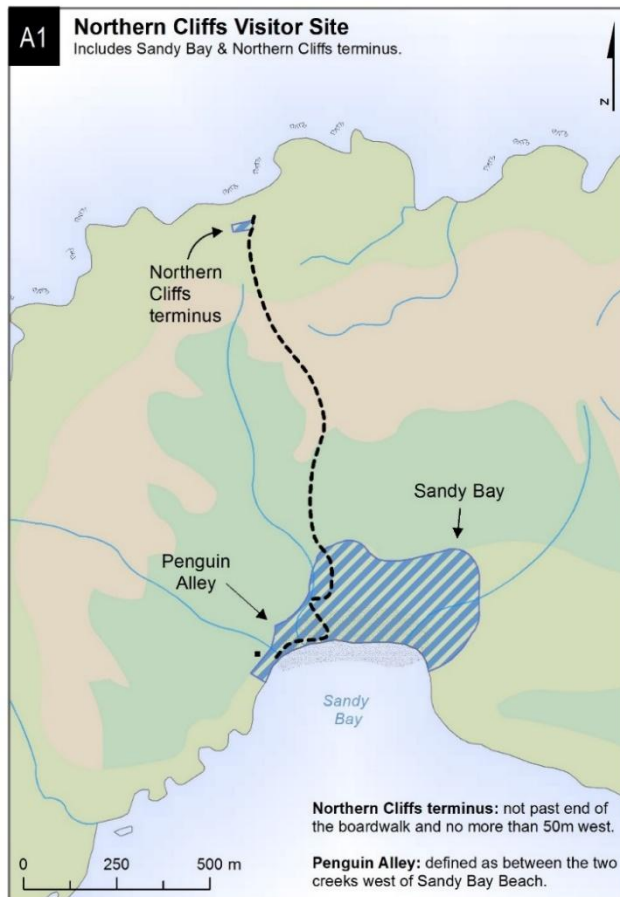


### Mt Honey

This is the highest point on the Island. There is no track to the summit, which is usually accessed from the highest point on the SE harbour track. It is sometimes accessed directly from Perseverance Harbour.



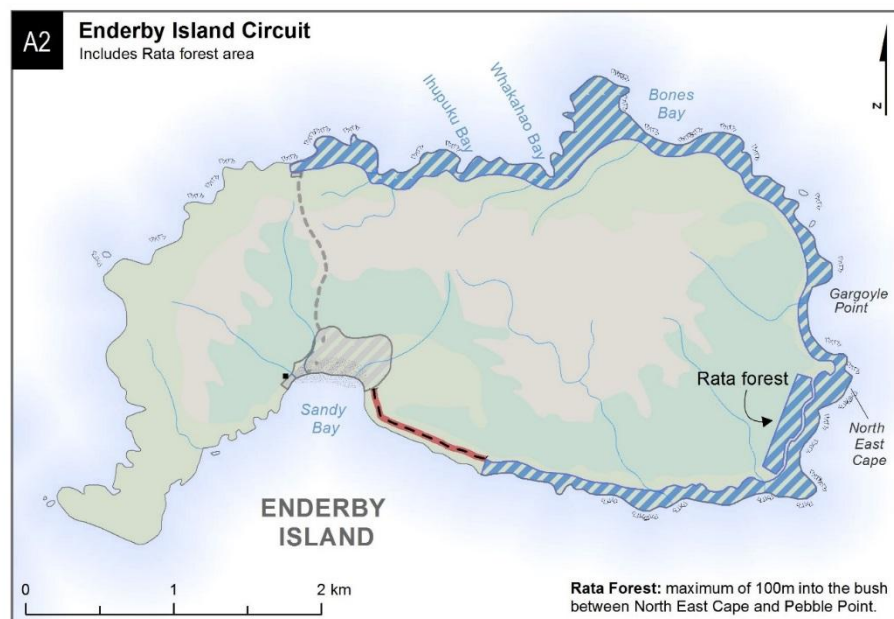
## Enderby Island



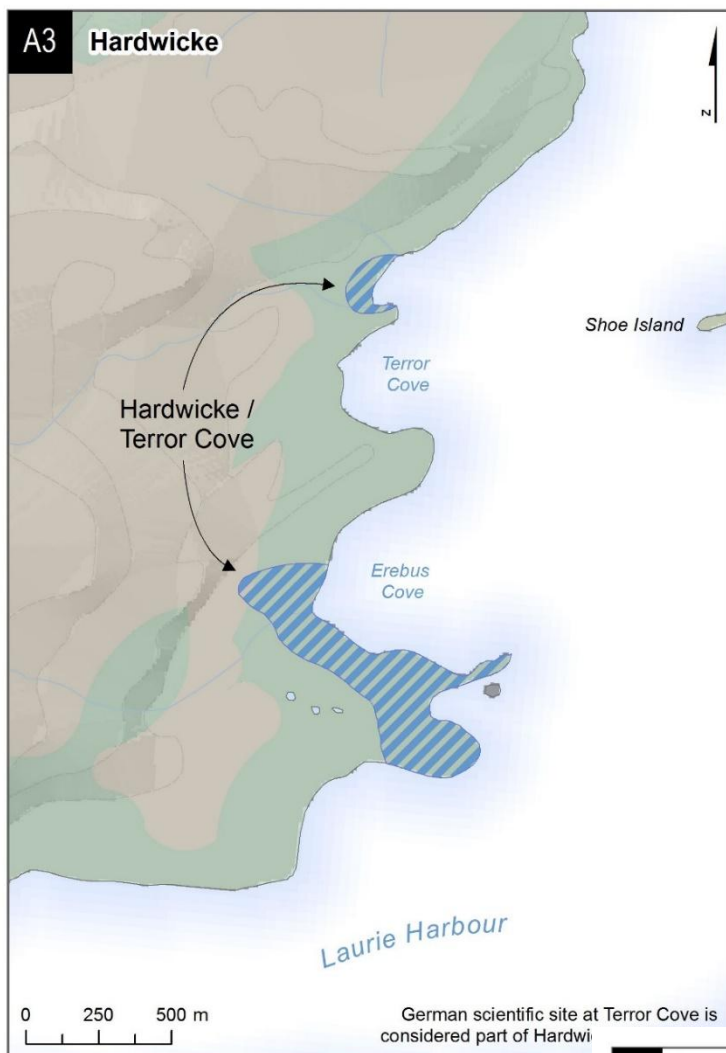
This site includes the second largest colony of NZ sea lions, producing around 600 pups per annum and royal albatross, yellow-eyed penguins, giant petrel, Auckland Island shag, teal, snipe, parakeets, tomtits, and banded dotterels. It also has Stella hut, a castaway depot, and a historic boatshed. The field base is used primarily by a team studying New Zealand sea lions.

The access to Enderby is via Sandy Bay, usually at the western end on to the rock platform. While the beach can be landed on directly, calm weather is required. To avoid disturbance to sea lions, and for visitor safety, it is advised to avoid landing near concentrations of sea lions if possible. The numbers of sealions during December and January can make landing difficult. Visiting the boatshed (above the beach) and Stella hut (in trees across the first bridge around from the camp), then access the northern cliffs across a boardwalk track. The track starts across the second bridge; note that it can be challenging to find. People must not loiter within the area between the two

streams closest to the hut as this is a significant pathway for yellow-eyed penguins accessing the sea, boats are not to be left in this area. Visitors can either stay at Sandy Bay with the sea lions, walk over to the western cliffs (they may see albatross and snipe on the way), or walk the eastern circuit of the Island which takes 3-4 hours.







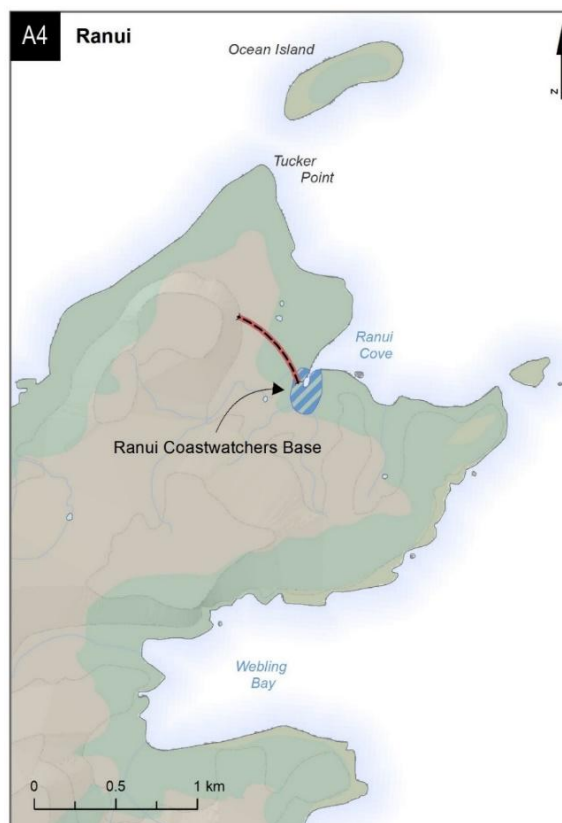
### Hardwicke Settlement

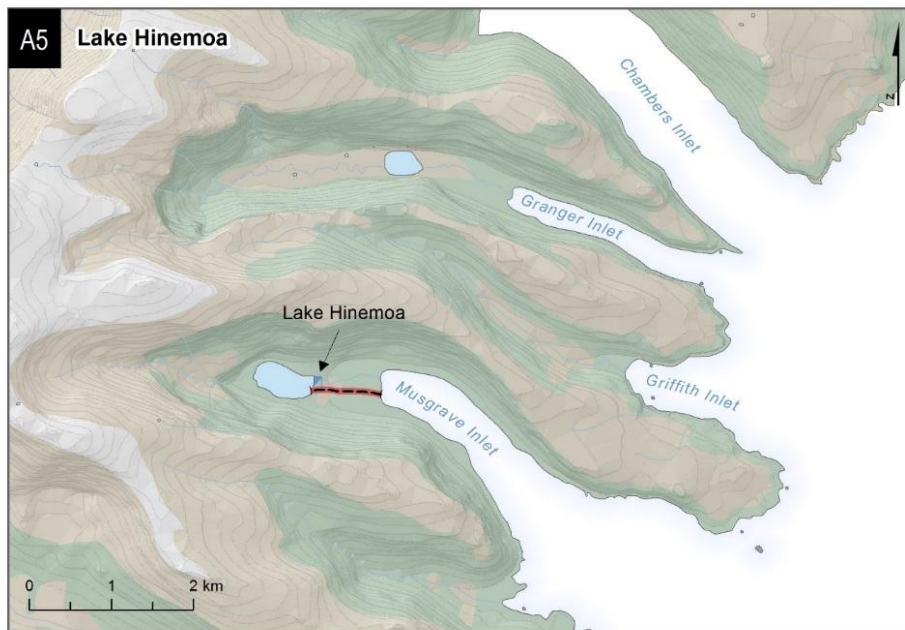
The site of the failed 1852 colony includes the colony's cemetery, historic boatshed, Victoria tree – carved by one of the visiting boats checking for castaways, and the 1840 German transit of Venus site Erebus Cove of which two brick plinths remain. If you know where to look at the main settlement site, you can see the main road and some of the building sites.

Behind the boatshed, the boardwalk to the right takes you to the cemetery. An unmarked trail to the left takes you through the settlement site, past the Victoria tree (which can be hard to find) and to the Amherst spar.

### Ranui Cove

This is the site of the Number 1 coast watchers base and lookout. The lookout is being maintained, but the base has been modified by more recent expeditions and is not maintained. To access the lookout, follow the No. 8 wire (that was the phone line) along a largely unmarked track that goes around the Cove's west side before going up the hill.





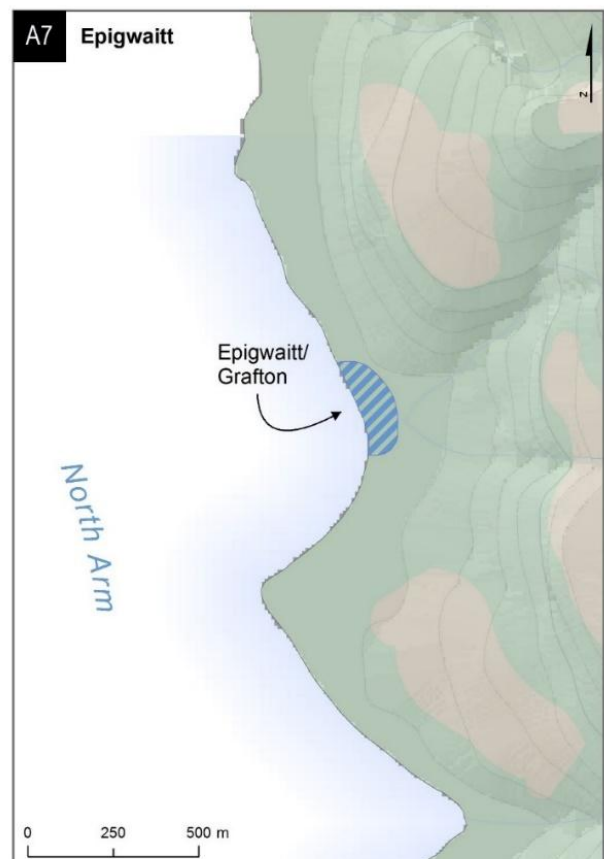
### Lake Hinemoa

This is a pleasant walk into the lake starting at the south end of the beach. Note that the route is overgrown in places.



### Erlangen Clearing

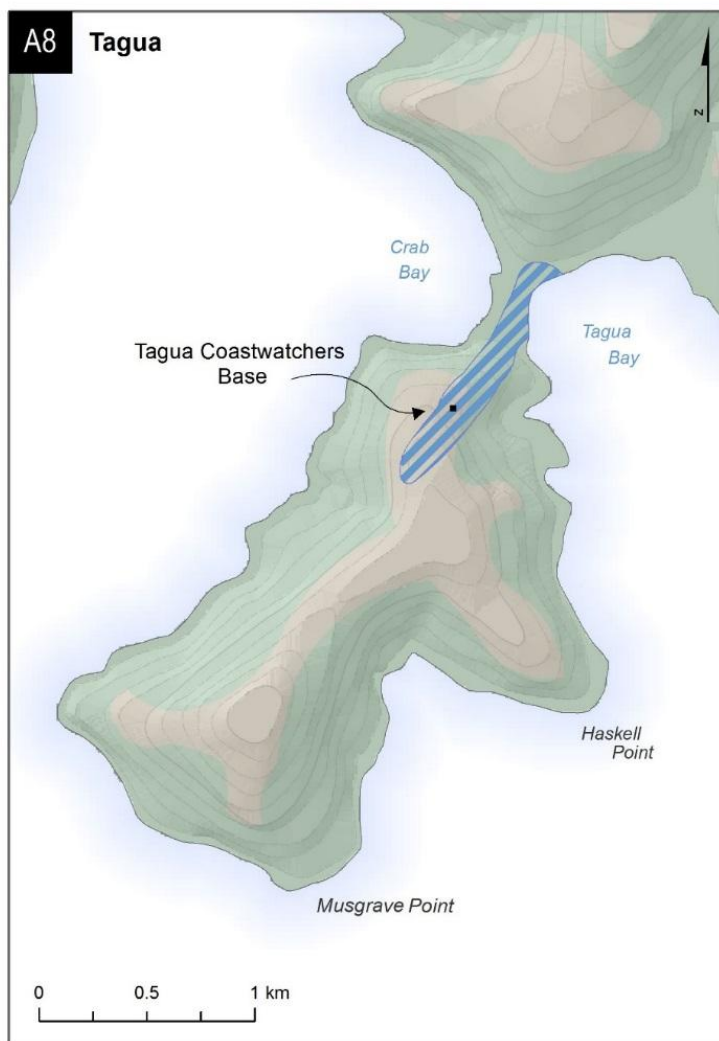
At the head of Carnley Harbour, this is the site where the German ship Erlangen crew cut many tonnes of rata to fire her boilers while escaping from allied navies at the outbreak of WW2. The cleared area is still apparent from a distance with much lower trees.



### Epigwaitt

Also known as Grafton, is the site of the 1864 wreck of the *Grafton*. The stone remains of the forge, and the ribs of the ship can still be seen.





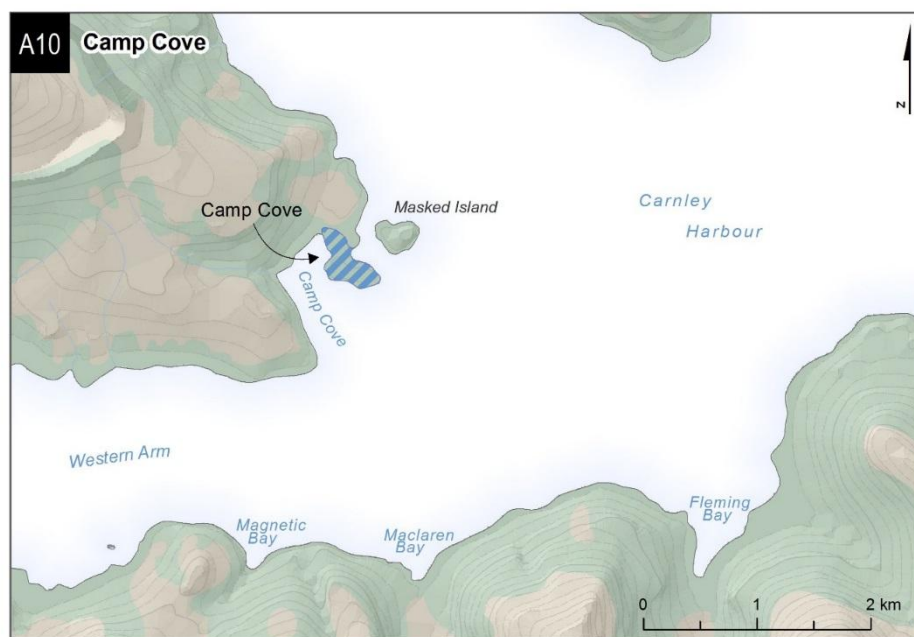
### Tagua Bay

This is the Number 2 coast watchers station that can be hard to find without local knowledge. The main base is in poor condition and is not maintained; the missing window was removed for the Southland Museum exhibition. The lookout hut is being maintained.

Start from the Cove on the east side of the peninsula to find the main base. The track to the lookout hut starts at the back of the camp.

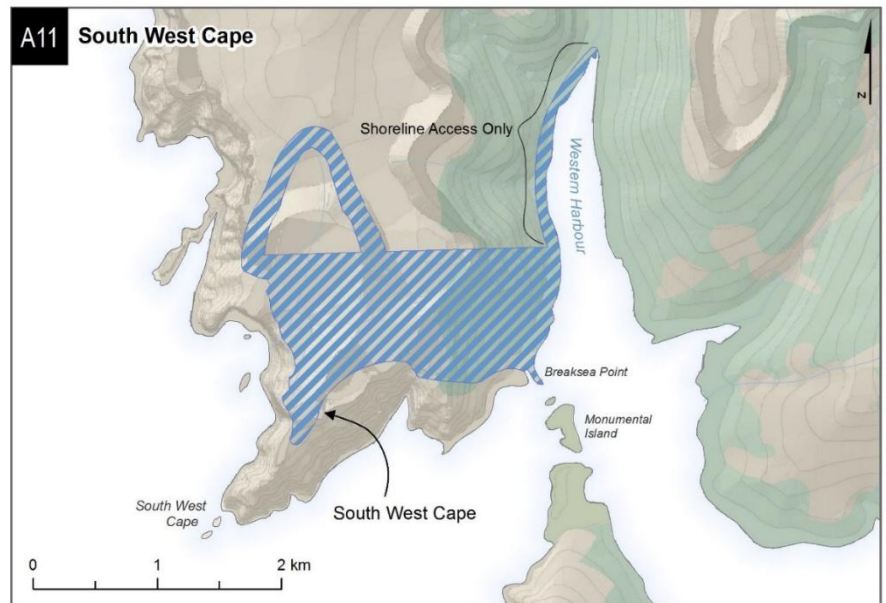
### Camp Cove

This area is home to two old Castaway Depots and is the site of a suspected sealers camp reported by the Grafton crew. The depots are situated at the head of the Anjou Point within the Rata forest.



### South West Cape

Site of the only publicly accessible mollymawk colony in the NZ Subantarctic. Several hundred white-capped mollymawks breed here, mostly on inaccessible ledges where the pigs cannot get them. The pigs destroy many nests each year. Access into any part of the colony is prohibited. Groups may also see a few Gibson's wandering albatross which nest in the tussock above the mollymawks.



### Antipodes Islands

No landings are permitted. Zodiac cruising allows viewing of erect crested and rockhopper penguins, distant views of Antipodes wandering albatross, and mollymawks on Bollons Island, with potential for sightings of endemic Antipodes and Riechek's parakeets, and snipe. NZ fur seals and southern elephant seals may also be seen.

### Bounty Islands

No landings are permitted. They comprise over 20 small islands, islets and rocks in three groups. Zodiac cruising allows good viewing of Salvin's mollymawks, erect crested penguins and the endemic Bounty Island shag (rarest in the world) and NZ fur seals. Only one terrestrial plant is known on the islands (Cook's scurvy grass - don't expect to see it!).

### Snares Islands

No landings are permitted. Zodiac cruising provides good opportunities for viewing Snares crested penguins, especially at Penguin Slope. Ensure that boats do not disturb penguins arriving or departing from any of their landing sites as they can easily get too close, especially at Penguin Slope. NZ sea lions can also be seen, as can the endemic black tomtit, the Snares Is fernbird and snipe if you're lucky. Huge numbers of sooty shearwaters (titi/ muttonbirds) arrive in the evening and leave early in the morning, with Buller's mollymawks breeding on the Island later in the season. Salvin's mollymawks and Snares crested penguins breed on the Western Chain to the south of the main islands.

*Undaria*, an invasive seaweed, made it to this important area in 2006 stressing the need for marine biosecurity.

It is important to note that while the Snares does not have a marine reserve, it is still covered by rules and requirements of the Regional Coastal Plan: Kermadec and Subantarctic Islands.

## Appendix 3 - Suggested Reading

- Allen, Madelene Ferguson, 1997. Wake of the Invercauld – shipwrecked in the sub-Antarctic: a great granddaughter's pilgrimage. Exisle Publishing, Auckland.
- Atkinson, Tudor, 2001. St Michael Goes South: A 31-foot motor-sailor in support of the 1972/73 Auckland Islands Scientific Expedition. Department of Conservation, Wellington.
- Bailey, Alfred M. and Sorenson, J.H., 1962. Subantarctic Campbell Island. Denver Museum of Natural History.
- Clark, M.R. and P.R. Dingwall, 1985, reprinted 1990. Conservation of Islands in the Southern Ocean. IUCN / Cambridge University Press, England.
- Department of Conservation, 1998. Conservation Management Strategy: Subantarctic Islands 1998-2008. Southland Conservancy Conservation Management Planning Series No. 10.
- Dingwall, P.R., C. Fraser, J.G. Gregory, C.J.R. Robertson (eds), 1999. Enderby Settlement Diaries: Records of a British colony at the Auckland Islands 1849-1852. Wild Press, Wellington / Wordsell Press, Pakuranga.
- Dingwall, P.R., J.G. Gregory (eds), 2004. A Musterer's sojourn on Campbell Island: the diary of Alfred Austin 1919-1921. Department of Conservation, Wellington.
- Dingwall, Paul R., Jones, Kevin L., Egerton, Rachael (eds), 2009. In the care of the Southern Ocean: an archaeological and historical survey of the Auckland Islands. New Zealand Archaeological Association, Auckland.
- Eden, A.W., 1955. Islands of Despair. Melrose, London.
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- Kerr, I.S., 1976. Campbell Island: A History. Reed, Wellington.
- McEwen, Mary (ed.), 2006. Charles Fleming's Cape Expedition Diary, Auckland Islands 1942-1943. McEwen Associates Ltd, Wellington.
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- McNab, R., 1909. Murihiku. Whitcombe & Tombs, Wellington.
- Musgrave, T., 1943. Castaway on the Auckland Islands. Reed, Wellington.
- Onley, Derek and Sandy Bartle, 1999, reprinted 2001. Identification of the Seabirds of the Southern Ocean: a guide for scientific observers aboard fishing vessels. Te Papa Press / CCAMLR.
- Peat, Neville. 2006. Subantarctic New Zealand – A Rare Heritage. Department of Conservation.
- Peat, Neville, Les Molloy and Paul Dingwall, 1997. Nomination of the New Zealand Subantarctic Islands by the Government of New Zealand for inclusion in the World Heritage List. Department of Conservation.
- Poppleton, George, 2000. Campbell Island 1955-56, 1958-60. Jenn Falconer, Wellington.
- Raynal, FE 1880 Wrecked on a reef, or twenty months in the Auckland Islands. T. Nelson, London. (Republished 2003, with additional commentaries by Christiane Mortelier. Steele Roberts, Wellington, NZ. ISBN: 1877228885)
- Taylor, Rowley, 2006. Straight Through from London (Antipodes and Bounty Islands history and natural history). Heritage Expeditions, Christchurch.
- Turbott, Graham, 2002. Year Away: Wartime Coastwatching on the Auckland Islands, 1944. Department of Conservation, Wellington.
- Viney, Chris, 2001. Macquarie Island. Tasmanian Parks & Wildlife Service / Tasmanian Department of Primary Industries, Water and Environment, Hobart.
- Druett, Joan, 2007. Island of the Lost: An Extraordinary Story of Survival at the Edge of the World. Algonquin Books, 2007. ISBN 1565126513, 9781565126510

## Appendix 4 - Contact Information

### **Murihiku District Office**

Department of Conservation  
CUE on Don  
33 Don Street/PO Box 743  
Invercargill 9840  
Phone: 03 211 2400  
Email: [invercargill@doc.govt.nz](mailto:invercargill@doc.govt.nz)

### **Biosecurity Advisor and Compliance Ranger**

Sharon Trainor  
Department of Conservation  
Cue on Don  
33 Don Street/PO Box 743  
Invercargill 9840  
Phone: 027 682 1990  
Email: [strainor@doc.govt.nz](mailto:strainor@doc.govt.nz)

## Appendix 5 – Reflections on Vessels Voyaging to the Subantarctic Islands

### Vessel management

Two main components require equal attention in the planning and execution of any voyage to the New Zealand Subantarctic Islands; the vessel and the crew.

#### **The Vessel**

A voyage to the Sub Antarctic Islands is not one to be undertaken in the average production pleasure craft. In general, the vessel will be specifically designed, built and equipped for operation in the often-extreme conditions. The vessel will be thoroughly tested and refined to ensure that every part of it operates effectively. Major system components of the vessel, such as watertight integrity, rig, main engine and propulsion equipment, anchoring equipment and steering gear will be beyond any possible doubt. The vessel will need to be operable in sustained winds of 50 knots and greater as a matter of daily routine. A vessel's anchoring, and anchor handling equipment, should be capable of holding the vessel secure in such conditions as a matter of day-to-day operation, rather than an exception. Quite simply, if you have any doubt about anchoring multiple times in such conditions, or setting sails and operating the vessel in such conditions, you should not undertake the voyage.

#### **The Crew**

The crew are equally important as the vessel. The crew will most likely be lead by a master who has undertaken numerous voyages to the Subantarctic Islands or in similar waters (e.g. Cape Horn, Chile, Aleutian Islands). This experience may be as master, or as mate, ensuring that a broad view of the requirements of the role of master in the management of a vessel and crew in extreme conditions. The crew will most likely be made up of experienced ocean sailors who have sailed in similar extreme conditions on numerous occasions and most certainly outside of the tropics.

The voyage to Bluff can provide some idea of the type of conditions that may be experienced at, or on the way to, the Subantarctic Islands. Where a vessel heading to Bluff finds the conditions too much for them at times this may be a clear indication that you may wish to cruise the beauty and ruggedness of Stewart Island or Fiordland rather than head further south. In saying this you should in no way underestimate the challenges in cruising these two areas. Fewer vessels cruise Stewart Island and Fiordland each year than cruise Chile. The Subantarctic Islands have, on average, far less than one recreational vessel visit per year.

Familiarity with the vessel's equipment and machinery, together with the ability to fix any issues is a must. If stripping and re-building a primary winch, or sorting out an engine that has been flooded with seawater is beyond the capability of the crew then please rethink your plans. These are just simple tasks that should be core parts of your crew's overall skills and competence. Having the gear is one thing. Knowing how to use, maintain and repair it correctly is another. One recent visitor to the Island, in a reasonably well found and equipped vessel, was rolled, suffered ingress of water to the cabin and engine and suffered rig damage all on the last part of the return trip. Greater crew competence and knowledge of their equipment may well have prevented this incident.

#### **What Else?**

There are many books and guides on the choice and equipping of a vessel for a voyage to somewhere like the Sub Antarctic Islands. Read, review discuss your options, test and try your vessel in all the conditions likely to be encountered.

The requirements of a Category 1 Safety Certificate includes training for the crew. It is likely that if you are sailing in similar waters and conditions you already have this training. A training course is not the end of the matter though. Anyone can retrieve a man overboard or change sails in good conditions. That is not what you are expecting and the crew should be exercised and proficient in the conditions that can be expected during a voyage to the Subantarctic Islands. The training courses and a Category 1 Safety Certificate are the minimum standards, the starting point, not the goal.

At the end of the day, there are many locations you can go and test or prove your sailing skills other than the Sub Antarctic Islands, all with less risk to yourself, others and the environment. For those that do voyage south, in the right boat, with the right master and crew it can be very rewarding. The Department of Conservation maritime experts will review all parts of your vessel and crew capabilities, risk assessments and vessel management plans, and other information to establish the ability of the vessel and crew to safely undertake the conditions, vessel management and landings at the islands.

While I appreciate that some may read these notes and see someone trying to put them off going, that is not the intention. These notes are written to help you identify exactly what you are getting yourself into, and the ethos of a sound boat and competent crew that will make a well-planned voyage safer. I hope you get the best conditions the Sub Antarctic has to offer but if you don't you'll be well set up to manage.

A quick look at NP51, New Zealand Pilot, for Enderby Island (on the predominantly lee side of the Island) provides the following data for Jan-Feb.

Wind 49% of winds are 25 knots or more

22% of winds are 30 knots or more

34 days per year force 8 or greater (Auckland Airport has 7 days/year)

Rain 18 to 19 days of rain per month

It is simply good seafaring practice to have all of the information available when planning a voyage. If you want to talk about a possible voyage, or boat and crew preparation the Department of Conservation should be approached for contact details to enable you to discuss your intended voyage with mariners experienced in the area, conditions and voyage.

Jim Dilley – Regional Harbourmaster, Environment Canterbury

## Appendix 6 – Biofouling Management Plan

The table below may help you comply with the requirements of Rule 30<sup>17</sup> and Table 1<sup>18</sup> of the [Coastal Plan](#)

Vessel Details	Name:	Radio Callsign:	
Length:		Builder:	
Beam:		Design/model:	
Draft:		Year built:	
Displacement:		Underwater profile:	
Vessel Type:	Sailing vessel/launch	Colour of the vessel:	<i>attach a photo</i>
<b>Please answer the questions below</b>	<b>Details</b>	<b>Guidance Notes</b>	
What antifouling system(s) does your vessel use?		<u>Table 1 requirement 1.3</u> <i>Please provide as much detail as possible including manufacturer/brand, name, whether soft/hard/electronic.</i>	
What are the manufacturers stated effective period for this antifouling?		<u>Table 1 requirement 3.1</u> <i>This information is available from the manufacturer and may be provided regarding the number of coats applied and film thickness of those coats.</i>	
What date was the antifouling system last applied and how		<u>Table 1 requirement 3.1, 3.2 and 4.1</u> <i>Where an antifouling system is less than 6 months old evidence of the antifouling system used and the date of application must be provided.</i>	

<sup>17</sup> Page 47 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

<sup>18</sup> Page 59 of the [Regional Coastal Plan: Kermadec and Subantarctic Islands](#)

many coats/film thickness was applied?		
Who applied the last antifouling?		<u>Table 1 requirement 3.1</u>
If you applied the antifouling yourself what are the manufacturer's application instructions and how did you determine the correct application according to the manufacturer's instructions.		<u>Table 1 requirement 3.2</u> <i>How did you meet the surface preparation standards?</i> <i>How was film thickness of a coat measured?</i> <i>How long was there between application and launching?</i> <i>Please provide photographs or evidence of the application process including film thickness measuring checks.</i>
What ports, harbours and locations have you moored at for 7 consecutive days since the antifouling system was applied?		<u>Table 1 requirement 4.1</u>
How often do you inspect and/or clean your antifouling system?		<u>Table 1 requirement 1.2</u>
How will you monitor the antifouling system and any possible biofouling during your voyage?		<u>Table 1 requirement 1.2</u>
Vessel Owner:		Date:



## Appendix 7 – Risk Assessment

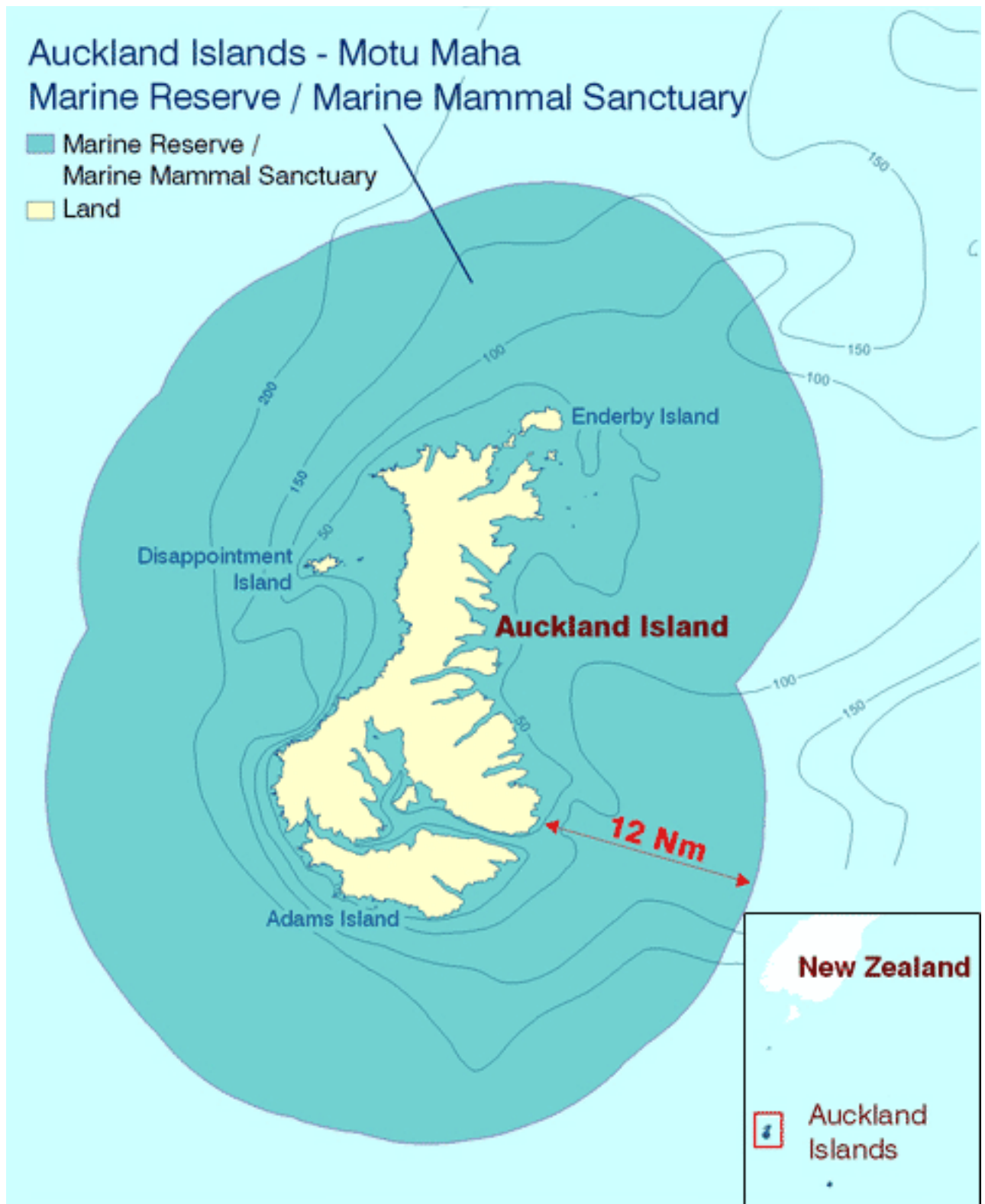
The information below is provided as an example of some of the matters to include in a risk assessment and management plan. There are many formats for undertaking a risk assessment and management plan and other considerations that may be required for a particular plan.

Activity	Risk	Consequence	Controls
Beach/Rock Landing	Capsize	Drowning and Hypothermia	Use of survival suits for dinghy trips. Additional clothing in dry bags. Landing only in settled conditions.
Beach/Rock Landing	Damage to dinghy	Impaired ability to return to the vessel	Propeller guard fitted. Carry oars. Carry spare outboard when prudent on longer trips. Dinghy repair kit.
Beach/Rock Landing	Hidden pests	Damage to flora and fauna	Pre-trip inspection by DOC. Continued inspection and cleaning of equipment between shore trips.
Beach/Rock Landing	Uncontrolled landing	Damage to foreshore	Landing in settled conditions at appropriate locations. Use of planning and observance of intended landing location before landing.
Beach/Rock Landing	Incorrect landing position	Damage to flora and fauna	Remain within boundaries of landing sites set by DOC.
Shore Expedition	Falls, trips or knocks	Personal injury	Correct footwear and protective clothing. No shore trips during or after periods of rain. First aid kit carried at all times. Pre-arranged trip plans. Pre-planned radio reports back to vessel with position updates.
Shore Expedition	Falls, trips or knocks	Damage to flora and fauna	Shore trips of short travel distances to allow for careful progress. Remain within permitted landing sites.
Shore Expedition	Getting lost	General	Pre-planned trips. Carrying chart extract/map or sketch map. VHF radio carried by every person and radio watch kept by the crew on the vessel. Carry portable

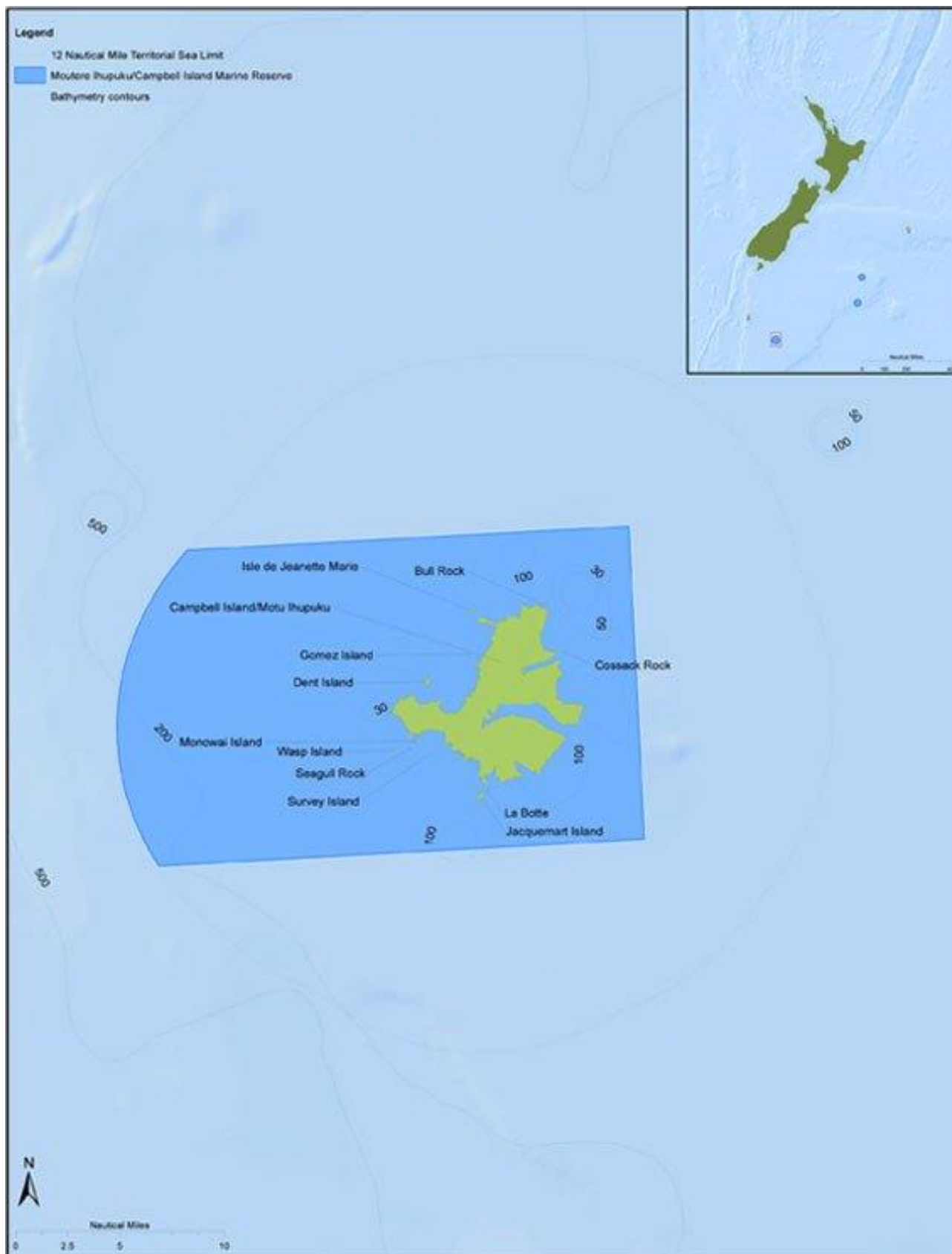
			GPS and compass. All trips to be conducted in the vicinity of the landing site.
Shore Expedition	Interaction with any wildlife	General	Operate within guidelines set by DOC.
Shore Expedition	Unexpected weather change	General	Use of HF radio forecasts and onboard weather maps received via email.
Shore Expedition	Unexpected weather change	Loss of visibility	Carriage of a compass, GPS, charts and maps (sketch). All shore trips to be in the location of the landing site.
Shore Expedition	Unexpected weather change	Hypothermia	Suitable clothing, additional clothing in a dry bag.
Shore Expedition	Unexpected weather change	Unexpected weather change	Shore trips of short distances. VHF communications with the vessel. Bivvy bag and food.

The above list is not exhaustive but is an indication of some of the risks expected. The shore trips should be based around the point of landing to allow people to easily and quickly return to the landing point. Regular VHF radio check-ins should be used to monitor positions. Vessels should carry extensive equipment, including safety, communications, survival and pollution-response equipment. Of most importance are training, competence and understanding of the environment in which you will be operating (including knowledge of what you don't know and the limit of your skills and experience).

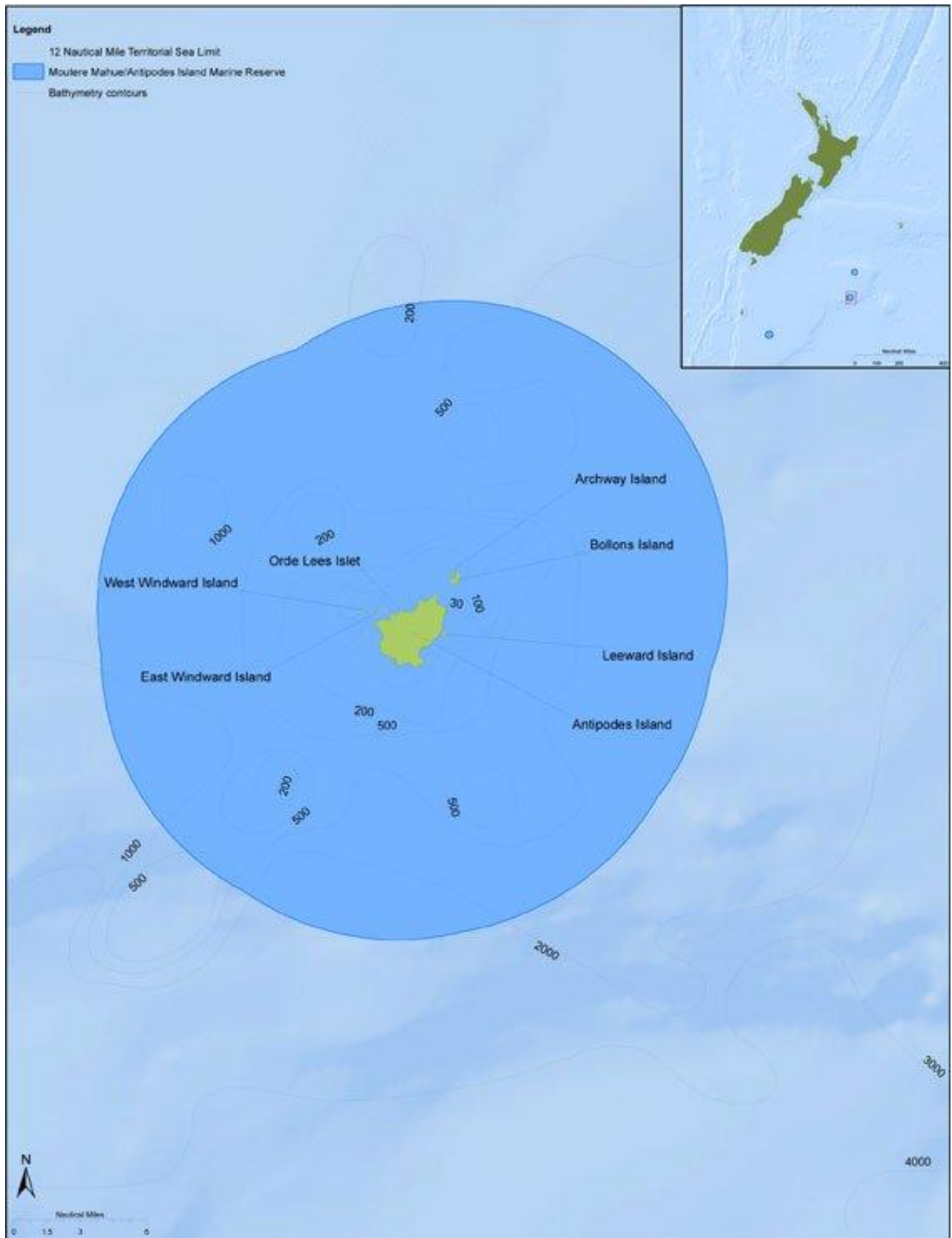
## Appendix 8 – Marine Reserves



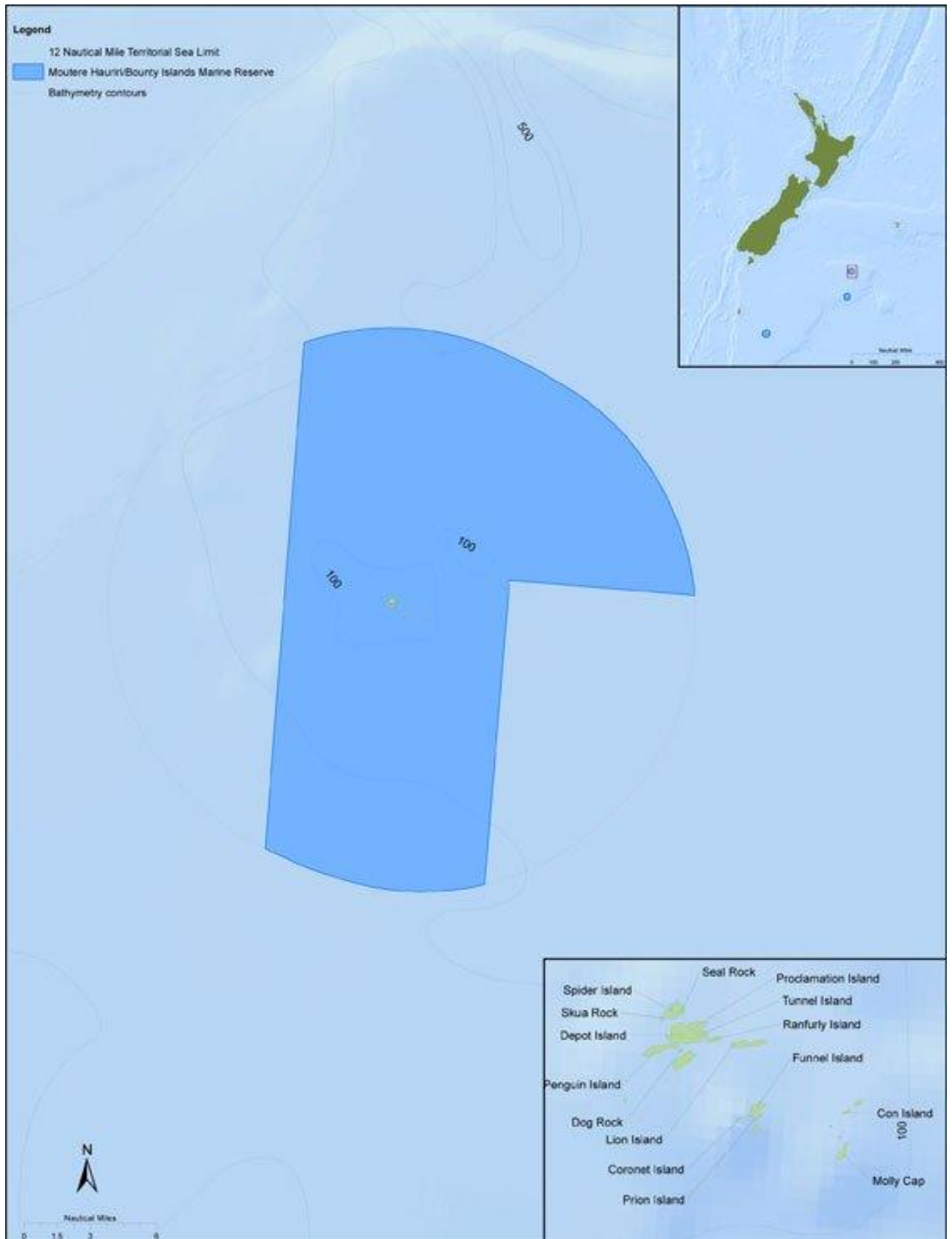
Auckland Islands - Motu Maha Marine Reserve



Campbell Island/Motui Ihupuku Marine Reserve



Antipodes Island/Moutere Mahue Marine Reserve



Bounty Islands/Moutere Hauriri Marine Reserve



## Appendix 9 – Minimum Impact Code

# Subantarctic Islands

## MINIMUM IMPACT CODE

SOUTHLAND/MURIHIKU



Department of Conservation  
Te Papa Atawhai

### A pristine environment

NEW ZEALAND's subantarctic islands are wild and beautiful places. They are home to some of the most abundant and unique wildlife on earth; many birds, plants and invertebrates are found nowhere else in the world. The subantarctic islands are particularly renowned for the large number and diversity of penguins and other seabirds that nest there.

The subantarctic islands are located between 47 and 52 degrees latitude, occupying the stormy seas of the Roaring Forties and the Furious Fifties. New Zealand's subantarctic islands include Snares / Tini Heke, Auckland / Motu Maha / Maungahuka, Campbell / Motu Ihupuku, Bounty and Antipodes Island groups.

Each of the islands has been given the highest level of protection: 'National Nature Reserve'. In addition, in 1998, due to their unique and diverse nature, they were each listed as a World Heritage Area.



Hoiho/yellow-eyed penguins.  
Photo: Stephen Jaquery

For further information please contact:

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Murihiku/Invercargill Office  
33 Don Street, Invercargill 9810

WEBSITE: [doc.govt.nz/subantarctics](http://doc.govt.nz/subantarctics)  
EMAIL: [invercargill@doc.govt.nz](mailto:invercargill@doc.govt.nz)  
PHONE: (03) 211 2400

Front cover: Visitors on Enderby Island.  
This page: Sea lion, Campbell Island.  
Photos: D. Wierenga

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Publishing Team,  
DOC National Office

This publication is produced using paper sourced from well-managed, renewable and legally logged forests.



[newzealand.govt.nz](http://newzealand.govt.nz)



## Help us protect these islands

*It is both a privilege and a responsibility to visit the subantarctic islands. A single seed or insect could lead to the establishment of a new pest species that can alter the islands forever.*

Follow these guidelines to minimise the impact of your visit on this outstanding environment.

A Department of Conservation representative may be on board to share their knowledge and enhance your trip. In addition they will assist the Expedition Leader to ensure all permit requirements are undertaken.

*Pleurophyllum megaherb, Campbell Island.  
Photo: Stephen Jaquery*

By following these guidelines and those of the Expedition Leader and DOC representative, you will be contributing to the conservation of these unique areas.

### Tread lightly

*'Take only photos; leave only footprints'*

- ▶ **Keep to formed tracks and boardwalks** to minimise damage to fragile soils and plants.
- ▶ Please **use the toilets on your vessel** prior to disembarking.
- ▶ **Smoking is not allowed.** All of the islands are smoke free.
- ▶ **No plants or animals are to be taken onto the islands.**
- ▶ **No natural or cultural items are to be removed** from the islands.

### Check for unwanted stowaways

*Please discuss any questions or concerns regarding quarantine with the DOC representative.*

- ▶ **Thoroughly clean** all clothing, equipment and accessories before each landing.
- ▶ **Remove any seeds and dirt** in pockets, Velcro and bags.
- ▶ **Scrub your footwear *before and after*** each landing (facilities provided on board).
- ▶ **Alert the Expedition Leader** to the presence of any insects or rodents on board.

### Show respect for wildlife

*New Zealand's subantarctic islands have internationally significant populations of many species. Please be responsible by following these guidelines.*

- ▶ **Give all wildlife the right of way** – think about where the animal wants to go and move to the side.
- ▶ **Do not go any closer than 5 metres to wildlife** – this may be too close at times for some species, e.g. penguins, fur seals.
- ▶ **Keep noise to a minimum.**
- ▶ **Do not encircle any wildlife** – always give them room to move.
- ▶ **Look for and respond to signs of wildlife in distress:** clacking of bills, swivelling of heads, upright, alert and staring at you – if this is occurring please move away promptly.
- ▶ Your guides will direct your actions to cause the least disturbance to wildlife.

### Turn down the lights...

Any lights on board ship at night, (including cabin lights) can attract seabirds, which crash into vessels – often with fatal consequences. Only the minimum lighting required for navigation and safety should be used. Please keep your cabin curtains closed at night to minimise this happening.

*Enderby Island. Photo: P. McClelland*

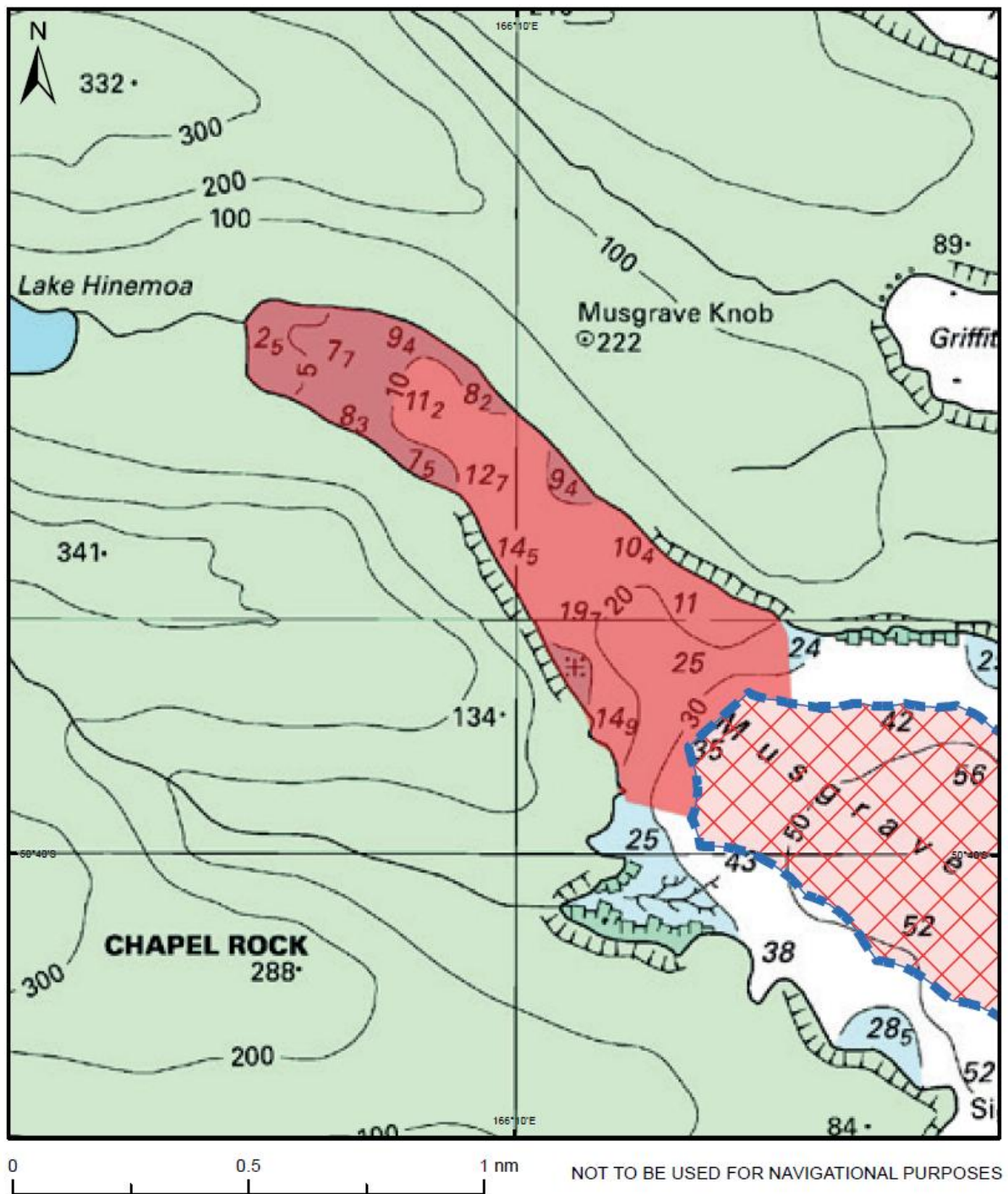


## Appendix 10 – Coastal Plan Anchorages

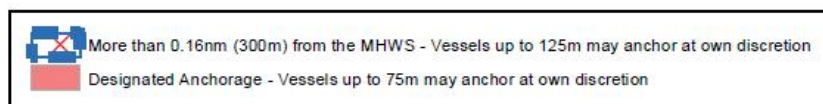
### Chartlets

#### Subantarctic Islands

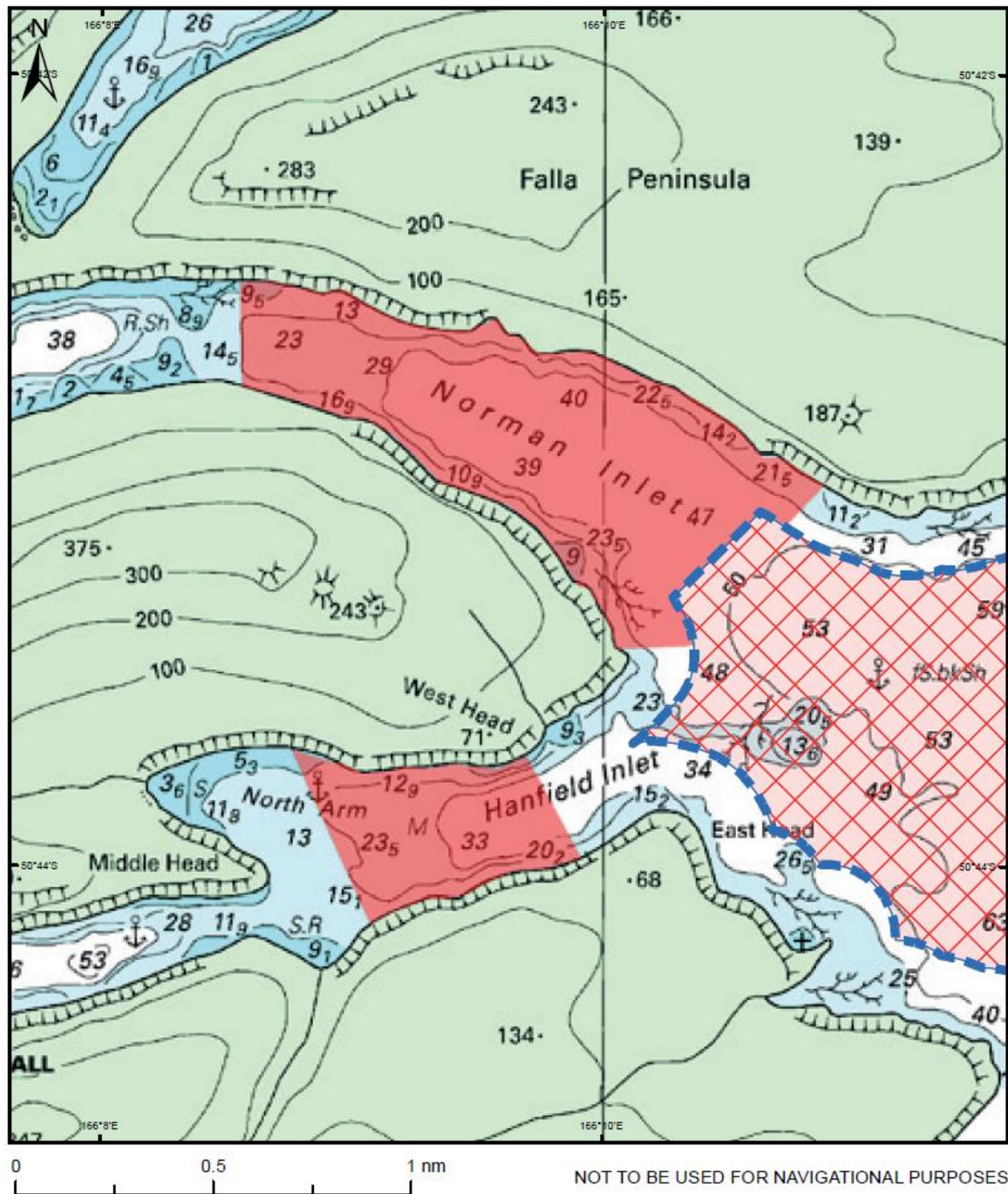
<b>Chartlet 1</b>	<b>Musgrave Inlet Anchoring Zone</b> (east coast, Auckland Island) – <i>see Map 1</i>
<b>Chartlet 2</b>	<b>Norman Inlet/Hanfield Inlet Anchoring Zones</b> (east coast, Auckland Island) – <i>see Map 1</i>
<b>Chartlet 3</b>	<b>Sandy Bay Anchoring Zones</b> (Port Ross, Enderby Island) – <i>see Map 2</i>
<b>Chartlet 4</b>	<b>Shoe Island/Terror Cove/Erebus Cove Anchoring Zones</b> (Port Ross, Auckland Island) – <i>see Map 2</i>
<b>Chartlet 5</b>	<b>Ranui Cove Anchoring Zone</b> (east coast, Auckland Island) – <i>see Map 2</i>
<b>Chartlet 6</b>	<b>Raynal Point (North)/Raynal Point (South) Anchoring Zones</b> (Carnley Harbour, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 7</b>	<b>Tagua Bay Anchoring Zone</b> (Carnley Harbour, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 8</b>	<b>Coleridge Bay/Musgrave Harbour (North)/ Musgrave Harbour (South) Anchoring Zones</b> (Carnley Harbour, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 9</b>	<b>Camp Cove Anchoring Zone</b> (Carnley Harbour, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 10</b>	<b>Waterfall Inlet Anchoring Zone</b> (east coast, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 11</b>	<b>Western Arm Anchoring Zone</b> (Carnley Harbour, Auckland Island) – <i>see Map 3</i>
<b>Chartlet 12</b>	<b>Perseverance Harbour Anchoring Zone</b> (Campbell Island/Motu Ihupuku) – <i>see Map 5</i>



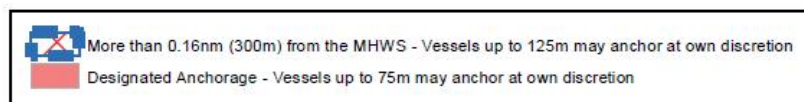
## Musgrave Inlet Anchoring Zone



Chartlet 1. Musgrave Inlet Anchoring Zone

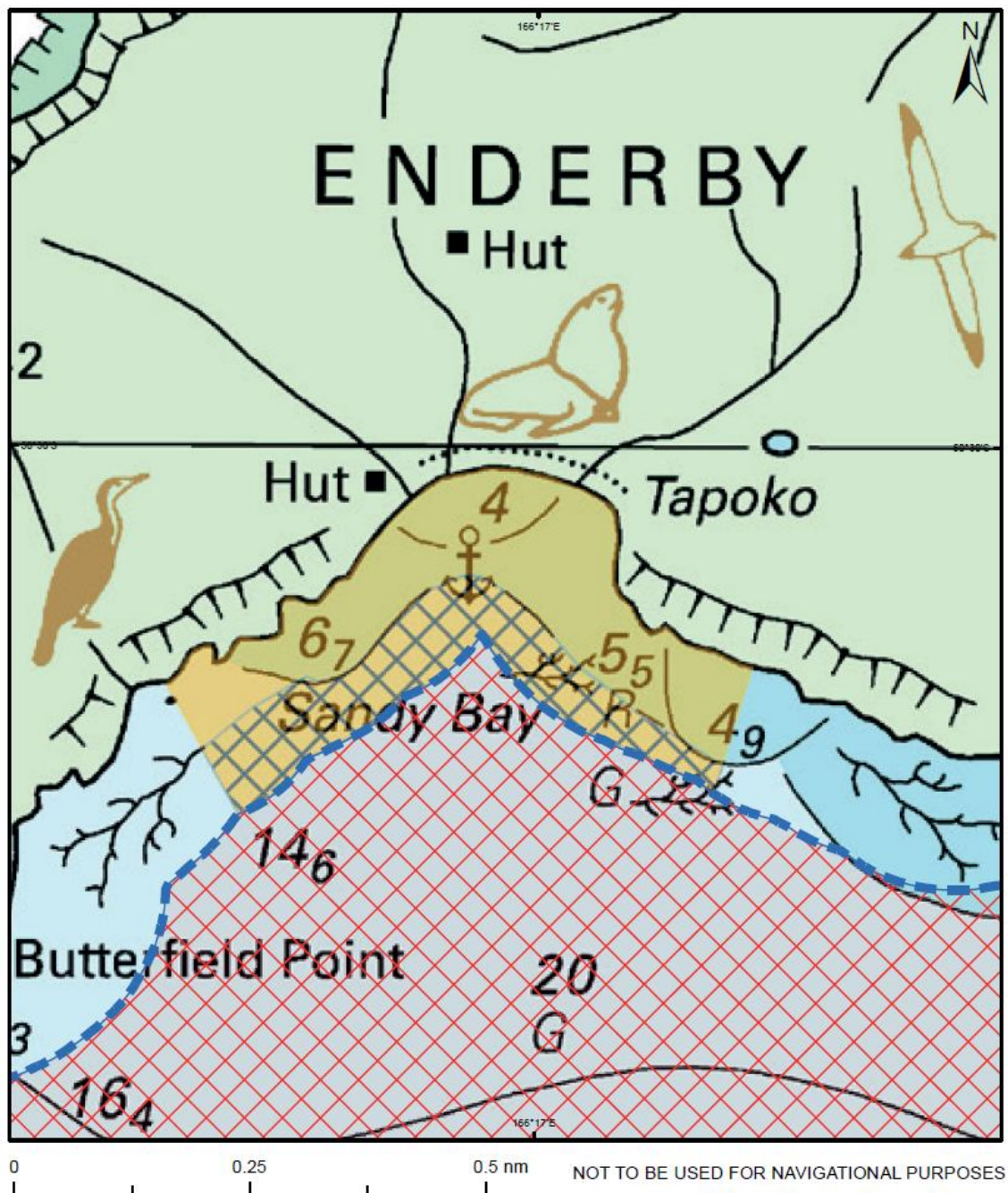


## Norman/Hanfield Inlets Anchoring Zones



Chartlet 2. Norman Inlet/Hanfield Inlet Anchoring Zones



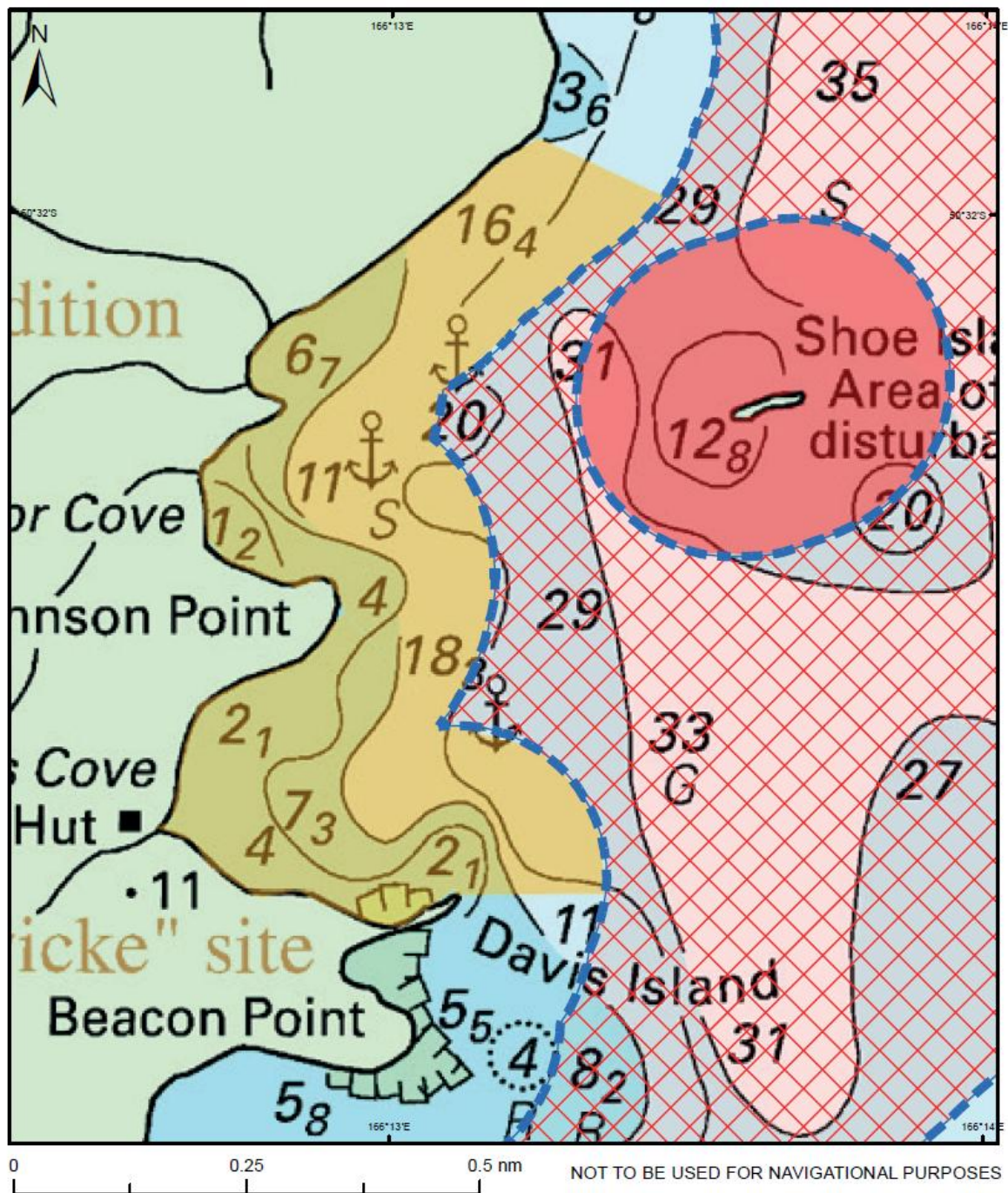


## Sandy Bay Anchoring Zones

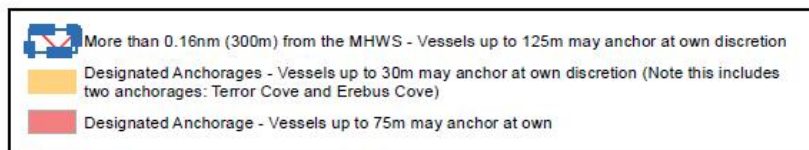
	More than 0.16nm (300m) from the MHWS - Vessels up to 125m may anchor at own discretion
	Designated Anchorage - Vessels up to 30m may anchor at own discretion
	Designated Anchorage - Vessels up to 42m may anchor at own discretion no closer than the 10m contour

Chartlet 3. Sandy Bay Anchoring Zones



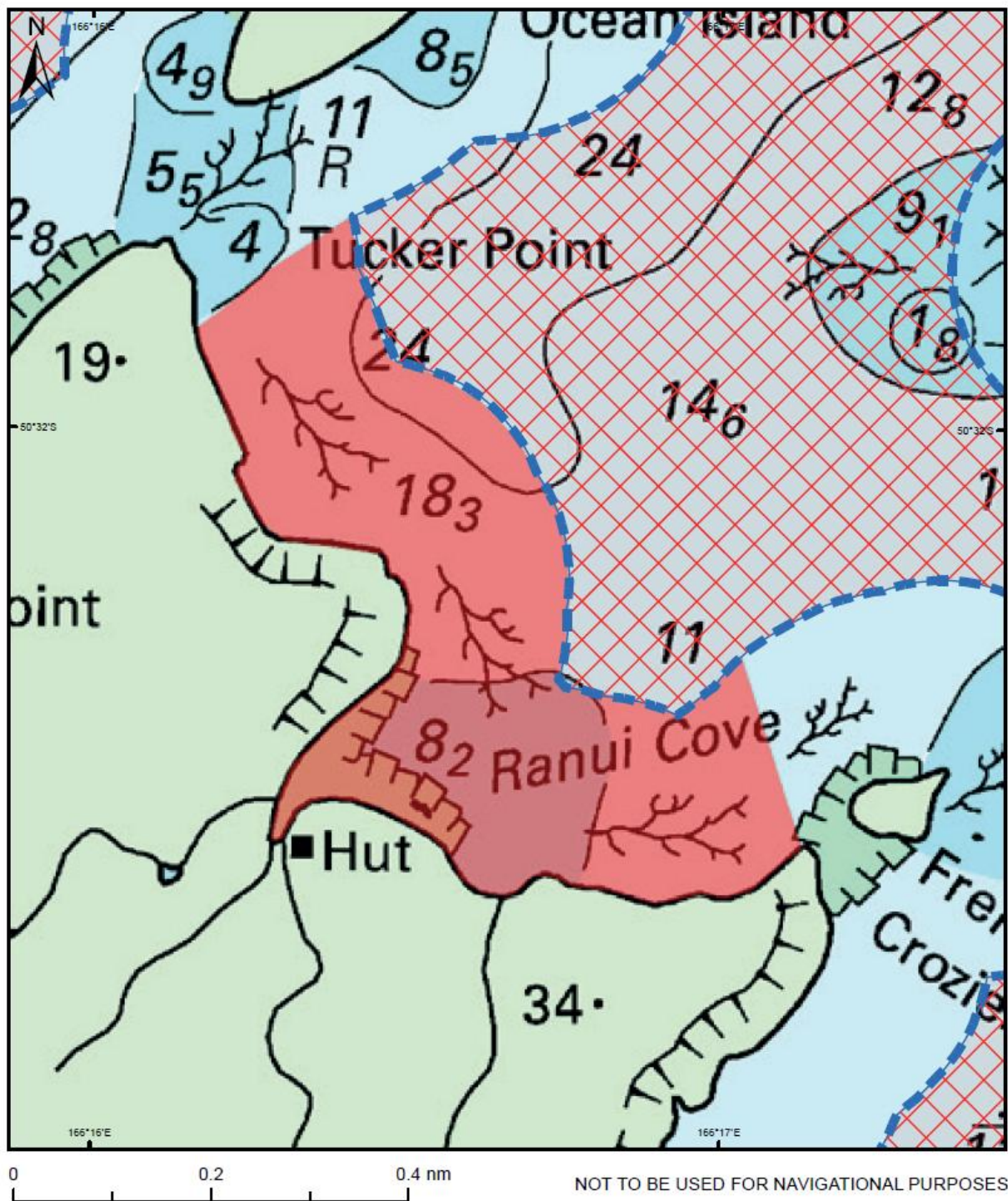


## Shoe Island/Terror Cove/Erebus Cove Anchoring Zones

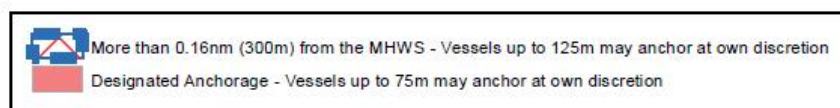


Chartlet 4. Shoe Island/Terror Cove/Erebus Cove Anchoring Zones



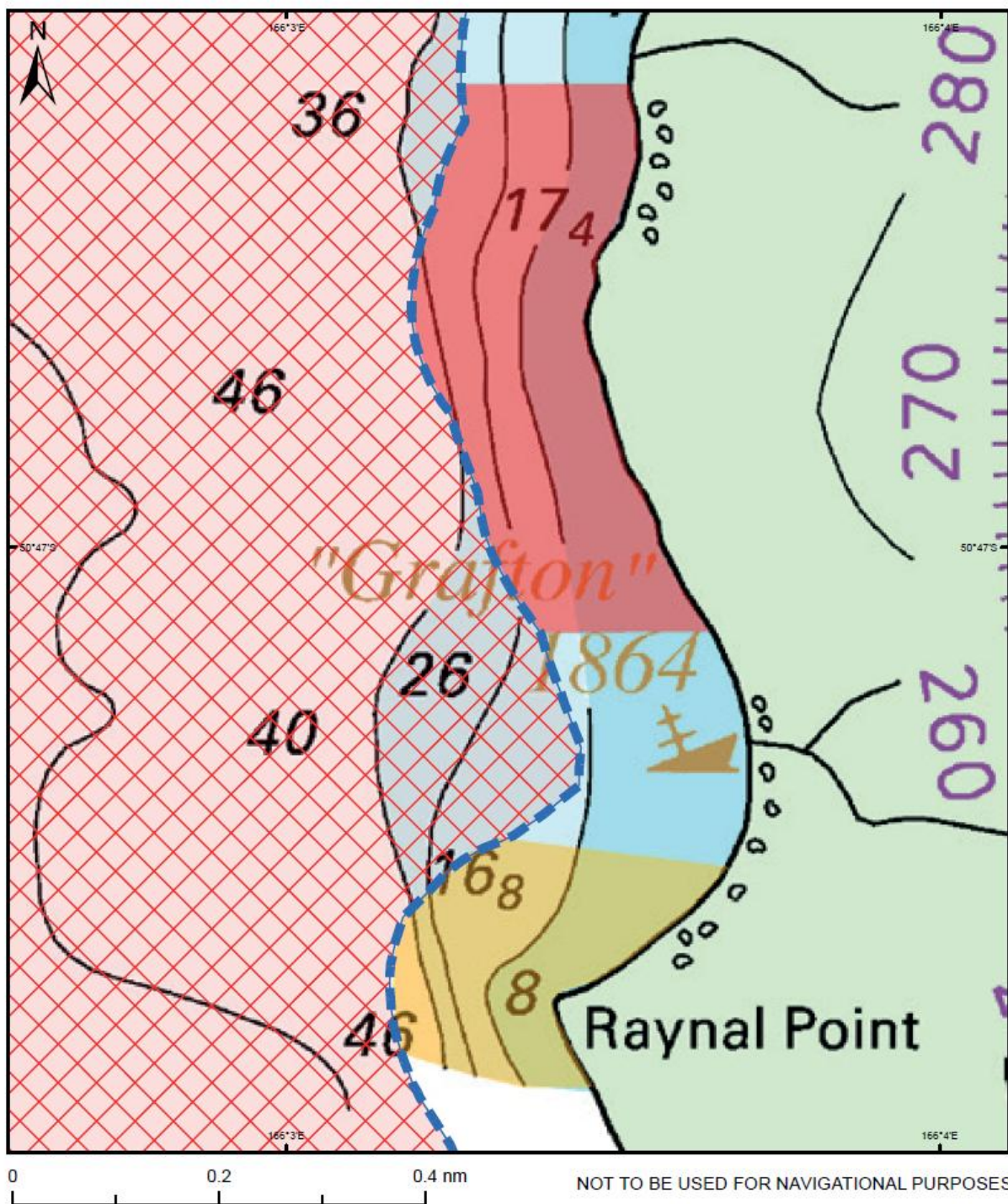


## Ranui Cove Anchoring Zone

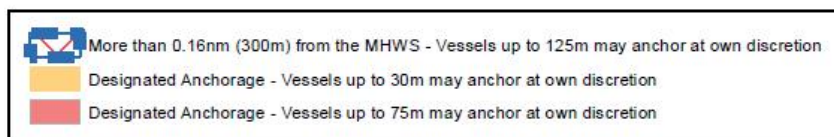


Chartlet 5. Ranui Cove Anchoring Zone



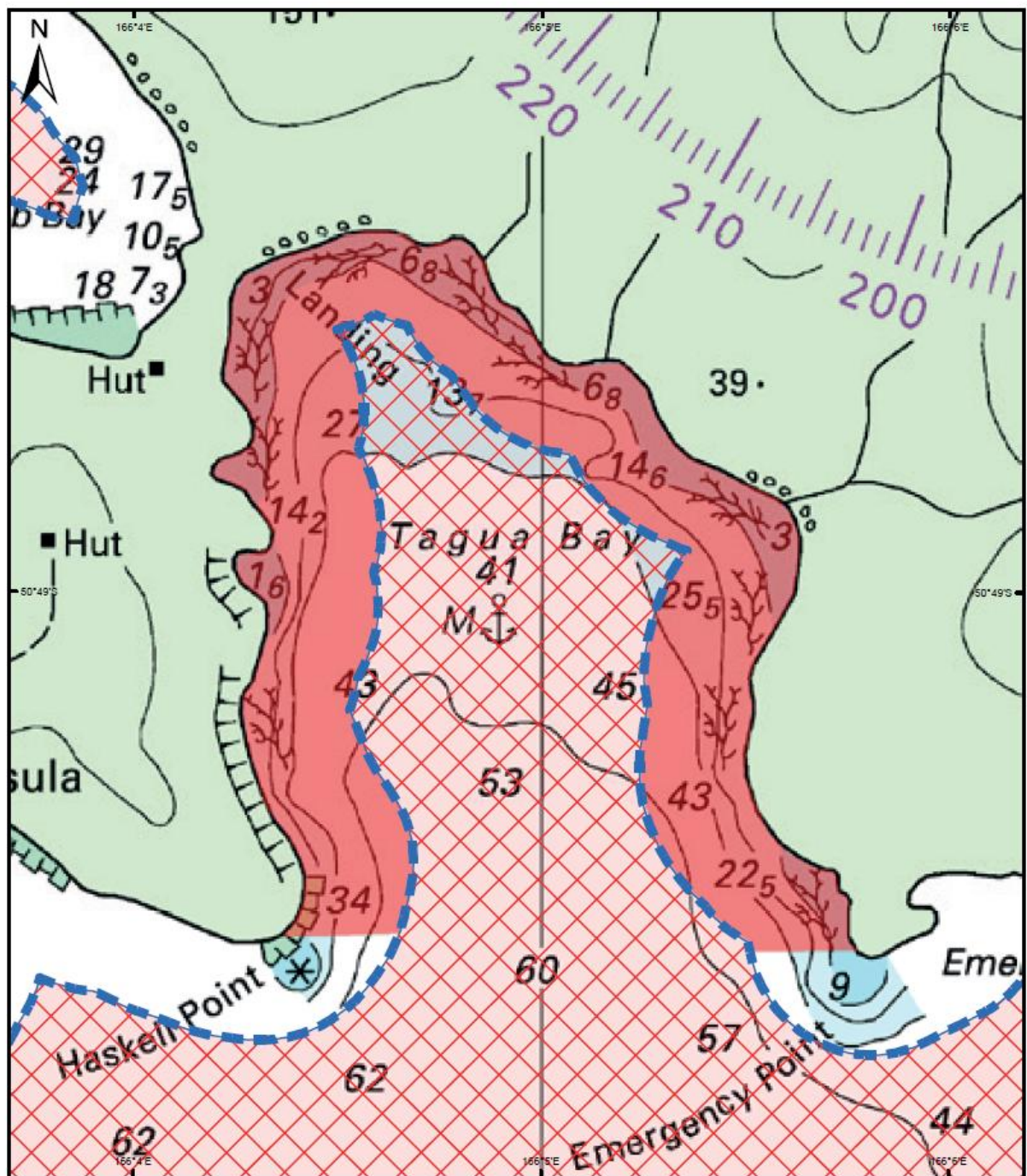


## Raynal Point (North)/Raynal Point (South) Anchoring Zones



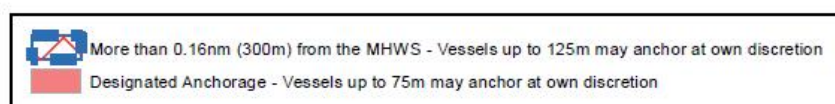
Chartlet 6. Raynal Point (North)/Raynal Point (South) Anchoring Zone





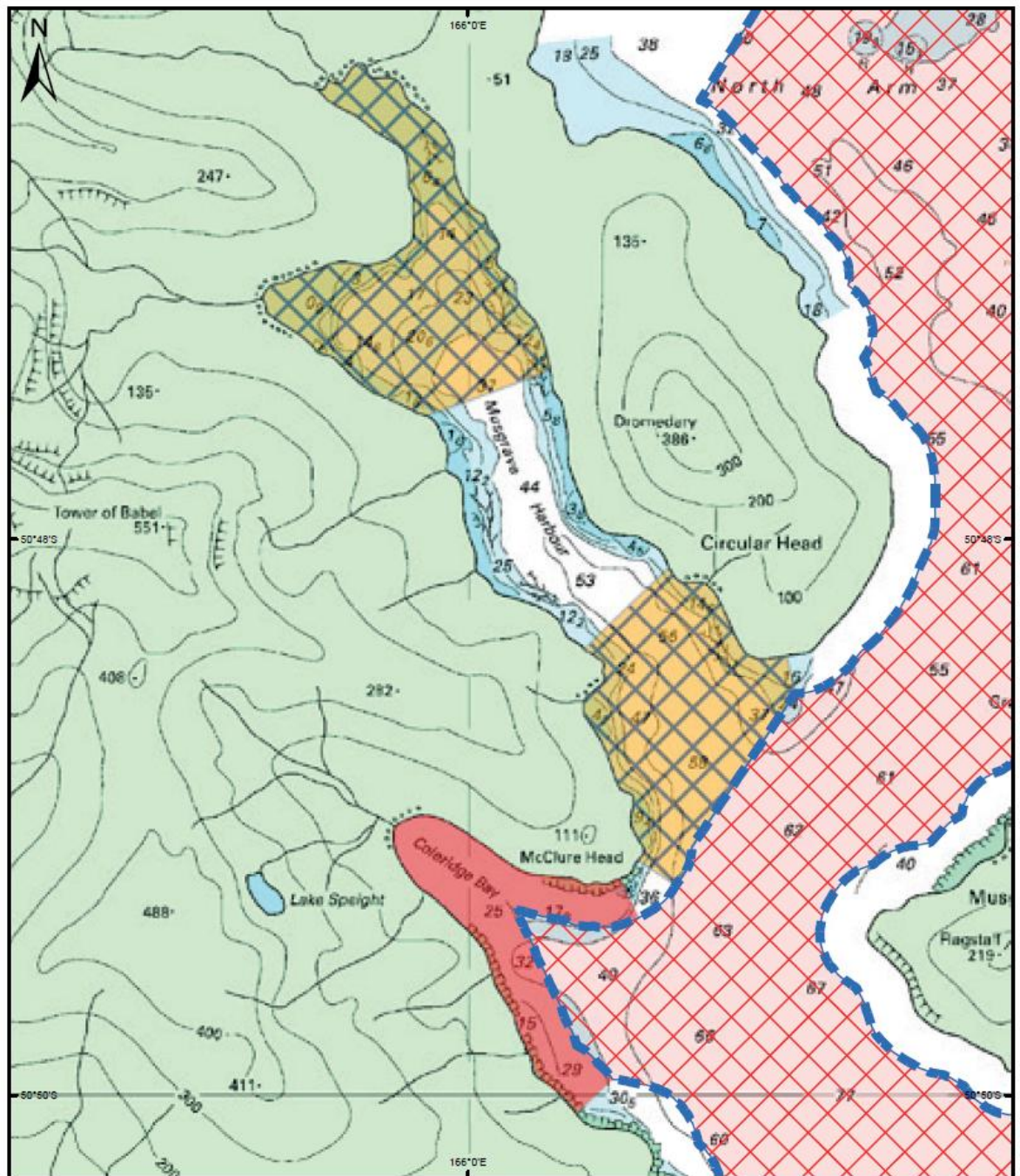
NOT TO BE USED FOR NAVIGATIONAL PURPOSES

## Tagua Bay Anchoring Zone



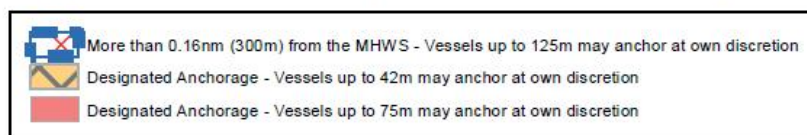
Chartlet 7. Tagua Bay Anchoring Zone





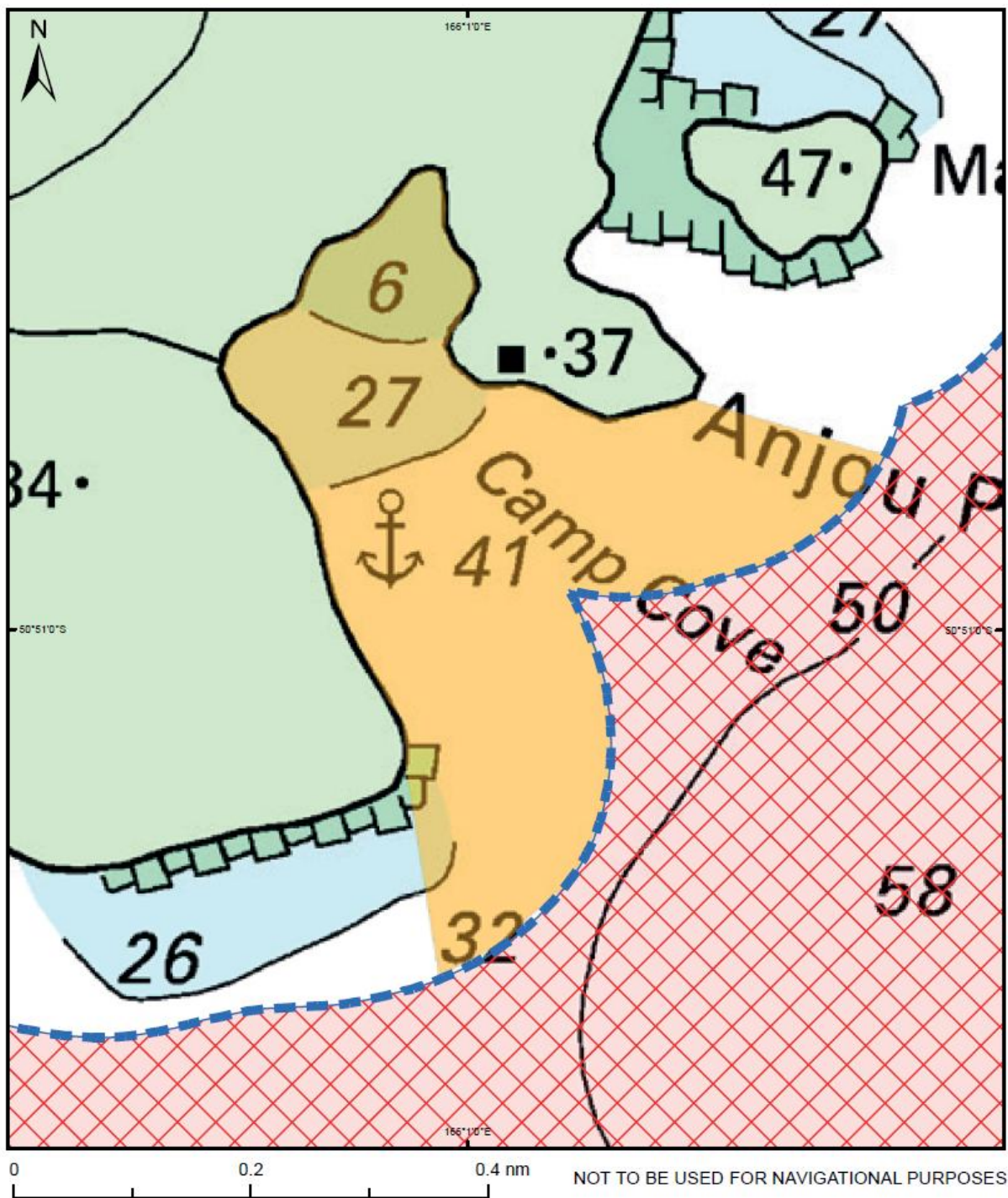
0 0.8 1.6 nm NOT TO BE USED FOR NAVIGATIONAL PURPOSES

## Coleridge Bay/Musgrave Harbour (North)/ Musgrave Harbour (South) Anchoring Zones

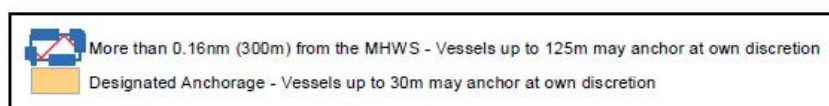


Chartlet 8. Coleridge Bay/Musgrave Harbour (North)/Musgrave Harbour (South) Anchoring Zones

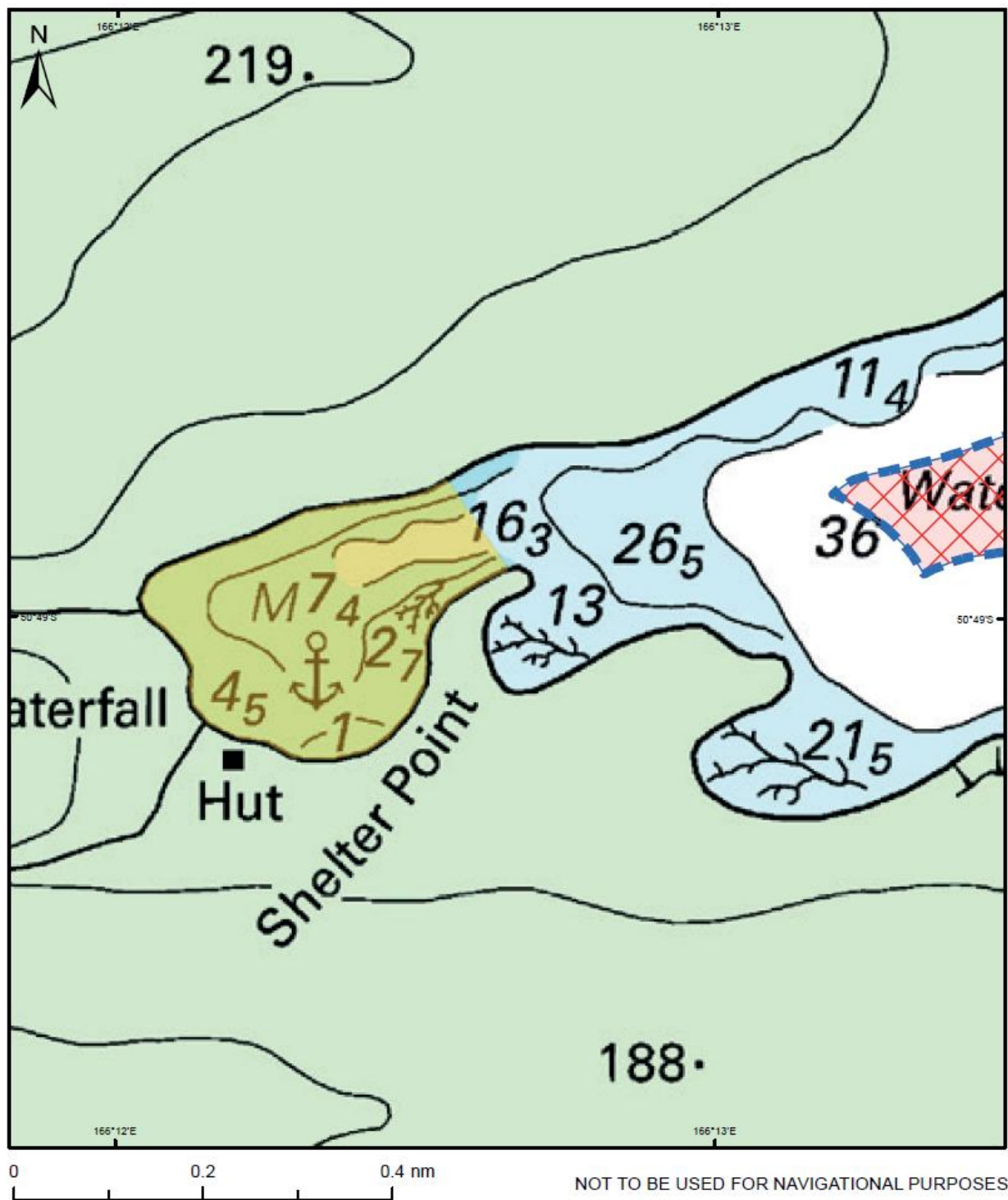




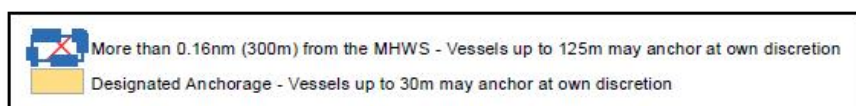
## Camp Cove Anchoring Zone



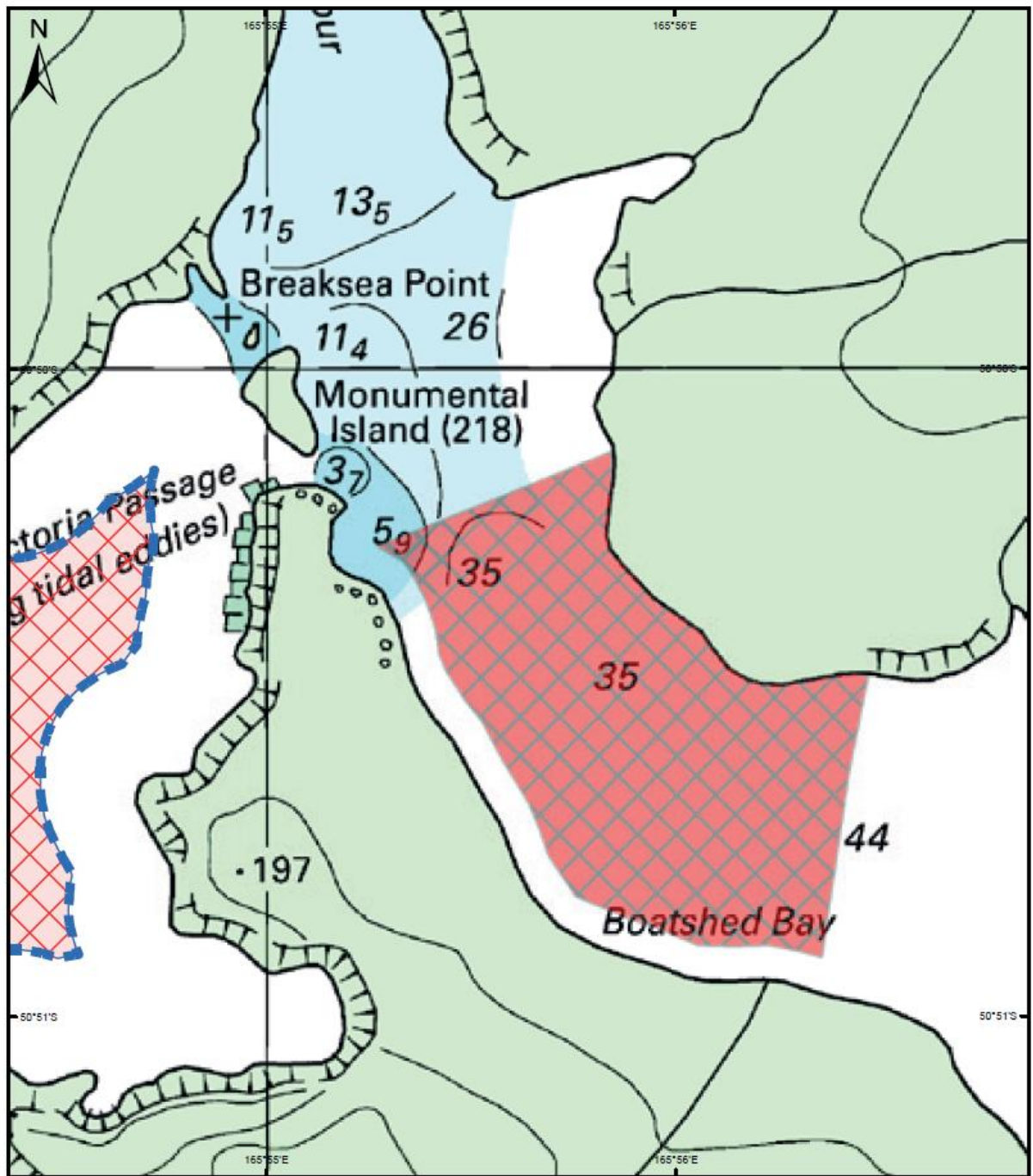
Chartlet 9. Camp Cove Anchoring Zone



## Waterfall Inlet Anchoring Zone





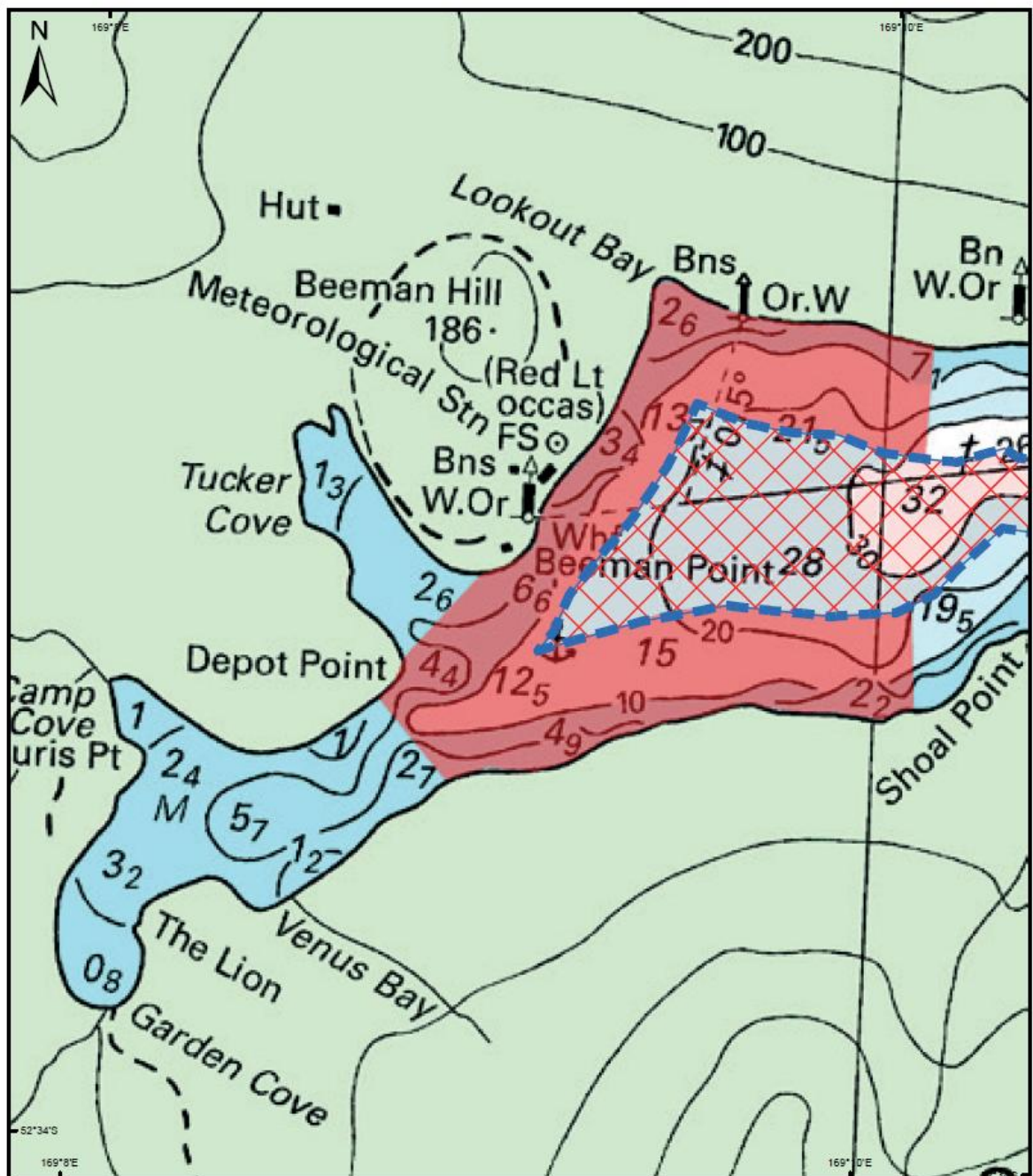




NOT TO BE USED FOR NAVIGATIONAL PURPOSES

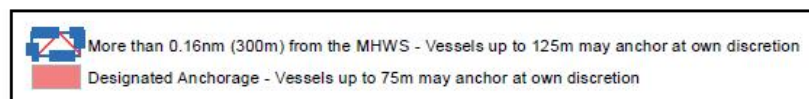
## Western Arm Anchoring Zone

-  More than 0.16nm (300m) from the MHWS - Vessels up to 125m may anchor at own discretion
-  Designated Anchorage - Vessels up to 75m may anchor at own discretion (if wind speed is <35 knots)
- Anchorage zone goes no closer than 100m to Adams Island



0 0.4 0.8 nm NOT TO BE USED FOR NAVIGATIONAL PURPOSES

## Perseverance Harbour Anchoring Zone



Chartlet 12. Perseverance Harbour Anchoring Zone

## Appendix 11 – Historic and Cultural Sites

### Sites of historic and cultural heritage

MAP NUMBER	SITE NUMBER ON MAPS	ISLAND GROUP	NZAA SITE NUMBER	SITE NAME/TYPE
10	1	Auckland Islands	AU/6	<i>Derry Castle</i> shipwreck, Enderby Island.
10	2	Auckland Islands	AU/11	<i>Sally</i> shipwreck, Rose Island.
10	3	Auckland Islands	AU/14	<i>Marie Alice</i> or the <i>Stoneleigh</i> shipwreck, top of Auckland Island.
10	4	Auckland Islands	AU/15	<i>Compadre</i> shipwreck, North Harbour.
10	5	Auckland Islands	AU/16	<i>Invercauld</i> shipwreck, north coast.
10	6	Auckland Islands	AU/17	<i>General Grant</i> shipwreck, mid west coast of Auckland Island.
10	7	Auckland Islands	AU/18	<i>Anjou</i> shipwreck, southern end, west coast of Auckland Island.
10	8	Auckland Islands	AU/29	Davis Bay and Erebus Cove Boat haulouts, Port Ross.
10	9*	Auckland Islands	AU/42	<i>Grafton</i> shipwreck*, North Arm, Camley Harbour.
10	10	Auckland Islands	AU/44	Camp Cove Castaway boatshed site, Camp Cove, Carnley Harbour, Auckland Island.
10	11	Auckland Islands	AU/51	<i>Dundonald</i> shipwreck, Disappointment Island.
10	12	Auckland Islands	AU/107	Haskell Bay ship remains, Webling Bay.
10	13	Auckland Islands	AU/117	Camp Cove coastal features, Camp Cove, Carnley Harbour, Auckland Island.
10	14	Auckland Islands	AU/123	Survey Bay boat run.
10	15	Auckland Islands	AU/124	Tagua track and landing, Tagua Bay, Camley Harbour, Auckland Island.
11	16	Campbell Island/Motu Ihupuku	CA/42	Jetty at Beeman Meteorological base from 1957, Perseverance Harbour.
11	17	Campbell Island/Motu Ihupuku	CA/21	Brick tryworks platform—part covered at high tide, Perseverance Harbour.

\* these sites are also included in policy 37 for active conservation.

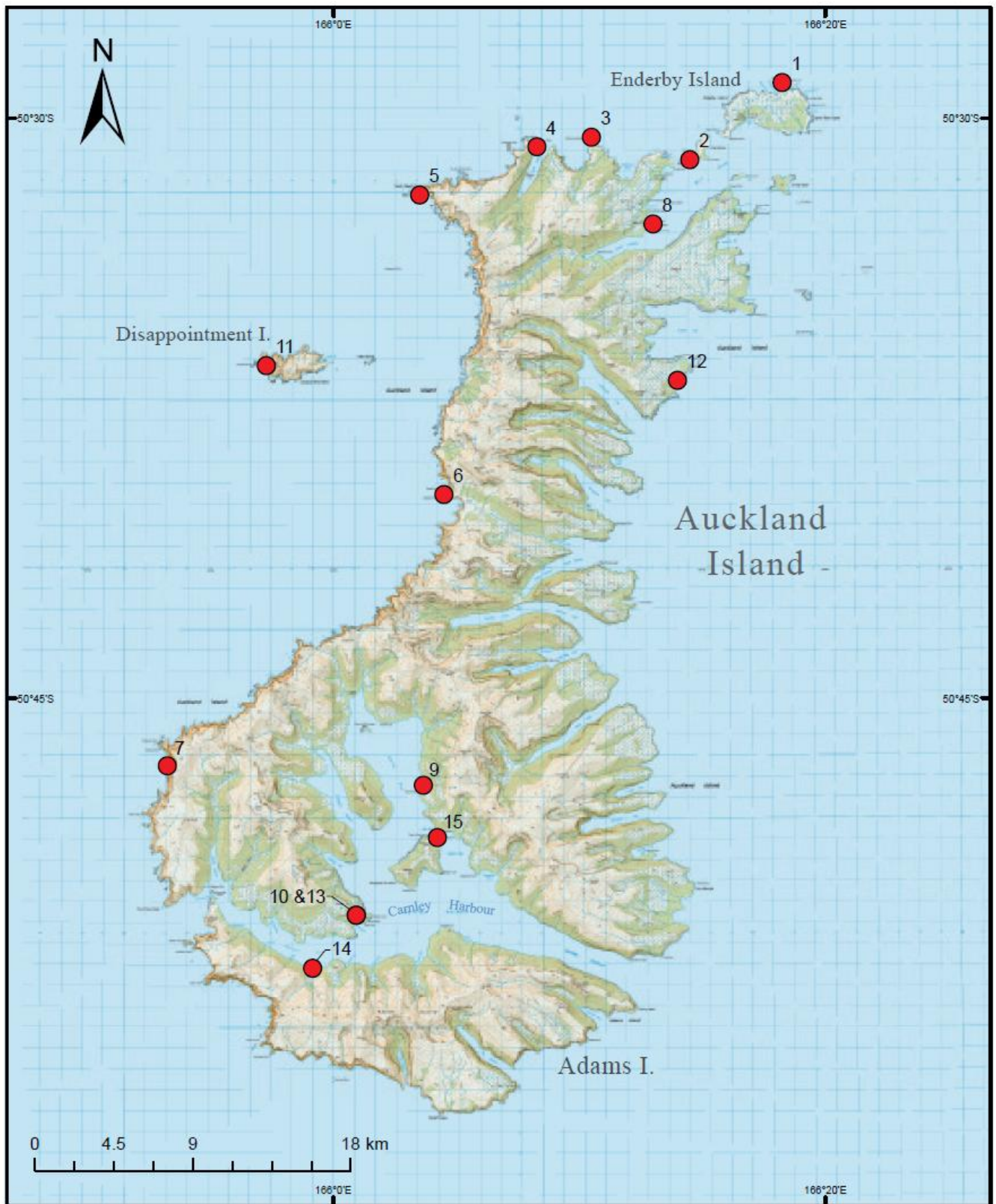


11	18	Campbell Island/Motu Ihupuku	CA/23	Historic hut next to above beach—19th century glass on beach dates the remains, Perseverance Harbour.
11	19	Campbell Island/Motu Ihupuku	CA/10	Causeway across intertidal area to jetty making use of natural dyke—dates from end of World War 2 (coast watchers) or immediately after (first Met. Station), Perseverance Harbour.
11	20	Campbell Island/Motu Ihupuku	CA/17	Farming era (1895–1931) boulder arrangements on beach, including a ‘tidal fence’ from land to low water to stop stock from getting around the seaward end, Perseverance Harbour.
11	21	Campbell Island/Motu Ihupuku	CA/19	Farming era peat cutting in bank at rear of beach, Perseverance Harbour.
11	22	Campbell Island/Motu Ihupuku	CA/20	Farming era peat cutting in bank at rear of beach, Perseverance Harbour.
11	23	Campbell Island/Motu Ihupuku	CA/9	Farming era Tucker Cove homestead complex—includes boat run across the beach and boulders across rear of beach at bottom of brick ramp up to the house, Perseverance Harbour.
11	24	Campbell Island/Motu Ihupuku	CA/25	Farming era jetty and adjacent woolshed and yards.
11	25	Campbell Island/Motu Ihupuku	CA/16	Stone jetty—likely made by French Transit of Venus expedition, 1873–74, Perseverance Harbour.
11	26	Campbell Island/Motu Ihupuku	CA/8	Castaway Depot—late 19th century, includes boat run across beach to boat shed, store shed nearby, Perseverance Harbour.
11	27	Campbell Island/Motu Ihupuku	CA/18	Tidal fence—farming era, Perseverance Harbour.
11	28	Campbell Island/Motu Ihupuku	CA/40	Hut site next to beach; an old iron boiler on beach; iron bolt in rock dyke below high water and some shifting of boulders on beach for boat landing(s), Perseverance Harbour.
11	29	Campbell Island/Motu Ihupuku	CA/4	Venus Cove 1874 French Transit of Venus camp. Remains of stone jetty in centre of bay; hut sites; paths and instrument bases eroding to beach, Perseverance Harbour.
11	30*	Campbell Island/Motu Ihupuku	CA/3	Whaling station* 1911–1914 jetty remains, ringbolts etc., intertidal sea wall around most of point, Northeast Harbour.

\* these sites are also included in policy 37 for active conservation.

11	31	Campbell Island/Motu lhupuku	CA/32	Two inch (c. 50 mm) internal diameter water pipe crosses beach from source on hill above to harbour and, presumably, across to whaling station, Northeast Harbour.
11	32	Campbell Island/Motu lhupuku	CA/2	Whaling Station 1909–1917. Boat shed on the Sandy Bay shore; accommodation.
11	33	Campbell Island/Motu lhupuku	CA/2	Whaling capstan, Capstan Cove, dragged parts of whale to the beach for processing, Northwest Bay.
11	34	Campbell Island/Motu lhupuku	CA/28	A shipwreck fragment. West side of stream between Six Foot Lake and Monument Harbour.





## Auckland Islands

Sites of cultural and historic heritage

Refer to Appendix 3 for a list of the NZAA site number and description of each site

Map 10

# Campbell Island / Motu Ihupuku

Sites of cultural and historic heritage

