

Appendix 4: FORM 2

Purpose

This Form is not to be used to determine whether the inspection is a *passed inspection* or a *failed inspection*, **but it must be supplied at the same time as Form 1. A PDF report of the Both Forms 1 and 2 and representative photographs as provided for in Appendix 4 are to be sent to coastalplan@doc.govt.nz. Other photographs and videos that have been taken in accordance with Appendix 4 are to be provided on request.**

The purpose of Form 2 is to record information at the time of inspection to assist vessel operators to comply with Performance Standards 1.2 and 1.3 (in particular). It will also assist any vessel operator who fails an inspection to undertake a risk assessment **for an** application as a controlled activity, or to make **an wider** application as a discretionary activity.

Process

~~Where cleaning is undertaken as part of the inspection or re-inspection(s), this Form must include information concerning biofouling observed on the vessel prior to such cleaning. Where no cleaning is undertaken and the vessel fails the inspection, this Form will also record information about the biofouling observed that resulted in the failure of that inspection.~~

Photos and videos

~~High-quality digital video footage and still photos of all locations on the hull listed in this form must be taken, regardless of the presence or absence of biofouling, during inspection and re-inspection if one is required. High quality means a level that allows the viewer to identify biofouling to broad taxonomic groups (e.g. barnacles, tube worms, macroalgae). Video and photograph requirements are as follows:~~

- ~~i.—Three photos and a video must be taken, no more than 0.5m from the hull, of each location listed in this form, except for the locations listed under “miscellaneous”, where one photograph and one video are required for each location.~~
- ~~ii.—The digital cameras used for gathering the evidence must be capable of time and date stamping footage or photos (i.e., the correct date and time must be on the photos). Alternatively, the time and date must be saved as properties associated with the file.~~
- ~~iii.—Each image or video must be labelled to identify the image's location in relation to the hull during the inspection, e.g. labels on a quadrat frame.~~
- ~~iv.—Each video must be taken at a speed slow enough for the camera to operate in low-light conditions without blurring images in individual frames.~~

- ~~v. — All reasonable attempts must be made to access and survey all submerged and relevant topside areas as thoroughly as possible.~~
- ~~vi. — Any locations on the hull listed in this form that are not surveyed must be identified in the report as per the reporting requirements below, along with the reason they were not inspected. (Valid reasons for excluding locations on the hull listed could be concerns for human health and safety, risk of damage to equipment, or the location not being present on the hull.)~~

~~Where any biofouling is removed during an inspection or re-inspection(s), photographs and videos must be taken that are representative of the fouled area before and after the removal of the fouling. Photographs of the hull transects must be taken at a constant distance of approximately 30 cm from the hull surface for in-water inspections, or as near to this as is practicable. Where the inspection is out-of-water, the photograph must be taken at a distance which ensures the clear depiction of what is observed. Each photograph must include a label identifying the location on the hull that the photograph depicts and a scale bar.~~

Level of Fouling (LOF) rank

~~The Level of Fouling (LOF) rank index of 0-5 is to be determined in accordance with the methodology set out in the NIWA report prepared by Floerl, O.; Inglis, GJ, Haydon, B; 2005: A risk-based predictive tool to prevent accidental introduction of non-indigenous marine species. *Environmental Management* 35(6): 765-778., a copy of which will be made available to all persons approved to carry out inspections at the time of their application for approval. A copy is also available on the relevant Department of Conservation website. See Figure A4.3 below for examples of the LOF ranking levels 0-5.~~

~~**Note:** Training concerning how to undertake this ranking process will be given by the Department of Conservation to any inspector if requested.~~

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Total number of photos taken		Total number of videos taken		Explanation of reference system used for photos and videos		
AREA INSPECTED LOCATION ON VESSEL (Hull area or niche area – add/delete as appropriate for the vessel)	LOCATION ON VESSEL AREA (hull or niche area)	Photo/video references Minimum of 3 photos required per area inspected Video required	Mode LOF rank (0–5)	Range (min–max) LOF rank (0–5)	DESCRIPTION OF BIOFOULING – i.e., algae, barnacles, encrusting, etc. (Note this is a generic description only – it does not require a precise scientific description by taxa) <i>If an area listed in this form has not been inspected the specific reasons why must be recorded in Form 1.</i> <i>Reasons for the excluding locations on the hull listed in this form could be concerns for human health and safety, or the location not being present on the hull.</i>	Condition of anti-fouling coating (good, fair, damaged, depleted)
Vertical stern transects	Port	The first two columns of Form 2 in the operative coastal plan are to be replaced with the new requirements below				
Hull Waterline /Plimsoll - horizontal transect						
Transom	Stbd water/plimsoll line					

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<u>Transom</u>	<u>Port water/plimsoll line – to at least 1m below</u>				
<u>Transom</u>	<u>Stbd water/plimsoll line – 2m below</u>				
<u>Transom</u>	<u>Stbd water/plimsoll line – 3m below</u>				
<u>Transom</u>	<u>Mid water/plimsoll line</u>				
<u>Transom</u>	<u>Mid water/plimsoll line – to at least 1m below</u>				
<u>Transom</u>	<u>Mid water/plimsoll line – 2m below</u>				
<u>Transom</u>	<u>Mid water/plimsoll line – 3m below</u>				
<u>Transom</u>	<u>Port water/plimsoll line</u>				
<u>Transom</u>	<u>Stbd water/plimsoll line – to at least 1m below</u>				
<u>Transom</u>	<u>Port water/plimsoll line – 2m below</u>				
<u>Transom</u>	<u>Port water/plimsoll line – 3m below</u>				
<u>Stern</u>	<u>Hull stbd water/plimsoll line</u>				

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<u>Stern</u>	<u>Hull stbd water/plimsoll line – to at least 1m below</u>				
<u>Stern</u>	<u>Hull stbd water/plimsoll line – to at least 1m below</u>				
<u>MAmidship</u>	<u>Hull stbd water/plimsoll line – to at least 1m below</u>				
<u>Bow</u>	<u>Hull stbd water/plimsoll line – to at least 1m below</u>				
<u>Bow</u>	<u>Hull port water/plimsoll line – to at least 1m below</u>				
<u>MAmidship</u>	<u>Hull port water/plimsoll line – to at least 1m below</u>				
<u>Stern</u>	<u>Hull port water/plimsoll line – to at least 1m below</u>				
<u>Stern</u>	<u>Hull stbd water/plimsoll line – 2m below</u>				
<u>Stern</u>	<u>Hull stbd water/plimsoll line – 3m below</u>				
<u>Stern</u>	<u>Hull stbd vertical deep</u>				

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<i>Add rows as needed to inspect at intervals $\leq 4m$</i>					
<i>Stern</i>	<i>Hull stbd flat bottom</i>				
<i>Stern</i>	<i>Hull port flat bottom</i>				
<i>Stern</i>	<i>Hull port vertical deep</i>				
<i>Add rows as needed to inspect at intervals $\leq 4m$</i>					
<i>Stern</i>	<i>Hull port water/plimsoll line – 3m below</i>				
<i>Stern</i>	<i>Hull port water/plimsoll line – 2m below</i>				
<i>Stern</i>	<i>Hull port water/plimsoll line</i>				
<i>Stern</i>	<i>Rudder trailing edge – upper</i>				
<i>Stern</i>	<i>Rudder leading edge – upper</i>				
<i>Stern</i>	<i>Rudder vertical hinge/post gap – upper</i>				

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<u>Stern</u>	<u>Rudder horizontal hinge/post gap</u>				
<u>Stern</u>	<u>Rudder top edge</u>				
<u>Stern</u>	<u>Rudder port flat side – upper</u>				
<u>Stern</u>	<u>Rudder stbd. flat side – upper</u>				
<u>Stern</u>	<u>Rudder stock</u>				
<u>Stern</u>	<u>Rudder post/pintle</u>				
<u>Stern</u>	<u>Rudder trailing edge – lower</u>				
<u>Stern</u>	<u>Rudder leading edge – lower</u>				
<u>Stern</u>	<u>Rudder vertical hinge/post gap – lower</u>				
<u>Stern</u>	<u>Rudder port flat side – lower</u>				
<u>Stern</u>	<u>Rudder stbd flat side – lower</u>				
<u>Stern</u>	<u>Rudder bottom edge</u>				
<u>Stern</u>	<u>Propeller blades – forward side</u>				

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<u>Stern</u>	<u>Propeller blades – aft side</u>				
<u>Stern</u>	<u>Propeller boss</u>				
<u>Stern</u>	<u>Propeller shaft</u>				
<u>Stern</u>	<u>Rope guard external – upper</u>				
<u>Stern</u>	<u>Rope guard external – lower</u>				
<u>Stern</u>	<u>Stern tube</u>				
<u>Stern</u>	<u>Stern arch</u>				
<u>Midship</u>	<u>Hull stbd water/plimsoll line</u>				
<u>Midship</u>	<u>Hull stbd water/plimsoll line – 2m below</u>				
<u>Midship</u>	<u>Hull stbd water/plimsoll line – 3m below</u>				
<u>Midship</u>	<u>Hull stbd vertical deep</u>				
<u>Midship</u>	<u>Hull stbd flat bottom</u>				
<u>Midship</u>	<u>Hull port flat bottom</u>				
<u>Midship</u>	<u>Hull port vertical deep</u>				
<u>Midship</u>	<u>Hull port water/plimsoll line – 3m below</u>				

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Midship	Hull port water/plimsoll line – 2m below				
Midship	Hull port water/plimsoll line				
Bow	Hull stbd water/plimsoll line				
Bow	Hull stbd water/plimsoll line – 2m below				
Bow	Hull stbd water/plimsoll line – 3m below				
Bow	Hull stbd vertical deep				
Bow	Hull stbd flat bottom				
Bow	Hull port flat bottom				
Bow	Hull port vertical deep				
Bow	Hull port water/plimsoll line – 3m below				
Bow	Hull port water/plimsoll line – 2m below				
Bow	Hull port water/plimsoll line				
Bow	Port bow thruster grating				
Bow	Port bow thruster tunnel				

<u>Bow</u>	<u>Stbd bow thruster grating</u>				
<u>Bow</u>	<u>Stbd bow thruster tunnel</u>				
<u>Bow</u>	<u>Bow thruster blades</u>				
<u>Bow</u>	<u>Bow thruster boss cone</u>				
<u>Bow</u>	<u>Bow thruster rope guard external</u>				
<u>Bow</u>	<u>Bow thruster rope guard internal</u>				
<u>Bow</u>	<u>Bulbous bow—upper</u>				
<u>Bow</u>	<u>Bulbous bow—lower</u>				
<u>Other Hull Areas</u>					
<u>Stern</u>	<u>Hull stbd vertical deep</u>				
<u>Stern</u>	<u>Hull stbd flat bottom</u>				
<u>Stern</u>	<u>Hull port flat bottom</u>				
<u>Stern</u>	<u>Hull port vertical deep</u>				
<u>Amidship</u>	<u>Hull stbd vertical deep</u>				
<u>Amidship</u>	<u>Hull stbd flat bottom</u>				
<u>Amidship</u>	<u>Hull port flat bottom</u>				
<u>Amidship</u>	<u>Hull port vertical deep</u>				
<u>Bow</u>	<u>Hull stbd vertical deep</u>				
<u>Bow</u>	<u>Hull stbd flat bottom</u>				

Bow	Hull port flat bottom				
Bow	Hull port vertical deep				
All Niche Areas (not covered above) List: (a) each niche area from Appendix 4A that is relevant to this vessel; and (b) all other niche areas on the vessel not listed in Appendix 4A. For the purposes of listing niche areas below, “stern” includes the transom.					
Stern - Port					
Stern - Stbd					
Amidship - Port					
Amidship - Stbd					
Bow - Port					
Bow - Stbd					
Miscellaneous					
All dry-docking blocks/support strips	Port dry-docking blocks/support strips				
Add rows as needed					

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<u>All dry-docking blocks/support strips</u> <u>Add rows as needed</u>	Stbd dry-docking blocks/support strips				
<u>All sea chest gratings and internal cavity</u> <u>Add rows as needed</u>	Stbd sea chest gratings				
	Stbd sea chest internal cavity				
<u>All sea chest gratings and internal cavity</u> <u>Add rows as needed</u>	Port sea chest grating				
	Port sea chest internal cavity				
Keel, bilge keel, and skeg <u>Add rows as needed to inspect at intervals $\leq 2m$</u>	Stbd keel, bilge keel, and skeg				

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<u>Keel, bilge keel, and skeg</u> <i>Add rows as needed to inspect at intervals $\leq 2m$</i>	<u>Port keel, bilge keel, and skeg</u>				
<u>Anchors, chains and lockers – including being free of sediment</u>					
List all Miscellaneous niche area – identified as such in Appendix 4A as areas are small niche areas, that only require one photo and one video are required for each					
<u>Sacrificial anodes/ impressed current blocks/ earthing plates</u> <i>Add rows as needed</i>	<u>Stbd anodes/impressed current blocks</u>				
	<u>Port anodes/impressed current blocks</u>				
	<u>Propellers/steering gear anodes/impressed current blocks</u>				
	<u>Earthing plates</u>				
<u>Sounder and speed log</u>	<u>Echo-sounder transducers</u>				
	<u>Speed log fairings</u>				

<u>Internal sea water systems and bilge spaces</u> <i>Add rows as needed</i>	<u>Stbd pipework/discharge pipes</u>				
	<u>Port pipework/discharge pipes</u>				
<u>Opportunistic observations</u>					
<u>Opportunistic observations</u> <i>Add rows as required</i>	<u>Blanks rows for any other areas of fouling</u>				
<u>Additional niche areas identified</u> <i>Add rows as required</i>	<u>Blanks rows for any other areas of fouling</u>				