Fishing Float Survey Project

Survey Results

2020 - 2025

Catalysing Community Conservation

CONTENTS

ACKNOWLEDGEMENT OF COUNTRY

NACC NRM respectfully acknowledge the Yamatji and Noongar people who are the Traditional Owners and original natural resource managers of the Northern Agricultural Region and pay our respect to all of the Aboriginal Elders and leaders in the region, past, present and emerging.

PROJECT DESCRIPTION

Decades of recording marine debris has clearly identified that fishing industry-related debris is prevalent, often dominant, in the Northern Agricultural Region (AMDI, 2022). However, current data does not enable quantification of different debris sources within the broader category of fishing-related debris. This project engaged Coastcare volunteers to report on fishing float numbers collected as marine debris for one year. The resulting database enabled proportions of lost and discarded gear from various fisheries to be determined. The project also measured old (long lost) versus newly lost gear. Results complement existing ghost-gear studies.

PROJECT DETAILS

NACC NRM has a long-standing partnership with the Tangaroa Blue Foundation, who manages the Australian Marine Debris Initiative (AMDI) database. Whilst being a valuable resource, the database does not always support collection of higher resolution data necessary to better identify specific debris sources. On the coast of the Northern Agricultural Region (NAR; between Guilderton and Kalbarri), marine debris from the fishing industry dominates. Whilst data entry to the AMDI has provision to enter details on marine debris items found, it does not specifically request fishing float numbers. This project aimed to establish a database of fishing float numbers that enabled the source of lost gear to be identified.

In addition, existing data does not enable differentiation of gear lost from various fishery sectors or gear that has been recently lost as opposed to that lost long ago. Recent studies by UWA and DPIRD (Bornt *et al*., 2023) have provided estimates of ghost gear lost or discarded from the Western Rock Lobster Managed Fishery (WRLMF). The current project compliments that research by enabling estimations of marine debris load from the WRLMF, whilst also differentiating new from old gear, thus providing baseline measures for comparison with future research findings. This improved knowledge will enable more specific measures to reduce targeted sources of marine debris.

PROJECT SCOPE

The Coastcare community was central to this citizen science project. NACC NRM supports an extensive network of community volunteers who are already deeply invested in keeping their beaches clean. An extensive media campaign promoted this project to these dedicated volunteers and others, many who have already indicated a keenness to participate. Participation was encouraged via a prize offered for the highest float number contributor. Media content clearly stated the purpose of the study and regular project updates via local newsletters and social media ensured volunteer participants were aware of the contribution they are making and the final outcomes of the project. NACC NRM staff and trained community contributors assisted during existing organised beach clean-up events to collect specialised and standardised data on the source and age of fishing-related marine debris. This project report will be published to provide a public record of findings.

METHODS

An extensive media campaign was launched to raise community awareness of the project. Communication channels included:

- NACC NRM social media channels (Facebook, Instagram, LinkedIn)
- NACC NRM monthly online newsletter
- Direct emails and conversations with Coastcare network.

4.1 Fishing Float Survey

An online Microsoft form was created to facilitate submission and recording of float numbers. Attachment 1 shows the raw data with collection fields included. Links to this form were included in social media posts. Project staff downloaded, reviewed and saved the data table every eight weeks. Adjustments were made to the online form to improve data collection, as required. Email notifications were received by project staff each time a data entry was submitted and accompanying float pictures (if any) were used for data quality assurance prior to being databased. Staff contacted data contributors requesting feedback on the submission process.

Collection of float numbers was restricted to the mainland coast. However, during the project, a Keep Australia Beautiful Council (KABC) event was held on the Abrolhos Islands. KABC staff collected float data and it is presented separately. Mainland and Abrolhos proportions of floats coming from the commercial and recreational sectors were compared using Chi-squared test.

4.2 Fishing-related Marine Debris Survey

Six targeted surveys were completed with the aid of stakeholder groups. Five surveys of a 1 km standardised transect located at Flat Rocks beach, south of Geraldton, were completed with the assistance of the Yamatji Southern Regional Council Sea Rangers and PEAC Midwest Program students. A sixth survey was conducted at the Greenough River mouth with the assistance of Greenough River Friends.

Debris collected was sorted and weight to provided targeted data on fishing-related marine debris. Data categories, and assumptions, are shown in Table 1.

Marine debris category	Assumptions
Recently lost fishing floats (kg)	Floats remain mostly intact
Recently lost pot gear (kg) (bait baskets and lids, pot throats, whole pots)	Each component is whole, e.g. whole bait baskets
Recently lost pot rope (kg)	Length is 10 m or greater and diameter approx. 10-12mm
Long lost floats (kg)	Floats in fragments
Long lost pot gear (kg)	Pot plastic (mostly red) in fragments
Long lost pot rope (kg)	Length is 10 m or less and diameter approx. 10-12mm
Total marine debris (kg)	

Table 1. Data categories and assumptions for fishing-related marine debris surveys

RESULTS AND DISCUSSION

5.1 Fishing Float Survey

Raw data from the mainland and the Abrolhos Islands is included in Attachment 1. Summary data in Table 2 shows that 83 and 69 float numbers were collected from the mainland and Abrolhos Islands, respectively. Proportions of floats from commercial and recreational sources from the two locations were not significantly different and therefore were combined. The commercial pot fishing sector accounted for 77% of all floats identified in this study, whilst the recreational sector was responsible for 14% of all floats. These results suggest that the most effective way to reduce fishing-related marine debris on the NAR coast is to address gear loss from the commercial pot fishery.

	Mainland NAR		Abrolhos Islands		Combined	
	No. floats	%	No. floats	%	No. floats	%
Commercial	65	78%[a]	52	75%[a]	117	77%
Recreational	14	17%[b]	7	10%[b]	21	14%

Unknown	4	5%	10	14%	14	9%
Total	**83**		**69**		**152**	

Table 2. Comparison of commercial and recreational floats collected from the mainland NAR, Abrolhos Islands and combined. Rows with matching superscripts are not significantly different.

Data on the length of rope attached to floats was used as an indicator of how the pots may have been lost. Long lengths of rope could indicate a pot was snagged; however, it also suggests the pot gear could have been poorly maintained. Floats with little or no rope may have been lost to propellor strikes or cutting, however they are just as likely to have been lost due to poorly maintained gear or, in the case of old floats, the rope having long since broken up into smaller fragments. The study of recently lost pots alone would likely provide a better indication of the circumstances of pot loss however, few floats (8 in total) were identified as "new" in the present study and more data is required.

Data contributors were also asked to estimate the age of floats based on appearance using only the options provided in a drop-down menu. It became apparent that the initial menu options included no objective criteria for users to estimate floats age. This field was updated in the online form approx.. half way through the project period, and an additional field was included to allow users to enter data that may assist further analyses. This action appeared to improved data collection on floats, with an increased frequency of floats identified as "new", confirmed by accompanying photos submitted concurrently with the online data form. However, more data is required before any reliable inferences can be made.

5.2 Fishing-related Marine Debris Survey

Results for six fishing-related marine debris surveys are shown in Table 3. Five surveys were conducted along an approximate 1 km standardised survey transect at Flat Rocks Beach south of Geraldton. One survey was completed at Greenough River mouth.

Location	Total MD kg	Total Pot Gear kg	% Pot Gear of Total MD	Recently lost Pot gear kg	% Recently lost Pot Gear of Total Pot Gear	Long lost Pot Gear kg	% Long lost Pot Gear of Total Pot Gear
Flat Rocks	27.1	12.9	47.6%	0.7	5.7%	12.2	94.3%
Flat Rocks	28.6	18.9	66.1%	2.4	12.7%	16.5	87.3%
Flat Rocks	34.4	20.2	58.7%	12.4	61.4%	7.8	38.6%
Flat Rocks	50.1	34.9	69.7%	18.9	54.2%	16	45.8%
Flat Rocks	21.2	14.3	67.5%	2.6	18.2%	11.7	81.8%
Cape Burney	18.4	3.5	19.0%	1.4	40.0%	2.1	60.0%
Totals	179.8	104.7	58.2%	38.4	36.7%	66.3	63.3%
FLAT ROCKS ONLY							
Flat Rocks - Totals	161.4	101.2	63.7%	37	36.6%	64.2	63.4%
Flat Rocks - Mean ± SD	32.3 ± 11	20.2 ± 8.7		7.4 ± 7.9		12.8 ± 3.6	

Table 3. Fishing-related marine debris (MD) survey results.

Table 3 shows a total of 179.8 kg of marine debris was collected during the six surveys, with 104.7 kg identified as coming from pot fishing activities. Results from the standardised Flat Rocks surveys were treated separately to the Greenough survey as the former is a relatively remote location where ocean-borne marine debris was expected to dominate. The Greenough marine debris profile was expected to be influenced by land-sourced debris due to its more urban setting and riverside location. This assumption was supported by the comparatively low proportion (19%) of pot fishing-related marine debris collected at this site compared to Flat Rocks (62%). Therefore, only data from Flat Rocks was summarised in Figure 1 below.

Of particular note in Table 3 are the large standard deviations for these data. These are explained by the variable beach and prevailing weather conditions at the time each survey was undertaken – weather that causes the foredune to erode exposes more long-lost marine debris, thereby increasing its proportion in the final count. It is necessary to increase the number of surveys during a range of weather conditions to increase homogeneity in the data.

Data from Table 3 was used to calculate proportions of total Flat Rocks marine debris comprising non pot gear, recently lost pot gear and long lost pot gear.

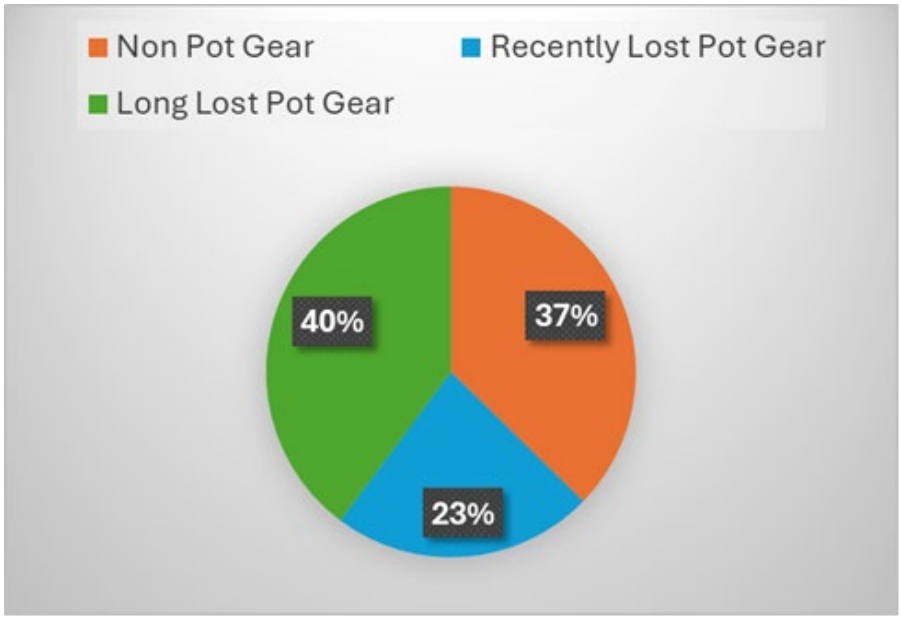

Figure 1. Proportions of marine debris from various sources collected at Flat Rocks.

Figure 1 shows that the highest proportion (43%) of marine debris collected at Flat Rocks comprises pot fishing gear estimated to have been lost long ago. This was followed by non-pot fishing-related marine debris (38%) and finally pot gear considered recently lost (19%).

The high proportion of long-lost pot gear is most concerning. Top-down regulations are highly desirable to reduce gear loss into the future, thereby reducing ocean contamination over time. The effect of new regulations would likely be observed in the reduction of recently lost pot gear in beach clean-ups. This highlights the need to continue to collect data on recently lost gear to compliment the present study. Unfortunately, contemporary regulations are not going to impact the already considerable amount of long-lost gear – this legacy gear will continue to break up into microplastics and enter food chains. The only solution for this legacy debris is manual removal. Given the known adverse human health impacts of microplastic contamination (for example Winiarska et al., 2024)), and a better understanding of how much old gear contaminates beaches, it would seem justified to develop a comprehensive and well-

resourced program to remove this contamination rather than just leave it to the ad-hoc efforts of volunteer groups.

In this project, weight measurements were chosen as a means to compare proportions of various types of marine debris. This contrasts with most marine debris surveys which record total collection weights but not for each category of debris, instead relying on numbers of pieces collected (for example Tangaroa Blue 2020). The aim of marine debris surveys is to quantify amounts entering our environment where they will eventually break up into microplastics and enter food chains. For some items, extending measurements from total marine debris weight to include the weight of each category of debris collected enables a more precise profile of the total debris to be determined, and therefore more compelling evidence for addressing the sources. The use of debris weight for different categories in the present study provided a “common denominator” to enable more accurate proportional comparisons to be made and is recommended for future surveys.

It was necessary to adopt convenient assumptions for this study regarding categorising debris items. Without access to sophisticated laboratory equipment to analyse gear age, visual attributes were developed. These attributes are still subject to considerable error. As examples, fishers may continue to use a well-worn float that, if lost, would be recorded as a long-lost float. Alternatively, bait baskets and other whole items of pot gear, recorded as recently lost in this project, may have come from recently exposed pots that were lost and buried (and thereby somewhat preserved) in sand long ago. Further investigations on more accurately determining gear age in the field are required.

Data from this project can be extrapolated. The Flat Rocks transect was approximately 1 km of beach – there is an estimated 550km of coastline in the NAR, which is a region where pot fishing efforts are concentrated around the WRLMF. With an average of 20 kg (Table 3) of pot fishing gear collected per survey along 1 km at Flat Rocks, this equates to 11 tonnes of pot-fishing related marine debris across the NAR for one collection event. In addition, using float numbers as a proxy for percentage of total gear lost from the commercial sector, 75% of the 11 tonnes equates to approximately 8 tonnes of commercial pot fishing gear per collection event. A considerable number of collection events would have to take place before a reduction in this legacy gear would be observed. Clearly there are many assumptions in these calculations, yet it offers a starting point for quantifying the issue and, it is hoped, developing remediation strategies.

A rigorous assessment of gear loss from specific fisheries sectors requires a concurrent assessment of fishing effort by the target sectors leading up to, and including, the data collection period. Ideally, the total number of pot/days for each sector would provide a standardised measure enabling gear loss data to be corrected for fishing effort. Unfortunately this information is has not been collected for either commercial or recreational sectors of the WRLMF, hence the correction can not be applied. A measure of comparative fishing effort for these two sectors would be useful for future gear loss assessments.

RECOMMENDATIONS

The following list has been collated from this reports' findings.

1. This report to be used to advocate for the implementation of strategies to reduce the loss of commercial pot fishing gear.
2. Continued collection of detailed fishing float data in the NAR and adjacent regions.
3. A proportion of future surveys in the NAR include recording weight of various categories of marine debris to enable ongoing comparison with the "baseline" data from the present study.
4. Project stakeholders to advocate for a program that includes coordinated resourcing for ongoing removal of long-lost fishing gear from beaches.
5. Further research on rapid assessment techniques for aging fishing-related marine debris is undertaken.
6. Fisheries resource managers collect data on fishing effort in the recreational and commercial sectors of the WRLMF.

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ATTACHMENTS

Attachment 1

Raw data from mainland float collection (with name and email addresses removed)

ID	Date float was found?	Location float was found?	Fishing float number	Source?	Length of rope attached?	Condition of float?	If painted, what colour is the float? Leave blank for unpainted floats.	Please provide any additional information that might help us understand more about this float.	Can you provide a photo of the float?
1	1/1/2020	Seven Mile Beach, Bookara	122814	Recreational	0	Worn			Yes
2	1/1/2020	Seven Mile Beach, Bookara	D166?	Commercial	2	Well worn			Yes
3	1/1/2020	Seven Mile Beach, Bookara	G36 I think. Branded over the top of another commercial number D316 perhaps	Commercial	2	Worn			Yes
4	1/1/2020	Seven Mile, Bookara	Illegible. Painted	Recreational	0	Worn			Yes
5	1/1/2020	Seven Mile Beach, Bookara	NS12..	Recreational	0	Worn			Yes
6	1/1/2020	Seven Mile Beach, Bookara	D3-	Commercial	2	Well worn			Yes
7	1/1/2020	Seven Mile Beach, Bookara	f559	Commercial		Worn			Yes
8	1/1/2020	Seven Mile Beach, Bookara	F^D (Fisheries Dept.)	Commercial	0	Worn			Yes
9	1/1/2020	Seven Mile Beach, Bookara	F^D (Fisheries Dept)	Commercial	0	Worn			No
10	1/1/2020	Seven Mile Beach, Bookara	F217	Commercial	0	Worn			Yes
11	1/1/2020	Seven Mile Beach, Bookara	G414	Commercial	0	Worn			Yes
12	8/13/2024	Geraldton	G10	Commercial	6	Worn			Yes

13	1/1/2020	7 Mile Beach Bookara	XF217	Commercial	0	Worn			Yes
14	1/1/2020	Seven Mile Beach, Bookara	XF217	Commercial	0	Worn			Yes
15	1/1/2020	Seven mile Beach, Bookara	G95	Commercial		Worn			Yes
16	1/1/2020	Seven Mile Beach, Bookara	F463	Commercial	0	Worn			Yes
17	1/1/2021	Geraldton	XG414	Commercial	0	Worn			No
18	1/1/2021	Geraldton	X414	Commercial	2	Worn			No
19	1/1/2021	Geraldton	XF217	Commercial	0	Worn			No
20	1/1/2021	Geraldton	G348	Commercial	0	Worn			No
21	1/1/2021	Geraldton	G253	Commercial	0	Worn			No
22	1/1/2021	Geraldton	FT0209	Recreational		Worn			No
23	1/1/2021	Geraldton	F157	Commercial		Worn			No
24	1/1/2021	Geraldton	G161	Commercial		Well worn			No
25	1/1/2021	Geraldton	GW0359	Recreational		Well worn			No
26	12/31/2023	Drummond Cove	F501	Commercial	0	Well worn			Yes
27		Flat Rocks	XF217	Commercial	1	Well worn			No
28	5/11/2023	Flat Rocks	G273	Commercial	1	Worn			No
29	5/11/2023	Flat Rocks	Too old	Unknown	21	Well worn			No
30	6/8/2023	Flat Rocks	G362	Commercial	1	Worn			No
31	6/14/2023	Geraldton	JM1282	Recreational	10	As new			No
32	6/14/2023	Geraldton	Unreadable	Unknown	20	Well worn			No
33	7/27/2023	Flat Rocks	G84	Commercial	2	Worn			No
34	7/27/2023	Flat Rocks	XF9	Commercial	0	Worn			No
35	8/14/2023	Flat Rocks	EC0859	Recreational	10	Worn			No

36	8/14/2023	Flat Rocks	XF217	Commercial	10	Worn			No
37	10/19/2023	Flat Rocks	D42	Commercial	21	Worn			No
38	9/5/2024	Green Head - Anchorage Bay near boat ramp	02	Unknown		Well worn			Yes
39	9/2/2024	Jurien Bay	F908X	Commercial					
40	9/2/2024	Jurien Bay	FT04	Commercial					
41	9/2/2024	Jurien Bay	M38	Commercial					
42	9/2/2024	Jurien Bay	F389	Commercial					
43	9/2/2024	Jurien Bay	F293	Commercial					
44	9/2/2024	Cervantes	F988X	Commercial					
45	9/2/2024	Cervantes	KS1104	Recreational					
46	9/2/2024	Cervantes	G6	Commercial					
47	9/2/2024	Cervantes	G100	Commercial					
48	9/2/2024	Cervantes	G40	Commercial					
49	9/2/2024	Cervantes	G2?	Commercial					
50	9/2/2024	Cervantes	F911X	Commercial					
51	9/2/2024	Cervantes	G74	Commercial					
52	9/2/2024	Cervantes	G80	Commercial					
53	9/2/2024	Cervantes	G71	Commercial					
54	9/2/2024	Jurien Bay	XA96	Commercial					
55	9/2/2024	Jurien Bay	G36	Commercial					
56	9/2/2024	Jurien Bay	G33	Commercial					
57	9/2/2024	Jurien Bay	F102	Commercial					

58	9/2/2024	Jurien Bay	XF211	Commercial					
59	9/18/2024	Tepani Island- Easter Group of the Abrolhos Islands	C293	Commercial	15	Worn			Yes
60	9/18/2024	Helms Island- Easter Group Houtman Abrolhos Islands	G191	Commercial	3	Worn			Yes
61	9/18/2024	Helms Island- Easter Group Abrolhos Islands	G393?	Commercial	10	Worn			Yes
62	10/11/2024	Separation Point, Geraldton	G380	Commercial	10	Worn			Yes
63	10/13/2024	Greys Beach Geraldton	BN 123	Recreational	0.2	Worn			Yes
64	10/12/2024	Glenfield Beach	DL1093	Recreational	10	Worn			Yes
65	10/12/2024	Glenfield Beach	DL1093	Recreational	10	Worn			Yes
66	10/26/2024	Approximately 8km south of Grey	F295	Commercial	1	Worn			Yes
67	10/26/2024	Approximately 8km south of Grey	G40	Commercial	2	Worn			Yes
68	10/26/2024	8km south of Grey	G40	Commercial	2	Worn			Yes
69	10/26/2024	8km south of Grey	G40	Commercial	1	Worn			Yes
70	10/26/2024	8km south of Grey	F296	Commercial	2	Worn			Yes
71	1/1/2020	& Mile Beach Bookara	G199	Commercial	0	Worn			Yes
Online form adjusted									
72	11/20/2024	Geraldton	F4??	Commercial	10	Old - e.g. surface worn and powdery			Yes
73	12/3/2024	Sunset Beach 6530	DG....Partial	Recreational	0	New - e.g. numbers well defined, float clean	Orange	Ex commercial float repurposed as recreational.	Yes
74	11/28/2024	Port Gregory	G77	Commercial	0	Medium - e.g. moderate marine growth		Orange	Yes

75	1/1/2025	Green Head	D???	Commercial	0	Old - e.g. surface worn and powdery, heavy marine growth	Traces of red paint		Yes
76	12/28/2024	7km south of Green Head	F13	Commercial	6	New - e.g. numbers well defined, float clean	1 red 1 yellow	pair of "torpedo" floats with tangled rope rigging	Yes
77	1/25/2025	Sandy cape recreation area north of Jurien	G33	Commercial	6	New - e.g. numbers well defined, float clean	Yellow	Two floats making 1 commercial rig Found washed ashore, rope in good condition.	Yes
78	2/1/2025	Geraldton	XC25	Commercial	0	Old - e.g. surface worn and powdery, heavy marine growth	Pink	Recently broken in half.	Yes
79	3/13/2025	Greenough	LS	Recreational	1	New - e.g. numbers well defined, float clean		Crab pot float	No
80	3/13/2025	Greenough	F309	Commercial	2	Old - e.g. surface worn and powdery, heavy marine growth			No
81	3/13/2025	Greenough	XC25	Commercial	0	Medium - e.g. moderate marine growth		half float	No
82	3/13/2025	Greenough	??	Unknown	0	Medium - e.g. moderate marine growth	Pink	Number appears cut out, half float	No

83	3/14/2025	Sunset Beach Geraldton	RG0486	Recreational	0	Medium - e.g. moderate marine growth	Orange		Yes

Attachment 2

Raw data from Abrolhos Island float collection (with name and email addresses removed)

Number	Date	Location	Fishing Float Number	Source	Length of rope attached (m)	Condition	Amount	Notes
1	17/09/2024	Gilbert Island	BM0601	Recreational	3	As new	Full float	Attached to another
2	17/09/2024	Gilbert Island	?	Unknown	0	Worn	Full float	Attached to BM0601
3	17/09/2024	Gilbert Island	G196	Commercial	1	Worn	Full float	
4	17/09/2024	Gilbert Island	NA	Unknown	0	Well worn	Part (more than half)	No number
5	17/09/2024	Gilbert Island	D34	Commercial	4	As new	Full float	Attached to another the same
6	17/09/2024	Gilbert Island	D34	Commercial	0 (included with other float)	As new	Full float	Attached to another with same number
7	17/09/2024	Gilbert Island	XG414	Commercial	0	Worn	Full float	
8	17/09/2024	Campbell Island	G379	Commercial	0	Well worn	Part (more than half)	Only half
9	17/09/2024	Campbell Island	?	Commercial	0	Well worn	Part (more than half)	Piece
10	17/09/2024	Campbell Island	?	Unknown	2	Well worn	Part (more than half)	
11	17/09/2024	Campbell Island	XG2S	Commercial	0	Worn	Part (more than half)	
12	17/09/2024	Campbell Island	G69	Commercial	0	Well worn	Part (more than half)	
13	17/09/2024	Campbell Island	C225	Commercial	0	Well worn	Part (more than half)	

14	17/09/2024	Campbell Island	G916	Commercial	0	Well worn	Part (more than half)	
15	17/09/2024	Keru Island	G161	Commercial	0	Well worn	Part (more than half)	
16	17/09/2024	Keru Island	G193	Commercial	0	Worn	Full float	
17	17/09/2024	Keru Island	?95	Commercial	0	Well worn	Part (more than half)	
18	17/09/2024	Shearwater Island	D25	Commercial	0	Well worn	Part (more than half)	
19	18/09/2024	White Island	D12	Commercial	8	Worn	Full float	Two floats
20	18/09/2024	White Island	SD 097?	Recreational	0	Well worn	Part (more than half)	
21	18/09/2024	White Island	G5	Commercial	0	Well worn	Part (more than half)	
22	18/09/2024	White Island	F3	Commercial	0	Well worn	Part (more than half)	Less than half
23	18/09/2024	White Island	F2?	Commercial		Well worn	Part (more than half)	
24	18/09/2024	White Island	G191	Commercial	Approx 10	Worn	Full float	5 together
25	18/09/2024	White Island	G339	Commercial	0	Well worn	Part (more than half)	
26	18/09/2024	White Island	F888	Commercial	0	Well worn	Part (more than half)	
27	18/09/2024	White Island	G20	Commercial	0	Worn	Full float	
28	18/09/2024	White Island	D44	Commercial	10	Worn		
29	18/09/2024	White Island	?	Unknown	2	Well worn	Part (more than half)	
30	18/09/2024	White Island	MB0475	Recreational	0.5	Worn		
31	18/09/2024	White Island	D67	Commercial	0	Worn	Full float	
32	18/09/2024	White Island	?	Unknown	0	Worn	Full float	
33	18/09/2024	White Island	G27	Commercial	5	Worn	Full float	
34	18/09/2024	White Island	?	Unknown	0.5	Well worn	Part (more than half)	
35	18/09/2024	White Island	RC087	Commercial	10 ish	Worn	Full float	Attached to DC0603

36	18/09/2024	White Island	DC0603	Recreational		Worn		
37	18/09/2024	Bynoe Island	G36	Commercial	10 plus	Well worn	Full float	Two
38	18/09/2024	Bynoe Island	?337	Commercial	0	Well worn	Part (more than half)	
39	18/09/2024	Bynoe Island	G41?	Unknown	0	Well worn	Part (more than half)	
40	18/09/2024	Bynoe Island	G100	Commercial	0	Well worn	Part (more than half)	Less than half
41	18/09/2024	Bynoe Island	G22	Commercial	0	Well worn	Part (more than half)	
42	18/09/2024	Bynoe Island	?466	Unknown	0	Well worn	Part (more than half)	
43	18/09/2024	Bynoe Island	?	Unknown	0	Well worn	Part (more than half)	
44	18/09/2024	Bynoe Island	F5?	Commercial	0	Well worn	Part (more than half)	
45	18/09/2024	Bynoe Island	F441	Commercial	0	Well worn	Part (more than half)	
46	18/09/2024	Bynoe Island	XG25	Commercial	0	Worn	Full float	
47	18/09/2024	Bynoe Island	G412	Commercial	0	Worn	Full float	
48	18/09/2024	Bynoe Island	F97	Commercial	10	Worn	Full float	Another attached
49	18/09/2024	Leo Island	F83	Commercial	0	Well worn	Part (more than half)	
50	18/09/2024	Leo Island	F235	Commercial	0.5	Well worn	Part (more than half)	
51	18/09/2024	White Island	X6414	Unknown	0.2	Worn	Full float	
52	18/09/2024	White Island	F262	Commercial	0	Worn	Full float	
53	18/09/2024	White Island	B130	Commercial	1	Well worn	Part (more than half)	
54	18/09/2024	White Island	P101 or R101	Commercial	0	Well worn	Full float	
55	18/09/2024	Bynoe Island	G248 GLS	Commercial	0	Worn	Full float	
56	18/09/2024	Bynoe Island	RR0956	Recreational	0	Well worn	Full float	
57	18/09/2024	Bynoe Island	G216	Commercial	0	Well worn	Full float	
58	18/09/2024	Wooded Island	G414	Commercial	0	Worn	Full float	

59	18/09/2024	Wooded Island	D18	Commercial	10	Worn	Part (more than half)	
60	18/09/2024	Wooded Island	G246	Commercial	0	Well worn	Part (more than half)	
61	18/09/2024	Little Leo Island	G6?	Commercial	Lots Entangled	Well worn	Full float	
62	18/09/2024	Suomi Island	G78	Commercial	10 plus	Worn	Full float	
63	18/09/2024	Suomi Island	F620	Commercial	0	Well worn	Part (more than half)	
64	18/09/2024	Suomi Island	G90	Commercial	5	As new	Full float	Two floats
65	18/09/2024	Suomi Island	G275	Commercial	5	Worn	Full float	Two floats
66	18/09/2024	Suomi Island	DD0569	Recreational	Scrap	Worn	Full float	
67	18/09/2024	Suomi Island	G172	Recreational	0	Well worn	Part (more than half)	
68	18/09/2024	Suomi Island	?	Commercial	0	Well worn	Full float	Lots of numbers
69	18/09/2024	Suomi Island	B97	Commercial	0	Worn	Full float	

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