

Clump Point Boating Facility

Extreme Weather Event Contingency Plan

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1. PREFACE

The Clump Point Boating Facility was completed in November 2020 and includes 3 boat ramp lanes, 2 floating walkways, protective breakwaters, a jetty (designed to facilitate refuelling) providing access to 2 berthing pontoons, 5 pen berths and 6 swing moorings. This facility was designed to help support tourism in the Mission beach area by providing a protected overnight berthing facility for the boutique tourism industry.

The Facility it is NOT a boat harbour and does not provide protection from extreme weather events. For this reason, this Extreme Weather Event Contingency Plan has been drafted to inform users of the evacuation procedures and ensure users are aware of their responsibilities to have vessel specific safety plans in place to keep themselves safe during such extreme events.

2. OBJECTIVE OF THIS PLAN

The overall objective of this plan is to guide users on expectations and responsibilities with the prime objective of safety of vessels and users. Personal safety is of prime importance at all times.

An extreme weather event will require the evacuation of the Clump Point Boating Facility. In such instances, the objective is to have all vessels to have enacted their own safety plans between 48 and 6 hours before destructive winds impact the area.

TMR specifically designed the Clump Point facility to minimise damage during an extreme weather event, however the design requires that the facility is evacuated.

All vessels are to evacuate and clear the Facility Area. Owners should be aware that, should they leave their vessel in the facility area, they will be held accountable for any damage that their vessel may cause or incur to the facility infrastructure.

Masters should be aware of the sudden onslaught of cyclones during the wet season and should take adequate precautions to have their vessels ready to depart at short notice. When the meteorological office advises that a strong tropical depression or cyclone is likely to form, Masters will put their vessels on standby to sail.

3. Master's and owner's responsibility in regard to this plan

Masters and owners of vessels have an obligation under the Transport Operations Marine Safety Act 1994 at all times to take appropriate precautions for the safety of their vessels, passengers and crew.

Masters and owners need to familiarise themselves with this plan, determine the most appropriate safety plan for their vessel and respond in accordance with event developments. Masters and owners are also required to monitor developments to ensure that they have the most up-to-date information on weather conditions to take actions in accordance with their safety plan.

Masters and owners are required to notify TMR for recreational vessels and Amsa for commercial vessels of any changes to the following:

- vessel ownership
- residential address
- contact telephone numbers

This up-to-date contact information is vital for an immediate response to any emergency. Failure to provide correct details of vessel ownership is an offence under the *Transport Operations (Marine Safety) Act 1994*

All owners of vessels on the water should ensure their vessel can move without assistance, particularly during recognised extreme weather event peak seasons (e.g. cyclone seasons). Failure to do so may present an unacceptable hazard to the vessel as well as infrastructure.

If owners are unable to attend to their vessels for any significant duration, particularly during the tropical cyclone season, owners are to make arrangements with a person that can act on their behalf in the event of an extreme weather event. That person will be responsible to implement the owner's safety plan. However, the owners are still responsible for the safety of their own vessel. A local contact person must attend to the vessel no later than when a Yellow Alert has been declared and make appropriate preparations.

4. Extreme weather procedures

Phase 1: Extreme weather event watch - Prevention

An extreme weather event watch will be issued when an extreme weather event or developing event is likely to affect the area **within 48 hours**, but not expected to impact the area within 24 hours. This phase is a critical time for masters and owners to plan and prepare for the impact of the event.

During this period, masters and owners (or their representatives) should review their safety plans and address any matters outstanding (e.g. fuel).

It is recommended the vessels commence evacuation based on the specifics of their own safety plans

Phase 2: Extreme weather event warning – Preparedness

An extreme weather event warning will be issued when an extreme weather event or developing event is likely to affect the area **within 24 hours**. This phase is critical for masters and owners to complete all preparations in an orderly manner prior to the event occurring.

Evacuation of the Clump Point Facility is to commence at this time if not already underway based on the specifics of the vessels own safety plan and associated cyclone mooring location.

Yellow Alert

Destructive winds forecast within 24 hours.

- Evacuation of Clump Point Facility to commence if not already underway based on the specifics of the vessels own safety plan and associated cyclone mooring location.

Blue Alert

Destructive winds forecast within 12 hours.

- All vessels should be moored in their proposed cyclone mooring area and final preparations and tying off completed.

Clump Point Facility Closed

Red Alert

Destructive winds forecast within 6 hours.

Vessels are not to leave their cyclone moorings until the extreme weather event has passed

Clump Point Facility Closed

Phase 3: Actual extreme weather event - Response

By this phase, all vessels are expected to have enacted their vessel safety plans and are maintaining a listening watch of event developments

It is also important to be alert during the 'eye' of the cyclone as a period of calm may be experienced before the winds resume from the opposite direction.

Phase 4: After the extreme weather event has passed - Recovery

Following the event there is potential of damage to infrastructure at the Clump Point Facility and associated debris, that may be a hazard to navigation or present a safety hazard. CCRC/MSQ will inspect the facility asap after the event to assess damage and associated hazards and advise any changes to operational use while repairs are completed. Note a return to normal operations is not to occur until the facility is inspected and formal advice is given.

Access to the facility before this time if required should be with extreme caution in accordance with Masters and Owners of vessels obligations under the *Transport Operations Marine Safety Act 1994* to at all times take appropriate precautions for the safety of their vessels, passengers and crew.

5. Key Contacts

Cassowary Coast Regional Council contacts

Name	Contact
CCRC Customer Support	1300 763 903
Peter McBride	0436 945 168
Justin Fischer	0428 136 747

Name	Contact Number
Regional Harbour Master	07 4052 7412
Ports North	07 4051 2558
Boating & Fisheries Patrol	07 4035 0700
Innisfail Police	07 4061 5777
Tully Police	07 4068 4000
Mission Beach Police	07 4068 8422
Water Police	07 4050 7600
Cairns Vessel Traffic Services	07 4052 7470 and 1300 551 899

Appendix A

Your safety plan

The master and owner's responsibility is at all times to take appropriate precautions for the safety of their vessels, passengers and crew.

All masters and owners should have developed a vessel safety plan in response to extreme weather events. The plan should take into account the most likely risks arising from the hazards presented for your region.

You should trial your plan to ensure that it can be enacted competently and rapidly. Do not wait until the last minute to plan and prepare your response to extreme weather risks.

General considerations

A well prepared vessel with fully functional equipment is a key element to a successful safety plan.

Ensure that your vessel is in a seaworthy state

Maintain your vessel to ensure that deferred maintenance does not compromise the seaworthiness of your vessel at critical times. Check that all bilge pumps are operational and that all self-draining openings are clear and will remain so. Make sure all safety equipment is available, in working order and up-to-date where applicable (for example flares). Check all cleats and associated fittings for integrity. Generally, mooring lines are stronger than these. Keep storm anchors, spare warps and spare fenders ready at hand but well secured to prevent them creating a potential hazard in the event you must move the vessel. Securely stow all loose items. Secure all hatches and vents. Provision your vessel with fresh water, food and fuel and ensure that the batteries are charged.

Ensure your mooring arrangements are up for the job at hand

Check all mooring lines and warps for chafing and deterioration and replace if necessary. Man-made synthetic fibres such as polyethylene, polypropylene and polyester deteriorate in the sunlight and may show little signs of deterioration prior to failure. You should have a schedule worked out to replace mooring lines in accordance with manufacturer's recommendations. Allow for a sufficient number of mooring lines so that you can double up your mooring arrangements. Have sufficient fenders for the anticipated mooring arrangements. Check anchor chains, shackles and anchor warps for wear and replace if necessary. If you intend to utilise a swing mooring, ensure that the mooring chain has been recently inspected. You should also be aware that flooding events resulting from extreme weather events may result in build-up of debris around the mooring chain, compromising the integrity of the mooring arrangement.

Reduce wind loadings

Remove all deck gear including lifebuoys, dodgers, bimini covers, clears and so on and store below. Remove sails, self-furling sails and covers. If this is not possible, double wrap or tie these components in such a way that the wind cannot tease any ends out and allow flapping of gear to commence.

Secure your tender

Ideally, tenders should be stored in dinghy lockers, garaged or deflated and stowed if applicable. If stored with the vessel, tenders should be securely lashed inverted on deck to prevent filling with water – do not contemplate towing tenders. If left on purpose-built davits, tenders should be cleaned out and securely lashed and bungs removed.