

# Clump Point Boating Facility

## Extreme Weather Event Contingency Plan 2022/2023

# Introduction

Maritime Safety Queensland (MSQ) is an agency of the Dept. of Transport and Main Roads (TMR) which works closely and cooperatively with the disaster management agencies, the industry and community on both a State wide and local basis. The recent extreme weather events throughout Queensland have highlighted the need for awareness and vigilance to the risks such events present to the maritime community. MSQ's core focus is on the preservation of life and property on the State's waters and in the prevention/response to ship-based pollution.

MSQ has built on these recent experiences and is reissuing its contingency plans as one way of ensuring stronger resilience within the maritime community. Timely awareness and adequate preparation will reduce the impact of such events.

This extreme weather event contingency plan for the Clump Point Boating Facility sets out the broad framework that will apply for this region. MSQ takes advice on developing weather situations from the Bureau of Meteorology (BOM) which is the government's primary source of weather intelligence.

Clump Point is particularly exposed to risks posed by extreme weather, principally tropical cyclones.

The frightening intensity of cyclones can cause widespread destruction and devastation. The commencement of the cyclone season on 1 November means it is imperative all North Queenslanders prepare for the possibility of cyclones affecting the local area.

The local topography offers limited protection from extreme weather and hence the prime intent of the plan is the evacuation of the Clump Point Boating Facility

It is the responsibility of owners and Masters of vessels to take the necessary action within the context of the official weather warnings to protect their passengers, crew and craft and abide by any direction provided by the Regional Harbour Master.

Even if you are an experienced mariner, we encourage you to read this plan and familiarise yourself with its requirements. The contingency plan requires you to think about your own planning in this context and to be prepared to enact this plan if required.

Remember, the best protection against extreme weather events is to plan for such eventualities and respond accordingly.

Kell Dillon  
General Manager  
Maritime Safety Queensland

Captain David Ferguson  
Regional Harbour Master  
Cairns Region

## Objective of this plan

The overall objective of this plan is to provide for the safety of vessels and their operation during extreme weather events. 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.

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.

## 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.

In extreme weather conditions, the Regional Harbour Master may give directions in relation to the operation and movement of vessels within their jurisdiction. Masters and owners are required to follow such directions.

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

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

Masters and owners can update their information by attending a Department of Transport and Main Roads Customer Service Centre, online services or by telephoning 13 23 80. This up-to-date contact information is vital for an immediate response to any port emergency. Failure to provide correct details of vessel ownership is an offence under the *Transport Operations (Marine Safety) Act 1994*.

# Extreme weather procedures in detail

In the event of an extreme weather event threat the Regional Harbour Master will take the following action:

- ensure that vessels are advised of relevant warnings and response requirements;
- ensure that shipping complies with the response requirements;
- direct, monitor or oversee the evacuation of vessels from a pilotage area, or other affected areas within their jurisdiction if applicable;
- provide directions which restrict and/or allow the entering or leaving of a pilotage area, in effect closing and reopening the port.

These actions will be enacted over four distinct phases that allows for the development of appropriate responses to the threats faced.

## 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).

## 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.

When deemed necessary, the Regional Harbour Master (Cairns) will direct the evacuation of the Clump Point Facility with the assistance and cooperation of personnel from MSQ, the Water Police, Coast Guard and Queensland Boating and Fisheries Patrol to regulate and control the safe movements of vessels.

The facility has established a three tier alert status.

## **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 vessel's 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 noting that the port is closed and/or vessel movements restricted commensurate with the threat to safety of vessel movements or the environment.

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**

The Regional Harbour Master will assess residual risks and determine which actions need to be addressed. Do not assume that as the extreme weather event has passed it is safe to move your vessel.

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.

# 1. 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 7470
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
Cairns Vessel Traffic Services – 24hrs	07 4052 7470 and 1300 551 899

## Key Websites

Detailed weather updates: [www.bom.gov.au](http://www.bom.gov.au)

MSQ Website [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

# 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.

## Hardstand storage

Hard stand storage is a viable alternative for trailer vessels or vessels undergoing maintenance. Hardstand storage may have the additional considerations:

- Windage is considerably increased through hardstand storage. Take particular care to secure and stow all deck items. Place the vessel head to the wind if possible;
- Ensure wheels are chocked and trailer brakes applied;
- Attach the trailer to the nearest strong point(s);
- Flying debris, particularly in the hardstand areas, may be lethal.