

20/1/24



**Dear Owner/ Skipper,**

As we move through the 2023-2024 cyclone season, it is timely to please re-read our procedures and checks in place. The key elements of our preparations are:

1. YKBC Cyclone Preparation Sheet
2. Yellow, Orange, Red, Yellow and White Alert signs  
(will be displayed on the gates of the Marina, Fuel Dock, Dry Storage and the Club front doors)
3. MSQ Extreme Weather Contingency Plan
4. Ports North and Cairns Regional Council Preparation sheet.

Please note that in the MSQ Extreme Weather Contingency Plan, the warning flag system has changed. We have therefore updated our alerts for the Marina to align with the new Yellow, Orange, Red, Yellow and White Alert flags and signage. **Please see the relevant colour pages for an explanation.**

Under the new (flag) alert system when the Marina goes to Orange:

- All vessels with an absolute length of 18 metres and over MUST vacate the Marina.
- Vessels in berths C03 to C19 are to relocate to other berths in the Marina, if available.
- Remaining vessels to secure themselves in their berths to the satisfaction of the Marina Management.
- YKBC reserves the right to ask any vessel to vacate the Marina based on size, seaworthiness and/or its potential to cause damage.
- NO dinghies are to be left in the water and walkways are to be clear, especially of ropes and hoses.

The staff of YKBC / Half Moon Bay Marina are not responsible for your vessel or equipment, so please do not ask staff to check the vessel for you. If you will not be in the Cairns area, then please organise friends or others to do this on your behalf.

Once a Red Alert is called, then the Marina is Closed and all people that live aboard MUST vacate to alternate accommodation.

Electricity to the Marina during a Red Alert may be disconnected at some stage, with only the Club's generator operating, so vessel owners may want to clear their fridges/freezers during the prior Orange Alert period.

Once the Marina is declared safe and a damage audit completed by YKBC after the White All Clear has been made, then staff may call those who live aboard, plus any owners whose vessel may have sustained damage or has alarms sounding.

**IMPORTANT: MSQ has confirmed that there is a misprint in their blue covered "Extreme Weather Event Contingency Plan". YKBC is not an Emergency Control Centre as mentioned on Page 9 and on Page 4 of their "Appendix 7 – Cairns and Half Moon Bay" documents.**

Considerable damage during a cyclone can come from loose objects on and around a vessel, whether in the Marina or in Dry Storage.

In addition to the preparation you do, please be aware that our Bosuns will be periodically checking all Marina side fingers and boats on trailers for any miscellaneous objects that should not be there. These include pieces of timber/metal, parts of a seapen and personal items (e.g. pot plants, fishing gear, trailer related parts and spare tyres).

If not attended to, YKBC Management will request that such items be removed to keep all access ways clear of trip hazards, as per our By-Laws.

Below are some handy online links to help you prepare for the cyclone season:

[www.cairns.qld.gov.au/disaster](http://www.cairns.qld.gov.au/disaster)

Land and sea disaster plans and information.

<https://www.msq.qld.gov.au/safety/preparing-for-severe-weather>

Maritime Safety Queensland severe weather preparations.

<https://www.publications.qld.gov.au/dataset/cairns-notice-to-mariners>

Maritime Safety Queensland local Notice to Mariners.

<http://www.bom.gov.au/qld/>

Bureau of Meteorology, Queensland weather.

<http://www.bom.gov.au/cyclone/>

Bureau of Meteorology, Australia wide 7-day cyclone watch.

If you require any further information or assistance, please contact Reception or YKBC Management in person or on (07) 4055 7711.

*Yorkeys Knob Boating Club & Half Moon Bay Marina*

*25-29 Buckley St, Yorkeys Knob QLD 4878*

*07 4055 7711*

*PO Box 100, Yorkeys Knob, QLD 4878*

[www.ykbc.com.au](http://www.ykbc.com.au)

***"The Best Nautical Address in the North"***



HALF MOON BAY MARINA

# ADVICE

24 – 48 hours before the event

- Prepare to move, monitor conditions, consult vessel safety plans

HALF MOON BAY MARINA

# WATCH and ACT

12 - 24 hours before the event

- All vessels with an absolute length of 18 metres and over are to vacate the Marina
- All vessels in Berths C03 to C19 are to relocate to other berths in the Marina if available
- Remaining vessels to secure themselves in their berths to the satisfaction of the Marina Management
- YKBC reserves the right to ask any vessel to vacate the Marina based on size, seaworthiness and/or its potential to cause damage
- Continue to monitor conditions and maintain listening watch on VHF channels
- Adhere to Regional Harbour Master directions

HALF MOON BAY MARINA

# EMERGENCY WARNING

Extreme event within 6 hours

- Marina closed
- All personnel to evacuate boats in the Marina and proceed to an area of shelter
- Boat movements not permitted without approval from Regional Harbour Master
- Maintain listening watch on VHF channels

Emergency Marina Contact:  
0437 835 721

HALF MOON BAY MARINA

# ADVICE

After the event, recovery underway

- Maintain listening watch on VHF channels
- Movements will be at the instruction of the  
Regional Harbour Master / Vessel Tracking  
Service

HALF MOON BAY MARINA

# ALL CLEAR

Marina open to all traffic  
Business as usual

- Wait for the Regional Harbour Master's "All Clear" and the Vessel Tracking Service instructions for movements

Please note: In **MSQ's** Dashboard online, this aligns with the green Port Open status.



# CYCLONE PREPARATION SHEET FOR VESSELS IN DRY STORAGE AND THE MARINA

Yorkeys Knob Boating Club / Half Moon Bay Marina 2/11/23

Boat owners should familiarise themselves with all YKBC / Half Moon Bay Marina cyclone contingency information and be aware of when and where movements for vessels and personnel are required.

It should be noted that during the passage of the eye of a cyclone, there will be a period of calm before winds resume from the opposite direction. Vessels should not commence returning to their regular berths until officially advised by YKBC Management that it is safe to do so.

Remember that the best protection we have against the destructive forces of a cyclone is to be prepared for them. Danger can be significantly reduced by the early action of boat owners:

- ☐ Place star pegs in the ground to secure boat and trailer. Double up mooring lines by running duplicated ropes to alternative star pegs. It is strongly recommended that anti-chafe guards be placed upon all mooring lines.
- ☐ Reduce wind loadings to a minimum. Remove all deck gear, including lifebuoys, tarps and clears.
- ☐ Remove all furled sails and covers. If it is not possible, double wrap or tie them in such a way that wind cannot tease out any ends.
- ☐ Stow all loose gear (hatches, boat hooks, buckets, fishing gear, floats, life rings) below deck.
- ☐ Deflate and stow inflatable dinghies.
- ☐ Check that all self-draining outlets are clear. Dinghies on davits should be cleaned out, bungs removed. Tenders are NOT to be left in the water or tied to the Marina.
- ☐ Solidly chock all trailer wheels with timber or brick.
- ☐ Remove all items stored along the fence behind your trailer or underneath it.
- ☐ Disconnect all shore power and/or water leads.
- ☐ Fill water tanks and containers.
- ☐ Empty onboard fridges and freezers, pre-empting Marina power being turned off.
- ☐ At the Red Alert being notified, all persons must vacate their vessels.

Once we receive advice from the Harbour Master, Alert notices will be placed on the gates of the Marina, Fuel Dock, Dry Storage and the Club front doors. The relevant coloured flag will be flown from the Marina flag poles.

Marina gates will be tied open once an Orange Alert is in place (see separate Alert pages).

Should your vessel be unmanned or immobile during the cyclone season, please advise the Marina Management of your contingency plans in the event of a cyclone situation.

Marina Management will always do what they can to assist, but it is still the responsibility of the boat owner to ensure the vessel and equipment is as secure as possible.



# Maritime Safety Queensland

## Extreme Weather Event Contingency Plan

2023 - 2024

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# Forward

Maritime Safety Queensland (MSQ) is an agency of the Department of Transport and Main Roads (DTMR) which works closely and cooperatively with disaster management agencies, industry and community on both a State-wide and local basis. Extreme weather events do happen throughout Queensland highlighting the need for awareness and vigilance to the risks such events present to the maritime community.

MSQ has built on previous experiences and issues in preparing its contingency plans as a 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 sets out the broad framework that will apply for Queensland. MSQ takes advice on developing weather situations from the Bureau of Meteorology (BOM) which is the government's primary source of weather intelligence.

It may be necessary for the Regional Harbour Master to give directions in relation to the operation and movement of vessels when entering, leaving or operating in a pilotage area. This may include but is not limited to the orderly removal of vessels from their normal moorings to more sheltered locations or in the case of large commercial vessels, the orderly evacuation of these vessels to sea. The closure of the pilotage area effectively means that marine activities cease, including the operation of ferries to/from all island resorts and pontoons.

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.

With Queensland adopting the Australian Warning System with respect to extreme weather events, MSQ has also aligned to the system in reference to maritime advice and response. This has resulted in some changes to terminology and the warning system. Even if you were familiar with the system in previous years, you should read this year's plan and familiarise yourself with the changes.

MSQ has also adopted the Guardian Incident Management System to manage extreme weather events. One advantage of the system is the ability of the public to access the MSQ Dashboard, where a summary of warnings, port closures and other information is available at all times throughout the State.

Remember, the best protection against extreme weather events is to plan for such eventualities and respond accordingly. I urge you to take the time to read this document and am confident that it will provide you with useful information to protect your property, prevent ship sourced pollution and most importantly, preserve life.



**Jim Huggett**  
A/General Manager  
Maritime Safety Queensland

September 2023

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Printed versions of this document may not be up to date. The latest version of this document can be downloaded the Maritime Safety Queensland website at ([www.msq.qld.gov.au](http://www.msq.qld.gov.au)).

## Objective

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

An extreme weather event may require the evacuation of a pilotage area, part of a port, a harbour or boat harbour and may include the closure of sections of rivers/waterways. In such instances, the Regional Harbour Master's primary objective is to have the relevant area secure, and for all vessels to have enacted their own safety plans between 48 and six hours before the event is expected to impact. All preparations should be completed six hours before the event.

Local marina operators may have updated evacuation and emergency plans for times when extreme weather is forecast. You must ensure that you are familiar with your local marina's emergency plans.

The Extreme Weather Event plan utilises emergency management concepts such as, a comprehensive all agencies approach and principles to best manage emergent events.

For clarification regarding specific Extreme Weather Event Plans, please contact the local MSQ Regional Harbour Master's office. Details for the applicable office can be found at the end of the relevant port's Extreme Weather Event Plan.

## Document Structure

Outlined below is general information, including what actions should be taken if the vessel is to remain in-situ, relocated in the local area or proceed to sea. Following this is a series of appendices containing information for particular ports, waterways and areas where specific action is required due to the nature of the area.

## Background

The Queensland Government, acting through the DTMR, is committed to ensuring its emergency management and response procedures and processes are regularly tested and refined.

In Queensland, severe weather includes tropical cyclones, severe storms, east coast lows and flooding. Cyclones generally occur from November to April but have been known to extend before and after these months. Other severe weather event types can occur throughout the year. Vessel operators need to make all possible preparations for severe weather. Boat owners are responsible for maintaining their vessel and property to survive severe weather.

Marine forecasts are accurate when predicting major weather events, such as cyclones, but may be less accurate when predicting local severe weather, such as strong winds in storms. Be prepared for sudden unexpected weather changes.

The Extreme Weather Event (EWE) Contingency Plan for the relevant port outlines what you need to do if an extreme weather event warning is posted and how to respond to the different warning levels. Vessel owners have responsibilities under each level. Make sure you know these to take the best safety precautions for your vessel and surrounding infrastructure.

## What is an Extreme Weather Event?

For the purpose of this plan, an Extreme Weather Event is defined as a weather event that has the potential to affect safe operation of vessels and result in injuries, damage to vessels, damage to infrastructure or disrupt movement scheduling.

Different areas of Queensland will experience different extreme weather events. Southeast Queensland may experience severe thunderstorms, river flooding, east coast lows, the effects of a cyclone offshore or other natural weather hazards. In Central Queensland, the area is exposed to direct cyclone activity as well as low pressure systems that can have their

effects felt along the coast with gale force winds and heavy rain. Flooding of major and minor river systems and creeks often occurs following rain events, sometimes many days or weeks after the weather system has passed, due to the large catchments associated with the rivers. In North Queensland and Far North Queensland, the likely extreme weather event is tropical cyclones. The intensity of cyclones can cause widespread flooding, destruction and devastation.

## Master's and owner's responsibility regarding this plan

Masters and owners of vessels have an obligation under the *Transport Operations Marine Safety Act 1994* and *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* 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 and develop 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 ensure their registration details are correctly displayed on their vessel, kept up-to-date and are to notify the appropriate registration authority (details of how to make contact are below) of any changes to the following:

- vessel ownership
- residential address
- contact telephone numbers

For buoy mooring authority holders, please contact your local MSQ office to update your details: [How to contact us \(Department of Transport and Main Roads\) \(msq.qld.gov.au\)](#)

Please contact the Department of Transport and Main Roads by calling 13 23 80, going to [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) or by visiting your local Customer Service Centre. This up-to-date contact information is vital for an immediate response to any maritime emergency. Failure to provide correct details of vessel ownership is an offence under the *Transport Operations (Marine Safety) Act 1994* and *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

Unless unavoidable, all owners of vessels on the water should ensure their vessel is capable of moving without assistance or have alternative means of moving their vessel, particularly during extreme weather event peak seasons. Failure to do so may present an unacceptable hazard to the vessel, as well as other vessels and infrastructure. This may cause an owner to incur towage or salvage expenses.

If owners are unable to attend to their vessels at short notice for any significant duration, particularly during the period from November to April each year, owners must 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 vessel.

In the event of extreme weather, masters and owners of vessels should avoid entering waterways if there is no valid purpose to be there.

# General Considerations for YOUR safety plan

A well-prepared vessel with fully functional equipment is a key element to a successful safety plan and the following checklist will assist:

## **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 and EPIRB).

Check all cleats and associated fittings for integrity as 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.

Check all through hull and fuel shutoff valves are accessible and operational

Ensure batteries are charged

Provision your vessel with fresh water, food and fuel (where suitable).

## **EPIRB**

If the vessel is to be securely moored with no personnel on-board then the EPIRB should be removed. Past experience has shown that EPIRB's have been inadvertently activated during extreme weather costing rescue crews' valuable time searching for unoccupied vessels.

## **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 has been recently inspected as required under your Buoy Mooring Authority.

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.

## Vessels to remain in-situ

If your extreme weather plan is to keep your vessel at a marina or buoy mooring, please consider the following:

### Marina-based safety plans

Marina-based plans may be appropriate for your region. You should note that the design and construction of marinas requires the consideration of the likely range of weather conditions that might be experienced so that the overall structures would withstand the expected loads including storm surge while vessels are moored in the berths.

Notwithstanding the care which was taken in establishing design and construction criteria that were considered to be appropriate, no guarantee can be given that the structures are capable of maintaining their integrity in the complete range of extreme weather conditions. Remember vessels are moored at owners' risk and it is the owner's prerogative to move their vessel if they feel insecure in the marina, noting that any vessel movement should occur in line with the extreme weather contingency plan for the area.

Vessels that are in a marina must comply with the directions of the Regional Harbour Master and may be required to evacuate the marina and inner anchorages and proceed to nominated safe havens. Refer to your marina management for the local requirements and to the region-specific appendix for possible safe havens.

In addition to the general points made above, marina-based safety plans need to consider the following issues. It is important that you discuss this with your marina management to understand their requirements so that your plan is consistent with marina operations:

#### Loadings on marina berths

Some marinas allow for berths to remain occupied provided the vessel meets the requirements of the Marina. Owners should establish Marina requirements well in advance of the onset of the extreme weather season.

#### Mooring considerations

Double up mooring lines, by running duplicated ropes to alternative bollards. Do not run duplicates to the same bollards – a single bollard failure should not release the craft from a safe mooring arrangement. The duplicate lines should be in good condition and run slightly slack to ensure that they are only required to work in the event of the chafing through the primary mooring lines.

Vessels should not be secured to piles as this prevents pontoons moving with tidal and surge movements. Take particular care to protect against chafing.

Ensure lines are made fast to substantial boat parts, for example mast steps, winches and so on, bearing in mind cleats are known to have been torn out of decks.

Do not use chain to secure your boat to pontoon bollards. Chains have no ability to stretch, where ropes have a certain amount of give.

Some marinas allow for anchors to be lowered in the marina berth to the sea bottom. Ensure there is enough slack to rise and fall of the vessel due to swell and storm surges.

If the master or owner elects to stay on-board with the vessel, any mooring lines should be adjustable from on-board and sufficiently taut to ensure the vessel and pontoon move as one.

#### Other factors

You are likely to be required to disconnect all shore power leads and water hoses. Some marinas have arrangements for the stowage of vessel tenders. Marina management may determine the time when personnel are barred from the pontoons and/or hardstand areas. Ensure that you abide by any such direction.

Note: These considerations apply equally to vessels secured at private pontoons.



## Buoy Moorings

Is the buoy mooring constructed, maintained and certified to securely hold your vessel in the expected conditions?

Ensure the mooring lines are suitable, in good condition. Double up if deemed necessary.

If your plan calls for the deployment of an anchor, ensure the chain (or rope) is adjusted to share the load when fully stretched.

Reduce wind loadings (sails, self-furling sails and covers) where possible or double wrap or tie these components in such a way that the wind cannot tease any ends out and allow flapping of gear.

Secure all loose gear.

Check that all bilge pumps are operational and that all self-draining openings are clear and will remain so.

## Vessels remaining in the local area

For vessels that are to remain in the local area, act early and please consider the following:

### Trailer boats

Trailer boats that are able to be removed from the water and relocated to safe storage should be safely moved and secured as early as possible.

- Ensure boat is secured to trailer
- Secure trailer to strong point(s) above tide and flood level
- Remove bungs

### Hardstand storage

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

- Place the vessel head to the wind if possible
- Ensure wheels are chocked and trailer brakes applied
- Attach the trailer or cradle to the nearest strong point/s
- Consider additional straps tying down the boat to the trailer or strong points.

Note that flying debris, particularly in the hardstand areas, can cause injury or may be lethal during a severe weather event. Please exercise all due care when operating in these areas.

### Sheltered locations

For vessels that cannot be put on trailers or hard stand, there may be options that provide sheltered protection from an extreme weather event. Please be aware of these locations and incorporate them into your extreme weather event plan. This may include mangroves. If relocating to narrow waterways secure as near to the bank as possible so other vessels have access and keep out of the strongest current flow. Avoid running lines to both sides, thereby blocking access.

## Vessels proceeding to sea

For larger ships, visiting vessels and those without local arrangements, please consider the following:

### Operational Limitations

During weather events, there may be operational limitations imposed at short notice to ensure safety across the port. These can be associated with manoeuvring limitations, such as additional tugs or berth direction. They may also be associated with environmental limits such as light conditions, current and additional UKC requirements. These will be advised through VTS and as the event transitions.

## The Australian Warning System

The Australian Warning System is a national approach to information and warnings during emergencies like flood, storm, extreme heat and severe weather. The system uses a nationally consistent set of icons, like those below and aims to deliver a consistent approach to severe weather events no matter where you are.

The Queensland Extreme Weather Event Contingency Plan follows the signs, warning levels and calls to action consistent with the Australian Warning System. For your information the figure below details the Australian Warning System in general, and while it does not detail the maritime specific calls to action, it does provide the icons at all levels for cyclones, severe weather and flooding. The maritime specific calls to action are detailed further on in the document.

## Warning Levels

Under the Australian Warning System there are three warning levels. The levels are Advice (Yellow), Watch and Act (Orange) and Emergency Warning (Red). What to do at each warning level from a maritime perspective is outlined below. Two more levels have been included (Advice – await instruction from the Regional Harbour Master and All Clear – the port is open).

**Advice (Yellow):** An event is expected. Monitor conditions and check your vessel safety plan. Assess whether or not you need to move your vessel (if able). Stay up to date in case the situation changes.

**Watch and Act (Orange):** Conditions are worsening. Relocate your vessel if able. The Regional Harbour Master may issue directions. Continue to monitor conditions.

**Emergency Warning (Red):** The port area is closed. No movements can occur without approval from the Regional Harbour Masters. Continue to monitor conditions and maintain a listening watch on VHF channels <insert>

**Advice (Yellow):** the weather event has passed. Continue to maintain a listening watch on VHF channels <insert>. Await directions from the Regional Harbour Master/Vessel Tracking Service.

**All Clear (White):** Port area open to all traffic.

During an extreme weather event, the warning levels may apply both in the lead up to an event, or immediately after an event. These will be indicated by the colour used along with the relevant calls to action (below).

## Calls to Action

Each warning level has a set of action statements to give the community clear advice about what to do. Calls to action can be used flexibly across all three warning levels depending on the event and the phase of the event. High level calls to action are listed below under 'warning levels'. More detailed calls to action can be found in the template.

## Signs

Under the Australian Warning System, the warning signs are consistent in colour for each hazard and the symbol refers to the hazard that the warning relates to. Below are examples of each symbol that may be referred to in the Maritime Safety Queensland Extreme Weather Event Contingency Plan.



**STORM**



**CYCLONE**



**FLOOD**



**OTHER**

Visit the Queensland Fire and Emergency Services Australian Warning System webpage for more information on the Australian Warning System <https://www.qfes.qld.gov.au/aws>

## Extreme weather procedures in detail

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

- Restrict the movement of vessels within a pilotage area if necessary
- Direct and oversee the movement of vessels from a pilotage area and/or the evacuation of persons from specific waters of a pilotage area or other affected areas within their jurisdiction if applicable
- Provide directions which restrict and/or allow the entering or leaving a pilotage area, in effect closing and reopening the port
- Advise mariners of relevant warnings and response requirements, and
- Seek compliance within the response requirements.

These actions will be enacted over five distinct phases (outlined in the table below) that allows for the development of appropriate responses to the threats faced. Maritime Safety Queensland has enacted event warning levels in line with the Australian Warning System across the state.

The tier alert system may be enacted for the whole of a port or area covered by an Extreme Weather Event plan, or part thereof. The Regional Harbour Master or their representative will advise the activation of this plan, the alert status and the area to which it applies.

	<b><u>Advice (YELLOW)</u></b> Prepare to move, monitor conditions, consult vessel safety plans.	<b>24-48 hours before the event</b>
	<b><u>Watch and Act (ORANGE)</u></b> Mariners to relocate vessels to safety, as per vessel safety plans.  Continue to monitor conditions and maintain a listening watch on VHF channels.  Adhere to Regional Harbour Master directions.	<b>12-24 hours before the event</b>
	<b><u>Emergency Warning (RED)</u></b> Port closed. Movements not permitted without approval from Regional Harbour Master.  Maintain a listening watch on VHF channels.	<b>Extreme event within 6 hours</b>
	<b><u>Advice (YELLOW)</u></b>  Maintain a listening watch on VHF frequencies. Movements will be at the instruction of the Regional Harbour Master / Vessel Tracking Service.	<b>After event has passed, recovery underway</b>
	<b><u>All Clear (WHITE)</u></b> Wait for the Regional Harbour Master's all clear and VTS instructions for movements. <i>*Please note, in MSQ's Dashboard, this aligns with the green port open status</i>	<b>Port open to all traffic, business as usual</b>

# Appendices – Port Specific Extreme Weather Event (EWE) Contingency Plans

*The appendices are separate documents available on the MSQ website. You can find them on the following webpage:*  
<https://www.msq.qld.gov.au/safety/preparing-for-severe-weather>

*The appendices are organised in order of the Ports/Areas as they occur along the Queensland coast, starting from the Northern Territory border and moving towards the New South Wales border.*

## MSQ Cairns Region

- Appendix 1 – Karumba
- Appendix 2 – Weipa and Amrun
- Appendix 3 – Skardon River
- Appendix 4 – Port Kennedy
- Appendix 5 – Cape Flattery and Cooktown
- Appendix 6 – Port Douglas
- Appendix 7 – Cairns ~~and Half Moon Bay~~
- Appendix 8 – Mourilyan, Clump Point, Innisfail and South Johnstone

## MSQ Townsville Region

- Appendix 9 – Lucinda
- Appendix 10 – Townsville
- Appendix 11 – Abbot Point

## MSQ Mackay Region

- Appendix 12 – Whitsundays
- Appendix 13 – Mackay
- Appendix 14 – Hay Point

## MSQ Gladstone Region

- Appendix 15 – Rosslyn Bay
- Appendix 16 – Fitzroy River
- Appendix 17 – Port Alma
- Appendix 18 – Gladstone
- Appendix 19 – Bundaberg
- Appendix 20 – Hervey Bay Regions (Tin Can Bay, Hervey Bay and Mary River)

## MSQ Brisbane Region

- Appendix 21 – Brisbane
- Appendix 22 – Southport

# Appendix 7 – Cairns & ~~Half Moon Bay~~

## Extreme Weather Event Contingency Plan 2023 - 2024

Department of Transport and Main Roads — Maritime Safety Queensland September 2023

# Cairns & Half Moon Bay

This port-specific plan must be read in conjunction with the full Extreme Weather Event Contingency Plan document, available on the MSQ webpage <https://www.msq.qld.gov.au/safety/preparing-for-severe-weather> .

## Extreme weather event

The hazards covered under this plan include CYCLONE and FLOOD. One or more hazards may occur simultaneously.

### Yellow – Advice

#### Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 24-48 Hours

- Suspend all cargo or trading operations and obtain a situation report on state of operations including draft.
- Inform ships' masters of situation and place a short notice to sail.
- Obtain information on length of time to bring ships to a readiness to sail.
- Inform Regional Harbour Master (Cairns) of situation and ascertain suitable sailing times and draft requirements.
- If time permits, resume cargo, trading operations or ballast operations. Bring ship to satisfactory handling trim and safe transit draft.
- Small vessels move to designated cyclone mooring areas.
- Owners of recreational vessels are to follow the directions given in the chartlet and moor vessels as far up the creeks as reasonably practical.
- Small vessels move to designated cyclone mooring areas of the creeks and waterways off the Moon River within the mangrove areas.

## Orange – Watch and Act

**Note:** When conditions are deteriorating, every endeavour will be made to accommodate the working of cargo in the available time, allowing for tidal constraints.

### **Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 12-24 Hours**

- Sail all ships (note: It may already have been necessary to have sailed some ships due to tidal conditions).
- Naval vessels will be directed by the Base Commander
- In the event that a ship cannot sail, arrange linesmen, instruct master to take standard cyclone precautions.
- On water authorities prepare to depart.
- All small vessels should be moored in their designated area and final preparations and tying off completed.
- Owners of recreational vessels should be moored in the designated areas with final preparations and tying off complete.

**Note:** The anchoring of large vessels upstream is not recommended due to tidal surges that could inundate the area, which, with high winds, may well strand vessels inland of the river system, making any salvage extremely difficult

## Red – Emergency Warning

### **Destructive Winds, Swell or Riverine Flooding Forecast Within 6 Hours**

Vessels are not to leave their cyclone moorings until the official all clear is given by the Regional Harbour Master (Cairns). Only movements of an emergency nature will be permitted during a Red Alert.

### **Port Closed**



## **Yellow – Advice**

### **After The Event Has Passed, Recovery Underway**

- 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.
- Vessels, commercial and recreational, are not to leave their cyclone moorings until the official all clear is given by the Regional Harbour Master.
- Mariners should maintain a listening watch on VHF frequencies 16 and 12 and follow advice/directions given by Cairns VTS.
- Movements will be at the RHM's discretion and can be in stages including limited Internal Port movements until the Channel or areas within the Port are deemed safe.
- Mariners are to consult the latest Notices to Mariners for updated information on Port depths and conditions. .

## **White – All clear**

### **Port Open To All Traffic, Business As Usual**

A Pilotage area may be effectively re-opened by the Regional Harbour Master following direction to allow the entering or leaving of ships in and out of a pilotage area, or movement of vessels within a pilotage area. Such direction will be provided when satisfied that all danger has passed, and the Pilotage area is safe for vessels to re-enter or exit.

The Vessel Traffic Services Centre will coordinate the safe movement of vessels following the opening of the Pilotage area in accordance with normal practice. Berths will be re-opened and operations resumed when structural assessments have been completed and wind and sea conditions are within operational limits.

## Communication

The successful implementation of this plan relies on high quality communication of information and directions.

The Cairns Vessel Traffic Service, at the Regional Harbour Master Office Cairns, will be the Maritime Control Centre.

The Vessel Traffic Services Centre will implement the extreme weather event contingency plan on behalf of the Regional Harbour Master by acting as the central communications point and will be designated as the Maritime Control Centre for the duration and aftermath of the extreme weather event.

The Maritime Control Centre call sign will be Cairns VTS.

~~From the commencement of Yellow Alert, the Yorkeys Knob Boating Club will become the Half Moon Bay Emergency Control Centre (ECC). The ECC will monitor VHF channel 16 and telephone 4055 7711.~~

VHF channels 16 and 12 will be continuously monitored before and during the extreme weather event, unless the centre is evacuated.

Maritime Safety Queensland may contact stakeholders via SMS and/or email regarding information to potential extreme weather events or extreme weather events.

Updates on whether broadcasts and conditions in your local vicinity may be broadcast by the local coastguard or marine rescue stations, initiated on VHF channel 12.

## Key Contacts

Name	Contact Number
Regional Harbour Master	07 4052 7400
Cairns Vessel Traffic	1300 551 899
Marlin Marina	07 4052 3866
Ports North	07 4051 2558
Water Police	07 4057 3577
Boating & Fisheries Patrol	07 4035 0700
Yorkeys Knob Boat Club	07 4055 7711

## Key Websites

Name	URL
Detailed weather updates: BOM	<a href="http://www.bom.gov.au">www.bom.gov.au</a>
MSQ Website	<a href="http://www.msq.qld.gov.au">www.msq.qld.gov.au</a>
MSQ Dashboard – detailed information on Port closures, Notice to Mariners, Tide Charts and more.	<a href="https://www.qldmaritime.msq.qld.gov.au">https://www.qldmaritime.msq.qld.gov.au</a>



# Plan



# Pack



# Listen

# Preparing for cyclones

## Be prepared

### BEFORE THE CYCLONE

- Listen to your radio (ensure you have spare batteries)
- Check your emergency kit is ready and nearby
- Tie down or pack away all outdoor items and furniture
- Cover windows/doors with timber sheeting, or tape across the glass with masking tape and close all doors
- Make sure your vehicle is full of fuel and park under cover if possible
- Ensure your boat and/or caravan is garaged, or if not, make every effort to secure it with strong ropes to a dependable anchor point
- Evacuate caravans and tents
- If visiting the area, talk to your accommodation provider about what you should do and where you can go
- Fill drinking containers and your bathtub and wheelie bin with water – this water can be used to flush toilets if water supplies are affected
- Freeze water in case of power failure
- Place important documents and valuables in plastic bags or other waterproof containers and put in a safe place
- Turn off and unplug all non-essential electrical equipment

### DURING THE CYCLONE

- Continue to listen to your battery-powered radio for all warnings and advice
- Stay safe inside and keep calm
- Shelter in the strongest part of the building. This is often the bathroom, toilet or hallway
- Mattresses and blankets may protect you
- Beware of the calm eye/centre of the cyclone – **stay inside!**

### AFTER THE CYCLONE

- Stay inside until officially advised on the radio that the cyclone has passed
- Stay well clear of fallen lines! Always assume that fallen powerlines are 'live'
- Stay out of floodwaters
- Take care with electrical appliances which may have gotten wet.

## Emergency kit checklist

- ☐ Battery-operated radio and spare batteries
- ☐ Torch and spare batteries
- ☐ Candles, lighter and waterproof matches\*
- ☐ Water in sealed containers (10L per person)
- ☐ Non-perishable food – enough for 3-4 days
- ☐ Portable gas stove with fuel\*
- ☐ Can opener and utensils
- ☐ Combination multi-tool
- ☐ First aid kit and manual
- ☐ Medication
- ☐ Toiletry and sanitary supplies
- ☐ Change of clothes and strong shoes
- ☐ Special need items for infants, the elderly and people with disabilities
- ☐ Pet food, water and other animal needs\*
- ☐ Cash money (ATMs may not be available)
- ☐ Personal documents (insurance certificates, photographs etc)
- ☐ Strong plastic bags (for clothing and valuables etc)
- ☐ Emergency phone numbers

\* You may not be able to use these items at a place of refuge.



## Tune into your local radio station

ABC Far North	801 AM, 106.7 & 95.5 FM
Cairns FM (Community Multicultural) Radio	89.1 FM
Bumma Bippera Media	98.7 FM

### COUNCIL'S EMERGENCY CONTACTS

For information <b>BEFORE</b> a cyclone	4044 3044
For information <b>DURING</b> a cyclone	4044 3377

### OTHER EMERGENCY CONTACTS

Police / Ambulance / Fire	000
State Emergency Service (SES)	132 500
Ergon Energy	132 296
Main Roads	131 940

### REAL TIME NEWS AND UPDATES

These channels are open as soon as there is a warning for cyclone, severe weather or natural disaster.



For more info visit:  
[www.cairns.qld.gov.au/disaster](http://www.cairns.qld.gov.au/disaster)



Like us:  
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Follow us:  
**@CairnsDCC**

## Information for residents and visitors



Small steps can make a world of difference. Recycled paper.



## PLAN

Make a household emergency plan



## PACK

Pack an emergency kit



## LISTEN

Stay informed





# About cyclones

## What is a cyclone?

A cyclone is a violent tropical storm with very strong winds and heavy rain which can cause extensive property damage. The ‘eye’ or centre of a cyclone is an area made up of light winds and often clear skies. However beware, this is not the end of the cyclone. Very destructive winds from the other direction are to come. **Stay inside!**



### CYCLONE WATCH

The Bureau of Meteorology issues a Cyclone Watch 48 hours before a cyclone’s predicted landfall. Information is updated every six hours.



### CYCLONE WARNING

A Cyclone Warning is issued as soon as stronger winds are expected to affect coastal or island communities within 24 hours. It will tell you where the cyclone is, its movements, how strong it is and predict the areas being threatened. Forecasts of heavy rain, flooding and storm surge are included where necessary. Residents and visitors to Cairns should take immediate precautions to safeguard their lives and property.

# Cyclone categories

## What is the rating?

The severity of a tropical cyclone is described through the following categories. An estimate of severity is included in tropical cyclone advice notices, providing a general idea of expected worst conditions. Using this scale, communities can assess the degree of threat and take appropriate action. Damage will vary depending on factors such as distance from the zone of maximum winds, how exposed your location is, building standards and vegetation types. The categories do not refer to the amount of flooding nor storm tide surge.

Categories	Strongest Gust		Typical Effect of Cyclones
	1	90-124 kph	Negligible house damage; damage to some crops, trees and caravans; craft may drag at moorings.
	2	125-164 kph	Minor house damage; significant damage to signs; trees and caravans, heavy damage to some crops, risk of power failure, small craft may break mooring.
	3	165-224 kph	Some roof and structural property damage; some caravans and crops destroyed; power failure likely.
	4	225-279 kph	Significant roofing loss and structural damage; many caravans destroyed and blown away, dangerous airborne debris; widespread power failures.
	5	More than 280 kph	Extremely dangerous with widespread destruction.



# About storm surges

## What is a storm surge?

**A storm surge is a rise in the ocean level associated with cyclones.**



Storm surge is caused by high winds pushing on the ocean’s surface and lower than normal air pressure from the storm. As a cyclone reaches the coast the huge winds whip up the sea and push the dome of water over low-lying coastal areas, causing flooding, damaging buildings and cutting off evacuation routes.



Storm Tide Property Search and detailed maps indicating storm surge zones for the Cairns Regional Council area are available on the Council’s website and are included in the Storm Tide Evacuation Guide available from the Cairns Regional Council.

[www.cairns.qld.gov.au/disaster](http://www.cairns.qld.gov.au/disaster)

# Evacuation procedures

## When and why you should evacuate

For cyclones affecting the Cairns region, evacuation will only be ordered if a storm tide surge is expected in developed areas.

- Unless you have been advised to evacuate, make yourself secure inside at home and keep calm.
- If you live in a storm surge zone you should make pre-arrangements for safer temporary accommodation with family or friends in “higher places”, outside threatened zones. **This is your best option.**
- If an evacuation has been advised or ordered, places of refuge will be activated for people with no alternatives. Pets, alcohol and weapons are not allowed.
- Take your household emergency kit, bedding and towels if you need to leave home. Only essential items are allowed at shelters and places of refuge.
- Accommodation providers will assist their clients.
- Register your details on the National Registration and Inquiry System by phoning 1800 727 077 or on line at [www.redcross.org.au](http://www.redcross.org.au)

