

## ANNEXURE 'B'

### **KAWANA WATERS MARINA CYCLONE PLAN**

(Updated March 2019)

This Cyclone Plan is an extract of the Kawana Waters Marina Policy document for the general use of all vessels utilising the facilities at the Marina. It is the responsibility of remote owners to ensure someone adequately prepares their boat. Do not ask or rely on Marina staff to do this.

#### GENERAL

The information in this Plan is distributed by Marina Owners Ltd, trading as Kawana Waters Marina (The Marina), and is an information source only. The Marina disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages and costs that might be incurred as a result of this information being inaccurate or incomplete in any way and for any reason.

The Sunshine Coast is not considered to be at high risk from the threat of a major cyclone. However, given the experiences of northern Queensland and overseas marinas, the danger can be significantly reduced by early actions by vessel owners/skippers.

This Plan is highly recommended as essential reading in preparation to ready vessels and avert damage to the vessel and surrounding vessels.

Marina staff are available for further clarification about these terms and techniques to prepare vessels. Marina staff are also available to review individual preparations.

Marina staff will assist wherever possible, but it remains the responsibility of the owner/master of the vessel to ensure the vessel and belongings are as secure as possible.

Ensure that you have torches, portable commercial radio with spare batteries and a mobile phone and charger

The following is a guide to assist preparation in the event of a cyclone.

#### PREPARATION STAGES

##### **Stage 1. CYCLONE WATCH MESSAGE IS ANNOUNCED.**

A tropical cyclone is approaching the Marina area and is not forecast to arrive in the vicinity for at least 48 hours:

- Monitor the cyclone from weather forecasts.

- Cyclone tracking charts and weather forecasts will be available from the Marina office showing the position and progress of the cyclone.
- Acquire a copy and study the *Cyclone Plan* and begin basic preparations cyclone.
- The latest advice will be obtained from the Bureau of Meteorology warning service on 1300 659210 or on [www.bom.gov.au](http://www.bom.gov.au) or on commercial radio.

### **Stage 2. CYCLONE WARNING IS GIVEN**

The cyclone is predicted to threaten the Marina location within a 24-hour period.

- Preparations to be finalised. Study the *Cyclone Plan* for further information.
- Begin preparation of vessel.
- Consider adjacent vessels' preparations and advise the Marina office of any shortfalls.

### **Stage 3. CYCLONE IS ON A DIRECT COURSE**

Marina patrons and guests are recommended to follow any official advice given by any Emergency Services Personnel.

- **REMEMBER:** it is the owner/skipper's responsibility to ensure their vessel and equipment are secure as possible.
- Vessels are moored at the Marina at the vessel owner's risk. Consequently, it is the owner/skipper's decision to stay on board during a cyclone event.
- It is important that each mooring line is discrete and not a continuation of a longer line.
- Double up mooring lines, by running duplicated ropes to alternative boat cleats. Do not run duplicates to the same cleats. The alternative ropes should be run slightly slack to ensure that they are only required to work in the event of the chafing through of the primary rope.
- Position the vessel in the berth so that if the duplicate ropes are required to secure the vessel after primary rope damage, the slack will be sufficient for the vessel to keep clear of the Marina fingers and to hold the bow off the main walkway.
- Note when securing lines consider: man-made synthetic fibres such as polyethylene, polypropylene and polyester deteriorate in the sunlight. Polyester has the greatest resistance to U.V. degradation but all will deteriorate over one or three years. Nylon ropes are a good alternative. The deterioration is usually unnoticeable until the rope is subjected to stress. The deterioration is not gradual but occurs very rapidly once UV damage commences. Ensure that you use rope of sufficient thickness.
- Do not use chain to secure your vessel. Chains have no ability to stretch where ropes have a certain amount of give. Do not rope your vessel to piles as this can jam the rollers.

- Anchors may be lowered in the Marina berth to the sea bottom. Ensure there is enough slack to allow rise and fall of the vessel due to surge and tide. Do not hook anchor over walkways or chain to walkways or piles.
- Check all vessel cleats for integrity: generally ropes are stronger than cleats. If there is any doubt, rope to main structural member, e.g. vessel mast, anchor roller or the base of the shrouds.
- Reduce wind loading to a minimum. Remove all loose deck gear and equipment including lifebuoys, covers etc. and store below.
- Remove 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. Chaffing will damage the securing lines and the increase in windage will greatly increase line loads.
- Deflate and stow inflatable dinghies.
- Dinghies should preferably be launched and tied fore and aft alongside the pontoons. Dinghies if left on deck or in davits should be cleaned out and securely lashed and bungs removed.
- Ensure all self-draining openings are clear and will remain so.
- Disconnect all shore power leads and water hoses.
- Ready spare fenders and lines.
- Check that all bilge pumps are operational and the bilge is clean.
- Communication should be checked on VHF 16 or mobile phones. The VHF may become non-operational due to wind damage.
- If conditions deteriorate to the extent that owner/skippers and crew must remain onboard the vessel (within Marina confines) it is very important to advise the Marina office.
- Marina management may determine the time when personnel are barred from the pontoons. Such direction must be obeyed.
- If instructed to evacuate by Emergency Services personnel, ensure utilities are turned off – power, gas and water.

- If it is deemed possible that a storm surge may occur attaching lines to the chains on top of the pylons may be necessary to prevent the walkways floating free. This decision will be made by marina staff.
- Wear strong clothing to protect against cuts from debris. Wear strong footwear (not thongs) for protection. Being blown off the dock is a serious possibility.
- Be ready to move to higher ground or shelter facilities as directed by Police and Emergency Services personnel. High winds and flooded roads may be hazards during movement. Advice will be given through local TV, radio and other media. Police and State Emergency Services will also give on-site warnings.
- When the cyclone hits, keep calm and stay indoors.
- In the event of the centre of the storm passing close by, a major wind shift can be expected.
- Stay away from portholes and windows. Mattresses, pillows and blankets will assist with glass blow-in problems.
- Personal safety is paramount. Beware of flying debris which can be lethal.
- Persons electing to stay aboard vessels in the Marina berths must realise that conditions may preclude them from returning to shore.

#### **Stage 4. CYCLONE AFTERMATH**

- Beware of the eye. Don't stay out in the open.
- After the cyclone has passed continue listening to the radio. Cyclones can reverse their paths.
- Stay indoors, or on-board, or away from the marina until officially advised by authorities that the cyclone has passed.
- The clean-up process will be managed by Marina staff and could include claims on owners insurance if damage has occurred to marina property or if boats have been sunk. Make sure your third party insurance cover is adequate.

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