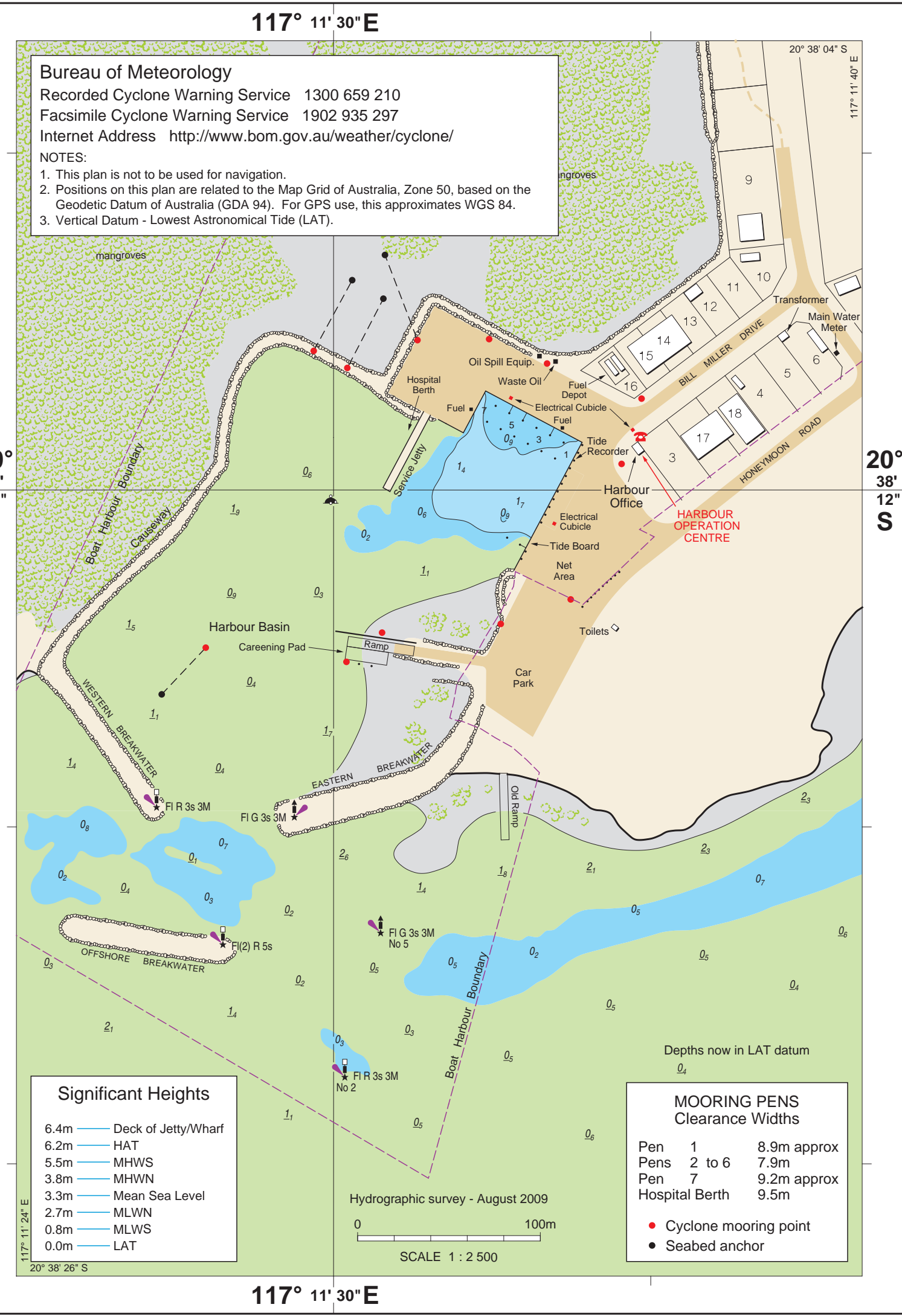
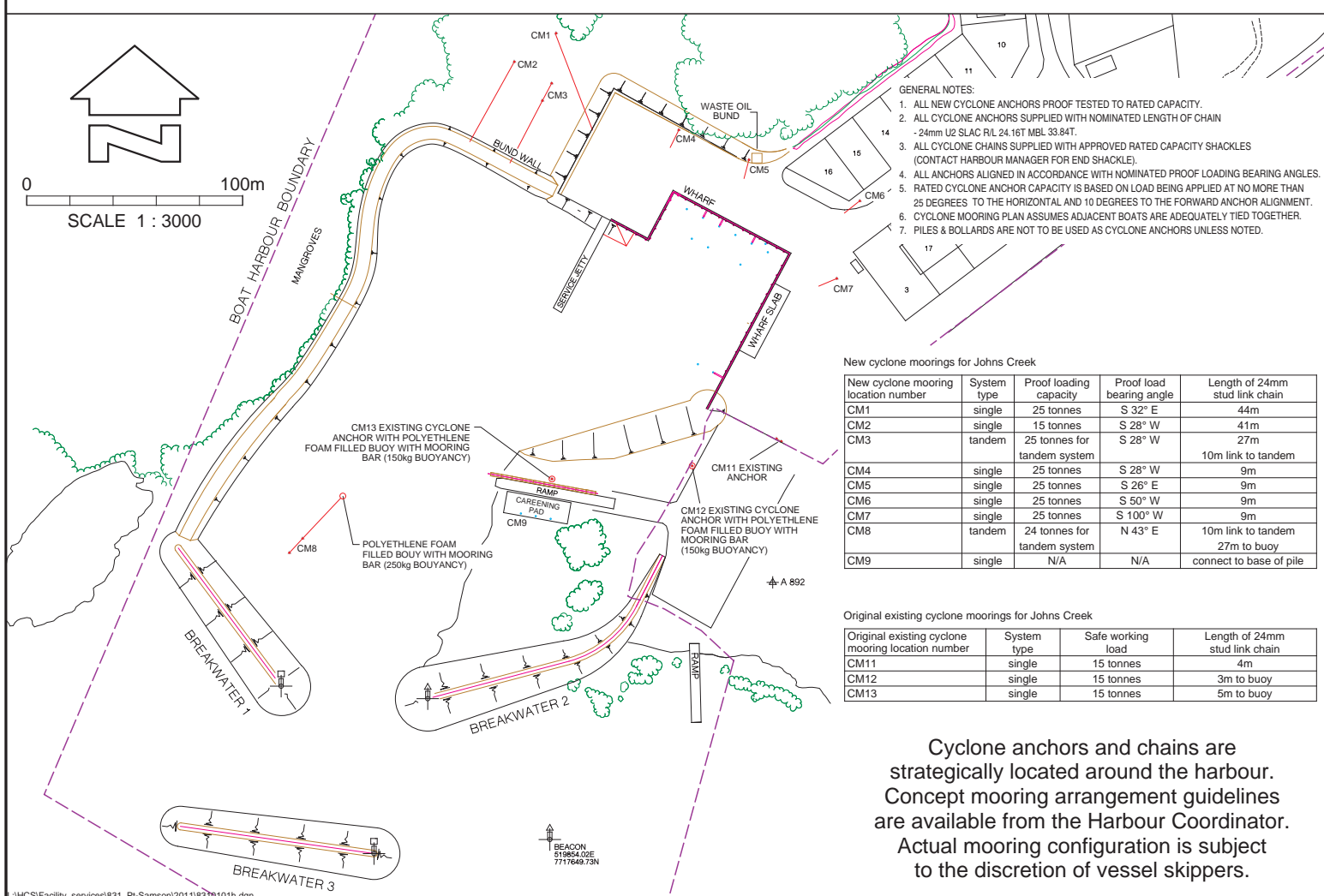




Aerial photography flown November 2009



POINT SAMSON (JOHNS CREEK) BOAT HARBOUR

CYCLONE CONTINGENCY PLAN

November 2011 – April 2012

Purpose of the Plan

Within the limits of the Department of Transport's (Transport) responsibilities and authority, define procedures to: maximise the opportunity for vessels to shelter within the harbour; reduce the risk to life and vessels operating in the area; and protect as far as possible the harbour infrastructure and environment.

Activation of the Plan

The Plan is to be automatically activated once a Cyclone Watch or Warning has been issued for the Point Samson area. The initial activation will be an internal process at Transport generated by Transport's Regional Manager (RM) involving preliminary basic actions.

The activation involving harbour users will commence on the issue of a Blue Alert for the Point Samson area.

Harbour Coordinator

The Harbour Coordinator will be appointed from the following people by the RM on the issue of a Blue Alert.

Ray Patterson (Pilbara)	9159 6900	0419 950 920	9143 1288 facsimile
Sue Lannin (Pilbara)	9159 6900	0417 927 996	9143 1288 facsimile
Harbour Manager	9187 1294	0467 801 205	9187 1294 facsimile
David Warren (Karratha)	9159 6900	0417 978 935	9143 1288 facsimile
John Drummond (Karratha)	9159 6900	0419 881 014	9143 1288 facsimile
Kim Head (Commercial Marine Industry)	0427 190 364	0424 212 843 (John Drummond)	
DPI Satellite Phones	0424 212 845 (David Warren),	0424 212 843 (John Drummond)	
Contact details may change. If you are experiencing difficulties contact:			
Roebourne Police	9182 1133 or Wickham/Pt Samson SES 132 500		

Harbour Coordinator's Role

Facilitate the coordination of activities within the harbour in accordance with this Plan.

Facilitate a flow of information between harbour users.

Provide a link with the Wickham/Point Samson SES and Roebourne Police.

Responsibilities of Masters and Owners of Vessels

Masters and owners who choose to operate in cyclone prone areas during the cyclone season: do so at their own risk; need to be watchful for the development of severe weather; are responsible for ensuring their vessels have an onboard cyclone contingency plan; and, should have a current copy of this Plan onboard the vessel. Furthermore, masters and owners are responsible for: the safety of crew and vessel; the provision of mooring lines; and any damage that may be caused to other vessels and public facilities by their vessel.

This Plan in no way replaces the legal obligations of owners and masters of vessels, nor does it seek to over-ride the responsibility of a master to take appropriate precautions for the safety of the crew, or to interfere with the master's independent discretion.

In the general course of business no one is empowered under the Plan to direct or instruct the master or owner of a vessel in such a way that their legal obligations to their crew and to their vessel are compromised. However in instances where the HC determines the actions of a vessel master endanger the lives of harbour users, the HC reserves the right to invoke legislative powers to give a direction to the vessel master to avoid any potential loss of life. The HC must fully consider the level of reasonableness in giving the direction.

The boat harbour is a sheltered anchorage only and can not be guaranteed to be a safe haven. Furthermore, there are no suitable onshore public shelters at the harbour for crew during a cyclone. The movement of marine traffic in and out of the boat harbour is self managed. The Plan does not and is not intended to interfere with that status.

Communication with Harbour Coordinator

The public telephone network (including mobile and facsimile services) should be used as much as possible to coordinate activities. The Harbour Operations Centre (HOC) is located in Transport's site office at the harbour, 9187 1294. The HOC will not be monitoring radios or providing broadcasts in line with industry consultations. However the following services are available to communicate by radio:

HF 2182 KHz (Fishing Channel)

VHF Channel 11 and 16 are monitored by the Dampler Port Authority and messages can be relayed to the HOC by this means. A 24 hour, 7 day week HF service operates from the Water Police Coordination Centre that monitors the 4125, 6215 and 8291 KHz distress and calling frequencies. This covers WA coastal waters within 200 nautical miles offshore. The transceiver is at Port Hedland and the call sign is " Coast Radio Hedland".

Tidal Storm Surge

Harbour users need to be aware that a significant positive storm surge may coincide with a high astronomical tide to result in an extreme water level. The effect of storm surge is most severe when these extreme meteorological events occur in conjunction with high tide. For example during Cyclone Orson (23 April 1989) the storm surge peaked at 2.5 metres (ie. The expected difference between predicted and observed tide levels). If this surge coincided with a Mean High Water Spring tide 5.5 + 2.5 = 8 metres above Lowest Astronomical Tide. This level would be 1.6 metres above the deck of the Service Jetty at Johns Creek. If practicable, the Harbour Coordinator will monitor any significant surge. A real time Tide Recorder has been installed at the harbour. To access the current tide height send the following sms message ("XX" or "X" (space) "X") to the tide gauge number 0400 002 984. An sms message will be returned within a short time containing the current tide height reading.

Overview of the Plan

1. Cyclone Watch or Warning

- RM activates internal processes within Transport awaiting the issue of a Blue Alert.
- Makes contact with Harbour Manager or Co-Deputy HC for briefing on current status of harbour.

2. SES Stage BLUE

The RM appoints the Harbour Coordinator on the issue of the Blue Alert.

Harbour Coordinator's actions:

- Maintain a link with Police, SES and Dampler Port Authority.
 - Establish HOC in Transport's site office at the harbour.
 - "Close" the recreational boat launching ramps to outbound traffic.
 - Ensure necessary activity for securing the harbour precinct.
- Masters and Owners duty:

- If en route to Johns Creek, maintain contact with Harbour Coordinator or relay through Dampler Port.
- Plan to be secured in the harbour at least 24 hours before the cyclone.
- Mooring of vessel at discretion of master. Concept Mooring Guidelines are available.
- Ensure sufficient fuel onboard to clear the harbour after the cyclone and return.
- Secure equipment or remove the equipment from the harbour precinct.
- Ensure warp wires and mooring lines do not impede navigation.

3. SES Stage YELLOW

Harbour Coordinator's actions:

- Switch off electrical power to Mooring Pens, Service Jetty and Berthace outlets. (See Section 2.3 of main cyclone plan).
 - Any vessel known to usually be in the area, but has not been accounted for, should be notified to the Police.
 - Evacuate the HOC and seek appropriate shelter until SES declare the "All Clear"
- Masters and Owners duty:

- Secure warp wires and mooring lines in liaison with other masters.
- Provide details of personnel remaining on vessels during cyclone to Police and HC.

4. SES Stage RED

There are no actions defined for the Harbour Coordinator. Consider your own safety and observe standard SES procedures.

5. SES Stage "All Clear"

Harbour Coordinator's actions:

- When it is safe to do so (winds/rain have subsided), inspect harbour precinct to identify any situation(s) requiring high priority attention.
- Masters/Owners duty:

- Confirm with Harbour Coordinator, the safety of any person who remained onboard.
- Advise the Harbour Coordinator of any known hazards or damage to facilities.
- Ensure all warp wires and mooring lines are retrieved.

Caution:

Exercise care and proceed with caution when leaving the moorings as navigation aids may be displaced or missing, and there may be floating/submerged hazards.

Acknowledgment

This Cyclone Contingency Plan has been prepared in consultation with the users of the Point Samson (Johns Creek) Boat Harbour. The Plan has the potential to preserve life and property. Your support is crucial to the effectiveness of the Plan.



Government of Western Australia

Department of Transport

This document is available at: <http://www.transport.wa.gov.au/marine/19128.asp#CycloneContingencyPlans>

Important Note: Harbour Coordinators, Masters and Owners please consider your "DUTY OF CARE" responsibilities to remain safe and reduce risk of accidents or injury.