



Aerial photography flown November 2015

LOT	LESSEE / USE	LOT	LESSEE / USE
A	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd	J1	Abacus Fisheries Company Pty Ltd
AC	Kearney Custodian Pty Ltd	J2	Abacus Fisheries Company Pty Ltd
AF	BTXCOX Enterprises Pty Ltd	K1	Western Wild Fisheries Pty Ltd
AG	Carnarvon Volunteer Sea Rescue Group	K2	Public Parking
AL	Coastal Nominees Pty Ltd - Janice & Darren Baird	L	Ricciardi Fishing Comp. Pty Ltd / Harbour View Cafe
AN	Graham Bailey Pty Ltd	M	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd
B	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd	N	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd
C	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd	P1	Correia Fishing Company (WA) Pty Ltd
D1	Abacus Fisheries Company Pty Ltd	Q1	Punchline Pty Ltd
D2	Abacus Fisheries Company Pty Ltd	Q2	Weringham Pty Ltd / Customs
E	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd	R1	Shire Of Carnarvon / Ablution Block
F	Investrite Corporation Ltd / Kai Fresh Fish	S1	Department Of Transport
G1	John Cabarrus	W	Dampier Salt Ltd
G2	Shark Bay Seafoods Pty Ltd	Y	Earthworks Pty Ltd
G3	Craig Smith & Natasha Thompson	Z	Mareterram Fisheries T/A Nor-West Seafoods Pty Ltd
H	Earthworks Pty Ltd		

THE FOLLOWING LOTS ARE VACANT- AA, AB, AD, AE, AH, AJ, AK, G, P2, R2, S2, T, U, V, X

**CARNARVON BOAT HARBOUR
CYCLONE CONTINGENCY PLAN
November 2016 – April 2017**

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 Carnarvon area. The initial activation will be an internal process at Transport generated by Transport's Manager Northern Facilities Operations (MNFO) involving preliminary basic actions.

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

Harbour Coordinator

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

Transport MNFO Gascoyne	9947 8201	0427 099 207	9949 2078	facsimile
Gwenda Kempton (DoT SRO Carnarvon)	9941 6805	0407 993 831	9941 1067	facsimile
Peter Wales (NW Seafoods)	9941 1306	0428 939 490	9941 1190	facsimile
Grenville Woods (Westug)	9941 3695	0428 300 555	9941 2306	facsimile
Mark Ellis-Smith (Westug)	9941 3695	0428 412 523	9941 2306	facsimile
Andrew Roberts (Rio Tinto)		0438 019 741		
Lisa Aikens (Customs)	9941 6400	0437 419 286	9941 6408	facsimile

Contact details may change. If you are experiencing difficulties contact:
Carnarvon Police 9941 7333 or Carnarvon SES 0417 601 647. For medical or other emergency 000.

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 Carnarvon SES, Carnarvon Police and the Shire of Carnarvon.

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 cannot be guaranteed to be a safe haven.

Furthermore, there are no suitable public onshore 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 Operation Centre (HOC) is located on the wharf at Nor-West Seafoods. The telephone is 9941 1306, fax 9941 1190, and the callsign is "Carnarvon Boat Harbour".

While the HOC will not be providing scheduled radio broadcasts (in line with industry consultations) frequencies will be monitored by Nor-West Seafoods staff and the Carnarvon VSSRG:

HF 4125 kHz for the 3 minute silent period only.	VHF Channel 16
4620 kHz (Fishing Channel)	27MHz Channel 88
4535 kHz (Nor-West Seafoods)	

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 service covers WA coastal waters within 200 nautical miles off shore. The closest transceiver is at Port Hedland and the callsign is "Coast Radio Hedland".

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

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. It is reasonable to expect a positive tidal storm surge to result in a water level above the deck levels of some jetties. For example during Cyclone Hazel (14 March 1979) the water level observed was 2.6 metres above Chart Datum, which was 0.6 metres above the height of the Snapper Jetty.

If practicable, the Harbour Coordinator will monitor any significant surge.

Cyclone Mooring Arrangements

The limited number of mooring pens and berthing positions may be insufficient for the number of vessels seeking shelter. Every effort will be made to maximise the use of the harbour, however masters should be prepared (as part of their own cyclone contingency plan) to seek alternate shelter.

To ascertain the availability of any spare Nor-West Seafood harbour moorings, masters should contact the company direct either by the radio frequencies or telephone numbers listed in this plan.

Refer to the Harbour Coordinator if unsure of arrangements.

Overview of the Plan

It is important to react early to any Cyclone Advice. TC Herbie developed off the coast during the night and impacted on Denham next morning.

1. Cyclone Watch or Warning

MNFO activates internal processes within Transport awaiting the issue of a Blue Alert.

- Establish / Confirm availability of HOC at Nor-West Seafoods.

2. SES Stage BLUE

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

Harbour Coordinator's actions:

- Maintain a link with Police, SES and the Shire of Carnarvon.
- "Close" recreational Boat Ramp to outbound traffic.
- Ensure necessary activity for securing the harbour precinct.

Masters and Owners duty:

- If en-route to Carnarvon, maintain contact with Harbour Coordinator.
- Plan to be secured in the harbour at least 24 hours before cyclone.
- Ensure sufficient fuel on board to clear the harbour after the cyclone and return.
- Secure all equipment or remove the equipment from the harbour precinct.

3. SES Stage Yellow

Harbour Coordinator's actions:

- Switch off electrical power to T Jetty, Mooring Pens and Snapper Jetty. (see Section 2.3 of main cyclone plan).
- Any vessel which is 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:

- Provide details of personnel remaining on vessels during cyclone and provide to Police and HC.
- Ensure vessel and area of responsibility have been secured.

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 and Owners duty :

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

Caution: Exercise care and proceed with caution when leaving 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 Carnarvon Boat Harbour. The Plan has the potential to preserve life and property. Your support is crucial to the effectiveness of the Plan.

This document is available at: http://www.transport.wa.gov.au/imate/what_to_do_in_an_emergency.asp



**Government of Western Australia
Department of Transport**