



TOWNSVILLE
YACHT CLUB

2025/26
Cyclone
And
Severe Weather
Marina Plan



1. TROPICAL CYCLONES / EXTREME WEATHER EVENTS

Cyclones can form in the waters of Queensland during the summer season extending from November to April. It is imperative all vessel owners occupying a berth in Townsville Yacht Club Marina (TYC) including the Charter Boat Marina prepare for the possibility of a severe weather event or cyclone crossing the coast in the region during this period. Regardless of experience, it is a condition within the berthing agreement that all customers comprehensively understand TYC's Cyclone and Severe Weather Marina Plan (CP) and prepare for such events and implement as a course of action.

The Cyclone & Severe Weather Marina Plan (CP) has been established to ensure that procedures prior to and following the event of a cyclone are conducted in a manner to assist in the protection of personnel and equipment within the Townsville Yacht Club (TYC) facility and marina including the Charter Boat Marina. This plan also helps ensure that all efforts are coordinated with the relevant agencies and are executed in the most sound and safest manner possible.

If the Townsville Local Disaster Management Group's (or relevant agencies') Counter-Disaster Plan is activated, the relevant agencies will inform the public as to the requirements under the plan. This will be done through radio, television and with the help of other support agencies such as Queensland Police and SES.

To streamline and standardise emergency actions within the local regional context, the responses to cyclone and severe weather conditions within the TYC facility and marina will be largely based on the protocol established for the Port of Townsville.

This CP forms part of the TYC Emergency Response Plan and is reviewed annually by the Club Manager and ratified by the Board of Directors.

Mike Steel

Commodore

Townsville Yacht Club

Plan Approved by TYC Board 16th September 2025

2. RESPONSIBILITY AND SAFETY WITHIN THE MARINA

All vessel owners and skippers have an obligation, under the *Transport Operations Marine Safety Act 1994* (S41), at all times, to take appropriate precautions for the safety of their vessels, passengers and crew. No initiative taken by marina management or staff at any time will impact on or override the absolute legal responsibility of vessel owners.

The Regional Harbour Master (Townsville) may give directions in relation to vessels within the TYC Marina in cyclonic or other extreme weather conditions.

Once berthed in the marina, all masters, passengers and crew must immediately comply with any directions given by the Regional Harbour Master (Townsville), local Council, emergency services personnel, and/or TYC Management and staff.

The TYC Marina Management may in the event of an emergency, and at its sole discretion, direct a vessel to locate or relocate. Should the owner of the vessels not be able to move the vessel as directed, then TYC Management retains the right to do so at the risk and expense of the vessel owner. Vessels are **not** to be moved to alternate places in the marina without the express permission or direction of TYC Management.

3. WARNINGS

The Priority warning stages for TYC will be the same as listed in the Port of Townsville Limited (POTL) Cyclone Plan and will be declared by TYC Management based on advice from the Bureau of Meteorology, counter-disaster plan agencies and the Regional Harbour Master. Maritime Safety Queensland has an [Extreme Weather Event Contingency Plan](#) which the Regional Harbour Master will implement.

Placards with the current level of alert status will be displayed at the club.

If required, the points of contacts in priority order are:

<u>Title</u>		<u>BH</u>	<u>Mobile</u>
Club Manager.	Mark Cruickshank	(07) 4772 1192	0448 266 210
TYC Commodore.	Mike Steel		0417 017 551
Marina Committee Chair.	Murray Whitehead		0427 741 450
Live Aboard Representative.	Mick Malone		0408 977 276

Please note a reference to TYC Management includes the above persons as well as TYC Board members, TYC staff and other delegated personnel. All directions / instructions given by TYC Management must be complied with at all times.

4. LEVEL OF ALERT

Townsville Yacht Club follows the Port of Townsville Limited levels of alert for cyclone response. TYC operates 4 levels of alert. These are normally indicated on the sign at the port entrance and the marina entrance to TYC.

The levels of alert are:

- **Condition Green** - Routine 01 November to 01 April each year.
- **Condition Yellow** - Indicates an intensifying risk of a cyclone or associated weather or storm.
- **Condition Orange** - This signals the requirement for final preparations and full evacuation of the port.
- **Condition Red** - Will be declared when a cyclone strike is imminent or the onset of extreme peripheral weather conditions associated with a high intensity cyclone. A red alert signals the requirement for immediate evacuation of the port and marina.

<u>Bureau of Meteorology (BoM) Messages Classification</u>		<u>TYC / POTL</u>
Cyclone Watch A tropical low or a tropical cyclone exists but is unlikely to affect Townsville within the next 24 hours.	STAGE 1	GREEN
Cyclone Warning A tropical cyclone is expected to cause gale force winds within the next 24 hours.	STAGE 2	YELLOW
Cyclone Warning Increasing threat to Townsville, destructive winds are likely to affect Townsville within the next 12 hours.	STAGE 3	YELLOW
Cyclone Warning Impending threat to Townsville within the next 6 hours.	STAGE 4	ORANGE/RED
Cyclone Warning Immediate threat to Townsville. Destructive winds have reached the outskirts of Townsville.	STAGE 5	RED
All Clear Declared by Bureau of Meteorology when destructive winds have passed. Stage 5 may be re-declared by Bureau of Meteorology if necessary.	STAGE 6	YELLOW

The intensity of cyclones will be reported using the following categorisation system.

CAT	Max Wind Gusts (kmh)	Typical Effects
1	Less than 125	Negligible house damage. Some damage to crops and foliage.
2	125 - 170	Minor house damage. Significant damage to crops, signs and caravans.
3	170 - 225	Some roof and structural damage. Power failures likely.
4	225 - 280	Significant roof and structural damage. Dangerous airborne debris.
5	More than 280	Extremely dangerous with widespread destruction

5. CYCLONE ACTIONS

The following are specific actions to be conducted under each of the alert conditions.

ALL PERSONNEL MUST COMPLY WITH DIRECTIONS FROM TYC MANAGEMENT & STAFF, REGIONAL HARBOUR MASTER & EMERGENCY SERVICES PERSONNEL IF DIRECTED.

Condition GREN (Routine Readiness)

TYC Management Actions:

- Monitor weather bulletins.
- Prepare evacuation plans in readiness

All Persons

- Follow advice for preparations as given by TYC Management, Regional Harbour Master and relevant agencies as required.
- Review your contact details prior to November and ensure they are correct such that the club can contact you.
- **Inform TYC Management of your contact details when travelling out of town and appoint a contactable local representative.**
- Live aboards are to identify their cyclone refuge plan as they will not be allowed stay on their boats at condition red.
- Check durability of all synthetic ropes especially with regard to UV degradation by exposure to sunlight. Ensure any synthetic fibres that have been exposed to UV are adequate and in good condition - **If in doubt replace**. It is important to add chaff protection where possible.
- Ready spare fenders and lines. Ensure ropes to be used to “double lines” are not worn or sun damaged and are of the appropriate size to secure your vessel.
- Check bilge pumps and ensure they are serviceable.

- Check that drain openings are clear and that they can remain so.

Condition Yellow

TYC Management Actions.

- Regularly check, Print and display cyclone details (“Warnings”) on the notice boards.
- Track cyclone movement and update notices posted on notice boards.
- All vessels are to be secured appropriately and loose equipment stored effectively.
- Inadequately prepared boats may be secured at the direction of the Club Manager or his representative with all associated costs to be paid by the vessel owner.
- TYC Management or Marina Committee Chair or their delegated representative will allocate berths and reposition vessels to ensure optimum safety for all vessels and the marina.
- People may be directed by a relevant agency to leave their boats and move onto land. If directed to do so, these directions must be followed. The control of ships and small craft during cyclones and other severe weather conditions is the responsibility of the Regional Harbour Master.
- Follow directions or the Regional Harbour Master, Local Council and other relevant agencies with regard to evacuating persons off boats, for safe procedures adopt during the cyclone and for safe areas to reside during the cyclone.

All Persons

- It is the responsibility of all members, visitors and occupants to maintain contact with the TYC Management for advice, updates and to listen to radio and television updates.
- Follow directions and advice given by TYC Management, Regional Harbour Master and relevant agencies.
- Double mooring lines by running duplicate lines to alternate bollards / cleats. Run duplicate lines slack in order to take up in the event of failure or chafing of primary mooring lines. Double check ropes that are subject to stress.
- **NOTE:** Do not secure to any part of the marina that is not a designed mooring point. Inappropriate attachments that have the potential to affect the functioning of the marina or harm other vessels will be removed by marina management.
- Where appropriate, position the vessel in the water so that duplicate lines will prevent collision with wharf or walkway in the event of a failure of primary lines. Also position to avoid damage from adjacent vessels.
- **Do not use chain** to secure the vessel under any circumstances as “give” is required to reduce shock loads on the Marina and vessel attachment points to compensate for turbulent waters, wind and changing tides.
- Check cleats and mooring fittings on your vessel. If in doubt about the strength of the boat cleat double up to solid fixtures such as winches and stays.
- Minimise wind loadings. Store gear below deck.

- Stow all loose gear including life buoys, life rings, floats, buckets, boat hooks, spinnaker poles and hatches etc below decks.
- **Remove all furled sails and covers, bimini tops and any clears.**
- Deflate and stow inflatables.
- Remove dinghies from marina.
- Shore power cords and hoses are to be **disconnected** from the marina power pedestal and stowed safely away on-board your vessel. TYC Management reserve the right to remove any cords or hoses. As power and water may be disconnected to the marina arms 12-24hrs prior to any event, remove all perishable goods from fridges and freezers
- Check communications on VHF channel 16.
- Ensure all self – draining openings are open and clear and will remain so. Don't leave articles in the cockpit that could block the drains
- If you remain on board the vessel, advise a responsible person at the club (Club Manager, TYC Office or authorized person) of your whereabouts.
- If you are a live aboard and leaving the vessel, please inform the Club Manager, TYC Office or authorised person of your contact details.
- Comply with all TYC Management instructions.
- Vessels are **not** to be moved to alternate places in the marina without the express permission or direction of TYC Management or his/her representative.
- **“Do not” place ropes or chains around or through piles.**

Condition Orange / Red

- **Under no circumstances are individuals to remain on board** once condition orange or red has been declared.
- TYC Management or authorised person will carry out an inspection of the marina and club to ensure that no persons are aboard their vessels or in the club.
- **NOTE:** Any vessel securing lines that have the potential to influence the safety or functioning of the marina will be removed
- If any electric cords or water connections are connected to a vessel they will be disconnected by TYC Management or authorized person and the club will not be responsible for any damage.
- TYC Management or the authorized person has the authority to strip any sails, covers or loose objects or materials from vessels in the marina to minimise risk of damage to other vessels and the club will not be responsible for any loss or damage sustained by the vessels owner in this event.

All Clear – Condition Yellow

TYC Management Actions.

- Use information from BoM and relevant agencies in preference to own visual assessment – BEWARE of the “eye’ of the cyclone.
- Obtain the latest cyclone advice if possible.
- Be wary of unstable areas and objects and place signage near these and/or barricade them off.
- Determine immediate status of the site by assessing damage. Is it safe? Professional advice may be required for certain structures. If in doubt, do not allow anyone to go into that area.
- A damage report (including NO DAMAGE) will be submitted to the TYC Board & Regional Harbour Master. If a disaster state of emergency is declared a damage report is also to be sent to the Disaster District Control Centre.
- Contact SES if immediate assistance is required to stabilise the site. Eg weather proof building etc.
- Monitor bulletins on radio and television

All Persons.

- Follow the advice from TYC Management.
- Use information from the BoM and relevant agencies in preference to your own visual assessment - BEWARE of the ‘eye’ of the cyclone.
- Obtain the latest cyclone advice if possible.
- Be wary of unstable areas and objects (eg debris, equipment) and potential for electrical hazards after a severe event.
- Monitor bulletins on Radio and television.

IT IS THE OWNER’S RESPONSIBILITY TO ENSURE THEIR VESSEL IS ADEQUATELY SECURED AT ALL TIMES WHILE BERTHING IN THE TYC MARINA.

IF YOU ARE NOT ABLE TO PERSONALLY PREPARE YOUR VESSEL IN THE EVENT OF A CYCLONE, IT IS YOUR RESPONSIBILITY TO PROVIDE TYC MANAGEMENT WITH A PRIMARY CONTACT THAT CAN BE ASSIGNED RESPONSIBILITY FOR PREPARING YOUR VESSEL IN YOUR ABSENCE ie. FRIEND, NEIGHBOURING VESSEL OWNER OR OTHER RESPONSIBLE PERSON.

Please also refer to the **Maritime Safety Queensland** website for further information on vessel preparation and the [Extreme Weather Event Contingency Plan](https://www.publications.qld.gov.au/dataset/e50ba838-3a9a-44a4-9648-5507b2033daa/resource/ed132659-1715-493d-a59e-f82680a1780a/download/appendix-10-msq-ewecontingency-action-plan-townsville-25-26.docx) used by the Regional Harbour Master <https://www.publications.qld.gov.au/dataset/e50ba838-3a9a-44a4-9648-5507b2033daa/resource/ed132659-1715-493d-a59e-f82680a1780a/download/appendix-10-msq-ewecontingency-action-plan-townsville-25-26.docx>

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

The Vessel Maritime Control Centre call sign is **Townsville VTS**.

VHF channels **16, 12, 11** and **14** will be continuously monitored before and during the extreme weather event. Extreme weather watches, warnings and any directions will be issued on these channels.

Actions such as port evacuation or closure will be coordinated by the Townsville VTS.

Other Key contacts

Regional Harbour Master (Townsville)	07 4421 0100
Townsville VTS	1300 721 263 or 1300 721 293
Townsville Water Police	07 4759 9790
Port of Townsville	07 4781 1600

Key websites

Detailed weather updates:	www.bom.gov.au
MSQ website:	www.msq.qld.gov.au
MSQ Dashboard:	www.qldmaritime.msq.qld.gov.au

Recommended Mooring Guidelines for boat owners in TYC Marina

In order to ensure the safety of all boats in the marina and , as well as the marina and persons on the marina, and particularly to reduce the risk of damage caused by a boat breaking free from its mooring, the Marina Committee has determined that minimum standards should be set for mooring in the marina.

1. General Responsibility

- Vessel owners are **fully responsible** for the safe mooring and security of their vessel at all times.
- Mooring arrangements must be **appropriate for the vessel's size, weight, and design** and kept in good condition.
- Owners must ensure their vessel is **secured to withstand local wind, tide, and wake conditions**.
- **Extra preparations and doubling of mooring lines** are required when a cyclone warning has been issued.

2. Mooring Lines

- Use **high-quality, UV-resistant marine-grade ropes** (e.g., nylon or polyester) with adequate breaking strength. The Club recommends the use of polyester double braided nylon rope or three-strand silver or nylon rope. Nylon ropes can absorb some of the strain created by strong winds and swell.
- **At least four (4) mooring lines** are recommended: minimum one bow and one stern line, plus aft and forward spring lines – refer Diagram 1.
- **Dock Line Sizing** - The diameter and length of dock lines will vary depending on the size of your boat. **Minimum** recommended line sizing is as follows:

Vessel length (m)	8 - 10	10 - 12	12 - 14	14 - 16	18 - 22
Displacement (Tons)	5	9	13	16	25
Rope Diameter	12mm	14mm	16mm	18/20mm	20/24mm

- Fit **chafe protection** (e.g., hose or leather sleeves) if appropriate.
- Maintain **some elasticity** in lines to absorb motion — avoid over-tightening. Sheet ropes are not recommended for use in securing your boat as they have limited stretching ability.
- Under **no** circumstances can **chain or shackles** be attached to the marina. Chain has no ability to stretch and will damage your vessel and/or the marina

3. Spring Lines

- Install **fore and aft spring lines** to prevent the vessel from surging forward or aft in the berth.

- Cross-spring lines can further reduce movement in strong winds or surge conditions.
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4. Fendering

- Fit **adequate fenders** along both sides of the vessel — at least **three per side** for most boats.
 - Fenders should be **clean, inflated and correctly positioned** to prevent hull damage or damage to the marina
 - Fenders should be positioned so they hang off the marina fender strip and should **not** be placing direct **contact** or strain to the black plastic section of the pontoons.
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5. Cleats and Attachment Points

- Ensure **all cleats, bollards, and fairleads** on the vessel are **secure and structurally sound**.
 - Avoid tying lines to railings, stanchions, or lifelines.
 - Double up lines during **storms, strong winds, or extended absences**.
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6. Inspection and Maintenance

- **Inspect** mooring lines, shackles, and fenders **regularly** for wear, UV damage, or corrosion.
 - **Replace** any chafed, frayed, UV damaged or stiff lines **immediately**.
 - Check **shore power leads**, hoses, and equipment are **neatly stowed and do not obstruct** walkways.
-

7. Emergency Preparedness

- Review the marina's **Cyclone and Severe Weather Plan**
 - In strong weather, **add extra lines**, ensure fenders are secure, and check neighbouring vessels
 - During severe weather warnings, **secure or remove sails, biminis, covers, and loose equipment**
 - Provide the marina office with **up-to-date contact details**.
 - Notify the marina office if leaving your vessel unattended for long periods.
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8. Environmental and Safety

- Avoid trailing lines, hoses, or electrical cables across walkways.
 - Do not discharge **pollutants, sewage, or bilge water** into the marina.
 - Keep pontoons and berths **tidy and free of obstructions**.
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10. Marina Assistance

- If uncertain about mooring setup, **ask marina staff** for guidance.
- The marina may inspect and request **adjustments to unsafe or inadequate moorings**.

The recommended alternatives of securing mooring lines are shown in diagram 1:

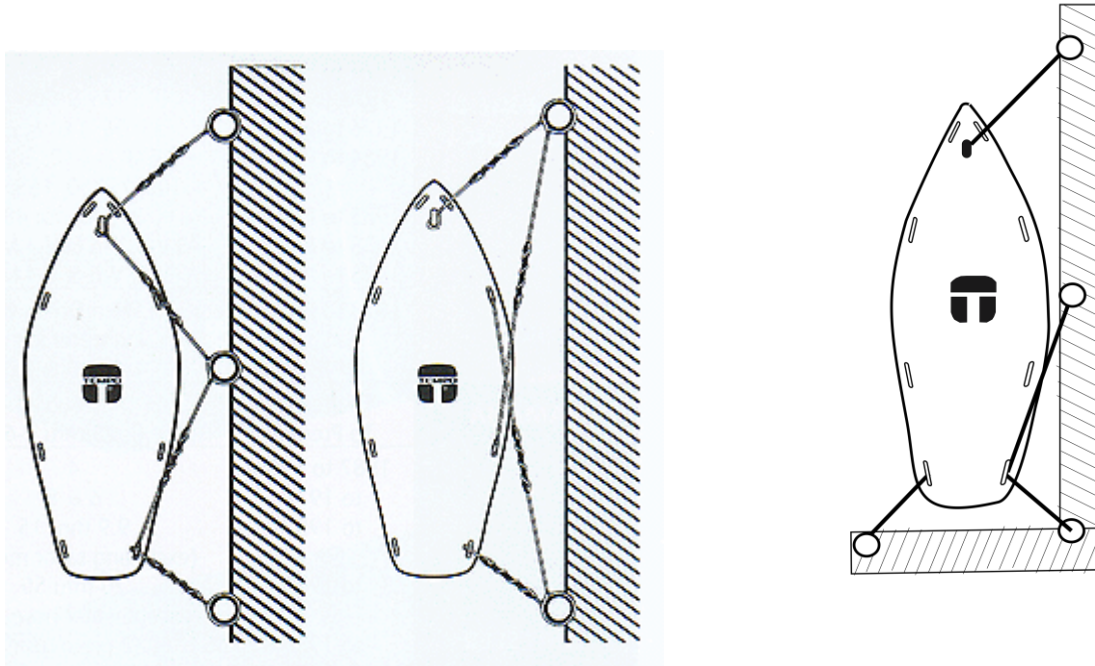


Diagram 1

Alternatively, where vessels are stern or bow on to a pontoon an additional bow/stern line can be used to replace the aft/forward spring line.

Marina Committee
16/9/2025