

5. Emergency procedures

5.1 Threat identification

The following are identified as threats:

- Cyclone;
- Extreme weather event;
- Tidal (storm) surge;
- Flood;
- Fire (marina or ship underway); and
- Oil pollution.

5.1.1 Extreme weather event

Extreme weather event can produce destructive winds, heavy rainfall causing flooding and damaging storm surges that can cause inundation of low lying areas and higher tidal water levels than predicted.

The probability of a cyclone striking the Gold Coast region is at its greatest between the months of November to April. A cyclone has not crossed the coast in this area since Cyclone “Zoe” in March 1974. Since that time the Gold Coast has experienced severe weather associated with other cyclones which have crossed the coast further north or remained out to sea, the most recent being Cyclone “Oswald” in January 2013.

5.1.2 Cyclone warnings

A Tropical Cyclone Warning Centre is located at the [Bureau of Meteorology](#) office in Brisbane. The weather bureau has in place a Cyclone Category System which identifies the severity of a cyclone and provides definitions of wind strength and possible damage.

- Category One — wind strength less than 68 knots
- Category Two — wind strength 68 to 90 knots
- Category Three — wind strength 90 to 120 knots
- Category Four — wind strength 120 to 150 knots
- Category Five — wind strength more than 150 knots

A tropical cyclone advice is issued when it is likely that gale force winds will impact the coast. There are two types of warnings in place.

Cyclone Watch — issued if gale force winds are expected within 24 to 48 hours.

Cyclone Warning — issued if gale force winds are expected within 24 hours.

A tropical cyclone advice is prefixed flash when it is the first warning to a community not previously alerted by a Cyclone Watch. The prefix is also used when amendments are made to previous warnings.

There is no cyclone evacuation plan that covers the Southport pilotage area. Vessel masters should liaise with marina management to become familiar with their contingency plans and the loadings likely to be experienced on marine structures.

5.1.3 Severe thunderstorms

The most severe storms in the Gold Coast area occur between the months of September and March. Severe storms are localised events, usually affecting smaller areas than tropical cyclones

and floods. When such storms hit the Gold Coast region, they are usually accompanied by strong to gale force winds with heavy rain and sometimes hail.

Flash flooding sometimes results from these storms and debris is often washed downstream of the coast's river systems.

Severe thunderstorm advice are issued by the weather bureau and can be received on marine radio, commercial radio and television

5.1.4 Tidal (storm) surge

Potentially the most destructive phenomenon associated with cyclones that make landfall is the storm surge. Storm surge is a raised dome of water about 60 to 80 kilometres across and typically about two to five metres higher than the normal tide level.

The worst possible scenario arises when a severe cyclone crosses a coastline with a gently sloping seabed at or close to a high tide. Wave action on top of the storm tide can raise the water level even further producing a battering effect on vulnerable structures.

5.1.5 Flood

In addition to storm surge events the Gold Coast is prone to severe weather associated with summer storms or east coast low pressure systems. These systems have the potential to cause flash-flooding that would affect low lying areas causing river systems to rise above normal levels with rapid flowing water.

Flood advices are issued for local river systems by the weather bureau and can be received on marine radio, commercial radio and television or by conducting a search on the bureau's website.

5.1.6 Fire

Vessel fires can occur either at sea or whilst the vessel is moored at a marina. The Gold Coast has witnessed several vessel fires at marinas over the past ten years, with each incident causing severe damage to multiple vessels.

The Queensland Fire and Rescue Service (QFRS) are the combatant agency and incident coordinator for marina fires and vessel fires alongside.

In the first instance, when witness to a marine related fire, contact the Queensland Fire and Rescue Service by phoning Australia's emergency number — 000. Also contact the office of the Gold Coast Water Police on +61 7 5509 5700 or 000.

If using a marine radio to contact fire authorities, call the Gold Coast Seaway Tower or Water Police on VHF channels 16 or 73.

5.1.7 Oil pollution

The [*Transport Operations \(Marine Pollution\) Act 1995*](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage and garbage (MARPOL annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

5.1.7.1 Reporting

Section 67 of the [*Transport Operations \(Marine Pollution\) Act 1995*](#) requires the master of a ship to report a discharge, or probable discharge, without delay.

All pollution incidents occurring in the Southport pilotage area or waters immediately adjacent are to be reported to the Gold Coast office of Maritime Safety Queensland by phone on +61 7 5585 1810 or after hours on +61 7 3305 1700.

Vessels without telephone communications can contact the Gold Coast Seaway Tower on VHF channels 16 or 73 and ask that a report be passed on to Maritime Safety Queensland.

The following details should be provided in a report of marine pollution:

- date/time of incident
- location (latitude, longitude and/or physical site)
- report source and contact number
- nature, extent and estimated quantity of spill
- type of oil or description
- spill source and point of discharge from source
- identity and position of nearby ships or name of alleged polluter
- nature and extent of spill and movement and speed of spill
- local weather, tide and sea conditions
- whether a sample of the substance spilled has been collected
- any additional information that relates to the spill.

The discharge of pollutants into Queensland waters is an offence — whether your boat is large or small, it is an offence to deliberately discharge oil or chemicals into Queensland's coastal waters. Under the [Transport Operations \(Marine Pollution\) Act 1995](#) severe penalties apply.

5.2 Marine incidents

Under the [Transport Operations \(Marine Safety\) Act 1994](#) a marine incident is classified as an event causing or involving:

- the loss of a person from a ship
- the death of, or grievous bodily harm to, a person caused by a ship's operations
- the loss or presumed loss or abandonment of a ship
- a collision with a ship
- the stranding of a ship
- material damage to a ship
- material damage caused by a ship's operations
- danger to a person caused by a ship's operations
- danger of serious damage to a ship
- danger of serious damage to a structure caused by a ship's operations.

5.2.1 Marine incident reporting

A marine incident involving a Queensland regulated ship must be reported to a shipping inspector within 48 hours of the incident occurring unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone. (See contact list below)

The report must be made on the approved [Marine Incident Report \(Form 3071\)](#) . These forms are also available from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires ship's masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must, to the extent that he can do so without danger to his ship or persons on board his ship:

- give the other ship involved in the incident, its master and persons on board the ship the help necessary to save them from danger caused by the marine incident
- stay by the other ship until no further assistance is required
- give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires the master of a ship to promptly report dangers to navigation including, an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

A marine incident involving a domestic commercial vessel (DCV) must be reported to the Australian Maritime Safety Authority (AMSA) as soon as reasonably practical after becoming aware of the incident, having regard to the circumstances.

The owner and master of a domestic commercial vessel involved must report the incident within 72 hours after the master/owner becomes aware of the incident. The report must be made on the approved [form AMSA529](#).

Additional information about reporting incidents involving domestic commercial vessels can be located on the Australian Maritime Safety Authority website. www.amsa.gov.au

5.3 Emergency contact list

| Agency or service | Location | Contact number — business hours | Contact number —after hours or emergency |
|--|-------------------------|---------------------------------|--|
| Gold Coast Water Police | Main Beach | +61 7 5509 5700 | 000 |
| Police | | 000 | 000 |
| Queensland Fire and Rescue | Southport | 000 | 000 |
| Queensland Ambulance Service | Southport | 000 | 000 |
| Maritime Safety Queensland | Main Beach | +61 7 5585 1810 | +61 7 3305 1700 |
| Gold Coast Seaway Tower | The Spit | +61 7 5591 2948 | |
| Australian Customs and Border Protection Service | Brisbane and Gold Coast | +61 7 3835 3412 | +61 7 3835 3135 |
| Bio Security | Brisbane | 1800 803 006 | |
| Australian Maritime Safety Authority (AusSAR) | Canberra | 1800 641 792 | |
| City of Gold Coast | Bundall | +61 7 5581 6000 | |
| Volunteer Marine Rescue | The Spit | +61 7 5532 3417 | +61 7 5591 1300 |
| Australian Volunteer Coast Guard | Southport | +61 7 5531 1421 | |
| Gold Coast Waterways Authority | Main Beach | +617 5539 7350 | +61 4 0775 2884 |

Table 3 – Emergency contact list