

CRUISING THE CORAL COAST

8TH EDITION UPDATE TO END OF 2011

In the interest of clarity, ports and anchorages update notes refer directly to the page numbers of the relevant charts in this book. There are very few navigational changes.

Changes to text are noted as such.

General Remarks.

Since the release of this edition in 2003, navigational changes have been minimal; however, rules and regulations have proliferated and their policing can be severe, with privacy-invading boarding of recreational craft still being reported. The following is a basic outline of changes:

Customs

Vessels visiting Australia must advise Australian Customs of their details and intended arrival time and port no less than 96 hours ahead by email or fax. For all details visit the website at; www.customs.gov.au or email brissea@customs.gov.au

Please note that the Bowen customs office may be reinstated.

Great Barrier Reef Marine Park

Protected areas of the Great Barrier Reef, especially green zones, have increased to 33% of the total area. Fishing in these zones carry heavy fines. For free detailed colour maps, go to any office of Fisheries, Marine Parks, Maritime Safety Queensland, Department of Primary Industries or chandleries.

Onboard sewage

Holding tanks and macerators are mandatory with many areas defined as non-discharge whilst others accept discharge according to classification and distance off reefs, islands and mainland. Public pump-out stations are rare, most being at marina fuel docks at a price if fuel is not purchased. For detailed information, email sewage@msq.qld.gov.au

Licences

Operators of all recreational vessels of a power more than 4.5W (around 6 horse power) must acquire a licence. Somewhat hypocritically, the rule excludes persons hiring a boat regardless of type or size. Known as a *Recreational Maritime Drivers Licence*, visitors to Queensland may use an equivalent qualification from their own state. For more details, go to: www.msq.qld.gov.au

FLOOD NEWS. The devastating summer floods in the Brisbane, Mary, Burnett and Fitzroy rivers during the summer of 2010-2011, did a lot of damage to private and government infrastructure, marinas being almost destroyed, nav aids wiped out and some river depths deepening in places and silting in others. By July 2011, all nav aids had been restored in the Burnett River but not in the Fitzroy River, which continues to demand care (see Pages 82, 83 & 111).

PORTS AND ANCHORAGES .

Page 24. Please note that Boat Books Pty Ltd, Brisbane, closed their doors 25th March 2011. This book is now only available in Queensland from chandleries and specialist bookstores. Boat Books Pty Ltd., 31 Albany St., Crows Nest, 2065, NSW, phone (02) 9439 1133 handle interstate and international mail orders. Email: <boatbooks@boatbooks-aust.com.au>

Page 31. *Text only.* Under the heading *Moorings*, inquiries should be directed to the Southport Yacht Club's marina office.

Page 39. The dredged channel along the northern edge of *Woogoompah Island* (bottom of chart) has silted to around 0.9 metres LWS towards its western end. Dredging may fix this in the near future.

In the bottom left-hand corner of this chart near *Jacobs Well*, a canal estate and 300-berth marina has been developed. Known as *Calypso Bay*, it is entered via a beacons channel southwest of *Dinner Island*.

Also on the same chart, south of *Steiglitz*, Horizon Shores Marina is being enlarged to 1600 berths.

The new official height for the *overhead cables* from the southwest corner of Russell Island is 20.3 metres above HWS.

New lit buoys and beacons show the best water from Tiplers Passage (bottom right corner of chart) to the entrance to Canaipa Passage north of Crusoe Island

Page 41. The *submarine pipe* at the bottom of this chart continues to the mainland under the channels west of *Long Island* and *Pannikin Island*.

Page 43. The *overhead cables* between North Stradbroke and Russell islands at *Canaipa* have had their officially stated height lowered to 20 metres above HWS.

Page 48. *Manly Boat Harbour's* entrance leads are fixed white lights by day and fixed blue by night. All public pile berths have been removed and replaced with an extension of the Moreton Bay Trailer Cub marina. There is a fuel berth here.

Page 49. Bishop Island has disappeared under land reclamation by port authority extensions of cargo handling facilities.

Rivergate Marina and Shipyard has 104 berths and haul-out yard with most facilities on hand on the south bank of the *Brisbane River*, east of the Gateway Bridge. It has a **Customs berth** serving inbound and outbound recreational vessels.

Gateway Bridge has been duplicated on the downstream side. Its headway is the same.

Page 51. Off the bottom of this chart, there is a small breakwater enclosure with jetty. It is primarily a charter boat facility with no anchorage. In Scarborough Harbour itself, all pile berths have been replaced by a third marina under construction mid 2011.

Please note that at *Scarborough Boat Harbour* customs is no longer represented.

Page 52. A new lit green beacon south of *Cook Rocks* was missing late 2011. The lit red buoy to its south is now a beacon.

Page 55. The *Mooloolaba Yacht Club Marina* has another two arms added to the west of existing berths. A lit green beacon indicates their southwest corner. After a five-year closure, the Mooloolaba Yacht Club re-opened late 2010 for limited hours only with extended trading to follow soon.

The *Wharf Marina* has upgraded with more commodious berths but fewer in total. Super-yacht berths are on the southeast corner. The sandbank to the south of this marina dries 25 centimetres LWS in places. Fuel is no longer available here: go to Browns Slipway or Lawries Marina.

Page 60. Text only. Please note that Scarborough is no longer Brisbane's small craft clearance port: it is now at *Rivergate Marina* in the Brisbane River.

Page 62. The Wide Bay Bar leads are now sectored red, white and green flashing lights and as of July 2011, the bar has moved north placing the leads on a magnetic bearing of due west.

Page 63. The unlit red beacon south of 'barge landing' is now a lit special mark beacon.

Page 66. The *Tin Can Bay Marina* (top chart) has expanded around its western corner and into *Snapper Creek* where holiday cottages will be seen.

Page 68. At the northern entrance to *Garrys Anchorage* there is a new green beacon close to the northwest corner of *Stewart Island*.

Page 69. The *yellow lattice steering mark* southwest of *Deep Creek* is now a lit red beacon.

Page 70. The *Reindeer Rocks beacon* (top chart) has been replaced with a lit green buoy. Towards the southern end of *Dundatha Reach* (centre chart) there is a lit red buoy. In this same area a harbour may be dredged into the southern bank to become a marine precinct.

The new marina in the vicinity of the word 'Hynes' was washed away during the January 2011 floods and, if commonsense prevails, it will not be replaced. The rowing club has been moved next to the Maryborough Sailing Club (MSC).

The *public jetty* has so badly silted that mud exposes around its eastern corner at low tide.

Page 71. On the northern end of the sand spit between *Fraser Island* and *Walsh Island* (right) there is an extra lit green beacon making a total of four along this spit.

In the *Mary River delta*, depths have decreased towards the northeast end of *Horseshoe Bank* where the sounding '0.8' should now read '0.6' metres. Further upstream, shoaling has also occurred in places east of *Beaver Rock*. Depths remain adequate, however, for the average keel yacht.

Page 72. *Text only.* Under the heading *Facilities*, it should be noted that the *Mary River Chandlery* up town is now called *Boaties Warehouse* and that the *Mary River Marina* has its own chandlery.

Page 74. Off the derelict jetty at *Balarrigan* there is a lit special mark beacon.

Page 82. The once conspicuous landmark, the *Fairymead Sugar Mill* has been demolished.

Page 83. On the south side of the *Burnett River*, opposite *Clark Point*, the piles have been removed.

The pile berths upstream of the *sugar mill* are being replaced with fore-and-aft buoy moorings.

FLOOD NOTE pages 82-83-85. The devastating triple flooding of the Burnett River during January 2011 destroyed most of *Midtown Marina's* infrastructure. By July 2011, half the marina had been restored and many fore and aft buoy moorings replaced. The chandlery has been moved to higher ground and is one of the best stocked on the coast.

A single-line running survey of the river from its entrance to the road bridge shows a distinct deepening of the river in Town Reach (page 85) and shoaling downstream, especially in *Kirbys Reach* (page 82). Shallowest water is, of July 2011, 0.8 metres LWS in this area.

Page 85. Privately leased fore and aft moorings now extend from *Midtown Marina's* moorings to abeam the rum factory. Very limited anchorage between the two leases is sometimes possible.

The jetty noted as 'Public' is now the marina's work berth.

Along the south bank, towards the *Rowing Club*, a combination boardwalk, dinghy landing and charter boat facility has been built.

Page 86. *Round Hill Creek's* bar remains constant at 0.8 metres LWS in the position shown, however, there is just the one green buoy near the entrance and the first red buoy has been moved further downstream than shown.

Page 88. A red beacon has been placed off the small headland SW of *Clews Point*.

Page 89. *Text only.* Under the heading *Approach*, please note that a small, detached rock lies close north of *Inner Rock*.

Under the heading *Bushwalking*, the power cable track has been cleared and links with the old service road. The lighthouse keepers' dwellings have been fully restored by a dedicated group led by ex-lighthouse keeper, Stuart Buchanan (see Stuart's book, *Light of Their Lives*).

Page 95. All vessels 10 metres and over must report to *Gladstone Harbour Control* on VHF 13 before entering or moving within the harbour. For exact details, call 4973 1208. Approximate boundaries are from the vicinity of *Jenny Lind Bank* in the south to near *Grahams Creek* in the north (see page 103).

Pages 95 and 100. The southwest end of Curtis Island, north to Graham Creek, is being clear-felled to become an industrial area starting with four Liquid Natural Gas plants. Workboat traffic is heavy between the marina and Graham Creek and the channel between Passage Islands and Curtis Island is being dredged to the extent of 46 million tons of spoil being removed. Gladstone Harbour is now famous for dying fish and the intolerable coal dust fall-out over the marina during spring northerly winds.

Page 98. Forgacs Slipway (top left) is now called *East Coast Slipway*.

Page 100. In *Grahams Creek*, a small unlit yellow buoy marks the drying sandbank and workboat moorings may be encountered.

Page 105. Owing to a printer's error, the green distance arrow is missing from the top left hand corner of this chart.

Page 109. About 2 miles north of *Cardigan Point* (on Balaclava Island) there is an extra set of lit red and green buoys marking *Sea Reach* channel. There is also a new channel separation buoy situated off *Pacific Creek*. The northwest face of Balaclava Island has been earmarked for coal loading development, as has Port Alma.

On *Casuarina Island* (left), the old back lead is now a lit white beacon.

Page 111. The Fitzroy River banks have suffered erosion from the January flood with depths increasing in the *Town Reach* and shoaling elsewhere: specifically, there is a large sandbank south of *Parkers Passage* requiring the southern shoreline to be favoured. East from here, opposite the *Humbug Steering Mark*, another large sandbank has moved east obliging the NE shoreline of this reach to be favoured. Please note that most nav aids in the Fitzroy River were washed away and had not been replaced as of late 2011.

Page 119. Fuel in *Rosslyn Bay* is available 24 hours. Credit cards only.

Page 122. *Text only.* It is worth noting that Rocky Met weather on VHF 21 can be heard in *Island Head Creek* and mobile phone reception seems to have improved to *Port Clinton*.

Page 129. The ribbon rock reef west of Cape Islet, noted as '*rock dries*', extends further east than shown on official charts.

Page 133. The bottom of Thirsty Sound is rocky with varying depths 2.7 cables WSW of Arthur Point.

Page 140. Since the death of Andy Martin, *Middle Percy's* future has become uncertain. The 'A' frame has been re-roofed and the latest lessees are welcoming to visitors.

Page 147. Soundings in Refuge Bay are deeper than shown and are more representative of depths closer to the fringing reefs..

Page 149. *Mackay Marina* is now fully functional, although the arms depicted here show the original proposal, not the final result. Enter with care.

Page 153. Remnants of the old Newry Island resort have been preserved by National Parks and Wildlife.

Page 155. Brampton Island resort has closed. The national park walking track remains available.

Page 165. Palm Bay resort has closed.

Page 169. Red aero lights relative to Hamilton Island Airport are seen from around 20 miles off.

Page 176. *Abel Point Marina* has extras berths to its southwest protected by two new curved breakwaters. The approach channel is protected from the west by one of them. The marina went into receivership during 2011 but continues to function.

Page 177. The new marina in *Muddy Bay*, to be known as *Port of Airlie Marina*, has gone into receivership but its one arm still functions.

Page 179. The mainland resort, *Earlando*, opposite Grassy Island, has closed.

Page 181. On the mainland, south of *Passage Islet*, there is a new tourist resort.

Page 185. Along the northeast shore of Bowen Boat Harbour are marina pens for fishing and recreational craft. The Marina Pool remains a fore and aft mooring area only.

Page 194. In the text under the heading *Picnic Bay* note that all ferry activity has moved to *Nelly Bay*.

Page 197. Proposed future development outside *Breakwater Marina* involves land reclamation and a cruise ship terminal. The marina approach channel will probably be protected along its northwest side by a breakwater and anchorage will not be possible where shown by the symbol. Meanwhile, for a daily fee, dinghies may be taken into the marina from vessels anchored outside.

Page 201. Extending south from *Harrier Point*, Orpheus Island, there are numerous scientific buoys. On the same island in *Pioneer Bay* (large scale plan top right) there is a west cardinal buoy in the southern end and another off the headland between *Pioneer* and *Little Pioneer* bays.

In *Little Pioneer Bay* there are a number of national park moorings. The smaller triangular reef marking buoys are *not* for mooring.

Page 206. On the northwest corner of the derelict molasses wharf there is a lit north cardinal beacon and on the opposite side of the channel here is an extra lit red buoy.

Page 208. Northeast of *Oyster Rock* there is a lit green buoy with another one further up-channel off the entrance to *Bluff Creek*. *Instatiable 11* reported leads down at Bluff Point 20-10-2010. **Please note** that early copies of this edition of *Cruising the Coral Coast* showed the green course line passing on the wrong side of the green buoy off the *Seymour River*. Later copies corrected this. Pass this buoy to its *north*.

Page 209. The lit green buoy on this chart was missing recently but may be reinstated.

Page 211. There is a lit green buoy east of *Mangrove Point* and another one marking the course dogleg against *Hinchinbrook Island*.

Page 229. The fairway buoy shown on this chart has been replaced by a *lit special mark*. Dredging of the entrance channel is unlikely.

A proposal to develop a marina in *Ninds Creek* has not eventuated, however, there is a small marina along the *Innisfail* waterfront.

Page 236. The *Marlin Marina* has been extended south to a charter boat terminal and more general berths have been added in the north for super yachts. Departure rules are strict here.

The public *pile berths* on the east side of Trinity Inlet have been reduced to 74. Inquiries to Cairns Marlin Marina.

Page 239. Port and starboard buoys now delineate the channel through these reefs from Green Island to Michaelmas Cay.

Page 243. West of Half Moon Bay and sharing the same approach channel, is another marina.

Page 254. The fairway buoy off the *Bloomfield River* entrance has been replaced by a red buoy on the edge of the shoals approximately due north of the river mouth. Other red buoys placed by locals may be seen between the official buoy and the mouth. They are usually up to date. The course line tends to be straighter than the one shown.

A *white light* has been established on the river's south head.

Between the notation *Simms Veneer and Sawmill* (now long gone) and the wharf, there is a launching ramp and parking area.

Page 262. Between Cooktown and Cape Bedford, there is a radio repeater tower on *Indian Head* (off this chart to the SW).

Page 266. On the headland above the 'Lines boats jetty' there is a communications tower conspicuous from north and south.

Page 273. Please note that the word 'Howich Group', left on chart, should read 'Howick Group'.

Page 275. Tiny *Sand Islet*, ESE of Noble Island, has almost washed away there being just a small cluster of stunted trees with their tops awash at HWS.

Page 276. In the fact box titled 'HMS *Dart*', the date should read '1899', not '1893'.

Page 277. The light on *Barrow Island* shows a red sector towards the SE when too far west of the recommended shipping track.

Pages 279 – 286. Bathurst Head is under consideration for development as a coal loading facility, despite the area's Heritage Listing.

Page 285. The fuel barge in *Owen Channel* has gone and there is a national park track across Stanley Island west of *Castle Peaks* leading to aboriginal cave paintings.

Local area warning! During 2003 there was a non-fatal attack on campers by a crocodile behind Bathurst Bay's beach (see chart page 280) and a fisherman was taken from his canoe in the upper *Normanby River*. The incidents highlight the danger of these reptiles along the Queensland coast, especially in its north.

Page 292. In the '*Reef Note*' box, the word 'provice' should read 'provide'

Page 297. In the caption above the yacht *Transit*, the name 'Flinders' should read 'Stanley'.

Page 317. Pearl rafts have increased in numbers in the *Escape River* with some visitors colliding with them.