

CRUISING THE CORAL COAST

8TH EDITION UPDATE TO LATE 2009

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 boardings reported. The following is a basic outline of these 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 has been 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. Pump-out stations are few and far between. For detailed information, email sewage@msq.qld.gov.au

Licences

As of September 2006, 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

PORTS AND ANCHORAGES .

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 3000 berths.

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

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.

As well as the one at R.Q.Y.S., there is another fuel berth at the *Moreton Bay Trailer Boat Club Marina*. This club has recently extended its marina east replacing the public pile berths.

There is a customs and quarantine berth immediately south of *East Coast Marina's* Travel Lift. Only inward vessels can be processed here.

Page 49. *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 also has a customs berth serving inbound and outbound recreational vessels

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.

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

Page 52. In *Deception Bay* there is a new, lit green beacon south of *Cook Rocks*. Beware of shoal water immediately off it.

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. The yacht club itself is closed.

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.

Page 62. Please note that the daylight directional light on the *Wide Bay Bar* flashes.

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.

On the Maryborough large-scale (bottom chart) a new marina is established in the vicinity of the word 'Hynes'. During a recent flash flood its outer berths carried away. A flashing green light indicates its outer end. 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 *Balarrgan* there is a lit special mark beacon.

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.

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).

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. Keep to its south.

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*.

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

Page 111. Between *Humbug Point* and *Humbug Mark* there is a lit green buoy.

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 140. Since the death of Andy Martin, *Middle Percy* has become a bed of contention regarding the rightful lessee. Physically, it remains the same.

Page 149. *Mackay Marina* is now fully functional.

Page 166. Rumours of a large marina-resort for *Shute Harbour* persist.

Page 176. *Abel Point Marina* has extra berths to its southwest protected by two new curved breakwaters. The approach channel is protected from the west by one of them.

Page 177. The new marina in *Muddy Bay*, to be known as *Port of Airlie Marina*, is nearing completion.

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. The fuel dock, once owned by *Pioneer Seafood*, has been developed as a small marina.

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.

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*.

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.

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

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'.