

CRUISING THE NEW SOUTH WALES COAST

5th Edition Update to late 2009

In the interest of simplicity, the following corrections relate to the relevant charts by their page numbers. Navigationally, there are very few changes, most being extra buoys and beacons along existing channels. Text-only corrections are noted as such.

General Remarks.

- * *Waterways Authority* is now *NSW Maritime Authority*. Phone 13 12 56.
- * *Life jackets* must be worn aboard all vessels when crossing a bar.
- * *Licences* for planing craft may be sat at any RTA office. Proof of ability is obligatory.
- * *Courtesy Moorings* have been removed from the entire north coast area.
- * *Police Moorings* have multiplied in the Sydney region. They may be used in an emergency only.
- * *Lake Macquarie* is now a port of *Australian Registry*. Other ports are Sydney, Jervis Bay, Port Kembla, Newcastle and Yamba.
- * *Telstra weather forecasts* have been scrapped. Forecasts by VHF are available from the many Volunteer Marine Rescue stations along the coast either on request or by scheduled broadcasts. Telephone weather continues to be available on 13 12 36. Weather maps and forecasts can be sourced through Big Pond on Next G mobile phones.

Customs Note.

Overseas visitors are obliged to report their details and intended port of arrival no less than four days (96 hours) ahead of arrival. Regrettably, there have been cases of visitors being heavily fined for contravening this rule despite overseas Australian Consulates failing to give correct advice to vessels en route to Australia.

For all information, go to www.customs.gov.au

Leading Lights Note.

Nearly all port entrance leading lights along the NSW coast exhibit fixed blue strip-lights at night. Some are a single vertical strip whilst others outline a triangular day shape. Many in-harbour lead-lights retain flashing and/or fixed red and green lights.

Trailer sailor warning. When launching upstream of fixed bridges please note that in a number of rivers single fibre optic cables have been strung beneath existing power cables with no new signage as to height. One extreme example is a sign stating the power cable

height at 13.4 metres with a new optic cable beneath it at an estimated distance above high water of just 4 metres.

Bar Cam. Many NSW bars are now scanned by video cameras, which can be viewed on NSW Maritime's website CHECK.

Page 4. *Text only.* Please note under 'Transport' that *Countrylink trains* no longer service Murwillumbah direct. It is now linked by bus from Casino Railway Station. As of September '09, the threat is that the government will sell off the corridor despite promising to re-instate the trains.

Page 7. *Text only.* As stated above, 96 hours notice is now demanded of visiting vessels visiting Australia.

Page 12. *Text only under heading 'Crossing a Bar':* Life jackets must be worn by all persons on all vessels when crossing a New South Wales bar.

Last paragraph: The information about a river's upper reaches tidal range is incorrect. In fact, upstream tidal range can reduce to as much as one-third data.

Page 14. *Text only.* The Public Works Department is now known as the Department of Commerce NSW.

PORTS AND ANCHORAGES.

Page 37. The courtesy mooring in *Quarantine Bay* has been removed. A light on the end of the breakwater in this bay flashes green with a red sector to the east.

On the end of the *Eden Breakwater* there is an all-round flashing white light.

In *East Boyd Bay*, south of the Wood Chip Wharf and projecting over three cables west from the same headland, is a large munitions *naval jetty*. When in use, it must not be approached closer than 500 metres.

In the text below this chart, please note that *Customs* now demand 96 hours pre-arrival notice.

Page 39. There is an all-round flashing white light on the end of *Eden Breakwater* (Fishermans Wharf area) and the isolated green light on this chart, off the Loading Jetty, is a printing error.

Page 50. The overhead cable in the southeast corner of this chart has been removed.

Page 51. At the southern extreme of *Narooma's* channel leading to the *Council Wharf* there are two lit buoys: one to port and one to starboard.

Connecting the launching ramp in *Mill Bay* to the ramp in *Apex Park*, there is a pedestrian boardwalk running across Mill Bay's intertidal area and along the land. Berthing alongside is not allowed nor is it possible, the boardwalk lacking fender piles.

Page 55. An unlit *red buoy* is approximately three cables east-southeast of the old Quarry Wharf.

Approximately 4 cables downstream from Moruya's *Princes Highway Bridge*, there are private swing moorings towards the north bank.

Pages 63-65. Batemans Bay Bar has shoaled to less than one metre in patches. *Coastal Patrol* should have the latest local knowledge on VHF.

Batemans Bay marina is set for major expansion in the near future.

Page 66. *Text only.* Under the heading *Clyde River Bridge*, note that opening hours have been cut to 1000 hours and 1600 hours, plus two limited height openings for the regular ferry.

Page 66. A small isolated reef lies close east off the fringing reef on the western side of *Chain Bay*.

Page 73. The red and green buoys in the southeast corner of *Ulladulla Harbour* have been removed and the north cardinal buoy has been moved further north. Charges apply to casual berths.

Page 79. Jervis Bay is a *Marine Park* with anchoring banned (with limited exceptions) in *Hare Bay* east of the longitude of *Red Point* and north of the latitude of *Montague Point*. A similar sized banned area lies between *Plantation Point* and *Captains Point* plus a small area off the southern headland of *Currambene Creek* (Huskisson). There are visitor's moorings in *Darling Road*.

Page 87. A lit *green buoy* complements the *lit red beacon* west of Station Hill. The *red buoy* further south is now lit as is the *green buoy* west of Pelican Rocks.

Page 93. Vessels are no longer allowed to anchor in *Port Kembla Harbour*.

Pages 100-101. Some *red buoys* and *beacons* have been removed along the channel from the main entrance to Lilli Pilli Point. The channel itself remains essentially as shown, although the dogleg across the entrance to *Burraneer Bay* (see green course line) is straighter.

Page 121. *Nielson Park* (see text opposite) is in *Shark Bay*.

Page 127. A *safety transit zone* has been created around the *Harbour Bridge*. From 600 metres east of the bridge to 700 metres west: stopping, drifting or anchoring is prohibited and a speed limit of 15 knots applies.

Page 129. The super-yacht berths remain in *Rozelle Bay* with additional smaller berths: anchoring within either bay is restricted to the preferred zones (green dotted lines). Under the western end of *Anzac Bridge* (Glebe Island Bridge) there is a dry storage and boating centre.

Page 133. *Birkenhead Point Marina* has a limited number of casual berths. Its haul out yard is now the site of a condominium.

Page 139. The historic Woolwich Dock is now a super-yacht marina.

Page 143. *Text only second para.* There are two public moorings in north Athol Bay.

Page 145. *Spit Bridge* opening times are also available by Googling 'rta spit bridge' and there are two moorings off Fisher Bay for waiting traffic only.

Page 150. The green beacon is lit.

Page 161. In the vicinity of the sub cable between *Carrolls Wharf* (Scotland Island) and the mainland there are two courtesy moorings.

Page 170. Bobbin Head's marina, indicated in grey, is up and running. Once owned by Halvorsens, it is now *Empire Marina*.

Page 174. *Text only.* The chandlery and slipway at Brooklyn are closed.

Page 175. Outside the Parsley Bay small-boat harbour there is a *police mooring*. Off Brooklyn, off the oyster bank, are four *courtesy moorings*.

Page 177. The statues in *Sculpture Park* near Wondabyne Station have been removed.

Page 185. The slip on the eastern side has gone.

Page 198. Off *Little Box Head* there is a lit red buoy replacing the beacon and a lit green buoy.

Shoaling has occurred in the *Lobster Beach* area to around one metre LWS.

The two green and one red lit beacons off *Half Tide Rocks* are now buoys and of the two green beacons off *Kourong Gourong Point*, one has been replaced with a buoy.

Page 199. Please note that the main channel east from *Kourong Gourong Point* has silted up and is closed, with relevant nav aids removed. The natural channel to its south remains open.

Also note that the green course line into *Hardys Bay* should pass between the green beacon and the south cardinal mark.

Pages 201-203-206. The short-cut channel out of *Paddys Channel* into *Saratoga* has closed with relevant nav aids removed.

Page 206-7. Between the south cardinal mark and *Point Frederick* there is an isolated danger beacon.

The *Gosford Sailing Club* now has a 29-berth marina.

Page 209. There is a pump-out station on the *Public Jetty* and casual berths along the breakwater must be booked ahead with *Coastal Patrol*. The floating restaurant has gone.

Page 214. *Swansea Bar* final approach and entry is indicated by lit triangular leading beacons. The red buoy off the small groyne has been removed. The course shown by the green line remains essentially the same.

There are two courtesy moorings east of the bridge where the anchor symbol is shown with more courtesy moorings on the western side. They are for vessels awaiting a bridge opening.

Page 215. Throughout the lake system there are holding tank pump out stations, notably at Rathmines, RMYC and LMYC.

Page 217. There is a courtesy mooring in the anchorage in *Kilaben Bay* and another off the RSL Marina in *Wangi Wangi*.

Page 225. The *Newcastle Marina* is fully functional with all services offered opposite the floating dock in *Throsby Basin*.

The fish co-op has moved to Throsby Basin and the *water police base* is now on the east bank at the head of Throsby Basin. Much of the foreshore west from Queens Wharf is now lined with condos. *Queens Wharf* can no longer be used as a berth.

Please note that recreational vessels *must* give way to and remain clear of commercial shipping movements.

Page 229. Please note that a submarine pipe crosses the *Hunter River* in the vicinity of the word 'Ramp', 8 cables south of the *Stockton Bridge*.

Page 238. There is a pump-out station near the ramp in *Lemon Tree Passage*.

Page 242. Previously a delightful bush retreat, parts of *Fame Cove* may be commercially developed by an overseas company.

Page 258. *Text only.* Under the heading 'Berths', it should be noted that berths on the Tuncurry side of the harbour are managed by the fish Co-operative.

Page 259. Fishing boat berths are sometimes available in *Crowdy Heads Harbour* through the fish co-op. The visitor's jetty is in need of maintenance and repair and care should be exercised. Daily rates for both jetties, late 2009, was \$15 per day.

Page 266. The Laurieton Visitors Jetty, with limited free casual berthing, has been rebuilt with a new launching ramp near its southern end. Dinghies may be left at the back only of the floating pontoon.

Page 267. Some silting into the channel has occurred from the northern breakwater near its green light with breaking water sometimes spreading across the entrance. In less than ideal conditions, cross the bar no earlier than three hours after low tide, holding the leads through the entrance.

Page 270. *Text heading 'Moorings'.* The courtesy mooring has gone and berths downstream from the fish co-operative are no longer available.

Page 272. *Top chart.* The green beacon off the *Maria River mouth* is now a buoy as is the red beacon immediately upstream in the main river. The Yamba-based Lord Howe Island cargo vessel may transfer to facilities near the Denis Bridge.

Bottom Chart. Please note that the green beacon off the fish co-op is now a buoy. This offshoot of the Hastings River is known as *Back Creek* and the marina is earmarked for expansion.

Page 279. The courtesy moorings in Trial Bay have been removed.

Page 273. *Top chart.* The red beacon east of *Pelican Island* is now a buoy with another lit red buoy to its south.

Less than one mile upstream of *Settlement Point*, there is a major canal development whose entrance is marked by two lighthouse-style beacons.

Bottom chart. The best water over Port Macquarie Bar tends to be a little further north than shown. Check with the local VMR.

The green beacon marking the division between the *Hastings River* and *Back Channel* (into the marina) is now a buoy. Immediately upstream from this buoy and its complimentary red beacon is a large public wharf, most of which is occupied by a tall ship.

Page 283. Near the ramp and marine centre, there is now a hotel.

The *courtesy mooring* has been removed as have all such moorings north from here.

Page 285. See changes above.

Page 289. The *courtesy mooring* has gone leaving space for anchoring. Beware, however, of indifferent holding here. Don't leave your vessel in a strong wind. By mid 2009 the harbour entrance had again shoaled to around 1.4 metres LWS. Dredging was in progress soon after and depths are expected to return to 4 to 5 metres.

Page 291. There is the possibility of a new marina being developed in the southwest corner of *Coffs Harbour*. The existing marina has changed hands and is in need of maintenance and repairs. It was damaged by an easterly gale in May 2009 when waves overtopped the breakwater.

Page 298. The Clarence River entrance leads, situated over *Hole-in-the-wall* and *Dart Island* are lit blue.

There is a new green beacon (June 2008) near the turn from the *Hickey Island Leads* and the *Yamba Channel Leads*.

The minor leading beacons indicating the best water along the western side of *Dart Islands* are lit oblong shapes.

All *courtesy moorings* have been removed from *Yamba* and *Iluka*.

The *1.3 metre shoal* immediately inside and to the north of *Iluka Bay's* southern entrance has shoaled and moved slightly south.

Page 299. See above for entrance leading beacons.

The *Clarence River Bar* has silted in an arc across the entrance from an approximate position of the 6.5 sounding on the ship's approach line (238° 30') to the 4.1 sounding on the southeast approach. Bar advice remains essentially the same, but do not cross the bar on the main entrance leads where offshore depths have reduced to around 2.7 metres approximately 2 cables offshore.

Page 301. The name *Palmers Island* is missing from this chart. It is the large landmass west of *Freeburn Island*.

Page 304. Most leading beacons on this and the opposite chart are lit blue.

Page 305. The two lit red beacons off the northeast corner of *Freeburn Island* have been removed but may be replaced.

The *Iluka Boatshed* slipway has closed. Fuel and limited chandlery continue to be available.

Text only. Under the sub heading 'Harwood Bridge', please note that the RTA has published advice that the bridge will be closed for eight months from February 2010 for maintenance. Similar advice had been issued in 2009 but it never eventuated. The reader should keep updated by phoning the RTA Northern Regional Office on 131 782. As of late 2009 and probably up to total closure as per above, the bridge will only be opened early morning and late evening during preliminary maintenance. Phone bridge operator during business hours (02) 6682 8388.

Page 306. The *Quarry Leads* are lit blue and the *Lower Lawrence Leads* have been removed.

Page 307. The *leading beacons* near Camp Creek on Woodford Island have been removed and the red buoys around the Clarence River/South Arm junctions are lit. The fuel outlet off the *Maclean Fish Co-op* has closed.

Text, sub head 'Maclean'. Regrettably the three-day limit on the public pontoon has been too often abused by visitors and locals alike with the result that the limit is now-24 hours. A council ranger patrols.

Page 308. Local swing moorings have been laid between the *slipway* and *Nine Pin Rocks*. The two red buoys off *Rocky Mouth* are now lit.

Page 310. The channel southwest of *Munro Island* readily silts during prolonged drought, however, the floods of May 2009 flushed it out to depths at least equal to those shown.

Page 311. Immediately downstream of the overhead cables across *South Arm*, Brushgrove, two fore-and-aft private moorings have been laid. The solitary courtesy mooring has gone and the hotel has provided a dinghy pontoon next to the ramp for the convenience of patrons.

Page 313-4. The *courtesy mooring* has been removed and the one at Grafton never eventuated.

Page 321. In *Evans Head*, a red buoy has been added at the intersection of the leading beacon transits.

A tongue of sand has invaded the area outside the boat harbour in the vicinity of the anchor symbol.

Page 326. *Text only.* The courtesy moorings (under the heading 'Anchorage') have been removed from *Mobbs Bay*.

Under the heading *Berths*, please note that the marina has closed. A new facility may be developed in the trawler harbour. Meanwhile, berths are sometimes available here by contacting the local fish co-operative.

Page 327. A shoal area has developed off the inside end of the *southern breakwater* towards, but not in any way obstructing, the main channel. Do not take short cuts when approaching from the south.

Within the entrance, the first green beacon is now a buoy and the first red buoy is now lit.

Page 328. The first green beacon south of *Burns Point Ferry* is now a buoy and the other two green buoys to its south are now lit with an extra one to their south.

The lit red beacon off *Herman's Wharf* is now a buoy with a second red buoy immediately upstream.

Page 329. The marina and fuel jetty have closed.

North of the red and green buoys off *Puggs Island*, are two extra small green buoys.

Upstream of the ramp in *Emigrant Creek* are lines of fore and aft moorings and non-live-aboard berths.

Page 331. The opening bridge at *Broadwater* is now permanently closed, the council's \$500 operating fee proving unpopular enough to convince it that 'demand didn't justify it'.

Page 342. There is a *sand bypass jetty* extending from the south head of the *Tweed River* intended to encourage the migration of sand towards Queensland beaches. Despite burying nearby Kirra Beach in sand, it has so far proven less than perfect with periodic dredging being necessary. Bar depths are constantly changing but tend to be more than adequate. Enter as shown.

The first lit *red beacon* after entering the river is now a lit *red buoy*.

Opposite the *Cons. Concrete Cylinder* there is a shoal of less than 0.9 metres LWS off the opposite wall.

There is a new marina between *Pier Two* and the *slipway* in Terranora Inlet. Berths are rarely available. Another marina is proposed somewhere downstream.

Page 346. The anchorage time limit in the *Aquatic Stadium* has been reduced from six to one week. Visitors should go to the *Queensland Maritime Safety* office (see page 347) for the latest rules and regs. It is also an ideal opportunity to acquire the free maps showing the new Great Barrier Reef Protection Zones.

Page 349. Mooring fees at *Lord Howe Island* have sharply increased. There are also national park fees to pay making a short-term stay expensive.