


CRUISING THE QUEENSLAND COAST

SAMPLE - DISCOVERY COAST

GREG LUCK  THIRD EDITION

Cruising the Queensland Coast, Third Edition

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Public Mooring Maps Disclaimer

The published positions are correct to the best of the Great Barrier Reef Marine Park Authority and the Queensland Parks and Wildlife Service's knowledge in November 2018. No guarantee is given that the moorings are in the location shown in the table. Vessel skippers should verify the mooring positions with their own GPS equipment prior to attempting to access the moorings. Particular care should be taken in accessing the moorings in poor weather, reduced visibility, or at night.

Instructions to vessel masters:

1. Vessel masters are solely responsible for the safety of their vessel while using the public moorings
2. A watch must be kept at all times while the vessel is on the mooring
3. Be aware of changing weather and sea conditions and your proximity to obstacles, including coral and other vessels, and how these may be affected by mooring swing
4. Refer to instructions specified or included on the tag or buoy.

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- You should always check with the Bureau of Meteorology for the latest weather and coastal waters forecasts for your area before putting to sea.

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- You must attribute the State of Queensland, Department of Environment and Science, as the source of the data.

Spelling, Grammar and Style Conventions

Words are spelled according to the Macquarie Dictionary.

Grammar, punctuation, style and conventions are taken from the [Australian Government Style Manual](#).

Acknowledgements

Cover photo, Curlew Escape at Gloucester Passage. Courtesy of Peter and Helen Ward.

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Thanks to all the marinas who permitted their logos to be used and checked the marina entries for correctness.

Thanks to my wife Maria, who set the record straight on some of our adventures.

Thanks to my readers who have pointed out errors and improvements.

Thanks also to my brother-in-law Peter Grogan who has been on quite a few voyages with me and has taken some great photos featured in the book, from those trips.

Finally, thanks to Jo Sussex, a reader from Cairns, for copyediting the book.



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P R E F A C E

This book aims to fill a common need for practical, up-to-date information required to cruise the Queensland coast. It aims to be accessible to first-time cruisers but also provides comprehensive information that will be found valuable by experienced cruisers.

Electronic maps, chart plotters, navigation apps, weather apps, websites and increased coastal weather buoys make it easier than ever to navigate safely. They coincided with my start of yachting, and I heavily rely on them. The book contains extensive clickable links to these resources.

There has been a massive surge in cruising yacht purchases in Australia and worldwide, prompted by the pandemic. This book will help all the new cruisers out there get started.

Part I, Things To Know Before You Go, is a reference. It provides information on equipping yourself and the yacht, rules to be aware of, weather and marine hazards, logistics, cruising with a dog, and much more.

In Part II, Guide to the Queensland Coasts, we provide detailed, practical information on anchorages with chartlets, hazards and high-resolution aerial images. In addition, we provide an infographic for each, showing recommended wind directions, bottom type, depth, Telstra mobile coverage and some digital TV coverage. For moorings, in addition, we provide the class of mooring and the time limit. Anchorages and moorings are importable into Navionics, C-Map, OpenCPN and modern chart plotters via GPX file links.

The book breaks the 900 nautical miles of coast from the New South Wales border to Lizard Island into 13 coasts, starting with the Gold Coast and ending with the Cooktown Coast. Detailed information, such as a Quick Reference table, wind roses, wave roses, climate and public moorings and marinas accompany the anchorages. In addition, we describe illustrative passages, with distances and things to note. These are importable.

This is the third edition of the book.

Please register at book@gregluck.com to get notified when there are updates or new editions.



ABOUT THE AUTHOR



I started 14 years ago by buying a 15m cruising yacht, Curlew Escape. It was my first yacht. I started as a complete novice. Since then, I have made eleven voyages up the Queensland coast and have become an RYA Yacht Master Offshore and an AMSA-qualified commercial skipper for sailing boats.

My wife Maria is also an avid sailor and has been on board many of these voyages. Look out for her watercolours, which are featured in some of the anchorages. Before coming to Australia, she regularly sailed in the Bay of Plenty, out of Tauranga and Whakatane and then in the Cook Strait out of Wellington. Her most extended trip was an ocean passage from New Zealand to Tonga.

We are joined in our adventures by our lovingly brave Chihuahua, Tonto.

*To Maria,
for sharing our adventures*



HOW TO USE THIS EBOOK

Most cruising guides are paper-based; this is an eBook. Being an eBook, we have some additional features. For example, we have links to external online content, and we can load charts and routes featured in this book into your Navionics app and from there to your chart plotter.

There is a large amount of information online — much more than can be put in a reference book. We take advantage of that by adding many links to external online reference material throughout the book. These links will only work if you have internet access, so it will work best if you have internet access when planning a passage.

This book is in two parts:

- Part I - Things to Know Before You Go: Information about preparation, safety, equipment, weather, winds, climate, hazards, cruise timing and all the things to know or think about before you go and vital reference information once you are underway.
- Part II - Guide to the Queensland Coasts. A detailed guide to planning passages with route maps, information on each coastal region with important reference information, anchorages showing preferred anchoring locations together with the anchorage characteristics and recommended conditions and detailed information on marinas up the coast.

INTEGRATION WITH THE NAVIONICS APP

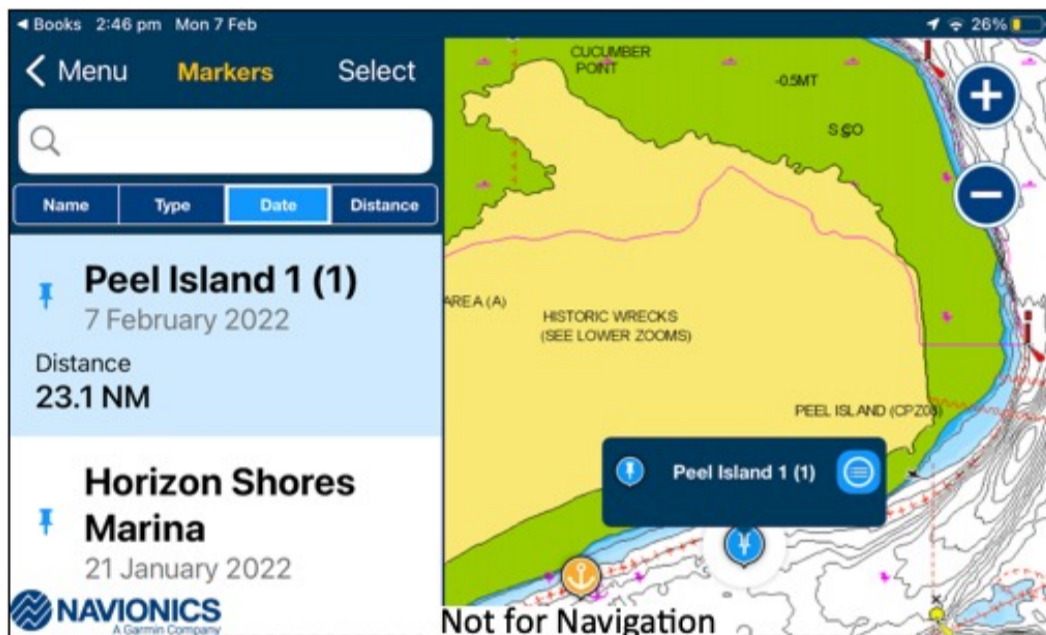
Marinas, anchorages and illustrative routes integrate with Navionics. They import into your Navionics app simply by clicking on the link provided with each chartlet and passage. (You need internet access during the import, but not after).


To import the routes and markers in this book into Navionics, you will need Navionics Boating Marine & Lakes installed. It is a handy app to have and serves as a backup to your chart plotter. You can get it for iPhones and iPads from the [Apple App Store](#) or, for Android phones and tablets, from [Google Play](#).

If you don't have the app, or you are on a laptop, clicking on the Navionics links will open them on the Navionics website, which is still super helpful. Anchorages are also indicated on chartlets, as with a traditional cruising guide.

IMPORTING WITH NAVIONICS BOATING LINKS

Markers Menu, with Date selected



Once you have Navionics installed, test it by clicking on this Navionics Boating Test Link, indicated by the maroon ship's wheel .

You will be asked to import the marker. It will add an anchorage marker named Horseshoe Bay Peel Island CTQC 2021.

Go to Menu-> Markers-> Date to see the most recent markers added. It will be top of the list. Click on it,

and it will show on the Navionics map.

There is nothing more to do on Apple iOS devices such as iPads and iPhones — if the device has Navionics installed, the link will open in Navionics.

On Android devices, you need to associate the Navionics links with Navionics.

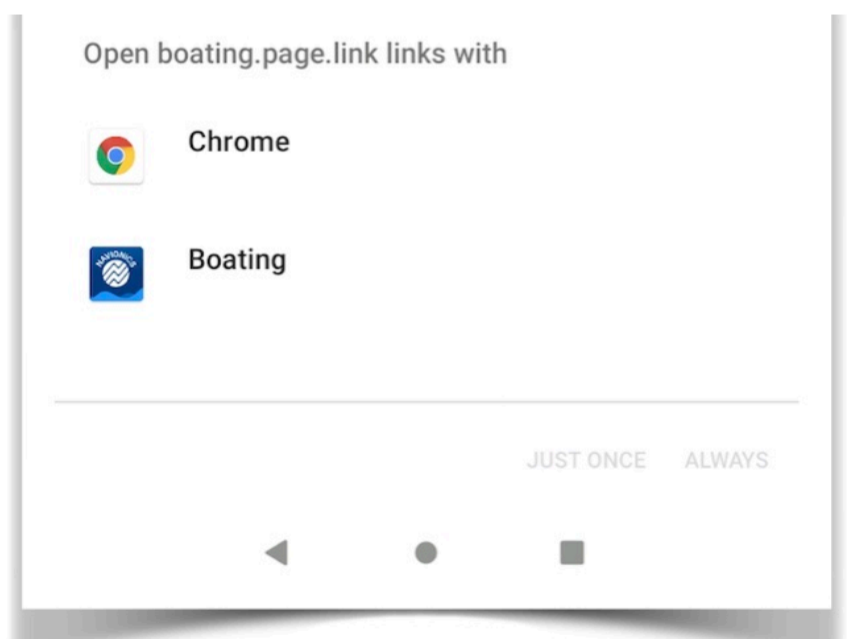
The first time you open a Boating link, it will ask you which app to use to open it. Choose the Navionics Boating app. From then on, all you have to do is click.

The book also includes GPX links, an open standard for exchanging navigation information.

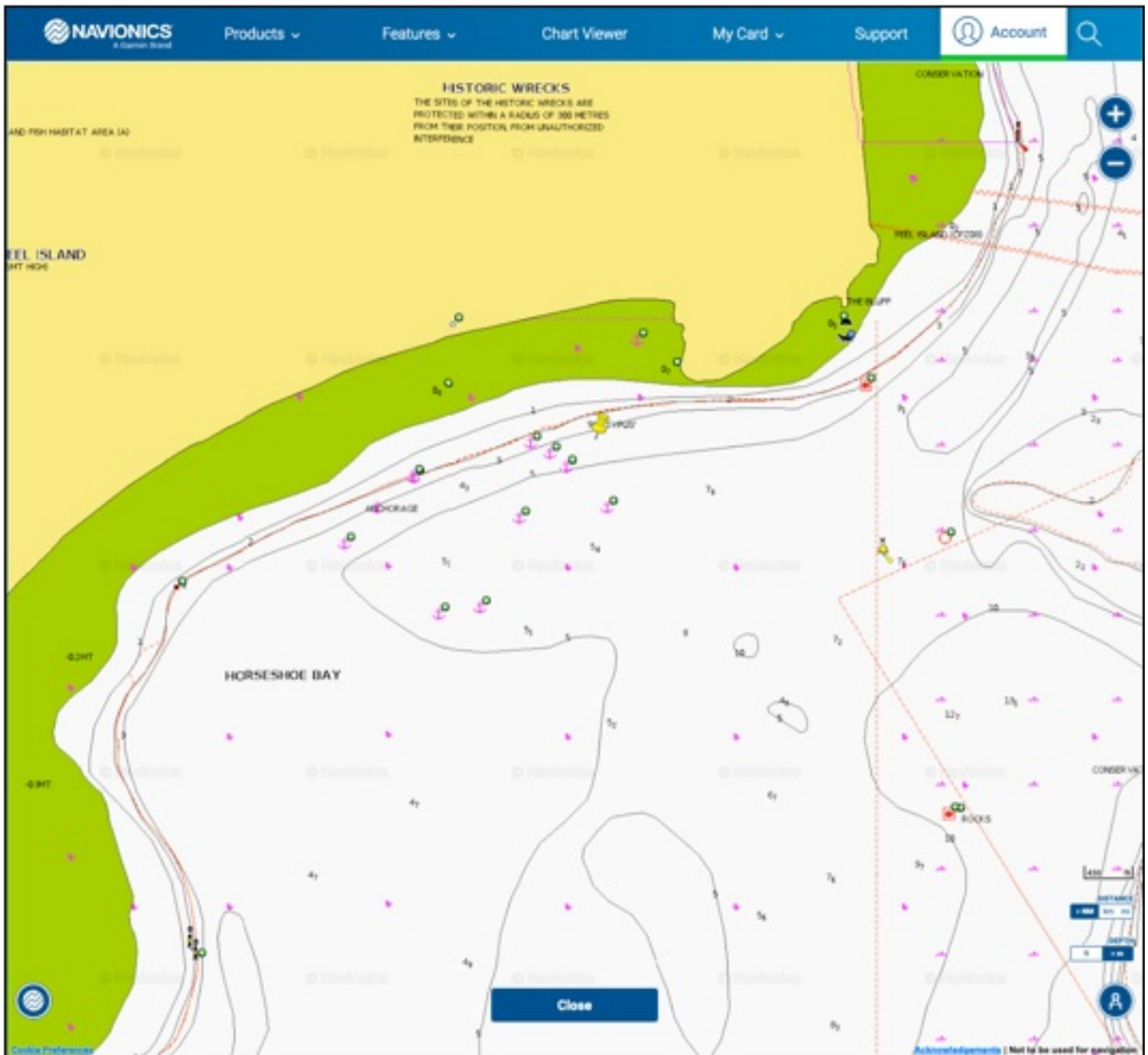
These can also be imported by Navionics. See [GPX Links](#) below for how to do this.

If you are reading the book on a laptop, the Navionics link will open to a Navionics map on the Navionics website.

Android Boating Link Dialogue Box




Example Peel Island Anchorage in browser window on laptop



Courtesy Navionics. Not for Navigation.

GPX LINKS

GPX, or GPS exchange format, is an XML file format for storing coordinate data. It can store waypoints, tracks, and routes in a way that is easy to process and convert to other forms. Chart Plotters, Navionics and C-Map can all use GPX files.

We provide GPX links, shown as a blue ship's wheel, , for each passage, anchorage marker and marina along with the Navionics links.

To export a GPX link, simply click on the link and save it as a file. You can do this on a tablet, phone or laptop. You need internet access to export the link, but not afterwards.

IMPORTING GPX FILES INTO THE C-MAP AND NAVIONICS APPS

Marinas, anchorages and illustrative routes integrate with C-Map and Navionics.

iOS

To import GPX routes and markers in this book on iOS:

1. Open the file app you saved the GPX file to and find it. The Files app is the built-in one.
2. Select the GPX file.
3. Click the Share icon [↑] and tap C-Map or Navionics, depending on where you want to import to. If these apps are not showing as suggestions, click the More (...) button to show them.
4. The GPX file is imported and the marker or route is created. Navionics will ask you to confirm the import. C-Map will just import it.

Android

To import GPX routes and markers in this book on Android:

1. Open the file app you saved the GPX file to and find it. Google Drive is the built-in one.
2. Select the GPX file.
3. Installed apps that can open the file will be shown. If you have both Navionics and C-Map, both will be shown. Select the app to open the GPX file with. If you are only shown one app, it is because you have set it as the default for GPX files. To change that, go to Settings -> Apps, Navionics or C-Map -> Set as Default -> Reset. Do that for each of Navionics and C-Map.
4. The GPX file is imported. Navionics will ask you to confirm the import. C-Map will just import it.

IMPORTING GPX FILES INTO GOOGLE EARTH PRO

You can import markers and routes into [Google Earth Pro](#). Google Earth Pro is available for Mac OS and Windows. The version on iOS and Android is Google Earth, which does not support GPX file import.

To import:

1. File Open (not import)

2. Tick “Create KML LineStrings” (otherwise routes will not be created)
3. The marker or route will be created and Google Earth Pro will zoom into it.

IMPORTING GPX FILES INTO OPENCNP

OpenCPN is a popular, open-source, chart plotter and navigation application for desktop operating systems such as Windows, Mac and Linux. There is also an app for Android.

You can import markers and routes into OpenCPN via GPX.

To import:

1. Open the OpenCPN app.
2. Tap Tools -> Route and Mark Manager...
3. Tap Import GPX.
4. Select the GPX files you want to import. You can select multiple files at once and you can mix routes and anchorages.
5. The files will import. Passages will be added to Routes and anchorages will be added to Waypoints. The file names are preserved and become the names in OpenCPN.

It is possible to import all GPX files at once. Download the archive of all routes and markers. Unzip it and then select whichever files you want, or all of them.

IMPORTING MARKERS AND ROUTES INTO YOUR CHART PLOTTER

You can import markers and routes to your chart plotter. For passages, note they are illustrative. There are many reasons why a passage from the book needs modification, e.g. a wreck or a sand bar in the way. Make sure you read the Illustrative Route Warning and the Anchoring Warning. Once a passage is imported you should only use it as a starting point for your planning.

Caution: Some chart plotters have file name length restrictions, some such as Humminbird can crash on GPX import, some may be set to a different geodetic datum and so on. For these reasons always save your user data to your SD card before importing. After an import, check the marker or routes against those shown in this book for accuracy after import.

There are three techniques for importing markers and passages:

Option 1 (Navionics chart plotters): Using Navionics Sync over WiFi

Navionics provides a sync feature for [compatible](#) chart plotters. See the [Raymarine How-To](#). For other compatible plotters, see your user manual.

Option 2 (Newer chart plotters): Using GPX Files

First, export your marker or route as a GPX file (see above). Then save it to an SD card. Insert the card into your plotter and import the GPX file using your plotter. See your chart plotter manual for the exact steps. GPX import from SD card is supported on most newer chart plotters including Raymarine, Humminbird, Furuno, B&G, Simrad and Garmin.

Option 3 (Older chart plotters): Convert from GPX to proprietary file format

While newer chart plotters have good support for GPX, older chart plotters tend to each use a proprietary format. For example, older Raymarine plotters use “Archive.fsh” files, older Furuno plotters use “.pnt” files and older Simrad, Lowrance plotters use “.usr” files, older Humminbird plotters use “.hwr” files and older Garmin plotters have a range of proprietary file types.

Conversion utilities exist that can convert from GPX files to these formats.

Software	Platforms	Notes
GPSBabel	Windows/Mac OS/Source	File formats supported include 0.usr, .hwr, and Garmin types but not .fsh or .pnt
GPS Utility	Windows	File formats supported include .usr, .fsh but not .pnt or Humminbird .hwr
GPSVisualizer	Web	File formats supported include .usr, .hwr, and Garmin types but not .fsh or .pnt
ExpertGPS	Windows	You select your chart plotter model, rather than file types. Chartplotters include models from Garmin, Lowrance, Magellan, Simrad and B&G
RayTech Planner	Windows	Supports the .fsh file format. This software is discontinued but still available for download.
HumminbirdPC	Windows	File formats include .hwr and .gpx.

FEATURES NEEDING INTERNET ACCESS

Being an eBook, we make extensive use of links. There are about 1,500 external links. These are primarily in the Quick Reference at the start of each coast chapter and in the marina entries.

Apple Books supports web, email and telephone links. Kindle Books supports web and email links.

Navionics requires the internet to import routes and anchorages, so do these while you have internet coverage. GPX link export also requires internet access. GPX file import does not require internet access.

If you don't have internet, you can still use the book like an ordinary book. The only difference is that none of the links will work.

UPDATES & ERRATA

Each edition will receive updates with corrections and changes. The 2022 edition was released in November 2021 and was updated through to August 2022. This edition, the 2023 edition, was released in October 2022 and will receive updates until mid-year 2023.

Each new edition is a repurchase, similar to how you would buy a new 100 Magic Miles every year or two. There is no mechanism for annual subscriptions on the book platforms.

Please notify me of any errors, or changes, by email, at book@gregluck.com.

HOW TO UPDATE YOUR BOOK

How to update your book depends on which book platform you are on. Tap the link below for instructions:

- [How to update your book on Apple Books](#)
- [How to update your book on Google Play Books](#)
- [How to update your book on Amazon Kindle](#).

APPLE BOOKS

FEATURES SUPPORTED

Apple Books uses ePub 3.2 and supports all features.

UPDATING ON APPLE BOOKS

Apple Books supports updates within an edition. From time to time, errata will be fixed and uploaded as an update.

To check for updates, ensure you are connected to the internet and view the book in Apple Books. To update:

1. From within the Apple Books app on iOS or Mac OS, select Library.
2. Find the Cruising the Queensland Coast book in your library, click the ... icon to its right, and click View in Store.
3. If there is no update available, it will show “Read”. If there is an update available, it will show “Update”.
4. Click the Update button, and the updated version will download to your device.

GOOGLE PLAY BOOKS

FEATURES SUPPORTED

Google Play Books uses the ePub 3.2 file format. It supports web links, Navionics integration, and internal bookmark links but not email or telephone links. Email addresses and telephone numbers appear – they just aren't clickable.

UPDATING ON GOOGLE PLAY BOOKS

Any updates will be automatically available for download in the Google Play Books app on your device. To update the book, in Google Play Books:

1. Tap on Library and find the book.
2. Tap on the 3 dots on the right-hand side of the listing.
3. Tap Remove download.
4. Tap on the 3 dots on the right-hand side of the listing.
5. Tap Download.

AMAZON KINDLE BOOKS

Due to several limitations, as detailed below, readers are recommended to use either Apple Books or Google Play Books.

COMPATIBILITY

The ePub 3.2 standard fixed-layout formats are not supported. Instead, Kindle uses a PDF file as input and then processes it to add links to create what is, in Kindle terminology, a print replica book. Print replica books are not compatible with all Kindle devices.

They are compatible with:

- Kindle for Android
- Kindle for Fire Tablets
- Kindle for Mac OS

It is not compatible with:

- Kindle for iOS including Kindle for iPhone and iPad (links do not work as a deliberate policy on Apple iOS devices)
- Kindle e-Reader physical devices, e.g. Kindle Paperwhite, Kindle Oasis or Kindle original.

If you have accidentally bought the Kindle version on an incompatible device please contact me at book@gregluck.com.

FEATURES SUPPORTED

On compatible devices: Navionics integration, Table of Contents links, weblinks and internal bookmark links are supported. Telephone links and email links are not supported. Email addresses and telephone numbers appear - they just aren't clickable.

Amazon Kindle uses the PDF format but removes all links and generates its own red-underlined links. Sometimes the link hotspot that will respond to clicks is fiddly. If you click on a link and it doesn't work or opens a note dialogue box, try clicking in a slightly different spot.

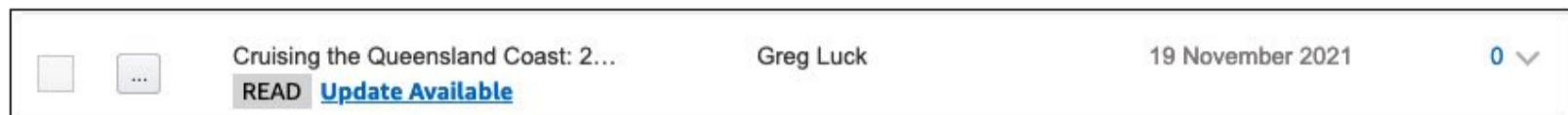
UPDATING ON KINDLE BOOKS

Kindle Books supports updates within an edition, but only if the changes are significant, as a manual request to Amazon. Therefore, it is possible that updates available on the other platforms will not be made available by Amazon to readers on Kindle devices.

To update:

1. Go to [Manage Your Content and Devices](#).

2. Search for your Kindle book.
3. If available, Update Available will show as a link under the book listing.



4. Tap Update Available, then click Update.

The update will then be pushed to your library.

FREQUENTLY ASKED QUESTIONS

See the online [FAQ](#) for frequently asked reader questions and my answers.

Sunset, coming into Manly Boat Harbour, Moreton Bay



Photo G. Luck

**PART II:
GUIDE TO THE
QUEENSLAND COASTS**

THE QUEENSLAND COASTS



HOW TO USE THE GUIDE

In Part 2, the guide to the Queensland coasts, we cover one coastal area per chapter, from the Gold Coast in the south to the Cooktown coast in the north.

Each chapter starts with a Quick Reference, which contains links to key information such as rescue services, notices to marinas, weather links, tides, sewage discharge maps, marine park zoning maps, public moorings and marinas. Items are ordered from south to north and then east to west when they appear in lists.

Then the charts for the coast, with a handy thumbnail to help you identify them. There are two types: first, the official hydrographic charts, which are available as paper charts, and second, for some southeast Queensland areas, the Beacon to Beacon charts, which are freely downloadable from MSQ or purchased as a book.


Next, if there are public moorings, a map of these. In Queensland, these are primarily around fringing reefs and are put there partly to protect the reefs from anchor damage.

We then feature detailed information about every marina on that coast.

It isn't always necessary to visit a marina to resupply or re-water. We provide information about how to access these services in each area via public pontoons, where available.

ANCHORAGES/MOORINGS

We have an infographic panel with depth, suggested wind direction and strength, bottom type, and Telstra mobile signal strength for each anchorage. Moorings show the class of mooring.

Anchorage positions generally allow enough swing room for a 15m vessel on a 4:1 scope with a 2m draught. This is what works for us. We have a 2m vessel, and our excellent oversized Ultra anchor does very well on 4:1. We provide GPX  marker links suitable in most conditions for yachts of that size and required scope.

You should fine-tune the exact position for your vessel's details and conditions. For example, we often see catamarans anchoring a little closer and 55-footer monohulls further out in deep water. If strong winds are expected, move further away from shore with more scope. The anchorage locations should be treated as a suggestion for the recommended conditions. As the skipper, you need to make the final call.

Anchorage Marker Warning

Anchorage markers and mooring markers take into account hydrographic information at the time of writing and are made as a suggestion. The suitability of an anchorage depends on vessel draught and characteristics, wind and sea state.

Wrecks, obstructions, shoaling and new construction can all invalidate an anchorage. Approaches to anchorages and moorings can also be affected by these.

Mariners should check with Notices to Mariners for the area being passaged and with other sources of local information such as CoastGuard/VMR and weather forecasts before anchoring.

Our practice in unknown anchorages is to use Navionics Live on our Raymarine Axiom chart plotter to create a live seafloor map. We have tidal adjust turned on. We start with the chosen anchorage location, and then slowly chart our swinging circle. As we have our safe depth set to 2m, any areas less than 2m at LAT are shown in pink and less than 1.5m in red. We then have a live map to compare to the nautical charts and the community-created SonarChart. Unfortunately, neither the SonarCharts nor SonarCharts Live charts show isolated rocks or coral heads, only the average depth under the sonar, so there is still some hazard.

Some cruisers seem to make a competition out of who can get closest to the shore. Remember, a windward shore can become a lee shore if the wind changes direction. One Easter, not long after I got the yacht, my boys and my brother-in-law took the yacht to Dux Anchorage on the Gold Coast. It was packed, so we and three other yachts anchored in the entrance channel. The wind was forecast at 10 knots SE. While the channel looked wide enough on the nautical chart, it wasn't. During the night, the prevailing wind died down. In the absence of this wind, a light land breeze of only a knot or two became the dominant wind and moved us to the east as the tide rose. Then the tide ran out, and we and three other yachts ended up on our side. I still remember being woken by the sound of a knife falling off the saloon table as the yacht toppled over. We closed the through-hulls and camped ashore. No harm done, but I have not forgotten the lesson.

Western shores, in particular, are prone to suddenly becoming lee shores. Most weather systems (cyclones are a notable exception) move from west to east due to the earth's Coriolis effect. Cold fronts will cause sudden backing to the SW as they arrive. For most of the Queensland coast, the land is to the west, and therefore the land breeze comes from the west.


Public mooring charts do not indicate depth, and depths are not officially recorded. QPS maintain them, and for some that are close to coral, the officers involved have given me anecdotal depths. “A” class moorings are generally not shown, as the limit is 10m, smaller than most cruising yachts.

Anchorage chartlets are based on Navionics maps, used with their permission. The settings used to produce the maps, unless otherwise indicated on the chartlet, are:

- SonarChart mode. These are more detailed than the official nautical charts. Note that uncharted rocks and bommies are not picked by the SonarChart survey process, only the average depth of that location. While sonar does not pick up rocks, any rocks and bommies present in the Navionics charts are shown. I add rocks that have been community-reported.
- White areas indicate average depths $\geq 2\text{m}$.
- Depth contours $> 10\text{m}$ are hidden to improve readability.
- Areas that dry are shown in green.

Anchorage with depths less than 2m are noted as shallow anchorages with the depth shown in red. There are only a few of these.

PASSAGE PLANNING

Each coast features a table of common passages with illustrative routes. Passage information includes the distance and an illustrative route, which can be imported into Navionics by clicking the  icon as a start to planning.

Illustrative Route Warning

Illustrative routes take into account hydrographic information at the time of writing and are made as a suggestion to permit accurate calculation of *minimum* passage distances. Actual distances travelled for sailing vessels will depend on wind at the time, so passage distances can be considerably longer.

Wrecks, obstructions, dredges, FADs, buoys, seabed movements and weather can all invalidate a route.

Mariners should check with Notices to Mariners for the area being passaged and with other sources of local information such as CoastGuard/VMR.

Illustrative passage routes featured in the book are planned as follows:

- Direct routes where possible
- Avoidance of hazards known to exist at the time of writing.
- Routes start and stop several hundred metres from known hazards.
- No routes through bar crossings. These are dynamic, and up-to-date information is required. Instead, the sources of information that should be checked when planning a crossing are given.
- Areas marked on the charts as having breaking seas in built-up conditions are avoided. These are typically shallow seamounts.
- Headlands, which often have projecting rocks that are not always charted, are given a wide berth.
- Some passages are tidal and may not be appropriate for vessels with deeper draughts. We feature shallow passages that we have done with Curlew Escape, with a 2.1m draught and warn about sections with LAT depths < 2m.
- Shipping channels are crossed at right angles. Where a shipping channel must be used due to depth, the route passes along the edge of the channel. When operating near a shipping route, you should maintain a watch on VHF channel 16 and use AIS and radar if you have it, with collision warning enabled. Ships steam at 20-30 knots so they can be on you before you know it. The usual watch-keeping technique of scanning all around and checking the instruments every few minutes is insufficient. A ship travelling at 30 knots will travel 2.5nm in 5 minutes.

These routes should be treated as illustrative routes only, to help you in planning your route and are not to be used for navigation.

For example, if you are sailing upwind, then your actual route will not be a straight line but a series of tacks.

If you are planning your route using electronic charts like Navionics, remember that hazards and shallow areas do not show up until you are at a high level of zoom. It is good practice to create a draft route and then trace the route at a high zoom level. Many tragic marine accidents have been found on investigation to have been caused by this issue, including by very experienced racing skippers.

The Queensland coast has numerous examples of isolated rocks and reefs that rise out of deep water. These isolated dangers catch out mariners every year. Singapore Rock, Keswick Island, is 1.6m below the surface and is a classic example. Another is Wolf Rock, 0.4m above the surface, off Double Island Point. Or the isolated rock at 1.1m depth to the WSW of Snare Rocks. Normanby Rock, SW of Middle Percy Island is a more subtle example. It is a large rock area 4.5-5m underwater, deep enough in most conditions but not in a 3m sea and swell, where in addition to the danger of grounding, waves would break around it.

Finally, notices to mariners should be checked for the route. New hazards, not yet on charts, such as sunken vessels and missing or altered aids to mariners should be noted, and the route altered, before proceeding on a passage.

NOTICES TO MARINERS

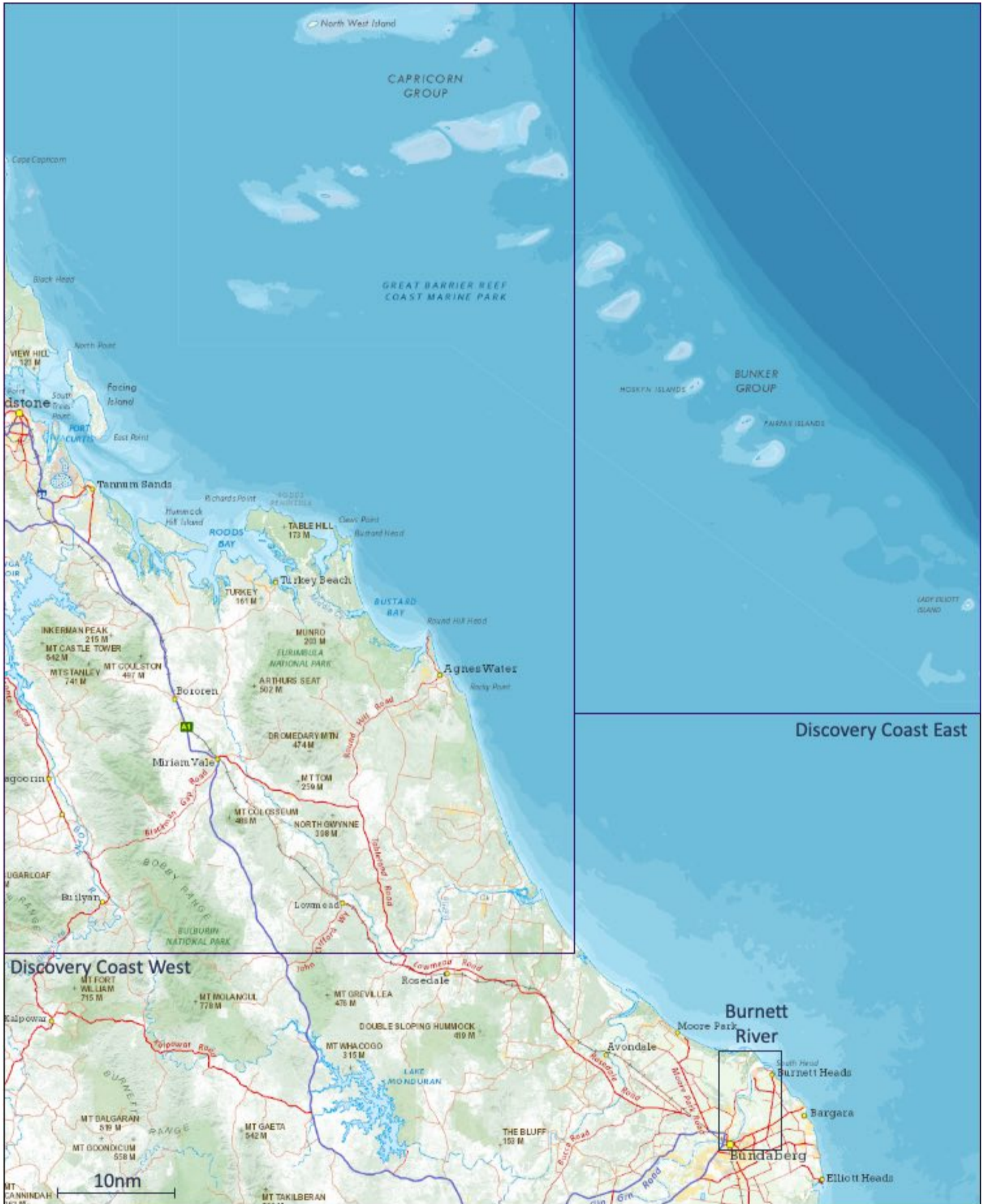
Notices to mariners are issued for specific areas by MSQ on their [website](#). It is vital to read these before operating in each area. The names of the areas, with bookmarks in the eBook, that should be consulted for each coast are in the Quick Reference section on each coastal chapter.

It is the policy of the department to remove these when they are no longer “current”, so they cannot be permanently referenced. What is current seems a matter of discretion, with some notices still being listed after ten years, and others quickly removed.

For this reason, specific Notices to Mariners mentioned in the book might not still be there when you go looking for them on MSQ’s site.



THE DISCOVERY COAST

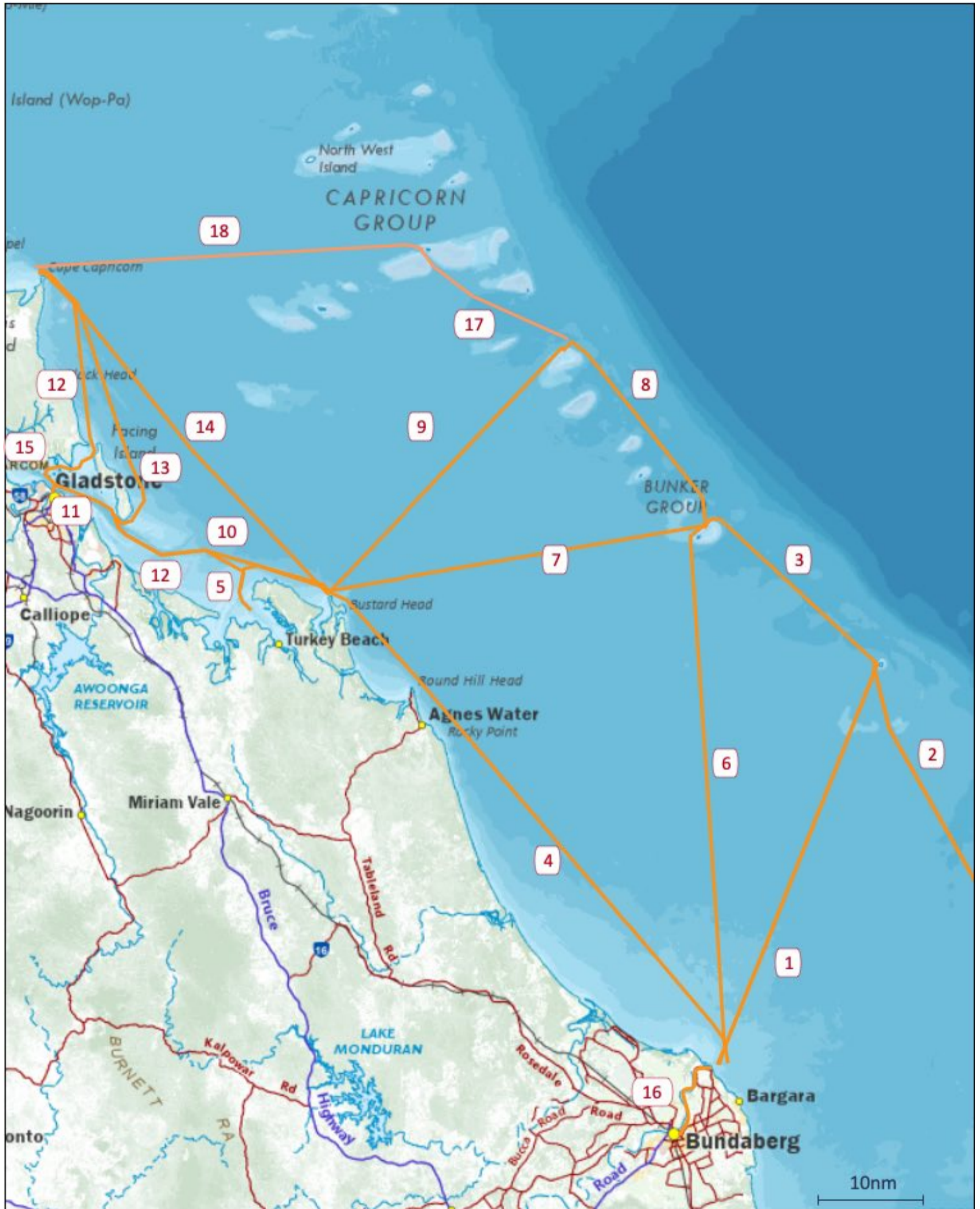


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QUICK REFERENCE




Marine Rescue Queensland			
VMR488 Bundaberg VHF: 16,67,22,80,81 Ph: 07 4159 4349 Hours: 0600 - 1800	VMR477 Round Hill VHF: 16, 81, 82 Ph: 07 4974 9383 Hours: 0630 - 1800	VMR446 Gladstone VHF: 16, 82, 80 Ph: 07 4972 3333 Hours: 24	
Notices to Mariners	Climate and Weather	BOM Tides	Waverider Buoys
Bundaberg Pilotage Area Gladstone Pilotage Area Capricorn Coast - Outside Pilotage Areas	☒ Decln 6/24 9° 55' E Climate Average Wind Conditions Average Wave Conditions Bundaberg Average Wave Conditions Gladstone Forecast St Lawrence to Burnett Heads	Elliott Heads Burnett Heads Breaksea Spit Lady Elliot Island Round Hill Head Clews Point Lady Musgrave Island Gatcombe Head South Trees Gladstone Rock Cod Shoal Polmaise Reef One Tree Islet Heron Island	Bundaberg Gladstone GBRMPA Zones Map 17 - Capricorn Map 18 - Capricorn Bunker Group Map 19 - Offshore Capricorn
Sewage Discharge Maps	Public Moorings	Anchorage	Marinas & Pontoons
Bundaberg (Woongarra) Coast Gladstone and Port Alma Offshore Gladstone	Discovery Coast East Map Discovery Coast West Map Lady Elliott Island Pancake Creek Lady Musgrave Island Fitzroy Reef Heron Island Wistari Reef Heron Reef Mast Head Island Wilson Island North West Island Broomfield Reef Tryon Island	Discovery Coast East Map Discovery Coast West Map Burnett River Anchorage Middle Reach Burnett River Chalmer Point City Reach Bundaberg Lady Elliott Island Lady Musgrave Island Lagoon Fitzroy Reef Lagoon Wistari Reef Pancake Creek Rodds Bay Facing Island	The Gateway Marina Bundaberg Port Marina Bundaberg City Public Dinghy Pontoon Gladstone Marina Gladstone Public Pontoon
Dogs Allowed Areas			
Bundaberg Dogs on Beaches Guide Gladstone Regional Council Dogs in Public Places			





PASSAGES







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#	Passage	Notes		Dist.
1	Burnett River to Lady Elliott Island	Straight route. Don't turn out of the channel until Beacon no 7. Follow Bundaberg Port Control communication procedures.		41nm
2	Rooney Point to Lady Elliott Island	Passes south of the FAD at Rooney Point and west of Ferguson Spit. Avoids shoals.		50nm
3	Lady Elliott Island to Lady Musgrave Island	Straight route. Comes around the eastern side of Lady Musgrave. You need to arrive at Lady Musgrave in good daylight before slack water. A single mooring buoy sits outside the channel that you may be able to wait for entrance conditions on.		22nm
4	Burnett River to Pancake Creek	Don't turn out of the channel until Beacon no 7. Follow Bundaberg Port Control communication procedures. Passes Round Hill and then rounds Bustard Head passing between Inner and Middle Rocks then arriving at Clews Point.		60nm
5	Pancake Creek to Rodds Bay	Skirts around the north of the shoals and rocks. Caution: The entrance to Rodds Bay is 4m LAT in parts. Wind or swell against an outgoing tide of up to 2knots can steepen waves at the entrance.		13nm
6	Burnett River to Lady Musgrave Island	Don't turn out of the channel until Beacon no 7. Follow Bundaberg Port Control communication procedures. Skirts the Burnett Heads shoals before turning to Lady Musgrave Island. Passes the Curtis Shipping Channel close to Lady Musgrave Island. Keep watch for ships when crossing the channel.		53nm
7	Lady Musgrave Island to Pancake Creek	Passes across the Curtis shipping channel. Keep a watch for ships. Passes between Middle Rocks and Outer Rocks and the dangerous wreck there 2nm from Pancake Creek.		37nm
8	Lady Musgrave Island to Fitzroy Reef	Passes the cays to the east. Fitzroy Reef needs to be entered at slack water but can be entered at low tide.		24nm
9	Fitzroy Reef to Pancake Creek	Passes across the Curtis shipping channel. Keep a watch for ships. Passes north of Outer Rocks and the dangerous wreck there 2nm from Pancake Creek.		33nm

#	Passage	Notes		Dist.
10	Pancake Creek to Facing Island	<p data-bbox="750 238 1684 433">Passes north of the shoals at Rodds Peninsula and stays south of and then adjacent to the shipping channel, crossing it at Facing Island at the G1 and G2 markers, then staying on the north side of it.</p> <p data-bbox="750 482 1684 721">The second part of the route follows the recommended small craft course near the shipping channels of <u>MSQ's Gladstone Small Vessel Chartlet</u>, except with some modifications for greater depth and more waypoints to skirt hazards.</p> <p data-bbox="750 771 1684 921">The route lies within the Gladstone Pilotage Area. Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>.</p>		24nm
11	Rodds Bay to Gladstone Marina	<p data-bbox="750 938 1684 1319">Passes out of the shoals at Rodds Bay then passes to the north of Jenny Lind Bank. Stays south of and then adjacent to the shipping channel, crossing it at Facing Island at the G1 and G2 markers, then staying on the north side of it. It passes to the north of Rich Rocks and to the north of two dangerous wrecks north of South Trees Wharf. It crosses the channel at the end into Auckland Inlet.</p> <p data-bbox="750 1372 1684 1561">The route follows the recommended small craft course near the shipping channels of <u>MSQ's Gladstone Small Vessel Chartlet</u>, except with some modifications for greater depth and more waypoints to skirt hazards.</p> <p data-bbox="750 1613 1684 1808">Most of the route lies within the Gladstone Pilotage Area. Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>.</p>		24nm

#	Passage	Notes		Dist.
12	Gladstone Marina to Cape Capricorn via North Channel	<p>Warning. Difficult, narrow (40m wide at Farmers Reef) and precise route with some depths only 0.5m LAT. Tidal assistance required.</p> <p>Arrive at Farmers Reef section just before high tide. High tide occurs 15 minutes before Gladstone. It is a further 24nm to Great Keppel island from Cape Capricorn. The route until Connor Bluff on Curtis Island is within the Gladstone Pilotage Area.</p> <p>The route follows the recommended small craft course near the shipping channels of <u>MSQ's Gladstone Small Vessel Chartlet</u>, except with some modifications for greater depth and more waypoints to skirt hazards.</p> <p>The first part of the route lies within the Gladstone Pilotage Area. Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>.</p>		27nm
13	Facing Island to Cape Capricorn	<p>Stays north of the shipping channel and passes around Facing Island in the marked channel then stays east of shoals to the east of Curtis Island. The marked channel has a shallow section as you turn into it. Passes to the east of Rundle Island and then rounds the cape. The route until Connor Bluff on Curtis Island is within the Gladstone Pilotage Area.</p> <p>Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>.</p>		30nm
14	Pancake Creek to Cape Capricorn	<p>Passes east of shoal area to the northwest of Pancake Creek. Passes through the Gladstone Pilotage Area and designated ships' anchorage. Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>. Passes east of Rundle Island. Passes well clear of Cape Capricorn.</p> <p>Caution: This route passes across the shipping channel and through the ship anchorage area. Ships will be anchored along the route, and the route will need to be amended while underway to avoid them and ships moving in the anchorage.</p>		42nm

#	Passage	Notes	⊗	Dist.
15	Gladstone Marina to Great Keppel Island via the Narrows.	<p>This is a calm water route area that runs north south between Curtis Island and the mainland known as the Narrows. 4.3nm of the passage runs above sea level, from Black Swan Island through Ramsay Crossing (i.e. a cattle crossing) to just south of Telegraph Creek. The direction of buoyage is towards Rockhampton. There are lines of leads and buoys to guide the route. Some sources advise you the shallowest area is -1.8m LAT (i.e. 1.8m of drying ground above LAT) however the Navionics version of the Hydrographic chart shows -2.3m LAT right on the line of leads at Ramsay Crossing. Of course if you get even a little off track there are sections that are -2.8m and -2.9m LAT. There is another very shallowest section, 1km long, between Narrows port lateral 10 and 14, just to the east of Ramsay Crossing, with the Hydrographic chart showing -2.1m. In total the shallowest section is approximately 2nm. The bottom is sand and mud, apart from the rocks.</p> <p>Willy Weather has a location for The Narrows - Ramsay Crossing as does the MSQ <u>Queensland Tide Tables publication</u>. Both show Narrows high tide as 19 minutes after high tide in Gladstone.</p> <p>We draw 2.1m. Assuming we can stay on track, I will add 2.5m to cover some but not all of what is possible. That gives a minimum tide for our yacht of 4.6m. From the Tide Tables, Mean High Water Neaps is 4.07m, insufficient for us. Mean High Water Springs are 5.15m. And in that we need Higher High Water - the highest spring tide of the day. We have about an hour either side of that with sufficient water and 2nm to cover.</p> <p>Depending on the month, the higher high tides might occur at night. It would be preferable to go at day so you can easily see the rocks at Ramsay Crossing and distinguish same-coloured beacons and unlit buoys.</p> <p>For monohulls with single rudders and for shallower draught vessels such as catamarans and motor yachts, it is more practical. The team at Gladstone Marina are happy to provide advice on passing via the Narrows.</p> <p>This route passes through the Gladstone Pilotage Area. Vessels over 10m are required to follow the <u>Gladstone VTS procedures</u>.</p>	N/A	46nm

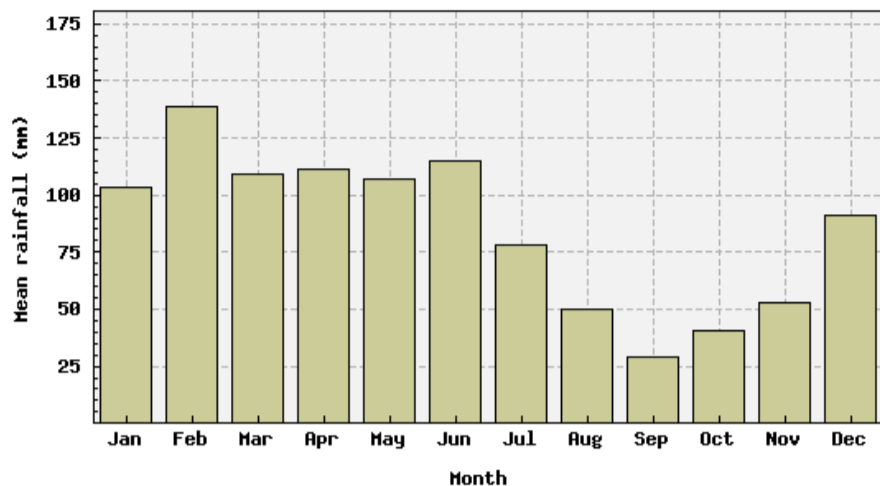
#	Passage	Notes		Dist.
16	Burnett Heads to City Reach, Bundaberg	<p>This is a narrow, shallow route up to the city reach of Bundaberg with sections at .5m LAT. High tide is around 3m during springs and 2.3m during neaps, so it is possible for most deep draught vessels to go up to Bundaberg. The tidal current is strong - 3.5 to 4 knots during springs.</p> <p>The first shallow section, the “dog leg”, is from waypoints 18-20 and has depths of .5m LAT. The second shallow section, the “sand bar”, runs from waypoints 22 to 26. It has depths of 1m LAT.</p> <p>Caution: This route has multiple shallow sections of .5m LAT. The Burnett river regularly floods so sand bars may shift, markers may shift and there may be debris in the water. In particular note the training wall which is not visible except for low tide between waypoints 16 and 20 and Kirby’s training wall between waypoints 22 to 24. They are shown on the charts but are a thin line and are easy to not notice. They are regularly hit by cruisers.</p>		9nm
17	Fitzroy Reef to Heron Island	<p>Passes east of Lamont Reef and .6nm west of the restricted access area of One Tree Island.</p> <p>Caution: Do not cut the corner. The exclusion area around One Tree Island extends to the direct line between Fitzroy Reef Lagoon and Heron Island. It is heavily policed and AIS tracks appear to be monitored. I was issued an infringement warning letter in 2023, 5 months after transiting this passage .</p>		17nm
18	Heron Island to Cape Capricorn	<p>Passes north of Wistari Reef. This is a straight run to Cape Capricorn. Crosses two two-way shipping channels, one west of Irving Reef and Curtis Channel closer to Cape Capricorn. The seas around the cape are often rough so the route passes .5nm north of it.</p>		37nm

* These are illustrative routes only. See Illustrative Route Warning and instructions at the start of Part II of this book.

DISCOVERY COAST CLIMATE

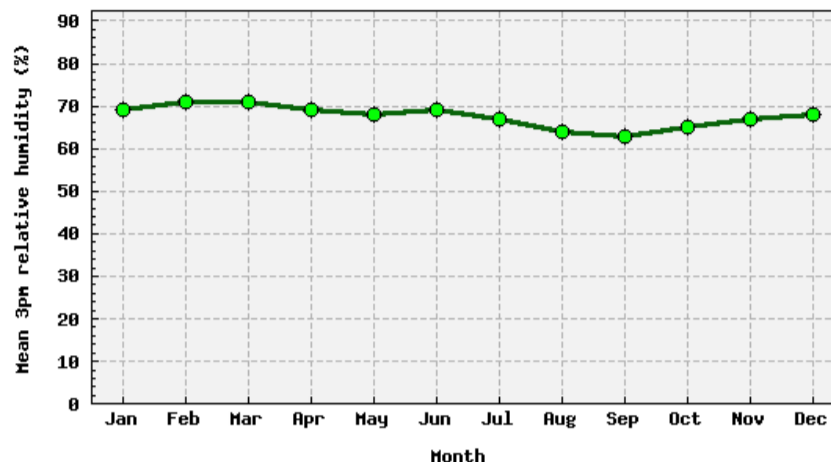
Mean Rainfall

Location: 039122 HERON ISLAND RES STN



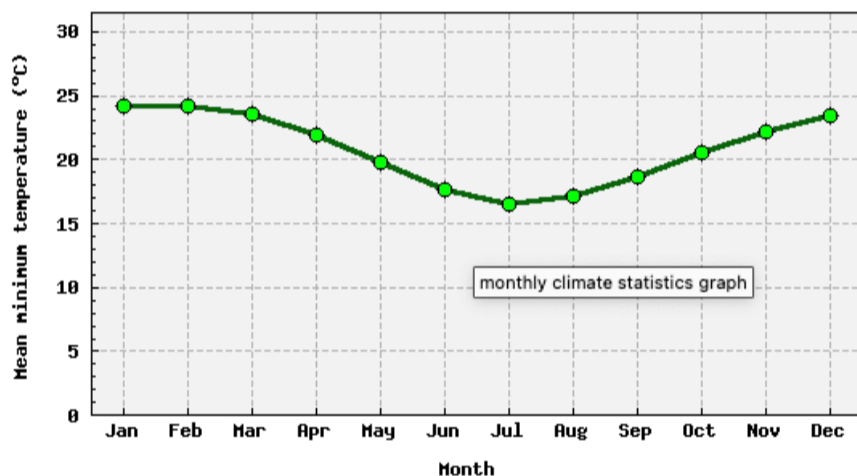
Mean 3pm Humidity

Location: 039122 HERON ISLAND RES STN



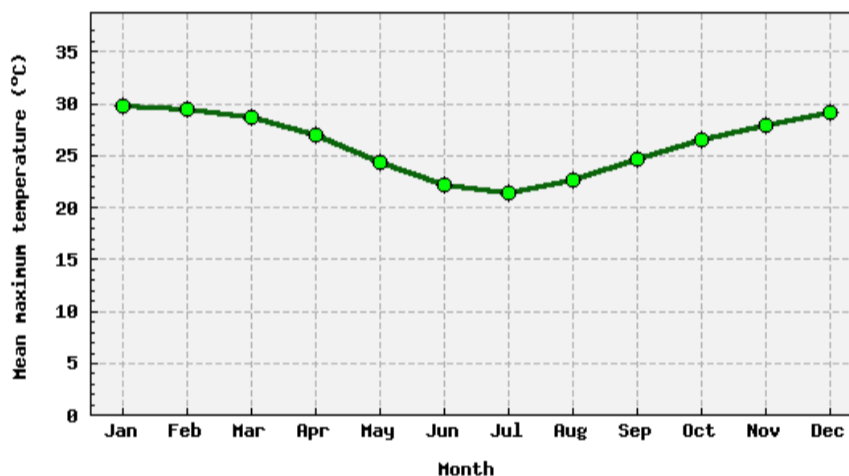
Mean Minimum Temperature

Location: 039122 HERON ISLAND RES STN



Mean Maximum Temperature

Location: 039122 HERON ISLAND RES STN



Climate charts reproduced by permission of Bureau of Meteorology, © 2021 Commonwealth of Australia.

The Discovery Coast features the southern Great Barrier Reef islands and reefs, frequently visited by cruisers. We, therefore, use the Heron Island weather station to represent the climate of this coast. Winters are mild, with maximums of 21 – 23° and minimums of 16 – 18°. July to November are the lowest rainfall months, with less than 6 days of rain per month of more than 1mm. Summers are wetter and warmer, with average maximums of 29 - 30°, which feels like 34° due to the humidity.

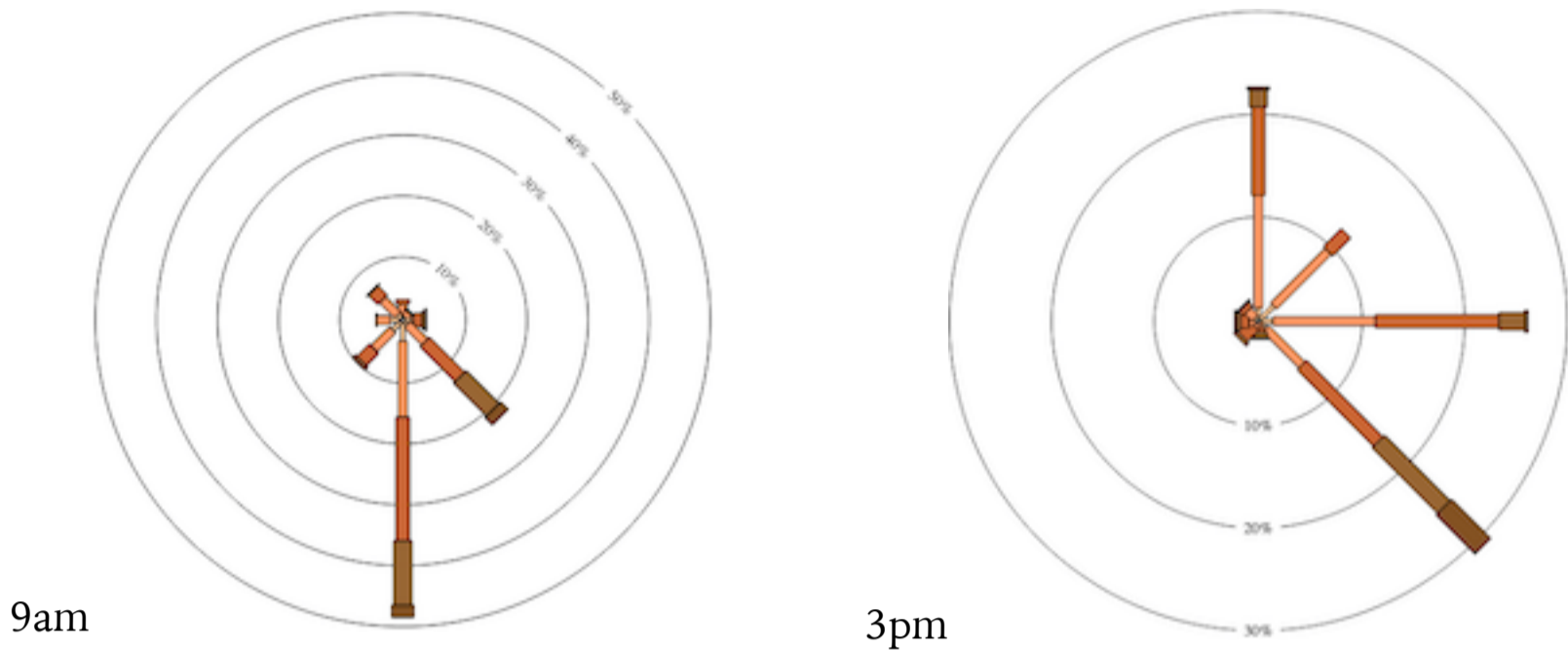
The BOM marine forecast areas are St Lawrence to Burnett Heads.

The Discovery Coast is just below the tropics and therefore has reduced cyclone risk, however, check with your insurer.

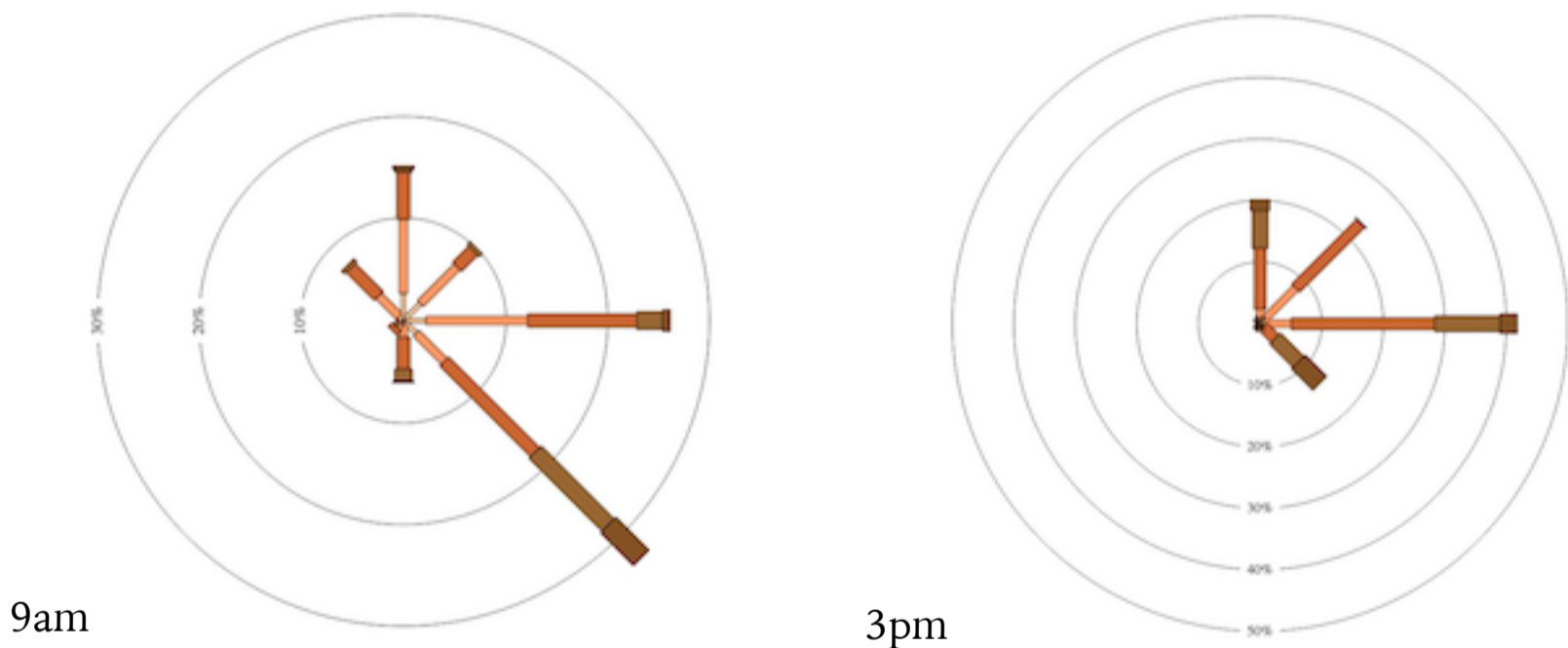
This coast can get the odd East Coast Low, particularly in Hervey Bay, which can affect the islands and the exposed coast. It is also at the northern end of the range for strong cold fronts.

AVERAGE RUNDLE ISLAND WIND CONDITIONS

Wind Rose for August. 1994 - 2021



Wind Rose for November. 1994 - 2021



Wind roses reproduced by permission of Bureau of Meteorology, © 2021 Commonwealth of Australia.

During the dry season, the trade winds are a dominant feature and winds are predominantly southeasterly in the morning moving to the east in the afternoon due to the sea breeze. There are almost no northerlies. The August month wind rose is shown and it is typical of the dry season. The September 9 am wind rose is a little more southeasterly.

In November, the winds are far more variable with winds with north and eastern components predominating, with more east in the afternoon due to the sea breeze. The September and October 3 pm wind rose, is similar to November, but with more and stronger northerlies, which goes against the pattern further north.

These wind roses are for Rundle Island, on the direct sailing line to Great Keppel Island.

AVERAGE BUNDABERG WAVE CONDITIONS

Burnett Heads (7nm northeast of the heads)
Wave Rose Sep 2015 - Aug 2023

Buoy Details

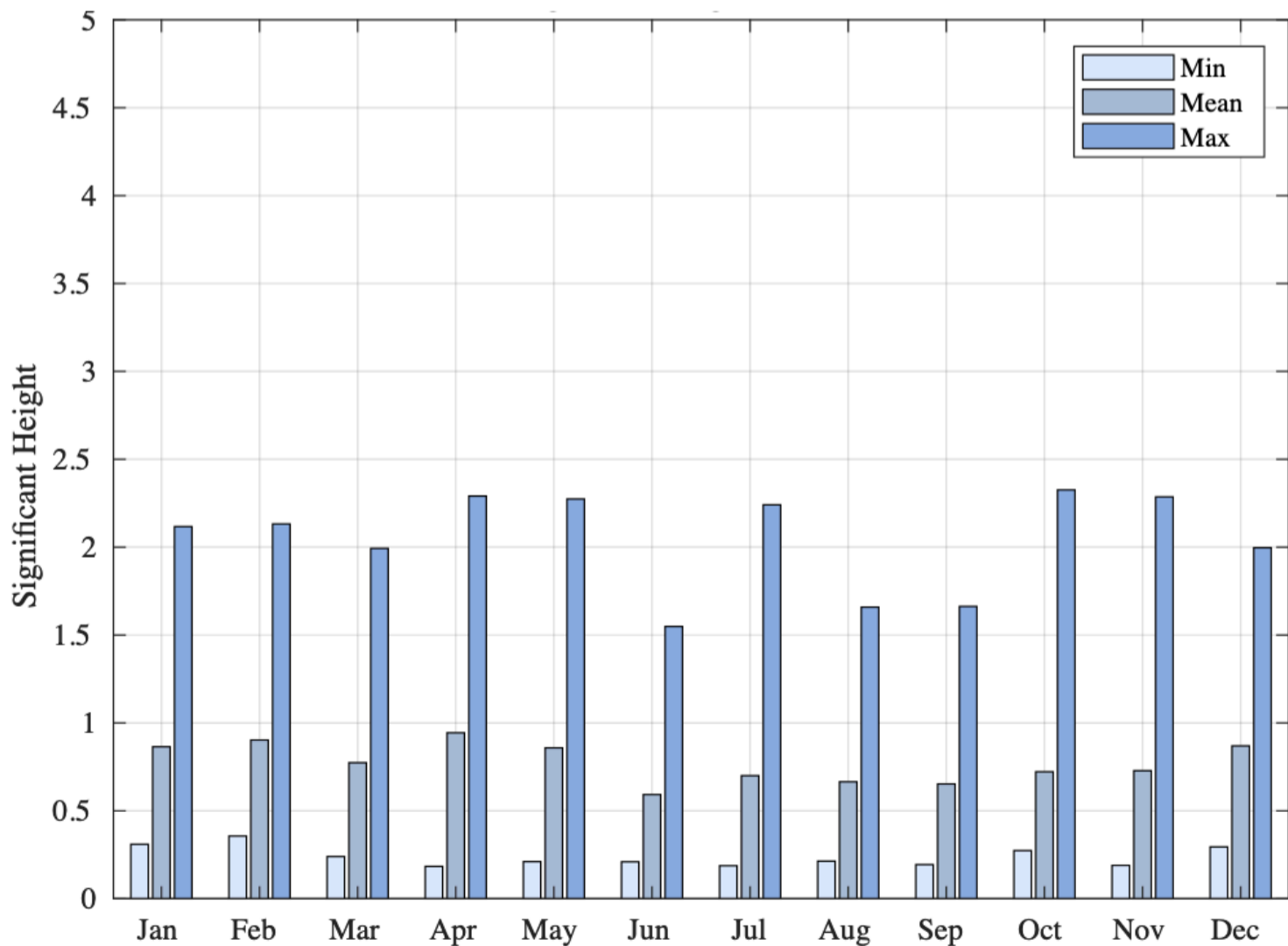
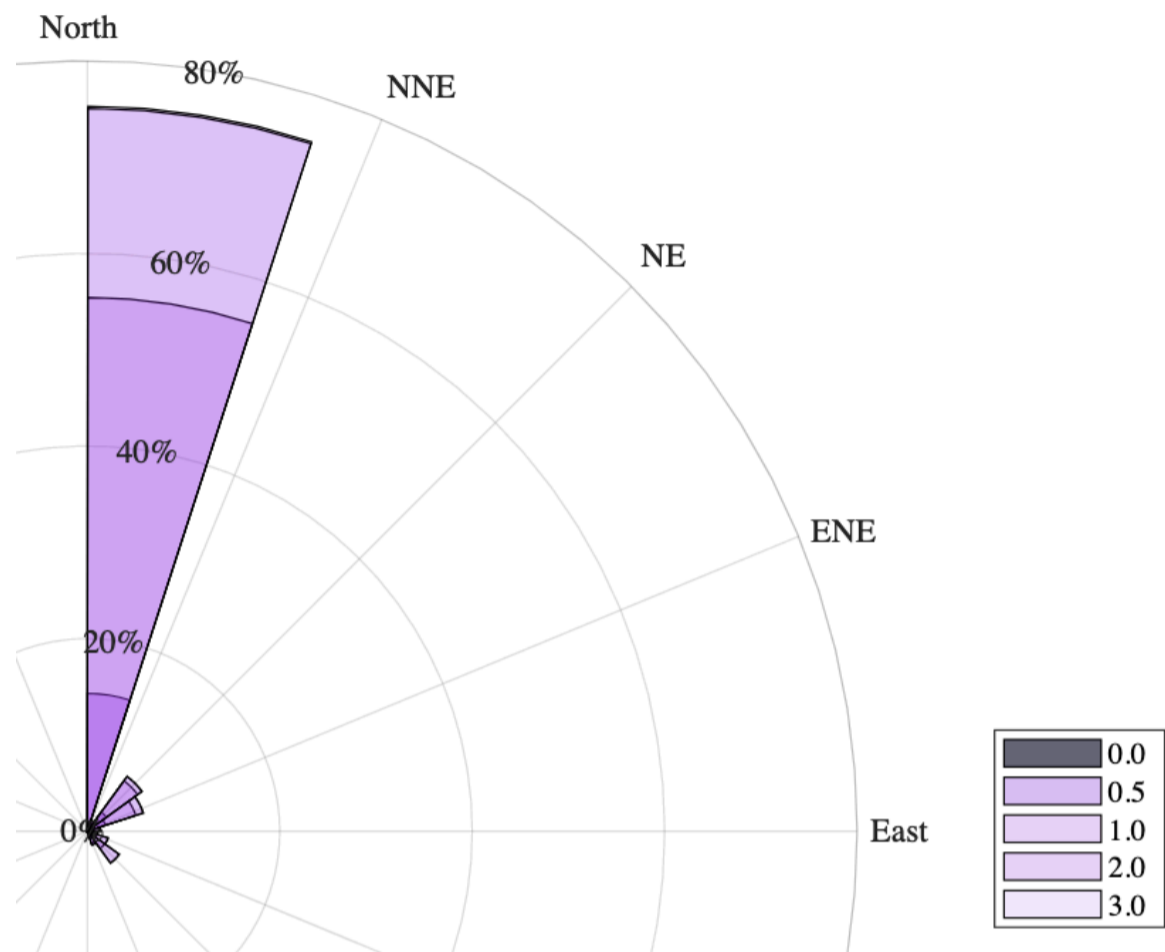
Position:  

Depth: 19m

[Bundaberg Real-Time](#)

Nearby:

[Gladstone Real-Time](#)



Charts © Greg Luck 2023, calculated from Waverider Buoy Data © 2022 State of Queensland [Creative Commons 3 License](#). See [Queensland Waverider Buoy Disclaimer](#).

AVERAGE GLADSTONE WAVE CONDITIONS

Gladstone (near ocean side entrance to South Channel)
Wave Rose 2009 - 2016

Buoy Details

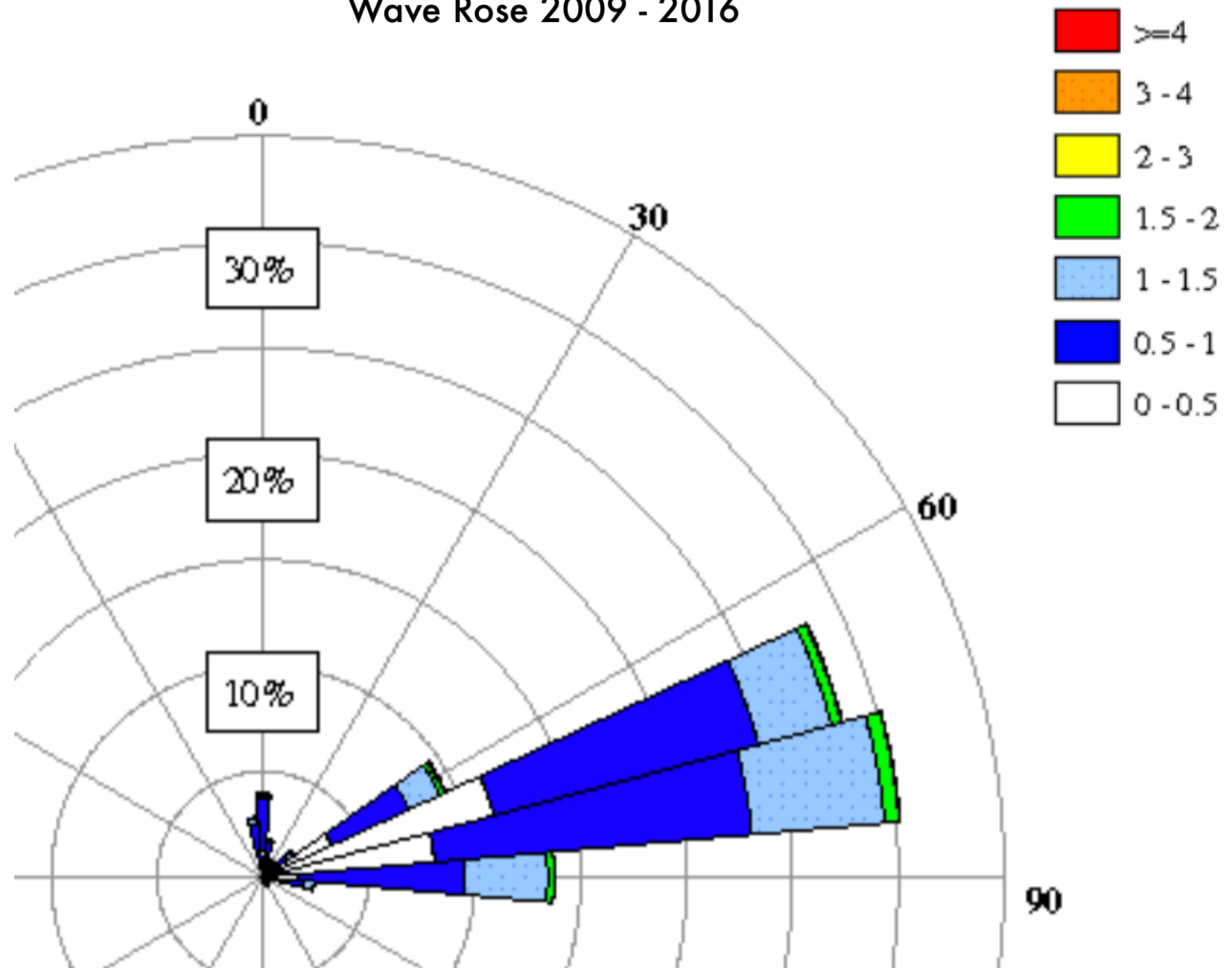
Position:  

Depth: 15m

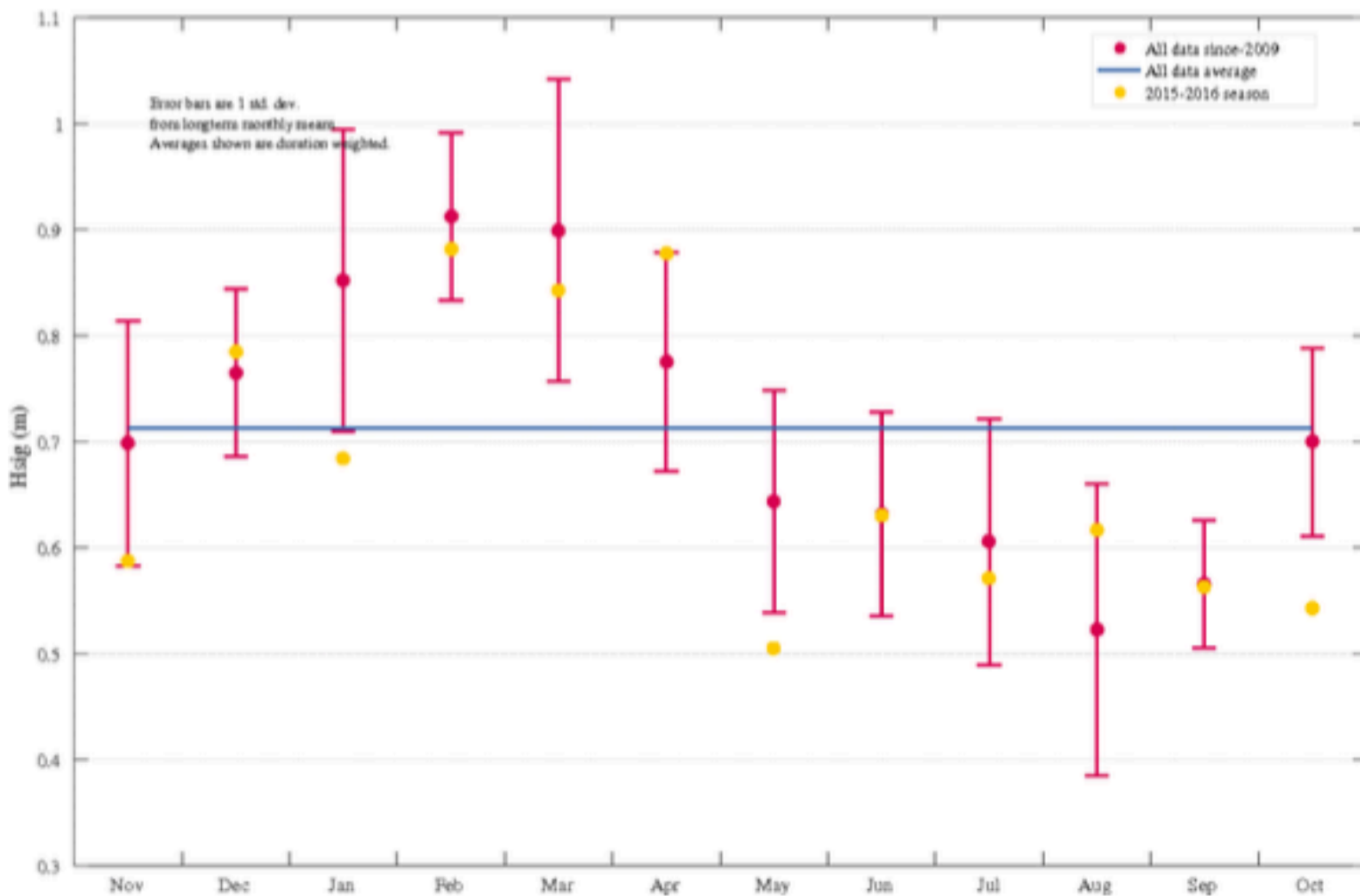
[Gladstone Real-Time](#)

Nearby:

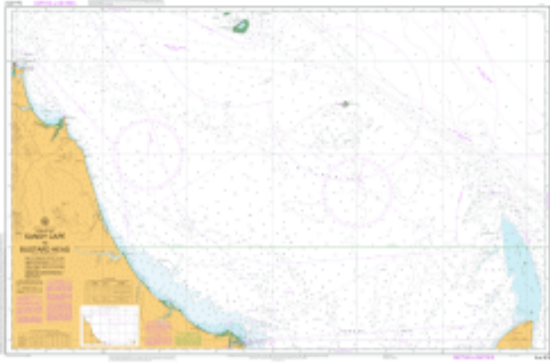
[Bundaberg Real-Time](#)



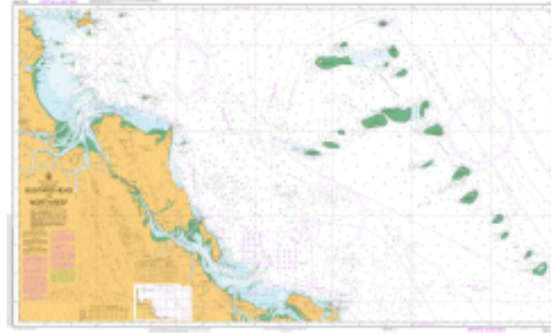
Significant Wave Height by Month



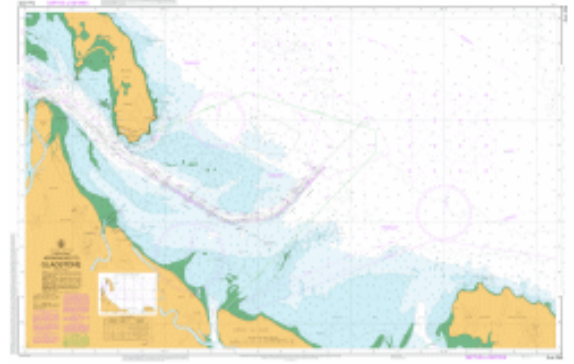
CHARTS



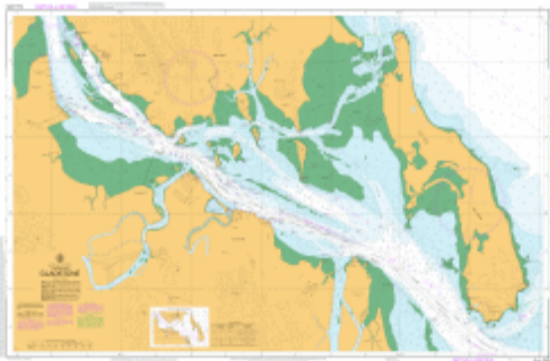
Aus818 - 1:150000
Sandy Cape,
Fraser Island to Bustard Head



Aus819 - 1:150000
Bustard Head to North Reef



Aus246 - 1:37500
Approaches to Gladstone



Aus245 - 1:25000
Port of Gladstone



B2B Discovery Coast






B2B Gladstone

For AusENC you need Coastal Pack CST04 - Gladstone to Port Macquarie.

MARINAS




THE GATEWAY MARINA

Website	The Gateway Marina				
Address	67 Harbour Esplanade, Burnett Heads QLD 4670				
Email	enquiries@gatewaymarina.com.au				
Location	24°45.560'S 152°24.098'E 				
Berth Sizes	Monos and multihulls up to 32 metres			Berths	83 in phase 1 318 approved
				VHF	N
Hours	TBA			Phone	1800988242
				Internet	
After Hours	Yes, lock box.			Berth Depths	3m LAT
Power	15amp, 32amp, 63amp			Diesel	Low/High
\$ 15m mono	\$75 per night (8/23)	Laundry	Y	Petrol	Premium
\$ 15m multi	\$97 per night (8/23)	Showers	Y	24 Hr Fuel	Y
Chandlery	Captain Chandlery 1.7km Midtown Chandlery	Toilets	Y	LPG Refill	N
Dining	At Burnett Heads 800m	WiFi	Y	Lift-Out	N
Bar	Lighthouse Hotel 800m	Dogs	Y	Hardstand	N
Groceries	IGA 800m. Courtesy drop off.	Sewage	Y	Mechanic	N
Public Transport	Duffy's buses. Route 4 , 13Cab , Uber	Car Hire	N	Shipwright	N
		Car Park	Y. Secure	Security Barrier	Arm, CCTV

Phase 1 of the Gateway Marina is expected to open in the first half of 2024 with the first stage of dredging complete (11/23). This greatly expands the number of berths available to cruisers in Bundaberg. It is very conveniently located 600m from the start of the training walls at the mouth of the Burnett River.

Burnett Heads is a pretty location with parks and a walk along the river. There are groceries and dining about 800m walk away to the south. The IGA will deliver you and your groceries back to the marina if you ask. The landward side is a residential complex so shoreside marine services are not available, however, they are available nearby 1nm up the river at Port Bundaberg.

BUNDABERG PORT MARINA

Website	Bundaberg Port Marina Marina Map				
Address	15-17 Marina Drive Port Bundaberg QLD 4670				
Email	info@bundabergportmarina.com.au				
Location	24° 45.557' S – 152° 23.154' E 			VHF	81
Berth Sizes	10m - 24 metre berths 1 44m T end berth with 64amps			Berths	180
Hours	Monday - Friday 8:00am - 4:30pm Saturday 8:00am - 2:00pm Sunday 8:00am - 12:00pm			Internet	
Aft/Hours Marina	Yes, lock box.			Min. Depth	1-3.5m LAT
Aft/Hours Fuel	Yes. Diesel only.			Diesel	Low/High
Rate 15m Mono	\$72 per night (10/22)	Laundry	Y	Petrol	Y, mobile
Rate 15m Cat	\$90 per night (10/22)	Showers	Y	Gas Refill	Y
Chandlery	Captain Chandlery 50m Midtown Chandlery	Toilets	Y	Lift-Out	Yes. 75t
Shop	Y	WiFi	Y	Shipwright	Y
Club Room	Y	Dogs	Y	Mechanic	Y
Courtesy Car	N. Bundaberg Car Hire	Port of Entry	Y	Hardstand	Y
Public Transport	Duffy's buses. Route 4 , 13Cab , Uber			Security Barrier	Arm

Bundaberg Port Marina is located on the Burnett River, 1.2nm from the start of the channel break wall entrance. It is a Port of Entry into Australia and has Quarantine berths and customs clearance. It is a well-featured marina with many facilities and lovely marina buildings set on a delightful lawn with palm trees.

Bundaberg Port Marina features a Cruisers' Cove, a camp kitchen with a flat-screen TV, fridge, sink, gas barbecue and seating. Cruisers gather on Friday afternoons at 5:30 pm for a BBQ with meat provided by the marina.

This is a river marina, with berths parallel to the river, although the marina is in a notch in the river. Care must be taken to counter the current and “ferry glide” into your berth. The river here is tidal, so the current will be a combination of the river's flow and the tide. The best way is to come to a stop and then see how many knots overground the yacht does.

When asking for a berth ensure you give your yacht's draught. The marina is very shallow, with LAT depths of 1.0 – 3.5m. The outer berths on the Black row are 1.5m – 2.0m. The fuel dock is at approximately 1.5m LAT. A new green/light blue arm was added in late 2022. It has 20m and 24m berths with depths up to 3.5m. While there is no petrol at the fuel dock,

Port Bundaberg Marina



Bundaberg Port Marina (Reproduced by permission of Bundaberg Port Marina, © 2021 Bundaberg Port Marina)

they have a mobile tank they bring down to the commercial fuel wharf on a forklift. For smaller amounts, you can fill your jerry cans.

The marina operates the haul-out facility and has both a hardstand and a separate unpowered dry storage yard. 15m monohulls are \$610 per month and \$790 per




month for multihulls. Some cruisers leave their yachts here rather than taking them south.

Captains Chandlery is a very well-stocked chandlery with a surprising variety of parts, and Andrea knows where everything is. There is another well-stocked chandlery in town, Midtown Chandlery.

Both the Burnett Heads IGA and the Lighthouse Hotel operate courtesy buses and will pick up and drop off at the marina. Duffy's bus runs several times per day but not on Sunday. The marina does a courtesy run to the Sunday morning market. Duffy's Buses runs once an hour to Burnett Heads, Bargara Beach and town, but only one run from the mid-afternoon on, a few runs Saturday and none Sunday. Car hire is only available in town, however, they might drop the car out for you.

If you are staying for a while, check out Burnett Heads, the resort area of Bargara Beach and Mon Repos Beach, famous for its turtle hatching. Or book a tour of the famous Bundaberg Rum Distillery, or the Bundaberg Barrel, home of Bundaberg Ginger Beer.

GLADSTONE MARINA

Website	Gladstone Marina Marina Map				
Address	Bryan Jordan Drive Gladstone QLD 4680				
Email	marina@gpcl.com.au				
Location	23° 49.865' S – 151° 14.690' E 				
Berth Sizes	8m - 50m mono and multihull			Berths	242
				VHF	82
Hours	Monday to Friday, 7am – 4:45pm Saturday and Sunday, 7am – 3:30pm Public holidays, 7am – 3:30pm			Phone	(07) 4976 1399
				Internet	
After Hours	Lockbox on upstairs verandah outside the office.			Berth Depths	3.3 - 6.1 m LAT
Power	15amp, 32amp, 64amp			Diesel	Low/High
\$ 15m mono	\$69.05 per night (7/23)	Laundry	Y, payWave	Petrol	Premium
\$ 15m multi	\$83.44 per night (7/23)	Showers	Y	24 Hr Fuel	8am - 5pm MF 8am - 2pm SS
Chandlery	Ship and Sail Chandlery	Toilets	Y	LPG Refill	Ship and Sail
Dining	Flavours Marina	WiFi	N	Lift-Out	Y
Bar	Flavours Marina	Dogs	Y	Hardstand	Y
Groceries	Woolworths 2.6km, Aldi 3.8km	Sewage	Y	Mechanic	Y
Public Transport	CDC Queensland 500/501 city loop. Stop 1.3km walk. Blue and White Taxis Uber	Car Hire	Courtesy Bus	Shipwright	Y
		Car Park	Y	Security Barrier	N

The Gladstone Marina is an oasis of calm set in beautiful parkland. It is a deep-water marina, with minimum berth depths of up to 4.7m. Access is via the Gladstone Port shipping channels and then Auckland Creek with a minimum depth of 4m.

Set in a recreation area there is a restaurant and cafe on the shore beside the marina. The Marina Lounge provides an off-water space to relax in air-conditioned comfort and includes a kitchenette, desk, lounge area, reading material and games.

The marina hosts the entrants of the annual [Brisbane to Gladstone](#) yacht race, held each Easter, on arrival in Gladstone. The trophies are displayed at the [Port Curtis Sailing Club](#), which has a lovely deck restaurant overlooking Auckland Inlet. By tender, it is just 0.6nm

from the centre of the marina. The club also has a display cabinet in memory of the late Noel Patrick, a very significant member. Noel wrote Noel Patrick's Curtis Coast, the classic cruising guide to the Discovery, Capricorn and southern Mackay coasts.

The marina has comprehensive marine and marine trade services. Refuel at the fuel dock on the eastern side of the marina, operated by the Compleat Angler Gladstone [\(07\) 4972 7283](tel:0749727283).

Groceries are on the other side of town, however, the marina runs a daily courtesy bus which leaves the marina at 10:30 am with multiple drop-off points around the city. It picks up again from Woolworths and Kincora Stockland Shopping Center at 1:30 pm for a return to the marina.

The Gladstone Pilotage Area is managed. You must log in and monitor on VHF. See the instructions inset. It is a very busy commercial shipping port with large ships using shipping channels. See MSQ's recommended small craft courses [chartlet](#) for the Port of Gladstone.

Gladstone Marina is proudly operated by Gladstone Ports Corporation.

Gladstone Marina is set in park land.



Photo courtesy of Gladstone Ports Corporation

PUBLIC PONTOONS

BUNDABERG CITY PUBLIC DINGHY PONTOON

Address	<u>3 Quay St, Bundaberg QLD 4670</u>	Water	Y
Location	24°51.769'S 152°21.192'E 📍	Toilet	Y
Owner	Bundaberg Regional Council	Lit at Night	Y
Managed By	Bundaberg Regional Council	Pontoon Depth	3m LAT
Restrictions	None signed	Size	8m x 3m

This pontoon is located next to River Cruz Cafe and the Riverside Parklands. It is very well located, right in the centre of town, and only a few blocks to the supermarket, bottle shop and Midtown Chandlery.

There were homeless nearby when we visited in 2022. All dinghies had chains and locks on them.

The large pontoon upstream is restricted and has a locked gate.



GLADSTONE PUBLIC PONTOON

Address	<u>19 Flinders Parade, Gladstone Central QLD 4680</u>	Water	N
Location	23° 50.197' S – 151° 15.160' E 📍	Toilet	N
Owner	Gladstone Regional Council	Lit at Night	N
Managed By	Gladstone Regional Council	Pontoon Depth	0.5m LAT
Restrictions	30 minutes	Size	25m

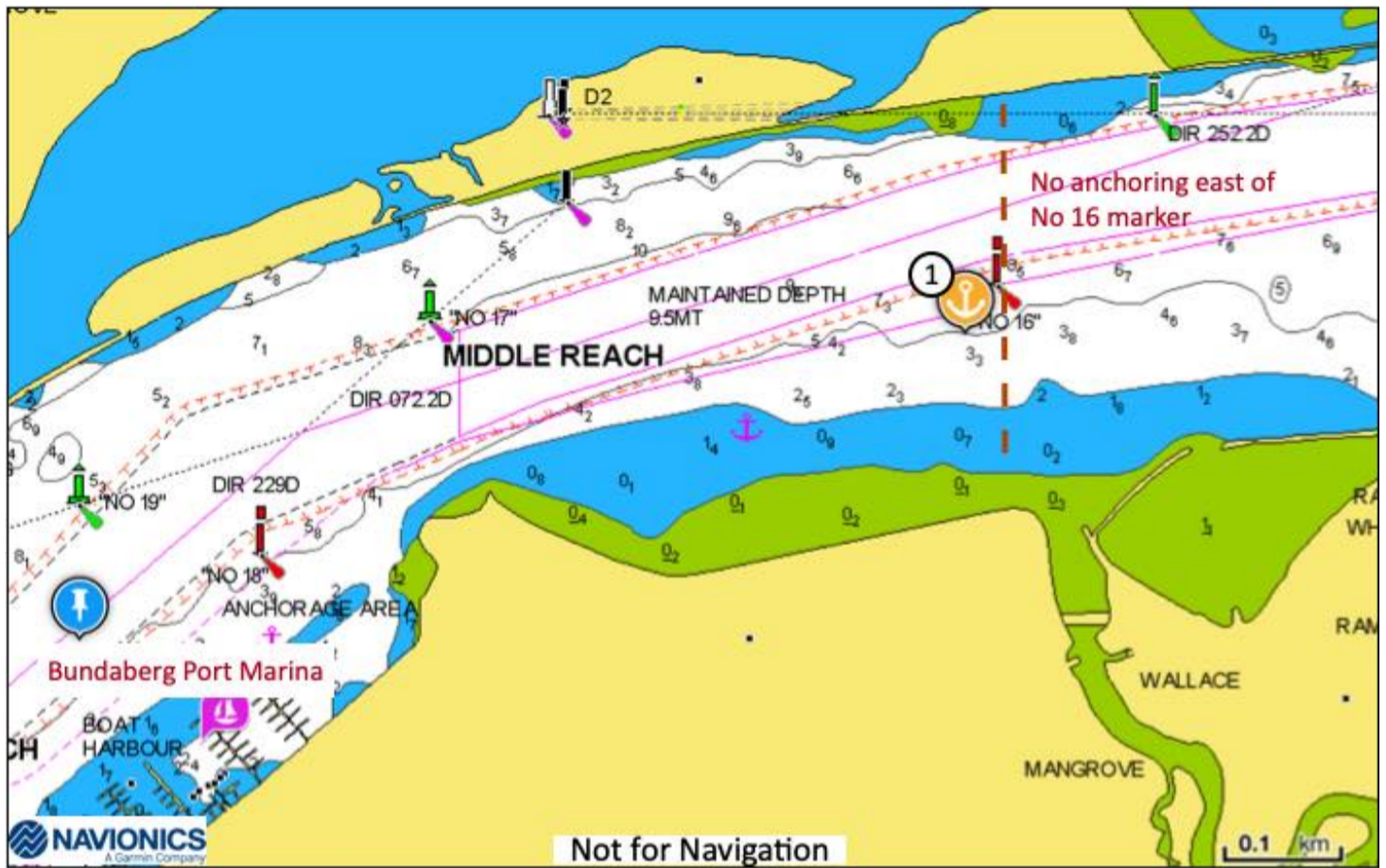
BURNETT RIVER ANCHORAGES



MIDDLE REACH


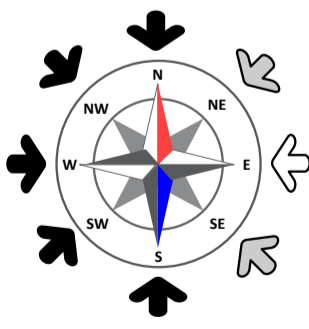




Many cruisers stopping overnight or for a few days do not go any further than the Burnett River mouth, technically Middle Reach. There is a seawall extending on the northern side of the river .5nm east out to sea. On the southern side, a mixture of training walls, land and South Head extend out .9nm. It is surprisingly calm just inside and well protected from all but easterly winds and waves.

Anchoring is prohibited east of the No 16 marker (see map below) or in the channel. There are a huge number of lights around the entrance from the blinding South Head lighthouse to



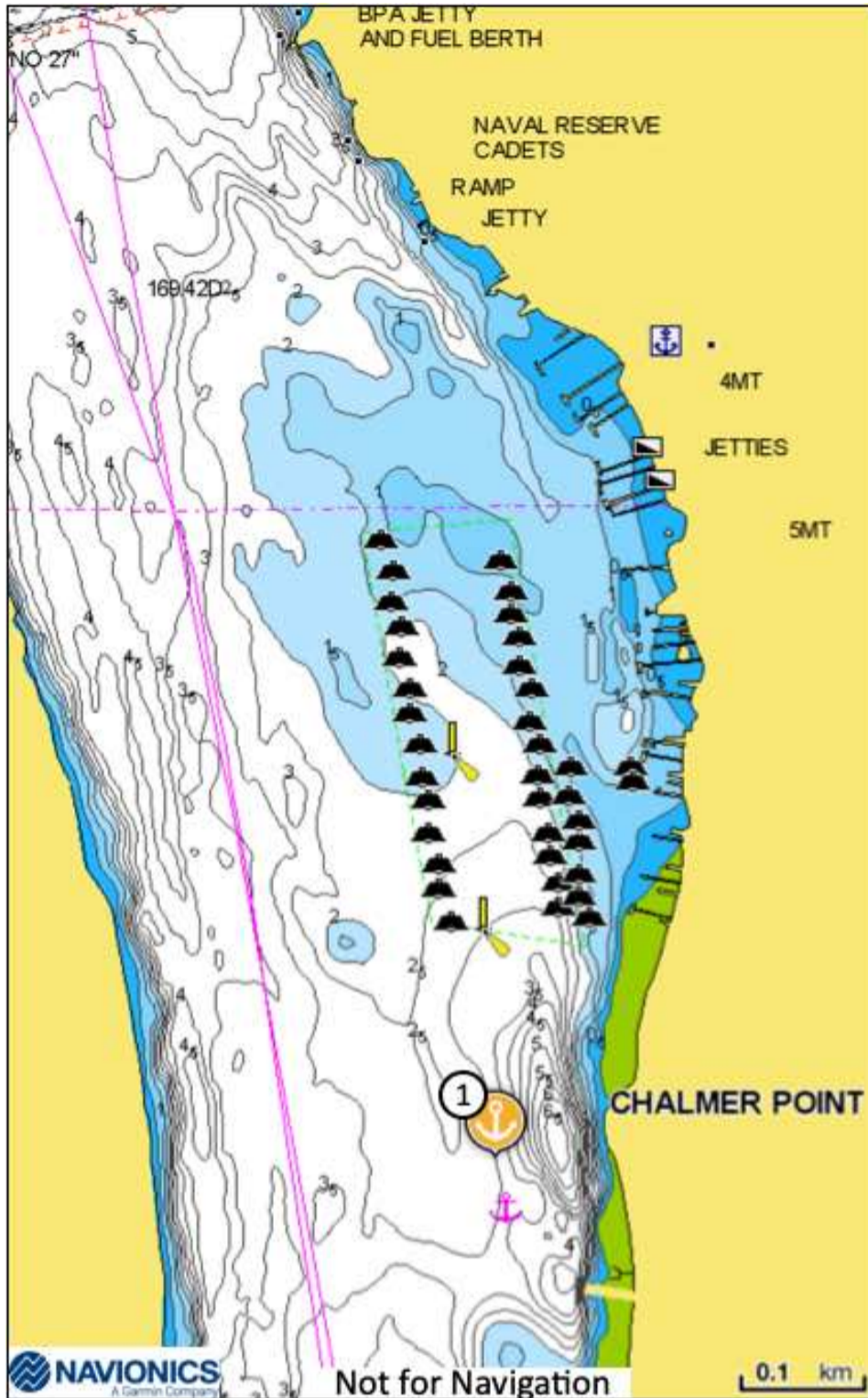
boat ramp lights and street lights. It is therefore very difficult to spot anchor yachts with their all-around lights. It is recommended in this anchorage to leave your AIS on so you show up. Some yachts do this, and it makes it much easier to avoid hitting them.

There is room to anchor to the north or south, but most yachts anchor on the south side of the channel. There is also a small amount of room northeast of Bundaberg Port Marina.

1		Depth	4.5m	
		Bottom	Mud	
		Zone	N/A	
		Internet		
		TV		

Watch your distance from the marker, the dredged channel and the shoals to the south.

CHALMER POINT



The Burnett River offers a very protected anchorage, the only one on this section of coast accessible to deep draught vessels. Access is via a marked shipping channel which is dredged to a depth of 8m. When coming from the north, enter the channel to the east of the No 7 beacon. When coming from the south enter the channel from the east of the number 8 beacon.

Port Bundaberg Control

Vessels are not to move within the Bundaberg pilotage area without maintaining two-way communications with Gladstone VTS. Gladstone VTS control movement for Bundaberg as well as Gladstone.

VHF Channels:

- 16 Initial calling
- 13 Port working channel
- 67 Small craft repeater channel

Before moving, check with Gladstone VTS for the movement of large ships to avoid being in the channel while they are operating.

1	Depth	3m	
	Bottom	Mud	
	Zone	N/A	
	Internet		
	TV		

4nm upstream from No 7 Beacon. Room for 5-6 yachts. Watch the shoal area to the south. Very secure and dead flat anchorage with no swell. Anchor outside the channel south of the permanent moorings.

This is a commercial port so beware of ships entering and leaving. Make contact before entering the pilotage area and when moving. See sidebar above.

CITY REACH, BUNDABERG

The Burnett River has periodic floods which cause damage to infrastructure built along the river. For this reason, the former Midtown Marina and various jetties and pontoons closed. The chandlery remains and so does Bundaberg Slipways on the north bank which can haul out large catamarans and trimarans along with monohulls.

There is a dinghy public pontoon on the south bank, set in the attractive Riverside Parklands with a boardwalk leading down to the pontoon. The Bundaberg CBD is right there on the south bank, with comprehensive shopping and entertainment. We can recommend River Cruz Cafe at the top of the dinghy pontoon stairs.

Care should be taken when navigating up the Burnett River to avoid submerged training walls, notably Kirby Wall. See Passage 16 for details.



1	Depth	7m	
	Bottom	Mud	
	Zone	N/A	
	Internet		
	TV		

Suggest anchoring along the middle of the river to avoid obstructions, given the great usage the areas near the banks have had over the years. Spring tide currents can be 3-4 knots.

DISCOVERY COAST EAST ANCHORAGES & MOORINGS



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DISCOVERY COAST EAST PUBLIC MOORINGS TABLE OF DISCOVERY COAST EAST PUBLIC MOORINGS

Location	Cls	#	Zone	Time Limit		Wind	Internet	Info	Known For
<u>Lady Elliott Island</u>	B	2		24 hours incl. overnight				<u>BR</u>	
<u>Lady Musgrave Island</u>	A B C D	3 5 2 4	 	24 hours incl. overnight				<u>BR</u> <u>QNP</u>	
<u>Fitzroy Reef</u>	B	3		24 hours incl. overnight				<u>GR</u>	

See QNP's [Capricorn Coast Public Moorings Guide](#) for more information.

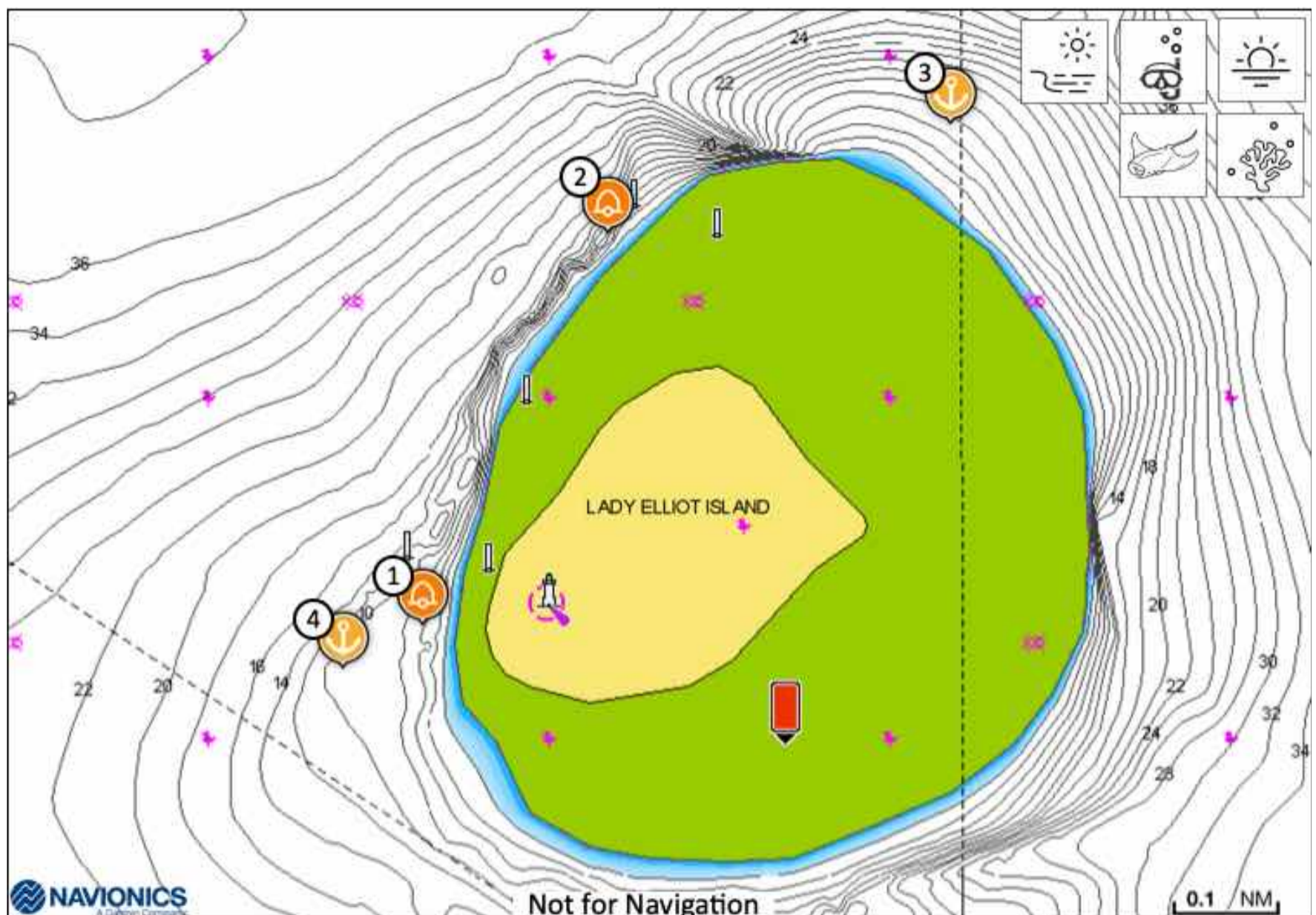
LADY ELLIOTT ISLAND

Lady Elliott Island is a jewel. You can get a pretty good idea of the whole Great Barrier Reef experience on this one island. It is a Commonwealth Island, with a lighthouse, but most of it is leased for tourist operations. We were fortunate enough to spend a week here in 2021 on a film shoot charter.

The island is known for having minimal shelter so the addition of two public moorings, placed much closer than you could safely anchor, in protected locations suggested by the island's owner, Peter Gash, really helps to make this island more accessible to cruisers.






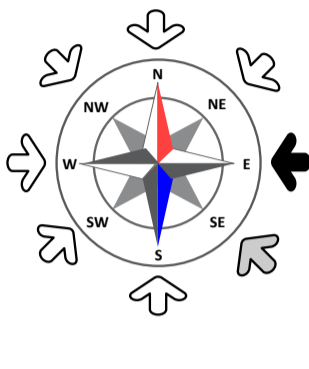





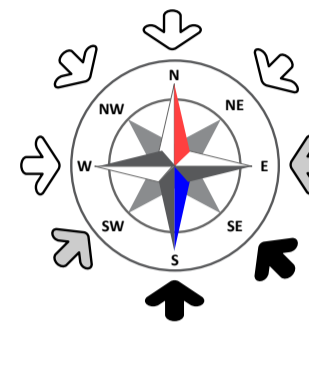
The island welcomes day visitors. You should notify the island on Channel 16 before coming ashore. You are welcome to purchase meals and drinks at the restaurant. It has a great outlook over the eastern lagoon. The island requests that you depart the island by 6 pm.

There is a lot to do here. This protected side of the island has a western-facing beach, great for sundowners. There is excellent snorkelling with a pristine and healthy reef right from the yacht at mooring number 1. There are manta rays around the island which we were fortunate to see off the bow in clear water. They are magnificent.








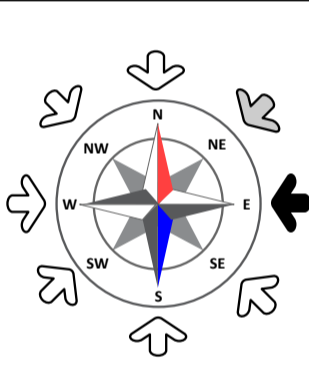





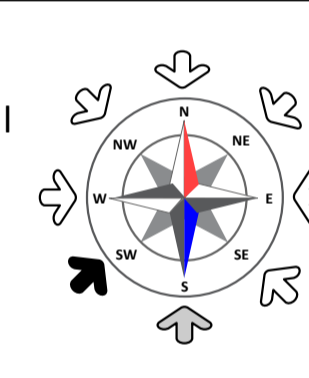
Access to the island is through natural gaps in the reef. These are marked with poles. There is a north and a south one and they are marked on the aerial photo below. It is easier to get in and out at high tide. Start with that until you learn the way.

The resort lies on the eastern side of the island. Tracks lead there from both dinghy landings. The lighthouse and museum are nearby to the southern dinghy landing.

<p>1  Depth 6m</p> <p> Bottom Sand/Coral</p> <p>Zone </p> <p>Internet </p> <p>TV </p> 	<p>2  Depth 8m</p> <p> Bottom Sand/Coral</p> <p>Zone </p> <p>Internet </p> <p>TV </p> 
---	--

Good protection from easterly swell and easterly winds. Very close to the southern dinghy access channel. You might just get intermittent signal with a masthead antenna and booster.

Close and protected by the reef from the easterly swell. Good in SE to S. We sat through 12 hours of 30 knots with a storm. Close to northern dinghy access channel.

<p>3  Depth 6m</p> <p> Bottom Sand/Coral</p> <p>Zone </p> <p>Internet </p> <p>TV </p> 	<p>4  Depth 10m</p> <p> Bottom Broken Coral</p> <p>Zone </p> <p>Internet </p> <p>TV </p> 
---	---

Protection from easterly swell and easterly winds. Move in to mooring 1 if you can. Some intermittent signal with a masthead antenna and booster.

Trawler anchorage. Provides shelter from southwesterly winds but no protection from the easterly swell.

Lady Elliott Island from mooring 2 after the storm passed to the south

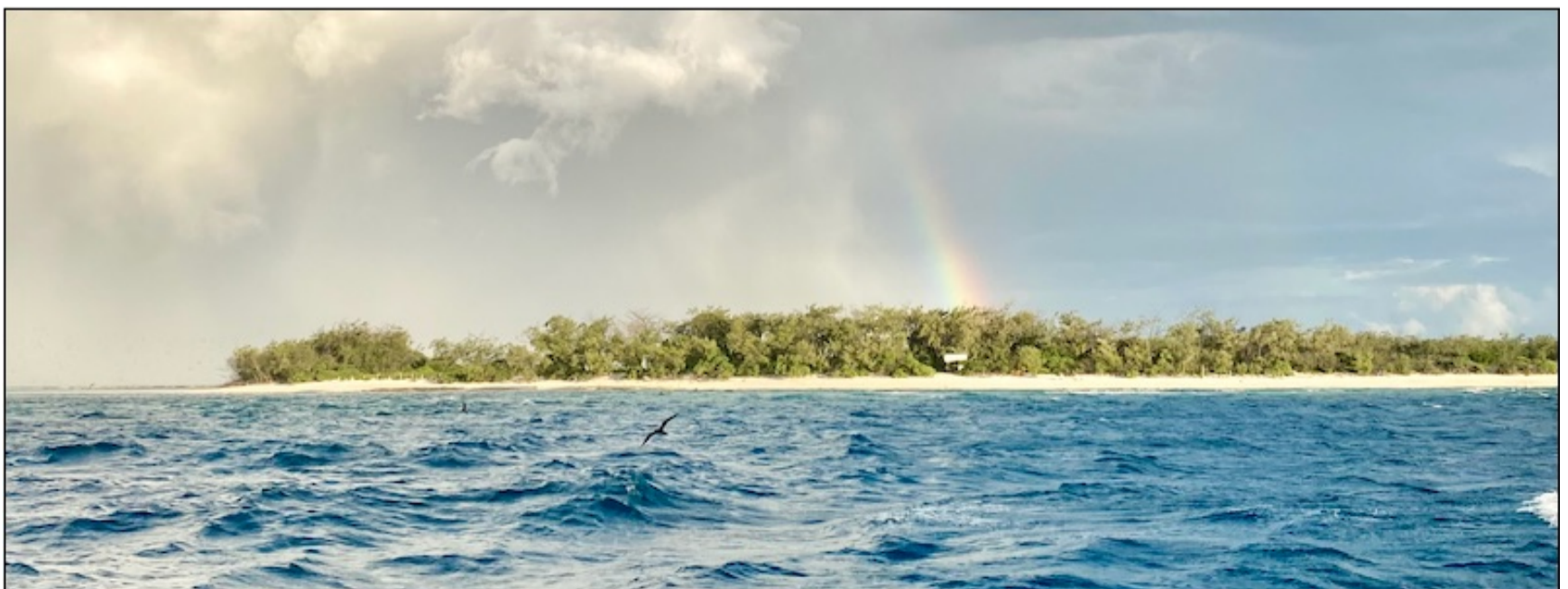


Photo G Luck



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LADY MUSGRAVE ISLAND LAGOON

The island is famous and heavily visited, for its navigable lagoon. The internal deep water area is 1.3nm long and 0.5nm across. Lady Musgrave is on every cruiser's bucket list.

ENTRANCE

The entrance is on the northern side. There is a narrow, clear, deepwater entrance channel that is 300m long and only 46m wide at its narrowest.

At ebb and flood mid-tide, the channel is a torrent, even more so during spring tides. For this reason, entry is preferably close to still water: low tide, or preferably, high tide.

Midway along the channel is marked with laterals and a single starboard lateral marking the inside southern corner.

There is an isolated danger beacon 80m from the inside reef wall marking a shallow bommie. Turn to starboard to pass the beacon to port. The suggested track is shown in the chartlet.

All of the inside moorings and most of the common anchorages are along the middle of the lagoon running down towards the island.

Pick your way along to your intended mooring or anchorage. The lagoon is strewn with bommies so keep a bommie watch. For this, you need daylight and good conditions - it's called "reef weather".

The community has helpfully marked the majority of the bommies with Community Edits in Navionics.

If conditions deteriorate it may be unsafe to move and traverse the entrance channel. Given there is no mobile reception on the island, this is a time when HF radio, Satellite internet or even keeping in touch with your neighbours in the lagoon with weather information is vital.

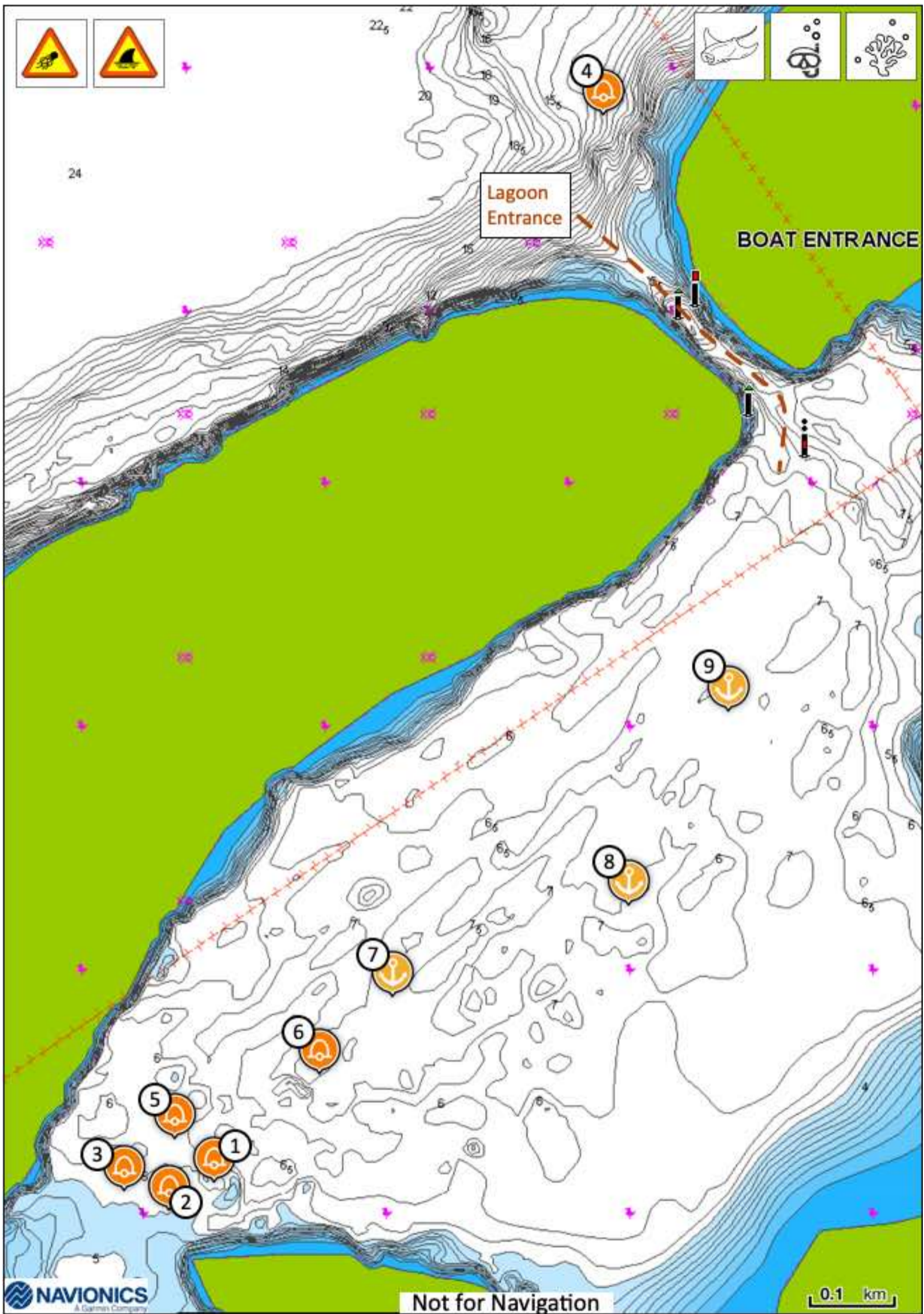
5 new moorings were planned to be added in February 2024: 1 outside and the others inside close to the

island. The exact positions were not known at the time of writing so they are not shown.

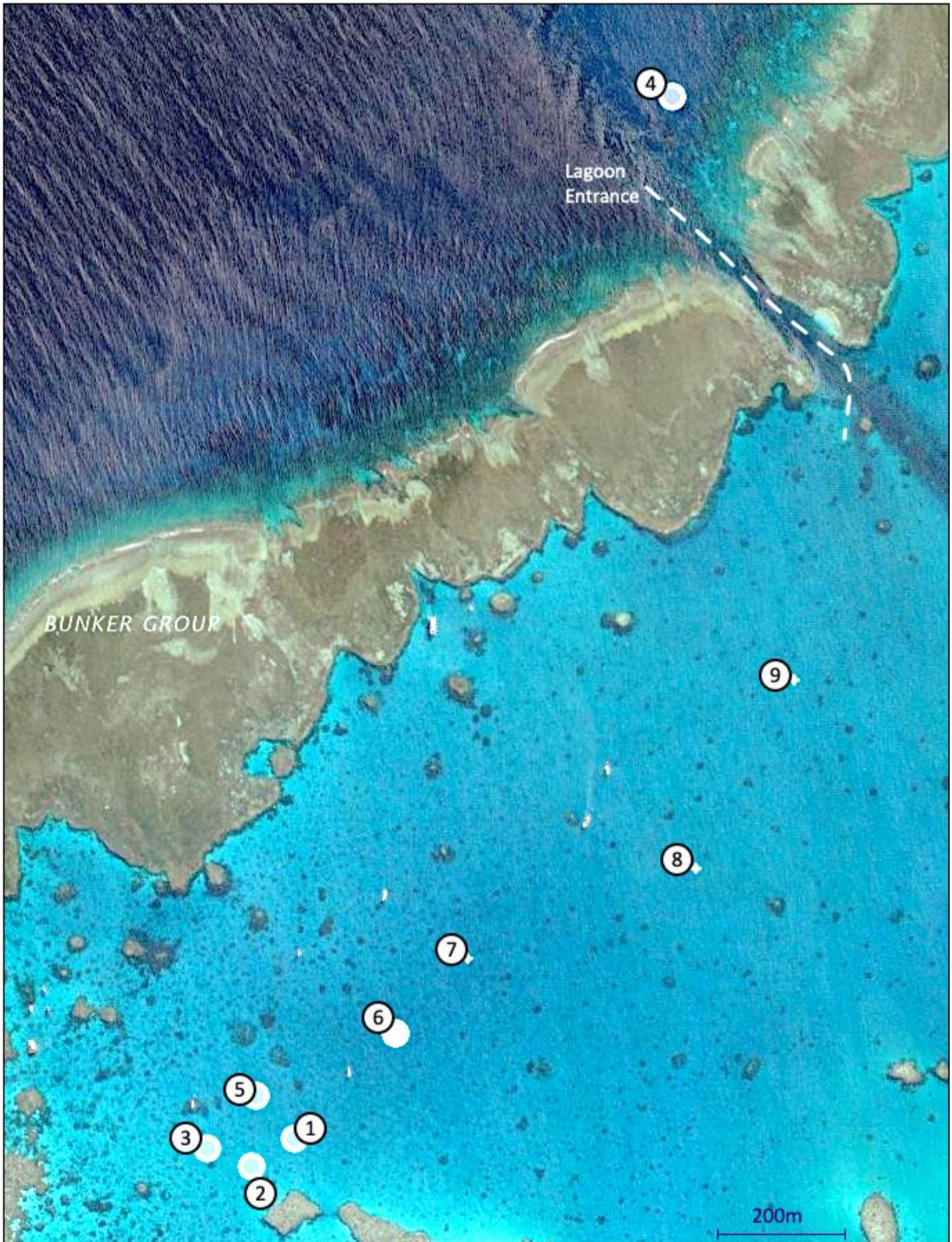
Bommie Watch

Here are some tips for keeping bommie watch:

- It is easier to see bommies when the sun is more than 30° above the horizon and is behind you.
- You also need calm conditions. Ripples break up the image.
- The colour of the bommies changes with depth but the actual colour depends on the time of day, position of sun and the reef itself. You can calibrate your eye by having the helm go very slowly over a bommie and read out the depth on the depth sounder. Doing this a few times will help you calibrate your eye.
- Mark your track in so you can follow it back out.
- Go slow. Bommies have no give.



Blue depth shading set to 5m to show shallower parts



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PUBLIC MOORINGS & ANCHORAGES

Note the recommended wind is moderate. At high tide, particularly at springs, the waves overtop the reef and intrude into the lagoon. As you need daylight and good conditions to traverse the lagoon, and then slack water to safely get through the entrance, you may have to be prepared to ride out poor conditions in the lagoon.

1, 2, 3, 5 ▲	Depth	5.5m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		

These four moorings are closest to the island. This part of the lagoon is very busy with day visitors.

4 ▲	Depth	14m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		

6 ▲	Depth	7m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		

Mooring just outside the entrance where you can wait for favourable conditions to enter.

On the western side of the lagoon, but not in the thick of the day visitors.

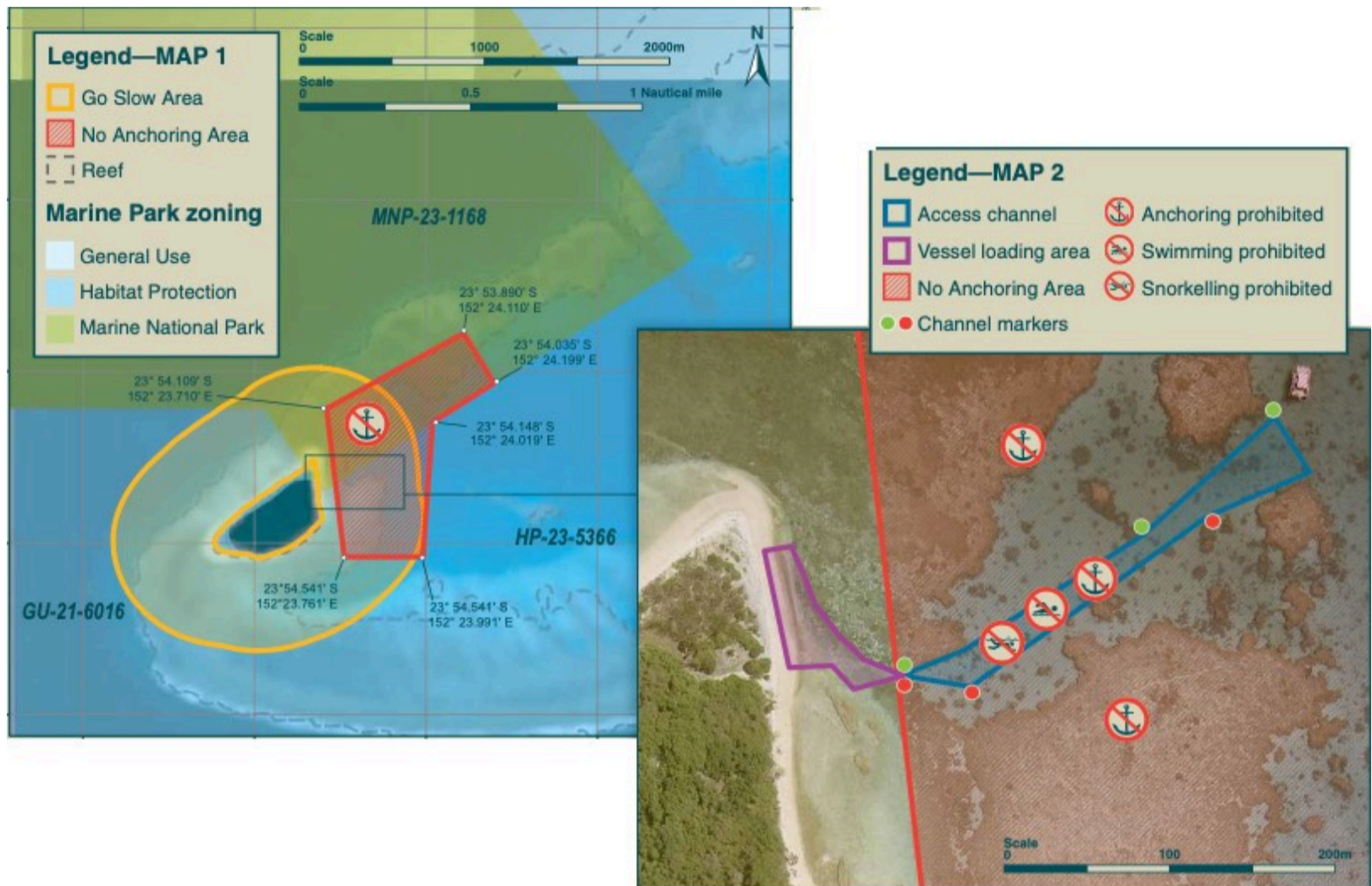
7, 8, 9	Depth	6.5m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		

These are in the middle of the lagoon. The locations are marked on the chartlet, and also on the aerial photo.

NO ANCHORING & GO SLOW ZONES

The area around the island is a go-slow zone to protect turtles. Note also the island access channel from the mooring area. This is a no-swimming and no-snorkelling zone.

Finally, the western and northwestern areas are no anchoring zones. There are private moorings and Lady Musgrave HQ, a floating hotel and an underwater observatory here.



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Copyright Commonwealth of Australia (GBRMPA). Photo L. Zell

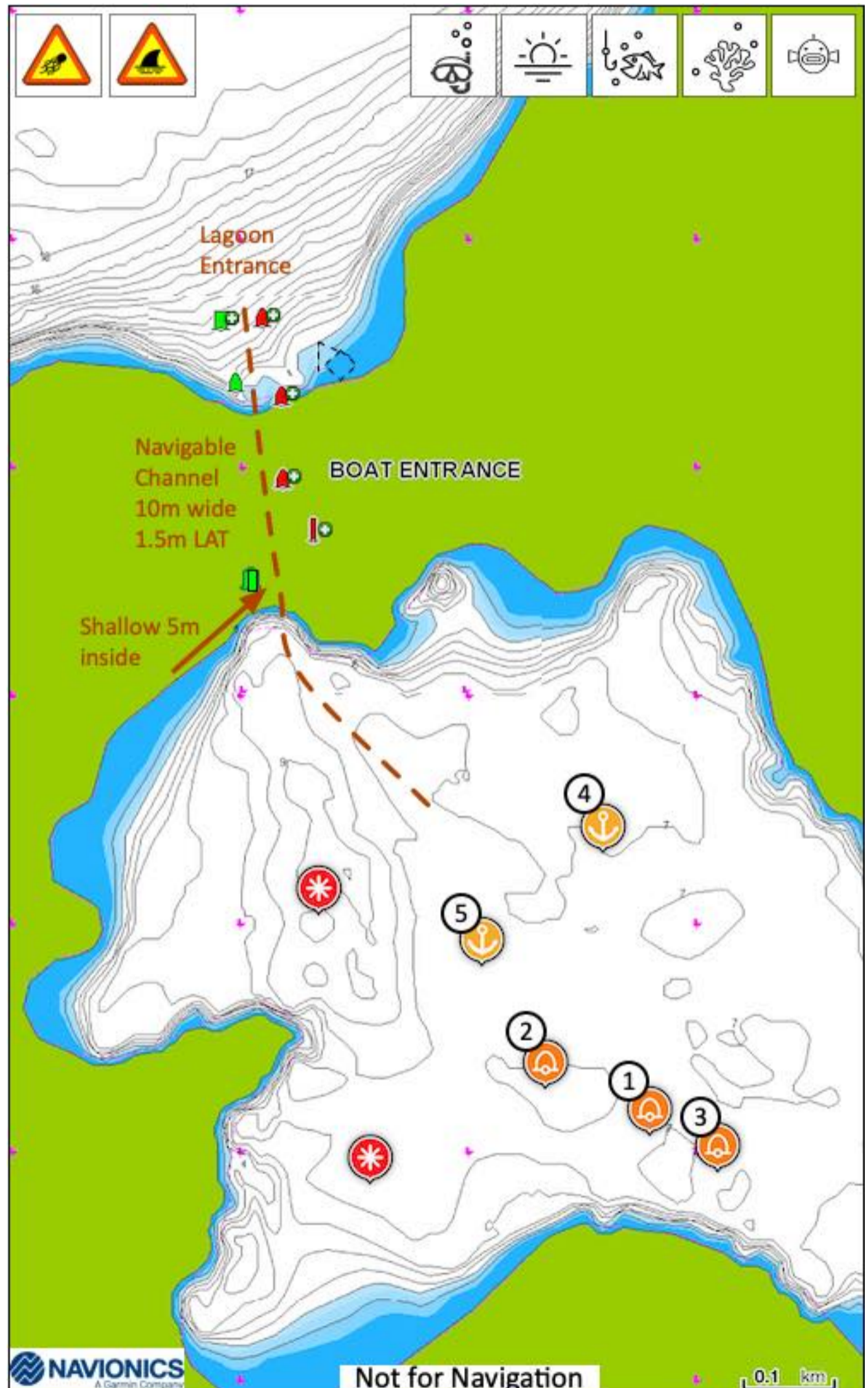
FITZROY REEF LAGOON

Fitzroy Reef lies 22nm northwest of Lady Musgrave Island. Like Lady Musgrave Island, the island has a navigable lagoon with a northerly entrance. From there it is only a short passage of 15nm to Heron Island.

The lagoon is much smaller and less visited by cruisers, the deepwater area being 0.6nm long and 0.3nm wide. The large reef surrounds the small lagoon, with up to 1nm on the southeastern side, giving good protection.

Water visibility is good away from the lagoon entrance and the snorkelling is excellent with a huge variety of healthy coral and small fish.

The guys at Tackle World Bundaberg say there is often a 4.5m tiger shark seen in the lagoon that comes up to the fishing boats, but they do not find it aggressive!



ENTRANCE

Heading into boat passage at high tide



Photo P. Grogan

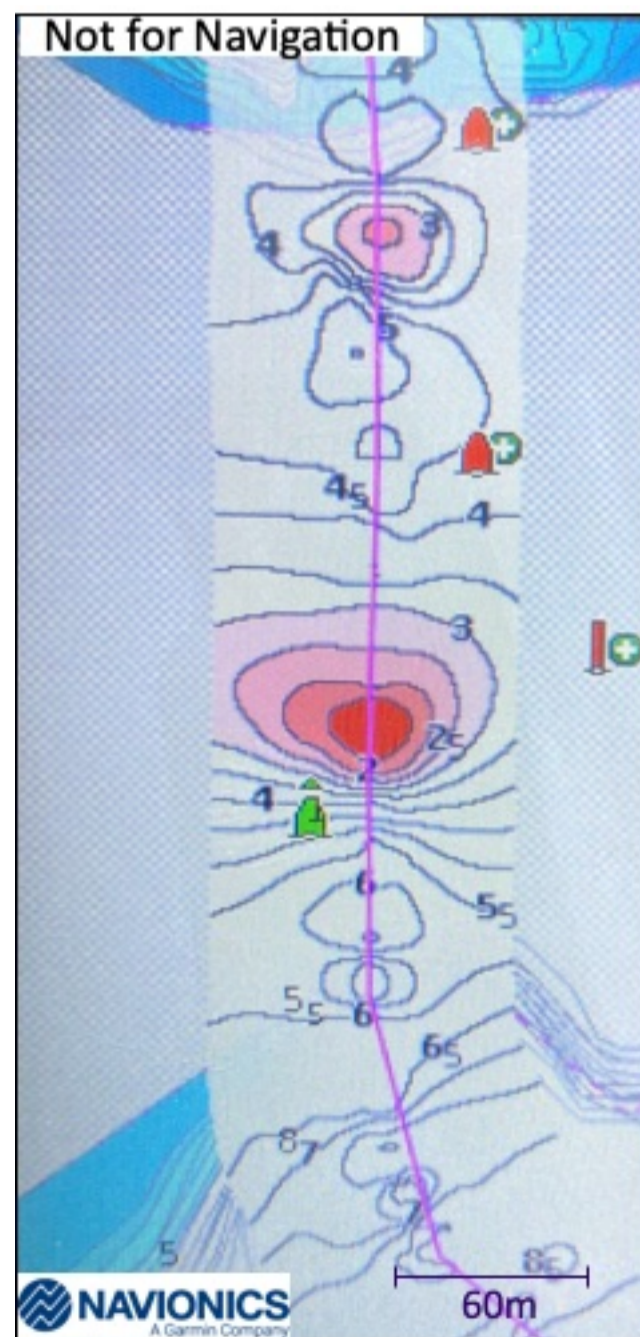
There is a deep, extremely narrow entrance channel on the north side, marked with port and starboard lateral markers. The channel is not shown on nautical, C-Map or Navionics SonarCharts. It is only approximately 10m, so extreme care should be taken. The

channel markers may be missing, or as we found, there were additional channel markers added.















At high tide, it is difficult to see the reef's edge. As with all lagoons, it is best to enter and leave at still water, so either high tide or low tide can be used.

The minimum depth is 1.5m LAT, as shown in the SonarChart chart opposite, recorded in 2022. For this entrance, we took a straight line turning away from the last starboard lateral. The markers are built on the reef. The edge of the reef is about 2m inside of them and for the last starboard lateral, 5m inside. Our track is shown in purple.

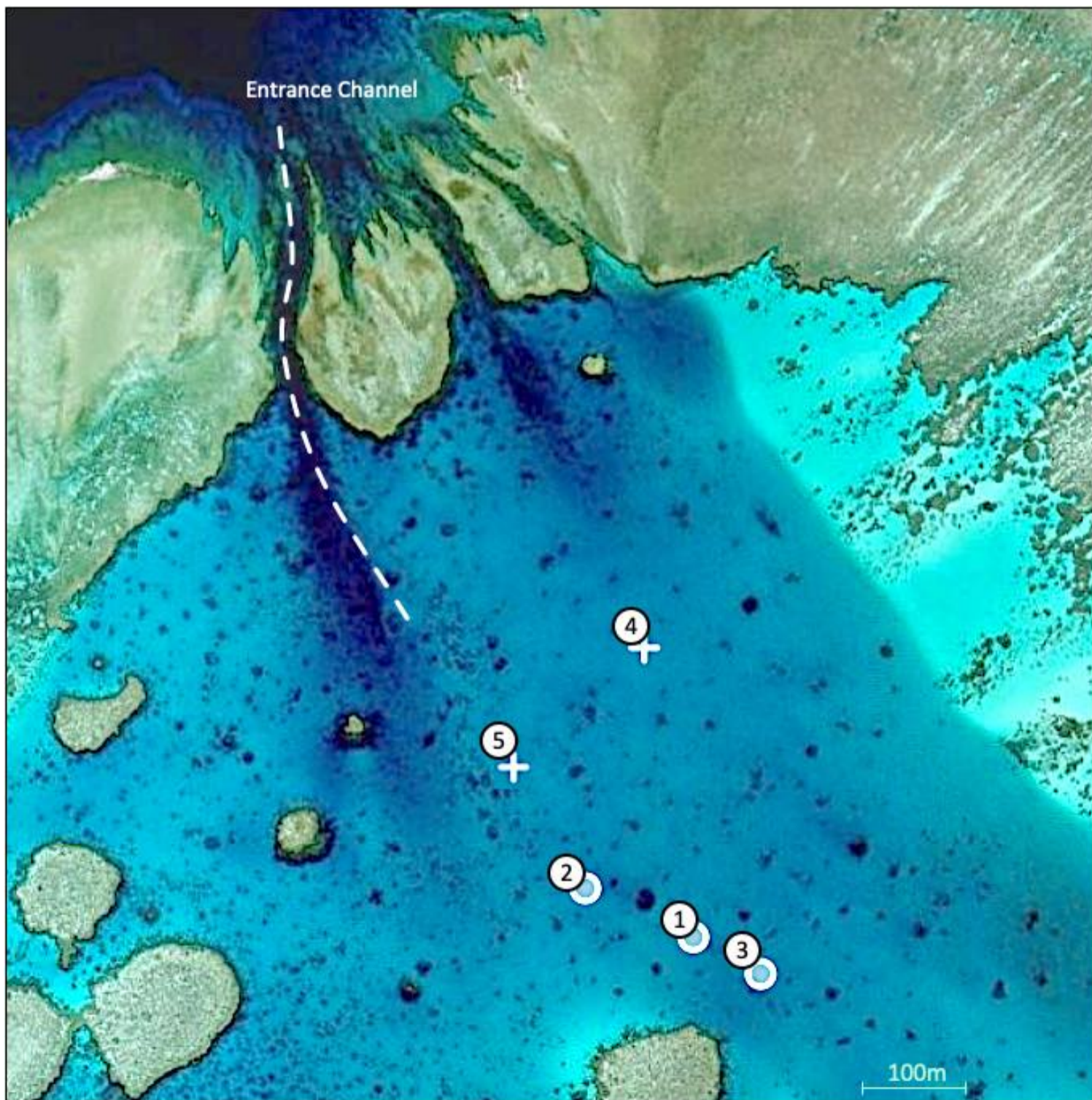
Once inside the lagoon is fairly clear of bommies with large sand patches. There are two shallow bommies in line with the entrance channel, the first being 300m inside the lagoon, so turn to port once inside to avoid it. These are shown on the chartlet above and in the aerial photo.



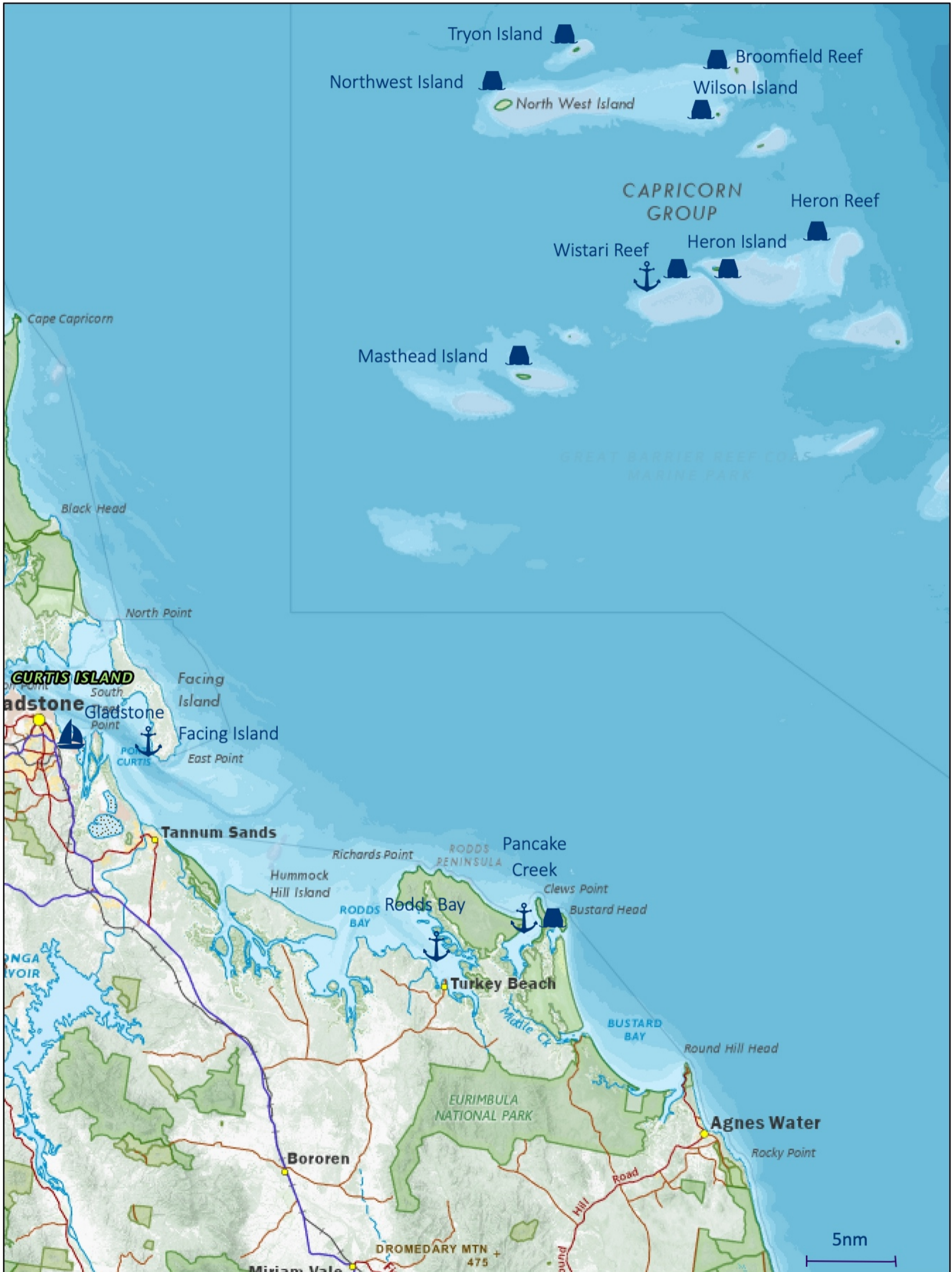
MOORINGS & ANCHORAGES

1, 2, 3	Depth 6.5m	4,5	Depth 6.5m
▲	Bottom Sand/Coral	⚓	Bottom Sand/Coral
⚓ ⚓ ⚓	Zone 	⚓ ⚓	Zone 
Internet  	Internet  	Internet  	Internet  
TV 	TV 	TV 	TV 

Moderate conditions only, although we found 20 knots comfortable at high tide on a mooring. There is no mobile reception. 3G reception with a booster comes and goes so it is recommended weather be monitored by satellite or HF radio. The Starlink hexagon cuts right through the lagoon. It is relatively clear of shallow bommies around the anchorage area and to the channel apart from the two shown. While the area to drain is much smaller than the Lady Musgrave Lagoon it is recommended to enter and depart at slack water. We have been in a few times an hour either side of high tide and found negligible current through the channel.















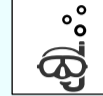
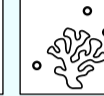












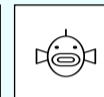



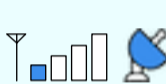





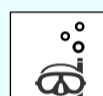




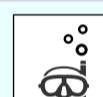





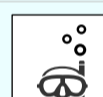
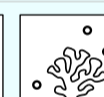




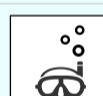
DISCOVERY COAST WEST ANCHORAGES & PUBLIC MOORINGS



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DISCOVERY COAST WEST PUBLIC MOORINGS

TABLE OF DISCOVERY COAST WEST PUBLIC MOORINGS

Location	Cls	#	Zone	Time Limit		Wind	Internet	Info	Known For
<u>Pancake Creek</u>	15m	6		24 hours incl. overnight				QNP	  
<u>Heron Island</u>	C	1		24 hours incl. overnight				TQ	 
Big Bay Heron Reef	D	2		24 hours incl. overnight				TQ	 
<u>Wistari Reef</u>	B C D	1 1 2		24 hours incl. overnight				TQ	  
Mast Head Island	C	1		24 hours incl. overnight				QNP	
Wilson Island	B	1		24 hours incl. overnight				TQ	
North West Island	C	2		24 hours incl. overnight				TQ QNP	 
Broomfield Reef	C	1		24 hours incl. overnight					 
Tryon Island	B	1		24 hours incl. overnight					

See QNP's [Capricorn Coast Public Moorings Guide](#) for more information.

Mast Head Island closes each year for turtle and seabird nesting from 15 October to approximately 31 March.

Northwest Island has restrictions on fish cleaning and scrapping until 11 September 2024 after a fatal shark attack there in 2020.

A public mooring has been established in early 2024 on Tryon Island. Note the island itself is closed to visits to allow the regeneration of its *Pisonia* forest destroyed by a scale infestation.

PANCAKE CREEK

Pancake Creek is a conveniently located, navigable inlet. It is a bolt hole when the weather turns on the reef, being 37nm from Lady Musgrave Island and 33nm from Fitzroy Reef and a welcome stopover after the long day passages from Great Keppel Island (65nm) and the Burnett River (60nm). It is a beautiful anchorage, and very popular.

It is well protected from trade winds and swell behind the peninsula of Clews Point. It can be very uncomfortable in northerlies as the seas will overtop the sandbanks at high tide. An ebbing tide shortens and steepens these waves. For northerlies, we prefer Rodds Bay 13nm away to the west around the peninsula.

Part of the land around the creek is in the [Eurimbula National Park](#).

ENTRANCE

For those using older C-Map maps on their chart plotters beware there has been a long-standing issue with the chart here being out by several hundred metres. This has been corrected on the C-Map app I have on my tablet. If in doubt update your charts.

The channel is well-marked with beacons and both Navionics and C-Map provide a recommended track. There are some 2m LAT sections and a narrow section of only 40m wide just before the inner anchorage. Port and starboard lateral beacons are located at the start of this narrow section to guide you in. As you can see from the aerial photo, there are reefs and rocks in the inlet. So care should be taken.

It is probably best to turn on your track so you can follow it on the way back out.

MOORINGS AND ANCHORAGES

There are two moorings in the outer anchorage and four in the inner anchorage.

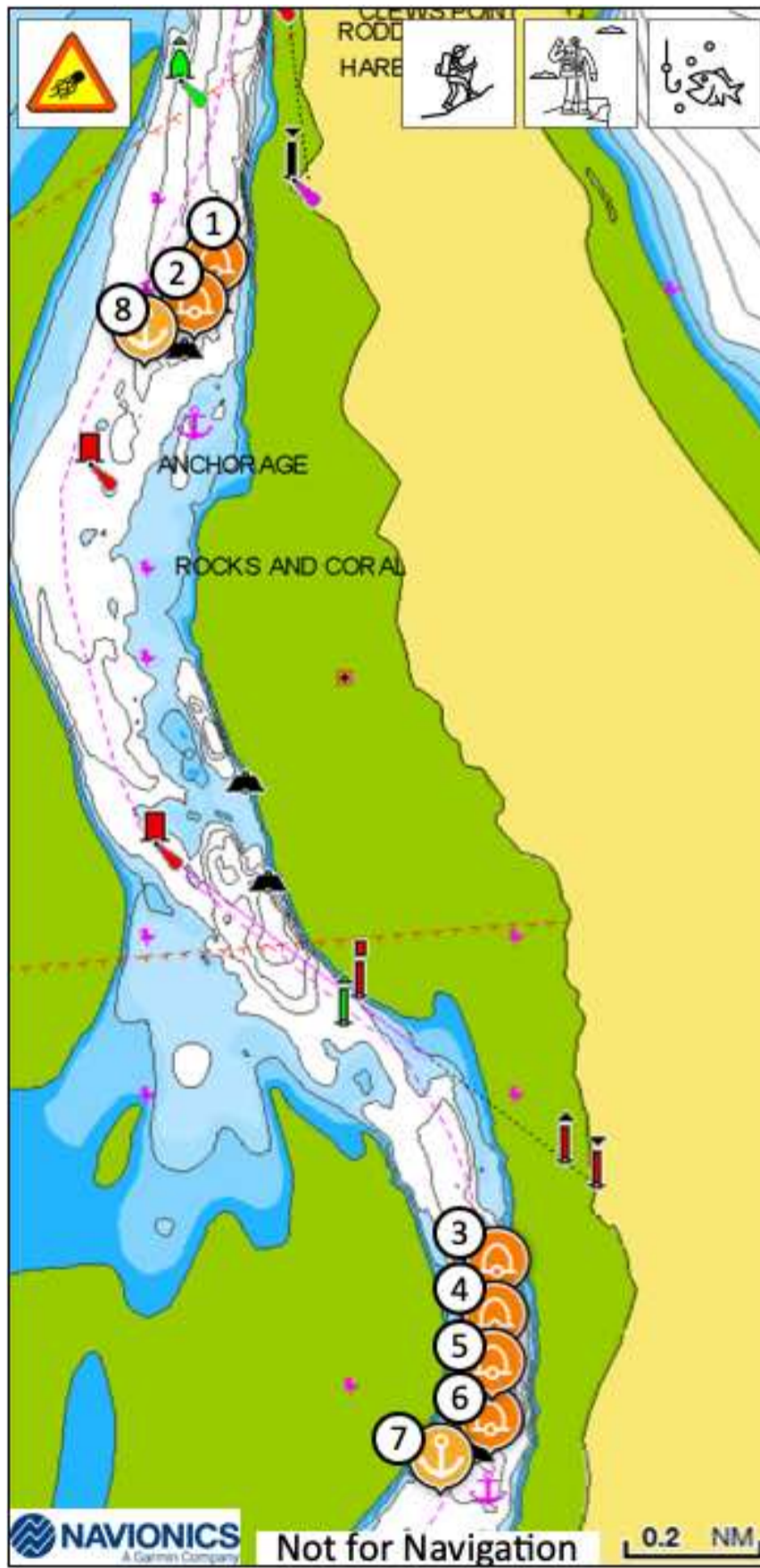
The inner anchorage is only 100 - 200m wide. With the moorings dead in the middle and only spaced about 100m apart, that leaves room for one yacht on anchor between them and one to the south of the last one.

If all this seems pretty tight, it is. We often hear of yachts dragging and swinging into each other in here. It's a favourite anchorage, so cruisers come here in northerlies too, something that surprises us. For these reasons, we tend to stay in the less picturesque Rodds Bay. Sometimes we come in and if it is too crowded, head back out.

BUSTARD HEAD LIGHTHOUSE WALK AND TOUR

There is a 6.3 km return track to the lighthouse from the eastern shore of Pancake Creek near the camping area, near mooring one.

If you would like a tour of the lighthouse, contact volunteer light station caretakers on channel 71. A guided tour of the light station costs a \$10 per person donation, depending on availability.



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1, 2

Depth 3m

Bottom Sand

Zone

Internet

TV

Comfortable in trades. Very uncomfortable in northerlies through to westerlies.

8

Depth 3m

Bottom Sand

Zone

Internet

TV

Comfortable in trades. Very uncomfortable in northerlies through to westerlies. Find a spot south of the mooring number 2.

3,4,5,6

Depth 4m

Bottom Sand

Zone

Internet

TV

Comfortable in trades. Very uncomfortable in northerlies.

7

Depth 3m

Bottom Sand

Zone

Internet

TV

Comfortable in trades. Very uncomfortable in northerlies. Find a spot south of the last mooring.

Bustard Head Lighthouse

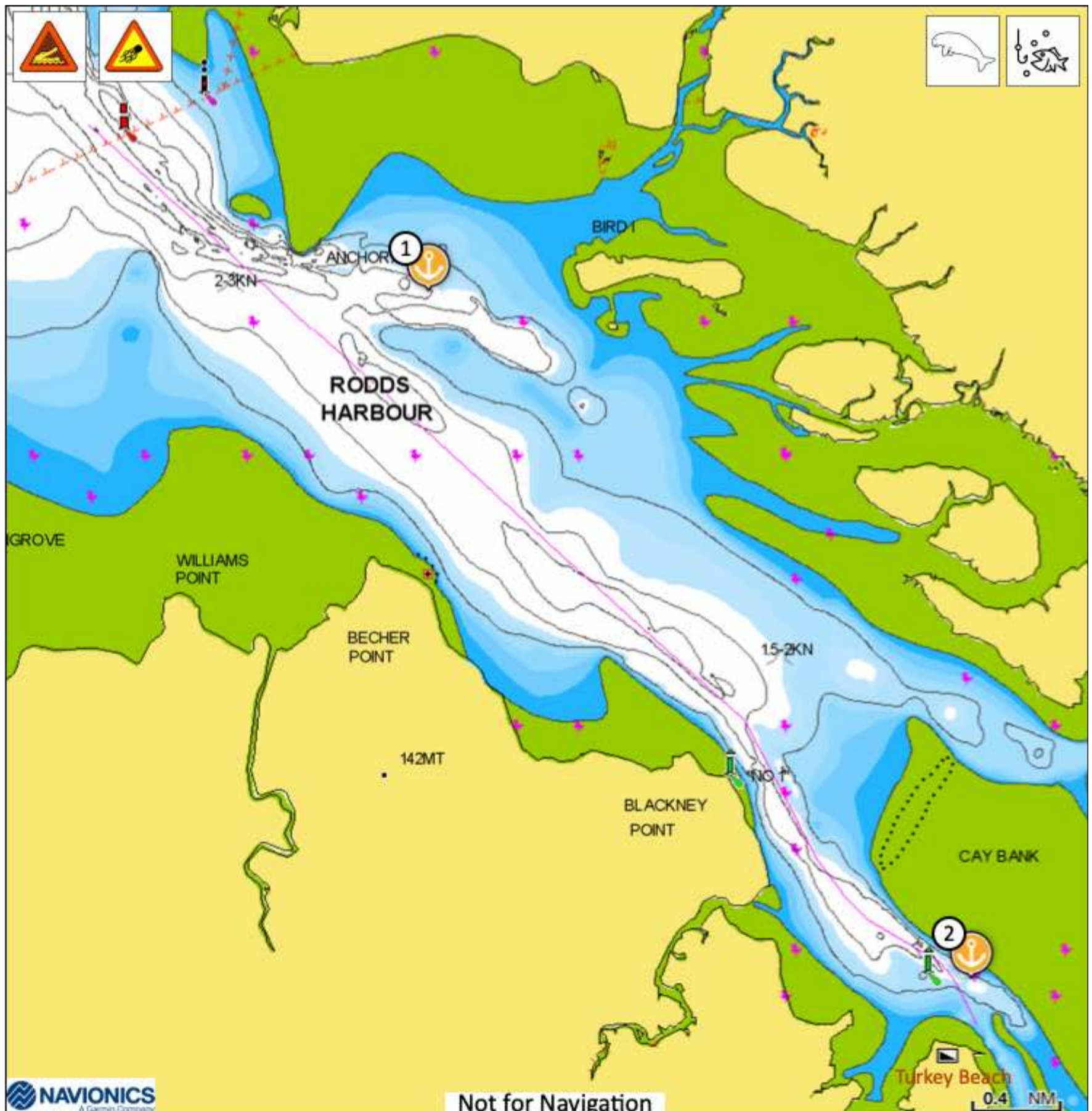


Source Wikipedia. Heritage Branch Staff. Creative Commons 3 license


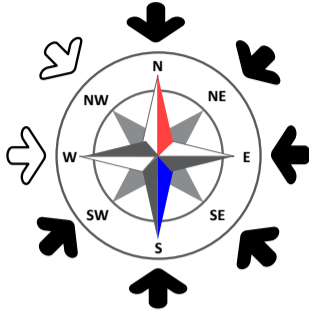

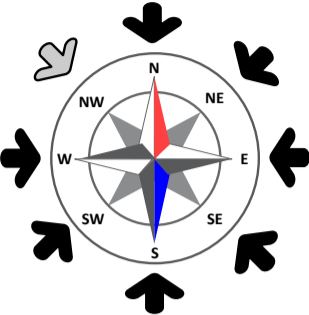








RODDS BAY

Rodds Bay is an all-tide alternate anchorage to Pancake Creek. It is protected from trade winds and seas by Rodds Peninsula. As the inlet runs in from the southeast it also offers protection from northerlies, something Pancake Creek lacks.

Anchorage 2 adjacent to the village of Turkey Beach, has protection from the large and high Cay Bank. The Turkey Beach General Store has fresh milk and bread along with a mix of



goods. It also has ULP and diesel and is open from 7 am to 6 pm each day. It is located one km south of the boat ramp.

1		Depth	3.5m		2		Depth	3m	
		Bottom	Sand				Bottom	Sand	
		Zone					Zone		
		Internet					Internet		
		TV					TV		

Comfortable in northerlies. little swell. Move to anchorage 2 for westerly and north westerly winds. Sand gradually shoals. Tuck in as close as you can.

Well protected behind Cay Bank which was still dry at high tide, at least in 2020 when we were last there. Turkey Beach boat ramp is adjacent.


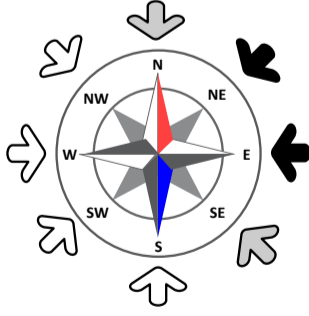

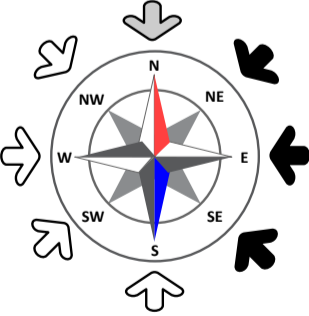








The tidal current is 1.5 - 2 knots in the bay and up to 3 knots near the entrance. If the tides are unfavourable it can take a while to get out.

FACING ISLAND

The western side of Facing Island provides a rare northerly anchorage along this coast. There are two entrances. When coming from the south, follow the main Gladstone shipping channel. From the north, duck around the bottom of Facing Island using the well-marked channel.

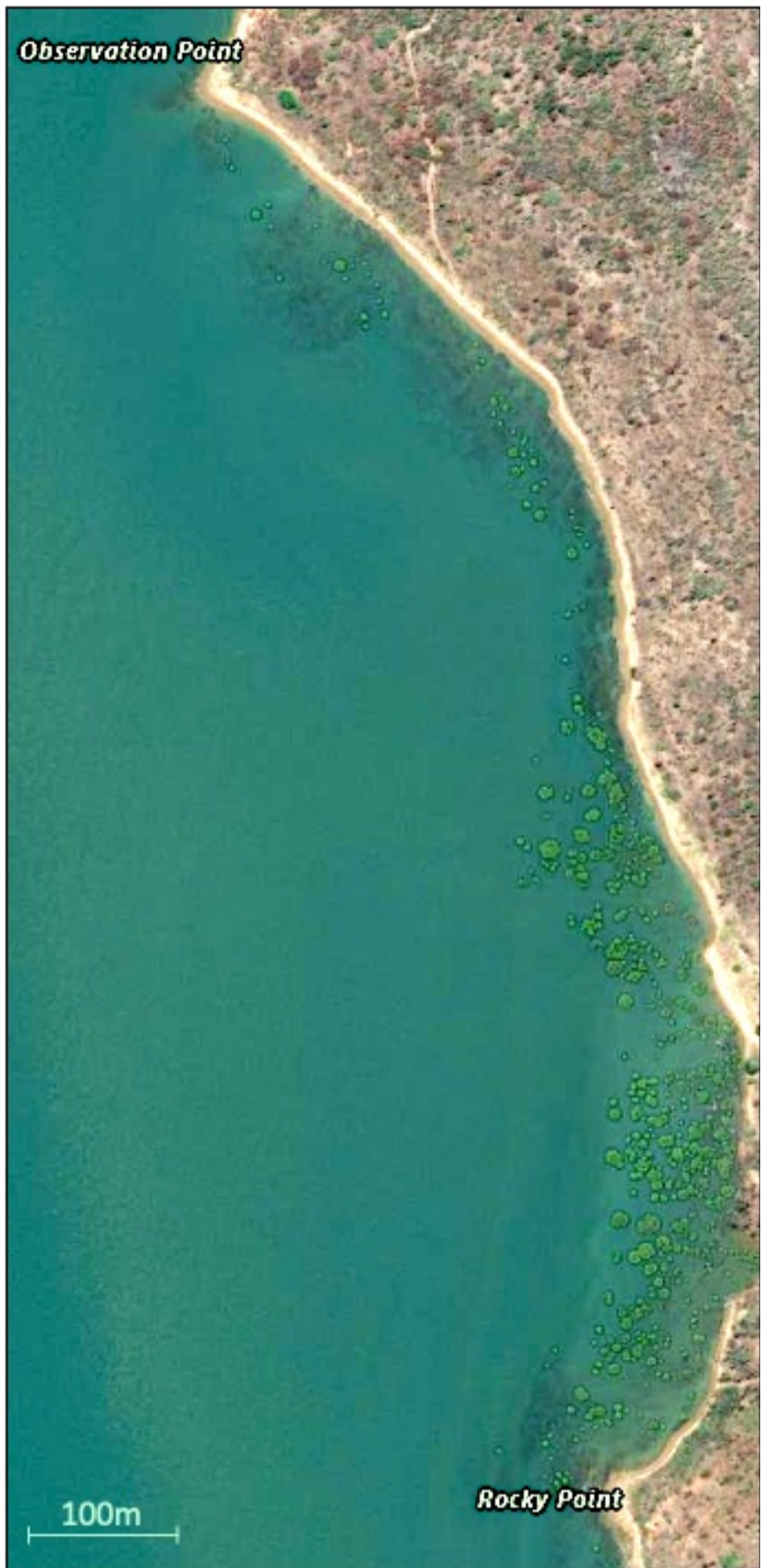
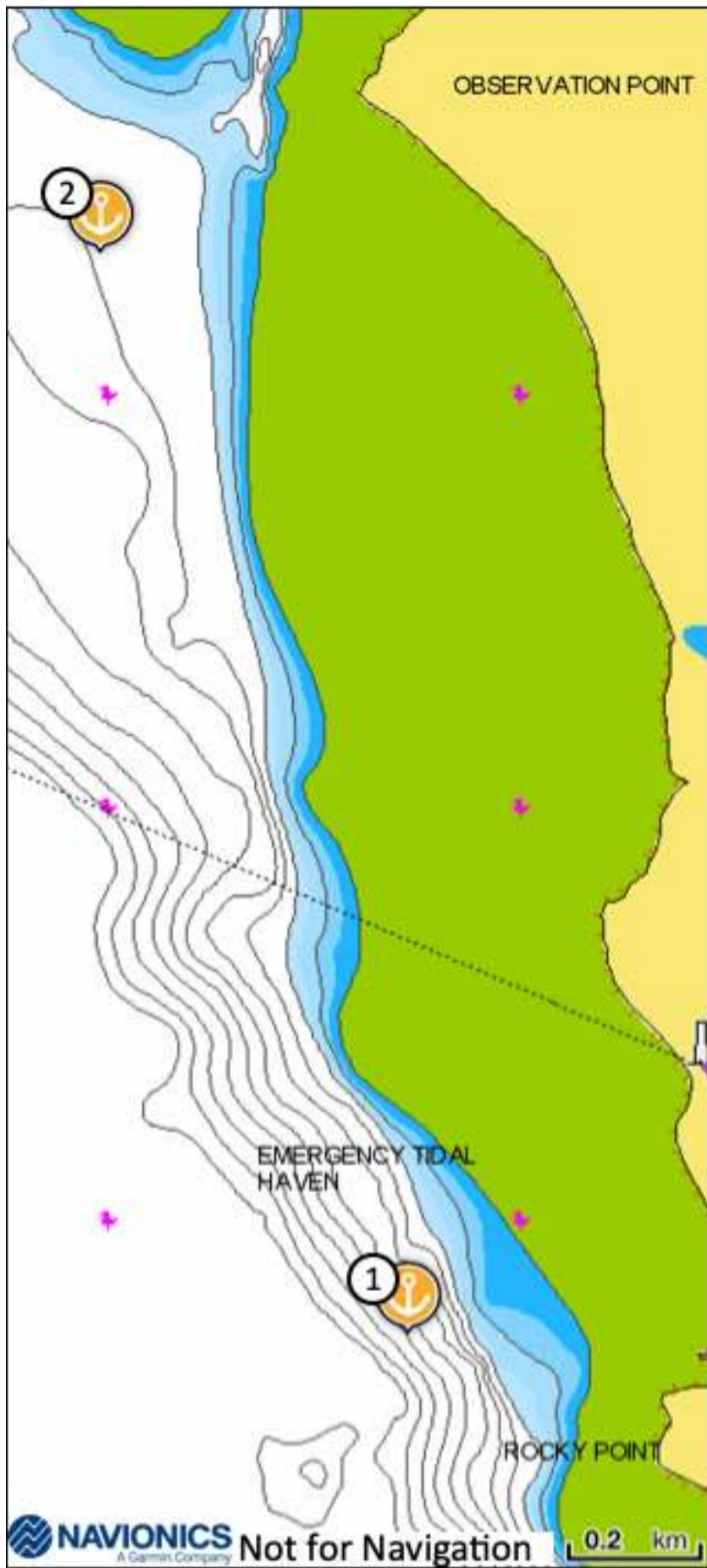
As you are moving within the Gladstone pilotage area, follow the Gladstone Port radio procedure explained in the Gladstone Marina section.

We anchored in both locations but did not stay due to a cold front coming through the next day. There is a lot of fetch and you are wholly unprotected from the south and west.

1		Depth	7.5m		2		Depth	3m	
		Bottom	Sand				Bottom	Sand/Mud	
		Zone					Zone		
		Internet					Internet		
		TV					TV		

Swell free. There is 2.5nm of fetch for north and northwest so some wave action will result. Mind the rock shelf.

Swell free. There is 2.5nm of fetch for north and northwest so some wave action will result. Mind the rocks and the relatively steep bottom here.

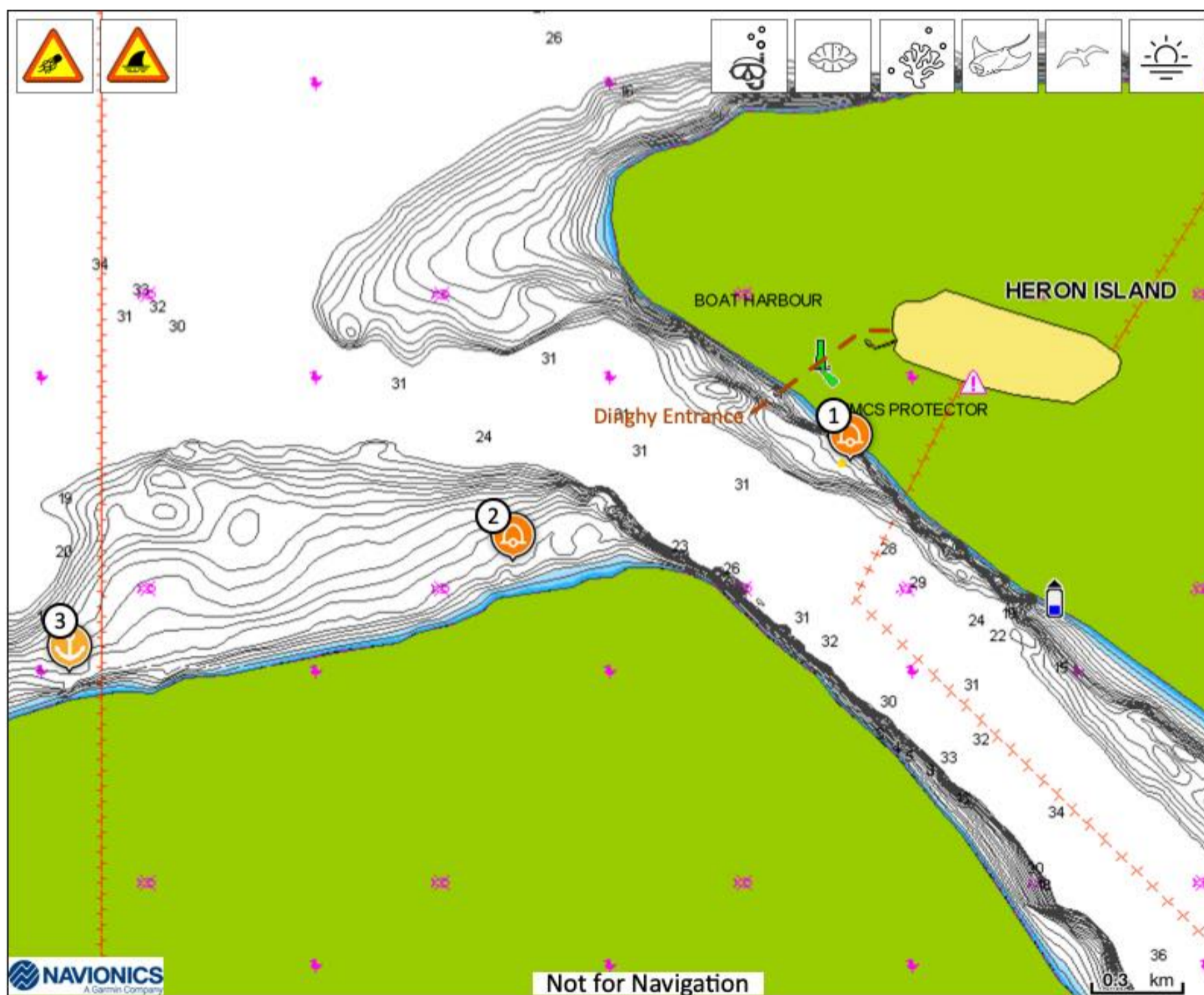


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HERON ISLAND

The coral cay, Heron Island, and its reef, Heron Reef form a channel with its western neighbour, Wistari Reef. There are three public moorings in total.

Part of the island is a national park - part of the Capricorn Cays National Park. Heron Island Resort, founded by Cristian Poulson in 1932, is in the northwestern corner, and on the central western side is the Heron Island Research Centre, run in conjunction with the University of Queensland. Between the staff and guests of each, there are often hundreds of people on the island. The resort does not welcome day visitors. The research centre can only be visited by prior arrangement.



The cay is a hotspot of biodiversity in the Great Barrier Reef. 900 fish species are found here along with 72% of coral species. At low tide, you can reef walk straight off the beach. There you will find clams, many types of coral and smaller fish. With the very clear water, it almost

feels like an aquarium. The harbour itself has reef sharks, larger fish, manta rays and sting rays. It has less clarity due to the coming and going of vessels. There are numerous private moorings with orange floats for dive tours around the reefs.


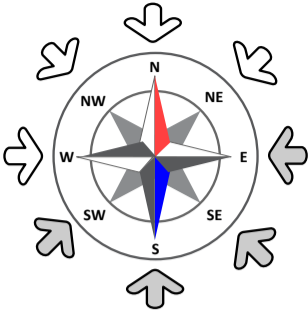






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1	Depth	14m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		
2	Depth	4m	
	Bottom	Sand/Coral	
	Zone		
	Internet		
	TV		

Heron Island. Swell can propagate up the channel in stronger conditions but very pleasant in mild conditions. The tides floods at up to 2 knots to the northwest and ebbs at up to 2 knots to the southeast. There are reef protection markers just in from the mooring.

Wistari Reef. Minor protection from the NNE but better in SW to E. The tide floods to the west and ebbs to the east at up to 1 knot.

3		Depth	7.5m	
		Bottom	Sand/Coral	
		Zone		
		Internet		
		TV		

Wistari Reef. There are a few patches of sand close to the northern edge of the reef. This anchorage is only 45m from the reef edge. **Caution: Unsafe if any northerly wind occurs.**

ACCESS AND PRIVATE LEASEHOLD AREAS

Resort and research centre vessels access the island via Heron Island Harbour, which is a private leasehold area, as shown below. It is a dredged channel right up to the island with sides made of concrete clocks and caps. These are perfectly level, so at low tide, there is a waterfall running in from each side, as shown in the photo next page.

The channel is overgrown in parts with coral heads. Channel markers and leads show the centre of the navigable channel. Depths at low tide are 3-4m with coral heads coming up and breaking the surface in parts.

The starboard side of the channel is reinforced with a scuttled ship, the HMCS Protector. The western side of the harbour including the HMCS Protector lies outside the lease area and can be visited.

Private and National Park areas on Heron Island



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 Approximate boundaries provided by Queensland Parks and Wildlife Service Gladstone Office 2022

Tender access to the island is at mid-tide and above across the coral reef. The intertidal zone is part of the marine park, other than a sliver where the jetty is.

The southeastern corner of the island is within the Capricornia Cays National Park and may be visited. See the outline above for approximate boundaries.

Heron Island Harbour south wall, jetty and HMS Protector, with low tide waterfall.



Photo G. Luck