

CRUISING THE CORAL COAST

9th Edition Updates to August 2019

General Information. Since the publication of this edition in 2014, most changes involve the very slow recovery of numerous tourist resorts (especially in the Whitsunday area) that are only just starting to reopen again since suffering major cyclone damage. Many are now foreign owned.

As before, some resorts deny casual visitation making their attractions irrelevant to the cruising sailor. A few specific details are noted later on relevant pages.

Please note that most update information refers to relevant map pages.

Page 20. Queensland's weather information remains comprehensive throughout all the usual public and volunteer stations but the popular interactive broadcasts have ceased.

Page 35. For Southport Yacht Club Marina extensions see page 36. Note that many marinas from here north along the entire coast have added one arm of berths.

Page 54. The heading 'Queensland Squadron' should read 'Queensland Royal Yacht Squadron'.

Page 56. Brisbane River foreshores along Hamilton and Bulimba Reaches now have waterfront homes and private berths. Most, if not all, marine businesses have moved downstream to or near *Rivergate Marina*.

Page 58. The public pile berths off Brisbane's Botanical Gardens have been renewed, the booking authority now being Brisbane City Council. The piles berths' access jetty displays all details regarding payment. If a berth is not available and space allows, it is possible to anchor along the east bank of *Town Reach* being careful not to block the main channel.

Page 64-65. Anchorage in the Mooloolah River upstream of Minyama Island has been further restricted by rows of small buoys indicating no-go zones off all houses.

Fuel is now available at Lawries Boat Services. Lawries Marina is now named Kawana Waters Marina.

Page 72. The 2017 official large scale Chart 240 no longer shows the route across Wide Bay Bar, probably because it is still moving. The Directional Light Beacon still shows the best course but in the absence of local knowledge allow for uncharted changes by crossing on a rising tide at least three hours old. The course line across the bar shown in this book on pages 72 and 74 are redundant.

Page 83. The Susan River is now overwhelmed by local moorings leaving little chance of finding an anchorage.

Pages 90. The Fairymead Reach leading beacons have been scrapped in favour of lateral marks.

Page 92. Since the devastating cyclones and floods of the past few years, there is no chance of Bundaberg City's popular marina rebuilding. Town Reach has become an anchorage with a public dingy pontoon. The well stocked chandlery above the river still functions (tragically, the ex-marina and chandlery owner, Ray Foley, died in a motorcycle accident).

As of early 2019 major marine and tourist facilities were planned for the area east of the *Port Bundaberg Marina*. Most facilities in this area have been closed (page 91).

Pages 103-108-110. Three of the four planned Natural Liquid Gas plants are functioning on the southwest corner of Curtis Island with coal loading facilities expanded. As of mid 2019 *The Narrows* is still unaffected.

Page 127. *Shoalwater Bay Military Training Area* closures are no longer broadcast by VMR stations. Check the MSQ website.

Page 128. The major development planned to turn Great Keppel Island into a suburb has not yet happened. The island has a few low-key tourist attractions.

Page 132. The two bottom approach captions should be interchanged.

Page 169. For many years Brampton Island resort has been closed with its National Park walks in poor condition.

Page 174. The foreign-owned Laguna Quays Marina has shut down.

Page 177. Lindeman Island is still closed. It is Chinese owned.

Page 179. Only one of the three resorts on Long Island was still trading.

Page 180. The planned marina in Shute Bay, west of the barge ramp, had not begun construction by end of July 2019.

Page 181. It is rumoured that the foreign owner of still closed South Molle Island resort is wanting to built a 200-berth marina here.

Page 196. Planned marina for Bowen's inner boat harbour had not started as of August 2019.

Page 201. The highly contentious Indian-owned Adani Coal Mine has been given permission to start work. Its railway from central Queensland to Abbot Point coal loaded is expected to cross the wetlands of Upstart Bay.

Page 205. Russell Island near Cape Bowling Green is no longer an island, however, because of its shifting sand, an island may reappear in the future.

Page 210. Breakwater Marina has an extra arm in its southwest and the Townsville Yacht Club Marina has extended its main arm northeast.

Page 215. Cape Richards Resort has long gone with its site now part of the Hinchinbrook National Park. Privately operated rest facilities along the Thorsborne Trail are possible in the future.

Page 231. Dunk Island remains closed after cyclone damage. It may or may not open again.

Page 247. In South Trinity Inlet, not far from Coconut Slipway, is Rum Jungle Marine.

Page 255. Mirage Marina has been renamed Crystalbrook Marina with an extended main arm for large vessels.

Fuel is now exclusively available upstream where the word 'Trawlers' is seen.

Page 258. The Daintree River recently suffered a record flood of over 11-metres. Information about possible changes are as yet unknown. Enter with care.

Page 267. Correction; 'Annon' River should read Annan River.

Page 269-270. Cooktown's entrance beacons have long been removed but the channels on each side of their sandbank remain much the same.

Page 287-289. Close northwest of Cape Melville, Channel Rocks has a lit green buoy off its eastern side. It has been there since Lads Passage became shipping's new route. It goes northeast to the outer reefs thence northwest under their lee. There being no snug anchorages along the way, small boat sailors are strongly advised to use the old Inner Route with its shallower water and promise of anchorages along the way.

Page 304. In the vicinity of Wye Reef, Lads Passage re-enters the Inner Route. The latter has numerous new passing routes for commercial shipping.

Page 306. Portland Road has a café and booking agent for flights north and south.

Page 321. Escape River remains available to private craft seeking anchorage but options are restricted by the increase in cultured pearl rafts. Be especially careful at night and do not foul a raft.

Page 335. Thursday Island's Engineers Jetty now has more dinghy landing pontoons on its western side.