

CRUISING THE NEW SOUTH WALES COAST

6th Edition
Updates to September 2017

PLEASE NOTE: The following updates refer only to the 6th edition, which was released November 2010.

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

General Remarks.

- * 'NSW Maritime' is now called 'Roads and Maritime' with some combined offices hiding under the title 'NSW Services'. All rescue stations are known as 'Marine Rescue New South Wales' - website www.marinerescuensw.com.au
- * *Life jackets* must be worn aboard all vessels when crossing a bar and in tenders when travelling further than 200 metres from the nearest land. For full details of all regulations see latest free booklet 'NSW Transport Maritime'.
- * *Licences* for planing craft need proof of experience.
- * *Courtesy Moorings* have been re-introduced with 3 in Port Macquarie
- * *Police Moorings* have multiplied in the Sydney region. They may be used in an emergency only.
- * *Lake Macquarie* is a port of *Australian Registry*. Other ports are Sydney, Jervis Bay, Port Kembla, Newcastle and Yamba.
- * *Sydney Radio Base* at Terry Hills listens out 24/7.

Trailer sailer warning. When launching upstream of fixed bridges please note that in a number of rivers single fibre optic cables have been strung beneath existing power cables with no new signage as to their height. The author brought this fact to Telstra's notice in 2009 but little, if any, action has been taken.

PORTS AND ANCHORAGES.

Page 54. The the bar between Snapper Island and the mainland has been dredged to a depth of 2.3 metres LAT. The Batemans Bay Marina has been upgraded and enlarged with 140 floating berths and improved general services and facilities. The proprietors of this marina also own the Port Macquarie Marina.

Page 75. The power lines over Berrys Canal have been replaced by submarine cables: Masted vessels are now able to enter the Shoalhaven River with due regard to the vehicular ferry. My thanks to Graham Bates, who runs a Facebook page for local yachts, for this information.

Page 203. Newcastle Harbour handles the second highest cargo tonnage in Australia with ships of 210,00 tonnes entering and departing. If a visitor has any doubt about his or her ability to keep clear of shipping movements, call Newcastle Harbour on VHF channel 9.

Page 205. Please note that a submarine pipe crosses the *Hunter River* in the vicinity of the word 'Ramp', 8 cables south of the *Stockton Bridge*.

Pages 206 and 207. These two charts should be numbered HR2 and HR3.

Page 246. The Visitor's Berth is derelict and cannot be used while the Fishing Boat Jetty remains available to visitors despite the local fish co-op closing. If in doubt, call Harrington Marine Rescue for clarification.

Page 258. Port Marina has extended out into Back Channel with floating berths north and south of the fuel berth.

Page 259. The leading beacons and lights over Port Macquarie Bar have been replaced by directional lights. It pays to favour the course shown by the thin dashed green line or a little to its north.

North of Lady Nelson Wharf (the public jetty) are three courtesy moorings.

Page 269. A procession of easterly swells and other seasonal causes has again destroyed the Macleay River bar's dependability. Its leading lights have been decommissioned and local knowledge is vital. Check with Marine Rescue, Trial Bay.

Page 273. This chart should be numbered M2.

Page 284. Depths within the Wooli River have slightly decreased in places whilst the entrance bar depths have reduced dramatically. Although there is probably 0.8 metres LWS it is safer to presume the best depth is 0.5m. If in doubt, call the very helpful crew of *Marine Rescue Wooli* whose base overlooks the bar.

Page 288. Yamba Bay is now fully occupied by local moorings with no space to anchor. The number of marina moorings off its berths have tripled.

Pages 291. There are lit red and green buoys at the junction of Goodwood Island Leads and Goodwood Island Reach Leads. The latter leads have been reduced from two to one beacon. There is also a lit red buoy to the south just north of latitude 29° 24'.

Page 294. The proposed arch bridge at Harwood with a probable fixed clearance of 30 metres is now under construction. Access through the construction site to and through the old opening bridge is mostly available, however special circumstances can prevail at which time heavy fines apply to anyone ignoring special rules.

Page 295. See new buoy information, page 291 above.

Page 297. A three-pile privately owned pontoon berth is near the word 'HARWOOD'. Harwood's ramp and fixed jetty have been complemented with a public pontoon. At Maclean, the public pontoon has been duplicated.

Page 299. A second set of cables now cross the river at Lawrence's vehicular ferry site with a standby second ferry berthed on the south bank.

Page 301. On the south bank of South Arm at Brushgrove, there is a public pontoon berth. The overhead cable shown here has been removed.

Page 303. At Ulmarra's Public Jetty site there is a new pontoon berth.

Page 305. The 19.8-metre high overhead cables across the main channel at Elizabeth Island have been lowered – or at least re-signed – to 17-metres.

Page 319. The Marine Rescue tower behind the northern breakwater is, in mid 2017, being replaced with a larger building close to its northeast. The old tower is in danger of falling and will probably be removed.

As of May 2016, dredging the river upstream from Mobs Bay has been completed with dredging of the Fishery Creek Boat Harbour commenced during May.

Page 333. The Brunswick Heads bar has shoaled to a possible one metre and needs more caution than usual. The *Boat Harbour* is now dominantly occupied by private craft with only one trawler working out of here 2017, all others moving to Ballina. The fish co-operative, however, still sells fresh product.