



Passage Planning Notes

South of Cairns, Whitsundays and Hydrographers Passage

(PPN – SoCWHP 2023–24 Edition)



A
AURIGA
/

Passage Planning Guide

Great Barrier Reef and Torres Strait

(PPG – GBRTS 2023–24 Edition)

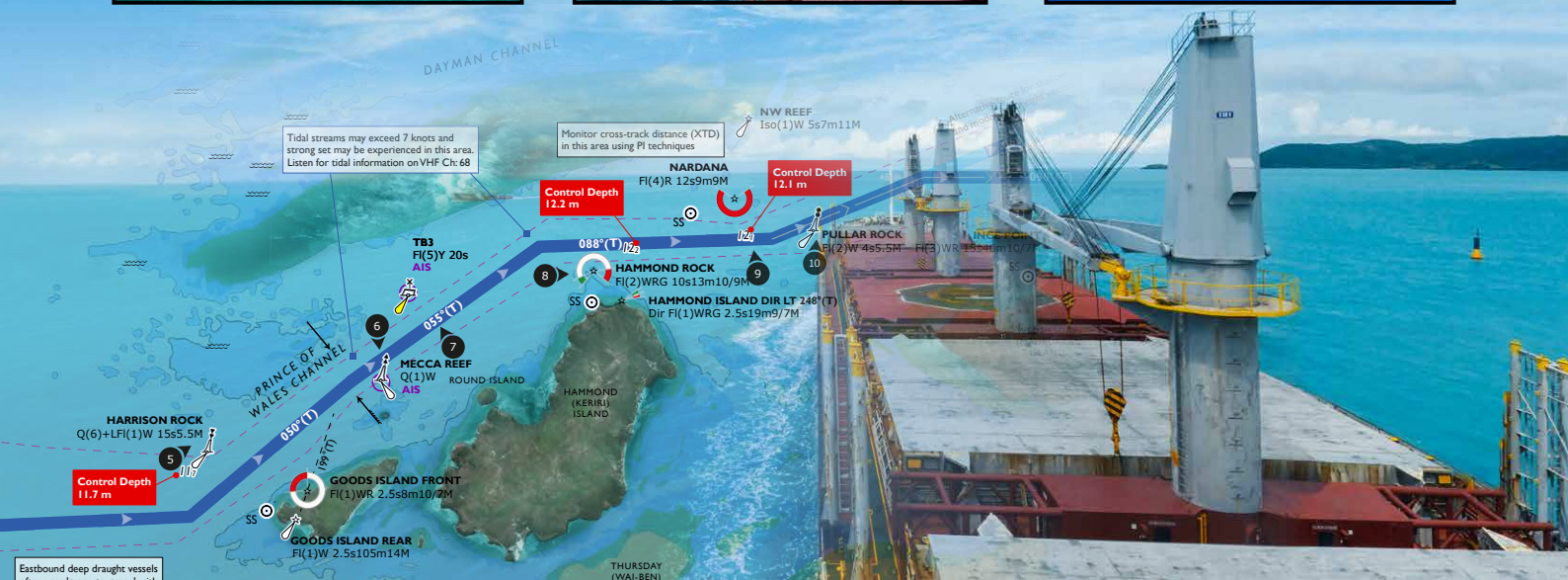
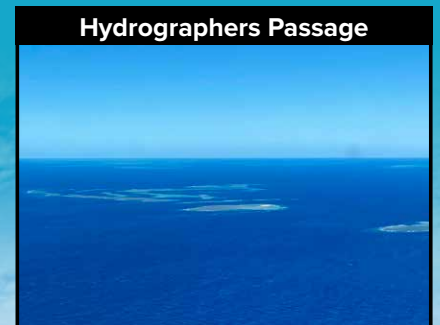
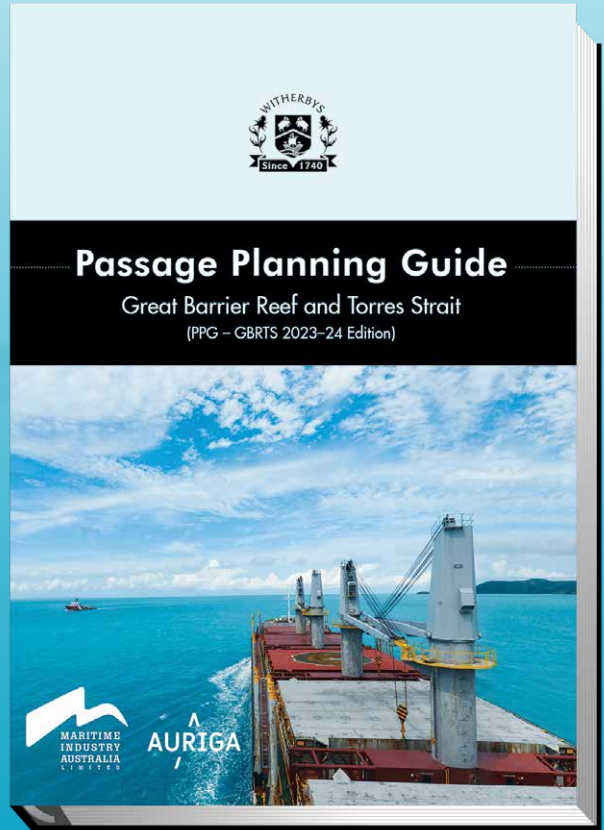
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This free publication is a companion guide to the main passage guide for this region: 'Passage Planning Guide – Great Barrier Reef and Torres Strait'.

'Passage Planning Guide – Great Barrier Reef and Torres Strait' contains in-depth descriptive narrative and pilot's guidance for ships navigating through the Torres Strait, the Great North East Channel or the Inner Route to Cairns, using the routes defined in the AMSA QCPP. It is available direct from shop.witherbys.com or from all Admiralty Chart Agents.

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Great Barrier Reef and Torres Strait








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Straits of Malacca and Singapore (SOMS)






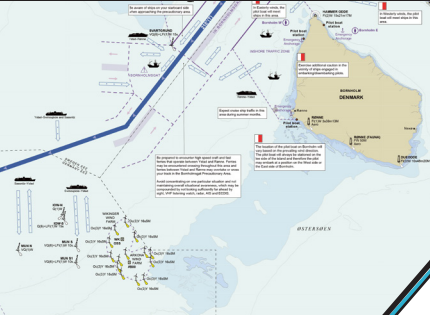


Passage Planning Guide
Baltic Sea: Skagen to Bornholm
(PPG – Baltic 2022 Edition)



Baltic Sea: Skagen to Bornholm







Passage Planning Guide
English Channel, Dover Strait and Southern North Sea
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Passage Planning Notes

South of Cairns, Whitsundays and Hydrographers Passage
(PPN – SoCWHP 2023–24 Edition)

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First published in 2023 by Witherby Publishing

Rev.2 21/07/2023

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British Library Cataloguing in Publication Data

A catalogue record for this book is available from the British Library.

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Any information within these Notes sourced from the Australian Maritime Safety Authority's (AMSA) Queensland Coastal Passage Plan (QCPP) is current at the time of publication.

The AMSA QCPP provides the approved passage plans used by licensed coastal pilots, specific to the route and vessel under pilotage, as required by Marine Order 54 (Coastal pilotage).

While every effort has been made by Witherby Publishing Group to align these Notes to the AMSA QCPP, AMSA does not endorse the content of these Notes. The latest version of the approved AMSA QCPP can be found at: <https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters/queensland-coastal-passage-plan-2019>

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Planet Labs PBC:

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Published by

Witherby Publishing Group Ltd

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3 Almondvale Business Park,
Almondvale Way,
Livingston EH54 6GA,
Scotland, UK

+44 (0)1506 463 227

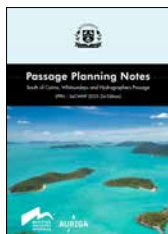
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Contents

Reference PDFs to Download for the Region	viii
Introduction	ix
Acknowledgements	ix
Notices	ix
Explanation of Routes Shown on the Chartlets in these Notes	x
Glossary	x
PART 1 Passage Notes	1
South of Cairns – Southbound	1
PART 2 Passage Notes	17
South of Cairns – Northbound	17
PART 3 Passage Notes	31
Whitsunday Passage	31
PART 4 Passage Notes	37
Hydrographers Passage	37
Annexes	49
Annex 1 – Authority Contacts in Great Barrier Reef and Torres Strait (GBRTS)	51
Annex 2 – Approved Cruise Transit Corridors	53

Reference PDFs to Download for the Region



Passage Planning Notes – South of Cairns, Whitsundays and Hydrographers Passage

Published By: Witherbys

Edition Date: 2023–24

No. Pages: 68

Size: 14 mb

Web Search Term: Passage Planning Cairns Whitsundays Hydrographers Passage

URL: <https://www.witherbys.com/gbr>



Queensland Coastal Passage Plan (QCPP)

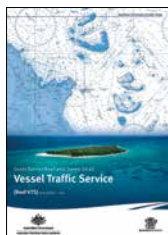
Published By: AMSA

Edition Date: January 2019

No. Pages: 102

Size: 8 mb

Web Search Term: AMSA + QCPP



Great Barrier Reef and Torres Strait Vessel Traffic Service (Reef VTS) User Guide – 2022

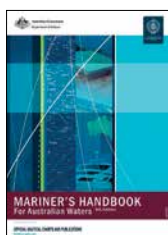
Published By: AMSA/State of Queensland

Edition Date: 2022

No. Pages: 35

Size: 13 mb

Web Search Term: Reef VTS User Guide



Mariner's Handbook for Australian Waters (AHP20)

(formerly Seafarers Handbook for Australian Waters)

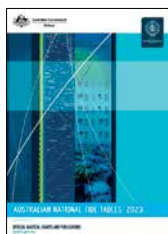
Published By: AHO

Edition Date: 5th Ed, September 2019

No. Pages: 324

Size: 16 mb

Web Search Term: Mariner's Handbook Australian Waters



Australian National Tide Tables (AHP11)

Published By: AHO

Edition Date: Current Year

No. Pages: 406

Size: 9 mb

Web Search Term: Australian National Tide Tables (AHP11)



Eye on the Reef (Mobile Phone App)

Published By: GBRMP

Edition Date: 2022

Size: 115 mb

App Store Search Term: Eye on the Reef



GBRMPA Zoning Maps

Published By: GBRMPA

Edition Date: 23/08/2022

No. Maps: 19

Size: 4–5 mb per map

Web Search Term: GBRMPA Zoning Maps

Note: Maps are available in the 'Eye on the Reef' app

AMSA Marine Orders (ref: amsa.gov.au)

Marine Order 21 (Pilot Transfer Arrangements) 03/2022

Marine Order 54 (Coastal Pilotage) 06/2022

Marine Order 57 (Helicopter Operations) 11/2019

AMSA Pilot Advisory Note (ref: amsa.gov.au)

Cyclone Avoidance in Coastal Pilotage Areas 01/2022

Introduction

This publication *'Passage Planning Notes – South of Cairns, Whitsundays and Hydrographers Passage'* is made freely available as a companion edition to *'Passage Planning Guide – Great Barrier Reef and Torres Strait (PPG – GBRTS 2023–24 Edition)'*.

This publication contains passage notes on the following routes:

- South of Cairns
- Whitsunday Passage
- Hydrographers Passage.

However, where further details on the Reef, the relevant authorities, pilotage, tides, ballast water, MARPOL and routes North of Cairns to Torres Strait are required, you must in all cases refer to:

'Passage Planning Guide – Great Barrier Reef and Torres Strait (PPG – GBRTS 2023–24 Edition)'.

Acknowledgements

Auriga Pilots

Australian Hydrographic Office

Australian Maritime Safety Authority

Australian Transport Safety Bureau

Great Barrier Reef and Torres Strait Vessel Traffic Service

Great Barrier Reef Marine Park Authority

Maritime Industry Australia Ltd.

Maritime Safety Queensland

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The charts contained in this publication are not to be used for navigation.

Explanation of Routes Shown on the Chartlets in these Notes



Direction of Passage – Indicates the direction the charts follow.



Deep Draught Route – This is the Deep Draught Route (maximum of 12.5 m static draught).



Moderate Draught Route – This is a route for shallow and moderate draught ships.



Images – Indicates that a numbered photograph of the highlighted navigation mark or feature appears on the chart (Hydrographers Passage only).

Waypoints and Courses

The South of Cairns (SoC) section of these Notes is outside of the coverage of the QCPP, but it remains within the IMO adopted two-way route. When ships are passage planning within the two-way route South of Cairns, but outside the compulsory pilotage

area, tracks should be planned on the starboard side of the two-way route to reduce interaction with traffic proceeding in the opposite direction. Passage planning in the centre of the two-way route should be avoided. The waypoints indicate the safest route, for all ships, having regard to charted depths and dangers. It should be noted that the use of these routes is not mandatory and the route the ship takes should be carefully checked by the Navigation Officer and the Master and should be in line with advice from the pilot.

The courses for Hydrographers Passage in these Notes are derived from the chartlets of the QCPP, with specific guidance taken from AMSA licensed pilots. Any discrepancies between these Notes and the courses in the QCPP should be noted and discussed during bridge team meetings and during the Master/Pilot Exchange.

For Hydrographers Passage, navigators are reminded that the QCPP is the only Approved Passage Plan as per Marine Order 54 (Coastal pilotage). If you require specific guidance on your route through the Great Barrier Reef and Torres Strait, you should consult your pilotage service provider.

Glossary

AHO	Australian Hydrographic Office	IR	Inner Route
AIS	Automatic Identification System	MSI	Maritime Safety Information
AMSA	Australian Maritime Safety Authority	MSQ	Maritime Safety Queensland
AP	Auriga Pilots	PBG	Pilot Boarding Ground
APR	Automated Position Reporting	POWC	Prince of Wales Channel
ATSB	Australian Transport Safety Bureau	PSSA	Particularly Sensitive Sea Area
DSA	Designated Shipping Area	QCPP	Queensland Coastal Passage Plan
DUKC	Dynamic Underkeel Clearance	REEFREP	Mandatory Ship Reporting System for the Great Barrier Reef and Torres Strait
GBRMPA	Great Barrier Reef Marine Park Authority	REEFVTS	The Great Barrier Reef and Torres Strait Vessel Traffic Service
GBRTS	Great Barrier Reef and Torres Strait	SEI	Ship Encounter Information
GNEC	Great North East Channel	SoC	South of Cairns
GUZ	General Use Zone	TP	Torres Pilots
HP	Hydrographers Passage		

PART 1

Passage Notes South of Cairns – Southbound



South of Cairns – Southbound

Southbound

Abbot Point to Sandy Cape

No	Waypoint	Latitude	Longitude	Course	Distance
1	Abbot Point Pilots	19°48.1000' S	148°03.6000' E	096°T	38.2'
2	Bait Reef	19°52.1159' S	148°44.0181' E	120°T	26.4'
3	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
4	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	140°T	81.7'
5	High Peak Island	21°52.9468' S	150°45.4539' E	131°T	81.8'
6	Moresby Bank	22°45.9000' S	151°52.9000' E	138°T	63.0'
7	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	138°T	76.8'
8	Sandy Cape	24°30.0000' S	153°34.8000' E		
Total Distance					427'

Gladstone to Sandy Cape

No	Waypoint	Latitude	Longitude	Course	Distance
1	Gladstone Pilots	23°50.1035' S	151°34.6433' E	113°T	10.3'
2	Bustard Head	23°54.1231' S	151°44.9642' E	098°T	39.0'
3	Curtis Channel	23°59.6392' S	152°27.2167' E	103°T	18.7'
4	Lady Elliot Island	24°03.7274' S	152°47.1482' E	121°T	50.8'
5	Sandy Cape	24°30.0000' S	153°34.8000' E		
Total Distance					118.8'

Hay Point to Sandy Cape

No	Waypoint	Latitude	Longitude	Course	Distance
1	Hay Point Y3	21°12.4500' S	149°30.0000' E	033°T	19.8'
2	Three Rocks	20°55.8000' S	149°41.5000' E	053°T	8.7'
3	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	140°T	81.7'
4	High Peak Island	21°52.9468' S	150°45.4539' E	131°T	81.8'
5	Moresby Bank	22°45.9000' S	151°52.9000' E	138°T	63.0'
6	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	138°T	76.8'
7	Sandy Cape	24°30.0000' S	153°34.8000' E		
Total Distance					331.8'

Palm Passage to Abbot Point

No	Waypoint	Latitude	Longitude	Course	Distance
1	Palm Passage North	18°14.8000' S	147°05.0000' E	226°T	13.3'
2	Trunk Reef	18°24.1000' S	146°55.0000' E	175°T	19.0'
3	John Brewer Reef	18°43.0618' S	146°56.6459' E	130°T	46.3'
4	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
5	Pakhoi Bank	19°28.2000' S	147°51.7000' E	151°T	22.8'
6	Abbot Point Pilots	19°48.1000' S	148°03.6000' E		
Total Distance					124'

Part 1 – South of Cairns – Southbound

Palm Passage to Hay Point

No	Waypoint	Latitude	Longitude	Course	Distance
1	Palm Passage North	18°14.8000' S	147°05.0000' E	226°T	13.3'
2	Trunk Reef	18°24.1000' S	146°55.0000' E	175°T	19.0'
3	John Brewer Reef	18°43.0618' S	146°56.6459' E	130°T	46.3'
4	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
5	Pakhoi Bank	19°28.2000' S	147°51.7000' E	113°T	31.8'
6	Holbourne Island	19°40.5000' S	148°22.8000' E	120°T	23.1'
7	Bait Reef	19°52.1159' S	148°44.0181' E	120°T	26.4'
8	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
9	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	233°T	8.7'
10	Three Rocks	20°55.8000' S	149°41.5000' E	213°T	19.8'
11	Hay Point Y3	21°12.4500' S	149°30.0000' E		
Total Distance					270.1'

Palm Passage to Sandy Cape

No	Waypoint	Latitude	Longitude	Course	Distance
1	Palm Passage North	18°14.8000' S	147°05.0000' E	226°T	13.3'
2	Trunk Reef	18°24.1000' S	146°55.0000' E	175°T	19.0'
3	John Brewer Reef	18°43.0618' S	146°56.6459' E	130°T	46.3'
4	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
5	Pakhoi Bank	19°28.2000' S	147°51.7000' E	113°T	31.8'
6	Holbourne Island	19°40.5000' S	148°22.8000' E	120°T	49.5'
7	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
8	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	140°T	81.7'
9	High Peak Island	21°52.9468' S	150°45.4539' E	131°T	81.8'
10	Moresby Bank	22°45.9000' S	151°52.9000' E	138°T	63.0'
11	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	138°T	76.8'
12	Sandy Cape	24°30.0000' S	153°34.8000' E		
Total Distance					544.9'

Palm Passage to Townsville

No	Waypoint	Latitude	Longitude	Course	Distance
1	Palm Passage North	18°14.8000' S	147°05.0000' E	226°T	13.3'
2	Trunk Reef	18°24.1000' S	146°55.0000' E	175°T	19.0'
3	John Brewer Reef	18°43.0618' S	146°56.6459' E	186°T	23.6'
4	Townsville Pilots	19°06.5725' S	146°54.1594' E		
Total Distance					55.9'

Part 1 – South of Cairns – Southbound

Yorkeys Knob to Palm Passage

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	131°T	9.8'
6	Palm Passage South	18°30.9359' S	146°41.5366' E	062°T	14.5'
7	Trunk Reef	18°24.1000' S	146°55.0000' E	046°T	13.3'
8	Palm Passage North	18°14.8000' S	147°05.0000' E		
Total Distance					152.9'

Yorkeys Knob to Abbot Point

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	131°T	9.8'
6	Palm Passage South	18°30.9359' S	146°41.5366' E	130°T	65.1'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
8	Pakhoi Bank	19°28.2000' S	147°51.7000' E	151°T	22.8'
9	Abbot Point Pilots	19°48.1000' S	148°03.6000' E		
Total Distance					235.6'

Yorkeys Knob to Gladstone Pilots

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	131°T	9.8'
6	Palm Passage South	18°30.9359' S	146°41.5366' E	130°T	65.1'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
8	Pakhoi Bank	19°28.2000' S	147°51.7000' E	113°T	31.8'
9	Holbourne Island	19°40.5000' S	148°22.8000' E	120°T	49.5'
10	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
11	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	140°T	81.7'
12	High Peak Island	21°52.9468' S	150°45.4539' E	159°T	126'
13	Gladstone Pilots	23°50.1035' S	151°34.6433' E		
Total Distance					560.9'

Part 1 – South of Cairns – Southbound

Yorkeys Knob to Hay Point Y3

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	131°T	9.8'
6	Palm Passage South	18°30.9359' S	146°41.5366' E	130°T	65.1'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
8	Pakhoi Bank	19°28.2000' S	147°51.7000' E	113°T	31.8'
9	Holbourne Island	19°40.5000' S	148°22.8000' E	120°T	49.5'
10	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
11	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	233°T	8.7'
12	Three Rocks	20°55.8000' S	149°41.5000' E	213°T	19.8'
13	Hay Point Y3	21°12.4500' S	149°30.0000' E		
				Total Distance	381.7'

Yorkeys Knob to Sandy Cape

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	131°T	9.8'
6	Palm Passage South	18°30.9359' S	146°41.5366' E	130°T	65.1'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	133°T	22.6'
8	Pakhoi Bank	19°28.2000' S	147°51.7000' E	113°T	31.8'
9	Holbourne Island	19°40.5000' S	148°22.8000' E	120°T	49.5'
10	Leeper Shoal	20°05.3000' S	149°08.3000' E	140°T	59.1'
11	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	140°T	81.7'
12	High Peak Island	21°52.9468' S	150°45.4539' E	131°T	81.8'
13	Moresby Bank	22°45.9000' S	151°52.9000' E	138°T	63.0'
14	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	138°T	76.8'
15	Sandy Cape	24°30.0000' S	153°34.8000' E		
				Total Distance	656.5'

Part 1 – South of Cairns – Southbound

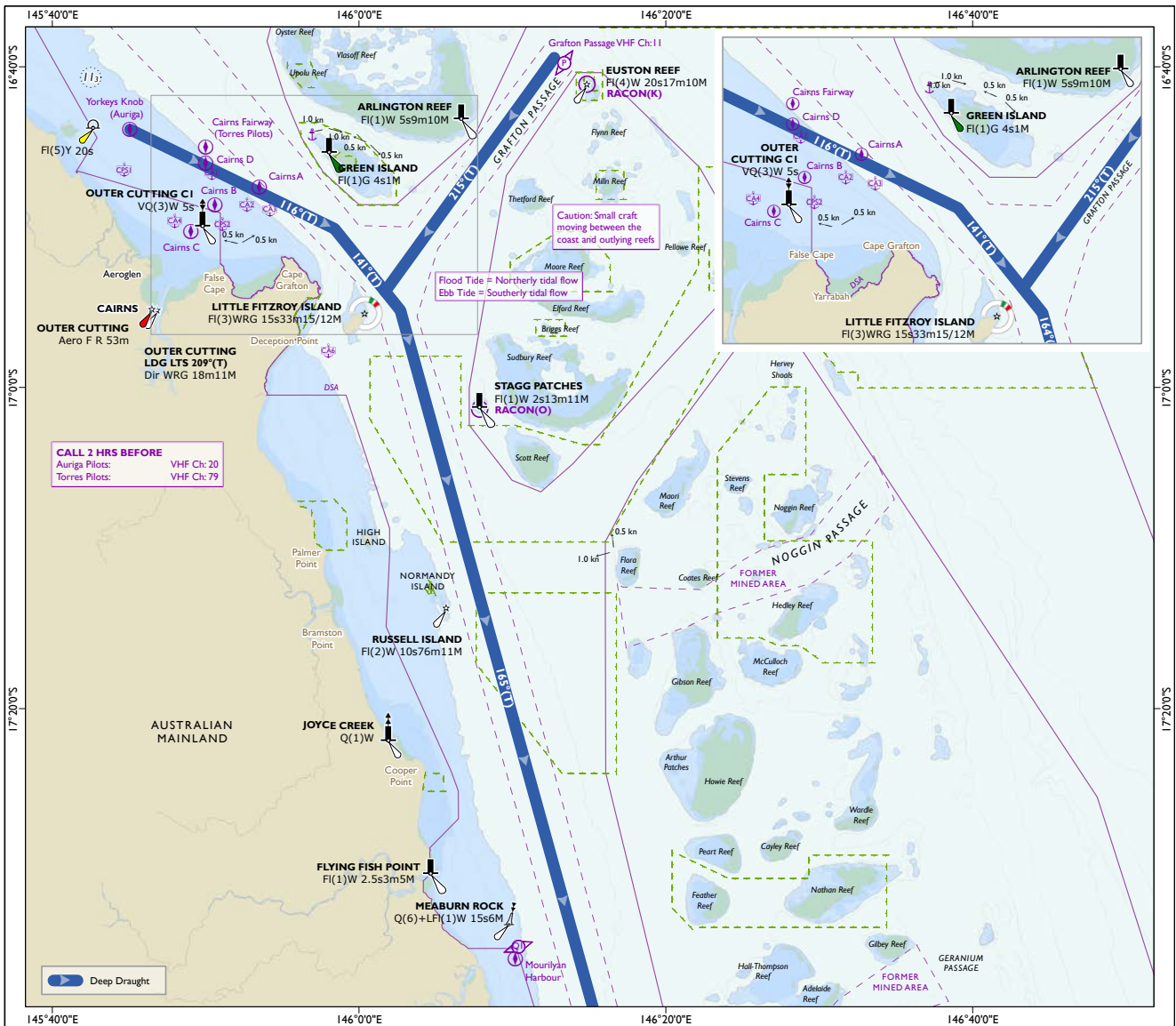
Yorkeys Knob to Townsville Pilots

No	Waypoint	Latitude	Longitude	Course	Distance
1	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E	116°T	14.2'
2	Grafton Point	16°50.1000' S	145°58.4000' E	141°T	6.6'
3	Fitzroy Island	16°55.2000' S	146°02.7000' E	165°T	75.2'
4	Kennedy Shoal	18°07.7000' S	146°23.7000' E	150°T	19.3'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	149°T	22.7'
6	South East Cape	18°44.0000' S	146°46.1000' E	161°T	23.8'
7	Townsville Pilots	19°06.5725' S	146°54.1594' E		
				Total Distance	161.8'

Note: Waypoints South of Cairns are not issued as uniform waypoints by AMSA in the QCPP.

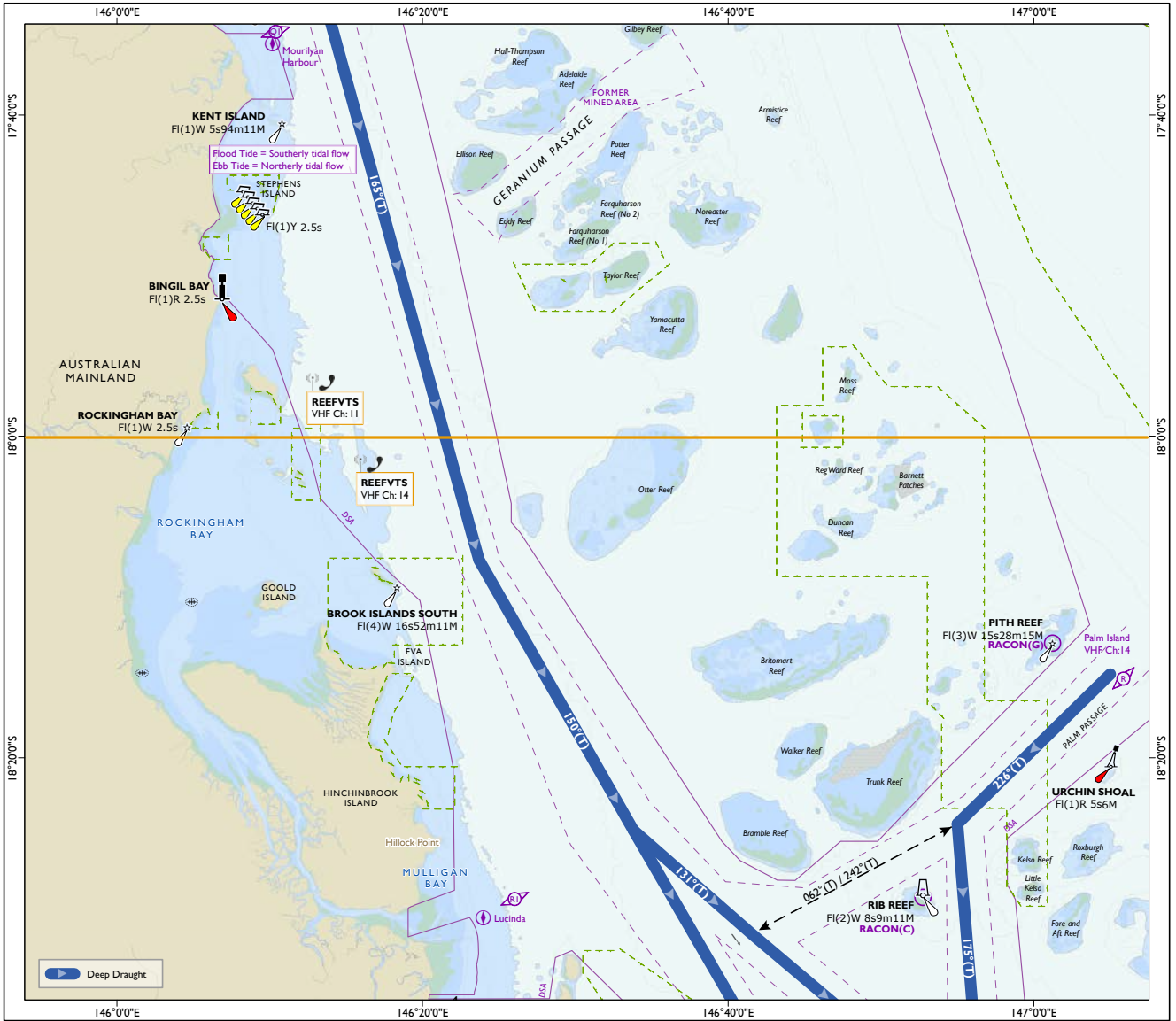
S1A

South of Cairns
Yorkeys Knob to Bramble Reef



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

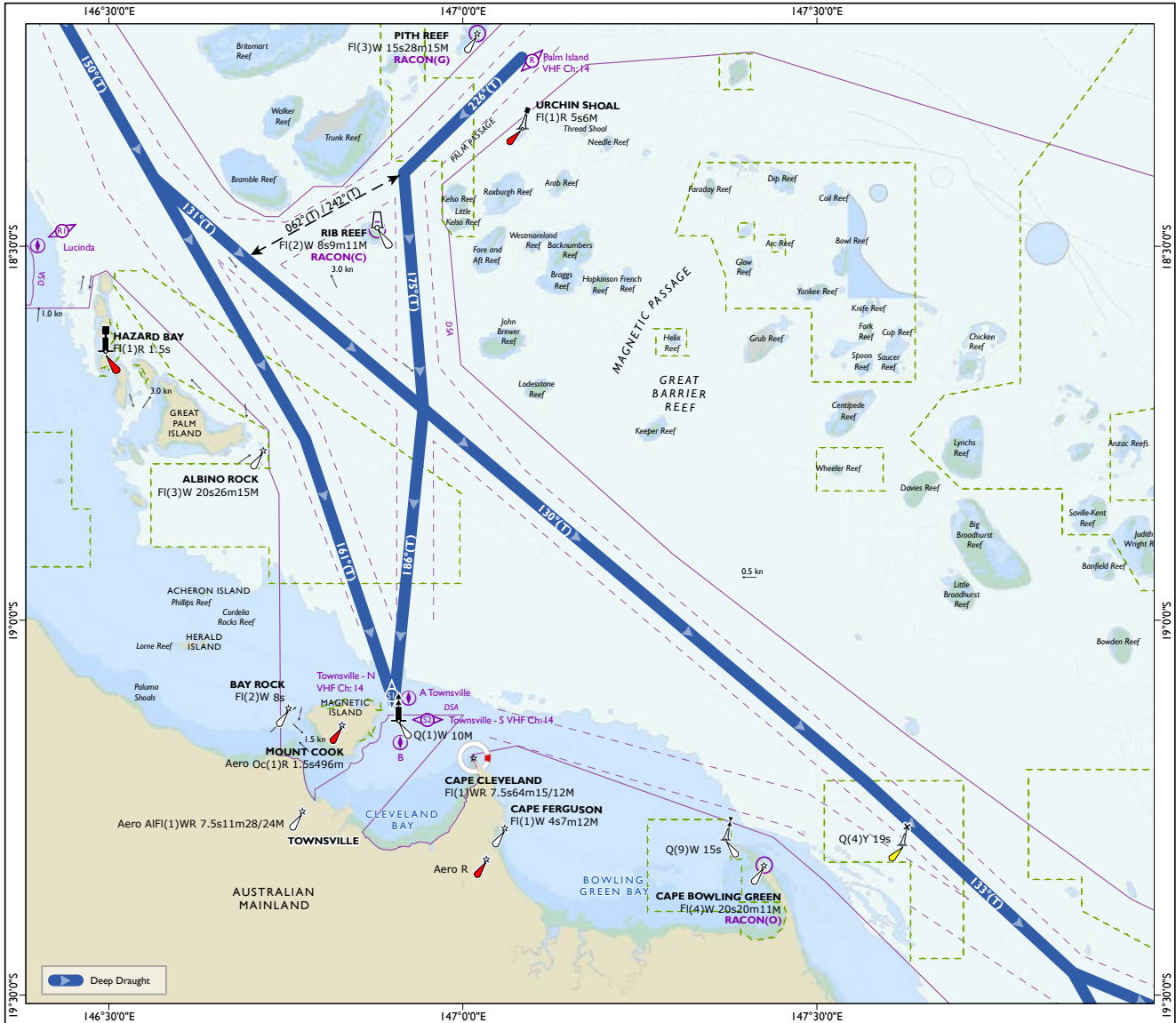
Leg S1A + S1B	Yorkeys Knob to Bramble Reef VHF Ch: 16, 11, 14 (REEFVTS)
Reporting	No routine reporting required. See chartlets and Section 1.9 of PPG – GBRTS 2023–24 to ensure correct REEFVTS channel is being monitored.
Positioning	<p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Small craft transiting from the mainland to and from the reefs can be encountered at any time.
Tidal Streams and Currents	<p>Streams are generally weak, running at no more than 0.75 knots at springs, and are greatly affected by the prevailing winds.</p> <p>On Chart S1A the direction of flow of the flood is North and the ebb flows South.</p> <p>On Chart S1B the direction of flow of the flood is South and the ebb flows North.</p> <p>Refer to tide tables.</p>
Contingencies	Care should be taken after disembarking the pilot as the ship approaches Cape Grafton as ships have failed to alter course and grounded on Sudbury Reef.



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

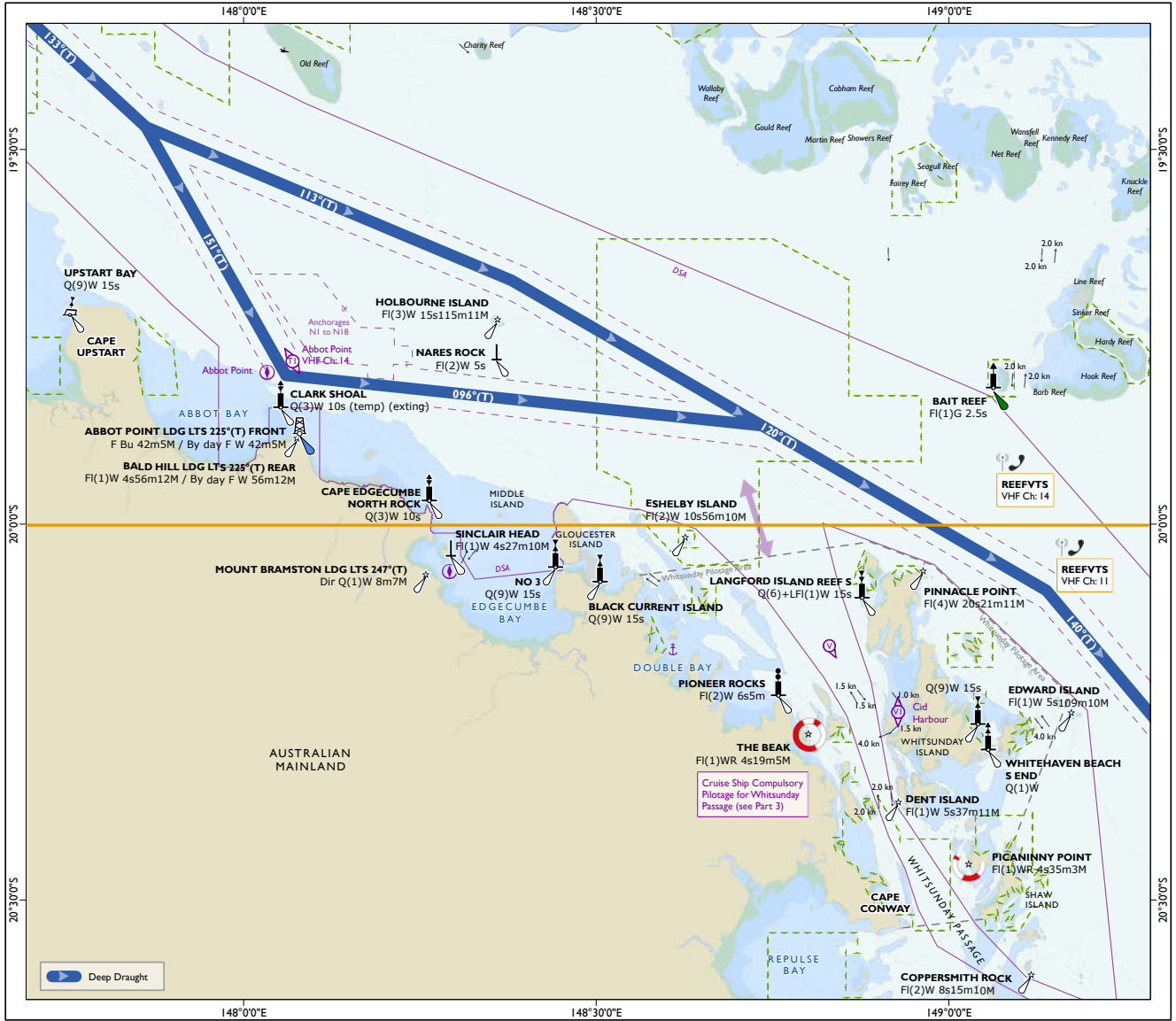
S2A

South of Cairns
Bramble Reef to Edward Island



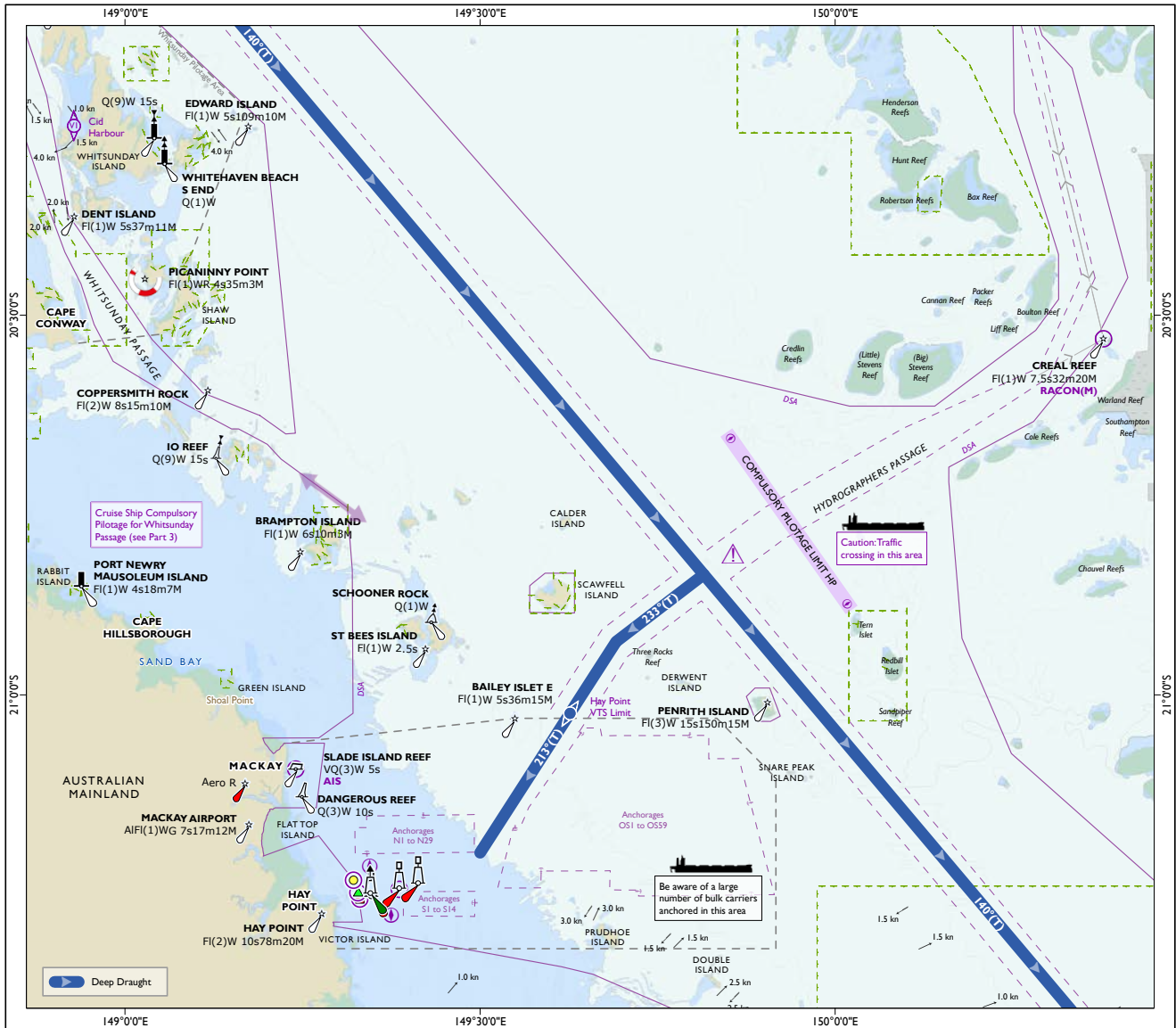
THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg S2A + S2B	Bramble Reef to Edward Island VHF Ch: 14, 16, 11, 14 (REEFVTS)
Reporting	Outbound ships using Palm Passage must make a Final Report (FR) to REEFVTS on VHF Ch: 14. See Section 1.9 of PPG – GBRTS 2023–24.
Positioning	<p>Cape Bowling Green is low lying and ships should not pass closer than 5 miles nor should the Cape be approached within depths of 20 m. The tidal streams are strong. It is advisable to use the outer recommended track.</p> <p>The Whitsunday Passage is a compulsory pilotage area. However, there are no pilot boarding grounds at the North or South entrances to the Whitsunday Passage.</p> <p>The Whitsunday Passage is mostly used by cruise ships, which will already have a pilot on board (see Part 3).</p> <p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Ships keeping to the recommended track and small craft offshore.
Tidal Streams and Currents	In the open waters of the Inner Route, the tidal stream rate is generally between 1.5–2 knots. In areas where the flow is restricted, it can be much greater. Refer to tide tables.
Contingencies	



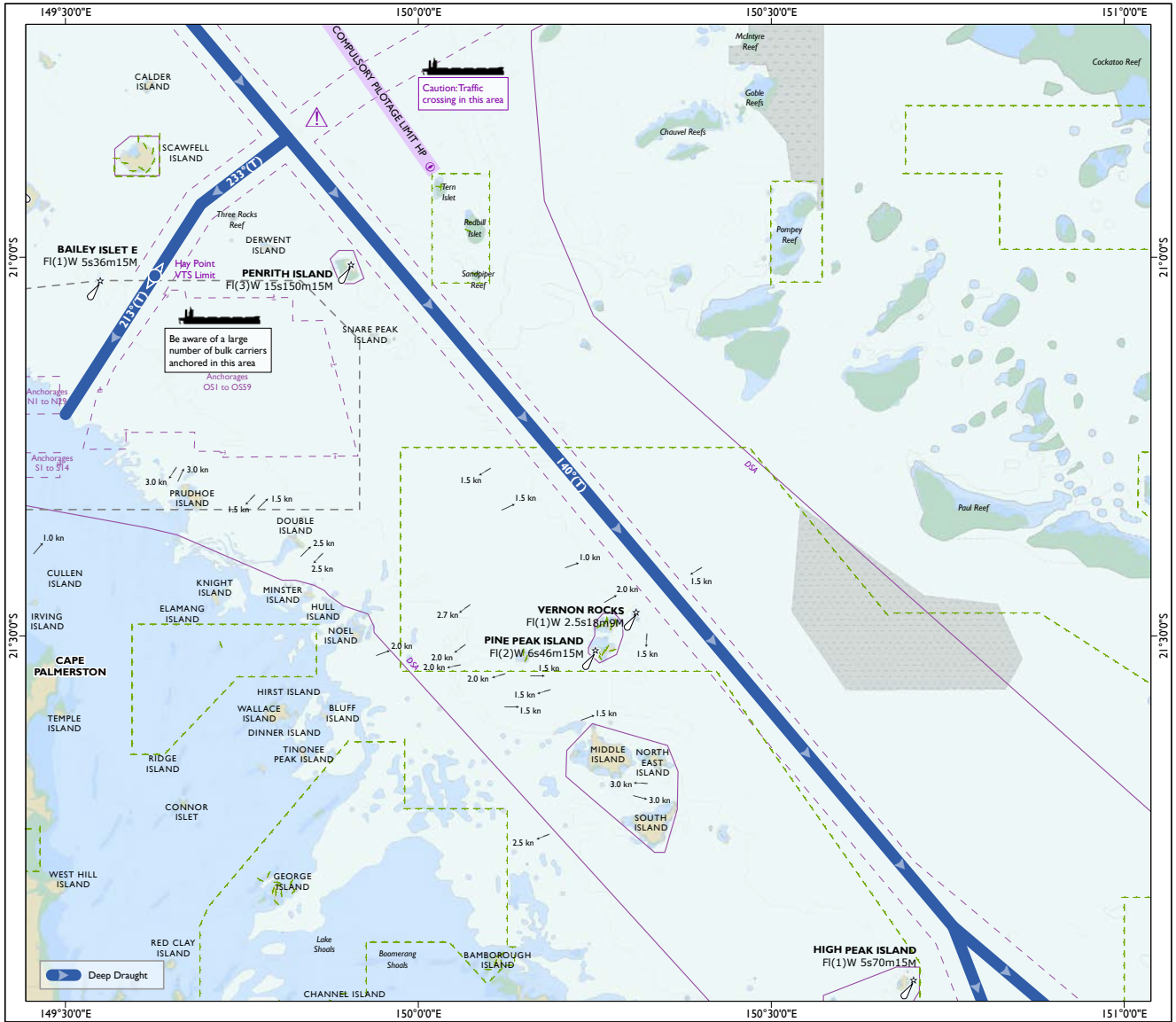
THIS CHART IS NOT TO BE USED FOR NAVIGATION.

S3A South of Cairns
Edward Island to High Peak Island



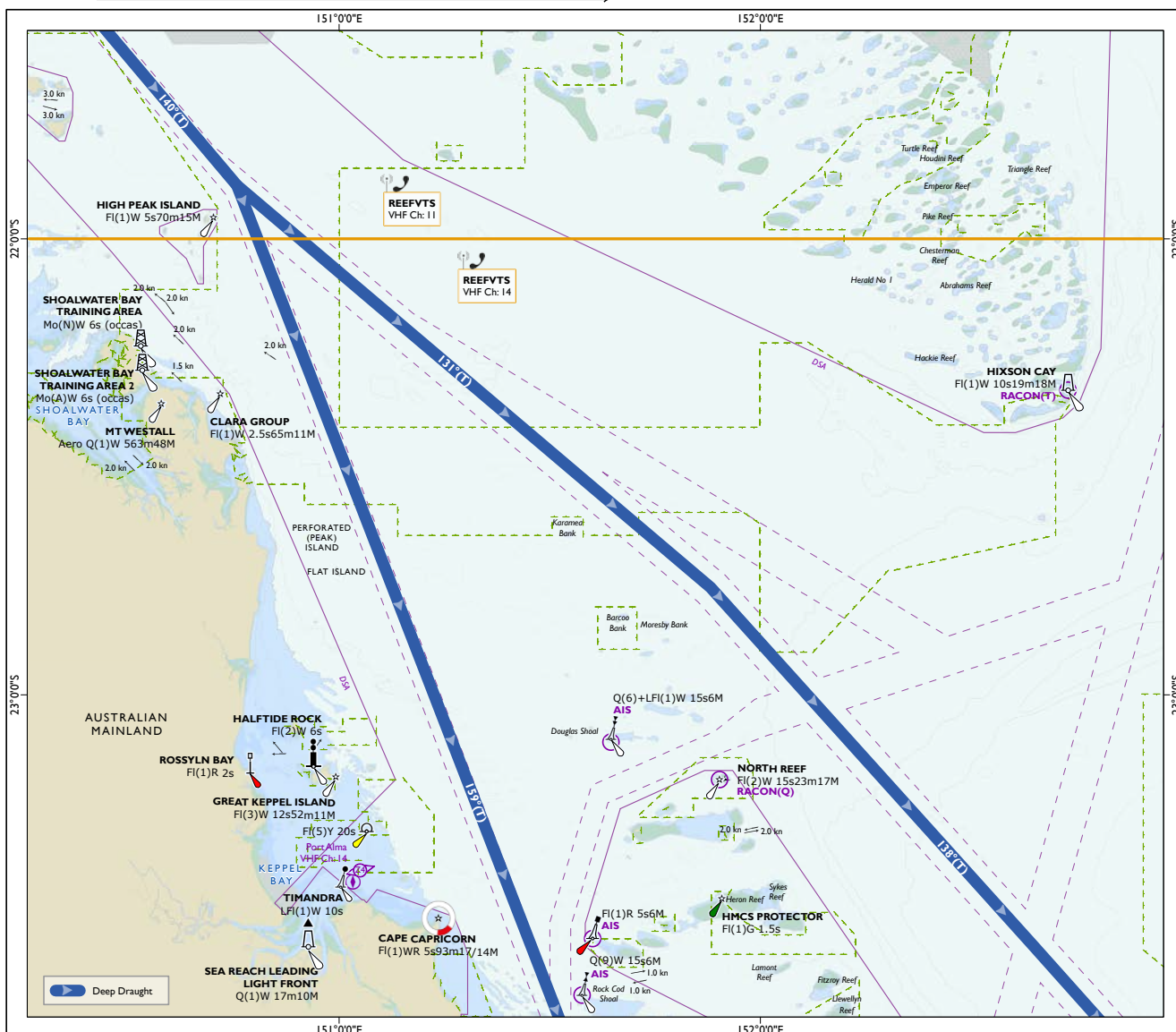
THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg S3A + S3B	Edward Island to High Peak Island (via Hydrographers Passage Crossing) VHF Ch: 16, 14 (REEFVTS)
Reporting	No routine reporting required. See chartlets and Section 1.9 of PPG – GBRTS 2023–24 to ensure correct REEFVTS channel is being monitored. Ships entering Hay Point VTS area abeam Bailey Island can make their final report to REEFVTS at the location.
Positioning	Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters. Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers. The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.
Traffic	Ships proceeding to/from the coal ports of Hay Point and Dalrymple Bay will cross the recommended route between Scawfell Island and Three Rocks, en route to/from the Hydrographers Passage.
Tidal Streams and Currents	The general set of the flood tide is towards Broad Sound. In open waters, the stream is generally 1.5–2 knots, but can be much stronger where the flow is restricted. Refer to tide tables.
Contingencies	



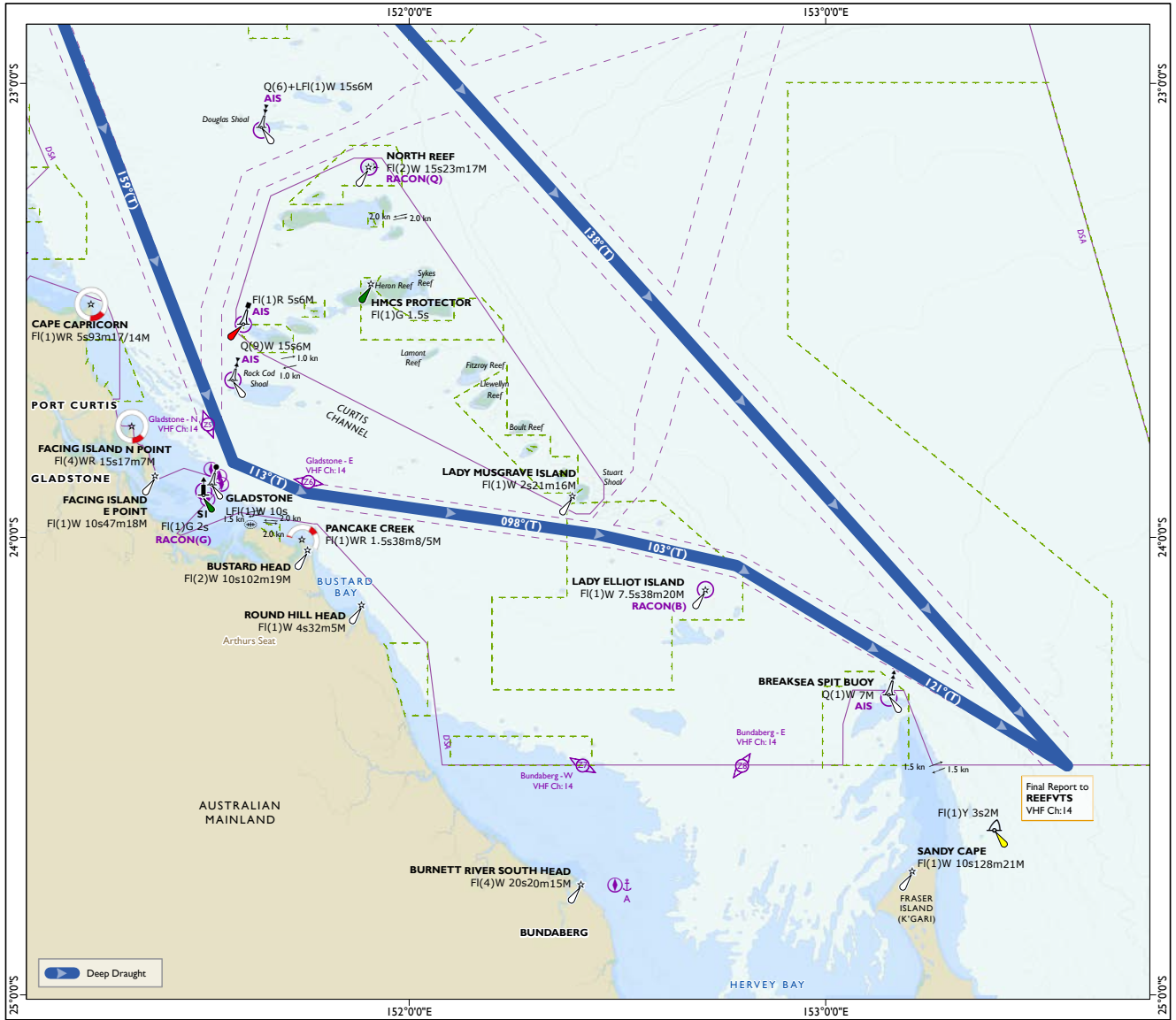
THIS CHART IS NOT TO BE USED FOR NAVIGATION.

S4A South of Cairns
High Peak Island to Sandy Cape



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

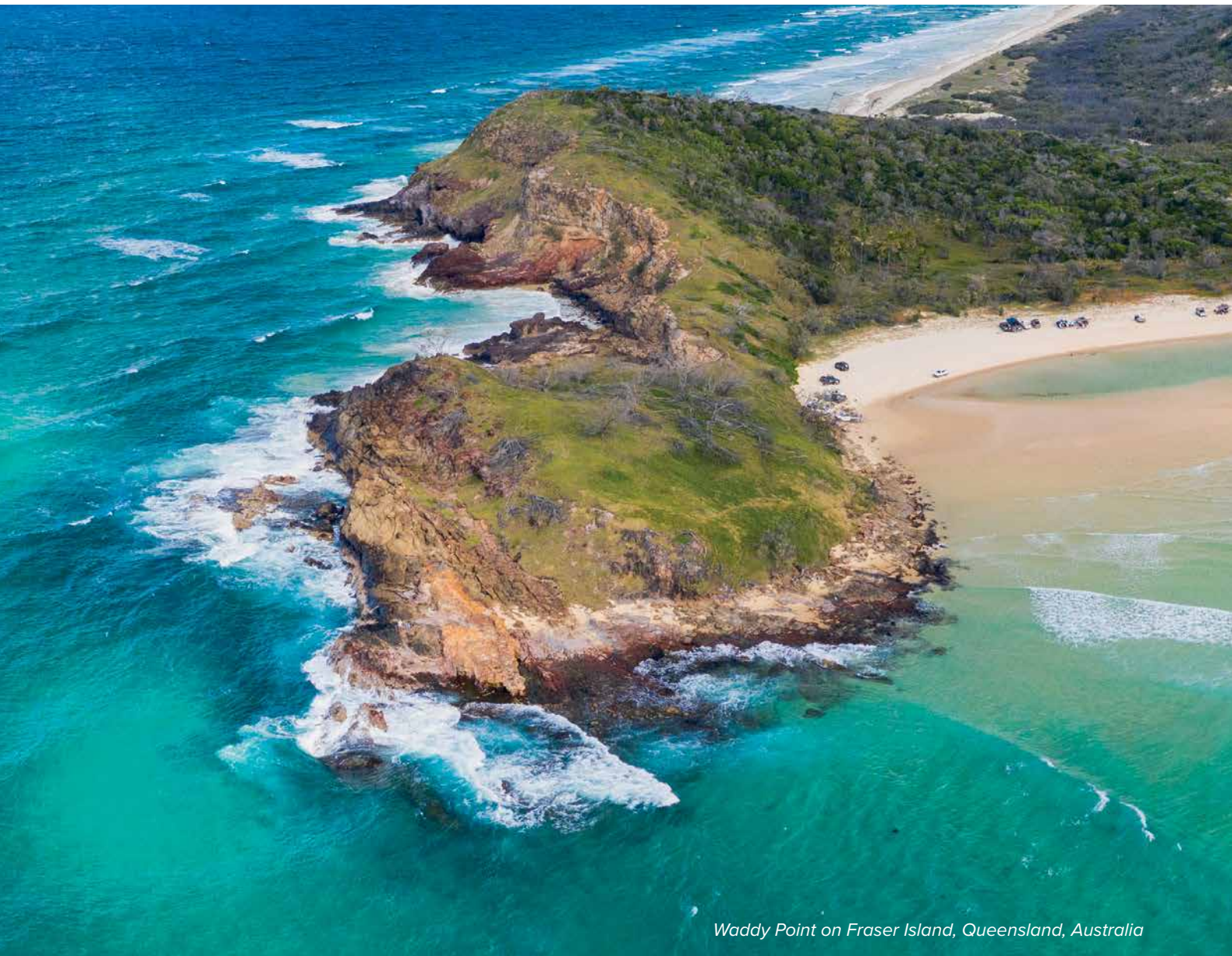
Leg S4A + S4B	High Peak Island to Sandy Cape VHF Ch: 16, 11, 14 (REEFVTS)
Reporting	Outbound ships passing Sandy Cape must make a Final Report (FR) to REEFVTS on VHF Ch: 14. See Section 1.9 of PPG – GBRTS 2023–24.
Positioning	<p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Mainly restricted to ships following the recommended tracks.
Tidal Streams and Currents	<p>The general set of the flood tide is towards Broad Sound. In open waters, the stream is generally 1.5–2 knots, but can be much stronger where the flow is restricted.</p> <p>Seaward of the 200 m contour (South of 22° South), the current sets predominantly South with average rates of 0.75–1.5 knots.</p> <p>Be aware of a strong tide at Sandy Cape, tidal stream 2–2.5 knots (flood = SE, ebb = NW).</p> <p>Refer to tide tables.</p>
Contingencies	



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

PART 2

Passage Notes South of Cairns – Northbound



South of Cairns – Northbound

Northbound

Abbot Point to Yorkeys Knob

No	Waypoint	Latitude	Longitude	Course	Distance
1	Abbot Point Pilots	19°48.1000' S	148°03.6000' E	331°T	22.8'
2	Pakhoi Bank	19°28.2000' S	147°51.7000' E	313°T	22.6'
3	Morinda Shoal	19°12.9000' S	147°34.1000' E	310°T	65.1'
4	Palm Passage South	18°30.9359' S	146°41.5366' E	311°T	9.8'
5	Bramble Reef	18°24.5000' S	146°33.8000' E	330°T	19.3'
6	Kennedy Shoal	18°07.7000' S	146°23.7000' E	345°T	75.2'
7	Fitzroy Island	16°55.2000' S	146°02.7000' E	321°T	6.6'
8	Grafton Point	16°50.1000' S	145°58.4000' E	296°T	14.2'
9	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E		
Total Distance					235.6'

Gladstone to Saumarez Reef

No	Waypoint	Latitude	Longitude	Course	Distance
1	Gladstone Pilots	23°50.1035' S	151°34.6433' E	113°T	10.3'
2	Bustard Head	23°54.1231' S	151°44.9642' E	098°T	39.0'
3	Curtis Channel	23°59.6392' S	152°27.2167' E	036°T	9.4'
4	Stuart Shoal	23°52.0440' S	152°33.2304' E	015°T	20.0'
5	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	016°T	107'
6	Saumarez Reefs	21°49.9491' S	153°09.8751' E		
Total Distance					185.7'

Gladstone to Yorkeys Knob

No	Waypoint	Latitude	Longitude	Course	Distance
1	Gladstone Pilots	23°50.1035' S	151°34.6433' E	339°T	126'
2	High Peak Island	21°52.9468' S	150°45.4539' E	320°T	81.7'
3	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	320°T	59.1'
4	Leeper Shoal	20°05.3000' S	149°08.3000' E	300°T	49.5'
5	Holbourne Island	19°40.5000' S	148°22.8000' E	293°T	31.8'
6	Pakhoi Bank	19°28.2000' S	147°51.7000' E	313°T	22.6'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	310°T	65.1'
8	Palm Passage South	18°30.9359' S	146°41.5366' E	311°T	9.8'
9	Bramble Reef	18°24.5000' S	146°33.8000' E	330°T	19.3'
10	Kennedy Shoal	18°07.7000' S	146°23.7000' E	345°T	75.2'
11	Fitzroy Island	16°55.2000' S	146°02.7000' E	321°T	6.6'
12	Grafton Point	16°50.1000' S	145°58.4000' E	296°T	14.2'
13	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E		
Total Distance					560.9'

Part 2 – South of Cairns – Northbound

Hay Point to Yorkeys Knob

No	Waypoint	Latitude	Longitude	Course	Distance
1	Hay Point Y3	21°12.4500' S	149°30.0000' E	033°T	19.8'
2	Three Rocks	20°55.8000' S	149°41.5000' E	053°T	8.7'
3	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	320°T	59.1'
4	Leeper Shoal	20°05.3000' S	149°08.3000' E	300°T	49.5'
5	Holbourne Island	19°40.5000' S	148°22.8000' E	293°T	31.8'
6	Pakhoi Bank	19°28.2000' S	147°51.7000' E	313°T	22.6'
7	Morinda Shoal	19°12.9000' S	147°34.1000' E	310°T	65.1'
8	Palm Passage South	18°30.9359' S	146°41.5366' E	311°T	9.8'
9	Bramble Reef	18°24.5000' S	146°33.8000' E	330°T	19.3'
10	Kennedy Shoal	18°07.7000' S	146°23.7000' E	345°T	75.2'
11	Fitzroy Island	16°55.2000' S	146°02.7000' E	321°T	6.6'
12	Grafton Point	16°50.1000' S	145°58.4000' E	296°T	14.2'
13	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E		
				Total Distance	381.7'

Palm Passage to Yorkeys Knob

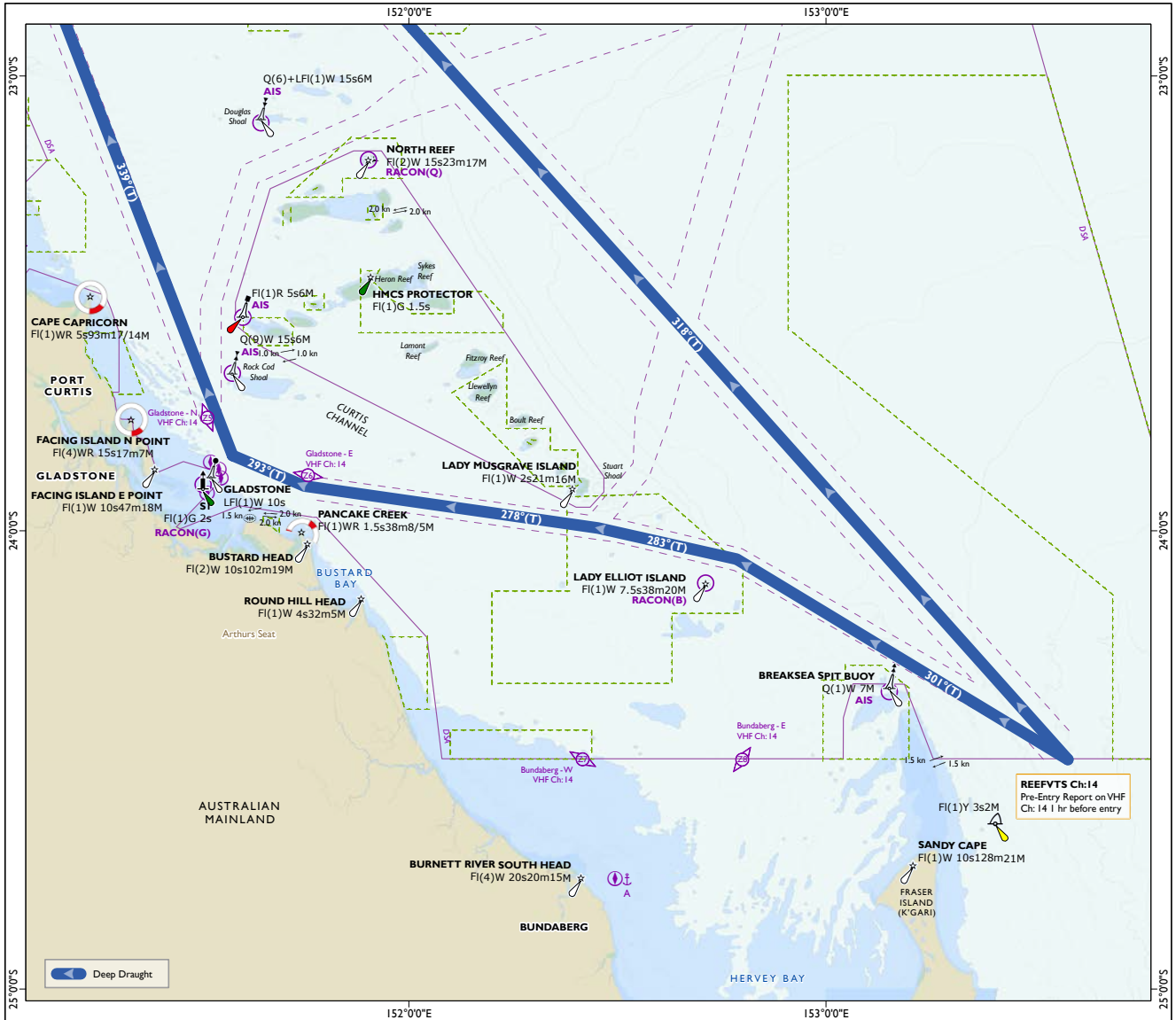
No	Waypoint	Latitude	Longitude	Course	Distance
1	Palm Passage North	18°14.8000' S	147°05.0000' E	226°T	13.3'
2	Trunk Reef	18°24.1000' S	146°55.0000' E	242°T	14.5'
3	Palm Passage South	18°30.9359' S	146°41.5366' E	311°T	9.8'
4	Bramble Reef	18°24.5000' S	146°33.8000' E	330°T	19.3'
5	Kennedy Shoal	18°07.7000' S	146°23.7000' E	345°T	75.2'
6	Fitzroy Island	16°55.2000' S	146°02.7000' E	321°T	6.6'
7	Grafton Point	16°50.1000' S	145°58.4000' E	296°T	14.2'
8	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E		
				Total Distance	152.9'

Part 2 – South of Cairns – Northbound

Sandy Cape to Yorkeys Knob

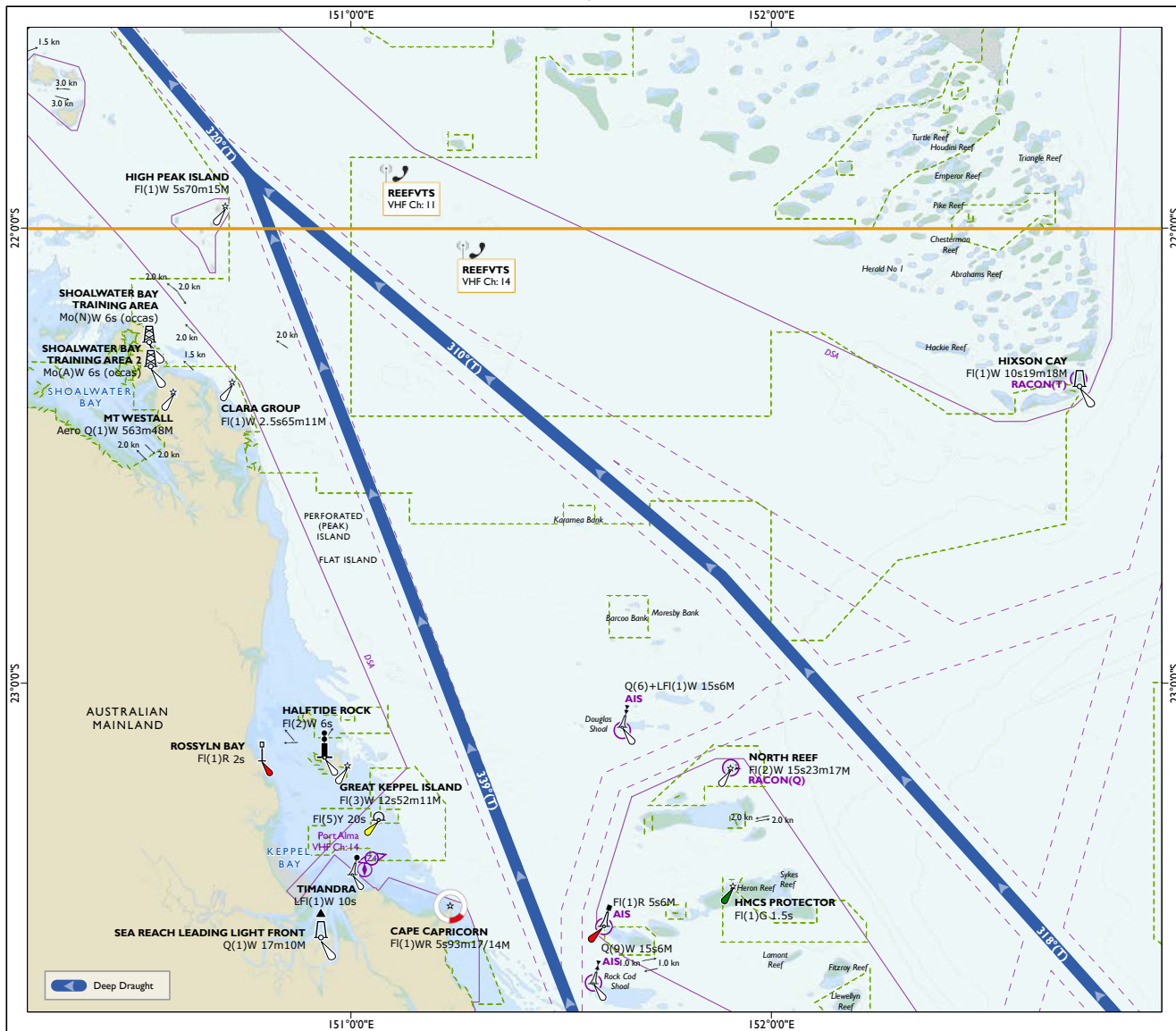
No	Waypoint	Latitude	Longitude	Course	Distance
1	Sandy Cape	24°30.0000' S	153°34.8000' E	318°T	76.8'
2	Lady Musgrave Island	23°32.7048' S	152°38.7650' E	318°T	63.0'
3	Moresby Bank	22°45.9000' S	151°52.9000' E	310°T	81.8'
4	High Peak Island	21°52.9468' S	150°45.4539' E	320°T	81.7'
5	Hydrographers Passage Crossing	20°50.5000' S	149°48.9000' E	320°T	59.1'
6	Leeper Shoal	20°05.3000' S	149°08.3000' E	300°T	49.5'
7	Holbourne Island	19°40.5000' S	148°22.8000' E	293°T	31.8'
8	Pakhoi Bank	19°28.2000' S	147°51.7000' E	313°T	22.6'
9	Morinda Shoal	19°12.9000' S	147°34.1000' E	310°T	65.1'
10	Palm Passage South	18°30.9359' S	146°41.5366' E	311°T	9.8'
11	Bramble Reef	18°24.5000' S	146°33.8000' E	330°T	19.3'
12	Kennedy Shoal	18°07.7000' S	146°23.7000' E	345°T	75.2'
13	Fitzroy Island	16°55.2000' S	146°02.7000' E	321°T	6.6'
14	Grafton Point	16°50.1000' S	145°58.4000' E	296°T	14.2'
15	Yorkeys Knob PBG	16°43.9100' S	145°45.0700' E		
				Total Distance	656.5'

Note: Waypoints South of Cairns are not issued as uniform waypoints by AMSA in the QCPP.

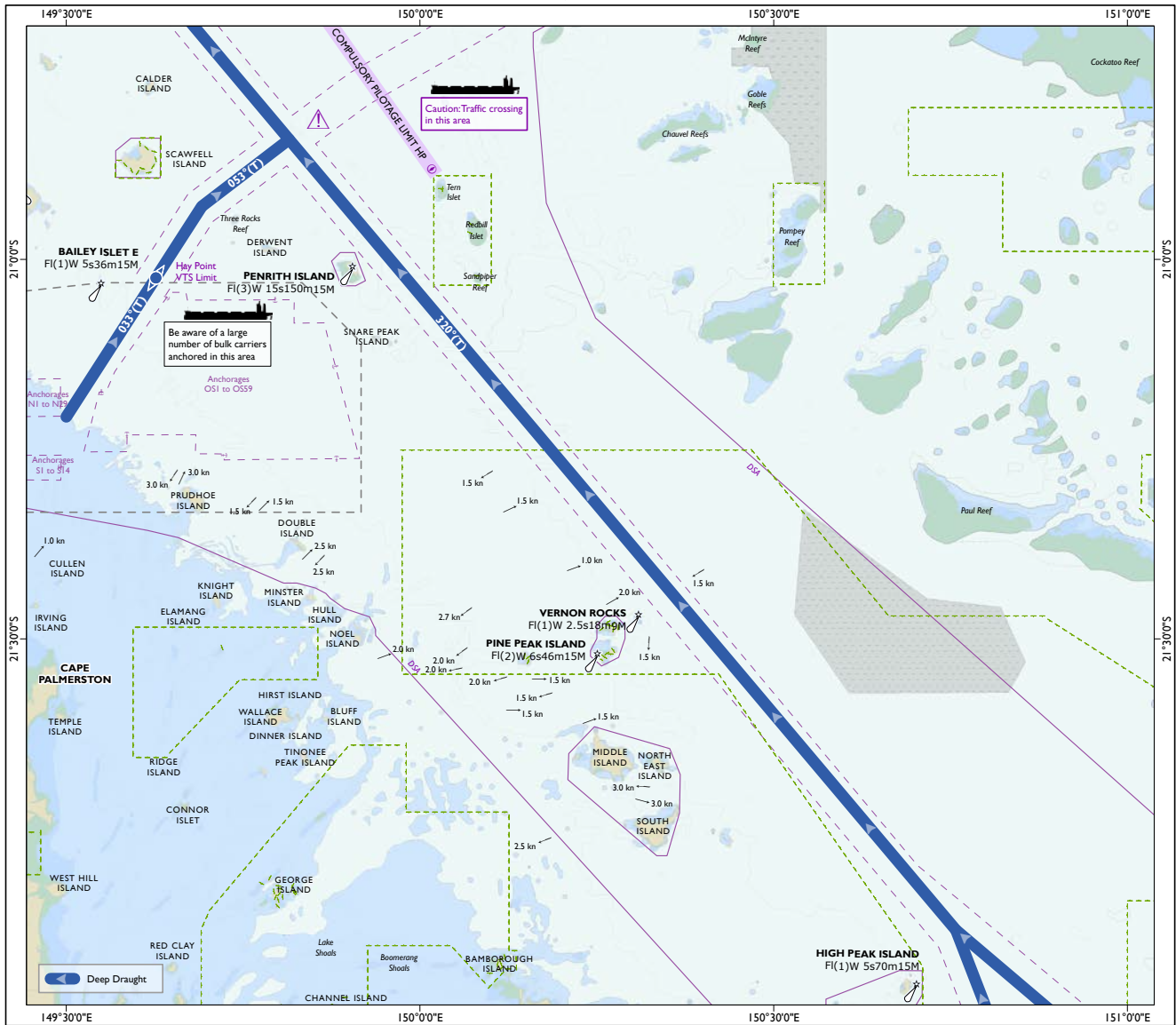


THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg N1A + N1B	Sandy Cape to High Peak Island VHF Ch: 16, 11, 14 (REEFVTS)
Reporting	Pre-Entry Report required 1 hour before passing Sandy Cape.
Positioning	<p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Mainly restricted to ships following the recommended tracks.
Tidal Streams and Currents	<p>The general set of the flood tide is towards Broad Sound. In open waters, the stream is generally 1.5–2 knots, but can be much stronger where the flow is restricted.</p> <p>Seaward of the 200 m contour (South of 22° South), the current sets predominantly South with average rates of 0.75–1.5 knots.</p> <p>Refer to tide tables.</p>
Contingencies	

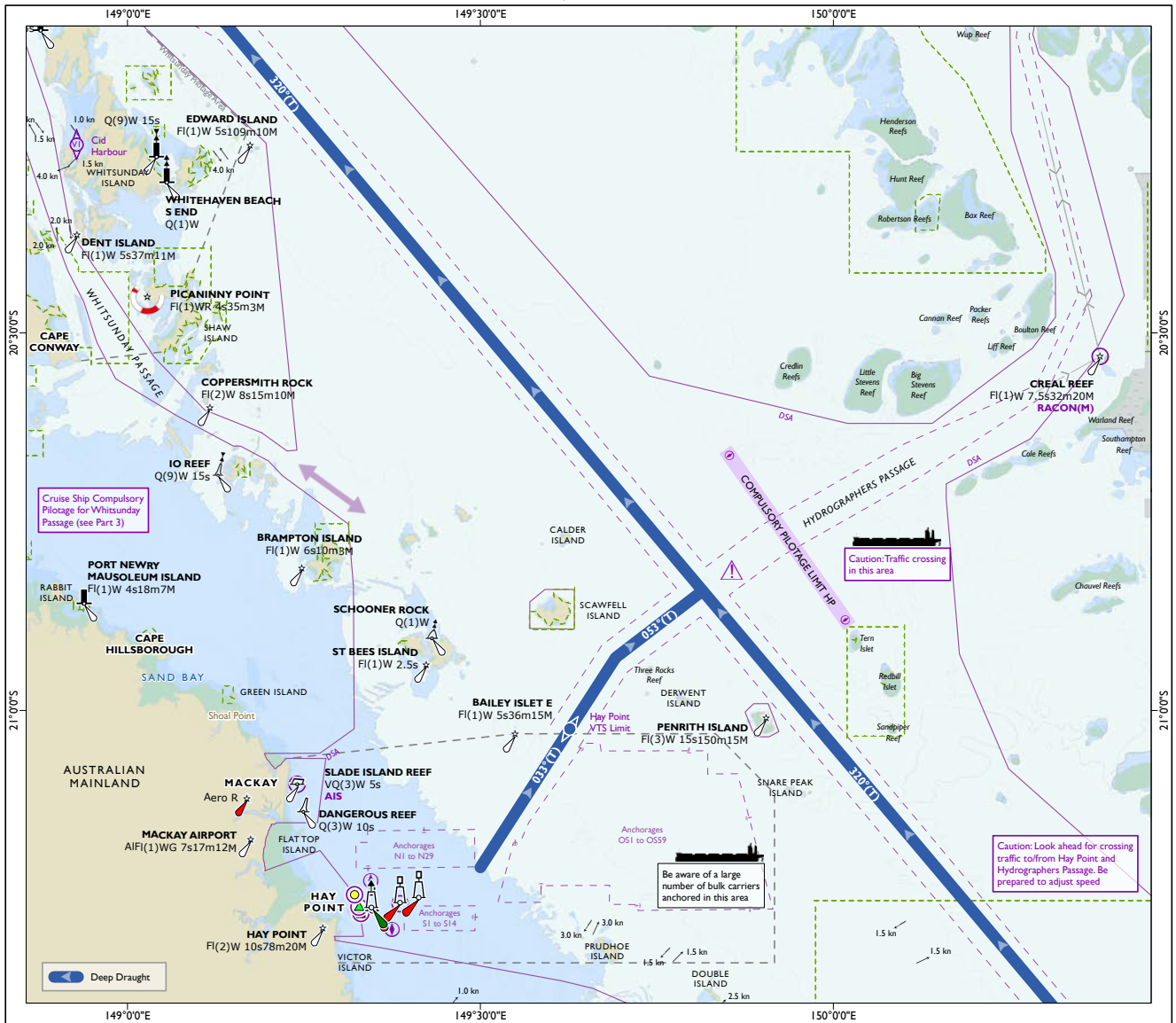


THIS CHART IS NOT TO BE USED FOR NAVIGATION.

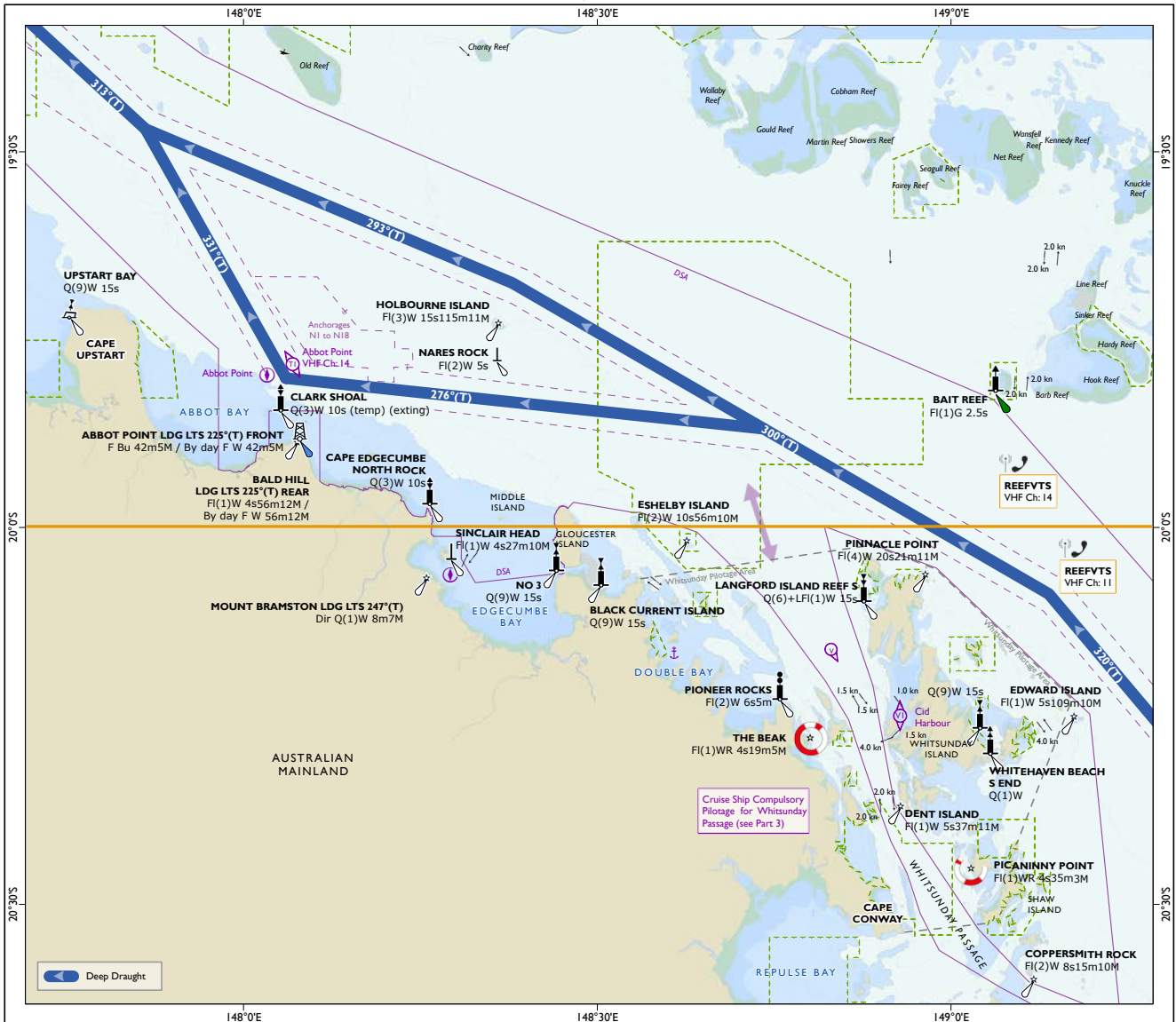


THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg N2A + N2B	High Peak Island (via Hydrographers Passage Crossing) to Edward Island VHF Ch: 16, 14 (REEFVTS)
Reporting	No routine reporting required.
Positioning	<p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Ships proceeding to/from the coal ports of Hay Point and Dalrymple Bay will cross the recommended route between Scaffell Island and Three Rocks, en route to/from the Hydrographers Passage.
Tidal Streams and Currents	<p>The general set of the flood tide is towards Broad Sound. In open waters, the stream is generally 1.5–2 knots, but can be much stronger where the flow is restricted.</p> <p>Refer to tide tables.</p>
Contingencies	

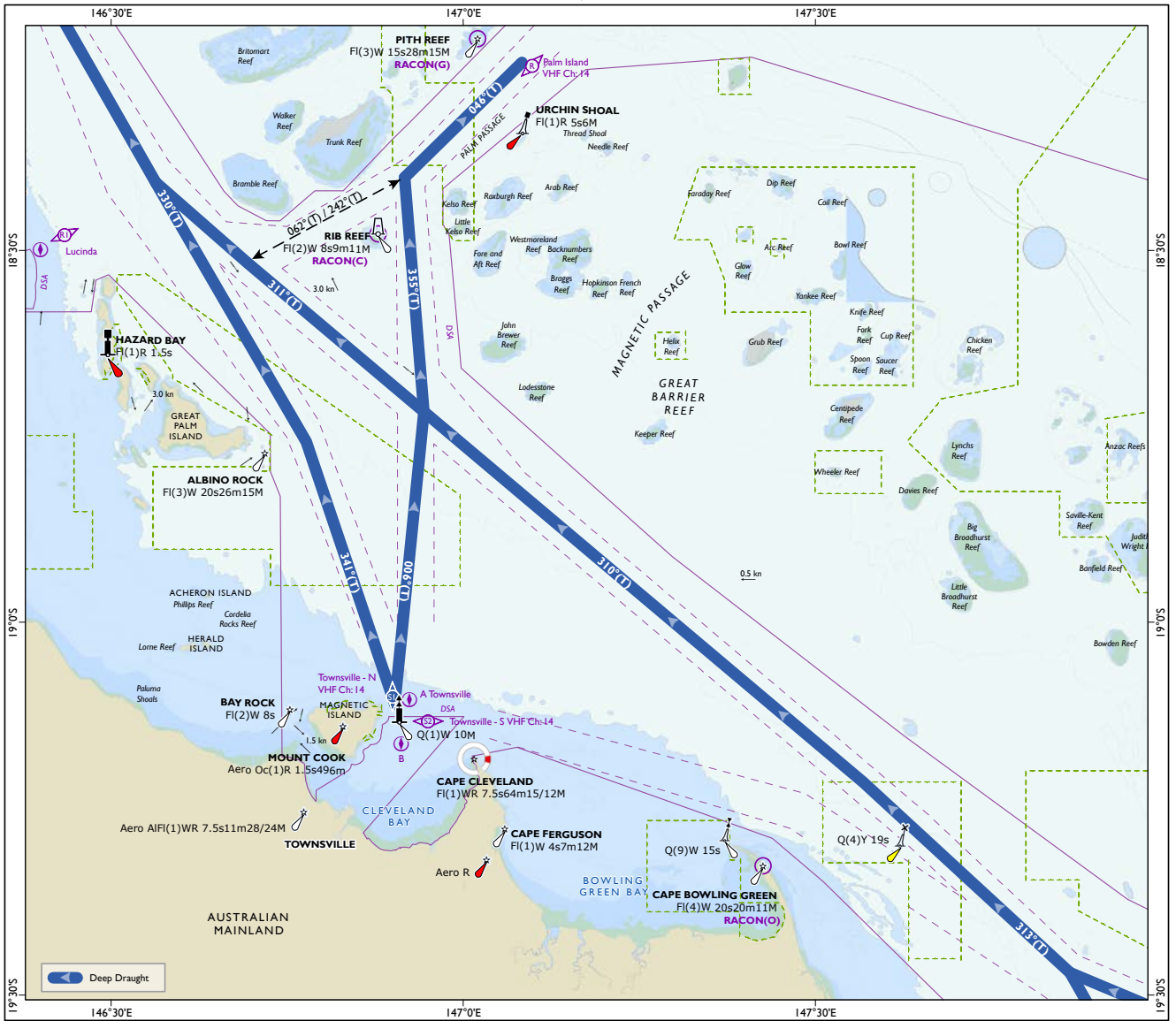


THIS CHART IS NOT TO BE USED FOR NAVIGATION.

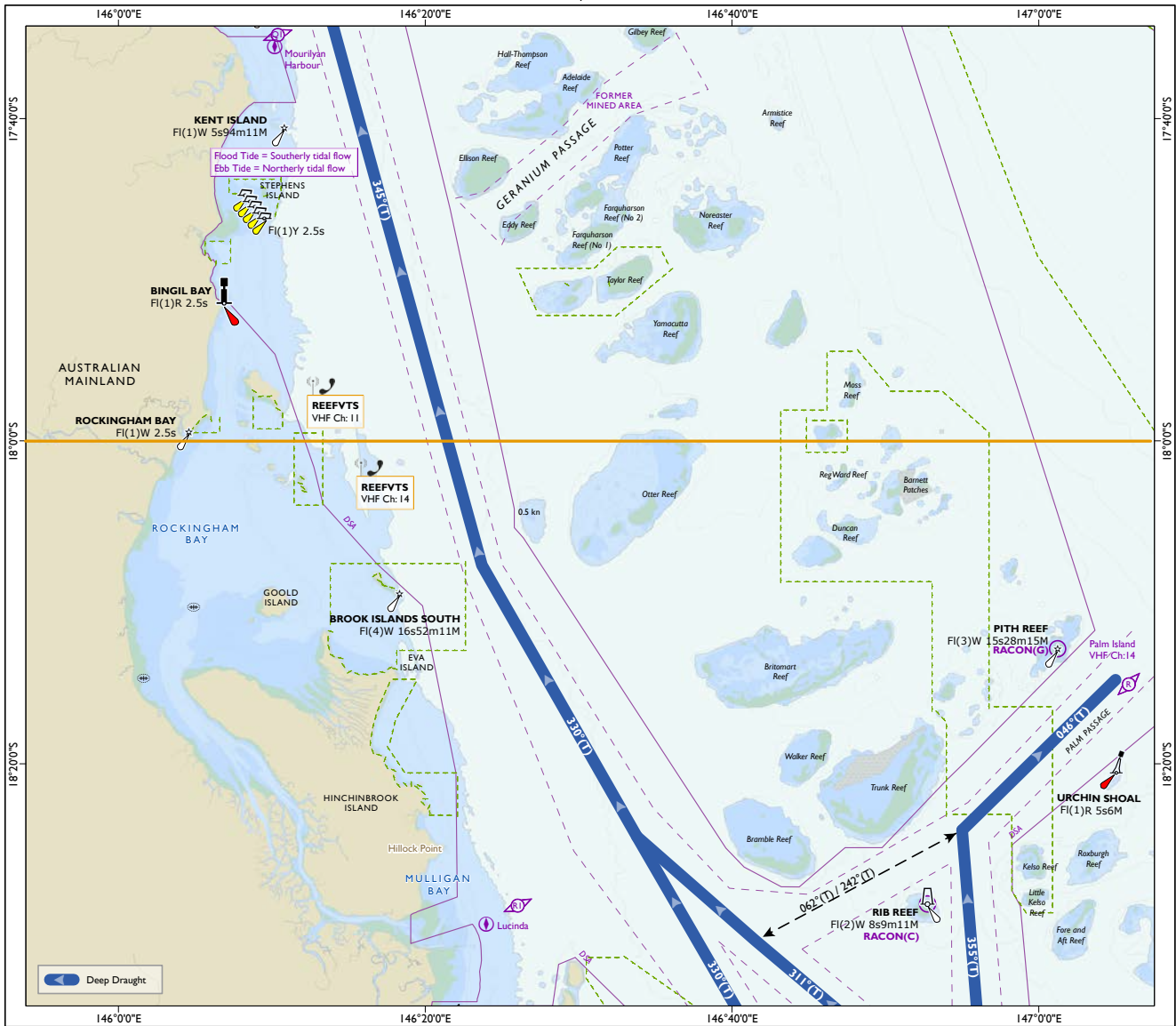


THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg N3A + N3B	Edward Island to Bramble Reef VHF Ch: 16, 11, 14 (REEFVTS)
Reporting	No routine reporting required. See chartlets and Section 1.9 of PPG – GBRTS 2023–24 to ensure correct REEFVTS channel is being monitored.
Positioning	<p>The Whitsunday Passage is a compulsory pilotage area. However, there are no pilot boarding grounds at the North or South entrances to the Whitsunday Passage (see Part 3). The Whitsunday Passage is mostly used by cruise ships, which will already have a pilot on board.</p> <p>Cape Bowling Green is low lying and ships should not pass closer than 5 miles nor should the Cape be approached within depths of 20 m. The tidal streams are strong. It is advisable to use the outer recommended track.</p> <p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Ships keeping to the recommended track and small craft offshore.
Tidal Streams and Currents	In the open waters of the Inner Route, the tidal stream rate is generally between 1.5–2 knots. In areas where the flow is restricted, it can be much greater. Refer to tide tables.
Contingencies	

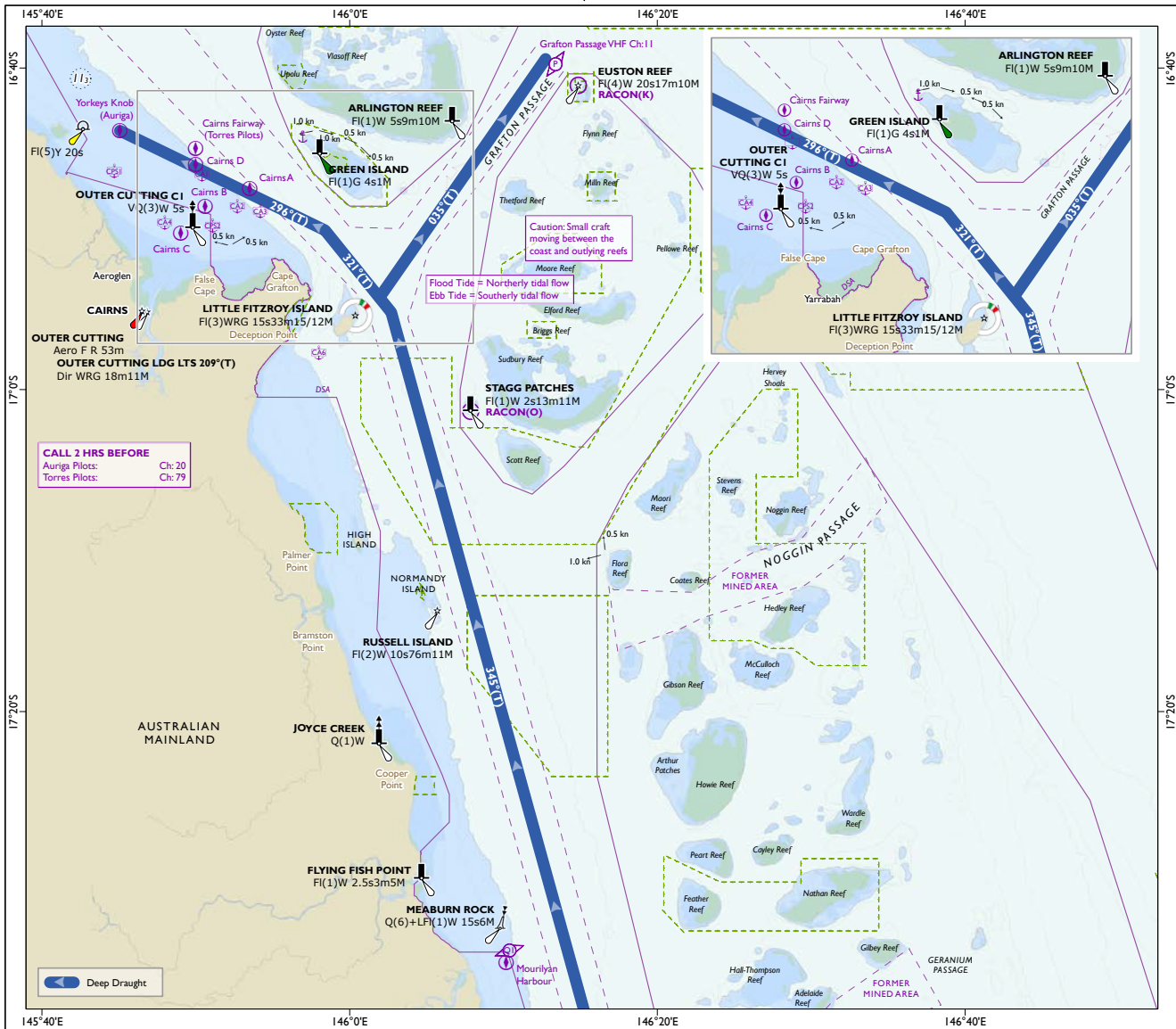


THIS CHART IS NOT TO BE USED FOR NAVIGATION.



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

Leg N4A + N4B	Bramble Reef to Yorkeys Knob VHF Ch: 16, 11, 14 (REEFVTS)
Reporting	No routine reporting required. See chartlets and Section 1.9 of PPG – GBRTS 2023–24 to ensure correct REEFVTS channel is being monitored.
Positioning	<p>Within the two-way route it is good practice for the navigator to offset the track a little to starboard in either direction to avoid potential head-on encounters.</p> <p>Note: These routes indicate the best and safest route for all ships having regard to charted depths and dangers.</p> <p>The use of these routes is not mandatory and the route the ship uses should be carefully checked on board by all available means.</p>
Traffic	Small craft transiting from the mainland to and from the reefs can be encountered at any time.
Tidal Streams and Currents	<p>Streams are generally weak, running at no more than 0.75 knots at springs, and are greatly affected by the prevailing winds.</p> <p>On Chart N4A the direction of flow of the flood is South and the ebb flows North.</p> <p>On Chart N4B the direction of flow of the flood is North and the ebb flows South.</p> <p>Refer to tide tables.</p>
Contingencies	



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

PART 3

Passage Notes Whitsunday Passage



Whitsunday Passage

Southbound (WSP)

Whitsunday Passage North to Hydrographers Passage Crossing

No	Waypoint	Latitude S	Longitude E	Course	Distance
1	Whitsunday Passage North	19°52.1	148°44.0	162	32.2
2	Dent Island	20°22.8	148°54.9	146	14.5
3	Whitsunday Passage	20°34.9	149°03.4	119	12.3
4	Ross Smith Bank	20°40.7	149°14.9	135	12.0
5	Out Whitsundays	20°49.3	149°23.9	118	13.1
6	Scawfell Island	20°55.4	149°36.2	067	12.8
7	Hydrographers Passage Crossing	20°50.5	149°48.9		
				Total Distance	96.9

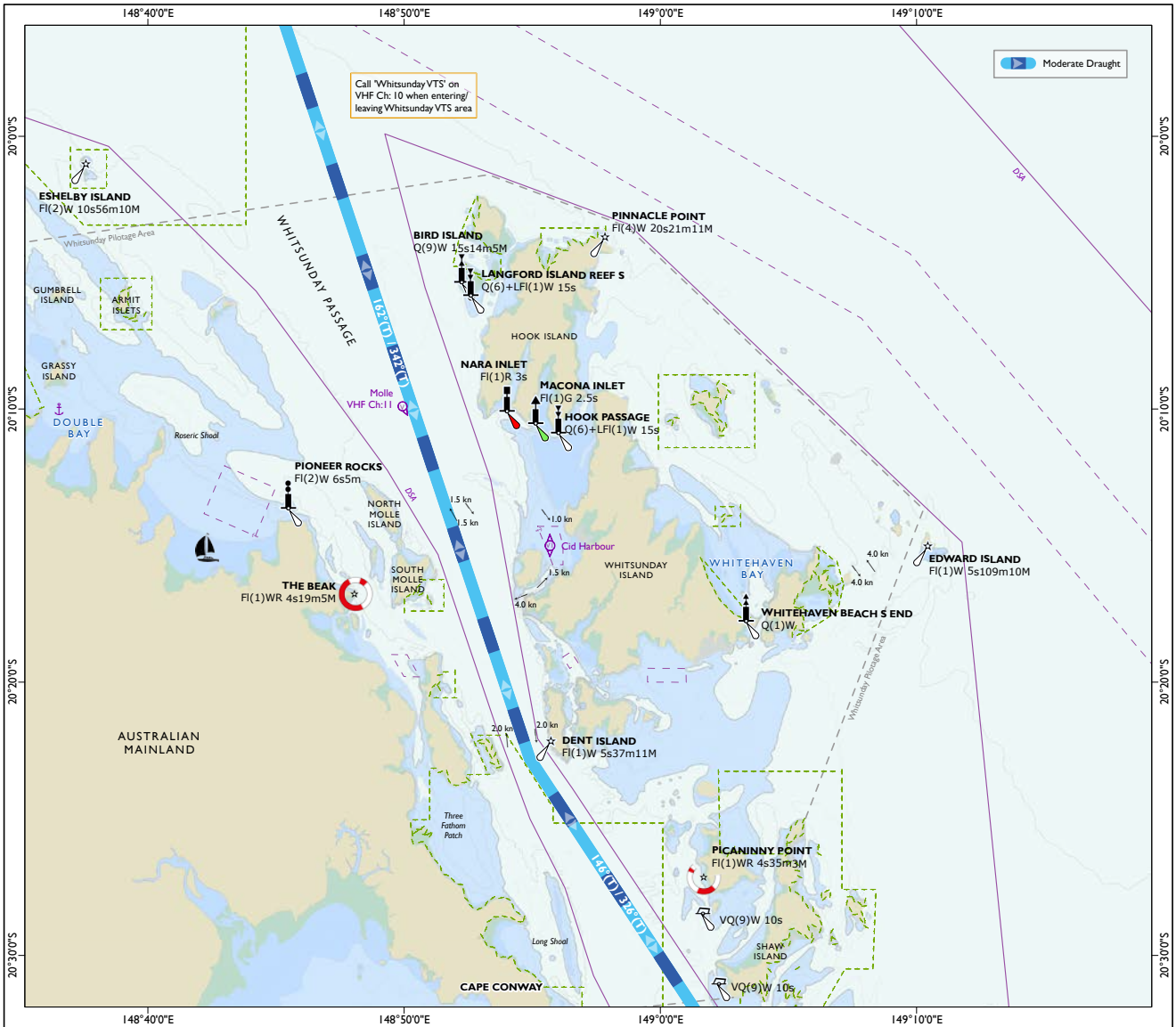
Northbound (WSP)

Hydrographers Passage Crossing to Whitsunday Passage North

No	Waypoint	Latitude S	Longitude E	Course	Distance
1	Hydrographers Passage Crossing	20°50.5	149°48.9	247	12.8
2	Scawfell Island	20°55.4	149°36.2	298	13.1
3	Out Whitsundays	20°49.3	149°23.9	315	12.0
4	Ross Smith Bank	20°40.7	149°14.9	299	12.3
5	Whitsunday Passage	20°34.9	149°03.4	326	14.5
6	Dent Island	20°22.8	148°54.9	342	32.2
7	Whitsunday Passage North	19°52.1	148°44.0		
				Total Distance	96.9

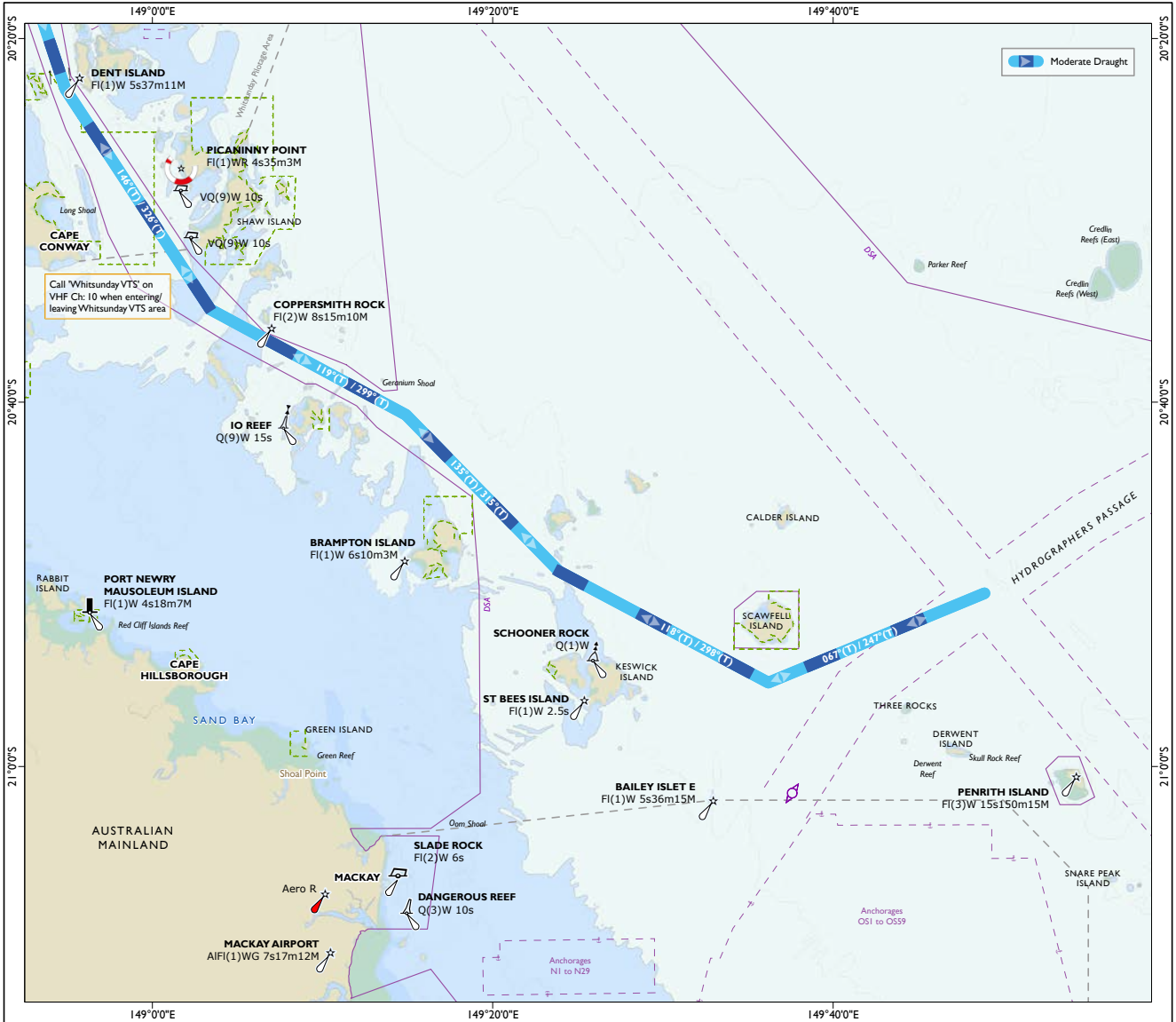
Note: Waypoints Whitsunday Passage are not issued as uniform waypoints by AMSA in the QCPP.

All waypoints are on WGS84 Datum
 Course and Distance are to next waypoint (rounded values are shown)



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

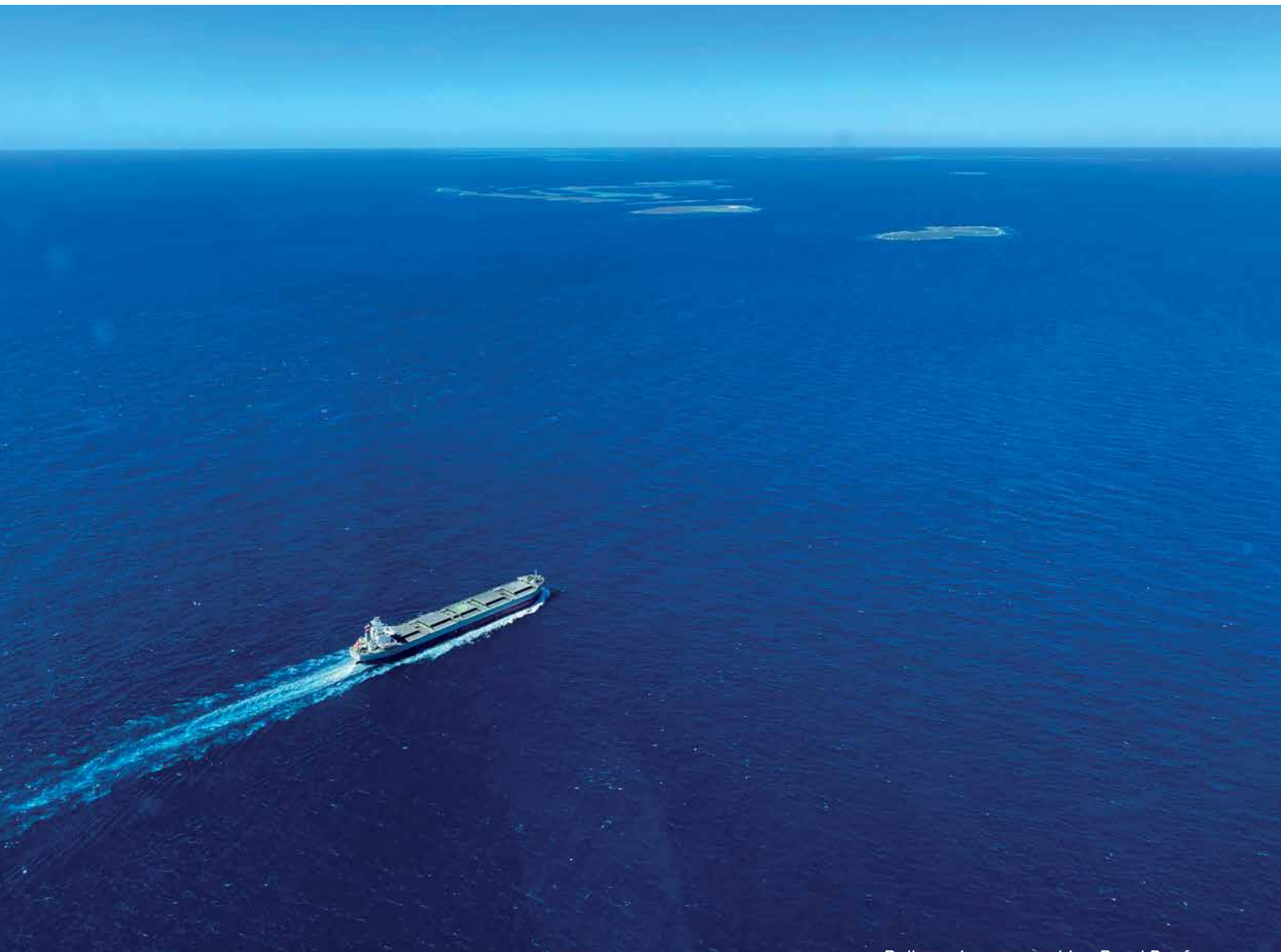
Leg WSP	Whitsunday Passage VHF Ch: 16, 14 above 20°S, 11 below 20°S (REEFVTS), 10 (Whitsunday VTS)
Reporting	Before passing the Compulsory Pilotage Limit of the Whitsundays Plan of Management Area, the pilot will make a call to REEFVTS and to Whitsunday VTS.
Positioning	Pilotage is compulsory for ships wishing to take the Whitsunday Passage, but there are no pilot boarding grounds in the area. The Whitsunday Passage is typically used by cruise ships, which will already have a pilot embarked. A cruise ship may cross the DSA, with a valid permit, en route to/from a designated anchorage. Permits and anchorage bookings must be made in advance. See Section 1.10 of PPG – GBRTS 2023–24 and https://www2.gbrmpa.gov.au/access/permits
Traffic	Day trip boats visiting the GBR depart Airlie Beach, Shute Harbour and Hamilton Island in the morning and return to port in the evening. Pleasure craft and yachts are common within the Whitsunday Passage.
Tidal Streams and Currents	Tides are strong within the Whitsunday Passage. The flood tide runs SE up to 2.5 knots (Springs) and ebbs NW up to 1.2 knots (Springs) but stronger rates can be experienced, especially in narrow channels between the islands. Refer to Tide Tables – Hamilton Island and Australian Pilot Vol 3.
Contingencies	Be aware that no environmental discharges are permitted within the Whitsundays Plan of Management Area.



THIS CHART IS NOT TO BE USED FOR NAVIGATION.

PART 4

Passage Notes Hydrographers Passage

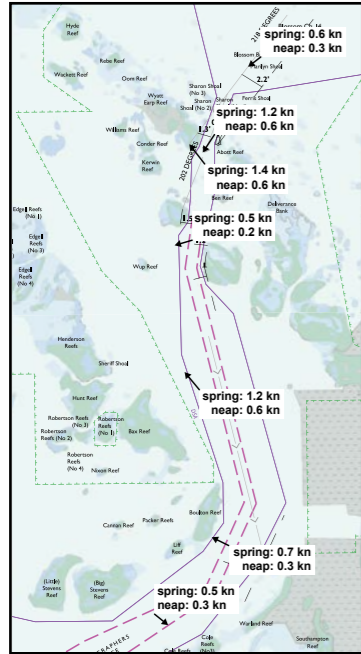


Hydrographers Passage Tidal Streams

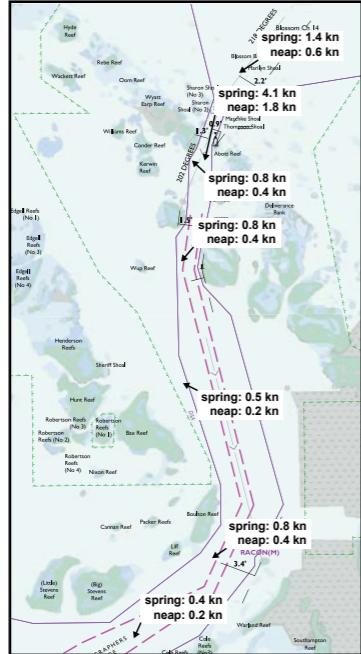
Before HW

After HW

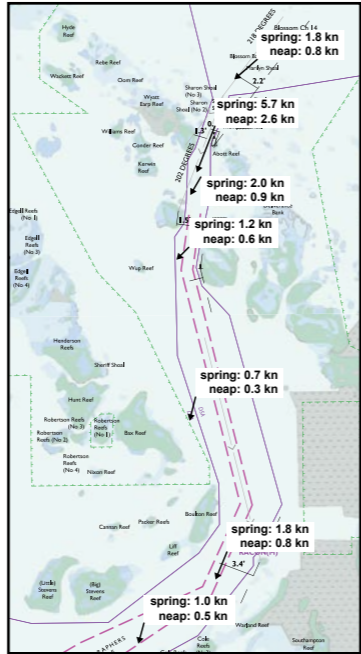
6 hrs before HW



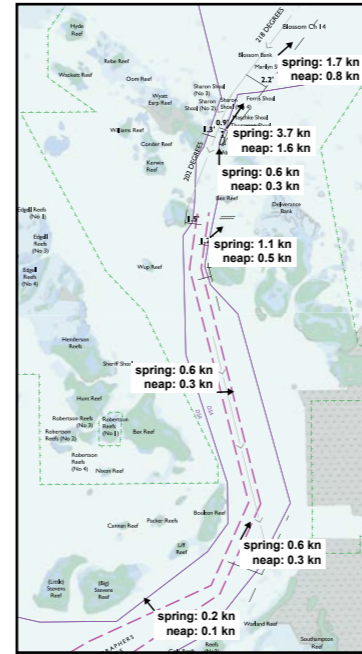
5 hrs before HW



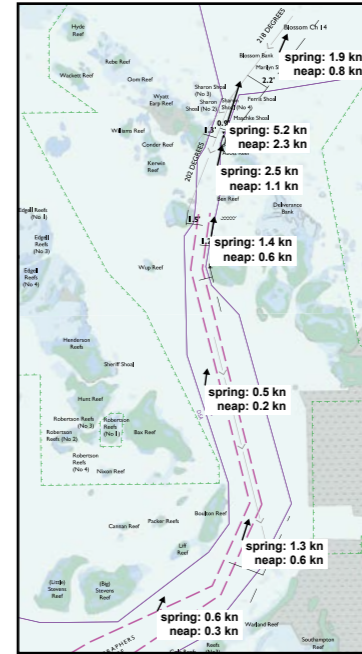
4 hrs before HW



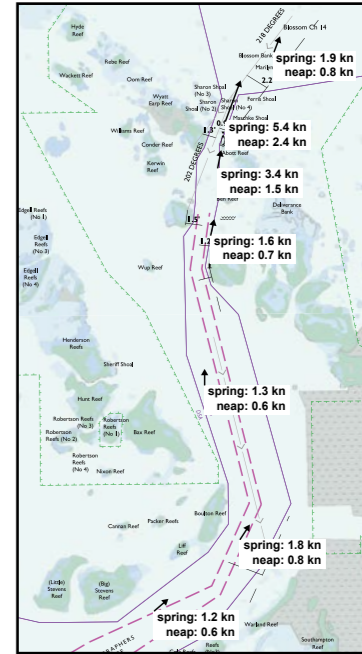
1 hr after HW



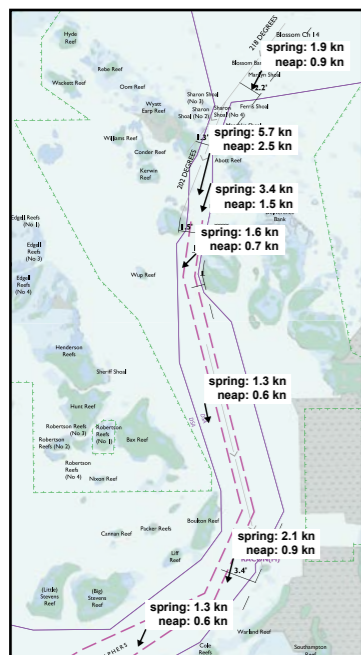
2 hrs after HW



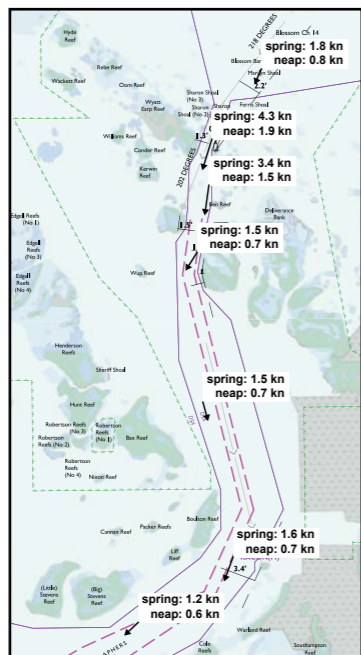
3 hrs after HW



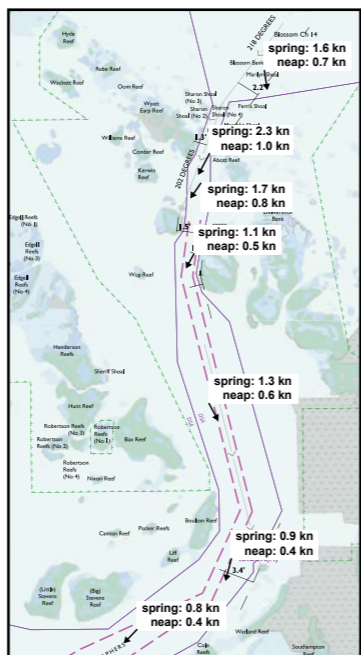
3 hrs before HW



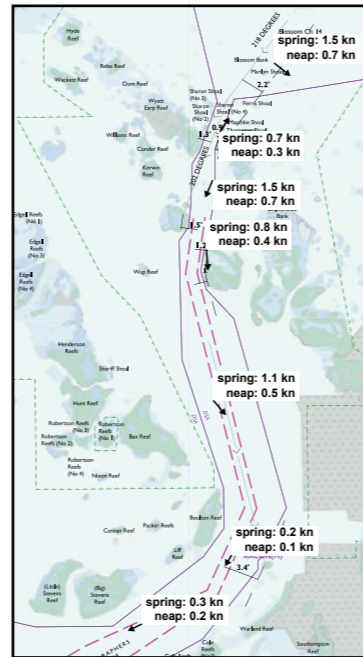
2 hrs before HW



1 hr before HW

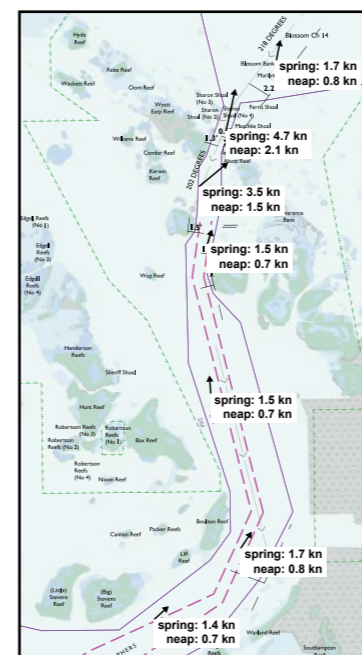


HW

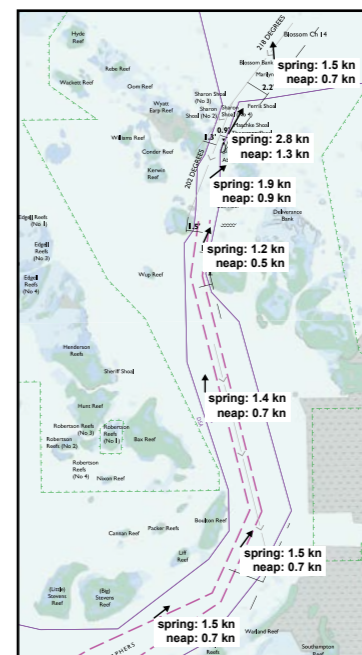


HW Bugatti = _____

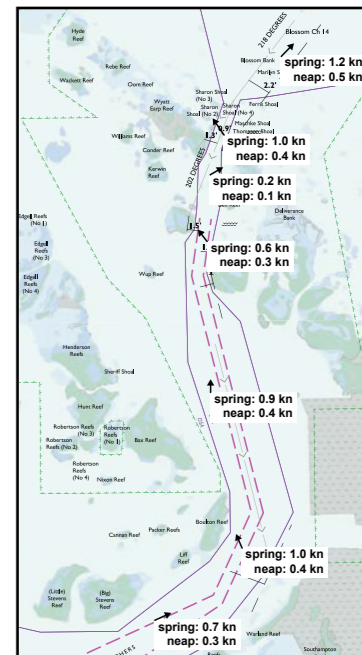
4 hrs after HW



5 hrs after HW



6 hrs after HW



Leg HP W	Blossom Bank to Hay Point
VHF Ch: 16, 14, 11 when South of 20° 00.00' S (REEFVTS South)	
Reporting	<p>REEFVTS Pre-Entry Report at least 2 hours before entry and Entry Report at entry. Maintain a listening watch on VHF Ch: 16 and the pre-arranged VHF channel for pilot helicopter.</p> <p>The pilot, when crossing the CPL, will make a 'Commencing Duties' Report.</p> <p>Change from monitoring VHF Ch: 14 to VHF Ch: 11 when South of 20° 00.00' S.</p> <p>The pilot may make an 'All Ships' call on VHF Ch: 16 to warn any approaching ships that the ship will be transiting Bond Entrance.</p> <p>Final Report (FR) to REEFVTS.</p>
Positioning	<p>The pilot will board by helicopter. Stay to the East of the 200 m contour until the pilot is on board. Maintain a good check on the White Tip leads as the ship will be clear of Ferris Shoal once it is in the white sector of Little Bugatti Reef Light and less than 4.4' from White Tip Front Lead. Maintain a close check on the XTD at all times.</p> <p>Take care not to pass too wide off Bugatti Reef as the DSA lies close to the edge of the two-way route. After passing Bugatti Reef, place Creal ahead. Turn onto the 205°(T) leg when Creal is 5' off. When Creal Reef is 5.4' off, turn to 241°(T) placing Creal directly astern.</p> <p>Creal Reef (Racon (M)) gives good radar returns. The surrounding reefs are detectable at low water but can be difficult to pick up by radar at other times.</p> <p>In poor weather conditions, the White Tip Reef Rear Light (Racon (K)) is useful in aligning the ship's heading and course.</p>
Traffic	<p>Traffic is light to moderate and is limited to ships using the passage, although fishing vessels can be encountered working in the area. Between Tern Islet and Three Rocks, the ship will cross the 'preferred route' for ships transiting the Inner Route.</p> <p>Be aware of ships departing the coal ports at Hay Point.</p>
Tidal Streams and Currents	<p>The East Australia Current runs strongly to the South near the reef fringe. The tidal streams run strongly at Bond Entrance.</p> <p>The mean spring tide range is 4.9 m and the mean neap tide range is 2.3 m. Tides are affected by prevailing winds and currents are very strong at times.</p> <p>Comprehensive tidal stream predictions relative to HW Bugatti Reef are available on the chart. Generally, the tide sets with the line of the recommended track (SSW on the flood).</p> <p>Sets in the area between White Tip and Little Bugatti Reefs may vary considerably in strength and direction from those predicted. Maximum rates can reach 6.5 knots at springs and 3 knots at neaps.</p> <p>The tidal stream generally flows in the direction of the two-way route, to the SW on the flood (NE on the ebb) and lessens in strength as the ship progresses South.</p> <p>See chartlets for details.</p>
Contingencies	<p>The controlling depth in the Hydrographers Passage is 25.1 m (near Little Bugatti). This is the maximum depth that can be accepted for pilotage. As inbound ships normally go directly to anchor off Hay Point, it is recommended that the ship plans its arrival at Bond Entrance at or near the commencement of the flood tide to avoid the strong cross sets that can be experienced and subsequently take advantage of the favourable tide stream through the Hydrographers Passage.</p> <p>The pilot helicopter will land on the designated hatch. Ensure suitable preparations are made in accordance with the ICS 'Guide to Helicopter/Ship Operations' and Marine Order 57 (Helicopter operations). Ensure the helicopter landing area is swept clear of any foreign object debris (FOD).</p> <p>Note that no anchorages suitable for large ships have been documented within the length of the Hydrographers Passage. The pilot will normally disembark by helicopter, either from the CPL or after the ship has anchored off Hay Point. Disembarkation normally occurs during daylight hours only.</p> <p>Refer to Section 1.16 of PPG – GBRTS 2023–24 regarding the use of shaft generators. Ensure the steering light is functional.</p>

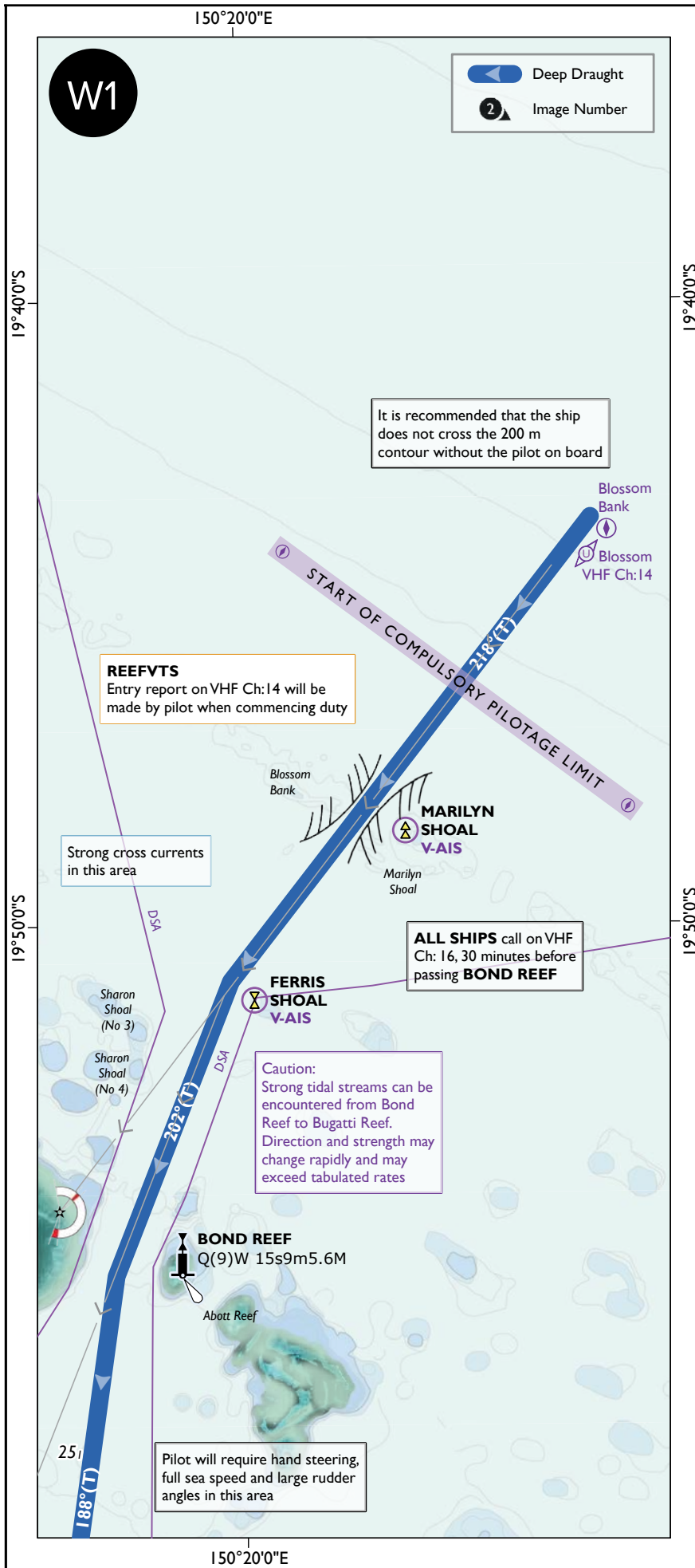
Pilot Boarding By Helicopter:

The Master should consult the ICS 'Guide to Helicopter/Ship Operations' and Marine Order 57 (Helicopter operations).

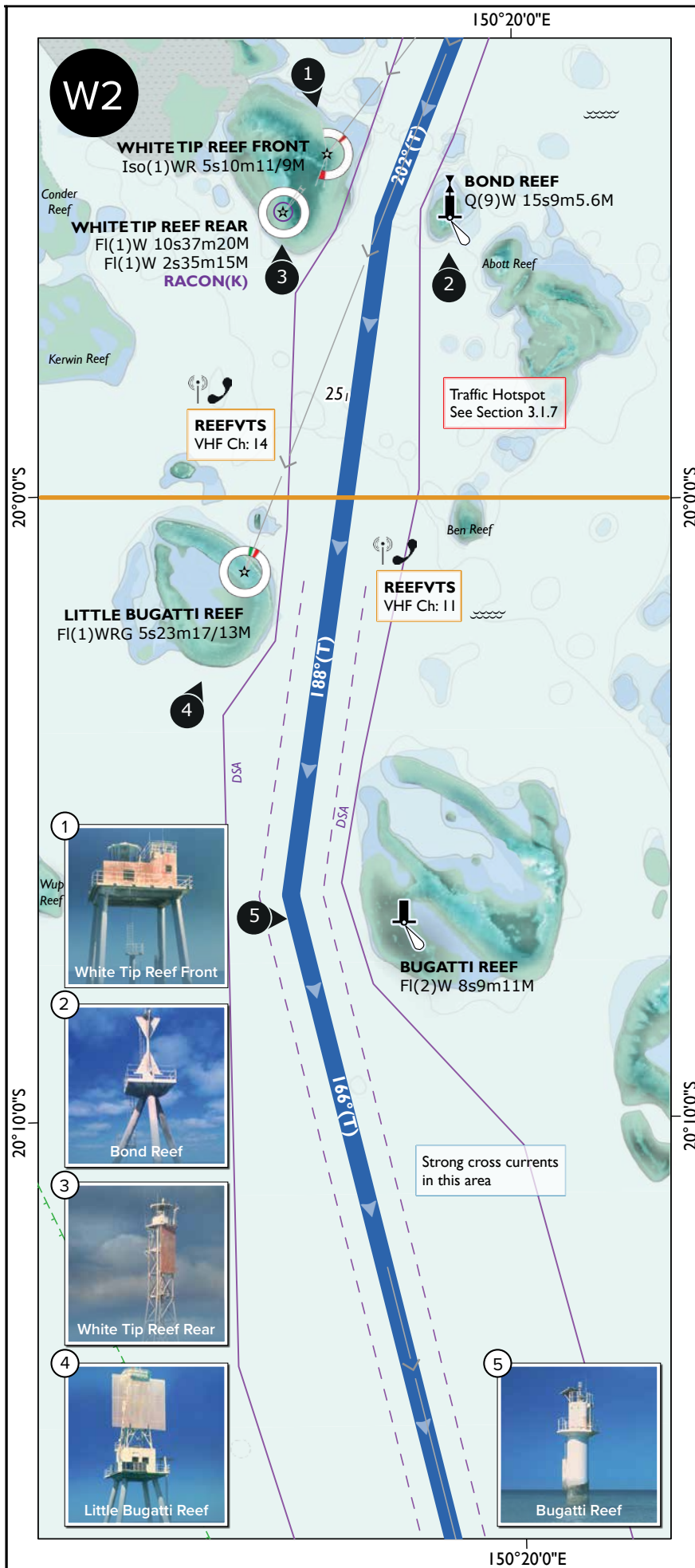
The helicopter will call on the pre-arranged VHF channel 30–40 minutes before the ETA.

10 minutes before landing, the helicopter will again call on the VHF and will request the following information:

- Course and speed?
- Is your ship rolling?
- Relative wind direction and speed?
- Which hatch number is the designated helicopter landing hatch?
- Permission to land?

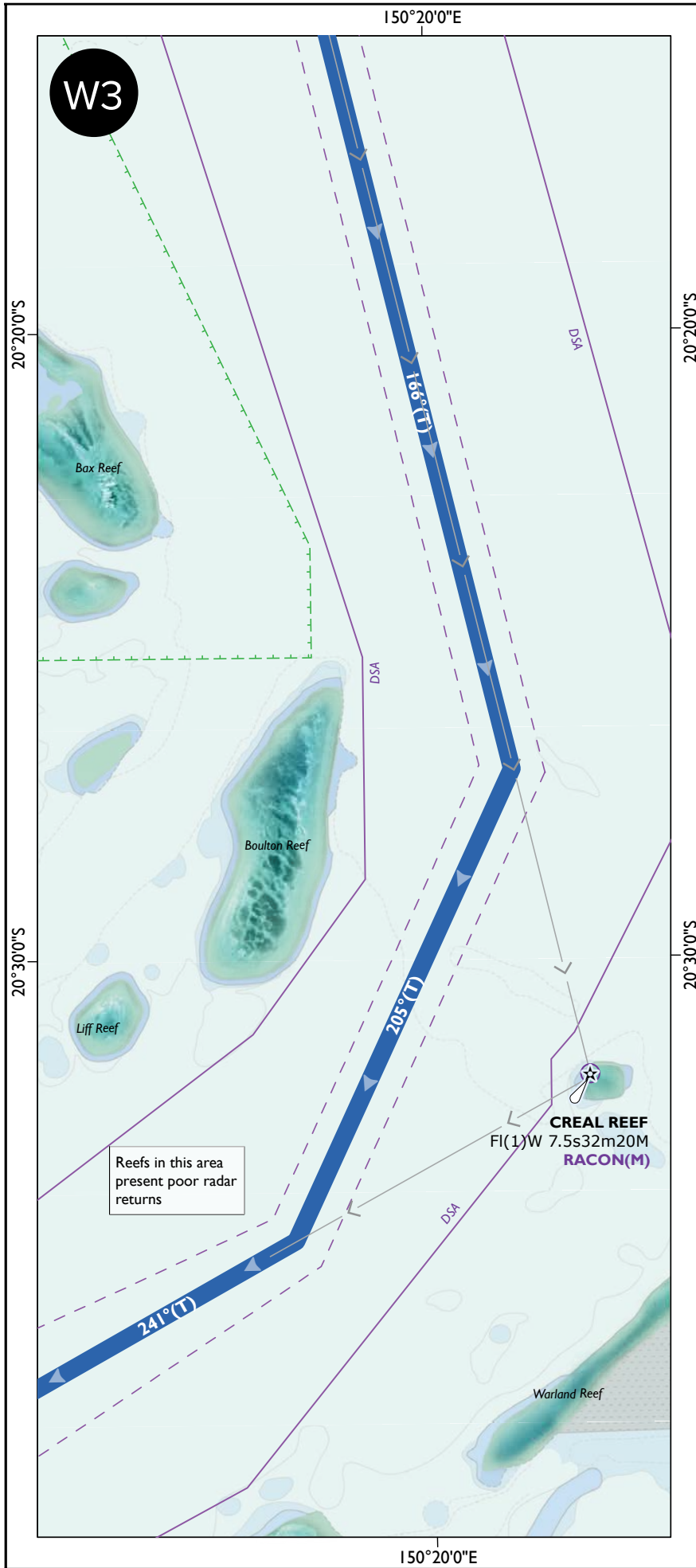


THIS CHART IS NOT TO BE USED FOR NAVIGATION AND SHOULD BE SEEN ONLY AS AN AID FOR PILOTS AND THE BRIDGE TEAM
THE WAYPOINTS SHOWN ON THIS CHART ARE BASED ON THE QUEENSLAND COASTAL PASSAGE PLAN (QCPP). REF: AMSA.GOV.AU | LATEST ED: JAN 2019)

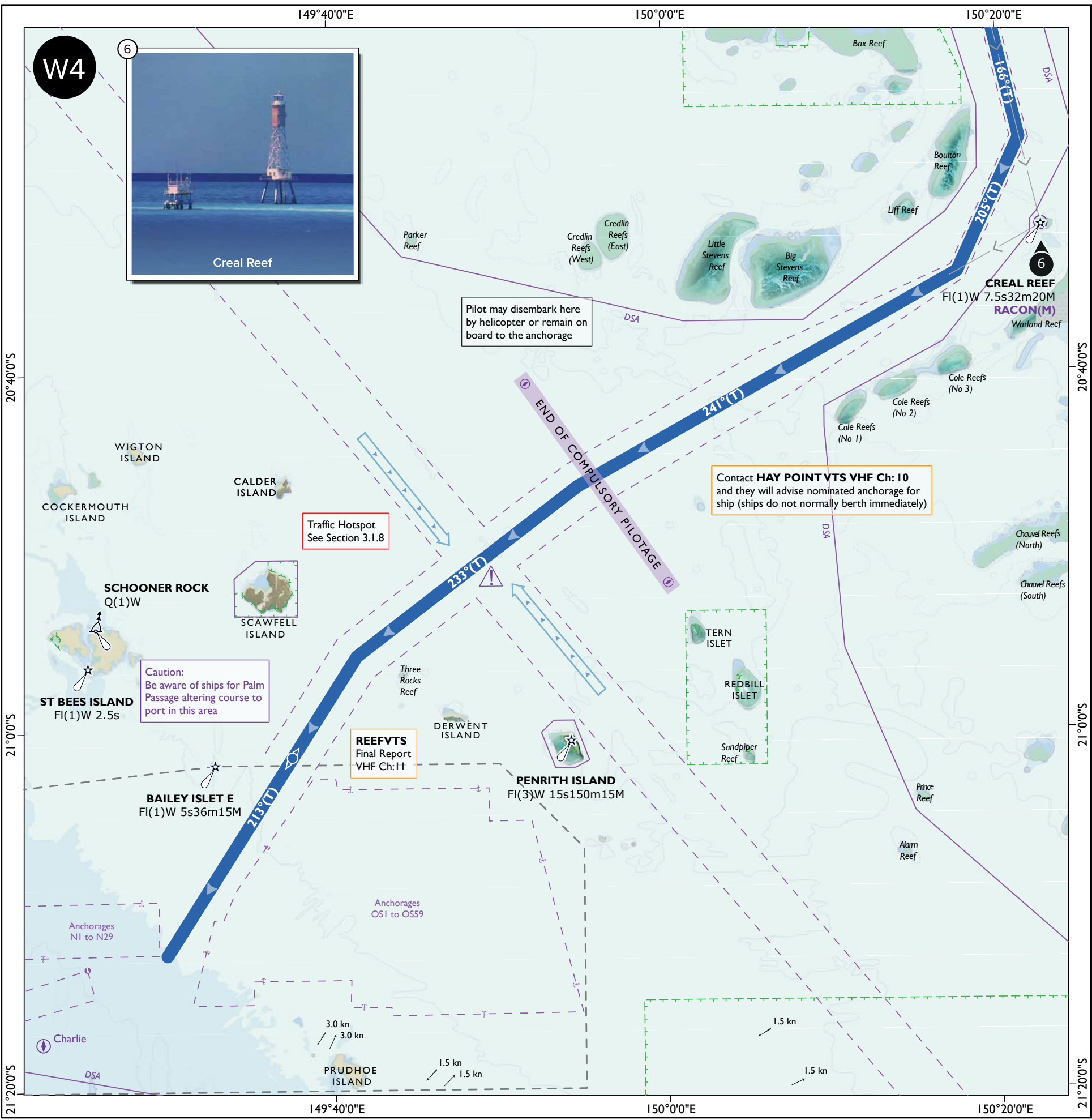


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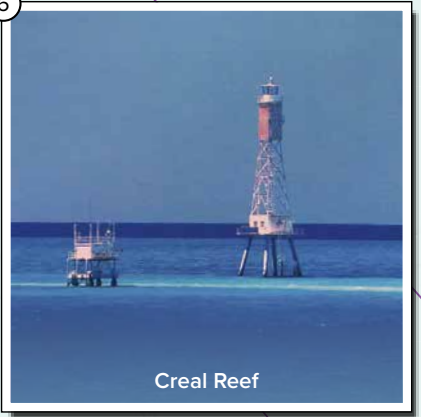
Hydrographers Passage – Westbound



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 THE WAYPOINTS SHOWN ON THIS CHART ARE BASED ON THE QUEENSLAND COASTAL PASSAGE PLAN (QCPP: REF: AMSA.GOV.AU | LATEST ED: JAN 2019)



W4



Creal Reef

Traffic Hotspot
See Section 3.1.8

Caution:
Be aware of ships for Palm
Passage altering course to
port in this area

REEFVTS
Final Report
VHF Ch:11

Contact **HAY POINT VTS VHF Ch: 10**
and they will advise nominated anchorage for
ship (ships do not normally berth immediately)

Pilot may disembark here
by helicopter or remain on
board to the anchorage

END OF COMPULSORY PILOTAGE

THIS CHART IS NOT TO BE USED FOR NAVIGATION AND SHOULD BE SEEN ONLY AS AN AID FOR PILOTS AND THE BRIDGE TEAM
THE WAYPOINTS SHOWN ON THIS CHART ARE BASED ON THE QUEENSLAND COASTAL PASSAGE PLAN (QCPP. REF: AMSA.GOV.AU | LATEST ED: JAN 2019)

Leg HP E	Hay Point to Blossom Bank
VHF Ch: 16, 11, 14 when North of 20° 00.00' S (REEFVTS South)	
Reporting	<p>REEFVTS (Ch: 11) Pre-Entry Report (1 hour before entering REEFVTS area).</p> <p>Maintain a listening watch on VHF Ch: 16 and the pre-arranged VHF channel for pilot helicopter (if required).</p> <p>The pilot, when they board or upon crossing the CPL, will make a 'Commencing Duties' Report.</p> <p>The pilot will call REEFVTS shortly after commencing duties after the ship has entered the CPA.</p> <p>Change from monitoring VHF Ch: 11 to VHF Ch: 14 when North of 20° 00.00' S.</p> <p>The pilot may make an 'All Ships' call on VHF Ch: 16 to warn any approaching ships that the ship will be transiting Bond Entrance.</p> <p>Final Report to REEFVTS on VHF Ch: 14 at Blossom Bank.</p>
Positioning	<p>Note: The 061°(T) course places Creal Light ahead. Creal Reef (Racon (M)) gives good radar returns. The surrounding reefs are detectable at low water but can be difficult to pick up by radar at other times.</p> <p>In poor weather conditions, the White Tip Reef Rear Light (Racon (K)) is useful in aligning the ship's heading and course.</p>
Traffic	<p>Ships departing the coal ports at Hay Point.</p> <p>Traffic transiting the Inner Route normally passes to the East of Penrith Island, crossing the track at right angles.</p> <p>Traffic is light to moderate and is limited to ships using the passage, although fishing vessels can be encountered working in the area.</p>
Tidal Streams and Currents	<p>The mean spring tide range is 4.9 m and the mean neap tide range is 2.3 m. Tides are affected by prevailing winds, and currents are very strong at times.</p> <p>Comprehensive tidal stream predictions relative to HW Bugatti Reef are available on the chart. Generally, the tide sets with the line of the recommended track (SSW on the flood).</p> <p>Sets in the area between Little Bugatti and White Tip Reefs may vary considerably in strength and direction from those predicted. Maximum rates can reach 6.5 knots at springs and 3 knots at neaps.</p> <p>The East Australia Current runs strongly to the South near the reef fringe. The tidal streams run strongly at Bond Entrance.</p> <p>Refer to tide tables.</p>
Contingencies	<p>The controlling depth in the Hydrographers Passage is 25.1 m (near Little Bugatti). This is the maximum depth that can be accepted for pilotage. Note that no anchorages suitable for large ships have been documented within the length of the Hydrographers Passage.</p> <p>Liaise carefully with the coastal pilot provider to ensure that the pilot boards prior to crossing the CPL. The pilot may board alongside. The pilot helicopter will land on the designated hatch. Ensure suitable preparations are made in accordance with the ICS 'Guide to Helicopter/Ship Operations' and Marine Order 57 (Helicopter operations). Ensure the helicopter landing area is swept clear of any foreign object debris (FOD).</p> <p>Refer to Section 1.16 of PPG – GBRTS 2023–24 regarding the use of shaft generators. Ensure the steering light is functional.</p>

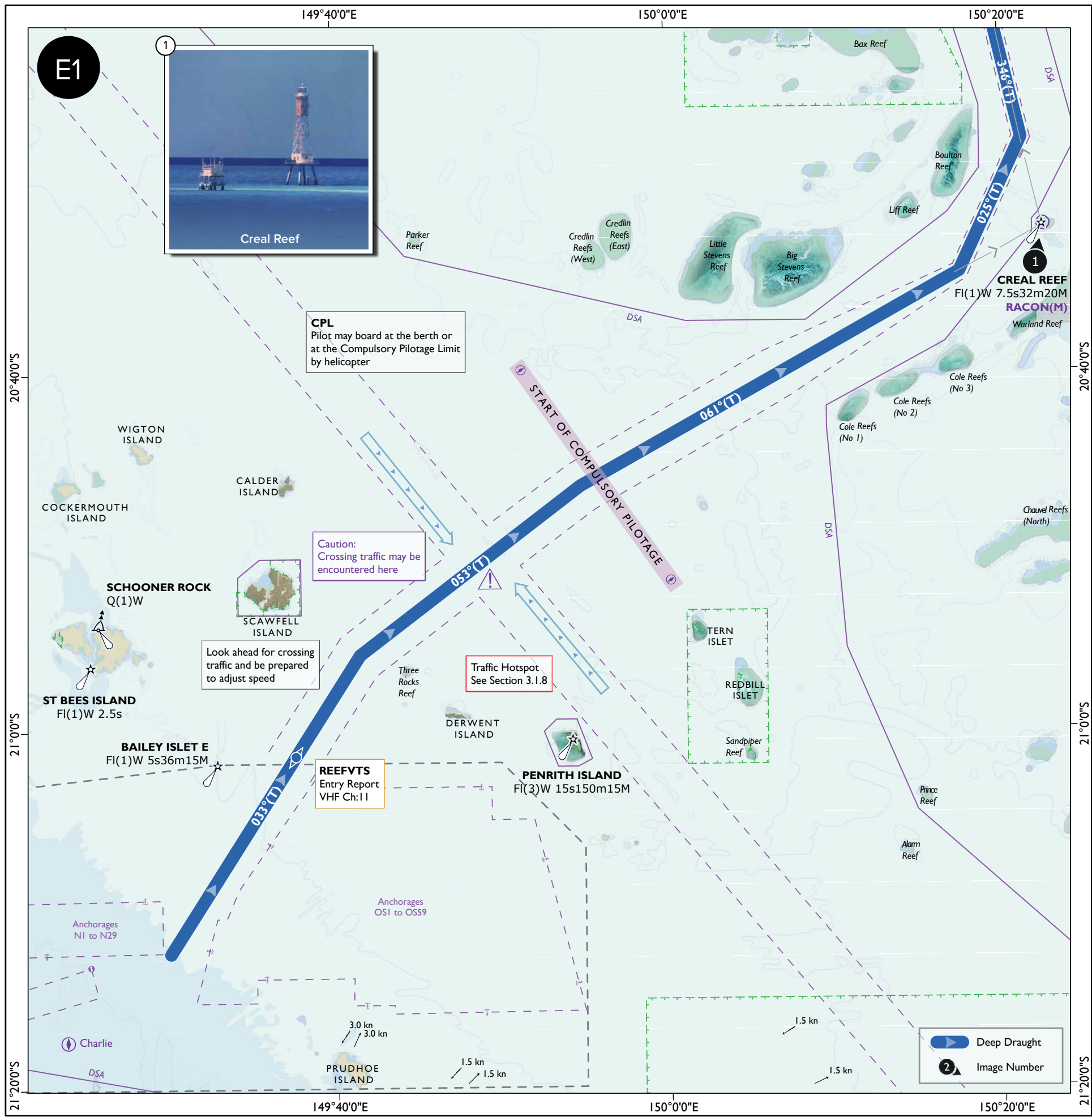
Pilot Boarding By Helicopter:

The Master should consult the ICS 'Guide to Helicopter/Ship Operations' and Marine Order 57 (Helicopter operations).

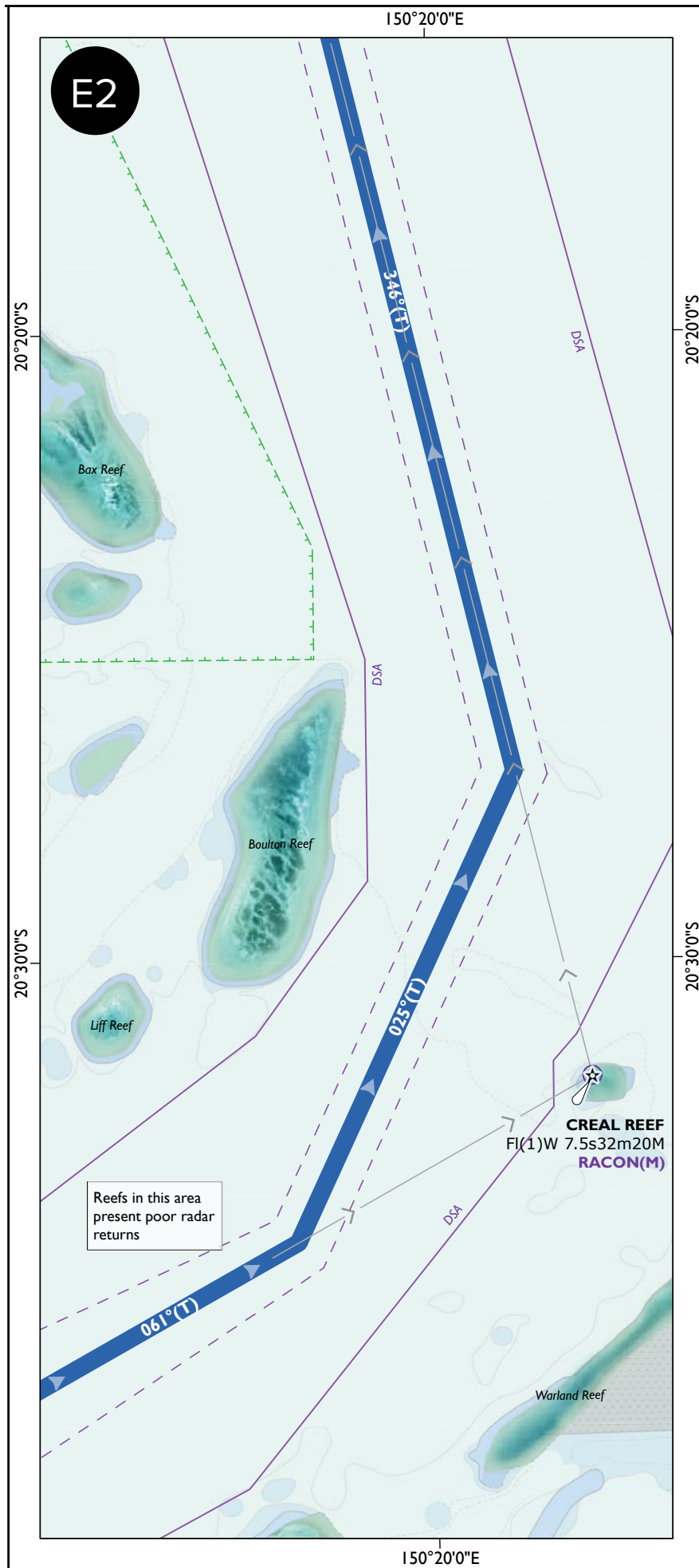
The helicopter will call on the pre-arranged VHF channel 30–40 minutes before the ETA.

10 minutes before landing, the helicopter will again call on the VHF and will request the following information:

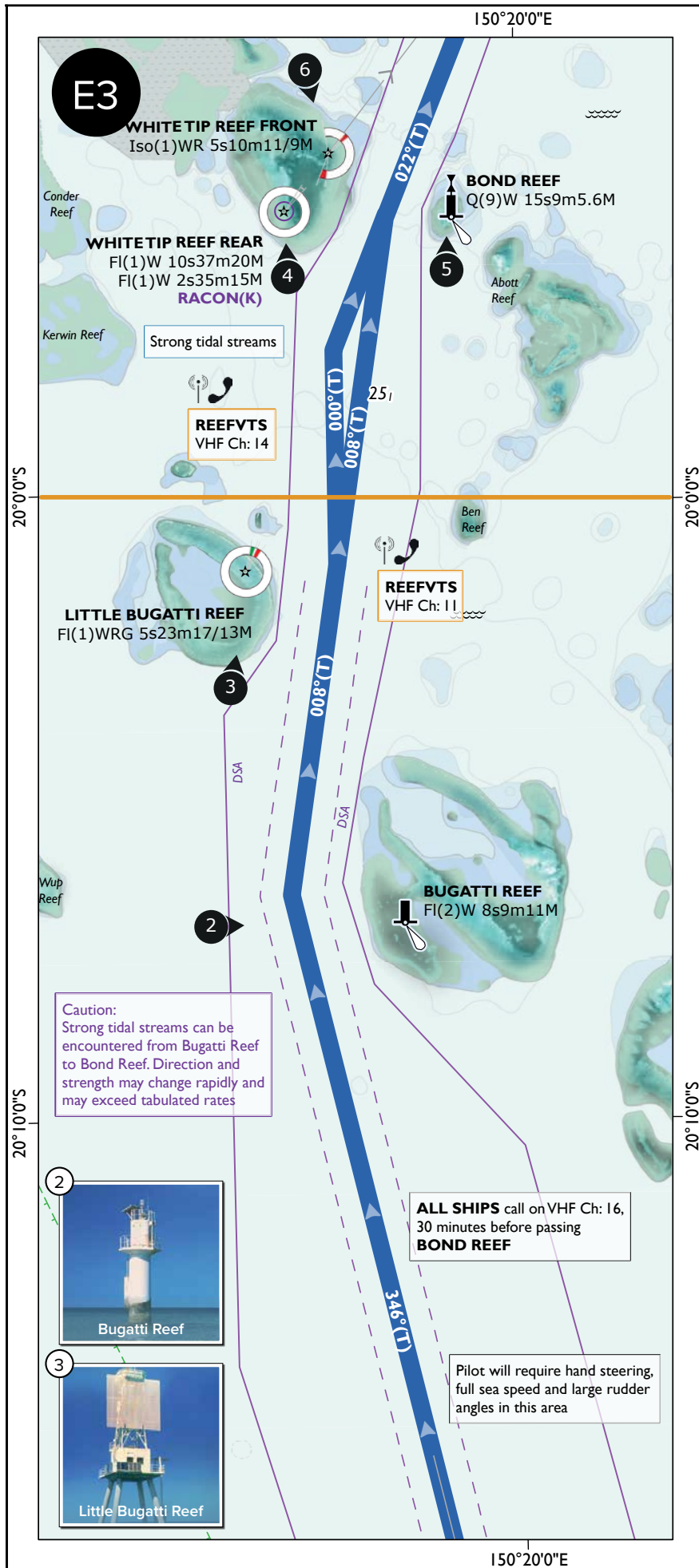
- Course and speed?
- Is your ship rolling?
- Relative wind direction and speed?
- Which hatch number is the designated helicopter landing hatch?
- Permission to land?



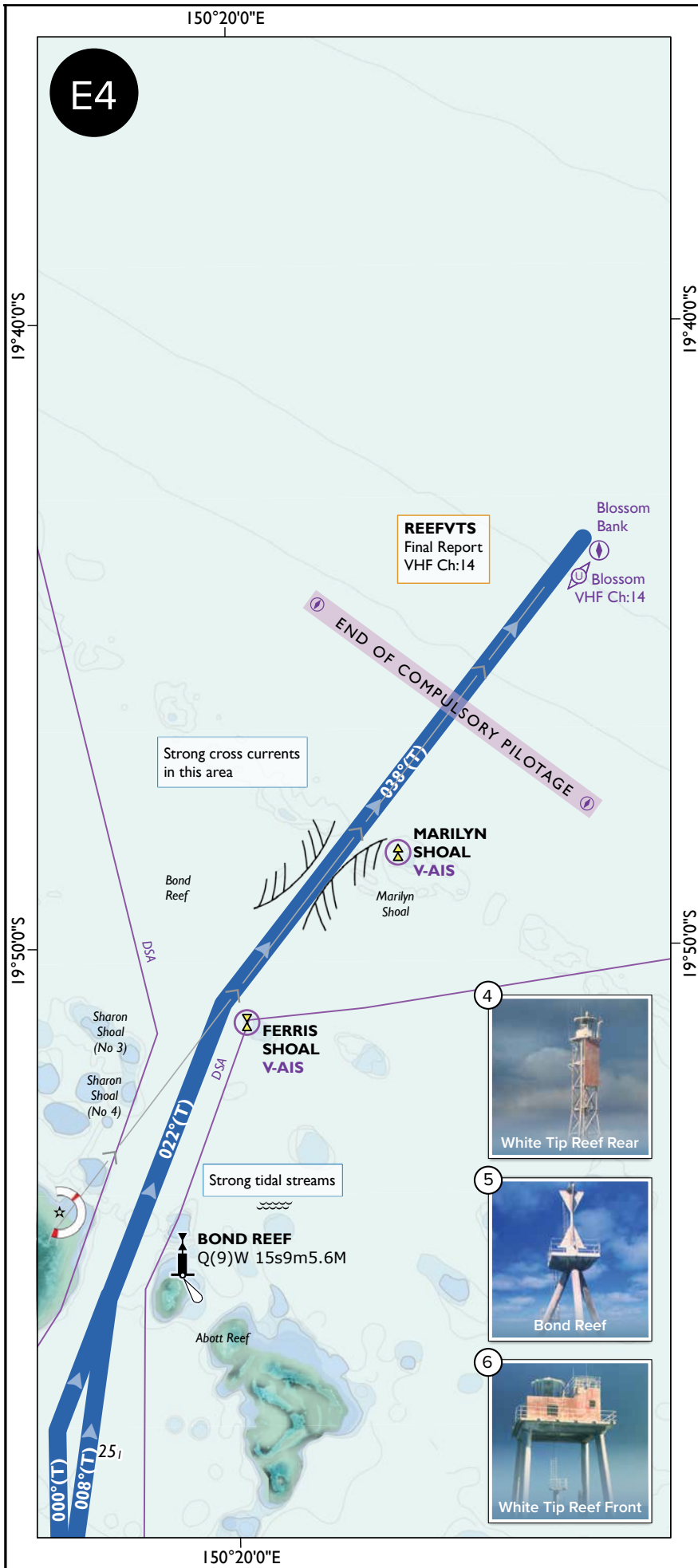
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Annexes



Annex 1 – Authority Contacts in Great Barrier Reef and Torres Strait (GBRTS)

Great Barrier Reef Marine Park Authority (GBRMPA)

Address: GBRMPA Head Office, 280 Flinders St, Townsville QLD 4810, Australia
 Phone: +61 7 4750 0700
 Email: info@gbmpa.gov.au
 Web: <https://www.gbrmpa.gov.au>

For Passenger Ship Bookings

Email: bookings@gbmpa.gov.au
 Web: <https://secure.gbrmpa.gov.au/Bookingsonline/Default.aspx>

Australian Maritime Safety Authority (AMSA)

Address: AMSA Head Office, GPO Box 2181, Canberra, ACT 2601, Australia
 Phone: +61 2 6279 5000; 1800 627 484
 Email: <https://www.amsa.gov.au/about/contact-us> for email addresses
 Web: <https://www.amsa.gov.au>

Report marine pollution incidents to AMSA 24-hour helpline

Within Australia: 1800 641 792
 Outside Australia: +61 2 6230 6811

Maritime Safety Queensland (MSQ)

Phone: +61 7 3328 48 11; 13 QGOV (13 74 68)
 Web: <https://www.msq.qld.gov.au>

Australian Hydrographic Office (AHO)

Address: 8 Station St, Wollongong, NSW 2500, Australia
 Phone: +61 2 4223 6500
 Fax: +61 2 4223 6599
 Email: <https://www.hydro.gov.au/aboutus/contact.htm> for email addresses
 Web: www.hydro.gov.au

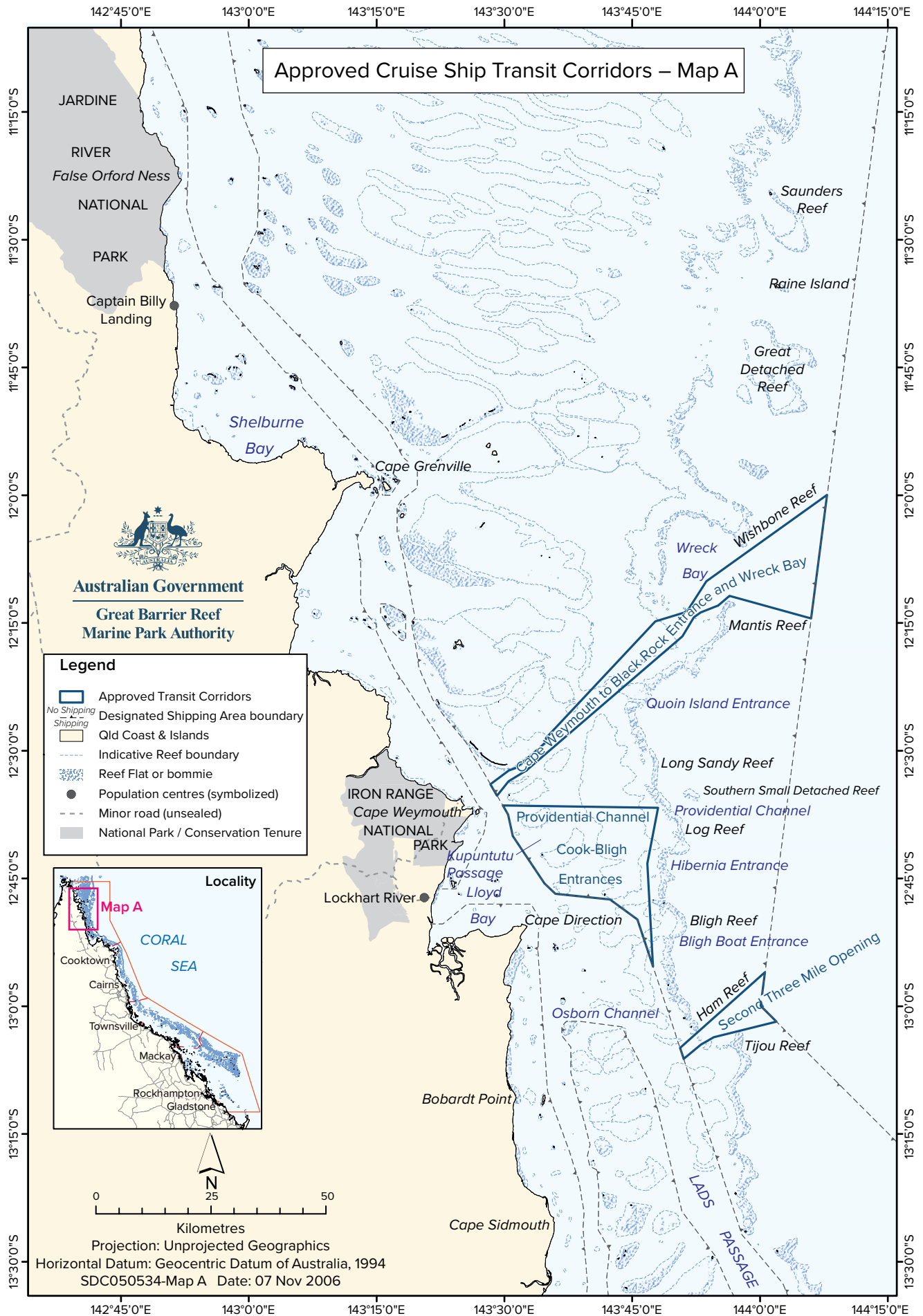
Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS)

VHF Ch: 11, 14
 Phone: +61 1300 721 293
 Fax: +61 7 4721 0633
 Email: reefvtsnorth@msq.qld.gov.au; reefvtsouth@msq.qld.gov.au
 Web: <https://www.msq.qld.gov.au/Shipping/Reefvts.aspx>

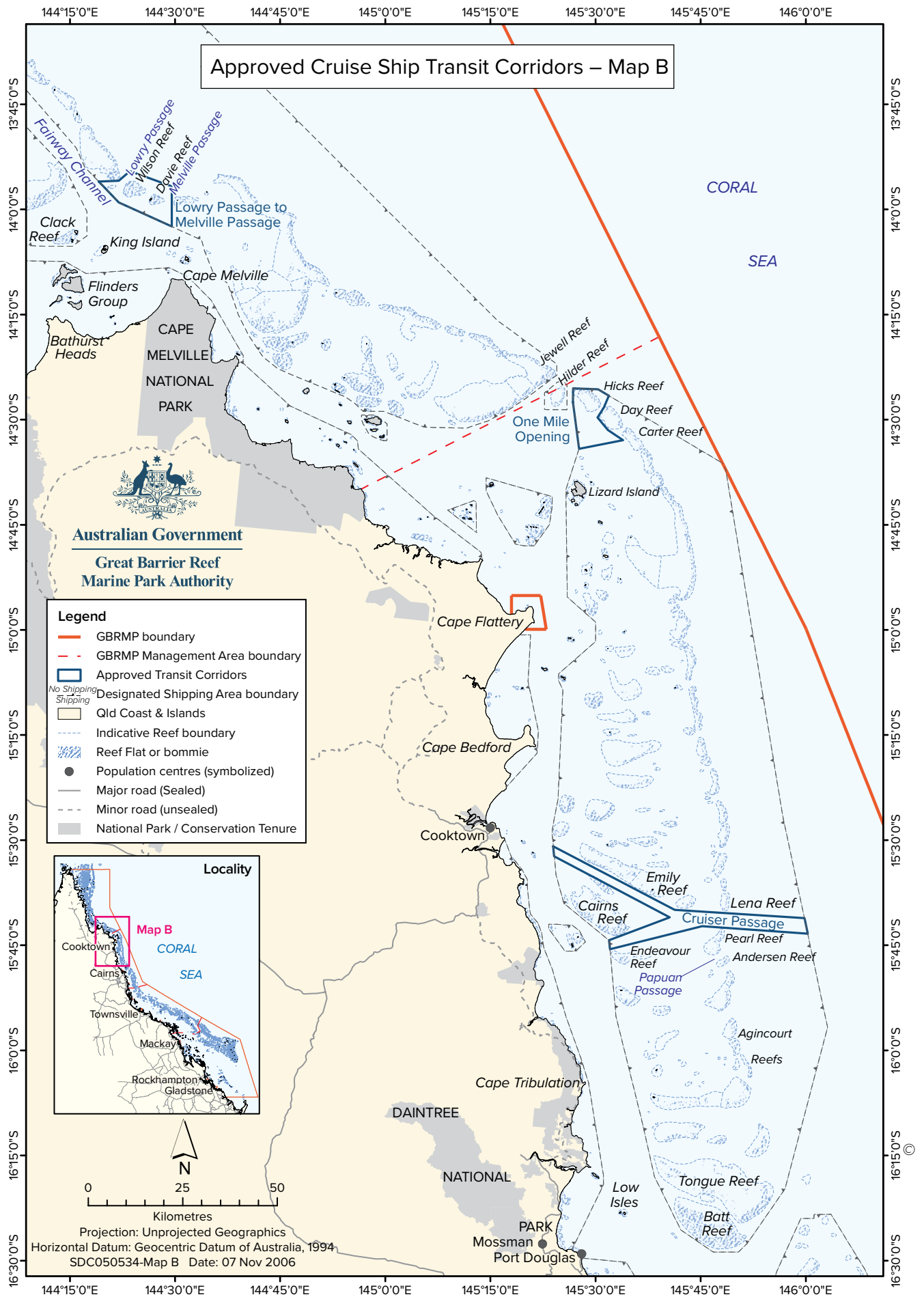
Australian Transport Safety Bureau (ATSB)

Address: ATSB Central Office, PO Box 967, Civic Square, ACT 2608, Australia
 Email: atsbinfo@atsb.gov.au
 Web: <https://www.atsb.gov.au>

Annex 2 – Approved Cruise Transit Corridors

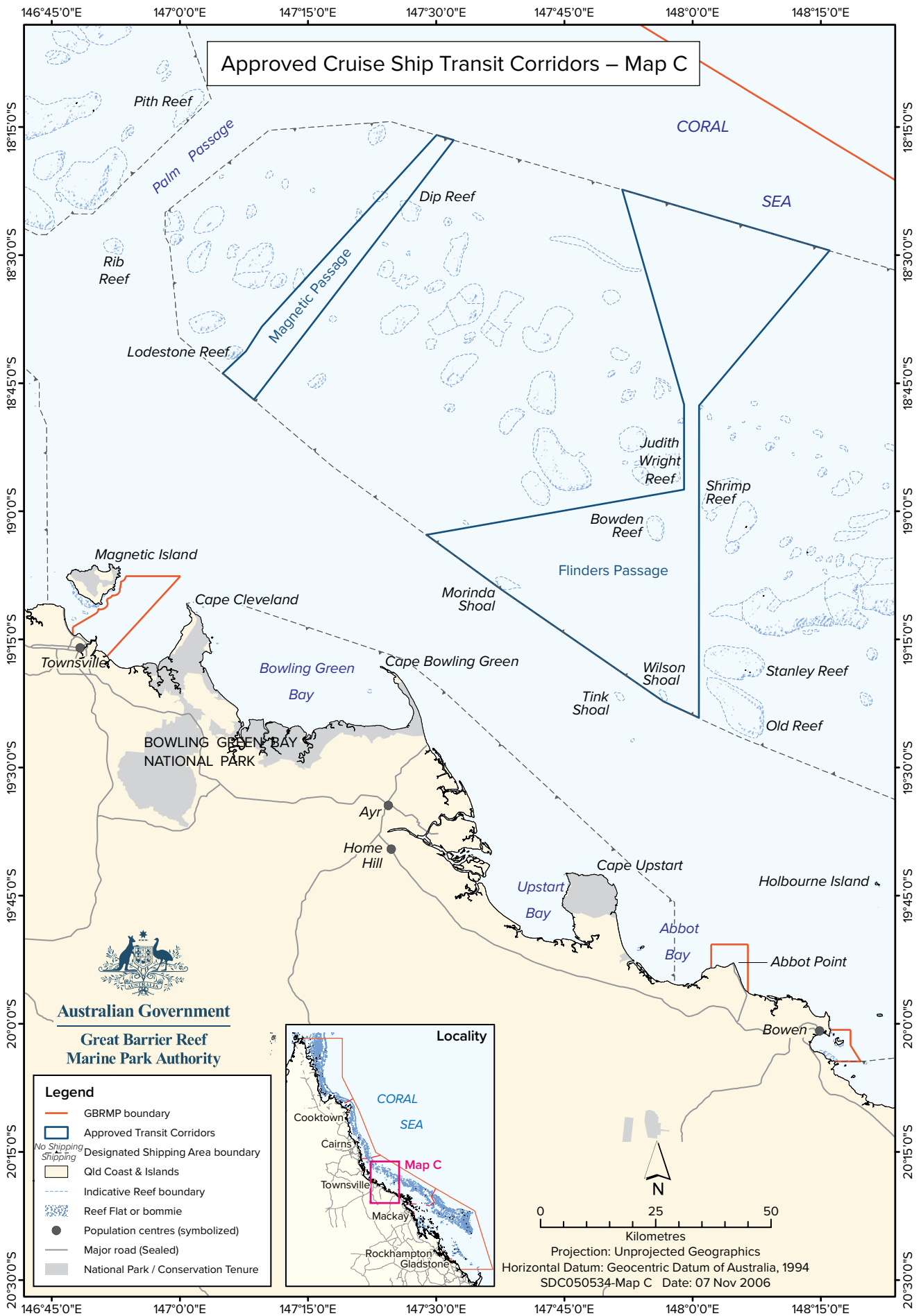


These four (4) maps (A–D) show the nine (9) cruise ship transit corridors that GBRMPA has identified to allow (cruise) ships to transit outside the DSA and GUZ for sightseeing and environmental waste discharge.



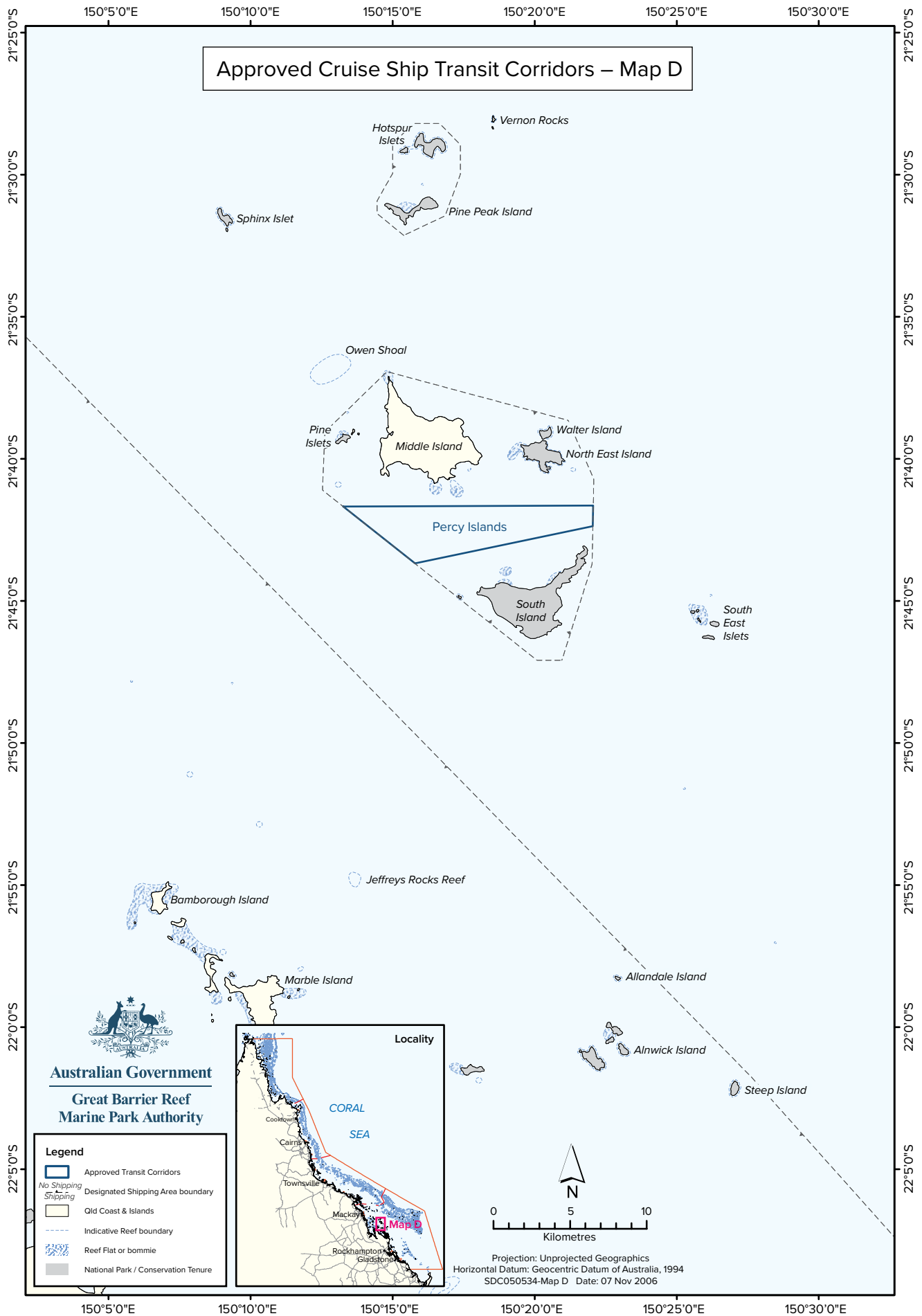
Commonwealth of Australia (GBRMPA). Must not be used for marine navigation.

These four (4) maps (A–D) show the nine (9) cruise ship transit corridors that GBRMPA has identified to allow (cruise) ships to transit outside the DSA and GUZ for sightseeing and environmental waste discharge.



© Commonwealth of Australia (GBRMPA). Must not be used for marine navigation.

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These four (4) maps (A–D) show the nine (9) cruise ship transit corridors that GBRMPA has identified to allow (cruise) ships to transit outside the DSA and GUZ for sightseeing and environmental waste discharge.

EMERGENCY / IMPORTANT CONTACT DETAILS

JRCC Australia

+61 2 62306811

+61 2 62306820

rccaus@amsa.gov.au

Telemedical Advice Service (TMAS)

Medical advice provided by 'CareFlight'
contact JRCC Australia if TMAS is required

Australian Border Force

+61 2 6196 0196

1800 009 623

Great Barrier Reef Marine Park Authority

+ 61 7 4750 0700 (emergency)

Cyber and Infrastructure Security Centre

+61 2 5127 8995

1300 791 581

transport.security@homeaffairs.gov.au

REEFVTS

+61 1300 721 293

reefvtsnorth@msq.qld.gov.au

reefvtsouth@msq.qld.gov.au

AMSA

+61 2 6230 6811

1800 641 792

reports@amsa.gov.au

If a marine incident occurs in Australian waters, it is the Master's responsibility to report this to AMSA as soon as reasonably practicable (within 4 hours) of becoming aware of the incident.

This can be done by submitting a report online at

<https://www.amsa.gov.au/vessels-operators/incident-reporting/incident-alert-form-18>

or by emailing a completed 'AMSA Form 18 – Incident Alert' to reports@ams.gov.au

Other Passage Planning Guides in this series:

