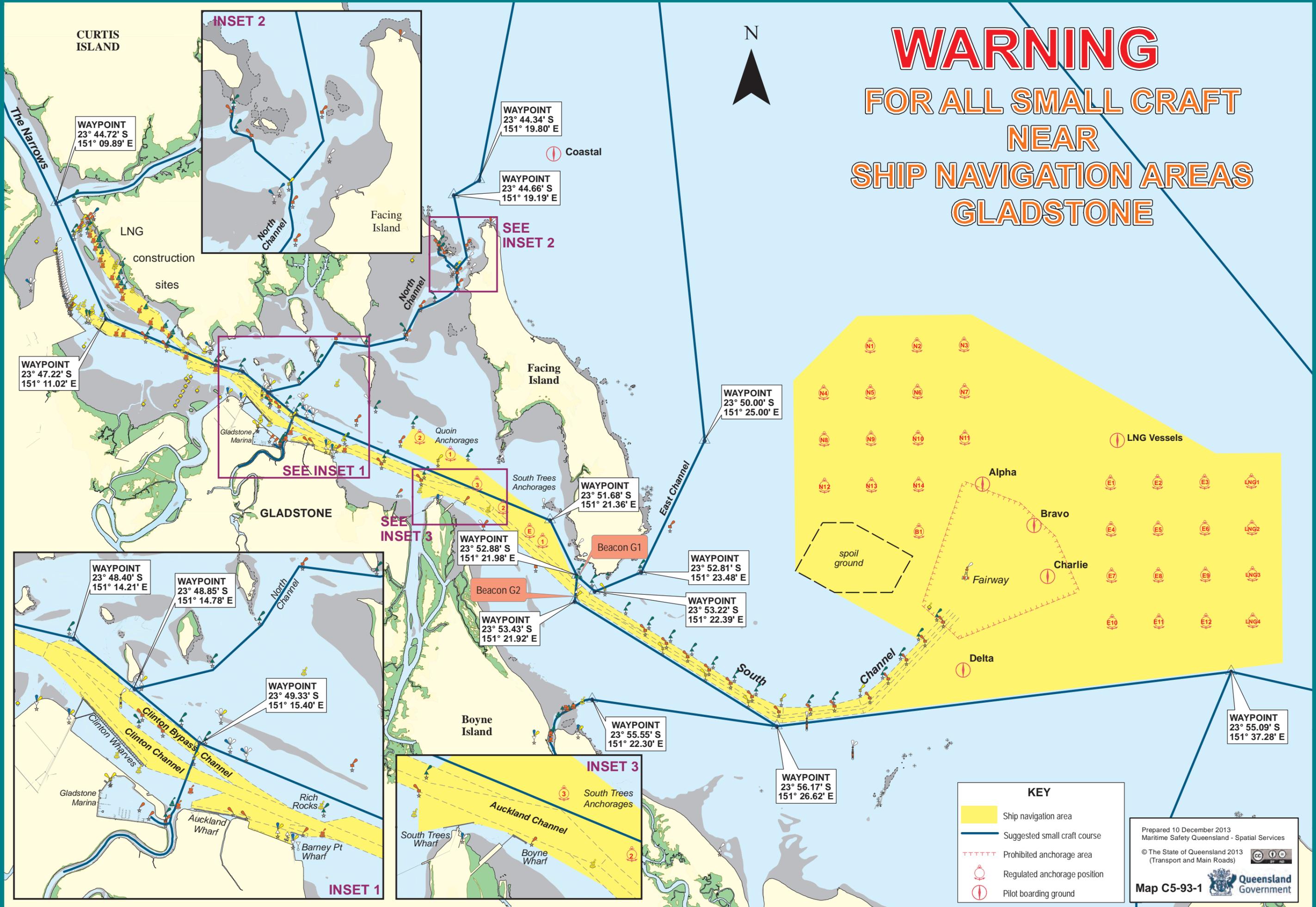


# WARNING FOR ALL SMALL CRAFT NEAR SHIP NAVIGATION AREAS GLADSTONE



KEY	
	Ship navigation area
	Suggested small craft course
	Prohibited anchorage area
	Regulated anchorage position
	Pilot boarding ground

Prepared 10 December 2013  
Maritime Safety Queensland - Spatial Services  
© The State of Queensland 2013  
(Transport and Main Roads)

**Map C5-93-1** Queensland Government

WAYPOINT  
23° 47.22' S  
151° 11.02' E

WAYPOINT  
23° 44.72' S  
151° 09.89' E

WAYPOINT  
23° 44.34' S  
151° 19.80' E

WAYPOINT  
23° 44.66' S  
151° 19.19' E

WAYPOINT  
23° 50.00' S  
151° 25.00' E

WAYPOINT  
23° 51.68' S  
151° 21.36' E

WAYPOINT  
23° 52.88' S  
151° 21.98' E

WAYPOINT  
23° 52.81' S  
151° 23.48' E

WAYPOINT  
23° 53.43' S  
151° 21.92' E

WAYPOINT  
23° 53.22' S  
151° 22.39' E

WAYPOINT  
23° 55.55' S  
151° 22.30' E

WAYPOINT  
23° 56.17' S  
151° 26.62' E

WAYPOINT  
23° 55.09' S  
151° 37.28' E

GLADSTONE

Boyne Island

INSET 3

SEE INSET 1

SEE INSET 3

SEE INSET 2

INSET 2

INSET 1

CURTIS ISLAND

North Channel

Facing Island

South Trees Anchorages

South Trees Anchorages

Auckland Channel

Boyne Wharf

South Trees Wharf

Rich Rocks

Barney Pt Wharf

Auckland Wharf

Gladstone Marina

Clinton Wharves

Clinton Bypass Channel

Clinton Channel

The Narrows

LNG construction sites

LNG

Coastal

Quoin Anchorages

Beacon G1

Beacon G2

spoil ground

Alpha

Bravo

Charlie

Fairway

Delta

LNG Vessels

East Channel

South Channel

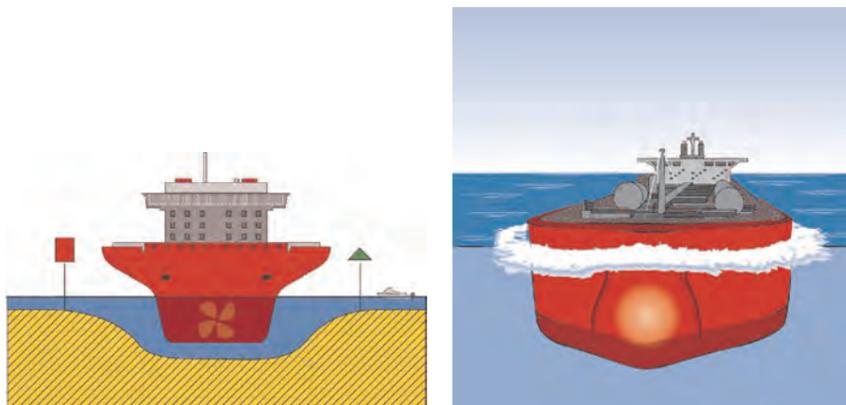
North Channel

# WARNING FOR ALL SMALL CRAFT NEAR SHIP NAVIGATION AREAS

There is a large amount of interaction between small craft and large ships in Queensland waters.

Gladstone Ports Corporation are continually expanding the Port of Gladstone with increased shipping activities as a result.

Where possible, keep clear of ship navigation areas (major shipping routes, pilot boarding grounds, anchorages, channels, swing basins and berths). Use a recommended small craft course, if provided, as a safer alternate route.



Large ships at maximum draft have minimal under keel clearance and can only manoeuvre within the designated shipping channel.

When in a swing basin or along side a berth, ships are accompanied by tugs and other vessels. Keep well clear.



Large ships with the bridge at the stern will have a large blind spot for several hundred metres in front of the bow. This blind spot extends much further forward if deck cargo or containers are carried.

Ships can approach quickly and silently. At night, judgement of distance over water is more difficult. Ships do not have brakes and can take up to 2 nautical miles or longer to come to a complete stop.



For Gladstone, the master of a vessel 10m in length or greater must report to Gladstone Harbour Control (VTS) on VHF

channel 13 and maintain a listening watch on that frequency when entering, leaving or moving within the Gladstone Pilotage Area.

Report your intention to travel along any channel prior to commencing. If you must navigate in a shipping channel, you must keep to the outer edge of that channel and must maintain an all round visual watch including monitoring the VHF radio channel for local traffic movement information.

Sailing vessels are required to utilise the safe navigable waterway extending from the recommended small craft course for the South Channel and the waters to the south thereof; and after making the crossing of the shipping channel at aids to navigation G1 and G2 as indicated, to then proceed in a similar manner on the northern side of the recommended small craft course to travel to The Narrows or the North Channel, or until the crossing of the shipping channel towards the entrance of Auckland Inlet and the Gladstone Marina as indicated.

At nominated locations, unauthorised vessels are prohibited from mooring, anchoring or manoeuvring within a restricted operational area. Notice to Mariners bulletins ([www.msg.qld.gov.au](http://www.msg.qld.gov.au)) will provide up to date information regarding navigation in shipping channels.

Always transit directly across a channel behind a large ship, and only when it is clear and safe to travel.

Between sunset and sunrise, as well as periods of restricted daytime visibility, always show correct navigation lights when at anchor or under way.

**KEEP SAFE** by conducting all boating activity well clear of ship navigation areas.

**MAINTAIN** a proper lookout at all times.

**KNOW** your responsibility.