

5. Port infrastructure

5.1 Cape Flattery

Cape Flattery is an open roadstead wharf close to a rocky shore. There are strong currents which flow past the wharf in a north-south direction, the strength of which is governed mainly by the strength of the prevailing winds.

5.1.1 Main wharf

This is situated at the southern tip of Cape Flattery off a rocky headland. The wharf area runs in a 140° direction for 200 m and the wharf itself continues off this access in a 150° direction for 210 m. There are two separate dolphins, the seaward dolphin is situated 65 m from the end of the wharf and is connected by a 'flying fox' cable car arrangement, and the shore dolphin is connected by a short access ramp. There are six breasting dolphins along the wharf face. A ship loader is situated on the wharf and traverses the length of the wharf face. Minimum required air draft is 14.5 m. A conveyor system with a maximum loading rate of 2000 tonnes per hour (average gross rate 1300 t/h) links the ship loader and the stock pile ashore.



(Photo courtesy of Far North Queensland Ports Corporation Limited)

All vessels berth starboard side to. Engines must be kept on standby and all crew are required to remain on board at all times. The berth is fitted with 17 quick release hooks for the mooring lines. Vessels should use a minimum of fourteen good ropes when securing; the use of wires is not permitted. Depth alongside is 14.1 m.

5.1.2 Service jetty

There is a small service jetty and ramp situated in the bay north of Cape Flattery. This jetty is privately owned by the mining company and is used for servicing the mine and wharfage for the two lines launches with limited tug capability. These are provided by the company to assist in running lines to the main wharf when berthing ships.

5.1.3 Leading lights and beacons

Table 6 Leading lights and beacons

Description	Characteristic
Decapolis Reef	Fl 2·5 sec 6m 10M
Maxwell Reef	Fl W R 10 sec 9m 10/7 M
Offshore berth leads	
Front lead	Q 2M Leads in line 216·9°(T)
Rear lead	No light (white board with black stripe)
Dolphin #1	Fl Mo (U) 10 sec 8M (505 metres from jetty connection to mainland)
The berth is marked by lights fixed to the two extreme dolphins.	

The harbour is not lit for night navigation.

5.2 Cooktown

5.2.1 Berthing and vessel facilities

The public wharf is 33 metres long and 4 metres deep at LAT and can accommodate one x 45 metre vessel or two x 20 metre vessels. In addition there are two fuel pontoons and two boat ramps

5.2.2 Leading lights and beacons

(SPB = single pile beacon, By = Buoy)

Table 7 Navigational Aids- Cooktown

No.	Description	Type	Mark	Characteristic
No 1	Fairway Buoy	By	East cardinal	Fl.G.2·5s
No 2	Port hand buoy	By	Lateral mark	Fl R 2·5s

No.	Description	Type	Mark	Characteristic
No 3	Starboard hand buoy	By	Lateral mark	Fl G 2·5s
No 4	Port hand buoy	By	Lateral mark	Fl R 2·5s
No 5	Starboard hand buoy	By	Lateral mark	Fl G 2·5s
No 6	Port hand buoy	By	Lateral mark	Fl R 2·5s
Grassy Hill Fl. (2)6s 162m 9M – Arc of light visible from SE to NNE.				
Dawson Reef Q. (9) 15s				
Egret Reef Fl.5s 10M				
Archer Point Fl (4) W.R.G.20s 65m 17/13M				

5.3 Port Douglas

5.3.1 Berthing and vessel facilities

Crystalbrook Superyacht Marina boasts berthage and services (including fueling, no ULP) for superyachts. The marina's 135 berths accommodate mono-hull and multi-hull vessels, including 20 superyachts berths for vessels from 25 up to 50 metres in length.

Close haven marina is located immediately upstream from the Crystalbrook Superyacht Marina and accommodates small recreational and commercial vessels.

A number of smaller fishing vessel berths are located downstream from Crystalbrook Superyacht Marina and are privately owned.

Mooring pile berths are located on the western side of the Inlet and are managed by the Douglas Shire Council.

5.3.2 Leading lights and beacons

Table 8 Navigational Aids – Port Douglas

No.	Description	Type	Mark	Characteristic
No 1	Starboard mark	Buoy	Lateral mark	Fl(1) G 2·5s
No 2	Port hand mark	Buoy	Lateral mark	Fl R 2·5s
No 3	Starboard mark	Buoy	Lateral mark	Fl(1) G 3s
No 4	Port hand mark	Buoy	Lateral mark	Q.R

No.	Description	Type	Mark	Characteristic
No 5	Starboard Buoy	Buoy	Lateral mark	Fl. G 2.5s
No.7	Starboard mark	SPB	Lateral mark	Fl.G.1.5s
Island Point Light Fl(4) WR.20s 90m 14/11M				

5.4 Anchorages

Anchorage for Port Douglas, Cooktown and Cape Flattery are within the compulsory reef pilotage area of the Great Barrier Reef Marine Park and located outside pilotage areas.

Vessels wishing to anchor at Port Douglas or Cooktown **must** obtain approval from the Regional Harbour Master (Cairns) prior to port visit.

This rule does not prevent the Master from taking any necessary action to ensure the immediate safety of his ship.

5.4.1 Cape Flattery - anchorage

The seabed in the vicinity of the offshore berth consists of rocky slate therefore anchors should be utilised only in an emergency and whilst berthing.

Ships at anchor in the pilotage area are to maintain a continuous listening watch on VHF channel 16 and 13.

Ships are not permitted to immobilise engines whilst in the pilotage area.

An anchorage in good weather conditions is available in depths of 27 m on the line of the leads to the west side of the two way route through the Great Barrier Reef approximately 2.5 miles to the NNE of the offshore berth.

5.4.1.1 Cape Flattery

External anchorage position: 15° 0.9S / 145°27.9E

Comments: Ada Bank anchorage is used by vessels awaiting to enter the port and is located outside the pilotage area

5.4.1.2 Cooktown

External anchorage position: 15° 26.6S / 145° 17.5E

Comments: Approx. 2.25nm ENE Grassy Hill lighthouse with a least depth of 10 mtrs and is located outside the pilotage area

5.4.2 Port Douglas – anchorage

External anchorage position: 16° 28.5'S / 145° 29.0'E

Comments: Vessels with a draft of less than 8 mtrs

External anchorage position: 16° 28.0'S / 145° 29.5'E

Comments: Vessels with a draft of greater than 8 mtrs

Both of the anchorages are located outside the pilotage area