

5. Port infrastructure

5.1 Bundaberg berth information

BERTH	Design depth	Berth length	Ht above LAT	Swing basin	Max LOA x Max beam	Dist. To FWY Bcn (nm)
Sugar berth	11.00	191	7.0	310 x 8.0	200 x 32	5-6
Molasses berth	9.66	240	7.0	310 x 8.0	185 x 32	5-5

Table 8 – Bundaberg berth information

Note that depths are subject to change; please consult Notices to Mariners for the latest information. [Bundaberg port layout](#)

5.1.1 Sugar berth

Owned by Queensland Sugar Ltd and is principally used for the loading of bulk sugar. The berth is serviced by a rail mounted gantry fitted with a mechanical trimmer; average loading rate 1600 tonnes per hour. The maximum outreach of shiploader to the center of the telescopic loading chute is 16.7 meters; maximum operating air draft (LAT to horizontal boom) is 16.7 meters,

Arrivals:

- All vessels (except molasses and gypsum) are swung on arrival and berth starboard side to on the flood tide. Vessels ≥ 150 metres will berth at the commencement or end of the flood. Molasses and gypsum vessels berth PST, berthing with maximum drafts based on HW+1:00hr
- Vessels are programmed to enter from LW to HW -1:00
- Molasses and gypsum vessels are programmed to enter at HW -0:30 only
- Maximum wind speed 25 knots.
- Maximum wind from northerly quadrant 15 knots.
- Approximate time from S1 to berth – one hour.

Departures:

- Sugar vessels are programmed to sail one hour prior to high water.
- Molasses and Gypsum vessels are programmed to sail one hour prior to high water. Vessels >130 m must have daylight when departing the berth.
- Pilot will board 30 minutes prior to the ETD.

Passing:

- No passing is permitted.

5.1.2 Molasses berth

Owned by Gladstone Ports Corporation and is principally used for the unloading of bulk molasses via a 375 millimeter pipeline; average loading rate 280 tonnes per hour.

Arrivals:

- For starboard side to berthing vessels normally enter at LW-0:30 to HW-1:30. For port side to berthing vessels normally enter at HW-0:30 to LW-1:30.
- Small molasses vessels may berth port side to and scheduled to enter from HW-0:30 to LW-1:30
- Maximum wind speed 25 knots.
- Approximate time from S1 to berth is one hour.

Departures:

- Vessels can sail at any time.
- Pilot will board 30 minutes prior to the ETD.

Passing:

- No passing is permitted.

5.2 Anchorage area

Vessels arriving off the port should anchor in position two miles off the S1 beacon bearing 273° as indicated on chart AUS 243. Anchorage in Sea Reach is unsafe due to the rocky sea bed and strong tidal streams.

The attention of masters is also drawn to [Section 10.2 Work Permits](#), which requires prior permission of the harbour master for the immobilisation of propelling machinery and immediate notification in the event of immobilisation as a result of any breakdown or failure of the propelling machinery.

5.3 Navigation aids and leading lights

Name	Position	Characteristic
South Head Light	24°45.6'S 152° 24.76' E	Fl.(4) 20s 20m 18M (arc of visibility 140° through east to 300°)
Sea Reach Front Lead		Q Bu – Fl B 0.5s (F day)
Sea Reach Rear Lead		Iso Bu – Iso Bu 2s (F day)
Middle Reach Approach front		Q Bu – Fl G 4s (F day)
Middle Reach Approach rear		Iso Bu 2s (F day)
Middle Reach Departure front		Q Bu – Fl G 4s (F day)
Middle Reach Departure rear		Iso Bu 2s (F day)
Inner Reach Approach front		Q Bu – Fl G 4s (F day)
Inner Reach Approach rear		Iso Bu 2s (F day)
Inner Reach Departure front		Q Bu – Fl G 4s (F day)
Inner Reach Departure rear		Iso Bu 2s (F day)
Long Reach Front Lead		Q Bu – Fl B 0.5s (Q W 0.5s day)
Long Reach Rear Lead		Iso Bu 2s (Iso W 2s day)

Table 9 – Lighthouse and leading lights

5.4 Buoys /beacons within Bundaberg Harbour and approaches

Name	Navigational Aid	Type	Characteristic
Sea Reach	1	Bn	Q(3) 10s
Sea Reach	2	Bn	Fl.R.2s
Sea Reach	3,5,7,9,11,13	Bn	Fl.G.4s
Sea Reach	4,6,8,10,12	Bn	Fl.R.4s
Sea Reach `	14	Bn	Fl QR
Middle Reach	16	Bn	Fl.R.4s
Middle Reach	18	Bn	Fl QR
Inner Reach	20	Bn	Fl QR
Inner Reach	22,24	Bn	Fl.R.4s
Swing basin	23,25,27	By	Fl.Y 2.5s

Table 10 – Lighthouse and leading lights

Defects and/or changes to navigation aids will be promulgated in the Notices to Mariners ([see 4.7.1 – Notice to Mariners](#)) Main shipping channel depths are promulgated at 9.5 metres and 8.0 metres in the swing basin.