

A LOUISIADES CRUISING GUIDE

This will be updated as time permits. The names of the anchorages and islands are spelt as the locals do them. For instance, the correct name for Pana Numara is Pana Umarla and the correct name for Tugala Island is Sudest Island.

While every effort has been made to ensure the accuracy of the information in this guide all responsibility for the safe navigation of the vessel must remain with the master of the vessel. We take no responsibility.

Dates under photos indicate when the photo was taken. In some cases the scene may be different now.

Use this information in conjunction with the passage waypoints listed elsewhere on the website.

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ALOTAU

17 February 2009



Anchorage Waypoint:- **10° 18.533S 150° 27.035E**

Anchor in about 6 to 9 metres on a reef that extends out from the fence that can be seen in the picture which is in line with the left hand side edge of the fuel tanks. Beware that the mud to the west of this position is very fine and NOT good holding. Further south the water starts to get too deep. Generally speaking, Alotau is a lousy anchorage. Since this photo was taken there has been a lot of work done on a sea wall on the left half of the photo and anchoring may now be different.



View of main harbour from anchorage. While yachts sometimes anchor in the main harbour, the officials often move them on.

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BOBO EINA

1 November 2005



Anchorage Waypoint:- **11° 07. 797S 152° 43.451E**

Approach Waypoint:- **11° 07.500 S 152° 43.400 E**

This is a perfect anchorage if arriving at night as the approach is straight forward. Once you are in ten metres the bottom is good holding sand. Move in until you are happy with the depth. This is also a good anchorage to await a weather window for leaving the Louisiades as the wind is not affected by mountains etc., and therefore gives a good indicator of the prevailing wind. It can blow 30 knots here and the water is still quite calm.

BOI BOI (Woodlark Island)

3 October 2006



Anchorage Waypoint:-

The approach to this anchorage follows the channel marked on the chart which is reasonably accurate. Anchor in about nine metres of water.

BRAMBLE HAVEN

Anchorage Waypoint:- 11° 11.424S 152° 01.543E

Southern Entry Waypoint:- 11° 15.516 S 151° 55.996 E

Northern Entry Waypoint:- 11° 10.422 S 152° 01.213 E

Anchor in sand in 5 – 6 metres of water. The southern waypoint gives a clear run to the anchorage as does the northern waypoint. There is some low coral among the sand.

BROOKER ISLAND

27 October 2011



Entry channel to the lagoon waypoints:-

Waypoint 1:- 11° 03.232S 152° 25.783E

Waypoint 2:- 11° 03.160S 152° 25.894E

Waypoint 3:- 11° 02.989S 152° 25.967E

Waypoint 4:- 11° 02.860S 152° 26.220E

Waypoint 5:- 11° 02.939S 152° 26.396E

Anchorage:- 11° 02.995S 152° 26.441E

A very good anchorage with sand bottom. Entrance channel can be a bit tricky.



Wide angle view of anchorage

BUWO BAY (Rossel Island)

5 September 2008



Anchorage Waypoint:- **11° 19.227S 154° 04.930E**

A nice anchorage in Buwo Bay. There is a four meter shallow spot about 0.2 NM west of the anchorage but continue on to the waypoint for a better anchorage.

Subject to bullets down the mountain.



Wide angle view of Buwo Bay.

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BWAGAOIA HARBOUR (Misima Island)

8 October 2007



Entrance Waypoint:- **10° 41.595S 152° 50.874E**

Approach Waypoint:- **10° 41.800S 152° 50.900E**

The entrance to Bwagaoia Harbour is pretty straight forward although there can be quite big swells out for a couple of miles from the entrance if there has been strong southwest to east winds. The depth shallows suddenly from several hundred metres to forty then twenty then ten within a hundred metres of the entrance. There is a lit beacon (flashing white 5 seconds) on the starboard side when entering. On the port side is an unlit beacon. Both are on the coral reef at the sides of the entrance. Once inside, proceed up the harbour and anchor anywhere making allowance for the trading boats to have access to the wharf area.

Deep keel vessels should not go further north than the wreck on the eastern side of the bay as the bottom shoals fairly quickly after that. The bottom is good holding mud however the anchor can get fouled by large plastic bags and other debris in the mud.

DUWA (Damaga Bay Sudest Island)

29 August 2012



Anchorage Waypoint:- 11° 37.315S 153° 33.148E

Western Approach Waypoint:- 11° 37.413S 153° 32.337E

Eastern Approach Waypoint:- 11° 37.521S 153° 32.452E

This anchorage is the closest to the school. It is good holding mud in about four metres. The two approach waypoints clear a large reef at the entrance to the bay. The western one if coming from the west and the eastern one if coming through the outer reef entrance.

EAST LIAK (Misima Island)

18 October 2008



Anchorage Waypoint:- **10° 38.912S 152° 42.165E**

Approach Waypoint:- **10° 38.534S 152° 41.853E**

This is the better of the anchorages at Liak as the bottom is good holding sand in about five metres of water. It may be necessary to deploy a stern anchor if there is any roll. The shore break can be a problem getting in and out of the dinghy.

Beware of a reef which comes out from the shore for quite a distance west of this anchorage, it is not shown on any chart. It is possible to anchor west of the reef but the bottom is gravel and the anchor is liable to gradually work its way through it.

EBORA (Misima Island)

8 October 2005



Anchorage Waypoint:-

Approach Waypoint:- **10° 37.705S 152° 31.253E**

This is a lovely anchorage which will fit in about four vessels. After arriving at the approach waypoint head into the anchorage (bay) and drop the anchor in about 15-20 metres then drop back and tie the stern to a coconut tree leaving enough under the keel for low water. It is advisable to tie to the tree and keep the excess rope on board as it has been known to disappear if the excess is left shore-side.



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GABUGABUTAU ISLAND (Conflict Group)

18 May 1012



Anchorage Waypoint:- **10° 43.838S 151° 44.327E**

A direct approach from the west to the anchorage waypoint is clear. Anchor in sand in about 5 – 6 metres of water. We have sat out 25 + knots of S.E. wind with only small (2-300 mm) wind waves.

GIGILA ISLAND

1 August 2009



Anchorage Waypoint:- **11° 10.241S 152° 55.900E**

Approach Waypoint:- **11° 10.002S 152° 56.119E**

This is a reasonable anchorage in about 9 – 10 metres of water but there are a few bommies which cause the anchor chain to foul at times. They are deep enough to be no problem to the keel.

GRASS (WANIM) ISLAND

9 September 2002



Anchorage Waypoint:-

11° 14.771S 153° 05.753E

Western Approach Waypoint:-

11° 14.494S 153° 05.281E

Northeastern Approach Waypoint:-

11° 14.651S 153° 06.047E

This is a pleasant anchorage in good holding sand. The north-eastern approach waypoint is the middle of a passage between reefs that comes out from both headlands. There is plenty of water through this passage if the waypoint is held.

GRIFFIN POINT (Sudest Island)

19 August 2007



Anchorage Waypoint:- **11° 23.852S 153° 20.581E**

A good anchorage in good holding mud in about ten metres of water.

GULUWA (Misima Island North Coast)

8 October 2007



Anchorage Waypoint:- **10° 38.146S 152° 44.241E**

Approach Waypoint:- **10° 37.667S 152° 44.198E**

By far the best anchorage on the north coast of Misima Island. Keep as close as possible to the port side and there will be no roll. Anchor in 4 to five meters in good holding sand.

HEMOE BAY (Basilaki Island)

Anchorage Waypoint:- **10° 35.701S 150° 09.931E**

Approach Waypoint:- **10° 35.205S 151° 00.068E**

A calm anchorage in 10 metres of water in good holding mud. Locals have been known to steal outboards, ropes and other things off yachts anchored there during the night. Just be careful.

HERALD CAY

13 May 2012



Anchorage Waypoint:- **16° 56.436S 149° 11.626E**

Approach Waypoint No 1:- **16° 56.107S 149° 11.234E**

Approach Waypoint No 2:- **16° 56.264S 149° 11.514E**

Waypoint No. 1 clears the outer reef area. It is a straight run to waypoint No. 2. From there it is necessary to eye-ball to the anchorage point as there are a couple of very noticeable bombies which are easily avoided. Anchor in sand in 4 – 5 metres.

While not part of the Louisiades it is a good stop-over from Bowen or Townsville to Misima especially if clearing from Bowen and using the Flinders Passage. The bird-life is incredible and friendly.



Merged view of Herald Cay from anchorage.

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HESSESIA BAY

2 August 2009



Anchorage Waypoint:- **11° 12.321S 153° 05.630E**

Approach Waypoint No 1:- **11° 13.500S 153° 04.800E**

Approach Waypoint No 2:- **11° 12.958S 153° 04.952E**

Approach Waypoint No 3:- **11° 12.288S 153° 05.507E**

There are a couple of reefs coming out from either side as you approach and the waypoints give clearance for them.



Wide angle view of the anchorage

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HOBO BAY Pana Umarla Island)

25 September 2007



Anchorage Waypoint:- **11°09.238S 152° 46.755E**

A very popular anchorage in about seven metres of water. The bottom is very hard sand. Check that the anchor is set well.

JELEWAGA (Sudest Island south coast)

4 August 2009



Anchorage (Pictured) Waypoint:- **11° 26.516S 153° 14.137E**
Approach Waypoint:- **11° 26.972S 153° 12.797E**

Anchorage No 2 Waypoint:- **11° 27.785S 153° 15.514E**
Approach Waypoint No 1:- **11° 28.046S 153° 13.976E**
Approach Waypoint No 2:- **11° 27.925S 153° 15.234E**

Neither of these anchorages have good visibility. Access to No1 is fairly straight forward and is the better anchorage for SE and ESE winds. Access to No 2 is difficult due to dirty water and bombies. Great care is needed. Neither anchorage is suitable for strong south winds. No 2 anchorage is on the eastern side of the island pictured. No 1 anchorage – anchor in 8 metres sand bottom. No 2 anchorage – anchor in 7 metres sand bottom. Both shoal very quickly after the anchorage point.



Wide angle view of No1 anchorage.

KALUMATAMA (Damaga Bay Sudest Island)

29 August 2012

No photo

Anchorage Waypoint:- **11° 37.523S 153° 32.713E**

Western Approach Waypoint:- **11° 37.413S 153° 32.337E**

Eastern Approach Waypoint:- **11° 37.521S 153° 32.452E**

This anchorage in 13-15 metres is useful as a stop-over but it is some distance from the villages. Large vessels, including at least one cruise liner, sometimes anchor here. The two approach waypoints clear a large reef at the entrance to the bay. The western one if coming from the west and the eastern one if coming through the outer reef entrance.

KANA KOPI BAY

12 June 2007



Anchorage Waypoint:- **10° 28.918S; 150° 39.170E**

A quiet anchorage just around the corner in Milne Bay at the north end of the China Strait. Anchor in about twelve metres of water.

KIMUTA WHARF LAGOON

15 September 2007



<u>Anchorage 1 Waypoint:-</u>	10°50.436S	152°59.225E	Anchor in 7-8 meters
<u>Anchorage 2 Waypoint:-</u>	10°50.468S	152°59.198E	Anchor in 5 meters
<u>Anchorage 3 Waypoint:-</u>	10°50.525S	152°59.134E	Anchor in 3 meters
<u>Anchorage 4 Waypoint:-</u>	10°50.561S	152°59.150E	Anchor in 2.5 meters

All anchorages are on good holding sand and the easterly wind does not create the roll that you get at the normal anchorage. A stern anchor is sometimes required but is well worth it for the bommie free anchorage and good access to the shore by dinghy. Leave the dinghy to the right of the rock outcrop. There are nine waypoints through Dim Dim Passage to get to the first anchorage. (See the waypoints list).



Wide angle view of the anchorage.

LIGI LIGI BAY (Sudest Island south coast)

28 August 2012



Anchorage Waypoint:- 11° 33.903S 153° 27.480E

Approach Waypoint No 1:- 11° 36.338S 153° 24.574E

Approach Waypoint No 2:- 11° 34.862S 153° 26.309E

This is a quiet bay with no-one living there. The anchorage is good holding mud in about four metres. There are other anchorages in this bay but as it was raining the day we visited it we didn't check them out.

MARANATHA BAY (Misima Island)

5 August 2002



Anchorage Waypoint:- **10° 39.154S 152° 32.489E**

Approach Waypoint:- **10° 39.740S 152° 32.461E**

This is a similar anchoring situation to Ebora – drop anchor in fifteen to twenty metres and fall back and tie to coconut tree. There is only room for one vessel in this anchorage and *Maranatha* is the only yacht that has anchored there according to the locals. They have named it Maranatha Bay although the nearest village is Bulabulalah.

Like Ebora, it can be blowing thirty knots outside and be calm at the anchorage.

MUHUA BAY (Sudest Island)

11 July 2007



Anchorage Waypoint:- **11° 22.419S 153° 18.096E**

Approach Waypoint:- **11° 21.722S 153° 18.252E**

Good holding in mud. This is the last anchorage before Snake Passage heading east.
Beware of the reef east of the approach waypoint when coming from Snake Passage.

NAVANI ISLAND

29 September 2006



Anchorage Waypoint:-

This anchorage is popular as there is a Japanese Zero in about two metres of water that can be snorkelled over. The anchorage tends to jiggle a bit in sustained south east winds. A better anchorage is on the north side of Pana Pom Pom Island.

PAMBWA No 1 (Rossel Island South Coast)

30 August 2011



Anchorage Waypoint:- **11° 24.017S 154° 00.572E**

This is a good anchorage in good holding mud in nine metres of water. Very calm in 25 knots from the SE. A good anchorage if arriving from Australia as the entrance is easy to see and the channel to the anchorage is a wide dog-leg to port then to starboard with well defined reef either side.



Wide angle view of Pambwa No1 anchorage.

PANA POM POM ISLAND (North Coast)

20 June 2007



Anchorage Waypoint:- **10° 46.144S 152° 22.869E**

This is a very still anchorage in good holding sand. It is a short dinghy ride around to the south side to Nivani Island. If coming from Alotau it is possible to go through West Passage and anchor at this anchorage safely at night.

PUA BAY (in Yonga Bay Rossel Island)

6 June 2012



Anchorage Waypoint:- **11° 21.350S** **154° 04.797E**

Approach Waypoint:- **11° 20.724S** **154° 04.381E**

This is a quiet anchorage in Yonga Bay. Anchor in six metres in sandy mud with low coral.

RAMBUSCO CREEK (Sudest Island)

8 August 2008



Anchorage Waypoint:- **11° 28.980S** **153° 33.287E**

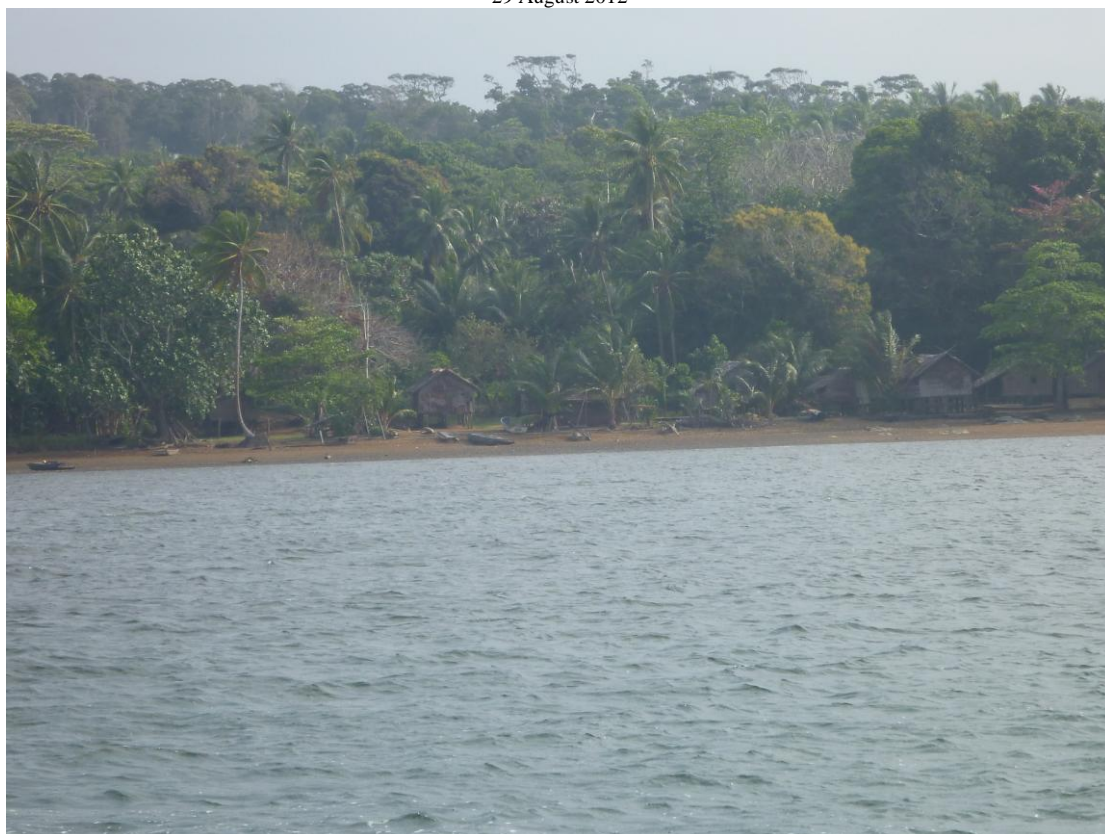
Reef Passage Waypoint:- **11° 28.349S** **153° 33.020E**

A very quiet and calm anchorage in good holding mud. On arrival at the reef passage waypoint, eyeball through the passage aiming for a house on the far shore. Keep about thirty meters from that shore to pass some shoal ground on the port side and proceed to the anchorage.

This is a good anchorage to overnight after transiting Snake Passage on route to Rossel Island.

REHUWO (Damaga Bay Sudest Island)

29 August 2012



Anchorage Waypoint:- 11° 37.100S 153° 32.467E

Western Approach Waypoint:- 11° 37.413S 153° 32.337E

Eastern Approach Waypoint:- 11° 37.521S 153° 32.452E

A reasonable anchorage even in strong ESE to East winds. Don't go any closer to the shore as there are bommies. Good holding mud in about four metres. The two approach waypoints clear either side of a large reef depending on whether arrival is from the west or from the main entrance through the outer reef.



Wide angle view of anchorage.

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SAIGARA (Misima North Coast)

11 August 2012



Approach Waypoint:- **10° 37.111S** **152° 45.577E**

Anchorage Waypoint:- **10° 37.766S** **152° 45.857E**

Aim straight for the anchorage from the approach way point. There is some low weed just before the anchorage which looks like coral from a distance. Anchor in 4 to 5 metres in good holding sand.

This anchorage is very good in strong south to SSE winds but can get rolly if the wind goes further east. Gulowa is better then.

SAMARAI ISLAND

8 June 2006



Anchorage Waypoint:- **10° 36.570S 150° 39.647E**

Samarai was the original provincial capital for Milne Bay. However, since the administration was moved to Alotau the island infrastructure has deteriorated badly. Customs can be cleared here although you may have to go looking for the officer (Felix in 2008) as he may be fishing. His work-load is not very heavy. Beware of strong tidal currents during spring tides.



Wide angle view of Samarai Island anchorage.

SAWASAWAGA BAY (Sariba Island)

24 October 2006



Anchorage Waypoint:-

Good anchorage. Beware of the very strong tidal current in Sawa Sawaga passage – up to seven knots.

TRYON BAY (Rossel Island)

12 July 2007



Anchorage Waypoint:- **11° 21.468S 154° 00.616E**

A very good anchorage in four to five metres with good holding sand. The anchorage waypoint puts the vessel in the middle of a very small bay surrounded by coral which is covered at high tide. Only one vessel will fit here but there is plenty of room for more vessels just outside this spot in slightly deeper water. Subject to bullets coming down the mountain.



Low tide showing
the surrounding reef
at the waypoint
anchorage.

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TUBE TUBE

18 June 2007



Anchorage Waypoint:- **10° 34.887S 151° 11.350E**

Good anchorage in sand with seven metres of water. Little roll even in strong southeast to east winds.

WAGA WAGA

16 October 2007



Anchorage Waypoint:- **10° 24.518S 150° 24.487E**

This is a very secure and quiet anchorage in eleven metres of water six miles south across Milne Bay from Alotau.

WEST LIAK (Misima Island North Coast)

16 October 2004



Anchorage Waypoint:- **10° 39.452S 152° 41.057E**

There is some roll at this anchorage but the main problem is that the bottom is small pebbles through which the anchor tends to drag. Beware of the uncharted reef that comes out some distance from the shore to the east of this anchorage. Better anchorage at East Liak.

YONGA BAY (Rossel Island)

27 July 2007



Anchorage No 1 Waypoint:- **11° 21.081S 154° 06.288E**

This anchorage is on coral and is difficult as the water is not clear. There are many bommies on the dinghy ride to shore, especially at low tide, and it can be difficult.

Subject to bullets coming down the mountain.

Anchorage No 2 Waypoint:- **11° 21.147S 154° 05.964E**

This is the preferred anchorage as it is sand with only low level scattered coral in six metres of water. The access to shore in the dinghy is better but there is a longer walk to the village. No photo available as yet.