



The Albert River

The Albert River - from Lamington National Park down to Moreton Bay



The Lost World

the Kerry Road

Mt Widgee

The right branch of the Albert River rises in Lamington National Park, and runs out of the park between the Lost World mountain and Mt Widgee. Sixteen kilometers after its beginning, the right branch, is joined by the left branch, which has begun on the eastern side of the Lost World Mountain.

The Kerry Road runs from Beaudesert up to Darlington Park, a camping area next to the Albert River, and continues on to the Lost World. Bushwalkers leave from the roadhead to explore the river up to its rainforest origins.





Alberton Road boat ramp carpark

Further downstream Cainbale Creek, then Canungra Creek joins the river which eventually flows through Beenleigh to join the Logan River about eleven kilometers upstream from Moreton Bay. While some very impressive floods come down the Albert, the canoeable sections of the river are those which are tidal, and just above the tidal reach.

To explore the lower estuary section, the canoeist must launch from the boat ramp at the end of Alberton Road, onto the Logan River, and paddle 2.5 kilometres upstream to the junction of the Logan and Albert. Your street directory may seem to show other road access, but a drive down those side roads leads to either thick walls of mangrove trees between you and the river, or a steep drop from the bank, or thick black gooey mud.

Rotary Park, 1.2 km upstream from Alberton Rd. ramp



Alberton Road ramp, Riedel Road ramp across the river





Mt Stapylton and cane fields



under the Pacific Highway bridges, Beenleigh

From the Alberton Ramp it is 12 kilometres up to the Pacific Highway bridge. The countryside on the way is open cow pasture, or cane fields, as the tendency to flood keeps development out. The river makes its way around the overlooking Mt Stapylton, (no access), with its large golf ball radar dome on top. There isn't a boat ramp up under the Pacific Highway, but there is the possibility of getting off the river, if the tide is up. The small park under the bridge on the southern side looks best. It is at the end of the Old Pacific Highway, and if you haven't been that way for some years, you will rediscover the Yatala Pie Shop. Look at the old black and white prints on the shop walls to see the Albert River in flood.

It is a total of 17 kms from Alberton ramp to Paterson Road ramp, and it is recommended that you avail yourself of a tidal push if going all the way. From the Paterson ramp it is a shorter 3 km to the Stanmore Road bridge, and a low level culvert crossing. This last section can be too shallow in places, at low tide, so mid tide on is recommended if launching or exiting there..

the Paterson Road ramp





downstream view, Paterson Road footbridge

The old Stanmore Road bridge has a low level crossing that floods upstream at high tide, and an exposed rock garden at low tide. There is car parking across the river, turn off to the left just before the high level bridge, to cross the low level bridge. It is possible to launch at any stage of the tide if going upstream (other than times of little river flow), while a downstream launch may require some manoeuvring around the gravel bars.

Somewhere between the Stanmore Road crossing and the Luscombe Weir, 4.5 kilometres upstream is the furthest tidal reach. This upstream section is a very pleasant paddle, if you don't mind a trip up and back on the same water. The banks, for the most part, have thick tree cover, and it feels like a paddle through rainforest in some places.

high tide Stanmore Road bridge



low tide Stanmore Road bridge





Luscombe weir, Albert River

The first rapid is encountered 2.0 kilometres upstream from Stanmore Road, and is a knee deep gravel race that can sometimes be paddled over. In May 2010 there was a fallen tree spanning the river a little further on upstream. Another 1.5 kilometres further on upstream the river goes under the Beaudesert Beenleigh Road bridge (where Vievers Road turns off). Under the bridge is a rocky bar, and the concrete remains of an old bridge that makes for a compulsory portage for the upstream paddler. 250 metres past the bridge is a series of rocky bars and rock gardens, making it the end of the trip for the upstream paddler. The rapids twist through a tangle of bottlebrush trees downstream from Luscombe weir.

It is recommended that the section downstream from Luscombe Weir is paddled only by kayakers experienced on grade 2 white water, who have previously paddled upstream to explore the area. Fallen trees may block the river, and the land on both banks is jealously guarded private property. Note in photo, below, right, flood debris just under the bridge, and the broken concrete foundation just downstream from the bridge.

tree across the river



Beaudesert Beenleigh Road bridge





trees below Luscombe weir



first rapid above Beaudesert Beenleigh Road bridge

The section upstream from the weir, such as the 4 kilometre paddle from Chardon Road bridge down to the Luscombe Weir, is tree choked, and usually short of water. Further upstream sections suffer the usual problem of being too shallow in normal conditions, too tree choked and dangerous in higher water.

There is obvious potential for kayaking further upstream, in that window of time that exists after rain has fallen in sufficient quantity to raise the level, but not so high as to be too dangerous. The new bridge being completed (May 2010) on the Waterford Tambourine Road, near Clutha Creek offers improved access to the Albert River, but kayakers planning a trip should be prepared to make several trips exploring. The upper Albert, near Kerry, likewise looks promising. In a river over 120 kilometres long, from rainforest headwaters to Moreton Bay estuary, there is a lot of potential for exploring.



Charbon Road bridge , Albert River