Public moorings

Public moorings are installed at popular locations and have blue, cone-shaped buoys with a colour-coded band. This band tells you the class (vessel length) and maximum wind strength limits that apply to the mooring. Mooring specifications and conditions of use are also displayed on the mooring tag attached to the pick-up line.

Many privately-owned moorings also exist within the marine parks. You should obtain the permission of the owner before using a privately-owned mooring.

Use of moorings

When using public moorings, there are some key points to note.

- All public moorings in the Keppels and Capricorn Bunkers can be used for up to 24 hours to ensure fair and equitable use.
- All public moorings are available for overnight use.
- Public moorings must not be used by more than one vessel at a time (tenders exempt), unless otherwise stated.
- Care should be taken to comply with all information displayed on the mooring buoy and tag.
- It is an offence to remove, misuse or engage in conduct that results in damage to a public mooring.

How to pick up a mooring

When picking up a public mooring:

- take note of the prevailing wind and tides. Approach the mooring buoy by motoring into the wind or tide (whichever is stronger)
- take care to avoid running over the pick-up line when approaching the mooring

- use a boat hook to retrieve the pick-up line
- observe the colour-coded band on the buoy and the mooring tag attached to the pick-up line for information on the limits of use
- attach the mooring eye to a cleat or strong point on the bow of the vessel and ensure the line is not rubbing on any abrasive surfaces.

How to drop a mooring

When dropping a public mooring:

- motor slowly towards the mooring to slacken the line slightly
- cast the mooring pick-up lines well clear of the vessel
- reverse away from the mooring buoy and line.

Public moorings are generally located near shallow reefs or shorelines. Care should be taken approaching and leaving buoys, particularly when mooring in poor weather, reduced visibility or at night.
Proteciting coral

The Great Barrier Reef and its island national parks are home to abundant and diverse marine life, attracting thousands of visitors each year. Corals are among the most popular attractions, yet they are the most vulnerable.

Coral reefs can be damaged by:
- a vessel’s anchor and chain dropping or dragging on coral
- a vessel grounding when the wind changes or the tide ebb
- a chain or rope wrapping around coral or breaking pieces off.

It may take many years for coral to recover. Some coral never returns to its original condition.

It is an offence to damage coral in the Great Barrier Reef and Great Barrier Reef Coast marine parks.

Reef protection areas

The Great Barrier Reef contains many well-developed fringing reefs that are particularly vulnerable to anchor damage. To protect these highly diverse coral communities, there are reef protection areas where anchoring is not allowed. All no-anchoring areas in the Keppels and Capricorn Bunkers are marked by reef protection markers.

Reef protection markers indicating no-anchoring areas are easily identified by their white, pyramid-shaped buoys with a blue label (joined with an imaginary line).

Never anchor on the reef flat inshore of the buoys or inside the line of buoys. You can anchor directly on the beach provided there are no tidal restrictions. Please note that reef protection markers must not be used as a mooring.

Anchor with care outside reef protection markers

Please ensure you follow best environmental practices when anchoring.
- Carry enough chain, or chain and line, for the water depth.
- Anchor in sand or mud away from corals.
- Motor towards the anchor while retrieving it. If the anchor is stuck, motor the vessel above and slightly ahead of the anchor before retrieval.
- Anchor far enough outside the line of reef protection markers to ensure all parts of the anchor chain and rope remain outside the line of markers should the vessel swing.

Marked reef protection areas in the Keppels and Capricorn Bunkers are located at:
- Sloping Island
- Barren Island
- Big Peninsula (Great Keppel Island)
- Shelving Beach (Great Keppel Island)
- Monkey Beach (Great Keppel Island)
- Humpy Island
- Wilson Island
- Heron Island
- Fitzroy Reef
- Lady Musgrave Island
- Lady Elliot Island
- Pancake Creek

How to drop a mooring

1. Approach the mooring buoy and line.
2. Cast the mooring pick-up lines well clear of the vessel.
3. Reverse away from the mooring buoy and line.
4. Take the pick-up line slowly alongside the vessel.
5. Let the pick-up line coil as you approach the mooring buoy.
6. Use the mooring tag attached to the pick-up line as a reference for the mooring position.

How to pick up a mooring

1. Approach the mooring buoy.
2. Slowly drop the pick-up line alongside the vessel.
3. Take the pick-up line slightly line.
4. Let the pick-up line coil as you approach the mooring buoy.
5. Use the mooring tag attached to the pick-up line as a reference for the mooring position.

Use of moorings

When using public moorings, there are some key points to note.
- All public moorings in the Keppels and Capricorn Bunkers are available for overnight use.
- All public moorings are available for up to 24 hours to ensure fair use.
- Public moorings must not be used by more than one vessel at a time unless otherwise stated.
- It is an offence to remove, misuse or engage in conduct prohibited by legislation.

Protecting coral in the Great Barrier Reef and its island national parks is essential. It is an offence to damage coral. Use moorings responsibly and follow best environmental practices to protect the Great Barrier Reef.
Reef under pressure

The Great Barrier Reef is an irreplaceable icon and one of the world’s best managed marine areas. It offers visitors stunning vistas, both above and below the water, but it contains some very fragile environments which are under pressure from growing threats.

Combined, these threats weaken the resilience of the Reef and affect its ability to recover from serious disturbances, such as mass coral bleaching events, which are predicted to become increasingly frequent.

Dropping an anchor on coral can take seconds to damage or destroy it. Under ideal circumstances, it may take years for the coral to rebuild. In some cases, the coral may never return to its former glory.

By taking a little extra care when anchoring and using public moorings, where available, you will help protect this diverse and remarkable natural wonder.

How can you help to protect the Reef?

By minimising your impact in the marine park, you can help the Reef withstand the stress of accumulated threats, such as climate change.

While using public moorings and anchoring away from coral are two key actions, here are some more ways you can help to #LovetheReef.

- Check your zoning maps, available free at www.gbrmpa.gov.au—know where you’re going and what’s allowed.
- Use a GPS and cross-check it with your zoning map.
- Avoid taking herbivorous fish like parrotfish, which remove seaweed and provide space for new corals to grow.
- Use and understand best snorkelling practices, such as not touching or standing on corals.
- Take all rubbish with you and put into bins on the shore.

Public moorings and anchoring in the southern Great Barrier Reef

Protecting coral in the Keppels and Capricorn Bunkers

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- Take all rubbish with you and put into bins on the shore.
Keppel islands moorings

<table>
<thead>
<tr>
<th>Location</th>
<th>Mooring class</th>
<th>Max vessel length</th>
<th>Installed GDA94 ddm</th>
<th>Installed GDA94 ddm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bald Rock A</td>
<td>10m</td>
<td>23° 10.210'S 150° 53.270'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barren Island A</td>
<td>10m</td>
<td>23° 09.290'S 151° 04.480'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>20m</td>
<td>23° 09.440'S 151° 04.290'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Peninsula B</td>
<td>20m</td>
<td>23° 08.980'S 150° 58.410'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Man and Wife Rocks B</td>
<td>20m</td>
<td>23° 06.970'S 150° 59.600'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monkey Beach A</td>
<td>10m</td>
<td>23° 11.650'S 150° 56.180'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>20m</td>
<td>23° 11.690'S 150° 56.170'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outer Rock A</td>
<td>10m</td>
<td>23° 03.750'S 150° 57.110'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shelving Beach A</td>
<td>10m</td>
<td>23° 11.270'S 150° 56.020'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sloping Island B</td>
<td>20m</td>
<td>23° 05.880'S 150° 53.880'E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Public moorings are generally located near shallow reefs or shorelines. Care should be taken approaching and leaving buoys, particularly when mooring in poor weather conditions. Public moorings are installed at popular locations and conditions of use are also attached to the pick-up line. Mooring specifications and conditions of use are also exist within the marine parks. It is an offence to remove, misuse or engage in conduct that results in damage to a public mooring. When picking up a public mooring:

- take note of the prevailing wind and tides. Approach the mooring buoy by motoring into the wind or tide (whichever is safer) and pick up the mooring with care.
- observe the colour-coded band on the buoy and the mooring. Mooring specifications and conditions of use are also attached to the pick-up line.
- motor slowly towards the mooring to slacken the mooring pick-up lines.
- cast the mooring pick-up lines well clear of the vessel!
- use a boat hook to retrieve the pick-up line.
- observe the colour-coded band on the buoy and the mooring. Mooring specifications and conditions of use are also attached to the pick-up line.
- note that moorings are generally located near shallow reefs or shorelines. Care should be taken approaching and leaving buoys, particularly when mooring in poor weather conditions.

Coral reef, Barron Island (above); Reef protection marker and public mooring buoy, Sloping Island (right).

Capricorn Bunker Group moorings

<table>
<thead>
<tr>
<th>Capricorn Bunker Group</th>
<th>Mooring class</th>
<th>Max vessel length</th>
<th>Installed GDA94 ddm</th>
<th>Installed GDA94 ddm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitzroy Reef B</td>
<td>20m</td>
<td>23° 36.930'S 152° 09.580'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>20m</td>
<td>23° 36.885'S 152° 09.530'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heron Island C</td>
<td>25m</td>
<td>23° 26.760'S 151° 54.590'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heron Reef D</td>
<td>35m</td>
<td>23° 26.265'S 151° 54.860'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lady Elliot Island B</td>
<td>20m</td>
<td>24° 06.905'S 152° 42.532'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lady Musgrave Island A</td>
<td>10m</td>
<td>23° 54.265'S 152° 23.932'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>10m</td>
<td>23° 54.302'S 152° 23.939'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>20m</td>
<td>23° 54.289'S 152° 24.130'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>20m</td>
<td>23° 54.313'S 152° 24.089'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>25m</td>
<td>23° 54.253'S 152° 24.094'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>35m</td>
<td>23° 54.200'S 152° 24.224'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mast Head Island C</td>
<td>25m</td>
<td>23° 31.931'S 151° 43.381'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North West Island C</td>
<td>25m</td>
<td>23° 17.381'S 151° 41.921'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pancake Creek 15</td>
<td>15m</td>
<td>24° 00.614'S 151° 44.255'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15m</td>
<td>15m</td>
<td>24° 00.666'S 151° 44.229'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15m</td>
<td>15m</td>
<td>24° 01.709'S 151° 44.590'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15m</td>
<td>15m</td>
<td>24° 01.768'S 151° 44.587'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15m</td>
<td>15m</td>
<td>24° 01.819'S 151° 44.585'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15m</td>
<td>15m</td>
<td>24° 01.882'S 151° 44.582'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilson Island B</td>
<td>20m</td>
<td>23° 18.145'S 151° 54.799'E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wistari Reef C</td>
<td>25m</td>
<td>23° 26.942'S 151° 53.920'E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Disclaimer: The published positions are correct to the best of the Great Barrier Reef Marine Park Authority and the Queensland Parks and Wildlife Service’s knowledge at June 2018. No guarantee is given that the moorings are in the location shown in the table. Vessel skippers should verify the mooring positions with their own GPS equipment prior to attempting to access the moorings. Particular care should be taken in accessing the moorings in poor weather, reduced visibility or at night.
Using public moorings

To protect fragile reefs in high-use areas, rules are in place to help stop misuse of public moorings and reef protection markers. While there have always been rules around the use of moorings, the rules have been updated to outline what is considered misuse of public moorings. This includes:

- exceeding time limits
- attaching more than one vessel to a public mooring
- rafting-up—attaching multiple vessels in a chain when one vessel is attached to the mooring
- altering the mooring
- not following the instructions on the mooring.

Instructions to vessel masters

1. Vessel masters are solely responsible for the safety of their vessel while using the public moorings.
2. A watch must be kept at all times while the vessel is on the mooring.
3. Be aware of changing weather and sea conditions and your proximity to obstacles including coral and other vessels and how these may be affected by mooring swing.
4. Refer to instructions specified or included on the tag or buoy.

<table>
<thead>
<tr>
<th>Class of mooring</th>
<th>Maximum vessel length</th>
<th>Maximum wind speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>T</td>
<td>6m (tender only)</td>
<td>24 knots</td>
</tr>
<tr>
<td>A</td>
<td>10m (monohull) 9m (multihull)</td>
<td>24 knots</td>
</tr>
<tr>
<td>B</td>
<td>20m (monohull) 18m (multihull)</td>
<td>34 knots</td>
</tr>
<tr>
<td>C</td>
<td>25m (monohull) 22m (multihull)</td>
<td>34 knots</td>
</tr>
<tr>
<td>D</td>
<td>35m (monohull) 30m (multihull)</td>
<td>34 knots</td>
</tr>
<tr>
<td>Reef Protection Area (RPA)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
These rules are to help make sure public moorings continue to be available for everyone's use. It's about playing fair while out on the water. Anyone found to be misusing a public mooring or public infrastructure may be issued with a penalty infringement notice. Offences relating to the misuse of public moorings are outlined in Regulation 102 of the Great Barrier Reef Marine Park Regulations 1983.

**Instructions to vessel masters**

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4. Refer to instructions specified or included on the tag or buoy.
No-anchoring areas and public moorings help to protect fragile coral communities (top: North West Island, above: Lady Musgrave Island). Photos: Collette Bagnato © Qld Govt (top); © Lise Pedersen (above).

Using public moorings to protect fragile reefs in high-use areas, rules are in place to help stop misuse of public moorings and reef protection markers. While there have always been rules around the use of moorings, the rules have been updated to outline what is considered misuse of public moorings. This includes:

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No-anchoring areas and public moorings help to protect fragile coral communities (top: North West Island, above: Lady Musgrave Island).

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Map Projection: Unprojected Geographics
Map Datum: Geocentric Datum of Australia 1994
Names are not necessarily authoritative
SDC121013e October 2018

Background photo: Collette Bagnato © Qld Govt; Maps: © GBRMPA

Photos: Collette Bagnato © Qld Govt (top); © Lise Pedersen (above).