

# Nagambie Waterways Review 2021-22

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**Strathbogie Shire  
Council**  
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## Contents

1. Introduction.....	4
2. Waterway Management Responsibilities.....	4
2.1 Victorian Water Safety Management.....	4
2.2 Nagambie Waterways Manager .....	4
3. Boating Rules: State and Local .....	5
4. Key management agencies.....	5
4.1 Victoria Police.....	5
4.2 Better Boating Victoria.....	5
4.3 Goulburn Broken Catchment Management Authority.....	5
4.4 Goulburn Murray Water (G-MW) .....	5
4.5 Aboriginal Affairs Victoria .....	6
4.6 Taungurung Clans Aboriginal Corporation .....	6
4.7 Department of Environment Land Water and Planning (DELWP).....	6
4.8 Victorian Fisheries Authority.....	6
5. Recent Nagambie Waterways Investigation.....	6
5.1 Lake Nagambie and the Goulburn River Risk Review (2020-21).....	7
5.2 Lake Nagambie and the Goulburn River Issues Paper (2020-21).....	7
5.3 Labour Day Long Weekend 2020 – On Water Survey .....	7
5.4 Bathymetric survey and sub-surface feature detection of Nagambie waterways.....	7
6. Issues for resolution to improved waterway safety.....	8
7. Issues already resolved, not be considered in the review .....	9
8. Next Steps: the Rules Review process .....	9
9. Proposed solutions to safety issues on the waterway .....	9
9.1 Key Changes: in brief .....	10
9.2 Details of proposed changes - improvements and rationale .....	13

# 1. Introduction

The Nagambie Waterways (comprising parts of the Goulburn River, Lake Nagambie, the backwaters, and the Goulburn Weir pool) are an important tourism and recreation asset in northern Victoria. The waterways are extremely popular with both locals and tourists for a variety of boating activities and pursuits such as fishing, swimming, cycling, walking, hunting, and camping. Several major sporting events are held annually on the waterways, including rowing regattas and water-skiing.

Improved and diverse boating technologies, increased leisure time and proximity to Melbourne has increased the number of powered and non-powered vessels sharing the waterways. This has triggered safety concerns from the community and the visiting public. A review of waterway rules is needed to better meet the demand for water access, improve the safe sharing of the waterways and responsibly plan for sustainable growth.

The recreational values of the Nagambie Waterways need to be managed against its primary role of regulating the Goulburn River for consumptive (i.e. irrigation, urban, domestic and stock purposes) and environmental uses.

## 2. Waterway Management Responsibilities

### 2.1 Victorian Water Safety Management

Transport Safety Victoria (TSV) is the integrated safety regulator for bus and maritime. TSV, through its maritime safety section, Maritime Safety Victoria (MSV) is responsible for determining standards and procedures for navigation and maritime, safety on state waters, including all inland waters such as, rivers, creeks, canals, lakes and reservoirs and assists the appointed waterway managers for many of Victoria's waterways. Maritime Safety Victoria staff provide support, audits and advice for local waterway managers to ensure consistency across Victorian waterways. Other MSV responsibilities also include qualifications, and boating safety, as well as licensing and registration for recreational vessels.

### 2.2 Nagambie Waterways Manager

Strathbogie Shire Council is the appointed manager for Nagambie waterways that include the Goulburn River between Hughes Creek and the Goulburn Weir including Lake Nagambie.

The role of the waterway manager includes:

- Managing vessel activities on waters under their control.
- Providing and maintaining navigation aids, appropriate signage of water levels managing hazards, and rules applying to the waters.
- Controlling navigation and vessel movement and
- Removing or marking obstructions.

### 3. Boating Rules: State and Local

General state [waterway rules](#) apply to all Victorian waterways. Additionally specialised local scheduled [Vessel Operating and Zoning Rules](#) (VOZR) are developed and occasionally reviewed specifically for many waterways. These local rules are in place to improve safety by recognising local conditions and uses.

Schedule 91 of the VOZR is specific to Strathbogie Shire Council-managed Nagambie waterways. The focus of the review is on safety and an improved Schedule 91 that better reflects more frequent and diverse use of the waterway including use by greater numbers of more technically advanced vessels.

### 4. Key management agencies

Government agencies work cooperatively to maintain and improve the Nagambie waterways. The following agencies contribute to the overall management of the waterway.

#### 4.1 Victoria Police

Primary law enforcement agency of Victoria. Victoria Police is responsible for the enforcement of Victorian laws in relation to land and on-water uses of Nagambie waterways. The Victoria Water Police routinely undertake education and compliance activities on Nagambie waterways.

#### 4.2 Better Boating Victoria

A division within the Victorian Fisheries Authority (VFA) which was established to oversee the Victorian Government's unprecedented investment in boating infrastructure and facilities.

#### 4.3 Goulburn Broken Catchment Management Authority

Statutory authority responsible for coordinating integrated catchment management and sustainable land and water use in northern Victoria. The Goulburn Broken catchment comprises the catchments of the Goulburn and Broken Rivers and part of the Murray River Valley.

#### 4.4 Goulburn Murray Water (G-MW)

Maintains and manages the water supply operations, maintenance and safety of Goulburn Weir. G-MW manages the lake-bed and public foreshore land, including issuing of leases, licences and approving structures on the foreshores of the Nagambie waterways. G-MW also has statutory responsibilities in coordination of the blue-green algae monitoring and response program as a storage manager under the Safe Drinking Water Act 2003.

#### 4.5 Aboriginal Affairs Victoria

The Victorian Government's central point of advice on all aspects of Aboriginal affairs in the state. The Nagambie area is rich in Aboriginal cultural heritage.

#### 4.6 Taungurung Clans Aboriginal Corporation

Responsible for Aboriginal cultural heritage management for a large proportion of the Nagambie waterways, including foreshore areas. It serves to uphold Taungurung interests with respect to culture and country. The Victorian Aboriginal Heritage Act 2006 recognises Aboriginal people '*as primary guardians, keepers and knowledge holders of Aboriginal cultural heritage*'. Registered Aboriginal Parties play a leading role in administering the Act and have well defined responsibilities at a local level.

#### 4.7 Department of Environment Land Water and Planning (DELWP)

Leads the Victorian Government's efforts to sustainably manage water resources and catchments, climate change, bushfires, parks and other public land, forests, biodiversity and ecosystem conservation.

#### 4.8 Victorian Fisheries Authority

Independent statutory authority established to manage Victoria's fisheries resources. It works closely with stakeholders in three key areas: Sustainable fishing and aquaculture; clear resource access and sharing arrangements; and increased economic, social, and cultural value outcomes.

### 5. Recent Nagambie Waterways Investigation

Increasing numbers of people are using the Nagambie waterways, this is creating new challenges regarding managing safety for users, meeting the demand for access to the water, sharing the use of waterways and responsibly planning for sustainable growth.

It has been over a decade since there was a review of the speed limits and zoning on Lake Nagambie and the Goulburn River. Nagambie has always been an attractive destination for recreational boating, more so in recent years as other regional water storages are closed due to factors such as drought and blue green algae.

Lake Nagambie and the Goulburn River holds a relatively constant water level, and this encourages the boating public to visit the region and get on the water where levels are guaranteed. The waterways have come under ever increasing pressure from the number of vessels both powered and non-powered sharing the waterways, causing serious safety concerns being raised from the community and the visiting public.

The Nagambie Waterway Stakeholders Advisory Committee has initiated the review guided by the 2012 Nagambie Waterways Strategy, that identified the need '*for a safe and vibrant waterway - there is a need for a comprehensive review of waterways rules to provide for appropriate zoning of uses and activity*'.

Strathbogie Shire contracted the following reports to inform this review:



### **5.1 Lake Nagambie and the Goulburn River Risk Review (2020-21)**

Provides an objective physical assessment of the current river conditions that will provide a factual basis for discussions regarding appropriate boating behaviours and development of contemporary strategies to shape future boating behaviours. It consolidates risk information about the waterway in sections and is a 'live' document that can be updated to provide an overview of the physical attributes and uses of the waterway. Reviewed and approved by the Advisory Committee, it will be used to record ongoing stakeholder and community commentary on waterway risks. A hard copy can be viewed at the Nagambie Information Centre by arrangement.

### **5.2 Lake Nagambie and the Goulburn River Issues Paper (2020-21)**

Consolidates waterway section risks and issues into a cohesive and objective issues summary capturing suggestions and discussions by the waterway manager, agencies and stakeholders. The aim is to improve waterway safety by clarifying issues and identifying mitigation options for community consultation. A hard copy of the current Issues Paper can be viewed at the Nagambie Information Centre by arrangement.

### **5.3 Labour Day Long Weekend 2020 – On Water Survey**

Solid visitation numbers and fine boating weather provided an opportunity for 75 on water users to respond to the survey. Thirty questions focused on: frequency of use, type of user/vessels, users origins, understanding of the current rules and compliance. The results reinforced the perspective provided by the Risk Review and Issues Papers that highlighted nine major safety themes. User groups on the busy weekend included towed-sports enthusiasts, fishers in tinnies and larger boats, paddle craft, rowers and PWC riders. Swimming was also very popular.

*Note: The survey was conducted while regional and metropolitan Victoria were not in lockdown.*

### **5.4 Bathymetric survey and sub-surface feature detection of Nagambie waterways**

Undertaken (during normal water levels) in August and September 2021. Two echo-sounders, a motion reference unit and hull mounted side scan sonar provided a detailed view of the Goulburn River bed, banks and underwater hazards between Hughes Creek and Goulburn Weir including Lake Nagambie. Sections of the old river bed in the Goulburn Weir were also documented. The digital report takes the form of a high resolution, colour coded waterway map and includes data on the existing standing and fallen river bank trees. The report will provide an excellent baseline for future underwater hazard, erosion, and river vegetation monitoring. The digital file is large and complex to export but can be viewed at the Nagambie Information Centre by arrangement.

## 6. Issues for resolution to improved waterway safety

<i>Issues to be resolved</i>	<i>Approach proposed</i>
<b>Providing clear, consistent, safe and intuitive speed zones</b>	<ul style="list-style-type: none"> <li>- Keeping the number of zones to a safe minimum.</li> <li>- Three different speed zones, appropriately applied, can be simply communicated to users.</li> <li>- Existing 20 Knot zones are fit for purpose, enabling users to disperse efficiently.</li> <li>- Informative, well-placed AtoNs are important.</li> <li>- Larger powerful vessel travelling at 5 Knot zones can still generate unwanted and at times unsafe wakes.</li> </ul>
<b>The need to reduce Unrestricted Speed on Lake Nagambie and sections of the Goulburn River</b>	<ul style="list-style-type: none"> <li>- Safer and reduced speed limits to reflect contemporary vessel capabilities and a confined waterway.</li> <li>- 30 Knot maximum speed on the waterway is a logical and enforceable option. This will still provide the majority of users with an enjoyable, safe boating experience.</li> <li>- Lake Nagambie has been surveyed and has many sections much shallower than the river.</li> </ul> <p>A 20 Knot maximum speed is more appropriate and consistent with state and interstate shallow water speed limits</p>
<b>A lack of understanding and compliance with speed and distance rules</b>	<ul style="list-style-type: none"> <li>- A lack of separation between vessels, people and structures has led to ongoing incidents, near misses and offences.</li> <li>- State Rules require that '<i>vessels must travel at 5 Knots when at a distance of 50m or less from: a person in the water, another vessel, from a fixed or floating structure in or on the water (including a wharf, jetty, slipway or boat launching ramp</i>'.</li> <li>- Currently an exemption to the 5 Knots - 50m from the bank rule only applies upstream of Kirwans Bridge.</li> <li>- There is an exemption for vessels engaged in water-skiing passing each other at 50m or less.</li> <li>- Rules need to apply to the entire waterway and recognise all towed-sports generally.</li> <li>- Rules need to be clear, well communicated, and easy to comply with.</li> </ul>
<b>Improving compliance with the 'Direction of travel' on Lake Nagambie</b>	<ul style="list-style-type: none"> <li>- Improving vessel traffic management and vessel separation on Lake Nagambie.</li> <li>- Different length laps lead to constantly intersecting vessel routes.</li> <li>- A combination of better Aids to Navigation (AtoNs), education and compliance is needed.</li> </ul>
<b>Effective and functional AtoNs to shape safer waterway behaviours</b>	<ul style="list-style-type: none"> <li>- AtoNs include ramp signage, speed signage, hazard marking, and direction markers supported by digital and print media.</li> <li>- The challenge is a reasonable asset life and managing ongoing budget resources.</li> <li>- Better Boating Victoria also provides grants for maintaining or improving infrastructure not related to rule changes such as buoys to improve navigation safety. Strathbogie Shire is working to access these grants.</li> </ul>
<b>Managing the impacts of large wakes on other waterway users</b>	<ul style="list-style-type: none"> <li>- Low speed operations around 5 Knots can often generate large wakes.</li> <li>- Some vessels are designed to generate large wakes.</li> <li>- Some towed-sport activities require large wakes.</li> </ul>

## 7. Issues already resolved, not be considered in the review

- Permanent rowing course - Strathbogie Shire SSC Waterways Strategic Plan, Sched 1, 2015.
- PFD regulations - Reviewed as part of Marine Safety Act 2010 development.
- Fuelling vessels - EPA Act 1970.
- Noise emitted by vessels - EPA Act 1970. Not a safety or environment issue to be considered under the Marine Safety Act 2010.

## 8. Next Steps: the Rules Review process

The waterway manager, Strathbogie Shire Council has commenced formal engagement with Maritime Safety Victoria regarding the Nagambie waterways rules review. To propose or amend a permanent waterway rule, the waterway manager must first complete the 'Notice of intention to request a waterway rule' (Form WM1).

Following acknowledgement from Maritime Safety Victoria, Strathbogie Shire will:

- Publish notice of the proposed rule changes.
- Conduct a minimum of 4 weeks public consultation, inviting comments from the public and key stakeholders, peak bodies and relevant agencies.
- The Share Strathbogie website will feature a questionnaire and email address for comment. Informing peak bodies and local clubs/associations enables them to inform their membership of the opportunity to comment. The purpose of the consultation is to find the best and safest solutions, it is not a 'vote' process. Equitable use of the waterway is an important consideration. All submissions will be considered, and a summary provided.
- Post consultation, Strathbogie Shire will submit a 'Request to make a waterway rule' (Form WM2). This will explain how the proposed rules will minimise risks, any alternative ways to address the matter and the expected benefits and costs.
- The Safety Director for Transport Safety will endorse or reject the submission. If endorsed new rules are written and published in the Victorian Government Gazette. MSV will publish the rules on its web site, show them in online waterway maps and on the 'Boating Vic' app.
- Once Rules are Gazetted, Strathbogie Shire can commence purchasing and installing appropriate signs and supporting infrastructure. The Better Boating Victoria fund is a potential funding source for this improved infrastructure that communicates new rules.

## 9. Proposed solutions to safety issues on the waterway

It is important to remember vessel operators are part of a 'safety chain' that includes statewide safety duties, waterway manager responsibilities as well as vessel operator obligations, such as choosing the appropriate course and speed for the conditions. Mindful vessel operator decisions and well-planned actions are particularly



important at Nagambie where high user numbers are often present in a relatively confined waterway.

## 9.1 Key Changes: in brief

The changes proposed are driven by the pressing need to improve safety on the waterway. Strathbogie Shire Council understands the diverse offerings of the waterways and the broad appeal to a wide range of user-groups. Visitation from Melbourne and the regions is increasing, and improved facilities have been added.

State and National events as well as international training regularly occur on the waterway. The proposed rules below are a significant step towards safer boating while still retaining the opportunities that bring prosperity to the local area and provide great waterway recreation to many Victorians.

Community consultation and feedback will play an important role in shaping new rules for the waterway. A more comprehensive explanation of the proposal can be found in the next section.

Existing	Proposed	Why
<p><b>Lake Nagambie has unrestricted speed</b>, with shoreline zones that are; 5 Knots around important facilities and confined areas, No Boating-Swimming Only Zones protect swimmers and No Boating Zones to protect water resource infrastructure.</p>	<p><b>Reduce the speed limit on Lake Nagambie to 20 Knots.</b> Allow towed-sports.</p> <p>Minor realignments to the shoreline '5 Knot' 'No Boating' and 'No Boating-Swimming Only Zones' to make them easier to recognise.</p> <p>Create a 'Powerboating Only Zone' between Deliah Island and the Leisure Park to ensure a smooth traffic flow around the lake.</p> <p>Provide clearer direction for people doing lake laps located in the deeper sections of the lake.</p> <p>Allow low speed PWC freestyling 100m inside the lake laps course at a maximum speed of 20 Knots.</p>	<p>Recent and very accurate hydrography has shown that the lake is as shallow as 1.5m in many places.</p> <p>Interstate and Victorian waterway managers focus on slower speeds to reduce risk in areas this shallow.</p> <p>Lower speeds are safer.</p>
<p><b>Essentially three speed zones</b></p> <ul style="list-style-type: none"> <li>• 5 Knots</li> <li>• 20 Knots</li> <li>• Unrestricted Speed</li> </ul>	<p><b>Utilize the following three speed zone across the whole waterway</b></p> <ul style="list-style-type: none"> <li>• NO WAKE – Maximum 5 Knots</li> <li>• 20 Knots</li> <li>• 30 Knots</li> </ul> <p>Where possible, rationalise and consolidate geographic speed zones to reduce the number of zones and improve traffic flow.</p>	<p>A diverse range of vessels can now easily exceed 60 knots. Reducing speeds on an often busy, confined waterway to improve safety is a priority issue.</p> <ul style="list-style-type: none"> <li>• NO WAKE – Maximum 5 Knots Zones in high traffic and hazardous areas, around ramps and docking infrastructure.</li> <li>• 20 Knot on the shallower Lake Nagambie and river sections that are narrow and or have sharp bends.</li> <li>• 30 Knots where there are extended sight lines deep water</li> </ul>

		and minimal midstream hazards.
<b>Rowing Course</b> that generally excludes powered vessels apart from rowing officials, water resource managers and vessels departing Buckley Park Ramp.	<b>No significant change to the Rowing Course delivery.</b> Ensure rules continue to facilitate rowing event management as well as coaching and training.	Functioning well for training, coaching and events at a state and national level. .
<b>Vessels are required to slow to 5 Knots</b> when <ul style="list-style-type: none"> <li>• Within 50m of a person in the water.</li> <li>• Within 50m of another vessel</li> <li>• A 5 Knot Zone is signed.</li> <li>• within 50m of a fixed or floating structure.</li> <li>• Within 50m of a boat ramp</li> </ul>	<b>A new rule will require <u>NO WAKE-Maximum of 5 Knots</u></b> when <ul style="list-style-type: none"> <li>• Within 50m of a person in the water.</li> <li>• Within 50m of another vessel –<i>Vital for rowing and paddle craft.</i></li> <li>• A NO Wake-5 Knot Zone is signed</li> <li>• within 50m of a fixed or floating structure.</li> <li>• Within 50m of a boat ramp.</li> </ul> <p>An exemption may be provided for</p> <ul style="list-style-type: none"> <li>• Vessels engaged in towed-sports and approaching another powered vessel, to pass at speed however the other powered vessel would be required to slow to No Wake-Maximum 5 Knots if not engaged in towed sports.</li> </ul> <p><b>(Reiterating)</b> - ALL POWERED VESSELS must always slow to NO WAKE-Maximum 5 Knots within 50m of paddle craft, rowing sculls and sailing craft.</p>	Larger more powerful vessels and some PWCs can generate disruptive wakes at 5 Knots.  Large wakes can; create difficulties for people in rowing and paddlecraft, swamp other vessels, make retrieving towed-sports participants more hazardous, damage vessels and assets along the shoreline, increase bank erosion, make launching and retrieving vessels at ramps dangerous.  NO WAKE can be more effectively policed than estimating/measuring vessel speeds for or 5 Knots and greater speeds.
<b>20 Knot Zones in narrower sections or where there are tighter bends.</b>  These serve as transiting zones and enable recreational and commercial vessels to travel the waterway at moderate speeds.	<b>20 Knot Zones in narrower sections with sharper bends to remain similar to what is in place.</b> <ul style="list-style-type: none"> <li>• Opportunity to include 'The S-Bends' north of Heath Island and west of Teddy Bear Island once a safe course is marked with pairs of red and green buoys.</li> <li>• Opportunity to trial allowing towed sports in the wide 1.4 km straight once Known as 'Bare-foot Straight'. The area commences 1.5 upstream of the Vickers Road Bridge. Assess community support for this approach. Monitor bank and boating traffic impacts of the trial.</li> <li>• Opportunity to change speed to 30 Knots or 30 and 20 Knots in long</li> </ul>	These Zones are functioning well.  Some of the 20 Knot Zones closer to Nagambie are often used by commercial vessels providing river tours and winery trips.

	<p>straight sections upstream of Mitchellstown Bridge.</p> <ul style="list-style-type: none"> <li>• Opportunity to allow towed-sports in long straight sections upstream of Mitchellstown Bridge.</li> </ul>	
<p><b>Limited opportunities to disperse when undertaking towed-sports.</b></p> <p>One Water-Ski Area south of Chinamens Bridge. Unrestricted Speed areas on Lake Nagambie and downstream of Kirwans Bridge are also utilised.</p> <p>Only water-skiing is referred to which can be interpreted as not inclusive of many other towed-sports. Consistent signs and rules for all towed-sports areas.</p>	<p><b>Provide Towed-Sports Areas with speed limits.</b></p> <p>Establish these areas strategically along the waterway. Consistently name and sign these areas.</p> <ul style="list-style-type: none"> <li>• Initial sections of the Goulburn Weir - 30 or 20 Knots.</li> <li>• The main straights between Goulburn Weir and Kirwans Bridge 30 Knots</li> <li>• Lake Nagambie, 20 Knots.</li> <li>• Trial use of the wide 1.4km straight 1.5km upstream of Vickers Road Bridge, 20 Knots</li> <li>• The existing Water-Ski Area, 30 Knots.</li> <li>• The two main straights upstream of Mitchellstown Bridge, 30 Knots or 30 and 20 Knots.</li> <li>• Provide an exemption to the few people Bare-Footing enabling them to exceed 30 Knots.</li> </ul>	<p>Bathymetric survey work undertaken in 2021 has shown the river sections listed (at left) to be very similar and relatively hazard free midstream.</p> <p>Currently the sections close to Nagambie are very congested on popular boating days with limited options to disperse.</p> <p>More areas available can lead to less vessels in each area and increased safety.</p>
<p><b>Unlimited Speed areas</b></p> <ul style="list-style-type: none"> <li>• North and downstream of Kirwans Bridge</li> <li>• Lake Nagambie</li> <li>• The existing water-ski area associated with the Nagambie Water-Ski Club</li> </ul>	<p><b>Reduce maximum speed to 30 Knots Zones</b></p> <p>Where there are extended sight lines deep water and minimal midstream hazards.</p> <p>Lake Nagambie reduced to 20 Knots due to multiple shallower areas.</p> <p>Provide an exemption to the few users Bare-Footing.</p>	<p>Most intermediate and advanced towed-sports are challenging and enjoyable up to 30 Knots. 30 Knots still represents a significant risk reduction when many vessels are now capable of double that speed.</p> <p>The waterway is confined and at times can be very congested in good boating weather. Current very high-speed operations have led to multiple incidents and near misses. Australia is a competitive bare-footing nation and opportunities to refine skills on flat water are limited in Victoria.</p>
<p><b>Wake-Surfing behind specialised boats is increasing</b> and the activity disrupts other users significantly.</p> <p>The activity is poorly defined and not easily regulated.</p>	<p><b>Wake-Surfing</b> can be defined as the rider primarily using the wake as propulsion rather than a tow rope from the vessel. Formally define the activity of Wake-Surfing in local rules.</p> <ul style="list-style-type: none"> <li>• Trial a separate rule to confine Wake-Surfing to a list of suitable towed sports areas. Assess community support for this approach. Monitor bank and boating impacts of the trial.</li> <li>• Areas that could be <u>trialled</u> include: <ul style="list-style-type: none"> <li>– a section closer to the weir in the proposed 30 Knot Zone North of Kirwans Bridge (most boats have towers that can be lowered).</li> </ul> </li> </ul>	<p>The large wakes generated can be a significant hazard to other vessels and can damage shoreline infrastructure moored vessels and contribute to riverbank instability. Wake-Surfing is not compatible with intense use by other vessels or being undertaken closer to shore infrastructure.</p>

	<ul style="list-style-type: none"> <li>– a section of the proposed 30 (or 20) Knot Zone south of Mitchelton Bridge – south of the marked gravel bank hazard.</li> </ul>	
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## 9.2 Details of proposed changes - improvements and rationale

Rule Change and improvements	Locations and key risks addressed
<p><b>CURRENT: 5 Knot Zones</b> in high traffic areas, areas with multiple hazards and around ramps and docks.</p> <p><b>PROPOSED: NO WAKE: Maximum 5 Knots</b>, where signed or required by state rules.</p>	<ul style="list-style-type: none"> <li>• NO WAKE is straightforward to enforce with photography and an expert witness.</li> <li>• Safety for swimmers, towed sports participants in the water, paddlecraft, rowers, fishers, launching and retrieving is extremely important.</li> <li>• Damage to riverbanks, bank moored and docked vessels is reduced. The rule potentially reduces erosion and the frequency of falling tree navigation hazards.</li> </ul>
<p><b>CURRENT: 5 Knots within 50 metres of the waters' edge</b></p> <p>State Rules Clause 3(a) requires any vessel to be operated at a maximum of 5 Knots within 50m of an inland waters' edge.</p> <p>Most of the Goulburn River shorelines are Excluded from the shoreline speed limit starting south of Kirwans Bridge and south to Hughes Creek however the river banks north of Kirwans Bridge are subject to this rule and the river course does not allow vessel to be 50m from both shores and estimating this is difficult.</p> <p>Although the waterway upstream of Kirwans Bridge is exempt from 5 Knots within 50m of the waters' edge there is a blanket 5 Knot speed limit except for 20 Knot Zones and the Special Purpose Water Ski Zone</p> <p>Lake Nagambie is excluded from shoreline speed limit however specific areas are established as 5 Knot zones.</p> <p><b>PROPOSED: Exclusion from 5 Knots within 50m of the waters' edge from Hughes Creek to Goulburn Weir. 5 Knot, 20 Knot and 30 Knot Zones applied to the whole waterway.</b></p>	<ul style="list-style-type: none"> <li>• This rule EXCLUSION can be updated to include all the Goulburn River between The Goulburn Weir and Hughes Creek. The river widths and depth have been shown (in a recent 2021 bathymetric survey) to be remarkably similar above and below Kirwans Bridge. This will better reflect the regular use of the river north of Kirwans Bridge and provide consistent messaging for the whole waterway.</li> <li>• The EXCLUSION needs to be clear that is not applied to the shoreline of Lake Nagambie where Non-Powered Vessels Only, No Boating, No Boating-Swimming Only and specific 5 Knot Zones in busy areas better regulate vessel behaviours and are easier to adjust in the future.</li> <li>• A reference to the definitions of Lake Nagambie and the Goulburn River at the start of Schedule 91 may assist. Marking the entrance to Lake Nagambie with port and starboard lateral marks can clarify the intersection of the two areas.</li> </ul>
<p><b>CURRENT: The waters of the special purpose water ski zone at the Nagambie Water Ski Club</b> are excluded from the state rules requiring 5 Knots within 50 metres of a fixed or floating structure.</p> <p><b>PROPOSED: Rename the water ski zone to a towed sports zone.</b></p>	<ul style="list-style-type: none"> <li>• The EXCLUSION can be updated to service a zone for all towed sports. The exclusion is required in this busy area to enable towed sports to commence from the purpose-built dock and to operate at speed on the section of river near the club ramp.</li> <li>• The ramp is an important asset in the efficient running of multiple events at the club.</li> </ul>

<p><b>CURRENT: 5 Knots within 50m of person in the water or another vessel.</b></p> <p>This state rule is regularly ignored by vessel operators.</p> <p><b>PROPOSED: NO WAKE: 5 Maximum Knots within 50m of person in the water or another vessel.</b></p>	<ul style="list-style-type: none"> <li>• Currently all vessels are expected slow to 5 Knots, to pass another vessel - underway or not. There is regular non-compliance with this State rule particularly closer to Nagambie and on busy days.</li> <li>• This is an important safety rule particularly for rowers, fishers in smaller vessels, sail craft paddle craft and swimmers.</li> <li>• The lack separation between vessels at speed lapping Lake Nagambie need urgent attention.</li> <li>• The navigable river width is generally 40 to 70m wide. In many cases there is not sufficient navigable river width for two vessels to pass more than 50m apart at speed.</li> <li>• Including NO WAKE in the rule reduces the risk to rowers for rowers, fishers in smaller vessels and paddle craft.</li> <li>• Looking after towed sports participants in the water is safer and easier.</li> <li>• Ensure this rule is regularly promoted and all users are aware that an Infringement Penalties and Court Penalties will be imposed on people disregarding this rule.</li> </ul>
<p><b>CURRENT:</b> Schedule 91 ( 91.8ii) of the Vessel Zoning and Operating Rules currently provides an <b>Exemption from the 50m-5 Knot rule when both vessels are engaged in water-skiing.</b></p> <p>This means a single vessel undertaking towed-sports needs to slow to 5 Knots when passing any vessel, except another vessel engaged in water-skiing. There is significant non-compliance by single vessels undertaking Towed-Sports.</p> <p><b>PROPOSED: Modify this rule to an Exemption from the NO WAKE: 5 Knot rule when a vessel is engaged in Towed-Sports and passing STATIONARY or APPROACHING POWERED VESSEL ONLY.</b></p> <p>The other powered vessel would be required to slow to NO WAKE: Maximum 5 Knots, if underway. Two towed sports vessels may pass under this exemption. Overtaking in the same direction should only occur where there is section of waterway that enables 50m separation between vessels.</p>	<ul style="list-style-type: none"> <li>• All vessels engaged in towed sports must continue to slow to NO WAKE: 5 Maximum 5 Knots when within 50m of people in the water, and non-powered vessels like rowing sculls and paddle craft.</li> <li>• The operator is responsible making safe decisions about a course and speed within the rules.</li> <li>• Towed sports are only permitted when there is long range visibility down the waterway.</li> <li>• Towed sports generally mean slower speeds and better skipper skills.</li> <li>• Single towed sports vessels slowing to 5 Knots passing another powered vessel and putting a participant and ropes in the water can lead to unnecessary congestion and increased risks for participants in the water who are being retrieved or restarted. Congestion with multiple ropes and participants in water can be avoided.</li> <li>• There is little difference between letting two towed sport vessels pass at speed and a towed sports vessel and a powered vessel passing at speed.</li> <li>• Overtaking in the same direction would remain as it is, only where there is section of waterway that enables 50m separation between vessels.</li> <li>• A companion 'Nagambie Waterway Code' could promote staying toward the starboard side river bank. A reasonable portion users of Nagambie Waterways users revert to Victorian road rules and pass 'starboard to starboard' rather than the maritime preferred 'port to port'. The lack of a well described convention can lead to more close quarters incidents.</li> </ul>
<p><b>CURRENT: 5 Knot Zones</b></p> <p><b>PROPOSED: NO WAKE: 5 Knot Zones and re-signed.</b></p>	<ul style="list-style-type: none"> <li>• Shallow backwaters and creeks with extensive and obvious tree hazards do not require comprehensive signage however some NO WAKE: Maximum 5 Knots signs could be placed at common fishing and hunting entry points from the Goulburn River.</li> <li>• Existing zone modifications proposed: <ul style="list-style-type: none"> <li>- <u>Goulburn Weir</u>: most of the weir is 5 knots, importantly it includes the areas adjacent to No Boating Zones associated with water resource infrastructure. Realign the current 5 Knot Zone within the weir to continue to buffer No Boating Zones and better reflect shallow areas adjacent to the old deep old river bed in the central part of the weir.</li> <li>- <u>Kirwans Bridge</u>: zone boundaries 50m up and down stream of the bridge.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>- <u>Turner Island remanent bridge Piles, local boat ramps:</u> zone boundaries at the further extent of 50m up and down stream of the bridge and docks adjacent to the old bridge and ramp.</li> <li>- <u>Eastern and Western Backwaters:</u> zone boundaries out of river remain unchanged.</li> <li>- <u>North of Heath Island:</u> (also known as 'The S-Bends') Zone starts about at the western end of Teddy Bear Island, about 0.7 km from entrance to Lake Nagambie and extends for about 1 km towards the Goulburn Weir. Remove this 5 Knot Zone. Recent bathymetric data show there is a safe width and deep path that can be appropriately marked with pairs of red and green lateral buoys consistent with other inland waterways in Victoria. Zone would be changed to 20 Knots (no towed sports).</li> <li>- <u>Goulburn River adjacent to Lake Nagambie:</u> One continuous Zone commencing northwest of the eroding northern banks/small cliffs about 400m north of the main entry to Lake Nagambie. Zone is continuous to 50m south of the Heathcote-Nagambie Road /Vickers Road Bridge. Entry to the Lake Nagambie speed zone to be defined by signs and a pair of red and green buoys. This provides less zone changes and better safety for Leisure Park, Café dock, moored vessels and boat ramp users. The zone is approximately 3km long and would take about 20 to 30 minutes to transit. During summer this stretch of river is very busy with swimmers, paddlecraft, rowers, commercial vessels and powerboats visiting the café or transiting north or south.</li> <li>- <u>The housing estate on Wattlevale Road 1680m north (by river) from Sandy Creek (northwest bank):</u> the zone would remain unchanged apart from finding the best location for signage near to where it exists now. However, there may be an opportunity to slightly reduce the zone in the south and extend the existing Water Ski Zone (renamed to Towed Sports Area) north around 100-120m to increase its capacity. Providing a standard 50m buffer for multiple private ramps and docks is important. Future housing and river infrastructure at the south of the estate is a consideration. The zone is about 600m long.</li> <li>- <u>Tahbilk Winery:</u> the zone would remain similar apart from finding the best location for signage near to where it exists now. The zone should commence about 400m northwest of the winery and protects a heavily eroded northern bank/small cliffs. Currently the zone is described as commencing 170m north of the winery landing, but this incorporates a sharp bend, an approach to a commercial destination and an eroded eastern bank into the ski zone.</li> <li>- The zone protects commercial vessels and improves passenger safety when embarking/disembarking.</li> <li>- The zone also protects more vulnerable, heavily trafficked riverbanks and private vessel docking or tying to the banks to visit the winery. The slightly lengthened zone is about 450m long and takes about 5 minutes to transit.</li> <li>- <u>Mitchelton Winery:</u> the zone would remain unchanged apart from finding the best location for signage near to where it exists now. The zone commences about 50m west of the winery and protects commercial vessels and improves passenger safety when embarking/disembarking. The zone also protects more vulnerable, heavily trafficked riverbanks and private vessel docking or tying to the banks to visit the winery.</li> </ul>
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	<ul style="list-style-type: none"> <li>- <u>Mitchellstown Bridge</u>: zone boundaries 50m up and down stream of the bridge and the informal boat ramp used to launch paddlecraft and fishing tinnies on the northeast side of the bridge.</li> <li>- <u>Approaching Hughes Creek</u>: The final approximately 1.3km approach upstream to the Hughes Creek Junction will remain unchanged apart from finding the best location for signage near to where it exists now. The river current is often considerably stronger in this section and there is a large underwater obstruction extending well out from the southern bank about 500m west of the Hughes Creek Junction. The area is popular with fishers in smaller tinnies and some transiting paddlecraft.</li> </ul>
<p><b>CURRENT: 20 Knot Zones</b></p> <p>It is proposed the existing 20 Knot zones will be redefined in terms of location and uses. The existing 20 Knot Zones locations will remain unchanged apart from finding the best location for signage near to where it exists now.</p> <p>The 20 Knot Zones are in place where the Goulburn River has sharper bends and/or fallen trees reduce the width of usable river. The use of the <u>Goulburn River 20 Knot Zones</u> is for transiting only and towed-sports are not permitted.</p> <p>The 5 Knots within 50m of ALL other vessels has always applied in these zones and vessels should slow to pass as often there is not more than 50m of navigable river. This rule is particularly important for the safety of training rowers and schools using paddlecraft.</p> <p><b>PROPOSED: 5 Knot Zone associated with 'The S-Bends' just north of Lake Nagambie. Will be changed to be part of the 20 Knot Zones.</b></p> <p>Lake Nagambie apart from the Zones associated with the Rowing Course and shore zones is currently 'Unrestricted Speed'. The shore zones will be adjusted to reflect easier to see boundaries as well as new and increased usage.</p> <p><b>The majority of the lake would change from 'Unrestricted Speed' to be a 20 Knot Zone that allows Towed-Sports.</b></p> <p>Trial allowing towed-sports to be undertaken in the wide 1.4 km straight that commences 1.5km upstream of the Vickers Road Bridge.</p> <p>The two long straights upstream of Mitchellstown Bridge will change from 20 Knots to either 30 Knots or a combination of 30 and 20 knots. Towed-sports will be permitted. The remainder of the zone will be 20 Knots and towed-sports will not be permitted.</p>	<ul style="list-style-type: none"> <li>• <u>The S-Bends</u> - The section from 50m southwest of Kirwans Bridge to northern banks/small cliffs about 400m north of the entry to Lake Nagambie can include 'The S-Bends' north of Heath Island and west of Teddy Bear Island once a safe course is marked with pairs of red and green buoys consistent with other inland waterways in Victoria. This will better disperse boating away from the very busy Lake Nagambie and Goulburn River immediately north of Lake Nagambie. State and Local rules regarding vessels passing would apply i.e. slowing to No Wake-Maximum 5 Knots within 50 of another vessel would apply. Vessels would be permitted to maintain 20 Knots when closer than 50m to the Lateral Marks.</li> <li>• The entry from the Goulburn River to Lake Nagambie can be unambiguously marked with a pair of red and green lateral buoys consistent with other Victorian inland waterways.</li> <li>• <u>Lake Nagambie</u> - Lake Nagambie is currently an Unrestricted Speed Zone and the speed limit would be reduced to 20 Knots.</li> <li>• A 2021 professional bathymetric survey shows much of Lake Nagambie is around 1.6m deep and while some parts are much deeper there are patches of underwater obstructions that sometimes reduce the depth further.</li> <li>• Maritime Safety Victoria has confirmed that the view of the Safety Director is consistent with neighbouring states - that unrestricted speed with or without Towed-Sports is less safe in water under 1.6m.</li> <li>• Enthusiast towed-sport users comment that the lake is often too 'chopped up' with vessel wakes to undertake higher speed towed-sports. However, the lake is popular with families (often based at the Leisure Park) providing Ski-Tube, Knee-Board and beginner Wake-Boarding and Water-Skiing for novices who are often young children or teenagers. Towed-sports at 20 knots or less would be permitted.</li> <li>• Currently highspeed operations by powerboats and PWCs on the lake can make these family activities harrowing and there have been many complaints and several incidents reported to the waterway manager, Victorian Water Police and Maritime Safety Victoria.</li> <li>• Slowing traffic from Unrestricted Speed to a 20 Knot Zone that also allows towed-sports on the lake is an appropriate way to deal with shallower depths and reduce the chances of a highspeed vessel hitting another vessel or a person in the water.</li> <li>• Towed-sports, particularly for novices and learners are still rewarding at up to 20 Knots. The venue would be a less intimidating place to improve on the basics of PWC use in a family friendly environment.</li> <li>• Vessels wishing to exceed 20 Knots can use longer, straighter sections of the river that have good sight lines and are proposed to be zoned as 30 Knot Zones. Vessel wishing</li> </ul>

	<p>to exceed 30 Knots can utilise Waranga Basin 40 minutes to the north by road or Lake Eildon about one and a half hours away and a similar distance from the Metropolitan area to Nagambie.</p> <ul style="list-style-type: none"> <li>• <u>West and upstream of 50m from the Heathcote-Nagambie/Vickers Road Bridge</u> - The boundaries of this zone are proposed to be largely unaltered. It commences 50m upstream of Heathcote-Nagambie Road /Vickers Road Bridge. A new ramp has been installed here and the need for a NO WAKE -Maximum 5 Knots Zone makes it impractical to enforce stopping and starting the zone on either side of the bridge. As before the Zone continues about 4 km upstream to the housing estate on Wattlevale Road 1680m north (by river) from Sandy Creek (northwest bank) the start of the existing Water-Ski Zone. The zone is popular with fishers who drift or tie up near the drowned riverbanks. The zone is easily accessible from Nagambie. Commercial and recreational vessels routinely use the zone to access the wineries.</li> </ul> <p>Trial allowing towed-sports in the wide 1.4 km straight once known as 'Bare-foot Straight'. The area commences 1.5 km upstream of the Vickers Road Bridge. The fundamental difference between allowing and not allowing towed-sports is that towed-sports traffic circulates within an area while transiting traffic generally only passes through a couple of times.</p> <p>Assess community support for this approach. Monitor bank and boating traffic impacts of the trial.</p> <ul style="list-style-type: none"> <li>• <u>South and upstream of 50m south of Tahbilk Winery to 50m west and downstream of Mitchelton Wines</u> - This zone is proposed to be largely unaltered. As before the Zone passes by Major Creek which is a wide confluence with good sightlines. The section is popular with fishers who drift or tie up near the drowned riverbanks. Commercial and recreational vessels routinely use the zone to access the wineries. There are tighter bends and slightly narrower sections, and 20 Knot zone has been in place without incident in recent years.</li> </ul>
<p><b>CURRENT: Areas used for Towed-Sports are either Unrestricted Speed or a Special Purpose Water-Ski Area.</b> No Towed-Sports upstream of the Special Purpose Water-Ski Area.</p> <p>Currently there are four areas that allow Unrestricted Speed. These areas are proposed to be designated 30 Knot Zones and suitable for towed- sports with exception of Lake Nagambie due to its shallower water. Additionally, all the waters of Goulburn River and backwaters south of Kirwans Bridge<sup>12</sup> to Hughes Creek<sup>1</sup> are prohibited to water-skiing, excluding the special purpose water-ski zone.</p> <p><b>PROPOSED: Removing Unrestricted Speed area and replacing them with 30 Knot Zones or 20 knot Zones that allow towed sports in specific areas.</b></p> <p>Goulburn Weir, Lake Nagambie to be 20 Knot Zones that allow towed-sports .</p>	<ul style="list-style-type: none"> <li>• An Exemption from the NO WAKE - 5 Knot rule when a vessel is engaged in Towed-Sports and passing STATIONARY or APPROACHING POWERED VESSEL ONLY is proposed to be applied to these Zones.</li> <li>• <u>The Goulburn Weir 20 knots - Towed Sports Allowed</u> <ul style="list-style-type: none"> <li>- Currently the Unrestricted Speed area extends approximately halfway across the weir in a north-easterly direction. A 2021 bathymetric survey reveals only a portion of the zone to approximate the course of the old river bed.</li> <li>- Currently users rely on a series of informal marks and memory to access the weir for fishing or in rare cases towed sports.</li> <li>- Some 5 Knot marks were placed mid-weir in conjunction with the zone margins, but these have not been renewed.</li> <li>- The submerged horseshoe bend is large and regular with depths well over 6m apart from a 2.2m deep 100m link. It is in the eastern side of the weir. It's generally well away from the weir wall and other infrastructure greater than 200m - except for a 250m section that runs close to the shore and adjacent to a dwelling at the end of Cozens Lane.</li> </ul> </li> </ul> <p>It is proposed to reduce the Unrestricted Speed area in the horseshoe bend to 20 Knots and reorientate it to the deep river bed. It can terminate off the northern land spit</p>

<p>Trialling a towed-sports area in the wide straight 1.5 km upstream of Vickers Rd Bridge.</p> <p>Converting the Special Purposes Water-Ski Zone to 30 Knots, towed -sports allowed</p> <p>Changing the two long straights upstream of Mitchellstown Bridge to 30 Knot and 20 Knot Zones that allow towed sports.</p> <p>Inclusion of NO WAKE in the existing 5 Knot rule regarding being closer than 50m to people in the water and vessels such as paddle craft will make transiting safer for paddle craft and rowers. Towed sport enthusiasts in the water are likely to be safer and find it calmer when preparing to get on board or start a towed-sport. This can further reduce congestion in the zones.</p> <p>Enabling towed sports vessel to pass approaching powered vessels and powered vessel that do not have a towed-sport participant in the water, at speed, should reduce congestion.</p> <p>Depending on other river boating traffic dropping a participant in the water maybe preferable and safer than 180 degree turns. A companion 'Nagambie Waterway Code' could suggest planning runs to start and end at the commencement of the zone and to avoid congesting the mid-zone area. The code would suggest keeping to starboard and passing 'port to port' with other powerboat and other towed-sport users.</p>	<p>about 500m into the weir near where the shallower 2.2 m link in the horseshoe occurs.</p> <ul style="list-style-type: none"> <li>- If there was sufficient demand and funding in the future, it may be possible to mark the mid weir, horseshoe river course with pairs of red and green buoys and utilise it for towed-sports. There is little to orientate operators other than marking the river bed and the weir has plenty of drowned tree hazards outside the old river course.</li> <li>- A 30-knot Zone would have increased risks in terms of encouraging higher speed navigation and faster towed sports. Creating the 20 Knot Zone now would be safer.</li> <li>- An exclusion from the 50m from the inland waterway shoreline rule would be required at Cozens Lane and the amenity for owners of the property would need careful consideration and further consultation.</li> </ul> <ul style="list-style-type: none"> <li>• <u>Goulburn Weir southwest and upstream to 50m from Kirwans Bridge 30 Knots, Towed-Sports Allowed</u> <ul style="list-style-type: none"> <li>- The zone currently commences approximately half to two thirds across the weir, heading in a south-westerly direction to meet the Goulburn River. It finishes 50m north of Kirwans Bridge.</li> <li>- The northern section of the zone in the weir is not marked or occasionally informally marked, and users are less inclined to follow the 6m deep 60m wide old river bed into the weir.</li> <li>- The weir is less usable on windy days. At the northern end and initial section joining two sides of a horseshoe bend (described above) is around 2 m deep. To maximise the zone length pairs of red and green buoys could mark the old riverbed loop to the link across the horseshoe bend.</li> <li>- If the Weir 20 Knot Zone (above) does not proceed marking the river bed with several pairs of red and green marks to near the protruding the northern land point would maximise the proposed zone. This is where the 2m deep link between the horseshoe bend occurs and the approach to this would be a suitable place to end the zone with a 5 Knot buoy. (Or transition to 20 Knots if the weir zone proceeds).</li> <li>- Upstream from the weir two open reaches of the river with wider flooded riverbanks provide good sightlines for towed sports and smoother water when it's not windy.</li> <li>- There is ample space for dropping towed sports participants in the water and retrieving them.</li> <li>- River widths can enable 180 degree turns by some vessels when other vessels are not nearby.</li> <li>- On windier days one reach is usually more protected than the other orientated at about 135 degrees to each other.</li> <li>- It is proposed to make this zone a 30 Knot Zone to enable towed sports.</li> </ul> </li> <li>• <u>Bare-foot Straight:</u> Trial allowing towed-sports in the wide 1.4 km straight within the 20 Knot Zone. The area commences 1.5 km upstream of the Vickers Road Bridge.</li> <li>• <u>Water-Ski area revised to 30 Knots, Towed-Sports Allowed</u> The current zone is located approximately 4 kilometres upstream and south-west of Chinamans Bridge that is near Nagambie. At 20 Knots it takes about 12 to 15 minutes to access by boat. <ul style="list-style-type: none"> <li>- There are excellent facilities including a ramp near midway in the Zone at the Nagambie Water-Ski Club. The Zone is approximately 3km in length.</li> <li>- The Zone extends south along open straights to the 5 Knot Zone associated with Tabilk Winery.</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>- Past casual and event use has shown there is ample room for one vessel while two vessels approaching each other will be subject to the proposed NOWAKE- Maximum 5 Knots 50m from another vessel rule and the proposed powerboat exemptions.</li> <li>- To maintain consistency and improve communication of improved zones it is proposed that the Water-Ski Zone be renamed as 30 Knot Zone – Towed-Sports Allowed.</li> <li>- Events would continue under rules comparable to those in use now.</li> <li>• <u>50m South of Mitchellstown Bridge to the approaches to Hughes Creek. Include two Towed Sports Zones in long straights.</u> <ul style="list-style-type: none"> <li>- The proposed Zone extends south along two open straights. The straight closer to Mitchellstown Bridge is approximately 2Km long. The more southern straight is 1.6 Km long.</li> <li>- Lines of sight are good, and the drowned riverbanks and river widths are very similar to much of the river, with ample room for one vessel while two vessels other will be subject to the proposed NO WAKE- Maximum 5 Knots 50m from another vessel rule and the proposed towed-sport exemptions should reduce congestion.</li> <li>- There is a one obstruction at a gravel bank produced by an erosion gully feeding into the eastern shore about 3km south of Mitchellstown Bridge. Shallow water extends across about 20m of the 60m river width however marking the path past this hazard with a pair of red and green buoys will significantly reduce the risk of running aground.</li> <li>- Designating one the northern straight as 30 Knots and the southern straight as 20 Knots may serve to separate beginners and enthusiasts however this area is likely to be less busy.</li> <li>- The area is transited by individuals and groups in paddle craft occasionally but is currently used less than most sections of the river. Enabling towed sports in this section would enable some users to disperse to good conditions further from Lake Nagambie and the existing Water-Ski Zone.</li> </ul> </li> </ul>
<p><b>CURRENT: Wake-Surfing not defined.</b> The large wakes generated can be a significant hazard to other vessels and can damage shoreline infrastructure moored vessels and contribute to riverbank instability.</p> <p><b>PROPOSED: Wake-Surfing can be defined as the rider primarily using the wake as propulsion rather than a tow rope from the vessel.</b> Note that towropes are occasionally utilised as well - particularly when learning.</p> <p><b>Trial confining Wake-Surfing to less used sections of the waterway.</b> 1. The final section of Goulburn River as it enters the weir 2. South of the gravel bank upstream of Mitchellstown Bridge.</p> <p>Do not provide an exemption for vessels engaged in Wake-Surfing to pass other powered vessels at speed or while stationary.</p>	<ul style="list-style-type: none"> <li>• Formally define the activity of Wake-Surfing.</li> <li>• Use a separate rule to confine Wake-Surfing to a list of suitable sections within towed-sports areas.</li> <li>• Areas that could be <u>trialled</u> include: <ul style="list-style-type: none"> <li>- a section closer to the weir in the proposed 30 Knot Zone North of Kirwans Bridge (most boats have towers that can be lowered) and</li> <li>- a section of the proposed 30 (or 20) Knot Zone south of Mitchelton Bridge – south of the marked gravel bank hazard.</li> </ul> </li> <li>• If funding can be raised to mark the deep horseshoe bend on the eastern side of the Goulburn Weir this could be considered after further consultation with water resource managers and local land holders. The shallow water and extensive drowned trees and shoreline reed banks should absorb a portion of the wave energy produced.</li> <li>• It is proposed that Wake-Surfing will not be permitted on Lake Nagambie due to shallow depths, the impacts on lakeside infrastructure and impacts on other vessels that are docked or underway.</li> <li>• Specifically promote the rule that requires all powered vessel to slow to NO WAKE-Maximum 5 Knots when passing within 50m of another vessel to Wake-Surfers. Wake-Surfers must interrupt their ride and slow to NO WAKE- Maximum 5 Knots when within 50m of another vessel.</li> </ul>

Wake-Surfing vessels will be expected to slow to no wake for all vessels including those undertaking Towed-Sports.	<ul style="list-style-type: none"> <li>Compliment the Rules with advice to wake-boats via Waterway Code</li> <li>Ensure safety is monitored in areas where Wake-Surfing is allowed. Monitor erosion and accurately log costs associated with monitoring.</li> </ul>
<p><b>CURRENT: 91.2 Prohibition of Specific Activities</b> for the purposes of Clause 12.</p> <p><b>PROPOSED: Retain the current rule.</b></p>	<ul style="list-style-type: none"> <li>The operation of vessels involved in aerial related activities, including parasailing, hang-gliding, kite boarding or similar is prohibited on the waters of this Schedule.</li> </ul>
<p><b>CURRENT: Bare-Footing is occasionally undertaken</b> by experts on the waterway at speeds greater than 30 knots.</p> <p><b>PROPOSED: Provide an exclusion from the 30 Knot Speed Limit – Towed-Sports for vessels engaged in Bare-Footing.</b></p>	<ul style="list-style-type: none"> <li>Water conditions required for this activity are very specific.</li> <li>Australia is a leading competitive Bare-Footing nation.</li> <li>Considerable skill is required to operate the vessel safely</li> <li>Although only a small user group, Bare-Footing should still be considered.</li> </ul>
<p><b>CURRENT: Three NO BOATING Zones</b> protect users and weir infrastructure at the Goulburn Wier</p> <p>Swimmers and vessel users at Nagambie are protected by two NO Boating Zones</p> <p><b>PROPOSED: No Change</b></p>	<p>At the Goulburn Weir</p> <ul style="list-style-type: none"> <li>From the Goulburn Weir Wall extending 220 metres.</li> <li>The Cattanach Canal Offtake and extending 90 metres radius.</li> <li>East Goulburn Channel Offtake and extending 90 metres radius as marked.</li> </ul> <p>On Lake Nagambie</p> <ul style="list-style-type: none"> <li>The waters near River Street between two signs on the shore 150 metres apart and extending 50 metres from the water's edge.</li> <li>The waters adjacent to Jacobsons Outlook between two signs on the foreshore 50 metres apart and extending 20 metres from the water's edge.</li> </ul>
<p><b>CURRENT: Areas where vessels with engines are prohibited</b> on Lake Nagambie are prohibited to vessels with engines</p> <p><b>PROPOSED: No Change</b></p>	<ul style="list-style-type: none"> <li>The waters 150 metres south of the Nagambie Lake Leisure Park boat ramp between two signs on the shore 100 metres apart and extending 25 metres from the water's edge.</li> </ul>
<p><b>CURRENT: Exclusive use and special purpose areas.</b> The waters of Lake Nagambie defined as the 'Rowing Course Area' are designated as an Exclusive Use and a Special Purpose Area</p> <p><b>PROPOSED: Boundaries unchanged,</b> minor changes to enable powered vessels coaching training or delivering rowing events to travel at rowing speeds (maximum 15 knots).</p>	<p>The water can only be used for</p> <ul style="list-style-type: none"> <li>Un-powered vessels with a draught of less than one metre; and</li> <li>Vessels with a draught of less than one metre travelling at less than 5 knots directly accessing structures licensed by the Shire of Strathbogie or Goulburn Murray Water.</li> <li>Domestic commercial vessels, excluding "hire &amp; drive vessels", when crossing the zone opposite Buckley Park.</li> </ul>
<p><b>CURRENT: Vessels on Lake Nagambie are required to circulate in an anti-clockwise direction</b></p> <p><b>PROPOSED: Install multiple inflatable Special Marks to act as Turn Buoys.</b> Commencing the Cup Weekend to the end of the Easter period.</p> <p><b>The Anti -Clockwise rule would stay in place but specifically mention completing laps outside the turn buoys.</b> Users could pass closer than 50m to buoys at speed.</p> <p>The addition of Turn buoys will serve to</p> <ul style="list-style-type: none"> <li>Maximise lap length and provide more opportunity for vessel separation.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 6 inflatable Special Marks would be required.</li> <li>As for the rest of the waterway Vessels must slow to 5 Knots within 50m of a person in the water or any vessel.</li> <li>Pathway is wide enough to enable some overtaking</li> <li>The pathway would include going between the Leisure Parks and Deliah Island at up to 20 Knots.</li> <li>Waterway Code could encourage beginners to stay to the outside of the pathway. More experienced users would be encouraged to operate closer to the buoys.</li> <li>PWCs undertaking laps of the pathway would be required to hold a predictable course.</li> <li>'Freestyling' by PWCs which includes manoeuvres such as sharp turns, circular or semi-circular operation of the personal water craft would only be allowed 100m inside the buoyed course.</li> <li>Maximum speed 20 Knots.</li> <li>State speed and distance rule apply in the freestyling area.</li> </ul>

<ul style="list-style-type: none"> <li>• Direct vessels to deeper water in the lake.</li> <li>• Reduce intersecting vessel paths that result from 'short laps'.</li> </ul> <p>The section of waterway <b>between the Leisure Park and Deliah Island would be made a 'Boating Only-No Swimming Zone'</b> to reduce the risk of vessels at speed needing to stop or change course for swimmers in the narrower section. Non-powered vessels like SUPs and kayaks would also be excluded to ensure steady boating traffic flows.</p>	<ul style="list-style-type: none"> <li>- Minimum distance of 50m between PWCs if travelling at more than 5 Knots and within 50m of another vessel. Closer than 50m requires NOWAKE- Maximum 5 Knots.</li> <li>- All PWCs to reduce speed to NOWAKE- Maximum 5 Knots within 50m of a person in the water.</li> </ul>
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