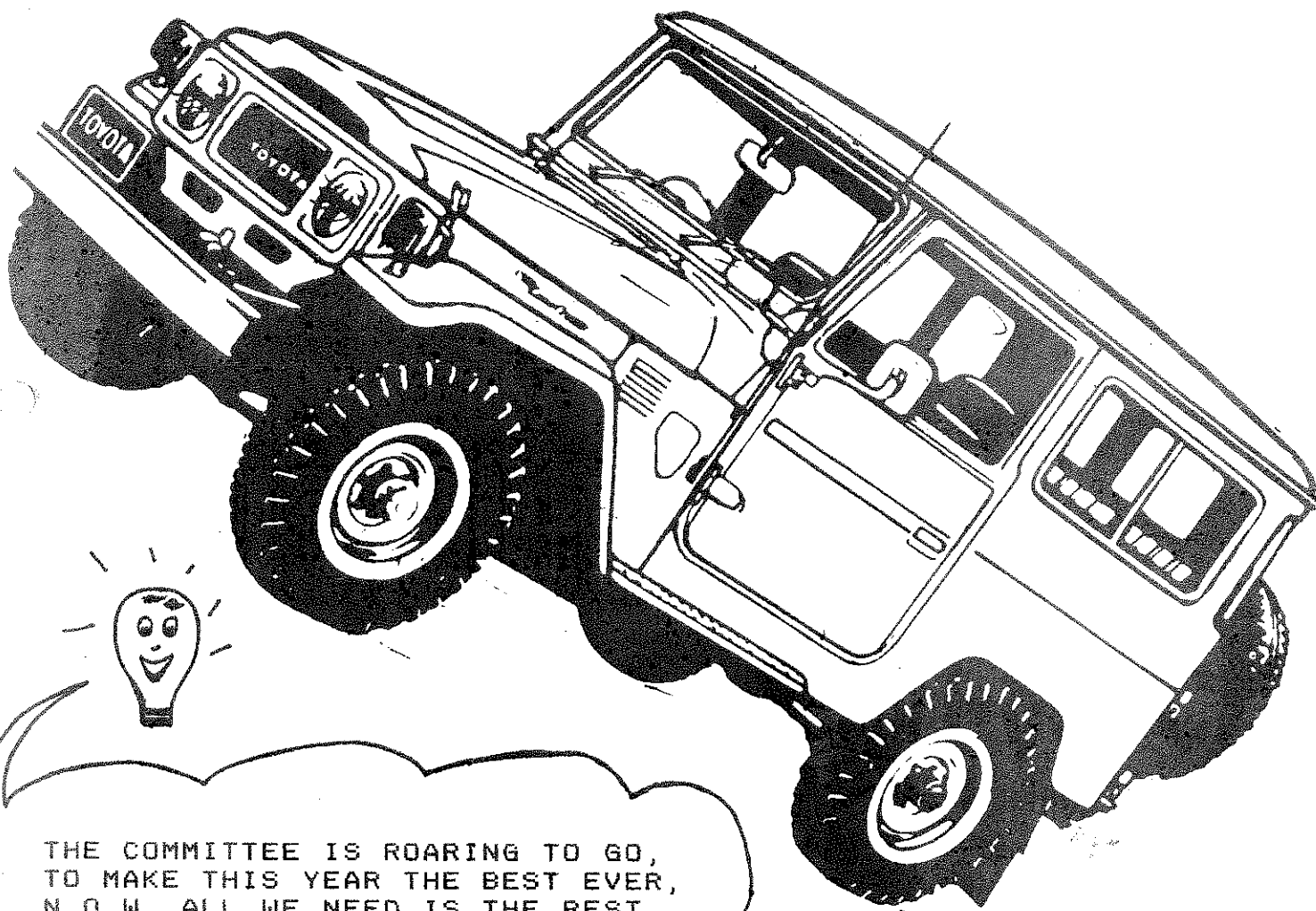


AUGUST 1987



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Selby 3159
754 8406

VICE PRES. Steve Wood
126 Kellista Rd.
Rowville 3173
753 8134

Mark Templeton
55 Martin St.
Belgrave 3160
754 9667

TREAS. Rod Ayton
2 Minerva Cres.
Vermont Stn, 3133
132 0373

ASS. SEC. Gloria Penfold
55 Martin St.
Belgrave 3160
754 9667

SEC. Michelle Heard
16 Hardy St.
Selby 3159
754 8406

COMM. Tom Bratton
11 Sunnyvale Crt
Hampton Park 3970
799 1993

John Smith
21 Bailey St.
Bayswater 3081
720 2963

Brian Luck
5 Peterbays Crt
The Basin 3134
762 5911

ASSOCIATION DELEGATES
Picky Ryland
704 3535

Peter Rink
753 7434

Tom Bratton
799 1993

TRIP CLASSIFICATIONS:

'A' Grade: Extensive use of 4 WD. Tracks may be difficult to negotiate terrain should be carried along with towing slings and anchor points. Good winter break battery tyres are a must. Trip leader has the right to refuse a vehicle if above points are not met. Types of conditions likely to be met include: steep climbs and descents on all surfaces & rocky, muddy, snow, deep river crossings and overgrown tracks.
MAX. 6 VEHICLES.

'B' Grade: Virtually same conditions as 'A' Grade but track condition is more favourable. Good tyres are a must as well as necessary recovery gear.
MAX. 10 VEHICLES.

'C' Grade: Very limited use of 4 WD. These trips include caravans & all type of tyres does not matter and recovery gear still essential.
NO MAX. VEHICLES.

In all above cases vehicles should be in sound mechanical condition and carry the correct spare part requirement as listed in previous newsletters.

The Committee would like to express the fact that if in the opinion of the trip leader a vehicle is not suitable for a trip, then that vehicle may be refused permission to partake. Also all drivers must be licenced and shall remain below 0.05 while on club trips.

Newsletter items to Mark Templeton by General Meetings at the latest.

MEETINGS THE LAST TUESDAY OF THE MONTH
AT THE DANDENONG LIBRARY TIME 8.00 pm

ALL CORRESPONDENCE

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PLEASE TRY TO SUPPORT OUR SPONSORS AS THEY ARE SUPPORTING US

PRESIDENTS REPORT AUGUST 1987

Here we go again, racking my brains to come up with another pres. report. I'd like to start by welcoming our two new committee members Michelle Heard as social secretary and John Smith. Changes within the remainder of the committee are, Steve Alder now Vice Pres., Gloria Templeton as Assistant Secretary and Tom Brachna as committee member.

A good time was had by all on the snow trip last weekend, and there was no lack of snow, infact we couldn't even get to Arbuckle Junction. Tom Brachna made a valiant effort of snow-ploughing, we even "A" bared my Toyota on the back to get a few more metres.

By the way, subscriptions have gone up, what hasn't, a single membership will now cost you \$25 and a double \$35. The association has raised it's levy by two dollars, not much for the fighting fund, but I don't think we've completely resolved this issue, as too with the "one club one vote" ruling. The way this is going there could be big problems within the association.

Ken Beith will soon be heard over the air waves as he is purchasing a club radio. Ken will be Mobile 13. On the subject of Club Radios, we are looking into keeping some supplies for radio owners within the club to save you the hassle of racing all-over town trying to pick up a new aerial or lead ect., maybe we can save you some money too. Let's face it, how many of you have aerials that look more like a straw-broom than the original article?

See you at the meeting

DAVE HEARD

P.S. How many of you are now conversant with the Yellow Pages from cover to cover?

FORT PUZZLER No. 12

The response to our second Fort Puzzler was quite good. ~~continued involvement by club members will be necessary for this version of our magazine to continue.~~ Two correct entries were submitted for this puzzle, the eventual winner being PETER PINK. A bottle of Brown Brand Reserve Port is awaiting his collection at the August meeting.

The answers required were:

- | | |
|---------------------|-------------------------------|
| 1. Coles & Garrard | 2. Holbrook |
| 3. Arnotts | 4. Stan Carr |
| 5. Y.M.C.A. | 6. BHP |
| 7. Armaguard | 8. Medibank |
| 9. Braemar | 10. Suzuki |
| 11. Captain Sprouce | 12. Alcan |
| 13. White Wings | 14. Interflora |
| 15. Hitachi | 16. Royal Children's Hospital |
| 17. A.P.M. | 18. QEE Insurance |
| 19. Mitsubishi | 20. Motorola |

HERE IS THIS MONTH'S PORT PUZZLE

Below is a list of first lines from well-known songs, each of which has sold over 1 million copies between Australia, England and the United States of America from the 1960s, 1970, or 1980s.

Your task is to find the title of the song.

1. The old town town looked the same
2. Megaries, like the corner of my mind
3. When the sun shines over mountains and the sky is on the run
4. Gonna find a baby, gonna hold her tight
5. Don't go changing to try and please me
6. And now the end is near
7. Some say love
8. There she was just a walking down the street
9. She was more like a beauty queen from a movie scene
10. You never close your eyes
11. I gave a letter to the postman
12. You've painted up your face
13. Would you like to fly in a beautiful balloon?
14. Oh I could show 'neath the wings
15. We skipped the light fandango
16. Imagine me and you, I do
17. You're just too good to be true
18. In the town where I was born
19. I am the lineman for the county
20. Spring was never waiting for us girls
21. I'll be sitting in the morning sun
22. Sometimes it's hard to be a woman
23. JoJo was a man
24. What goes up must come down
25. Left a good job in the city
26. The road is long with many a winding turn
27. What do you get when you fall in love
28. I've been to cities that never close down
29. Monday mornin' feels so bad
30. When you are gonna come down? When are you going to land?
31. Now look at those yo-yo's that's the way you do it
32. On a dark desert highway, cool wind in my hair
33. Why do birds suddenly appear

You do not have to know all the answers to submit an entry.

All entries to be sent to:
 FORT PUZZLER
 21 BRILEY STREET
 DAYSWATER 3195

Closing date for entries 11th September, 1987

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BLACKWOOD WEEKEND

ROLL CALL:- Patrick Casey & Family - HJ60
Tom Brachna & Family - Hilux
Cam Draper & Wife - Hilux
Glen Smith & Kids - Rocky
Don & Thelma Montague - LWB Toyota
Neil Stevenson & Family - Hilux
Peter Handley & family - Hilux
Ken Beith & Family - HJ60
Elo & Brian Olsen - Pajero
Peter & Lisa - Bundeera
Murray & Denise - Subaru
Rod & Warren - Toyota Tray

We arrived 8 pm. Friday night with the Brachna tribe and proceeded to set up camp, establish the fire, polished off the first bottle of port - then started on the second bottle to celebrate Don & Thelma finally finding the camp site at 10.30 pm. A quite night around the fire

Throughout Saturday morning the various crews arrived. The kids enjoyed some cricket, football & mineshaft exploring. A pre-lunch drive was agreed upon - straight to the "Dogs Grave" via the little hill around the corner from the camp. Alas, the Subaru got stuck on both hills. The "Dogs Grave" area has been closed off by two large speed traps and one large tree. A short scenic 2WD tour of McLaughlin lookout, Nolan Creek Camp Site, Wheeler Rd Camp site & Barrys Reef, and back again to the camp site for lunch.

After lunch we ventured off again, this time to Gribble Track to enjoy the scenery. As some of the crews had only limited 4X4 experience, they left their vehicles at the halfway point & hitched a ride down & up. Everyone agreed that the trip was well worth it. We then ventured back out to Whisky Track but both branches were dead-ends (despite the NAI MAP). So down Kangaroo Track to the Dogs Grave, through a spot of mud and up the hill to Morning Star Track and back to camp.

A great night was spent around the campfire, more port consumed & many yarns & laughs enjoyed. The Handley's, now in Kyneton, were in great form, catching up on the latest gossip. They seemed to talk slower since they have lived in the country, but seem to be really enjoying the lifestyle.

Everyone was up bright & early Sunday morning (thanks to the end of daylight saving). The Beith tribe arrived during breakfast. Tom & I did a quick reconnaissance of Eyre Track for a driver training course. Back to camp jacked up the suspension on the Subaru - checked each vehicle for towing points (this raised a few eyebrows).

BLACKWOOD CONT....

We quietly conveyed down Eyre Track to the river, and then Tom & I went up & prepared the recovery equipment. Next vehicle up was the subaru it eventually got halfway up. Out with the winch cable but flat battery.... a jumper lead was quickly put across, still no go. (I discovered later that the jumper lead wire was broken at the handle). A good lesson to me about vehicle preparation. Tom snatched the Subaru up the Hilux certainly flexes in the middle when Tom gives it the big stick!! The Subaru was finally at the top, with a bent bull bar.

The 'Blundera' ventured up next, jumped out of the ruts & ended up sideways on the right hand side of the track - but quickly ended up sideways on the lefthand side of the track, due to the clutch being engaged. With a lot of gentle coaxing and people to hold the 'Blundera' down, the technique of using the clutch to descend was explained and finally executed. On the next attempt the Blundera got to the top. Rod & Warren in the Toyota Tray, flew to the top. Glen in the rocky had a scratch half-way up, lifting legs like a can-can dancer, but made it to the top. Neil had no trouble in the Hilux. Elo had trouble & flew down the hill backwards - clutch engaged, tried again but had to winch it to the top. Ken & Don had no trouble ascending the hill, and Cam, (who had done no 4X4 driving before) made it look so easy as he got to the top. It should be noted that a few of the wives did walk to the top, to take photos of course!!!

As they enjoyed the ascent so much, it was decided to do a U-turn and do the descent and then return to camp. LOW 4 FIRST GEAR & LEFT LEG TIED TO SEAT ! Everyone descended incident free, except the Bundera - that got out of the ruts again & sideways on the left-hand side of the track.

We broke up camp after lunch and headed down O'Brien Road to O'Brien Crossing, up the rocky Short Cut Track to XL Track. Here some pepole decided to head to Melbourne via the main drag but Don, Tom, Ken, Neil & myself decided to explore the Lerderderg area.

Our first track - the O-BG Link Track looked promising, but put us on Blue Gum Track which is a main 2 WD track - thus we enjoyed the scenery & headed for the Lerderderg River near Bacchus Marsh and had an enjoyable play in the river. We then ventured up to Gerry Lavery's to have a look at his rolled Hilux as Tom was contemplating where the roll bar will go in his Hilux. We travelled quietly down the bitumen arriving home about 7.30 pm.

It was a great weekend enjoyed by all and the kids especially seemed to enjoy themselves.

PATRICK CASEY

NOOJEE AREA

ROLL CALL:- PETER PINK
TOM BRACHNA & FREIND
BRUNO SATAROSA
DENO & WIFE
KEN, MAUREEN (MOO) STEVEN, GRAEME & LITTLE KEN BEITH.

Meet at Hallam Pub at 7.00 am & got away to a nice early start. Driving down the highway I noticed I felt a little like a Landcruiser in a Hilux sandwich - with two red Hilux's in front and two blue Hilux's behind!

Arrived Tanjil River at about 8.30- 9.00- turned down Burns Rd. and had a little mine shaft to dodge in the middle of the track, first little scrach, not much to worry about. Then down a few tracks until we came to Lady Manner Sution Creek Track. After a few bites, Pete got up with both diffs in, nobody else succeeded so we went around another track to meet Peter at the top.

Went to a little hut on Tanjil river, nearly got taken away by the borers. After lunch and a changed tyre for Bruno we went down Youngs Track and through a bit of scrub with one or two twigs on the track, down Fire Break Track and onto Tanjil Bren.

Quick watering stop then down Noojee Taronga Rd. turned left just before crossing Taronga River. Who said Narbethong was off this year ? Just a few little bog holes!! First bogged turbo cream puff, then bogged everybody - diff lockers and all ! A little tiffing and snatching and we progressed on. All well worth while. Then we found a great clearing for a weekender. Headed back through bog.....oops!!!! All got bogged again.

We headed back to Noojee Beach for a little chat before we all headed home. Great day had by all, should be more of them.

KEN BEITH

+++++

IT'S AND BIT'S

Who in our club is the last diehard Land Drover driver seen to be test driving a Toyota Troop Carrier and it was a DEISEL around the Belgrave area and said " I LIKE IT ".

+++++

BUCKLAND VALLEY QUEENS BIRTHDAY WEEKEND

ROLL CALL : — John Smith & Ray Brown
Ron Cam & Son
Neil & Norma Stephenson & Family
Peter Rowe & Clancy
Ken & Maureen Beith & Snowy One, Two & Three
Tom & Liala Brachna & Family
Peter & debra Pink
Visitor' Rod, Lynda, Lindsay & Fiona

We all lobbied at Coldstream, and after a brief chin wag and quick perusal of the trip itinerary it was all aboard and we headed off into fog which was like pea soup in certain areas. First stop was to be Brown Brother's Winery, and by the time we reached Bonnie Doon it became obvious that Rob Gell, had finally done it he'd picked a winner what a day blue sky & brilliant sun shine.

The convoy pulled into Brown Brother's car park at approx 10.00 am. The annual winery walkabout was on but we had beaten the buses & hoards of uncouth wine buffs. A quick browse round the nic nac stalls and then straight to the tasting room's where we had the unenviable task of having to throw down a few glasses of fortified's not to mention the cheese.

Before long the dust had been blown off the plastic money and weekend supplies were purchased. Back to the vehicles next stop was Myrtleford where we swooped on the local bakery for something to Gourmandize. Dog Bye's were the go, especially steak & garlic.

Those of us with normal size fuel tanks topped up. The convoy then departed Myrtleford at approx 12.30 pm. in the direction of Porepunkah where we turned and headed up the Buckland Valley. The Conversationists would have had a ball up there in the 1850's. What a mess left by the old gold miners.

We travelled on up the Valley to Clear Creek Track where we disembarked and locked the hubs in. Down the track we tootled across the Buckland River, and on up the track to claim our camp site for the weekend. When we reached the planned camp site, it became very obvious two other vehicles had intentions of camping in our possie they were soon discouraged and we set up camp.

With the sky so blue and clear and already the air temperature was dropping, we set about collecting fire wood for cooking our meals and hopefully ourselves latter on in the evening.

BUCKLAND CONT....

After the B.P.O. that's the couth way of saying (BIG FIG OUT) the fire was well and truly stoked up in preparation and anticipation of a long cold evening a few enjoyable ale's were had and then into the serious port tasting and damper nibbling. By 10.30 pm. The last of the stayers headed off to bed, in most cases to be greeted by a few frozen tent. No sign of a brass monkey anywhere.

Sunday morning ventured out of the tent at 7.00 am. The immediate surrounds were blanketed in a thick white frost. By 8.30 most of the crew were cooking breakfast as John hoped to leave camp by 9.30.

9.40 it was all about the vehicles, they were cranked up heaters turned to ZAP, & after over coming frozen hand brakes we all tootled off down Clear Creek Track back to the Paddy Track Intersection. Where Low 4 was selected to enable us to climb the steep hill which was scattered with humongus pieces of gravel. The first climb was no drama the fun started on the second upward pinch, where a couple of the vehicles found it very difficult to maintain forward motion.

Tyre pressures were reduced engines were peaked and snatch um's were snatched. Lo and behold the hill was conquered the convoy headed on towards Harrierville, stopping along the track to take photos of the scenery. Mount Feather Top and Mount Prominent with their dusting of snow.

The convoy pulled into Harrierville at 1.30 pm. Were most people made an attack on the local slow food outlet, and then back down to the park where we all sat in the brilliant sun shine and ate lunch.

Those of the party that felt that way inclined crossed the river and had a sticky around the histerical park. The convoy departed Harrierville at aprox 3.00 pm. for the journey back to camp via Smoko, Bright & Forepunkah.

By 4.30 the last vehicle had pulled into camp. Number one task was to replenish the now dwindling firewood reserves as the sky was clear and the air tempreture was again dropping rapidly.

Before long preparation and cooking of the evening meal was well underway. As darkness decended upon us most of the tropps were devouring their meals. The camp fire was stoked up in readiness for the long cold evening ahead. The port was soon flowing and the damper cooking. The evening turned out to be quite warm and there was no sign of frost until 10.30. The bulk of the troops braved the elements, the last of us had hit the sack by 12.00.

BUCKLAND CONT.....

Monday morning 7.00 am. start, value what a morning no frost. We soon had the fire cranked up and before long bodies started to emerge and breakfast was on the go.

After breakfast everybody hopped into the unenviable task of packing up tents and the rest of the clobber that goes with camping. By 9.30 the convoy had departed back down the Clear Creek Track across the Buckland River where we unlocked the hubs for the trip home. We were soon on our way again heading back towards Porepunkah. Before long we made a left turn onto the Powerline Maintenance Rd. which runs up behind Mount Buffalo. Glorias scenery, including waterfalls and large rock outcrops.

The road climbed quite steeply and then dropped at the same rate, the convoy stopped briefly to check what that ugly burning smell was. Right again, the rear brakes weren't impressed with the gradient of the road at all.

The pace of the decent was slowed and we all reached the bottom safely, where we crossed over the bridge which spanned the upper reaches of Lake Buffalo.

We followed the main road along the Rose River, heading for Paradise Falls which was to be the scheduled lunch stop. By 1.30 lunch had been devoured and those of the party that were feeling half fit headed off down the walking track to take a few happy snaps of the falls. Quite spectacular well worth the torturous walk down and the tedious crawl back up to the top.

The convoy was soon on the move again travelling through Whitfield and Tolmie, and then onto Mansfield where we had a brief fuel stop and nature call. Then off into the Valley of Death drove the gallant four wheelers for the slow trip home wall to wall vehicles the whole way.

A top weekend weater wise and itinerary wise.

Thanks to John Smith

Author SLUG

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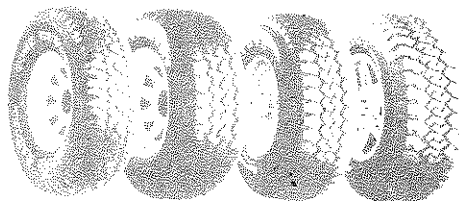
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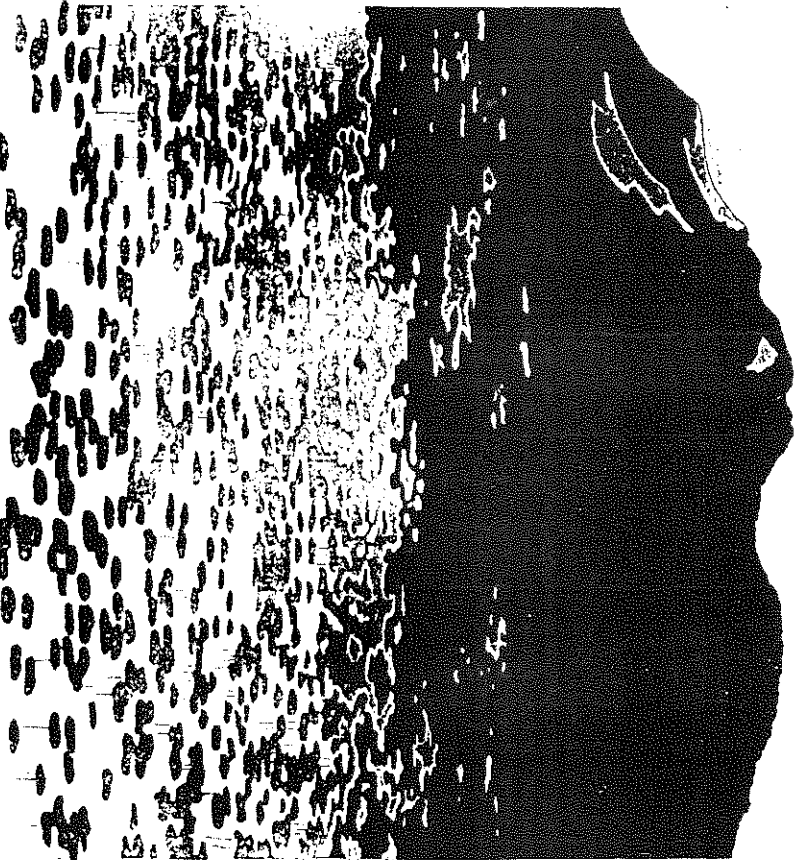
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Alpine Area

Planning Proposals a basis for management



June 1987

Department of Conservation, Forests & Lands

FOREWORD

Victoria's alpine area is one of the State's most outstanding and spectacular natural areas. It is particularly noted for its diverse plant and animal life, breathtaking scenery and variety of recreation opportunities, as well as its value as a water catchment.

It is the policy of the Government that most of the State's alpine area will be proclaimed as an Alpine National Park, which would complement the contiguous Kosciuszko National Park in New South Wales and Namadji National Park in the Australian Capital Territory. Although this is yet to be achieved, its absence does not in any way reduce the need for sound, efficient and coordinated management based on the area's natural features, values and uses. Planning is proceeding on that basis.

The release of this document is a major step in the preparation of detailed management plans for Victoria's alpine area, plans which will set the pattern for future management. Its release provides the opportunity for those who have a concern for, or an interest in, the alpine area, to put forward ideas and comments on the way the area should be managed.

The planning team that prepared these proposals will prepare the management plans to follow, working in close consultation with the public and local government. The team is also working closely with staff of the Department's Regions which have area responsibilities in the Alps, as well as with specialist staff. Regional staff will have the vital role of implementing the final management plans and will continue to play an important part in the planning process.

I urge all interested members of the community to take this opportunity to participate in planning the future of Victoria's alpine area.

I wish to express my sincere appreciation to my colleague, the Hon. Barry Cohen MHR, for making funds available through the Australian National Parks and Wildlife Service to assist the preparation of these planning proposals.

Joan F. Kirner
JOAN F. KIRNER
MINISTER FOR CONSERVATION, FORESTS AND LANDS

5.7 FISHING

Background

Of the fourteen native and four introduced fish species recorded in the broader alpine area, the most commonly caught and caught species is the introduced brown trout. Other game species include the introduced rainbow trout and the native river blackfish and Macquarie perch.

Local trout fishing is usually an uncommercial, low impact sport. Activities may occur with other river users such as canoeists and anglers. The environmental impacts of recreational fishing include bank disturbance, bait collection, retention of fish stocks and the catching of non-target species.

Activities which alter river frontages or river beds can have a detrimental impact on fish habitat and consequently on fishing.

Issues

- * River dredging is becoming more popular as interest in gold mining increases. Sucker dredges may have significant impact on the fish habitat by disturbing the river bed and sometimes the river bank, and by increasing stream turbidity.

- * Modification of streamside vegetation can affect fish habitat by altering the amount of sunlight on the water, changing litter falls and insect populations (fish food), or increasing the amount of stream sediment. Activities such as roading, blackberry control, fire prevention and fire suppression can modify streamside vegetation.

- * Stocking of streams with fish has been practised for many years. The appropriateness of stocking rivers in national parks with exotic species, the source of native fish bred for stocking and the effects of the released fish on the existing fish populations must all be considered prior to releasing fish.

Present policy

Recreational fishing is recognised as a popular and generally low impact recreation in the alpine area.

Recreational fishing is allowed in all waters except those specifically set aside for the conservation of indigenous fish. Fishing regulations proclaimed under the Fisheries Act 1968 govern aspects such as methods, seasons and bag limits.

Management proposals

- * Fishing will continue subject to the existing fishing regulations. Fishing will be allowed in wilderness zones but will not be permitted in Special Protection zones.

- * Where fish populations needing protection are identified, fishing will be restricted or limited.

5. MANAGEMENT OF VISITOR USE

5.1 WILDERNESS

Background

Areas with high wilderness quality are now scarce in Victoria. Wilderness quality is the measure of an area's remoteness from, and lack of disturbance by, modern technological society. Such areas are valuable remnants of the former character of our natural areas before European settlement and are important for nature conservation and recreation.

There are several areas with high wilderness quality in the alpine area. Although some of them are among the areas with the highest wilderness quality in the State, the Alps' overall wilderness quality has declined markedly since 1945. This has been brought about particularly by the extension of the vehicle track network, so that there is now virtually nowhere in the Alps further than 5 km from a vehicular track.

Nevertheless, there are several areas that are significantly more remote and less disturbed than others. These areas have the greatest potential to form zones that are managed to maximise their wilderness quality.

Such areas include the Avon Wilderness and parts of the Monangatta-Moroka, Cobberas-Fingaringy and Snowy River National Parks. Areas with significant wilderness values in the latter two parks about the Pilot and Syacho Wilderness Areas in Kosciuszko National Park.

The delineation of wilderness zones would:

- Protect some of the most remote and least disturbed parts of the Alps from overuse by visitors and vehicles;
- Ensure that the full range of recreation opportunities in the alpine area is maintained;
- Help to reduce conflicts in the whole alpine area between vehicle and non-vehicle based recreationists.

The existing extensive track network provides ample scope for high quality 4WD and 2WD travel outside wilderness zones.

Issues

The major issue relating to the delineation of wilderness zones is that public vehicle access, horse riding and bicycle riding would not be permitted. People who are unable to visit these areas on foot would therefore not have the opportunity to see and enjoy them.

Present policy

The Avon Wilderness has been legislated for but is yet to be proclaimed by the Government. CFI will manage the area primarily to provide for recreation in remote, substantially unmodified natural environments.

- * Dredging of rivers within the alpine area is not envisaged and will be discouraged.
- * Dredging is not permitted in any river in the alpine area except for specified sections of the Macalister River and its tributaries.
- * Where operations are carried out which could adversely affect river frontages, undisturbed strips of vegetation will be left where appropriate. Such operations would include timber harvesting, but may not always include fuel reduction burning. Blackberry control will generally be undertaken to the river bank.
- * CFT will continue to produce native and trout species to stock inland waters. The following waters will not be stocked:
 - Where the released fish may constitute a threat to a population of a species of special concern or where a unique faunal assemblage exists
 - Where natural reproduction adequately supports a fishery
 - Those east of the Snowy River catchment
 - Those identified as unacceptable habitat.

5.3 VEHICLE BASED RECREATION AND VEHICULAR ACCESS

Background

Roads provide for a wide range of recreation activities and productive uses in the alpine area, permit access between different parts of the State, and enable essential management operations such as fire prevention, fire suppression and control of pest plants and pest animals to be undertaken.

The majority of alpine visitors use two wheel drive (2WD) vehicles and keep to the major tourist routes or through routes. Others use 4WD vehicles or trail bikes to gain access to more isolated areas, or for through-route touring via such areas.

Driving is a popular recreation activity, and may include challenging driving on steep or rough tracks. Vehicles are used as a means of access for other recreation activities such as fishing, canoeing, hunting, camping, bushwalking and skiing. The provision of access is vital to most of these activities, and any reduction of access would affect the recreation opportunities currently available.

Many roads in the alpine area were originally constructed for timber harvesting or access for fire protection. As such they were not engineered to a high standard but were built to carry traffic for a relatively short period (e.g. timber harvesting roads) or for infrequent use (e.g. fire protection roads). 4WD touring has become much more popular, and many such roads are now being heavily used, often under unsuitable conditions.

This use has increased the need for maintenance. Where maintenance schedules have not been maintained, road conditions have deteriorated.

Seasonal closures of many roads in the alpine area are in force from mid-June to the end of October. The closures are aimed to protect roads and the environment during times when road surfaces are most susceptible to damage.

The State Electricity Commission established a network of roads in the East Kiewa catchment for the construction and management of the Kiewa hydro electricity scheme. Most of these roads have remained closed to public use.

Very few roads have been completely closed to vehicles to allow revegetation. The road to Lake Tuli Karry and the Mount Fainter track are two examples.

Issues

* Damage to roads and the environment:

- Wet and/or steep roads provide more difficult and challenging conditions for four wheel drivers. In wet conditions, vehicles can more easily damage roads.
- Road cuts can become deeply channelled, disrupting drainage and encouraging soil erosion and increased stream turbidity. Impassable sections are bypassed, widening the road and destroying

vegetation in the process. Bypass routes are often reduced to the same conditions as the original route, encouraging further widening.

- A similar process can occur when vehicles move around camping areas. Multiple sets of wheel tracks may cause erosion and also make the area unattractive for camping.

* Intensity of the road network and its level of use:

- Most people agree that road access is required in the alpine area, but there are many opinions about the desirable level of access.
- Visitors seeking solitude and wilderness-type recreation experiences in the more remote parts of the alpine area may feel disadvantaged by the use of these areas by vehicles. On the other end of the scale, people who visit popular areas may tolerate a relatively intensive road network and high numbers of vehicles using it.

* Road closures:

- Roads are closed during part of winter and spring where access becomes impossible, where there is a high risk of damage to the road or to the environment, where there are safety concerns, or where seasonal recreational activities (eg cross country skiing) take precedence over road use. The closures have had wide acceptance, but major damage to barriers and road surfaces has occurred when closures have been disregarded.
- There is a case for the dates of closures to be more flexible, allowing an earlier or later start or finish to the closure, depending on the season.
- A fixed closure allows trips to be planned in advance, and avoids undue emphasis being placed on an unseasonal spell of fine weather or a heavy shower of rain. However, a fixed date may result in roads being opened in unsuitable conditions, with consequent road damage.
- In some cases, concerns for safety or the environment justify the closing of a road to all but management vehicles, or to all vehicles. The major areas of concern are the alpine heathlands and grasslands.

* Upgrading of roads:

- Roads are the greatest source of runoff and stream turbidity in the alpine area. To minimise this impact, road drainage needs continual maintenance.
- During road maintenance, the major lengths of road contributing to turbidity may be re-aligned or substantially altered. This may have the effect of changing the road from a 4WD to a 2WD classification and thus reduce the opportunities for four wheel drivers.

Present policy

The Department recognises that road access is important for recreational driving and for other recreation activities, and is fundamental to sound management of the alpine area.

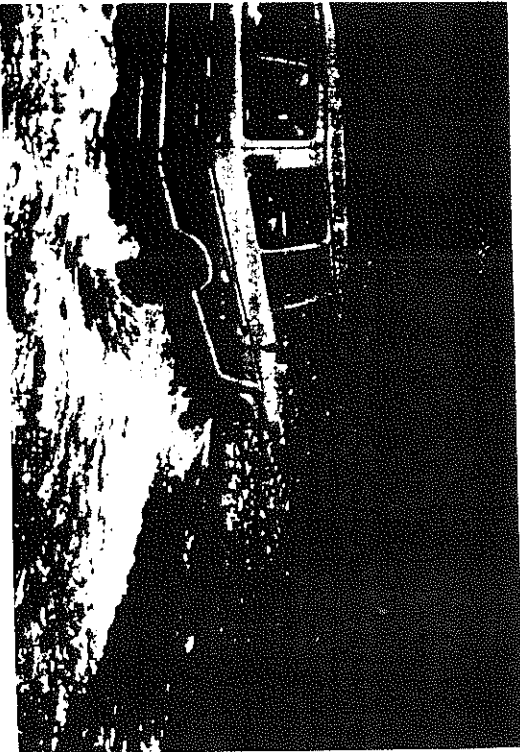
To facilitate recreation activities and sound management, access is provided by:

- Maintaining a series of linked roads, mainly of 4WD standard, available for extended touring. As well as this system of linked roads, other subsidiary 4WD roads are maintained for community use.
- Maintaining a system of better-formed roads to cater for 2WD touring.
- Maintaining some other roads, not available for use by private vehicles, for management purposes.

Management proposals

- * The intensity and standard of roads will reflect the management zones in which they are located. In Wilderness and Special Protection zones, public vehicle access will not be permitted. In areas providing remote 4WD experiences, access for 2WD vehicle will be limited. In areas offering a wide variety of recreation opportunities, a range of standards of access roads will be permitted.
- * A number of through-routes will be maintained for both 2WD and 4WD vehicles. These will allow for extended touring and for access between various parts of Victoria.
- * The program of seasonal road closures will continue. All road closures, including the need for additional closures, will be reviewed annually. The Department will continue to liaise with all affected user groups regarding road closures, and wide publicity will be given to all road closures.
- * The introduction of flexible opening and closing times for road closures will be considered.
- * Where appropriate, roads will be designated for use by management vehicles only and some may be closed to all vehicles and revegetated.
- * Roads will be maintained and the road standards reviewed where necessary. When 4WD roads are involved, maintenance will aim at leaving the road in a condition which will cope with the expected traffic, but preserve the 4WD character.
- * Many roads are maintained by commercial enterprises, particularly sawmilling. In anticipation of commercial activity ceasing, CFL will seek funds to maintain those roads necessary for recreation or other management purposes.

- * Off-road vehicle use is illegal, and the laws relating to this activity will continue to be enforced. The provision of legal offroad access, i.e. "free access areas", is not envisaged for the alpine area.
- * There will be no special provision for trail bikes. Licensed riders on registered trail bikes can travel on all roads which are open to other vehicles. Riding of trail bikes off-road or on closed roads is not permitted.
- * CFL will assist the management of 4WD recreation by:
 - Publishing details of 4WD tours of varying degrees of driver difficulty
 - Adopting and promoting a "4WD Bush Code"
 - Continuing to liaise with 4WD Clubs on matters of mutual interest.



A FOUR WHEEL DRIVE VEHICLE CROSSING THE WANNANGETTA RIVER

5.12 WATER BASED RECREATION

5.12.1 Canoeing, Kayaking and Rafting

Background

The presence of major river systems containing white water in natural, often remote settings, makes the alpine area a popular venue for canoeing, kayaking and rafting.

Once on the water, paddlers generally seek a natural river setting with little in the way of development or evidence of human activity. The wild and challenging nature of rivers is often a major component of the total river experience.

Most canoeable sections of rivers in the alpine area are in the higher reaches, and can only be successfully paddled during winter and spring.

The Snowy River provides the most popular multi-day canoeing or rafting trips in the alpine area, particularly along the section between MacKillop Bridge and the Buchan River. It provides good access and egress points, a long remote length of river, some demanding rapids and spectacular scenery. The Snowy River's continuous summer flow enables trips during most summers and dry periods when other rivers are at low levels.

Other suitable venues are the Mitta Mitta, Howqua, Bundara, Macalister, Wellington, Gibo and Buchan rivers, and flat water paddling is possible on Lake Dartmouth, Lake William Howell and Rocky Valley Dam.

The Murray River, the upper reaches of which are located in New South Wales immediately adjacent to the alpine area, is also significant. Murray Gates, a gorge on the Murray located just downstream of Iron Groggin, is accepted as the most demanding stretch of white water in southeast Australia.

Canoeists paddle as individuals, in informal groups or with clubs. Several commercial operators conduct paddling trips under licence. These trips are concentrated on the Snowy River.

Issues

- * The number of encounters with other groups can be high on some rivers, and may result in a lower quality experience for those seeking remote settings.
- * Camping sites along rivers can be degraded by over-use.
- * The remote, challenging and quickly-changing nature of alpine rivers can be hazardous to the safety of paddlers, and rescue operations can be difficult.

Present policy

Canoeing, kayaking and rafting are significant activities in the alpine area and generally take place without restriction or regulation.

TABLE 5 POWER WATER BODIES - ALPINE AREA

Primary purpose or management objectives	Location with respect to alpine area	Management authority
Lake Dartmouth	adjacent to	Rural Water Commission (RWC)
Lake William Howell	adjacent to	RWC
Rocky Valley Dam	within	Currently SEC; proposed CFL
Pretty Valley Pondage	within	Currently SEC; proposed CFL
Lake Oxbow	within	CFL
Lake Tali Koury	within	CFL

Management proposals

- * If the number of commercial tour departures grows significantly, the operations of commercial tour groups using rivers will be controlled so that encounters with other groups are kept to a low level.
- * Campers will be encouraged to spread out along rivers where possible. Where popular camping areas are becoming degraded, basic facilities such as pit toilets and fireplaces will be provided.
- * The remote character of the alpine rivers and the natural landscapes along them will be maintained as far as practicable.
- * The hazards involved in pursuing canoeing, kayaking and rafting activities in the alpine area, and the precautions which should be taken, will be publicised in education programs and interpretive literature.

5.12.2 Boating and swimming

Background

The term boating describes the use of power boats, sailing craft and rowing dinghys, but does not include canoeing, rafting and kayaking which are considered separately.

Boating is practicable only on larger bodies of water, of which there are few within, or adjacent to, the alpine area. A summary of the major water bodies is shown below.

The greatest level of boating activity takes place on Lake Dartmouth and is associated with fishing from boats or from the shore. Anglers use boats for access to two camping areas on the lake shore, one of which, Eight Mile, is accessible only by boat or by walking. Water skiing and house-boats are not permitted on Lake Dartmouth.

Angling is also popular on Lake William Howell, which is adjacent to Wabonga Plateau State Park. The use of power boats on the lake is restricted to motorised dinghys.

Rocky Valley Dam and Pretty Valley Pondage are currently managed by the SEC, but are proposed for CFL management. Power boating is permitted on Rocky Valley Dam and the storage is used for sailing by the Rocky Valley Sailing Club. Sailboard riding is also popular. No boating is permitted on Pretty Valley Pondage.

Swimming is not a popular activity in the alpine area, mainly due to low water temperatures. It is associated with camping and picnicking in areas with milder climates, such as along the Snowy River.

Issues

- * On relatively restricted water bodies such as Rocky Valley Dam, there is potential for shore anglers to be disturbed by power boats, and for conflict between individual craft when large numbers are on the water at any time.

- * Bank erosion can result from the use of power boats.

Present policy

The SEC and RWC impose restrictions on boating, as outlined above.

Management proposals

- * If CFL assumes management responsibility for Rocky Valley Dam and Pretty Valley Pondage, appropriate prescriptions for boating will be applied or continued to minimise potential conflicts between different types of craft and between boating and angling. These prescriptions could specify limits on engine power rating, limits on the number of craft on the water at any time and minimum distances from the lake shore.

- * Bank erosion will be monitored by management authorities and action will be taken to rectify or control any impacts.

5.15 CAMPING

Background

Camping is a major component of many of the recreation activities that take place in the alpine area. These include bushwalking, cross country skiing, horse riding, canoeing, rafting, fishing, hunting and vehicle-based touring.

A range of camping experiences can be enjoyed in the alpine area, from locations close to highways or settlements with basic facilities, to more remote settings with difficult access and no facilities.

There are two basic categories of camps, vehicle based and pack camps, with both categories seeking a range of opportunities.

1. Vehicle based. These people camp close to their vehicle. Access may be by 2WD, where camps are usually close to good roads, or by 4WD or motorcycle, where camps are often in more remote areas, sometimes with difficult access. Boats, rafts and canoes also provide access to some camping spots along rivers and lakes.
2. Pack camps. Having reached the alpine area, usually by vehicle, these campers physically carry all their camping equipment and often seek areas away from vehicles.

Camping in the Alps is mostly of a dispersed nature i.e. campers spread out and select their own site at will, away from developed or defined camping areas.

Specific areas, however, have become popular because of good water supplies, availability of flat sites, closeness to walking or driving routes and shelter. In some of the more popular areas, basic facilities such as pit toilets and fireplaces have been installed.

There are no developed camping areas in the alpine area with major facilities such as showers, powered sites or booking systems. Such facilities are located in towns surrounding the area.

Issues

- * Overuse of popular areas can cause a high level of impact on the environment. Pollution from human waste, proliferation of fireplaces, damage to vegetation and soil by trampling and burning of green vegetation for firewood are examples. Large camps established for extended periods in the one place are common in some areas, and cause high environmental impact.
- * Firewood supplies are diminishing around popular camping areas.
- * Rubbish accumulation and disposal of rubbish around camping areas is a problem.
- * Access for caravan and trailer type camping is not widely available.
- * There are no formal camping areas with highly developed facilities in the alpine area.

Present policy

Camping is appropriate throughout most of the alpine area and few restrictions are placed on this activity. Some facilities are provided to lessen environmental problems at popular camping areas.

Management proposals

- * Camping in defined areas with some facilities and also dispersed camping will continue.
- * Camping will not be permitted in Special Protection zones.
- * Camping will be in accordance with the following conditions:
 1. Camps will be maintained in a clean and tidy state.
 2. Camps will be located at least 20 metres from any stream, dam or aqueduct.
 3. Fires will be in accordance with fire protection regulations. Fireplaces will be used when supplied.
 4. Human waste will be buried at least 100 metres from any water point.
 5. Camps must be located at least 200 metres from major tourist roads which will be defined e.g. Bogong High Plains Road.
 6. In areas popular for large camps of long duration, e.g. along the Snowy River, the maximum length of stay in one location will be two weeks.
 7. Open fires will not be allowed in areas where firewood supplies are seriously depleted and where the search for firewood is having serious environmental consequences e.g. camping areas around Federation Hut, Mt. Feathertop.
- * Popular camping areas will be monitored for signs of environmental damage and where necessary appropriate action taken. This may involve measures such as closing a camping area for a period of time, prohibiting fires or providing facilities.
- * A "Code of Ethics" will be developed as a guide for people visiting the Australian Alps, which takes in parts of Victoria, New South Wales and the Australian Capital Territory. The code is to encourage "minimal impact" use of the alpine areas. In relation to camping, it will include guidelines on:
 - rubbish disposal
 - use of fire
 - use of huts
 - self-sufficiency in equipment
 - use of toilets
 - washing.
- * Highly developed and fully serviced camping areas will not be provided in the alpine area.

* A range of camping opportunities will be provided within the alpine area. The range will be according to the ease of access, level of development, encounters with other campers expected and degree of remoteness from settlement and services. The range of camping experience available will vary in each management zone.

An example of the range of opportunities available is set out on the following page. This is a guide only however, as obviously not all areas within Conservation and Recreation B zone will have 2WD access, and not all areas within Conservation and Recreation A zone will have 4WD access.

TABLE 6 RELATIONSHIP BETWEEN MANAGEMENT ZONE AND CAMPING EXPERIENCE

Zone	Setting and camping experience	Example
Wilderness	No facilities developed. Encounters with other campers minimal if at all. Lengthy access by foot, skis, canoe or raft. No signs of obvious management. Few if any huts.	Non Wilderness, Tulloch and Gorge
Conservation and Recreation A	Few facilities such as fire-places and pit toilets in popular camping areas. More encounters with other campers. Access by foot, low level use by 4WD, bicycles, horses, boats and skis. More signs of management in popular camping areas. Huts present.	Coburnas, Oberler Plateau, Mt. Boyang area
Conservation and Recreation B	More facilities, as pressure on camping areas is higher. Fire-places and pit toilets provided. Huts more obvious. Access by boat and 4WD, some areas have 2WD access by good roads. Management obvious. Provision for small caravans and campers in places.	Willis (Snowy River), Boyang High Plains, (near road)
Special Protection	Camping not permitted.	All reference areas
Development and Special Use	Major CFL camping areas which receive a high level of use. Fireplaces and pit toilets provided. 2WD access to all sites. Many interactions with people expected.	Sheepyard Flat, MacSillap Bridge

* Further development for camping in the alpine area will focus on two objectives:

- To reduce the impact of camping on the environment in popular areas
- To increase the provision for camping and improve the quality of the settings available to campers.

* These objectives will be achieved by:

1. In Wilderness areas, qualities will be retained by removing obvious signs of camping areas and practising low impact camping ethics. Huts will be kept low by lack of access and facilities.
2. In Conservation and Recreation areas, toilets (usually pit toilets) and fireplaces will be provided where high level use is degraded, or has the potential to degrade, the area.
3. In Conservation and Recreation B zone, additional basic facilities will be provided for 2WD access camping, including provision for small caravans and campers, and boat access camping around lakes.

* CFL will undertake an education program to encourage visitors to take all their rubbish away. Once the program is well established, CFL will attack the problem of rubbish accumulation around camps and huts by cleaning all these areas and removing any possible rubbish receptacles.

* With regard to popular recreation areas in the vicinity of the State border, the States will co-operate to achieve:

- Efficiency in the servicing and patrolling of these areas;
- Coordination of the provision and location of facilities.

Camping along the Snowy River near Willis is an important example.

5.18 GENERATORS AND CHAINSAWS

Background

Many vehicle-based visitors carry chainsaws to enable them to clear fallen trees from tracks and to cut firewood. Some campers use portable generators to provide power at their campsites, particularly when they camp for extended periods.

Chainsaws are also used in sawlog harvesting operations.

Issues

- * The noise from chainsaws and portable generators can disturb other visitors and wildlife, and felling of trees for firewood in and around popular camping sites degrades these areas.
- * Standing dead trees, which are attractive for firewood, often provide nesting sites for native birds and mammals.

Present policy

There is no restriction on the use of chainsaws to cut dry firewood for barbecues and campfires throughout the alpine area. The use of portable generators is prohibited in Bogong National Park and Wabonga Plateau State Park, but is permitted elsewhere.

Management proposals

- * The use of chainsaws will be permitted to :
 - clear fallen trees from tracks
 - fall trees as part of a licensed sawlog harvesting operation.
- * The use of chainsaws to cut firewood from already fallen trees or branches for campfires or barbecues in the alpine area, will be permitted except in the following areas:
 - Wilderness and Special Protection zones
 - Within 200 metres of the boundaries of recognised and designated camping areas
 - Other designated areas.
- * Standing trees will not be felled for firewood.
- * The use of generators will be permitted, except in those areas listed above where the use of chainsaws is not permitted.

5.19 HUTS

Background

The term huts is used here to describe about 90 buildings which are scattered across the alpine area, with concentrations in Bogong and Worungatta-Moroka National Parks and the Howqua River area. Buildings associated with school camps are not considered as huts in this document.

Huts vary in age, style of construction and condition. They were originally constructed for a variety of purposes, and were built by or for:

- Cattle graziers
- Timber harvesters
- State Electricity Commission
- Recreation groups and tourism
- Individuals
- Former agencies which now make up CRL.

Many of these bodies are still involved in hut use and maintenance.

Licences, occupancies and prior rights

A small number of huts in the Alps is under formal occupation as permissive occupancies or licensed occupations. A permissive occupancy was granted by the Secretary for Lands to allow a hut on unreserved Crown land. Permissive occupancies are no longer granted.

A licensed occupation is granted under specific sections of the Land Act 1958, Forest Act 1958 and National Parks Act 1975, for up to one year, three years and seven years respectively.

Specific provision is made under the National Parks Act 1975 to grant a 20 year tenancy for the Rover Scout Chalet in Bogong National Park.

Other huts are unlicensed. In the case of an unlicensed hut, the person who built or maintains the hut may have a licence over public land such as for logging or grazing, and the hut is used under the terms of the licence. That person has a prior right to use the hut for that purpose over other persons who may wish to use it.

Recreational use

Huts are frequently used for recreation in the alpine area. Many bushwalkers, skiers and horse riders use huts as destinations, shelter and accommodation. Some huts are visited for historical reasons, particularly since the publication of books about huts in the high country.

Historical significance

Many huts in the alpine area are historically significant and are of architectural interest. Wallace Hut in Bogong National Park is on the Historic Buildings Register and is classified by the National Trust.

Huts of historic and cultural significance are protected and preserved as a resource for historic and cultural research, and are used to interpret the history of the Alps to visitors (see 3.2 Conservation of Historic and Cultural Features).

Management proposals

- * CTL will take an active role in the management of all huts.
- * Huts and hut surrounds will be continually monitored for evidence of potential or existing environmental impact. In the event of impact becoming unacceptable, active management will be undertaken to reduce pressure on huts and surroundings.
- * Public education programs will emphasize the need for people to be self sufficient in camping equipment when planning overnight trips, primarily for safety reasons but also to reduce impacts on huts and surrounds.
- * All huts will be assessed and classified as either:
 - Crown huts
 - Licensed huts
 - Illegal huts.
- * Crown huts are those which are not licensed, but are accepted as being useful for their cultural or historic value as refuge, for licensed purposes or management, and whose presence are consistent with the management objectives of the area. They are considered to be the property of the Crown.

In the case of Crown huts :

 - They will be available for public use on a first-come basis
 - The prior right of public land licensees over a hut built or maintained for the purpose of their licence will be observed when they are taking part in the activity for which they are licensed
 - Any alterations or additions will require Departmental authorisation, and will be consistent with the purpose of the hut, management objectives of the area and historic or cultural values
 - Amenities will be of a basic design and construction. The emphasis will be on providing refuge rather than public accommodation
 - Maintenance agreements between the Department and persons with a prior right or recognised users may be arranged. A locked storage section may be covered by this agreement
 - Replacement of Crown huts or construction of new huts must have the Department's authority.
- * Licensed huts are those under an occupation licence or lease, or a permissive occupancy.

There are five permissive occupancies issued for huts in the alpine area. These are to be phased out by 1990. The huts will then be

Historic huts reflect past land use activities which are an important part of our cultural heritage. Some huts are still used for the original purpose by families whose ancestors built them. The value of historic huts may be adversely affected if unsympathetic alterations or alterations are made, or when the use is incompatible with the preservation of the hut.

Use as a refuge

Huts can provide a refuge for people caught in bad weather, and in extreme conditions, may ensure the survival of ill-equipped parties. A rest or recuperation under shelter can lift morale and give renewed strength and confidence to continue when weather improves.

Issues

- * Use of huts as refuges. Reliance on huts for shelter or accommodation is dangerous if people are not self contained with camping equipment. Huts may be hard to find, full of people or may no longer exist. For ill-equipped parties relying on huts, these factors could lead to disaster if the party pushes on intending to find a hut when they should camp or turn back.
 - * Environmental impact. Excessive demands can be placed on huts and surrounds when they become destinations for campers and day visitors, or are used for accommodation. Problems associated with huts can include:
 - Trampling of vegetation and compaction of soil
 - Storage of firewood and burning of live vegetation
 - Disposal of human waste
 - Proliferation of campfires
 - Accumulation of rubbish
 - Health hazards caused by dirty conditions
 - Visual intrusion of huts on the landscape due to inappropriate siting.
 - * Hut ownership. Most huts built on public land in the alpine area are unlicensed. The responsibility of ownership of these huts therefore rests with the Crown, irrespective of who built them and for what reason.
 - * Public access. A small number of huts are fully locked, and others have locked sections for use by particular groups and/or for storage of equipment. Most huts are unlocked.
 - * Removal of huts. Any hut serving no useful purpose or causing unacceptable environmental damage may have to be removed.
- Present policy
- CTL is responsible for management of huts on public land. Management of huts in national parks has generally received greatest emphasis.
- Huts on public land are, as far as practicable, available for use by everyone.

reclassified as either Crown huts or illegal huts.

Existing authorisations for huts currently licensed for private use will continue, but licence or lease conditions will be examined to provide for public access if it is not currently available.

No new occupation licences will be granted except under exceptional circumstances.

Any alterations, additions or improvements to licensed huts will be subject to Departmental approval.

* Illegal huts are neither licensed nor accepted as Crown huts. They are unwanted buildings and will be removed.

5.20 VISITOR SAFETY AND SEARCH AND RESCUE

Background

Safety hazards.

There are many inherent dangers and risks to visitors using the alpine area, and sensible precautions need to be taken.

Features of the area include steep, rocky and often icy slopes, fast flowing rivers, deep gorges and thickly vegetated gullies and hillsides. The weather can be harsh and unpredictable, and severe storms and "white out" conditions occur at any time of the year.

People taking part in activities in the alpine regions must be aware of the risks and be suitably equipped and experienced to handle them. For visitors to remote areas, the challenge of meeting nature on its own terms and the lack of refuge facilities and navigational aids is a major part of their experience.

The use of firearms to hunt deer is permitted in large portions of the alpine area. Deer stalking occurs at times and places that usually avoids conflict with other users. In the Womangatta-Moroka National Park, a closed season is in force between 15 December to 15 February when many people visit the park.

Search and rescue.

The Victoria Police has overall responsibility for search and rescue operations. In the alpine area, other groups assist the Police, including State Emergency Service (SES), CFI, National Safety Council of Australia, Federation of Victorian Walking Clubs, Victorian Nordic Rescue Service, Alpine Resorts Commission and the Victorian Speleological Association.

The SES unit at Falls Creek is particularly active in winter search and rescue operations on the Bogong High Plains.

The Department has a responsibility to provide for visitor safety as far as practicable and to assist in search and rescue operations. Experienced, well equipped staff with local knowledge are of great assistance to the Police.

Intention books at the start of walking tracks or skiing routes, and log books in huts are useful means of checking people's movements in the event of a search.

Issues

* Some visitors to the alpine area seek challenging recreational experiences which may have inherent dangers.

* Pole lines, refuge huts and signposts can be aids to safety, but they do not replace good navigation and knowledge of survival techniques. These facilities become a danger if relied upon. Pole lines can provide false security and lead the inexperienced into areas for which they are not equipped. Pole lines not leading to a refuge hut or a safe exit route are particularly dangerous.

- * There is the potential for tragedy when people who are not self sufficient in camping gear or are unwilling to turn back when tired, push on in deteriorating weather conditions to find huts. Huts are often hard to find, or may no longer exist. This has been the cause of deaths in the past.
- * Oversnow vehicles are essential in search and rescue, but their use can conflict with visitors, particularly in remote areas.
- * The risk of an accident is present where firearms are discharged near areas used by other visitors.

Present policy

Departmental policy is to provide for visitor safety in the alpine area.

Management proposals

- * The Department will promote and encourage a responsible attitude to safety by all visitors. Public education programs will stress the inherent dangers of the alpine environment to visitors and suggest the precautions that should be taken.
- * Pole lines that serve no useful purpose or do not lead to a safe refuge or exit will be removed. Strategic pole lines, signs and refuge huts that are to remain will be maintained in a state that will be safe to visitors.
- * Appropriate CFL staff will be available to assist police in search and rescue operations. They will be suitably equipped and will be trained for the activities they are likely to become involved in, such as bushwalking, skiing and rafting, as well as snow craft and survival skills.
- * Visitors will be encouraged to use the Trip Intention Form published by the Department of Sport and Recreation. To assist in search and rescue operations, CFL will maintain intention books at the start of popular walking tracks and log books in huts.
- * In conjunction with local police, an initial plan for search and rescue and emergency activities will be prepared for each strategic part of the alpine area. The plan will document potential threats to visitors and emergency situations. It will include CFL/s resources and initial actions only, and is not intended as a total search and rescue plan.
- * In those parts of the alpine area where the timing and length of the deer hunting season has not been determined (e.g. Howqua River locality), visitor safety will be taken into account where the use of firearms is permitted in popular visitor areas.
- * The use of oversnow vehicles for search and rescue operations will be permitted, generally without restrictions. For training exercises, oversnow vehicles will be subject to conditions controlling areas used for training, times, snow conditions and maximum numbers.

5.21 COMMUNITY INFORMATION AND EDUCATION

Background

The alpine area provides excellent opportunities for environmental education and promotion of natural resource conservation.

There are two declared "Education Areas" in the alpine area, one at Mount Tamboritha and the other at Sunnyside. The primary purpose of these areas is for education and activities such as the collection of material for study, soil profiles and growth plots. Less formal educational activities involving an appreciation of the features of the Alps are available outside Education Areas.

The Department produces a wide range of printed material which is saleable or free. Saleable publications include maps (including the recently released "The Alps of Victoria"), posters and management plans. Free publications include information sheets for particular parks and recreation activities, and pamphlets covering topics ranging from fire regulations to flora and fauna identification to caring for natural environments.

CFL also provides visitor facilities such as visitor centres, and although there are no such centres catering specifically for the alpine area, most CFL offices have displays, maps and a range of CFL publications available. Notice boards at various locations throughout the alpine area also provide visitor information about surrounding localities.

CFL runs interpretation programs during major holidays and at other times to promote visitor safety and an understanding and awareness of the alpine environment.

Issues

- * Environmental education is an important part of the conservation of natural resources. In most situations, education studies do not conflict with the primary purpose for which an area is set aside.

Present policy

The primary objectives related to community education are:

- To ensure that natural environments are used by the public for enjoyment, recreation and education ranging from appreciation of the natural environment to acquaintance with the countryside and rural skills and activities.
- To promote understanding and recognition of the purpose and significance of national parks.

Management proposals

- * Information on the alpine area will be readily available and will be of a high standard and quality. It will assist management by emphasising areas, features and facilities which can withstand intensive use and provide visitors with opportunities for enjoyable and beneficial experiences. Information and publicity will also encourage visitors to behave in ways that respect and protect natural features (see 5.23 Tourism).
- * CFTL will make available the appropriate range of Departmental publications from its own network of offices and through commercial outlets. In addition, facilities such as information shelters and boards will be provided at locations serving major access roads.
- * CFTL will establish at least one major new visitor information and interpretation centre within or near the alpine area to provide information and education programs on the Alps.
- * CFTL will conduct holiday programs at appropriate times and locations, utilising trained seasonal staff if necessary.
- * CFTL will try to ensure (by co-operation) that promotion of the alpine area by the Victorian Tourism Commission, Regional Tourism Companies and other individuals and organisations is comprehensive, accurate and appropriate. Information and promotional materials should be produced jointly by CFTL and the Commission where appropriate (see 5.23 Tourism).
- * CFTL will promote and encourage a responsible attitude to safety by all visitors. Public education programs will stress the inherent dangers of the alpine environment to visitors and suggest the precautions that should be taken (see 5.20 Visitor Safety and Search and Rescue).

Education areas

- * In designated Education Areas, activities such as long term studies, collection of biological material, biomass studies and the establishment of growth plots will be permitted. These areas may also be used to demonstrate techniques of erosion control and the restoration of native vegetation and stream conditions to a more natural state.
- * Minimum facilities such as toilets and shelters are required in Education Areas, and accommodation on the site or nearby may be desirable. Permanent facilities should only be provided where adequate safeguards against fire can be made.

Commercial tours

- * CFTL will liaise with commercial tour operators to ensure that information given to clients about the alpine area is accurate.
- * If CFTL personnel are regularly or frequently requested to provide talks or programs for a tour operator, an appropriate charge will be made.

5.16 DOMESTIC DOGS

Background

Dogs are associated with cattle grazing, deer hunting and brumby running, and are used as guide dogs for the blind, for search and rescue and for police purposes. Dogs also accompany campers and day visitors to the alpine area. Sometimes the presence of dogs may be only transitory as visitors drive through the area en route to other destinations. Recently there have been requests to use dog sleds in national parks.

In national parks, dogs are generally prohibited although there are a few exceptions, as indicated below. Dogs are permitted in State forest. However almost all State forest within the planning area is proposed to become national park.

Issues

- * If State forest areas proposed to become national park are proclaimed, dogs would no longer be permitted there unless special provision is made in management plans.
- * Problems with domestic dogs include the threat to wildlife by frightening, maiming or killing native species and the potential annoyance to visitors to the area.
- * Livestock on neighbouring private land can also be threatened if dogs are accidentally or deliberately released. (see 4.3.1 Wild Dogs).
- * It is impossible to discriminate between dogs of different sizes or breeds in regard to their potential to harm wildlife and/or annoy visitors.

Present policy

Dogs are prohibited in all national parks in the alpine area unless they are: in use under a grazing or other licence; are bona fide guide dogs accompanying a blind person; in use for search and rescue, security operations or as working dogs for park management. Dogs are allowed in vehicles passing through parks along designated major through-roads e.g. Omeo Highway. Such roads are usually not legally part of the national park.

In State forest, dogs are generally permitted to accompany visitors.

Management proposals

- * Within existing national parks and wilderness areas, dogs will continue to be prohibited except where they meet the conditions of a licence, are bona fide guide dogs accompanying a blind person, are in use for search and rescue or for security operations or are in vehicles travelling along designated through-roads in parks.

CLUB CALENDAR 1987

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SEPT 4 RESTURANT NIGTH
BEITHS RESTURANT

SEPT 4-6 BARNADOWN
RUNAROUND
BENDIGO 4X4
(INTERCLUB)

SEPT 19 - OCT 17
COUBURG PENN
TRIP FULL
TOM

OCT 17-18 BOHO BOUNCE
GOULBURN VALLEY
4X4
(INTERCLUB)

NOV 1-2-3 CUP WEEKEND
MAYFORD AREA

NOV 15 LADIES DAY
GEMBROOK AREA
GLORIA

DEC 13 KID'S XMAS PARTY

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TRIP DATA.

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DESTINATION :

TRIP LEADER :

PHONE NUMBER :

DEPARTURE DATE :

DEPARTURE TIME:

DEPARTURE POINT:

FUEL REQUIRED :

LAST FUEL AVAILABLE:

MAPS REQUIRED :

GRADE : A B C

DURATION :

BASE CAMP : YES NO

NATIONAL PARKS : YES NO

ROUTE VIA :

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ACTIVITIES :

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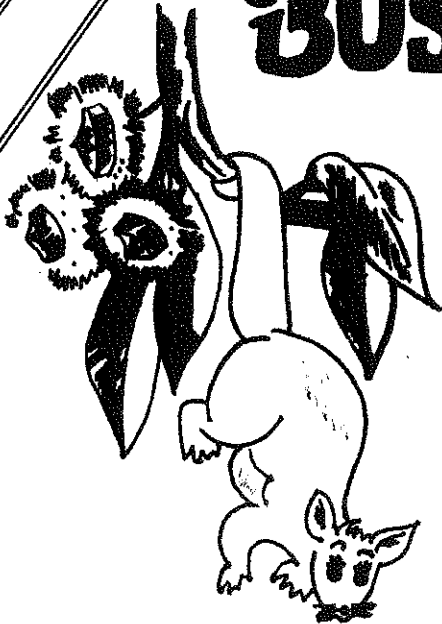
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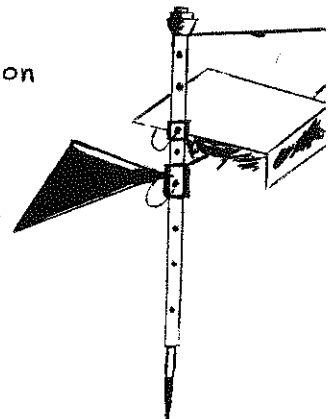
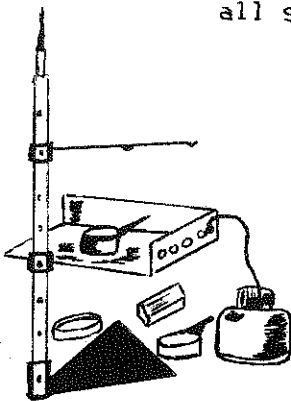
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