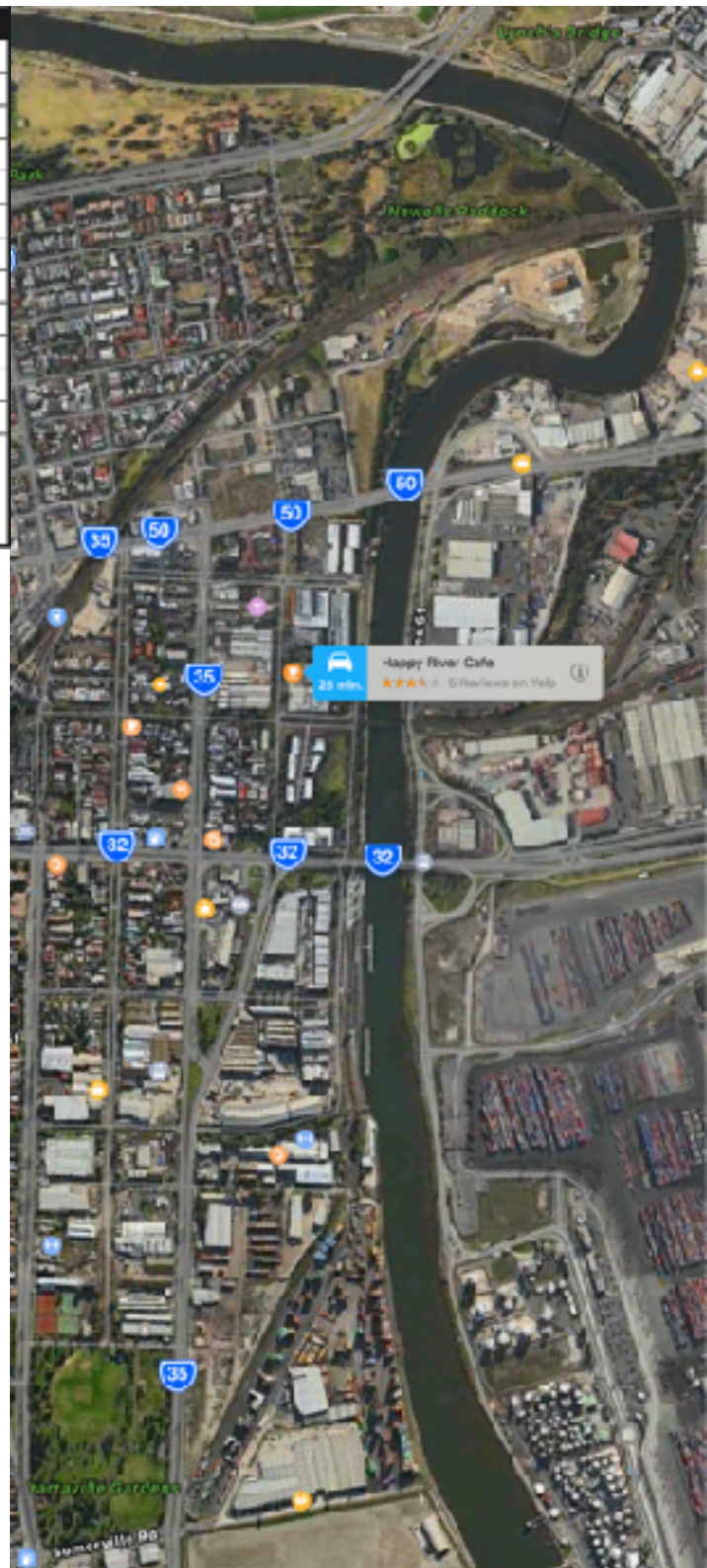




## P.S. re Navigation Clearance at Mackenzie Road ramps

MARIBYRNONG RIVER				
Shepherd Bridge (Road)	Centre	5.52	4.89	24.00
Maribyrnong River Goods Line Bridge (Railway)	Centre	6.63	5.99	44.00
Hopetoun Bridge (Road)	Centre	6.90	5.85	21.00
(Old) Railway Bridge (Railway)	Centre	6.61	5.97	43.00
New Maribyrnong River Rail Bridge (Railway)	Right	4.60	3.95	28.00
Stockbridge (Pedestrian)	Left	4.77	4.13	30.00
Lyncha Bridge (Road)	Centre	3.79	3.15	15.50
Farnsworth Ave Bridge (Road)	Centre	4.68	4.04	15.50
Pipemaker Park Footbridge (Pedestrian)	Centre	7.12	6.48	50.00
Raleigh Rd Bridge (Road)	Centre	4.19	3.55	15.00
Afton St Pedestrian Bridge (Pedestrian)	Centre	5.12	5.48	50.00
Canning St Bridge (Road)	Centre	9.98	9.34	23.00
Note: Low Tide = 0.38 m AHD [0.14 m Chart Datum] High Tide = 0.42 m AHD [0.94 m Chart Datum]				
The data for the above bridges has been derived from a range of historical plans and other sources and should therefore be used as a guide only to aid navigation.				



Second column from right is high tide maximum clearance, from: [http://parkweb.vic.gov.au/data/assets/pdf\\_file/0007/528478/Recreational-boating-guide-Yarra-Maribyrnong.pdf](http://parkweb.vic.gov.au/data/assets/pdf_file/0007/528478/Recreational-boating-guide-Yarra-Maribyrnong.pdf)

Assuming these figures don't allow for sea level rise, the only extra limit from applying  $3.15 + 0.8$  to the ramps is that slightly higher vessels would be stopped from passing the Metro rail bridges.

Regardless, Smithfield Road appears to remain the limit for any higher boats, which is significant for potential pedestrian access to Flemington Race Course.

Maribyrnong River Cruises reminded me that boating on both rivers is managed by ParksVic, not Melbourne Water, though with navigational control now assumed by Port of Melbourne between Bolte Bridge and Somerville Road (formerly to Shepherds Bridge).

While the Port releasing control of boating does not change the status of Footscray Wharf nor of the river bank further south, it can be taken as indicative that the possibility of the Maribyrnong Street frontage being eventually released from Port control to play its natural role as part of the gateway to Footscray should not be precluded, nor should the possibility for the disused rail tracks through and beyond that area be precluded from being converted to serve as part of the long sought return of trams to the west.

While the only vessels known to use Footscray Wharf in recent times are emergency services, there is currently no constraint beyond water depth on any vessel which gets under West Gate Bridge berthing at Footscray Wharf.

Top: View across north wharf from outside The Dream Factory  
 Right: Somerville Rd to Shepherds Bridge (32) to Smithfield Rd