

LEE CONSERVANCY

Engineer's Office, Enfield Lock
23rd April 1880

To
The Chairman and Members of The Lee Conservancy Board

Gentlemen

In accordance with your instructions I have to present my Report on the River Stort Navigation

I have gone over and carefully examined the whole Navigation, its properties, lands, buildings, Locks, Bridges, Weirs and other Works, the state of which will be described under their several headings hereafter –

I am unable to present any reliable or exploratory plans of the Navigation and properties to accompany this report, but will endeavour fully and as shortly as possible to describe them sufficient for the purpose of this enquiry-

The River Stort Navigation commences at Bishops Stortford and running southward past Sawbridgeworth, Harlow, Parndon and Roydon joins the River Lee at Fieldes Weir, a distance of $13\frac{3}{4}$ miles from Bishops Stortford, its fall in this length being 93 feet by means of 15 locks; its available depth or draught does not exceed 3' 6'' in the most favourable seasons, but in the Summer Season about 3' 3'' might be considered the maximum; many of the pools or lengths of the Navigation form the head pools to the different Mills on the River and are therefore subject and liable to be drawn down to the lowest level available at the Mills, as there does not appear in most cases to be any fixed or recognised level below which they may not be drawn but I am given to understand that of late years there has not been any serious delay or difficulty arise on this point. The tonnage or freight carried by the Stort barges does not in the most favourable season exceed 54 tons to Sawbridgeworth and 44 to Stortford, but about 50 and 40 tons respectively may be taken as the full ordinary freight. The principal trade on the River is malt from the numerous Maltings on the Banks of the River at Stortford and other places, and grain and flour to and from the different Mills on the River also agricultural produce, bricks, coals, etc. The total yearly average tonnage of toll paying goods for the last 5 years (1875 to 1879) being 45,970 tons. This amount of tonnage will be found on comparison with the average of the 15 years from 1855 to 1869 (viz 45,473 tons), to be only an increase of about 500 tons per annum in 25 years, while the gross tolls and receipts of the Navigation, which for the earlier 15 years averaged £2431, are for the last 6 years only £2175 per annum. The loss on the latter being attributable I believe to the sale of some of the Navigation property and consequent loss of rent, as I find the rents in 1870 amounted to £554 while in 1879 they only amount to £200, these facts, while showing that the trade on the river is very steady and regular, do not give hopes of much increase or improvement; full details of the returns will be found in Appendix No 1 at the end of this Report.

The Amount of River Lee Tolls collected on the river Stort Trade averaged for the 10 years 1860 to 1869, £2043 per annum while the average for the last 5 years ending 1879 was £2075 – this latter average would have been greater but for the reduction of 1d. per ton on the Stort trade, made in 1877. For details of this trade see Appendix No 2.

The net profit or income derived from the Navigation has varied very much from year to year being entirely dependent on the outlay required, the gross tolls or revenue received being fairly regular, for example in 1860 the net profit was only £45, due I should imagine to some accident or other cause of excessive expenditure as it will be observed that in that year some £600 more than the average yearly expenditure was required. The average net income for the 15 years ending 1869 was £866 but I should consider it more prudent to take the last 3 years as a fair estimate of its present value and even this in my opinion is rather above its actual value, as from the state of the works on the river, I am quite convinced that the expenditure for the last three years is less than will be required for some considerable time to come to effectually maintain the River and restore the Works to a satisfactory condition. Therefore taking the gross average receipts at £2120, there ought to be a sum of not less than £1550 per annum allowed for maintenance, which would give an annual net income of £570.

The Works generally on the River show a judicious outlay of the money expended for the last 3 or 4 years and I do not think in the general management that any great saving could be expected either in the working of the locks or in ordinary repairs on the River, the staff being small and efficient and the works and work yard presenting an appearance of care and attention. No doubt a saving might be effected in carrying out any larger work such as renewing or improving a lock, by having at command a large staff of experienced men instead of as is now the case, to depend on hired men who know nothing about the work to be done. Some saving also perhaps might be effected in the Collection of the Tolls.

I will now describe the

Property Works and state of repair.

A considerable portion of the property at Bishops Stortford formerly belonging to the Navigation has been sold to Messrs Taylor and others but there is quite sufficient remains for the effective working of the Trade, there are ample and commodious Wharfs, with Malt & corn shops, a good crane and in South Street there is a convenient repair yard and workshops together with Office & residence for foreman, adjoining it is a new & well-built cottage and garden which is let off & might be sold.

At Sawbridgeworth there is a large & convenient wharf with a good 4 ton crane. At Harlow and Burnt Mill there are also good Wharfs while at Roydon Lock there is a small Carpenters Shop, sawpit & repair shed also a well-built 4 stall Stable for the Barge horses. There are several plots or pieces of land on the line of the River which would be useful for the purposes of depositing dredgings, and other requirements of the Navigation.

A full detail of all the property is given in Appendix No 3 together with its state of repair.

Lockhouses.

There are 7 Lockhouses on the Navigation, all of them old, but in very good repair generally. At Brick Lock (the 2nd lock going up the River) is the Toll Collecting Station at which there is a small office. At the lowest lock there is a newly erected wooden hut or box for the Lockman – for full particulars see Appendix No 4.

LOCKS: There are 15 locks on the River and I have divided them into 3 Classes according to their state of repair. In the first Class I include those that have recently been thoroughly and

satisfactorily repaired and restored and which should not call for any serious outlay for some years, These are in number 5, viz:

South Mill
Spellbrook
Sawbridgeworth
Sheering
Latton

In the 2nd Class I include those that are in moderate working condition and should not call for extensive repairs for the next 5 or 6 years. These are:

Burnt Mill
Parndon
Hunsdon

The remaining 7 locks all require repair urgently and should be taken in hand as soon as possible viz:

Twyford
Tedmanbury
Fixes
Harlow
Roydon
Bricklock
Lower Lock

The thorough repair or renewal of each of these locks ought in my opinion to be done at the rate of not less than one each Summer but if possible 2 and the sum required to be expended on each would be about £500 which could be taken out of the sum of £1550 before named as required for the yearly outlay. This would in the course of ten years place all the locks in a thoroughly sound state, after which time the yearly expenditure on the Locks would be considerably reduced – Appendix No 5 gives the state of each lock.

BRIDGES: These are 50 in number belonging to and maintained by the navigation including all descriptions, viz Public Road, Occupation Road, Towing Path and Foot Bridges – of these 26 are in very good repair and not likely to require repair for some years, 15 in fair condition and will not require extensive repairs for the next few years while 9 require renewal as early as possible, this renewal except in 1 or 2 cases (Nos 28 and 11) could be done out of the ordinary yearly expenditure. Appendix No 6 gives full particulars and the state of repair of all the Bridges.

OVERSHOTS and FLOODGATES: These are ten in number including 2 or 3 small overshots. The principal Floodgates or Tumbling Bays have all been recently rebuilt and are in excellent condition and not likely to require any expenditure on them for some time. There are 3 others that require renewing which might be done out of the ordinary yearly expenditure. See Appendix No 7.

WHARFING: There is no very great amount of wharfing on the Navigation and its repair and maintenance can be easily accomplished out of the annual expenditure. See Appendix No 8.

TRUNKS and CULVERTS: There is only one that requires early renewal and if properly done should not cost over £100, after which it will require no further consideration.

TOWPATHS: The Towpaths of the Navigation almost throughout are in a very deplorable state. In fact for the greater portion of the length they can scarcely be termed paths. In many places more like ditches being a simple track way about 3 feet wide worn through the turf to a depth of 1 foot or even more and in wet weather full of mud. They are without any pretence of ballast or road making surface material and they require reforming almost the entire length of the river. This would require a considerable amount of ballast of which very little is to be found in the River and this no doubt accounts for their state. It would be an expensive work to have to purchase ware or other ballast for the purpose but we could supply ballast out of the upper portion of the Lee and place the paths in a good condition for a comparatively small cost.

BANKS: There are several lengths of the River bank that urgently require raising and strengthening and this could be done by material dredged out of the River

DREDGING: There is little if any dredging at all done on the River.

The foregoing description and a reference to the Appendix at the end of this Report will I trust give a correct and comprehensive account of the state of the River, property, works, receipts and expenditure and I would now suggest what could be economically done to improve its state.

First respecting the shallowness or shoals in the River. It would be in my opinion very inadvisable to attempt to increase the size or depth of the Navigation to admit of 60 tons being carried to Hertford as it would require an outlay of about £6,000 in dredging the River and deepening the Locks which must necessarily be placed to Capital account. The better plan would be to gradually dredge out the shallowest parts of the River expending £300 or £400 a year out of the Annual Expenditure when it could be afforded and using the dredgings according to their nature either in raising the banks or in the repair of the paths. This would in the course of a few years improve the Navigation without increasing the Capital Expenditure and would also improve the receipts and tolls in like manner tho' I do not anticipate that any very large increase of trade might be expected.

The Tolls charged on the River I believe have not been altered for some years and are as follows for the full journey to or from Stortford per ton. Malt 1/4d, Wheat 1/-, Grain 9d, Coals, flour, brick, sand, &c 4d, Sundries 9d. In addition to these tolls there is a further charge or Mill Toll of 6d each lock made at 10 locks or 5/- additional per journey on either loaded or empty barges, this Mill Toll being equal to about 2d per ton on all goods. Thus the Stortford Maltster has to pay for all malt sent to London 1/4d Stort Toll, 2d Mill Toll and 11d River Lee Toll; 2/5d per ton against the Ware Maltster paying only 1/- per ton, a disadvantage of 1/5d per ton; but I confess I do not see any prospect of a reduction of the Stort Tolls as the income at present as shown by the returns is so small and the expenditure requisite to earn or maintain it, is so fixed, certain and necessary.

VALUATION: The only true basis for a valuation of the Navigation in my opinion must be on the net annual value or profit made, and as before stated by reference to Appendix No 1, this is shewn (taking the average of the last 6 years accounts) to be £708; but inasmuch as the

Expenditure for the first 3 years of that time was in my estimation some £150 per annum less than what ought to have been expended, I think it would be a much more reliable valuation to take the last 3 years average receipts and allowing £1550 for expenditure, it leaves a net income of £570 which capitalised at 4% would amount to £14,250.

It will be seen by the appended returns that the River Lee Tolls on the Stort Trade amount yearly to more than those collected on the Stort shewing at once the value of the River Stort as a feeder to the Lee and also the vital importance to the Lee of its being efficiently maintained, but so long as this is done by the proprietors I do not perceive much advantage to your Board in acquiring it, tho' I have not the least doubt that if it could be purchased at the price before named it might be made a profitable investment by the improvement in the Navigation as I have before suggested and the consequent improvement in Tolls both Stort and Lee, tho' I confess that I see considerable difficulty likely to arise in the application of the Clauses of our 1868 act sections 76 to 87 referring to the Stort, should it become the property of your Board.

I would add that the returns of the Stort Traffic receipts and expenditure for the last 6 years are based on the statement given me by the proprietors and have not been verified by examination of their books.

I have the honour to be Gentl

Your obedt Servt
(Signed) J Child, Engineer

APPENDIX No 1

River Stort Navigation
Account of Tonnage & Revenue

Year	Total Tons	Receipts			Expenditure			Net Income		
		£	s	d	£	s	d	£	s	d
1855	37660	2052	8	3	1016	5	11	1036	2	4
1856	41185	2081	13	6	1261	11	3	820	2	3
1857	48234	2348	19	3	1277	14	8	1071	4	7
1858	47824	2441	12	0	1768	14	5	672	17	7
1859	45742	2511	18	4	1870	13	11	641	4	5
1860	45105	2201	6	8	2155	6	11	45	19	9
1861	46710	2170	19	10	1880	3	4	290	16	6
1862	40127	2201	15	1	1158	1	8	1043	13	5
1863	44959	2386	3	8	1365	8	8	1020	15	0
1864	43760	2843	19	0	1586	16	5	1257	2	7
1865	47537	2489	10	7	1479	14	3	1009	16	4
1866	48686	3198	17	2	1462	13	6	1736	3	8
1867	50186	2403	12	10	1704	6	9	699	6	1
1868	48295	2581	4	5	1430	17	5	1150	7	0
1869	46085	2558	17	0	2049	18	2	508	18	10
Average	45473	2431	10	6	1564	11	2	866	19	4

1873		2170	9	0	1307	12	0	862	17	0
1874		2297	6	11	1383	19	11	913	7	0
1875		2223	8	2	1397	3	11	826	4	3
1876		2233	13	0	1660	17	0	572	16	0
1877		2120	8	4	1475	14	7	644	13	9
1878		2004	3	0	1571	19	5	432	3	7
Average		2175	1466	708
Average 1852 to 57		2162	1192	970
Average 1855 to 69		2431	1564	866
Average 1873 to 78		2175	1466	708

APPENDIX No 2

River Lee Tolls collected on Stort Traffic

Year	Tolls			Tons charged	Tons of manure
	£	s	d		
1860	1838	0	11	40621	3935
1861	1817	12	4	40458	5909
1862	1937	19	2	42743	7216
1863	2076	15	7	46489	4541
1864	2038	3	1	44937	5246
1865	2168	11	9	47361	4786
1866	2191	8	4	47768	4748
1867	2103	9	5	45975	4694
1868	2231	11	6	48295	5231
1869	2035	7	4	46085	4739
10 years average	2043	7	4	45073	5104
1875	2336	16	10½	49676	6205
1876	2273	7	11	49147	6579½
1877	2054	4	2½	46789¾	6046
1878	1906	16	4	43725½	7469½
1879	1805	19	9¾	40914¼	4091½
5 years average	2075	9	..	45970	6078
Lee tolls on Stort Trade lowered 1d per ton this year					

APPENDIX No 3

Property

South Street

Brick built cottage and Garden; Built in 1866 and in a very fair state of repair
Navigation Office and House; Old House, lath and plaster built. In fair condition.
Outbuildings new, brick built

Yard; Iron Entrance gates and brick wall in good condition.

Containing timber-built and slated workshop and store/ By side of Dock/ Timber built and slated Shop and Lime Shed; in good condition.

Timber built and slated Corn shops Nos 80 & 81 and Wharf in front; Built about 16 years ago and in fair condition

Swan Yard

5 Corn Shops Nos 17 to 21; Timber built and tiled in fair condition – old

10 Corn Shops Nos 1 to 5 & 12 to 16; Timber built and tiled in fair condition – old with Wharf ditto ditto

Bishops Stortford Wharf

Block of 6 Granaries Nos 52 to 57; Timber built and slated ashphalte floors – in fair condition.

Block of 6 Granaries Nos 58 to 63; Timber built and plain tile roof – in fair condition.

Wharf about 66' x 30'; With Iron 6 ton Crane erected last year

Ditto;

Ditto; Timber Yard

Ditto; Stone Yard

Corn Shops Nos 21 to 40 (except 34 & 35); All timber built and tiled in fair condition except 23 to 29 which are used for coals and are in poor condition.

Corn Shops Nos 34 & 35; Poor condition.

South Mill Overshot; About 1 acre of land between Old River & Navigation

Spelbrook Overshot; Small piece of land planted with Willows.

Tedmanbury; An island about 1 acre planted with Osiers.

Sawbridgeworth; A good commodious wharf with about 120 feet of Wharf Wall and 150' Wood Wharfing which latter requires repair. There is a good 4 ton Iron Crane fixed.

Harlow Wharf; A wharf with ample space, wharfing in fair repair except about 40' next bridge which requires repair. About ¼ acre of land adjoining towpath a little below Harlow Lock let for 5/- per annum

Latton Lock; Triangular piece of land about ¾ acre below lock and down to next bridge

Burnt Mill Wharf; Triangular in shape about 120' – no wharfing

Roydon Lock; Timber built and tiled carpenters shop, sawpit and shed. A brick built and slated 4 stall stable (built 1864).

A small triangular piece of land between Roydon Mill & Navigation

APPENDIX No 4

Lockhouses

Lock South Mill; Lockhouse about ¼ mile above (at Bridge No 50) is a brick built and slated Cottage in fair condition with new and commodious outbuildings.

Spelbrook; Brick built and tiled in very good condition, had about 12 feet new end added last year.

Sheering; Lockhouse and shed lath and plaster built and tiled, old but in fair condition.

Harlow; Lockhouse plaster built and slated (date 1803) wood buildings in fair repair.

Burnt Mill; Plaster & tiled (date 1799) old but in fair condition, sheds timber

Roydon; 2 stories, basement brick, upper story plaster, in fair condition.

Brick Lock; Lockhouse date 1830, office and washhouse brick built, slated and tiled, one story high with loft over, in very fair condition.

Lower Lock; A new wooden hut about 5' square.

APPENDIX No 5

Locks

South Mill; Brick ends, open sides, nearly all renewed last year and deepened. Lower gates new, Upper gates old and will require renewal shortly. Wing walls below brick new built, depths over sills sufficient

Twyford; In bad condition generally, upper and lower gates very old. Brickwork bad repair, side piles bad also. Fore bay good. Will require an expenditure of £400 within a short time. Depths over sills sufficient.

Spelbrook; In very good condition generally. Open sides. Upper gates good. Lower gates moderate. Sills deep enough.

Tedmanbury; Brickwork upper and lower ends requires considerable repair. Side main piles nearly gone, require entire new sides within 2 or 3 years. Upper gates new 2 years ago, lower gates moderate. Sills deep enough.

Sawbridgeworth; Brickwork upper end requires repair, lower end good. Upper gates nearly new and good; lower gates 10 years old, fair. Sides of chamber bad, requires renewing. Very bad

Sheering; Upper and lower gates and brickwork all in very good condition. Sides renewed 1875. Closed nearly to upper pool level. All in most satisfactory condition. Ample depth over sills.

Fixes; Upper gates fair condition lower gates bad and require renewal. Brickwork upper and lower end requires repair. Open sides very bad require renewal. Will require an outlay of £500 within 3 or 4 years.

Harlow; Brick built, about ¼ has recently been refaced recently, remainder requires doing. Upper gates fair but hanging posts bad require renewing and sill lowering 1 foot. Lower gates deepened in 1859 and new gates put in, now in fair condition. This lock will require an outlay of about £500 within a couple of years. Fall about 8' 6".

Latton; Upper gates new 1878 good. Staple posts old but in fair condition. Lower gates (put in 1860) in fair condition. Sides in fair condition. Main piles good, brickwork requires pointing. Altogether in fair condition. Depth over upper sill 3' 9", lower 4' 6".

Burnt Mill; Upper gates require renewing. Lower gates renewed and deepened in 1861 in fair condition. Side timbers and slacker frames &c in poor condition.

Parndon; Upper end of lock renewed 1877. Gates, slackers, wall, &c in good condition. Good depth of water over sill. Sides open in bad condition. Lower gates old and require renewal. Will require an outlay within 5 or 6 years of £450.

Hunsdon; Lower end gates &c renewed 1873 and deepened 9 inches, in good repair. Sides main piles 1 side new, the other old and dilapidated. Upper gates old, require renewing. Brickwork only requires a little pointing. About £300 would place lock in a satisfactory condition.

Roydon; Upper gates & woodwork very bad & requires renewal urgently. Sides of lock open and dilapidated. Lower gates old & require renewal. Brickwork bad. Altogether in bad repair and should have £500 spent on it within a couple of years.

Brick Lock – Toll Collection Lock. Upper gates old want renewing entirely (going to be done this year. Brickwork throughout requires repair.. Lower gates, 1 very old and the other about

10 years old, require renewing. Altogether this lock ought to have £500 spent on it within a couple of years. Plenty of depth over sill.

Lower Lock: Upper and lower gates old (1850) but fair condition for age, will require renewal shortly. Brickwork requires repair, side main piles bad, planking not so bad. This lock will require £400 expending on it within a few years.

APPENDIX no 6

Bridges

<u>No</u>	<u>Date</u>	<u>Description and Condition</u>
50		Cart Bridge very old, oak bearers, brick abutments, very awkwardly built and low, pens up water in flood times, should be rebuilt & widened not less than 6 feet, is quite safe for traffic & might be rebuilt any time convenient at a cost of £400.
49		Horse bridge over South Mill Lock, oak bearers, new built & in very good condition.
48	1865	Horse bridge thoroughly repaired last year & in good condition.
47		Foot bridge, fir moderate repair.
46	1867	Horse bridge Timber with brick abutments in fair condition.
45	1877	do do Brick abutments fir bearers, iron rails & posts – good condition.
44	1861	Cart bridge. Brick abutments. Fir bridge requires renewing
43	1852	do do Oak bearers in good condition rails & fence also.
Tedmanbury		
42	1868	Horse do. Brick abutments, cast iron girder wood platform. Iron rails, standards and gates all in very good condition
Tedmanbury Lk		
41	1849	Cart bridge. Oak bearers. Old but in fair condition
40	1869	Horse bridge, brick abutments, 3 spans with iron pile piers. Oak capsills, fir bearers, iron rails and posts all in good condition
39		Horse bridge, timber bridge about 15 ft span. Oak bearers. In fair condition.
38		Horse bridge, timber (about 9 ft span) requires renewing.
37	1858	Foot bridge, wood over River a ½ timber on 3 piles fair repair.

36 1869 Cart bridge iron girders, oak planking in good condition.

Sawbridgeworth

35 1862 Public Road Bridge, 3 spans together 50 ft. brick abuts. & 2 pieces of oak piles, platform all oak all in very fair condition.

34 1851 Horse bridge about 20 ft. span all fir abutmt of timber. Poor condition will require renewg within 3 or 4 years.

Sheering Lk

33 1845 Cart Bridge. Oak bearers & platform, old but in good condition.

32 1869 Horse do. Brick abutmts. 2 spans. Centre pier on iron piles. Fir bearers & planking. Iron rails and standards, all in very good condition.

31 1869 Horse bridge about 8 ft. span. Brick abutmts. Plate iron girders. Very good condition

30 1844 Horse bridge 2 spans, timber rotten & requires immediate renewal (in hand).

29 1865 Horse bridge 2 spans all timber poor condition will require renewal shortly.

28 Cart Bridge over Navigation. All timber & requires entire renewal within 3 or 4 years at a possible cost of £600.

27 Foot bridge, small, over lock tail, requires renewal.

26 Horse do. over Percy Brook. Bridge abutments all timber in fair condition

25 Horse bridge about 12 ft. span over ditch all timber & wants renewing. About 9 ft. span would cost about £50.

24 Horse bridge over mouth of old dock 3 spans about 12 feet each, oak piles, timber, all in bad repair & requires renewing at a cost of £150.

23 Foot bridge (small) Harlow Lk wants renewg cost £20

22 Horse do. T.P. over old river about 40 ft. long in 2 spans, oak piles in centre all timber in bad repair will require renewal in 2 or 3 years at a cost of £200.

21 1847 Horse Bridge Latton Mill, all timber 3 spans oak pile piers, bearers oak, planking fir put in 2 years ago, all in fair repair.

20 Foot bridge (small) over lock tail fair condition.

19 1863 Horse do. about 18ft span old but in fair condition.

- 18 1867 Cart do. "Mays" over Navigation 3 spans brick abutmts. Oak pile piers & headtrees. Brickwork in fair condition, bearers part oak and fir . Old but will last for some years. Cost when renewed £400
- 17 1878 Horse bridge 3 spans on oak piles fir all in good condition.
- 16 1863 Cart Bridge (Public Rd) Oak bearers all in good condition.
- 15 1866 do. do. Parndon Hall over Navigation all timbers bad condition (very little used) will require renewing in a few years at a cost of about £400.
- 14 Horse bridge cast iron girders & handrail & floor in very good condition.
- 13 1872 Horse bridge, Brick abutments, iron girders & hand rail, good condition span 14 ft.
- 12 1876 Horse bridge Brick abutments 2 spans iron pile pier for bearers iron rails good condition.
- 11 1858 Cart bridge Mead end over Navigation very low, 3 spans all Timber old and dilapidated and will require renewal at accost of £450 within a few years.
- 10 1868 Cart bridge over Hunsdon lock tail fir bearers & iron rails in good condition.
- 9 1868 Cart bridge about 18 ft. span across Navigation brick abutmts, fir bearers iron rails all very good condition.
- 8 Cart bridge over Lock tail (Roydon) oak bearers, old but in moderate condition.
- 7 Cart bridge 3 spans about 35 ft. altogether brick abutmts fir pile piers, oak bearers, plankg bad (not much used for cartg over) will require renewal within a few years at a cost of about £380.
- 6 Cart bridge Roydon Ry brick abutments. 1 pier of 3 oak piles & capsills all renewed in 1878 & in very good condition (fault very loose) low.
- 5 1861 Cart bridge. Brick abutmts iron bearers & rails in good condition, this bridge is the lowest & most awkward bridge on the whole Navigation being almost at right angles with the River and only 6 ft. headway.
- 4 1860 Cart bridge. Brick abutments & timber platform all in good condition.
- 3 1873 Cart bridge over Lock tail iron girders oak planking & rails very fair condition planking requires a little repair.
- 2 1861 Cart bridge (occupation) over navigation brick abutments fir bearers & rails. Requires renewing cost £180.
- 1 1868 Cart bridge over Lock tail, all fir, in moderate condition.

APPENDIX No 7

Overshots and Floodgates

<u>Name</u>	<u>Description and Condition</u>
South Mill	3 Iron gates & standards with bridge over built 1868 in very good condition and will not require repair for years.
Above Spellbrook	About 12 ft. long brick built in good condition, fall about 18 in.
Spellbrook	All timber fall about 6 ft. requires entire renewal.
Floodgates below Tedmanbury	About 12 ft. wide, 3 ft. fall, all timber fair repair.
Ditto	About 9 ft. wide, fall 4 ft. requires renewing
Below Bridge No 30	Floodgates (3 gates) all timber, wing and all very dilapidated, requires renewal at a cost of about £250, very little used, about 1 ft. fall.
Below Bridge No 29	Overshot about 18 ft. long all timber moderate condition.
Latton Mill	Floodgates 3 gates about 3' 6'' wide each. Oak standards, brick abutments. Built 1874. Fall about 6 ft. In excellent condition.
Roydon Cut	Tumbling Bay built 1867. 2 gates 5 ft. each. Brick abutments, iron standards, bridge over it oak bearers all in good condition.
Stort Weir	Rebuilt 1870. Brick wings Oak standards &c. Fall about 7 ft. 4 gates about 3' 6'' each. 2 lift by gear, the other have moveable flashbds all in good condition save foot bridge which requires planking.

APPENDIX No 8

Wharfing

<u>Place</u>	<u>Description and Condition</u>
Bishops Stortford	The wharfing and banks of Public Wharf are in a fair condition. The banks of Cut & basin adjoining Messrs Taylor's property very bad but their repair devolves on Messrs Taylor. The canal and basin surrounded by Messrs Taylor property is still the property of the Navigation.
Fixes Lock	Wharfing below lock requires renewal (about 100 ft.)

Pishiobury	The Railway runs close to Navigation at a place called “the pinch” the River is very circuituous (sic) there is about 200 ft. of wharfing here in very fair condition.
Harlow	About 150 ft. of Towpath wharfing from bridge to lock requires repair.
Below Lower Lock	Wharfing requires repair.