

# LEE CONSERVANCY

## REPORT ON THE RIVER STORT NAVIGATION

ENGINEER'S OFFICE,  
ENFIELD LOCK,  
MIDDLESEX, N.

Oct. 17th, 1901.

To  
THE CHAIRMAN AND MEMBERS OF THE LEE CONSERVANCY BOARD.

GENTLEMEN,

In accordance with your instructions I now beg to Report upon the River Stort, its Works and Financial Position.

I have inspected the Navigation from Feilde's Weir (its junction with the lee) to Bishop's Stortford and in the Appendices at the end of this Report have given in detail the Tolls collected on the Stort, and the Tolls collected on the Lee from trade to and from the Stort also the condition of the Locks, Lockhouses, Bridges, Weirs, Tumbling Bays, Property, &c.

The first Act for Canalizing the River Stort was passed in the 32nd year of King George II., cap 42 (1759), but for various reasons the Act was not put in operation, and was repealed by the Act, 6George III., cap 78 (1765) which is the only Act relating to the Stort, and by section XLI., the Navigation is exempt from the payment of any Taxes, Assessments or impositions whatever.

The work of Canalization was commenced September 24th, 1766, and completed October 24th, 1769, when two laden barges arrived at Bishop's Stortford amid the rejoicings of the inhabitants. The Navigation being completed from Feilde's Weir on the Lee, a distance of 13 miles having 15 locks, with a total rise of 93 feet from the Lee to Bishop's Stortford thus placing that town and the Towns and Mills en route in direct communication with the Lee and London.

The line of the Navigation and the Works were designed and carried out in a manner well suited to the contour of the country, and to the require-ments of the several Towns and Mills along its route, and for a number of years appears to have been a prosperous undertaking, but now its Trade has fled and it is fast becoming a derelict Navigation.

The " River Lee Trustees" and the "Lee Conservancy Board" appear to have taken an interest in the Stort for a number of years, for I find in 1844, their Engineer, Mr. J. R.. Griggs, made a Report upon its condition, and in 1858 and 1870 their Engineer, Mr.N. Beardmore, reported very fully upon the Navigation and its works, with a view to purchase by the Lee Trustees.

The Conservancy also, in 1880 and 1884, instructed their late Engineer, Mr. J. Child, to make detail Reports as to the condition of the Stort, which I assisted him to prepare, and from what I remember then, and my recent inspection, I must say the Navigation is in a

much worse state than in 1884. The Lee Trustees and the Conservancy Board do not appear to have assisted the Stort Navigation in any way, although the Stort has undoubtedly been a great help to the Lee for over a hundred years, and from which the Lee has derived a large Annual Income; and so long as it was efficiently maintained by its proprietor it did not signify much who was the owner; but now that the Lee Tolls derived from Stort Traffic have fallen from an average of £2,043 a Year for the years 1860-79, and from £1,442 for the years 1880-3 to an average of only £783 for the 7 years 1894-1900 I venture to think it is high time that the cause of this serious loss of Tolls to the Lee should be carefully considered. The summary of the yearly collections is given in Appendix No. 2. The Stort Tolls (collected on the Stort) have receded in like proportion, for I find the gross average receipts for the 15 years 1855-69 was £2,431, and for the 6 years, 1873-8, £2,175, and for the 4 years 1879-82 £1,626, and for the past 2 years, 1899-1900, only £826 per annum. These figures are the gross takings from all sources including Property, which in 1858 brought in a Rental of £507 per annum but which was all sold prior to 1897, see Appendix No. 8.

It will be observed that the Tolls collected on the Stort and the Tolls collected on the Lee upon Stort Trade, very nearly coincide. The Stort under favourable circumstances, has a navigable depth of about 3 feet 6 inches, but in Summer only about 3 feet ; the draught for barges entirely depending upon the will of the ten Millers who draw down the water by their waterwheels as low as they like, and as often as they choose, there being no fixed, or "statutory head" to each pool as on the Lee, and at the same time they levy a Mill toll of 6d. per barge at the ten Mills (see Sec. XXVIII - River Stort Act, 1765)

The 15 Locks are mostly in a bad state of repair, and 13 of them are very primitive, with open sloping sides, thus using a considerably greater volume of water to pass a barge, than would be necessary provided the sides were closed in. There would not be much difficulty in closing in the sides with timber, or to make a permanent job by building new sides of cement concrete and lowering the sills where necessary ; this would cost about £500 per Lock on an average.

The Navigation also owns and maintains 50 Road, Occupation and Towing-path Bridges, which to keep up and rebuild means a heavy yearly outlay; and I must say, it seems hard upon the Proprietors of the Navigation that they should be called upon to rebuild and repair Main Road Bridges over the River from which they derive no benefit whatever - the Navigation being as much a highway as the roads. Details of the Bridges are given in Appendix No. 6.

The following are Public Road Bridges, viz :-Roydon, Parndon, Burnt Mill, Sheering, Sawbridgeworth, Spellbrook, Twyford, and South Mill, and should be widened, and partly, if not wholly maintained by the Local Authorities.

I am glad to say that the Bridges at the present time are in a much better state than when the last Report of this Navigation was made, viz :-in 1884, having had in many cases iron substituted for wood.

The Navigation owns 7 Lockhouses, which, though old, are in a fair state of repair, also a Manager's House at "Latton Island," where the former owner, Mr. J. P. Davis, resided, which is a substantially built brick house.

The Navigation owns and maintains 6 Weirs and 4 Overshots ; 3 of the Weirs, viz : "Stort," " Roydon," and South Mill are in fair order; also the Overshots near Feake's Lock; near Bridge No. 39 ; near Latchmore Bank (2 Mile post). Latton Weir (1874) is in good order, but the Apron is entirely washed away, and as the Bank at this spot is very weak, it should be renewed at once, or a serious breach will take place: this will cost about £300.

Feake's Weir is in a very bad state, and should be renewed, at a cost of about £300.

Spellbrook Weir, 1841. This Weir is entirely built of timber, and has gates; it is very old and leaking badly, and should be renewed at once at a cost of about £400. The bottom of the River at this spot is all peat and piles 30 feet long will be required for the dams. The Overshot near Bridge No. 38 is blown away, and a temporary dam has been driven in front; to renew this will cost about £50.

There are 9 Trunks or Tunnels under the Stort, partly or wholly maintained by the Navigation for the purpose of draining the adjacent property. The Towing Paths generally are in a better condition than in 1884, but are in need of ballast, which, I find, can be advantageously dredged from the Navigation.

Most of the property formerly belonging to the Navigation has been sold, with the exception of a Wharf at Bishop's Stortford, with a 6 ton crane, a Wharf at Harlow, and a Wharf at Sawbridgeworth, with 4 ton crane.

A triangular piece of Land and Sheds with good Brick House at Latton Island. Wharf at Burnt Mill, and at Roydon Lock a Stable for 4 Horses. The Yard and Workshops are at Roydon Mill, and are suitable for a Store, and the minor works of the Navigation.

The average Tonnage carried on the Stort is about 50 tons per Barge.

The Stort compares very unfavourably with the Lee, which is navigable for 28 miles, with 19 Locks and a fall of 96 feet, with a minimum of 4' 6" over the sills, and available for 70 to 75 tons in the Winter months to the full extent of the Navigation. The Lee has only 32 Bridges to maintain as against 50 on the Stort and 17 Horse Gates against 94 on the Stort. Details of the Trade to and from the Stort for the past 7 years will be found on Appendix No. 3 and from which it will be seen the principal commodity conveyed is Malt, which pays 60% of the Tolls. No doubt there is more malt made now on the Stort than ever before, and could the Maltsters be assured that cargoes of 60 tons could be carried with any degree of certainty, I am of opinion a large proportion of the Malt made would be conveyed by Water, and also a large Trade could be done in Coal if the River can be made efficient.

Appendix 9 is a list of Tolls charged on the Stort.

Appendix 10 is a list of Tolls charged on the Lee, for comparison.

The general condition of the Locks and the Bed of the River is considerably worse than in 1884; in fact, the Navigation has been starved, very little dredging having been done.

Prior to the above date the average expenditure in maintenance was £1500 a year, but now it has dropped down to £860 a year. The Navigation is very shallow for about 6 miles and should be dredged. Mr. Beardmore said in his Report of 1870 "There are many strips and wide banks

alongside the River suitable for depositing dredgings, &c., but not of intrinsic value for sale, nor should they be sold; " unfortunately, the late Mr. Davis thought otherwise, and sold every piece he possibly could.

To put the Navigation in a proper state of repair to enable Traders to carry 60 to 65 tons would cost about £10,800. If the Board acquire this undertaking, I would advise that the works should not be done all at once, but would rather start gradually from Feilde's Weir and work upwards, spending about £1,500 to £2,000 a year until the undertaking is placed in a satisfactory condition, but under no circumstances could I advise the Board to take over the management of this Navigation unless some definite and permanent arrangement was entered into with the Millowners to ensure that the water was only drawn down to a certain fixed head, as it would be absolute waste of money to dredge out the River and lower the Lock sills if the Millers still possessed the right as at present to draw down the water as low as they choose. This could only be done by negotiation with the individual Millowners and Tenants.

The Stort, as now circumstanced, is in a precarious state, the takings in Tolls being not half enough for its up-keep. Now the question is, what is to be done? When the Lee was badly off in the years 1851 to 1868, and her Tolls only averaged for the 18 years, £9,100 a year, the Stort Trade was contributing about £2,000 a year to our revenue.

Now our Tolls have increased to £16,000 a year, the Stort only contributes £783 towards this sum, and only collects £826 for the up-keep of the Navigation. Of course should the Stort become closed for traffic, as it assuredly will in a few more years, we shall lose £783 a year. Legally, we are under no obligation to assist the Stort.

The Trade of the River depends entirely upon two firms viz: H.A. and D. Taylor, of Sawbridgeworth, and Messrs. John Taylor and Sons of Bishop's Stortford.

In my opinion there is a future for this River ; it has a splendid water supply; canals generally are becoming more appreciated, and as the districts near London are so rapidly being built over, and so densely populated, factories must go further afield, and on the Stort good sites can easily be obtained

To put it shortly ; will the Board allow the Stort to become derelict and lose £783 a year, or will they put £700 or £800 a year into the undertaking in the hope of resuscitating it, so that it may successfully compete with the Railway for its own benefit, and also for that of the Lee

I have the honour to be, Gentlemen,

Your Obedient Servant,

CHARLES N. TWEEN, Engineer

Appendices follow



Year	Total Tons	Receipts			Expenditure			Net Income			Deficit		
		£	s	d	£	s	d	£	s	d	£	s	d
5 years average 1852 to 57		2,162	..	..	1,192	..	..	970	..	..			
15 years average 1855 to 69		2,431	..	..	1,564	..	..	866	..	..			
6 years average 1873 to 78		2,175	..	..	1,466	..	..	708	..	..			
4 years average 1879 to 1882		1,626	6	1	1,601	11	6	58	19	5			
2 years average 1899-1900		866	11	7	861	12	8				35	1	0

## Appendix No 2

### River Lee Tolls collected on Stort Traffic

Year	Tolls			Tons charged	Tons of manure
	£	s	d		
1860	1,838	0	11	40,621	3,935
1861	1,817	12	4	40,458	5,909
1862	1,937	19	2	42,743	7,216
1863	2,076	15	7	46,489	4,541
1864	2,038	3	1	44,937	5,246
1865	2,168	11	9	47,361	4,786
1866	2,191	8	4	47,768	4,748
1867	2,103	9	5	45,975	4,694
1868	2,231	11	6	48,295	5,231
1869	2,035	7	4	46,085	4,739
10 years average	2,043	7	4	45,073	5,104
1875	2,336	16	10½	49,676	6,205
1876	2,273	7	11	49,147	6579½
*1877	2,054	4	2½	46789¾	6,046
1878	1,906	16	4	43725½	7469½
1879	1,805	19	9¾	40914¼	4091½
5 years average	2,075	9	..	45,970	6,078

Year	Tolls			Tons charged	Tons of manure
	£	s	d		
1880	1,663	4	6	37,616	6,671
1881	1,405	19	0	31,834	3,975
1882	1,381	14	5	31,486	6,102
1883	1,330	2	5	30,273	6,176
<b>4 years average</b>	<b>1,442</b>	<b>15</b>	<b>1</b>	<b>32,802</b>	<b>5,731</b>
1894-5	764	14	4	18,716	
1895-6	808	13	0½	21,366¼	
1896-7	826	7	8	22,079	
1897-8	823	16	4	22,857¾	
1898-9	780	6	6	22,289¼	
1899-1900	714	2	7	18,941½	
1900-1901	764	15	7	19,334½	
<b>7 years average</b>	<b>783</b>	<b>5</b>	<b>2</b>	<b>20,798</b>	

\*Lee tolls on Stort Trade lowered 1d per ton this year

### APPENDIX No 3

#### RIVER LEE TOLLS COLLECTED ON STORT TRAFFIC

Details shewing the several commodities conveyed for the years 1894 to 1901

See end of report

### APPENDIX No 4

#### LOCKS

##### LOWER LOCK

Upper and lower gates very old (1862) and in very bad condition, will require very urgent renewal. Brickwork requires repair, side main piles and planking bad. This lock will require £300 expending on it. Water on Upper Sills 4 feet 8 inches, Lower 5 feet 6 inches.

BRICK LOCK, TOLL COLLECTION LOCK. Upper gates 16 years old. Brickwork on east side bad; Lower gates, 1890. Altogether this Lock ought to have £400 spent on it. Upper Sills 4 feet 10 inches, Lower 3 feet 3 inches, should be lowered 1 foot 6 inches.

ROYDON Upper Gates and Woodwork very bad and requires renewal urgently. Sides of lock open and dilapidated. Lower gates new 1900. Brickwork fair order, to renew cost £300. Upper Gates 5 feet, Lower 3 feet 10 inches, requires lowering about 1 foot.

HUNSDON Lower end gates, &c., renewed 1873 can be repaired. Side main piles bad above water, Upper gates very old, Forebay very bad, require renewing. About £300 would place lock in a satisfactory condition. Upper Sills 4 feet 7 inches, Lower Sills 4 feet 6 inches

PARNDON Upper end of lock renewed 1877. Gates, slackers, walls, &c in fair condition. Sides open, in bad condition. Lower gates new. Cost about £500. Lower sills 3 feet 4 inches, Upper Sills 4 feet 2 inches. Lower Sills should be lowered 1 foot.

BURNT MILL Upper gates, pine 1895, fair order. Lower gates, 1861, in bad condition. Lower brickwork requires repair. Cost about £400; only 3 feet 10 inches over Upper Sills, and 4 feet 2 inches over Lower Sills. The Upper Sills should be lowered 1 foot.

LATTON Upper gates 1878. Staple posts old, all in bad condition. Lower gates, 1860, in very bad condition, sides in bad condition. Main piles bad. Brickwork very bad and requires pointing. Altogether in bad condition. Depth over upper sill 3 feet 9 inches, Lower 4 feet 6 inches. Upper Sill should be lowered 1 foot. Cost about £500.

HARLOW Brick built. South side good, North side very bad and bulged out. Upper gates 1884, in good order. Lower gates 1859. Gates in very bad condition. This lock will require an outlay of about £400. Upper gates 4 feet 2 inches, Lower 4 feet 3 inches, should be lowered 6 inches Fall about 8 feet. 6 inches, greatest on the River.

FEAKE'S Upper gates 1900. Top end of Lock very good. Lower gates bad, 60 years old. Brickwork at lower end requires repair. Open sides. Upper Sills 3 feet 3 inches, Lower 3 feet 6 inches. Both Upper and Lower Sills should be lowered 1 foot 6 inches. Cost £500

SHEERING Upper and lower gates and brickwork all in fair condition. Sides renewed 1875, closed nearly to Upper Pool level. All in fair condition. Upper Sills 4 feet 6 inches, Lower 3 feet 6 inches. Lower Sills should be lowered 12 inches. Cost about £200.

- SAWBRIDGEWORTH** Brickwork, upper end requires repair, lower end good. Upper gates good; lower gates 1869, can be repaired. Open timber sides, Main piles fair; Wing walls in fair condition. Lower Sill 5 feet. Upper sill should be lowered a few inches. Cost about £200.
- TEDNAMBURY** Brickwork. Upper and Lower ends require considerable repair. Side Main Piles nearly gone, requires entire new sides. Upper gates, 1874, in fair condition Lower gates old, 1856, very poor state. Cost for repairs to this lock about £300. Upper Sills 4 feet 10 inches, Lower 4 feet 7 inches.
- SPELLBROOK** Upper gates 1874, in fair order, Lower Gates, 1842, open sides, fairly good, pointings very bad. Upper sills 4 feet 10 inches, Lower 4 feet 7 inches. Cost about £200.
- TWYFORD** In bad condition generally. Upper and lower gates very old, 1848. Brickwork, bad repair, side Piles bad also; will require an expenditure of £500. Upper Sills 4 feet 5 inches, Lower sills 3 feet 8 inches. Should be lowered 1 foot.
- SOUTH MILL, BISHOP'S STORTFORD.** Brick ends, open sides, nearly all renewed in 1883 and deepened. Lower gates fair order, Upper gates 1884. Wing walls below, brick, new built open Timber sides, all good. This is the best Lock on the River. Upper Sill 3 feet 6 inches, Lower 4 feet 3 inches. Upper Sill lowered 1 foot. Cost £200.

## **APPENDIX No 5**

### **LOCKHOUSES**

## **APPENDIX No 5**

### **Lockhouses**

- LOWER LOCK** A Wooden hut about 5' square.
- BRICK LOCK** Lockhouse (date 1830), Office and Washhouse, brick built, slated and tiled, one storey high. With loft over, in very fair condition.
- ROYDON** 2 stories high. Basement brick, Upper Storey plaster, in fair condition.
- BURNT MILL** Plaster & tiled (date 1799). Sheds timber, in fair order.
- LATTON** Navigation Manager's House, Substantially built brick House with good Outbuildings.

HARLOW	Lockhouse, plaster built, and slated (date 1803). Wood buildings in fair repair.
SHEERING	Lockhouse and Shed, lath and plaster built, and tiled, old, but in fair condition.
SPELLBROOK	Part brick and tiled in fair condition.
SOUTH MILL	Lockhouse built by Sir W Gilbey, not far from Lock.

## APPENDIX no 6

### BRIDGES

<u>No</u>	<u>Date</u>	<u>Description and Condition</u>
1	1884	Cart Bridge over Tail of Lower Lock, iron girders, brick abutments, new platform wanted.
2	1883	Cart Bridge, iron girders all in fair condition. ( <i>Towpath, now gone</i> )
3	1873	Cart Bridge over tail of Brick Lock, iron girders, oak planking, fair condition
4	1886	Cart Bridge, abutments brick, iron girders, new platform wanted, and new guard piles and walling underneath. ( <i>Towpath, now gone</i> )
5	1861	Cart Bridge at Roydon Mill, iron girders in good condition. Thgis Bridge is the most awkward on the Navigation, being almost at right angles with the River, and only about 6 feet headway.
6	1878	Public Road Bridge at Roydon Station, brick abutments, 1 pier of oak piles, very bad condition; fault, very low; should be renewed with iron. Cost, about £400.
7		Cart Bridge, Hunsdon Mill Tail, brick abutments, iron girders and flich inside girders, about 35 feet span, fair condition.
8		Cart bridge over Roydon Lock Tail, iron girders, brick Piers, in moderate condition.
9	1880	Cart bridge about 18 feet span over Navigation, brick abutments, fir bearers, in good condition. ( <i>Now gone</i> ).
10	1892	Cart bridge over Hunsdon Lock Tail. Iron girders, wood platform, all in good condition.

- 11 1880 Cart Bridge, Mead End, over Navigation, 3 spans all timber, pile abutments, in fair order.
- 12 1890 Horse Bridge (Towing Path), brick abutments, 2 spans, iron pile Pier, and iron girders, in good order. (*1910 map shows bridge over Navigation, now gone*)
- 13 1872 Horse Bridge, Parndon Mill Tail, brick abutments, iron girders, good condition, span about 14 feet.
- 14 Public Road Bridge (*over Parndon Lock Tail*). Cast iron girders and hand rails, in good order.
- 15 1886 Cart Bridge at Parndon Hall over Navigation, iron plate girders outside, 3 fitch girders inside, brick abutments, all in good order.
- 16 1863 Public Road Bridge over Burnt Mill Lock Tail, oak bearers, brick abutments, should be renewed in iron, and road over widened.
- 17 1878 Horse Bridge, 3 spans. On piles all timber, bad condition. (*Over mill head*)
- 18 1891 Cart Bridge, "Mays", over Navigation, brick abutments, pine piles and head trees, brickwork in fair condition, wrought iron girders, and fitch girders inside, in fair condition.
- 19 1895 Latton Reach Horse Bridge, about 18 feet span, iron girders, wood abutments, in good order.
- 20 1885 Footbridge (small), over Lock tail, fair order.
- 21 1893 Horse bridge, Latton Mills, iron girders, 3 spans, oak pile Piers, oak bearers and fir planking, fair order. (*Over navigation*)
- 22 1882 Horse Bridge (Towing Path), over old River, about 40 feet long, in 2 spans, oak piles in centre, entirely rebuilt in oak.
- 23 1880 Footbridge (small), Harlock (sic) Lock, good condition.
- 24 1894 Horse Bridge over mouth of old Dock, 3 spans, about 12 feet each, oak piles, timber all in good repair.
- 25 1894 Horse Bridge, over ditch, 12 feet span, iron girders, wood abutments, good order.
- 26 1896 Horse Bridge over Pincey Brook, iron girders, timber abutments, in fair condition.
- 27 1880 Footbridge (small), over Feake's Lock Tail, good order.
- 28 1883 Cart Bridge over Navigation, above Feake's Lock, brick abutments, iron girders, new 6 inch planking wanted. Repairs about £40.

- 29 1883 Horse bridge in fair order.
- 30 1881 Horse Bridge, truss girders, bad order.
- 31 1869 Horse Bridge, about 8 feet span, brick abutments, plate iron girders, good condition.
- 32 1895 Horse Bridge, brick abutments, 2 spans, centre Pier on iron piles, fir bearers and planking, iron rails and standards, all in fair condition.
- 33 1900 Public Road Bridge over tail of Sheering Lock, iron girders, brick abutments, all in good condition.
- 34 1888 Horse Bridge, about 20 feet span, iron girders, timber abutments, in rather poor condition
- 35 1862 Public Road Bridge, Sawbridgeworth, 3 spans, together 50 feet, brick abutments, and 2 piers of oak piles, platform all oak, replanked 1898, all in fair condition.
- 36 1869 Cart Bridge, iron girders, oak planking, in good condition, Sawbridgeworth Lock.
- 37 1900 Foot Bridge, wood, over River (a half timber), new. (*Kecksey's Bridge*)
- 38 1880 Horse Bridge, about 9 feet span, iron girders, new planking required.
- 39 1883 Horse Bridge over "Overshot", about 12 feet span, iron girders, good order.
- 40 1900 Horse Bridge over Tednambury Mill Tail, brick abutments, 3 spans with iron Piers, Oak capsills, fir bearers, rails and posts all in good condition.
- 41 1891 Cart Bridge, Tail of Tednambury Lock, fir bearers, in fair condition.
- 42 1868 Tednambury Horse Bridge, over stream leading to Hallingbury Mill, brick abutments, cast iron girders, wood platform, iron rails and standards, fair condition.
- 43 1898 Public Road Bridge, brick abutments, iron girders, rails and fence in good order; this bridge is over the tail of Spellbrook Lock.
- 44 1880 Cart Bridge, brick abutments, iron girders, in good order.
- 45 1877 Latchmere Bank Brook Horse Bridge, timber, brick abutments, fir bearers, iron rails and posts, in good condition.
- 46 1883 Horse Bridge, timber, brick abutments, in fair order. Stortford effluent from Sewage Farm enters here.

- 47 1858 Foot Bridge over Navigation, in bad order; to renew , cost about £20  
(*Roley Croke, originally Rowley Croft*)
- 48 1865 Public Road Bridge over Tail of Twyford Lock, brick abutments, bad order; timber built bridge, all bad. Cost to renew about £300.
- 49 1879 Horse Bridge over South Mill Lock, oak bearers, and in good condition.
- 50 Public Road Bridge near South Mill, Bishops Stortford, old, oak bearers, brick abutments, very awkwardly built, and low, only 5 feet 9 inches headway, pens up water at flood times; should be rebuilt and widened about 6 feet, in fair repair; should be rebuilt with increased headway. Cost about £800.

## APPENDIX NO 7

### WEIRS, TUMBLING BAYS , AND OVERSHOTS.

**STORT WEIR, 1870** Standards and Wing Walls in good order, 2 Gates draw; 2 as Overshot only, considerable leakage, new Gates required. £40.

**WEIR ABOVE ROYDON LOCK, 1867** Iron standards in good order.

**LATTON MILL, 1874** Weir good but apron all gone; will cost about £300 to renew.

**FEAKE'S OVERSHOT.** Fair repair.

**FEAKE'S TUMBLING BAY.** Very bad, cost to renew, £300.

**OVERSHOT (Bridge No 38).** Blown away, temporary dam driven in front, cost to renew about £50

**OVERSHOT (Bridge No 39)** Good order, 3 gates, all timber.

**SPELLBROOK WEIR, 1841** Very old and leaking badly, should be renewed at once; cost about £400, all peat at bottom, require piles about 30-feet long.

**OVERSHOT near 2 mile post.** Fair order.

**SOUTH MILL WEIR, 1868** Iron standards, brick sides, good order.

## APPENDIX NO 8

### PROPERTY

**ROYDON MILL NAVIGATION WORKS.** A small triangular piece of Land between Roydon Mill and Navigation. Workshops in good order

**ROYDON LOCK.** Saw Pit, a brick built and slated 4-stall stable (built 1864).

**BURNT MILL WHARF.** Triangular in shape, about 60 feet frontage, on Wharfing.

**LATTON LOCK.** House and triangular piece of Land, about  $\frac{3}{4}$  of an acre, below Lock, and down to next Bridge.

**WEST MARSH COMMON,** About  $\frac{1}{4}$  of an acre of land adjoining Towpath, a little below Harlow Lock, planted with Willows.

**HARLOW WHARF.** A Wharf with ample space. Wharfing in fair repair, except about 40 feet next Bridge, which requires repair.

**SAWBRIDGEWORTH.** A good