

RIVER TRANSPORT 1189 – 1600**THE REVEREND DOUGLAS JOHN MORRIS CAFFYN****DOCTOR OF PHILOSOPHY****UNIVERSITY OF SUSSEX****AUGUST 2010****Appendices A – R**

	Page
A. Records of Historic Use	273
B. Mean Discharge Estimates	430
C. Transport of Stone for Cathedrals and Colleges	438
D. Rivers made navigable by Act of Parliament	446
E. Legislation relating to weirs	450
F. The gradient of the Thames	459
G. The Lay Subsidy 1334	460
H. Dates of First Obstructions of Rivers	463
I. Depth of Fords	465
J. Watermills of the Middle Wye Valley and Sussex	467
K. Watermills of Cambridgeshire, 1086-1600	470
L. Grants of Pontage. 1229-1399	477
M. Level of the Kentish Stour in Canterbury	480
N. Official Reports since 1973	482
O. Roads - An invisible Feature in the Landscape?	484
P. Natural and Given rights	497
Q. Maps	505
R. Illustrations.	512

Appendix A**Records of Historic Use****Index of Rivers and Table of Distances**

In this appendix the rivers are listed clockwise. Tributaries are listed in order going upstream. Tributaries of tributaries are listed immediately after the tributary. Distances are measured in miles.

Edwards Length of non-tidal river for for which Edwards found evidence of historic use as amended in this appendix.

A Length of river for which Category A evidence of use has been found.

B Length of river for which Category B evidence of use has been found.

RLU Length of river considered usable in 1936 in the *BCU Guide* at mean flow at Grade 1 or 2 level of difficulty as described in Chapter 1.2.

+ indicates that it is known that boats used the river further upstream.

* indicates that the river was not included in the *BCU Guide* because it was canalized or it was considered that there were excessive objections to its use.

	<u>Edwards</u>	<u>A</u>	<u>B</u>	<u>RLU</u>
North East				
1. Tweed.	16	16+	16+	16
2. Tyne.	3	22+	22+	20
3. Durham Don.			3	
4. Wear.	12	44	44	42
5. Tees.		14+	26	39
6. Skerne.			15	
7. Leven.			17	
	<hr/>	<hr/>	<hr/>	<hr/>
	31	96	143	117
Yorkshire				
1. Hornsea Beck.		1	1	
2. Hedon.	4	4+	4+	
3. Hull.	23	23	23	25
4. Beverley Beck.	1	1	1	
5. Yorkshire Ouse.	26	26	26	26
6. Yorkshire Don.	14	14	14	14*
7. Aire.	9	55	55	55*
8. Calder.			9	9*
9. Derwent.	21	39+	59	56
10. Rye.		22	22	20
11. Wharfe.	10	10	10	51
12. Bolton Percy Foss.		2	2	
13. York Foss.	6	6	6	
14. Nidd.	23	23	32	28
15. Swale.	32	32	50	45
16. Ure.	3	3+	19+	42
	<hr/>	<hr/>	<hr/>	<hr/>
	172	261	333	371

Trent

1. Trent.	51	72	117	111
2. Eau.	3	5+	5+	
3. Idle/Poulter.	25	10	25	20
4. Till.		8	8	
5. North Beck.		3	3	
6. Devon.		15	15	
7. Greet.			4	
8. Soar.		25+	25+	25
9. Derbyshire Derwent.	24	24	24	53
10. Dove.			30	30
11. Tame.		10	10	25
12. Anker.		2	2	7
13. Sow.			5	5
14. Penk.		8	10	8
	<hr/> 103	<hr/> 182	<hr/> 283	<hr/> 284

Lincolnshire Coast

1. Ancholme/Rase.	25	25	25	
2. Anderby Creek.		4	4	
3. Steeping.	5	10	10	
4. Wrangle Drain.		2+	2+	
5. Witham.	49	49	71	61
6. Hammond Beck/Newdyke.		10	10	
7. Sleas/Kyme Eau/Old Sleas.	12	12+	12+	
8. Bain.	2	11	11	
9. Brant.			7	
	<hr/> 93	<hr/> 123	<hr/> 152	<hr/> 61

Fenland

1. Welland.	15	33	33	21
2. Glen/West Glen.	5	10	10	10
3. Nene.	16	48	65	65
4. Great Ouse.	115	126	135	147
5. Nar.	15	15	15	12
6. Wissey/Oxborough.	11	11	14	25
7. Little Ouse/Brandon	21	21+	38	33
8. Lark.	13	25	25	25
9. Kennett.		5	5	
10. Snail/Soham.		5	5	
11. Cam.	16	28	32	33
12. Bourn.	4	4	4	
13. Rhee.		5	15	
14. Granta.				3
15. Ivel/Flit/Hiz.		17	17	20
16. Ouzel/Lovat.		20	20	15
17. Tove.			<u>10</u>	<u>10</u>
	<hr/> 231	<hr/> 368	<hr/> 433	<hr/> 434

East Anglia

1. Babingley.		10	10	
2. Heacham.		1	2	
3. Stiffkey.		8	8	
4. Bure.	1	15+	15+	15
5. Pickerill Holme.		3	3	
6. Dobb's Beck.			3	
7. Ant.	9	9	9	13
8. Yare.				8
9. Wensum.	7	12	12	10
10. Tud.		6	6	
11. Waveney.	13	13	31	26
12. Blythe/Dunwich.			1	1
13. Deben.			16	
14. Rattleden/Gipping/Orwell.		16	21	16
15. Suffolk Stour.		20	20	32
16. Colne.		10	10	
17. Pant/Blackwater.		8	31	8
18. Chelmer.		6	6	15
19. Roach.			5	
	<u>30</u>	<u>138</u>	<u>209</u>	<u>143</u>

Thames

1. Thames.	120	128	142	139
2. Mar Dyke.			2+	
3. Darent.			13	
4. Ingrebourne.	8	8	8	
5. Roding.			3	
6. Lea.	28	28	28	28*
7. Stort.		16	16	14
8. Rib.			8	
9. Beane.		13	13	
10. Fleet.	1	1	3	
11. Tyburne.			2	
12. Effra.	2		2	
13. Brent.		1	1	
14. Mole.		30	30	45
15. Wey.		20	20	36
16. Colne.		10	30	7
17. Bulbourne/Gade.			11	
18. Loddon.				13
19. Kennet.		30	40	30
20. Badford Brook.			2	
21. Thame.		17	17	31
22. Ock			2	2
23. Cherwell.	7	7	7	20
24. Ray.	2	4	4	
25. Evenlode.		8	8	15
26. Windrush.		15	15	23
27. Churn			7	
	<u>168</u>	<u>336</u>	<u>434</u>	<u>403</u>

South East

1. Medway.	2	19	25	35
2. Beult.			12	12
3. Kentish Stour.	2	14	20	18
4. Little Stour.		6	7	3
5. Dour.			1	
6. Eastern Rother.	20	20	20	20
7. Brede.		10	10	
8. Reading Sewer.		2	2	
9. Combe Haven.		1	1	
10. Waller's Haven.		5	5	
11. Ashbourne Stream.		2	2	
12. Nunningham Stream.		2	2	
13. Pevensey Haven.		3	3	
14. Middle Sewer.		4	4	
15. Cuckmere.		5	5	
16. Sussex Ouse.		10	10	
17. Adur.		1	4	
18. Western Rother.		2	2	13
19. Itchen.	16	16	26	26
20. Alre.			1	
21. Test.	5	12	15	
22. Salisbury Avon.	35	35	62	60
	<u>80</u>	<u>169</u>	<u>239</u>	<u>187</u>

South West

1. Dorset Stour.			42	46
2. Dorset Frome.			42	23
3. Axe.		6		
4. Exe.		1	1	20
5. Teign.			3	
6. Bovey.			2	
7. Tory Brook.		3		
8. Red.		5		
9. Tresillian.			3	
10. Torridge.		2	2	16
11. Taw			12	12
12. Bray.			10	
13. Parrett.	3	7	11	
14. Cary.			15	
15. Tone.	10	10	10	
16. Yeo.			6	
17. Brue.	13	13	18	
18. Whitelake.		7	7	
19. Axe.	15	15	20	
20. Cheddar Yeo.			5	
21. Sheppey.		1	1	
22. Banwell.			8	
23. Bristol Avon.	16	16	16	42
24. Bristol Frome.		1	1	
25. Stroud.			5	
	<u>57</u>	<u>73</u>	<u>254</u>	<u>159</u>

Severn

1. Severn.	97	116	116	116
2. Warwickshire Avon.	28	47	82	68
3. Teme.		47	49	44
4. Onny.			10	
5. Eaton Brook.			5	
6. Salwarpe.	5	5	5	
7. Worcestershire Stour.		5	5	
8. Cound Brook.			3	
9. Tern.			23	15
10. Perry.			9	8
11. Vyrnwy.		8	8	8
12. Hereford Wye.	54	83	83	83
13. Monnow.		10+	10+	19
14. Lugg.			26	26
	<u>184</u>	<u>321</u>	<u>434</u>	<u>387</u>

North West

1. Dee.	12	12	12	12
2. Weaver.	4	4	50	36
3. Mersey.	3	8	8	
4. Irwell.	3		3	
4A. Bollin.		1	1	
5. Ribble.			10	45
6. Lune.	17	17	17	28
7. Condor.			2	
8. Wenning.			3	
9. Kent.		7	17	
10. Duddon.		2	2	
11. Annas.			2	
12. Cumberland Derwent.	9	9	9	
13. Marron.			4	
14. Waver.	1	1	1	
15. Eden.	3	13	13	61
16. Esk.			5	
	<u>52</u>	<u>74</u>	<u>159</u>	<u>182</u>

Total.	1201	2141	3057	2728
(187 rivers)				

1 The River Data

The '**Tidal Limit**' is as shown on the current Ordnance Survey maps. 'Coast' is used where the shore is relatively straight and there is no named place at the point of discharge. '**Lower limit**' is the confluence of a tributary with a river.

Edwards is the amended upper limit of recorded historic use as stated in Edwards. The amendments are explained under the individual rivers and have been made where it is considered by the present author that Edwards extracted an entry from the Rolls which did not adequately establish that the river was used. eg:- River Len. [SE 1A.]

A states the limits of recorded historic use for category A evidence as found for this thesis and the flow, gradient and a description of the river form.

B states the limit of recorded historic use for category B evidence.

RLU states the Recent Limit of Use and the flow, gradient and a description of the river form. (For a fuller statement about the RLU see below under Comment.)

Column 6

One of the following terms is used:-

Confl.	Confluence. This implies that the flow can not be interpolated at the limit point.
Canalised.	The river has been modified and the present form of the river can not be considered to be natural.
P&R.	The form of the river is pool and riffle.
Br.	The bed material is predominantly bedrock.
B.	boulders.
C.	cobbles.
G.	gravel.
S.	sand, silt and/or clay.

2 Comment

Edwards Edward's thesis provides the previous most extensive list of sections of rivers for which there is evidence of navigation.

Distances Distances are taken from the *BCU Guide* or measured with an opisometer on 1:100,000 or 1:25,000 maps. It is accepted that for rivers which are sinuous these do not provide accuracy to the nearest mile.

Gradient The gradient is measured in metres per kilometre. Gradients have been calculated from the distance between contour lines on the Ordnance Survey 1:25,000 maps. Where a place is less than 20 m above sea level no gradient could be calculated.

The Material forming the bed of the river was obtained by observation from bridges. Where a river was opaque and the banks formed of fine material it was, normally, assumed that the bed material was sand, silt or clay.

Recent Limit of Use

The most recent publication to give a reasonably comprehensive description of the 'Recent Limit of Use' (RLU) of rivers is the *BCU Guide*. Its limitations are discussed in Chapter 2.2.

River Discharge

Discharge is taken from *Hydrological data UK*. The accuracy of the gauges used in *Hydrological data UK* is discussed in the Introduction to that book. These readings are considered adequate for this work. Interpolation or extrapolation from these records is considered in Appendix B. Where the distance from the nearest gauging point is too great the flow is regarded as being unobtainable.

Data records were used from all the information in the book. The data provided refers to different periods of time. For example the mean flow for Riding Mill and Bywell on the Tyne are given for the periods 1989-2000 and 1956-2000 respectively. Their catchment areas are 2174.5 and 2175.6 km² respectively. Their mean annual flows are 34.41 and 45.06 m³ s⁻¹. This is an extreme example but it illustrates the variation in average annual mean flow over time.

On the Stour at Lamarsh the mean flow in 2000 was 4.21 m³ s⁻¹ and in 1996 1.45 m³ s⁻¹. The measurements are not at fault. They accurately record the variability of the English weather. When seeking to draw conclusions from the data this variability must be considered.

Gradients

To measure the gradient of a section of a river which includes weirs is equivalent to measuring the gradient of a curved flight of steps with sloping treads of unequal lengths and unequal risers where the treads move up and down and change their slope with time. Available, affordable, GPS equipment does not provide a suitable level of accuracy for calculating the gradients of the rivers.

Gradients have been calculated by measuring the distance between contour lines on 1:25,000 maps with an opisometer. Normally the interval chosen has been from the contour line next below the relevant place to the fourth line below. It is considered that this provides a suitable level of accuracy to enable the gradients of the rivers to be compared. However the gradient can not be calculated for any place which is less than 20 metres above sea level.

This method of calculating gradients is not appropriate where the river flows above the level of the adjoining land. At these points the gradient has been shown as 'n/a'. An error in estimating the gradient of the river may lie in the assumption that the river gradient is the same as the gradient of the top of the bank. This error would not have been avoided by using the Centre for Ecology and Hydrology spatial data where the heights of rivers are also interpolated from the Ordnance Survey records of contour lines. It seems that this error could only have been avoided by making an on site measurement of the gradient.

On some rivers the gradient of the water has been modified so that there is a vertical, or near vertical, drop at weirs and the surface of the water above the weirs in almost horizontal. It has not been possible to make allowance for this. The weirs artificially

increase the depth of the rivers. Boats will either use locks, shoot the weirs or be portaged round them. Thus on these rivers the RLU may be further upstream than if the river had not been modified.

Bed Material

As the research progressed it became clear that the material forming the bed of a river affected the usability. Normally the bed material is variable in size both across and along a river.¹ For a work of this type it is considered that sight is an adequate way of assessing the predominant size of the bed material. The bed material has been divided into: S, clay, silt or sand; G, gravel; C, cobbles; B, boulders; Br, bedrock. Grain size was estimated on the Wentworth scale.²

Rivers of the North East

NE 1 Tweed

Tidal limit.	Horncliffe.		
Edwards.	Carham. (Border.)	16 miles	Not the limit point for boats.
A.	Carham. (Border.)	16 miles.	
RLU.	Carham. (Border.)	16 miles.	

Edwards included a record for 1244 that 'a consignment of wine was taken by boat to Norham Castle (Calendar of Patent Rolls, 1240-45, 255)'. The entry in the Patent Roll states that the wine was taken from ships at Newcastle to Norham. It does not state how the wine was transported. This record is not accepted here.

1367. Complaint was made that the tolls for the passing of ships had been taken from the bishop's lordship and seized into the King's hand on the section of the river where it was the boundary between England and Scotland and 'where the said water adjoins the land of their lordship of Norham and Tweedmouth'.³

1401. Norham and Rokesburgh are amongst places listed relating to a subsidy on each tun of wine to be collected in 'all ports and places adjacent.'⁴

1412. The captain of Rokesburgh castle successfully petitioned to have a vessel of his dearrested. The vessel, a balinger of 30 tuns burden called la Katerine, had been on a voyage 'to be loaded with victuals and other things needful for the castle.'⁵

¹ Tetsuro Tsujimoto, 'Sediment Transport Processes and Channel Incision: Mixed Size Sediment Transport, Degradation and Armouring.' In Stephen E. Darby and Andrew Smith, Eds., *Incised River Channels*. Chichester: John Wiley & Sons. 1999, 38 - 66.

² See for example G. Mathias Kndolf and Herve Piegay, *Tools in Fluvial Geomorphology*. Chichester: John Wiley & Sons Ltd. 2003, 348.

³ Calendar of Patent Rolls, 1364-67, 427.

⁴ Calendar of Fine Rolls, 1399-1405, 122.

Calendar of Patent Rolls, 1399-1401, 468.

⁵ Calendar of Close Rolls, 1409-13, 278.

NE 2 River Tyne/South Tyne

Tidal limit.	Wylam.				
Edwards.	Prudhoe.	3 miles.			
A.	Haydon Bridge.	22 miles.	18 m ³ s ⁻¹ .	1.9	P&R, B
RLU.	Confluence North and South Tyne.	20 miles.	39 m ³ s ⁻¹ .	1.2	Confl.

‘There was a bridge at Hexham by 1263; it is referred to again in 1324, but not thereafter. Jervoise noted that in the fifteenth and sixteenth centuries the only method of crossing the river here was by ferry.’⁶

7th Century. ‘Bede tells us that the seventh-century monks of Jarrow used to raft timbers for house-building down the River Tyne.’⁷

c675. In about 1900 Roman stones were found on the bed of the river at Hexham. They may have fallen from a boat, or a boat may have sunk, when Hexham Abbey was built.⁸

c1000. Eaton considers that stones from the Roman remains at Corbridge were floated 9km downstream to Bywell.⁹

1265-1350. ‘A Ship with merchandise’ was included in the list of items subject to toll at Haydon Bridge. Fraser considers that this would ‘probably be explained as a blind copying of the tariff of some other river-port.’ However no corresponding list has been found for any other river-port.¹⁰

1371. A commission to investigate and remove ‘weirs, mills, stanks, piles and kiddles in the water of Tyne between Prudhoe and Newcastle-upon-Tyne’ ... which ‘totally obstruct the river for the passage of ships and boats.’¹¹ Prudhoe is 3 miles up-stream of Wylam.

1558. A statute provided that ‘no timber tree of Oak, Beech or Ash ... growing within fourteen miles of the Sea, or of any Part of the Rivers of ... *Tine*, ... or any other River, Creek or Stream, by the which Carriage is commonly used by Boat or other Vessel to any Part of the Sea.’¹² This implies that timber was transported at least for 14 miles on the Tyne.

1611. Speed shows nine boats on the river upstream of the bridge at Newcastle.¹³

⁶ David Harrison, *The Bridges of Medieval England*. Oxford: Clarendon Press. 2004, 60.

⁷ The Ven. Bede, *Life and Miracles of St. Cuthbert*. Chapter 3. Cited in Sean McGrail, *Ancient Boats in North-West Europe*. London: Longman. 1998, 54.

⁸ Tim Eaton, *Plundering the Past*. Stroud: Tempus Publishing Ltd. 2000, 111.

⁹ *Ibid.* page 33.

¹⁰ TNA, C66/174, m. 40. Cited in Constance M. Fraser, ‘The pattern of trade in North-East England. 1265-1350.’ *Northern History*. IV (1969), 47.

¹¹ Calendar of Patent Rolls, 1370-74, 109

¹² 1558. 1 Elizabeth I. c. 15. Timber not to be felled for making Coals.

¹³ John Speed, *Theatre of the Empire of Great Britaine Volume IV*. (1st Edition 1611.) Facsimile London: Phoenix House Limited. 1954, Map 4.

1709. 'An application was made to Parliament for powers to enable the Tyne to be made navigable to Hexham.'¹⁴ Since in almost every case where a river was made navigable under an Act of Parliament there is evidence that the river had been previously been used by boats, it is arguable that other applications would have been made only for rivers which had been used.

1900's Selkirk reports that an eel-man with several hundredweight of eels on board his rowing boat was seen going upstream to Hexham from where he would return to Wylam.¹⁵

NE 3 River Durham Don

Tidal limit. Jarrow.
B. 3 miles upstream from Jarrow. 3 miles.

According to tradition vessels could proceed up the Don to a distance of three miles inland from Jarrow.¹⁶

NE 4 River Wear

Tidal limit. Lambton Castle. 2½ miles downstream from Chester-Le-Street.
Edwards. Chester-Le-Street. 12 miles.
A. Frosterley. 44 miles. 4 m³s⁻¹. 6.2 P&R, BandC
RLU. Wolsingham. 42 miles. 4 m³s⁻¹. 4.3 P&R, BandC

It has been claimed that staithes were made and coal taken out at Biddick (near Chester-le-Street) during the medieval period.¹⁷

1170-76. Purbeck marble was brought up the river to the cathedral for use in the Galilee Chapel in Durham Cathedral.¹⁸

1190-1200. 'It was very much easier just to float the required stone down the Wear. ... Frosterley marble had already been used to excellent effect just before 1200 in Bishop Pudsey's Great Hall, now the Chapel, in the Palace at Bishop Auckland.'¹⁹

12th, 13th centuries. 'The black marble in Durham Cathedral was rafted down the River Wear from Frosterley.'²⁰

1243. Adam was making a boat at Shincliffe when it fell on him and killed him.²¹

1243. Roger fell from a boat at Cestre [Chester le Street] and was drowned.²²

¹⁴The late James Guthrie, *The River Tyne*. London: Longmans and Co. 1880, 39-40.

¹⁵ Raymond Selkirk, *Chester-Le Street & its place in history*. Durham: Casdec Printcentre. 2001, 259.

¹⁶ The late James Guthrie, *The River Tyne*. London: Longmans and Co. 1880, 6.

¹⁷ Communication – (Assistant Keeper) University of Durham – Department of Palaeography. Cited in Edwards.

¹⁸ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 180.

¹⁹ *Ibid.* page 187.

²⁰ Raymond Selkirk, *Chester-Le Street & its place in history*. Durham: Casdec Printcentre. 2001, 243

²¹ 'Two Thirteenth-Century Durham Assize Rolls: Durham Eyre Roll, 27 Henry III.' Editor K.E. Bayley. In *Miscellanea Volume II*. Surtees Society. 1916, 24.

1243. Garciones fell from a coble at Cocken [nr Finchale] and was drowned.²³

These three records refer to the Eyre of 1243. The previous Eyre was held in 1235 and so these deaths would have occurred between 1235 and 1243. There are no other extant Pleas of the Crown for Durham.²⁴

1336, 1338-9, 1347-8, 1350-51, 1353, 1357, 1360, 1415. Payments were made relating to a 'Stanbate' (a boat used for moving stones) at Durham.²⁵

1361. Finchale Priory bought a boat for 45s.10d.²⁶

1440. 'In the presentments of 1440-5 already referred to, the "king's common highway below Elvet Wood called Wodsnab is said to have been damaged by the carrying away of soil by boat."²⁷

1532. Goods were brought up the river by boat to Durham Cathedral Priory. '*Et 20 februarii, solute pro carriagio 20 qu. ordii et 2 hogeshedes vini a navi in 1 keyll, cum navegacione eorundem, 12d.*'²⁸ Threlfall-Holmes comments that the carriage charges ruling then were 1s. 4d. per hogshead, or 2s. 4d. per tun. 'It is surprising, in the light of this difference, that more goods were not moved by water.'²⁹

1533. Ten barrels of herrings were taken from Berwick to Durham by sea.³⁰ At 4d. per barrel it seems that they must have been transported by water up the River Wear.

1686. Coal was sent down the river from Lumley to the sea.³¹

1716. An Act was passed to provide for the clearing of the port of Sunderland and the Wear which had lately become obstructed. The power of the Commissioners extended from the sea to the city of Durham.³²

1729. A statute was given to the City of Durham 'as a symbol of the scheme to link Durham to the sea by improved navigation of the River Wear'.³³ This would seem to

²² *Ibid.* page 62.

²³ *Ibid.* page 62.

²⁴ David Crook, *Records of the General Eyre*. Public Record Office Handbooks Number 20. London: Her Majesty's Stationery Office. 1982, 93.

²⁵ *Extracts from the Account Rolls of the Abbey of Durham. Vols. 1,2,3.* The Surtees Society, Vols. 99, 100, 103. 1898, 1899, 1900. pages 533, 536, 546, 552, 554, 560, 564, 583, 612.

²⁶ James E. Thorold Rogers, *A History of Agriculture and Prices in England. Volume II. 1259-1400.* Oxford: Clarendon Press. 1866, 567.

²⁷ R.A. Skelton and P.A. Harvey, *Local Maps and Plans from Medieval England.* Oxford: Clarendon Press. 1986, 207.

²⁸ *The Durham Household Book: or, the Accounts of the Bursar of the Monastery of Durham, from Pentecost 1530 – Pentecost 1534.* Editor J. Raine. Surtees Society, Vol. 18, 1844, 63.

²⁹ Miranda Threlfall-Homes, *Monks and Markets, Durham Cathedral Priory 1460 – 1520.* Oxford: Oxford University Press. 2005, 184.

³⁰ J.E.T. Rogers, *A History of Agriculture and Prices in England Volume III,* Oxford: Clarendon Press. 1882, 671.

³¹ Lawrence Stone, *The crisis of the aristocracy.* Oxford: Clarendon Press. 1965, 341.

³² 1716. 3 George I c. 3.

³³ I am grateful to Stuart Fisher for providing me with the wording on this plaque.

imply that the river had previously been usable but not of a standard suitable for the 18th century.

NE 5 River Tees

Tidal limit.	Low Worsall.	4 miles upstream of Yarm.		
A.	Hurworth-on-Tees.	14 miles.	n/a.	
B.	Cleasby.	26 miles.		
RLU.	Whorlton Falls.	39 miles.	14 m ³ s ⁻¹ .	4 P&R, BandC.

Edwards quotes a reference to the transport of stone in 1361 from Stapleton, near Darlington. The reference is to transport 'by land and water carriage'. The reference is not accepted here.

1558. A statute provided that 'no timber tree of Oak, Beech or Ash ... growing within fourteen miles of the Sea, or of any Part of the Rivers of ... *Teese*, ... or any other River, Creek or Stream, by the which Carriage is commonly used by Boat or other Vessel to any Part of the Sea.'³⁴ This implies that timber was brought downstream from more than 14 miles up the Tees. (Hurworth-on-Tees.)

1753. There was a boatman at Stapleton.³⁵

1821. A man was rescued by boat at Hurworth.³⁶

1829. There was a boathouse at Cleasby.³⁷

NE 6 River Skerne

Lower limit.	River Tees.	
B.	Mordon.	15 miles.

Selkirk states that a suspected Roman barge basin has been found at Mordon.³⁸

NE 7 River Leven

Tidal limit.	Leven Bridge. (A1044.)
B.	Little Ayton. 17 miles.

The names Great and Little Ayton may indicate that the settlement had to 'keep the river open for navigation'.³⁹

³⁴ 1558. 1 Elizabeth I c. 15. Timber not to be felled for making coals.

³⁵ David Archer, *Land of Singing Waters*. Stocksfield: Spredden Press. 1992, 19.

³⁶ *Ibid.* page 25.

³⁷ *Ibid.* page 29.

³⁸ Raymond Selkirk, *Chester-Le Street & its place in history*. Durham: Casdec Printcentre. 2001, 143.

³⁹ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, Ed. *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

Rivers of Yorkshire**Y 1 Hornsea Beck**

Tidal limit. Coast.
 A. Hornsea. 1 mile. n/a. < 10m.

1369. 'A little boat fell on S and broke his neck and back at Hornsea Beck, nr Holderness, Yorkshire.'⁴⁰

Y 2 River Hedon

Tidal limit. ½ mile from River Humber.
 Edwards. Burstwick. 4 miles.
 A. Burstwick. 4 miles. n/a. < 10m.

1338. A commission investigated an unlawful diversion of the watercourse. It was claimed that ships and boats were unable to pass the town of Bondebrustewyk (Burstwick) because of the illegal diversion of the sewer 'Le Scurth'.⁴¹

1345. The keeper of the manor of Brustwyk was ordered 'to receive toll and custom in the parts of Holderness from ships laden with merchandise and other things coming there, to wit, as well in the rivers and fleets of Wilflete, Potterflete, Witheflete, and Stanherthe by the coast of the water of Humber, as in the town of Hedon.'⁴²

Y 3 River Hull

Tidal limit. Hempholme Lock.
 Edwards. Wansford. 23 miles.
 A. Wansford. 23 miles. 2.5 m³s⁻¹. < 10 m.
 RLU. Driffield. 25 miles. 2.5 m³s⁻¹. < 10 m.

13th C. Early in the thirteenth century the Archbishop of York claimed right of passage in the river 'of the breadth of 24 feet and one grain of barley.'⁴³

13th C. Meaux Abbey had free passage on the River Hull.⁴⁴

13th C. Purbeck marble was taken by river to Beverley.⁴⁵

c1235. The Cistercians used small boats on the drainage ditch which served the grange at Skerne.⁴⁶

⁴⁰ *Select Cases for the Coroner's Rolls. 1265-1413*. Editor Charles Gross. Selden Society Vol. 9. 1895, 121.

⁴¹ Calendar of Patent Rolls, 1338-40, 66-67.

⁴² Calendar of Fine Rolls, 1337-47, 407.

⁴³ B.F. Duckham, *Navigable Rivers of Yorkshire*. Clapham: The Dalesman Publishing Company Ltd. 1964, 8.

⁴⁴ R.A. Donkin, *The Cistercians: Studies in the Geography of Medieval England and Wales*. Toronto: Pontifical Institute of Mediaeval Studies. 1978, 142.

⁴⁵ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 180.

1260. Hull Bridge was first mentioned. 'It has a long and controversial history, with conflicts of interest between the road users and the navigation.'⁴⁷

1268. Attempts were made to clear the river of obstructions. It appears that the obstructions were fish-garths.⁴⁸

1298. A member of crew died on a ship whilst the vessel was on the water of Hull near Beverley.⁴⁹

1298. Produce was taken down the river from Wansford, Beverley and Leven for onward shipping to the army at Berwick.⁵⁰ (Also Beverley Beck.)

1309. Grain was taken overland from Malton and Pocklington to Wansford and then by river to Hull for onward shipping to the army at Berwick.⁵¹

1343. A ship was arrested near Grimsby, taken to Hull, then Beverley and back to Hull 'because wool found therein was not coketted or customed.'⁵² (Also Beverley Beck.)

1361. A commission was appointed 'to survey kiddles and weirs in the waters and rivers of Use, Ayre, Derwent, Querf, Yore Swale, Nidd, Hull and Don, and to make inquisition ... whether any of these obstruct the passage.' The members of the commission were also asked to determine whether the owners, masters and mariners of ships and boats passing along the rivers were guilty of charging 'excessive stipends, wages and other sums for carriage in their ships and boats, contrary to the form of the statutes of labourers and workmen, by covenants made in advance, and refuse to carry for a reasonable sum.'⁵³

1377. Beverley was described as a dry place remote from the sea.⁵⁴

1550s. 'Beverley was still actively disputing with Kingston-upon-Hull in the 1550s about tolls and harbour facilities: and even in the seventeenth century it was still possible to reach Wansford, though the way was then hazardous.'⁵⁵

16th century. A 16th century logboat was found at the mouth of the Hull in 1912.⁵⁶

⁴⁶ R.A. Donkin, *The Cistercians: Studies in the Geography of Medieval England and Wales*. Toronto: Pontifical Institute of Mediaeval Studies. 1978, 117.

⁴⁷ Richard Middleton, 'Landuse in the Hull Valley.' In Robert Van de Noort and Stephen Ellis, Eds., *Wetland Heritage of the Hull Valley*. Kingston upon Hull: Humber Wetlands Project. Commissioned by English Heritage. 2000, 13-20, 15.

⁴⁸ B.F. Duckham, *Navigable Rivers of Yorkshire*. Clapham: Dalesman Publishing Company Ltd, 1964, 8-9.

⁴⁹ Calendar of Inquisitions Miscellaneous, 1219-1307, 492-93.

⁵⁰ TNA, E/101/597/3. Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 270.

⁵¹ TNA, E/101/597/17 Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 273.

⁵² Calendar of Close Rolls, 1343-46, 15.

⁵³ Calendar of Patent Rolls, 1358-61, 583.

⁵⁴ *Beverley Town Documents*. Editor Arthur A. Leach. Selden Society, Vol. 14. 1900, xviii.

⁵⁵ W.G. Hoskins, *The Age of Plunder King Henry's England 1500-1547*. London: Longman. 1976, 198.

⁵⁶ S. McGrail, 'Early boats in the Humber Basin'. In S. Ellis and D.R. Crowther, Eds., *Humber Perspectives*. Hull: Hull University Press. 1990, 110.

Y 4 Beverley Beck

Lower limit. River Hull.

Edwards. Beverley. 1 mile.

A. Beverley. 1 mile. n/a. < 10 m. Modified.

See River Hull, 1298, 1343.

1200-1600. ‘Beverley beck, that “very ancient canal, constructed 500 or 600 years ago,” was regarded as the property of the Corporation, which kept it clean throughout the 17th century.’⁵⁷

12th C. Archbishop Thurston of York persuaded the merchants of Beverley to deepen the creek which led from their town to the River Hull, thus enabling sea-going vessels to come and go.⁵⁸

1321. Ships from Beverley paid quayage at Scarborough.⁵⁹

c1543. ‘Beverle. ... Ther is a great gut cut from the town to the ripe of Hulle Ryver, wherby preaty vessels cum thyther.’⁶⁰

1611. ‘This is memorable, that the River from *Hull*, [to Beverley] was cut by the Townesmen, sufficient to carrie boats and barges.’⁶¹

1641. ‘Beverley great Fair, ... Thither the Londoners send their wares by water.’⁶²

Y 5. Yorkshire Ouse.

Treated here as the river from the junction of the Swale and Ure to the tidal limit.

Tidal limit. Naburn.

Edwards. Ure / Swale. 26 miles. Not limit of use.

A. Ure / Swale. 26 miles. Not limit of use.

Records of use are not quoted for this river. Edwards gives 74 references to the use of the whole of the river Ouse. Use of the Swale or Ure imply use of the Ouse. ‘The Ouse was naturally navigable up to York, while small craft could venture upstream almost to the edge of the highland zone.’⁶³

⁵⁷ Beverley MS., Minute Book, 1597-1642, 1641-60; BL, Lansdowne MS 896, f. 167. Cited in T.S. Willan, ‘Yorkshire River Navigation.’ *Geography*, 22 (1937), 189-199, 197.

⁵⁸ B.F. Duckham, *Navigable Rivers of Yorkshire*. Clapham: The Dalesman Publishing Company Limited. 1964, 8.

⁵⁹ TNA, E 122/134/3. Cited in Bryan Waites, ‘The Medieval Ports and Trade of North-East Yorkshire.’ *Mariners Mirror* Vol. 63, (1977) 137 – 149.

⁶⁰ Lucy Toulmin Smith, *The Itinerary of John Leland in or about the years 1535-1543. Volume Five*. Carbondale: Southern Illinois University Press. 1964, 39.

⁶¹ John Speed, *Theatre of the Empire of Great Britaine. Volume IV*. (1st Edition 1611.) Facsimile London: Phoenix House Limited. 1954, Folio 75.

⁶² Henry Best, *Rural Economy in Yorkshire in 1641, being the Farming and Account Books of Henry Best of Elmeswell in the East Riding*. Ed. C.B. Robinson, Surtees Society, Vol. XXXIII, 1857, pp. 112-14, 112.

⁶³ Baron F. Duckham, *The Yorkshire Ouse*. Newton Abbot: David & Charles. 1967, 14.

Roman. 'Water-borne transportation of building stone (and other materials) to York continues to be perceived as the most expedient means by which such materials would have been supplied.'⁶⁴

'Throughout the Middle Ages, York stood at the centre of an extensive system of river navigation.'⁶⁵

Post 1200 in the Humberhead Levels strips of land were allocated, mainly to religious institutions extending from the Ouse 'as far as the moor goes towards the south'. 'These strips were for turbary and included provisions for the construction of Dikes, the largest of which could be used for boats (e.g. Whitgiftmer and Landemere).'⁶⁶

1548. The Bishop of Durham told Henry VIII that within 10 miles of Haslewood, near Sherburn in Elmet, there were 5 navigable rivers.⁶⁷

Y 6 River Don

Tidal limit. Kirk Sandall. (1 mile north of Doncaster.)

Edwards. Rotherham. 14 miles.

A. Aldwarke. 14 miles. $12 \text{ m}^3 \text{ s}^{-1}$. < 10 m.
(now in NE Rotherham.)

The route of the lower reaches of the River Don were radically altered in the seventeenth century.⁶⁸

The dedication of the parish church at Thorne to St Nicholas seems to indicate that this was an inland port.⁶⁹

Medieval. 'The rivers crossing the outcrop assisted the transport of the creamy limestone from Tadcaster and Conisbrough to nearby towns and villages.'⁷⁰

Timber was sent from Aldwark, near Rotherham, to York Minster throughout the medieval period.⁷¹

⁶⁴ Malcolm Lillie, 'The palaeoenvironmental survey of the Rivers Aire, Went, former Turnbridge Dike (Don north branch), and the Hampole Beck.' In Robert Van de Noort and Stephen Ellis, Eds., *Wetland Heritage of the Humberhead Levels*. University of Hull, Humber Wetlands Project. 1997, 59.

⁶⁵ T.S. Willan, 'Yorkshire River Navigation.' *Geography*. Vol. XXII. (1937), 189-199, 192.

⁶⁶ Mark Dinnin, 'The drainage history of the Humberhead Levels.' In Robert Van de Noort and Stephen Ellis, Eds., *Wetland Heritage of the Humberhead Levels*. University of Hull, Humber Wetlands Project. 1997, 22.

⁶⁷ William Camden, *Camden's Britannia*. Ed. and Trans. Edmund Gibson. London: F. Collins. 1695, 730 [x]

⁶⁸ B.F. Duckham, *Navigable Rivers of Yorkshire*. Clapham: Dalesman Publishing Company Ltd. 1964, 22-23.

⁶⁹ David Hey, Ed., *The Oxford Companion to Local and Family Names*. Oxford: Oxford University Press. 1996, 85.

⁷⁰ Rita Wood, 'The corpus of ROMANESQUE SCULPTURE in Britain and Ireland. Preface to the West Riding of Yorkshire. 2005.' www.crsbi.ac.uk/crsbi/ywpreface.html. Dated 20/02/2006.

⁷¹ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *The Architectural & Archaeological Society of the County of Lincoln*. New Series, Vol. 1, (1936), 17.

1218. Three children fell from a boat and were drowned in the Don in Strafford Warpentake.⁷² Strafford Warpentake was to the south of Marshe Lands.

1218. H of Barnaby fell from a boat and was drowned in the Don in Villata Doncaster.⁷³

Mid 13th C. 'A waterfront where boats and barges could be offloaded with ease' was built at Doncaster.⁷⁴

1314. Monks of Louth Park were given permission to cut turf by the town of Swinefleet and to 'carry it and other goods to the waters of the Use and Don, and there load ships and take them thence freely and without disturbance.'⁷⁵

1322. The King 'lately appointed Thomas de Roassale to keep the bridge and water of Roderham, and to arrest the King's enemies trying to pass the same.'⁷⁶

1326. A commission was appointed to investigate an obstruction in the course of the Don between Thorne and the Isle of Axholme and the River Trent.⁷⁷

1343. A commission was asked to investigate obstructions concerning 'the river Done, where there used to be a course of water for the passing of ships from the town of Doncastre to the water of the Trent, ... to remove the obstructions, and cause the river to be brought back to its ancient course, ... and they caused the river to be dug at the charges of the men of the said parts from a place called "Crullflethill" to a place called "Donmyn" to a breadth of 16 feet and one grain of barley and the course of the water to be brought back to the ancient course, and now the river is again obstructed by bridges, weirs and other things so that the said breadth is not kept, whereby the passing of ships is impeded and the land adjoining is flooded, and praying him to cause the obstructions to be removed.'⁷⁸

1382. A commission was appointed to enquire into the same obstructions as in 1343.⁷⁹

1394. William Bleburgh was instructed 'to arrest ships and other vessels sufficient for the carriage of free stones from a place called "le Mar" by Doncastre to the palace of Westminster by water for the King's work there.'⁸⁰

1394. Stone was sent from Mar by Doncastre for works at Westminster Abbey.⁸¹

⁷² *Rolls of the Justices in Eyre for Yorkshire in 3 Henry III (1218-1219)*. Editor Doris M. Stenton. Selden Society, Vol. 56. 1937, 199.

⁷³ *Ibid.* page 208.

⁷⁴ S.J. Allen, *et al.* 'Re-used Boat Planking from a 13th-century Revetment in Doncaster, South Yorkshire.' *Medieval Archaeology*. Vol. XLIX. (2005.) 281-304.

⁷⁵ Calendar of Charter Rolls, 1300-26, 254.

⁷⁶ Calendar of Close Rolls, 1318-23, 472.

⁷⁷ Calendar of Patent Rolls, 1324-27, 291.

⁷⁸ Calendar of Patent Rolls, 1343-45, 91.

⁷⁹ Calendar of Patent Rolls, 1381-85, 193.

⁸⁰ Calendar of Patent Rolls, 1391-96, 419.

⁸¹ Calendar of Close Rolls, 1392-96, 218.

14th, 15th, 16th centuries. Stone was sent by water from Doncaster for the building of York Minster.⁸²

The Don together with other Yorkshire rivers was subject to various surveys. See River Hull 1361.

1639. Iron was carried down the river by water being portaged at the weirs.⁸³

1698. In a petition presented in support of a Bill to make the river navigable the gentlemen, traders and inhabitants of Doncaster declared that it would be a great advantage 'to make the said river navigable, which, in a great measure, is so already.' The Corporation of Lincoln stated that the Don was 'in great measure navigable from Sheffield to Doncaster, and is capable of being made navigable to Rotherham.'⁸⁴ Willan states that the above statement 'shows that the Corporation lacked local knowledge.'⁸⁵

Y 7 River Aire

Tidal limit. Chapel Haddlesey. A19 bridge.

Edwards. Fairburn. 9 miles. (3 miles upstream of Knottingley.)

A. Coniston Cold. 55 miles. 2.1 m³s⁻¹. 2.1 P&R, C.

RLU. Coniston Cold. 55 miles. 2.1 m³s⁻¹. 2.1 P&R, C.

At Snaith, on the tidal section of the river, 'a bridge was built with a draw-leaf 4 feet in breadth, "for the voiding thorough of the Mastes of the Shippes passage under the seid new Brigg."⁸⁶

Stone was carried by boat from Snaythland to Brotherton and Knottingley.⁸⁷

Timber was sent from Knottingley for the construction of York Minster.⁸⁸

1218. 'Water Fryston lies immediately to the north of Ferry Fryston, which is located at the highest point on the Aire which could be reached by sea-going ships in the High Middle Ages and is also at a crossing point of the river. At the pleas of the Crown at York in 1218-19, Ranulf de Fery accused Nigel de Fareburn, Fairburn (North Yorkshire) being the township on the bank of the river Aire opposite Ferry Fryston, of drowning Simon de Fareburn by throwing him overboard from a ship.' The other people involved in the case all came from townships in the vicinity of Ferry Fryston,

⁸² Raine, J., *Fabric Rolls of York Minster* (Surtees Society). Cited in Douglas Knoop and G.P. Jones, 'The English Medieval Quarry.' *The Economic Review*, Vol. IX, (November 1938,) 17-25, 20.

⁸³ P.W. King, 'The early navigation of the river Don: portage in English river navigation.' *Journal of the Railway and Canal Historical Society* Vol. 31:8 (1995), 414-416.

⁸⁴ Cited in T.S. Willan, *The Early History of the Don Navigation*. New York: Augustus M. Kelley. 1968, 3. (First published Manchester University Press 1965.)

⁸⁵ *Ibid.*

⁸⁶ Rotuli Parliamentorum V., 44. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers, New Series*, 1 (1938), 1-22, 3.

⁸⁷ Raine J. 'The Fabric rolls of York Minster.' *Surtees Society* Vol. 35 (1859), 10, 32, 41, 134. Cited in M.L. Faulk and S. Moorhouse, *West Yorkshire: an archaeological survey to AD 1500. Volume III*. Wakefield: West Yorkshire Metropolitan County Council. 1981, 197.

⁸⁸ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *The Architectural & Archaeological Society of the County of Lincoln*. New Series, Vol. 1, (1936), 17.

suggesting that the ship had come from a port there. Knottingley on the Aire in the adjacent township, continued to function as a port and ship-building centre throughout the Middle Ages and until the nineteenth century.⁸⁹ Fairburn is 4 km up-river from Knottingley.

1218. 'S fell from a boat and was drowned. Let the village of Ferrybridge answer.'⁹⁰

1218. 'Three men fell from a boat and were drowned. Let the Clerk of Pontefract to answer.'⁹¹

1245. The Constable of Pontefract was asked to send lime by water for the re-fortification of York Castle.⁹²

1274. Pontefract was listed as a port for the export of wool.⁹³

14th C. Goods were taken by ship from Pontefract and Snaith to Scarborough.⁹⁴

14th, 15th, 16th C. Stone was taken from Wheldale, Snaith and Pontefract by water to York Minister.⁹⁵

1340. A grant of pontage provided for the men of Ferrybridge 'on things for sale brought to their town as well by land as by water.'⁹⁶

1346. A grant of pontage for three years was granted at Ferrybridge 'on wares coming to the town by land as well as water.'⁹⁷

1359. A grant of pontage was made 'on things for sale passing by the water of Eyre from Kelynglay to Queldale as well as by the bridge of Ferybrigge.'⁹⁸ Wheldrake is 2 miles up-river of Ferrybridge, near Fairburn and Kellingley 3 miles down-river, near Beal.

See River Hull 1361. The River Aire was subject to a number of surveys.

⁸⁹ *Rolls of the Justices in Eyre for Yorkshire in 3 Henry III (1218-1219)*. Editor D.M. Stenton. Selden Society, Vol. 56, 1937.

T. Spencer, 'Knottingley's maritime history' in D. Blanchard, Ed., *Knottingley: its origins and industries. II*. Knottingley. 1977, 72-133.

R.W. Unwin, 'The Aire and Calder navigation.' *Bradford Antiq.* 11, New series 9. pp. 53-85, 151-86, 214-45. Cited in M.L. Faull and S. Moorhouse, 'West Yorkshire: an archaeological survey to AD 1500. Volume I. Wakefield: West Yorkshire Metropolitan County Council. 1981, 197.

⁹⁰ *Rolls of the Justices in Eyre for Yorkshire in 3 Henry III (1218-1219)* Editor Doris M. Stenton. Selden Society, Vol. 56. 1937, 219..

⁹¹ *Ibid.* page 221.

⁹² Calendar of Liberate Rolls, 1240-45, 300.

⁹³ Calendar of Close Rolls, 1272-79, 125.

⁹⁴ TNA, E 372/207 m. 46. Cited in Bryan Waites, 'The Medieval Ports and Trade of North-East Yorkshire.' *Mariners Mirror*, Vol. 63, (1977) 143.

⁹⁵ Raine, J., *Fabric Rolls of York Minster* (Surtees Society). Cited in Douglas Knoop and G.P. Jones, 'The English Medieval Quarry.' *The Economic Review*, Vol. IX No.1 November 1938, 17-25, 20.

⁹⁶ Calendar of Patent Rolls, 1338-40, 432.

⁹⁷ Calendar of Patent Rolls, 1345-48, 197.

⁹⁸ Calendar of Patent Rolls, 1358-61, 296.

1367. A ship was sunk at Brotherton co. York 'loaded with lime worth 20 l.'⁹⁹

1384. There was a grant of pontage 'for three years for repair of "Engeweybrigges" over the Eyre [Aire] by Skipton in Crave, to be taken upon things for sale passing by that river between Cononlaye and Conyston.'¹⁰⁰

1392. The jurors of York said that a bridge called Tunbridge across the water of Dyke by Cowick is made so low that no ship can pass beneath it towards York and that the men of Cowick, Rawcliffe, Snaith and Hook ought to raise and mend it.'¹⁰¹

1420. A boat was bought for 33s. 4d. for carrying stones from 'Snaythland, a now-lost name,' to repair a weir at Knottingley.¹⁰²

Y 8 River Calder

Lower limit.	River Aire.				
B.	Wakefield.	9 miles.			
RLU.	Wakefield.	9 miles.	20 m ³ s ⁻¹ .	< 10 m.	

Early 11th C. A log-boat from the early 11th century was found in the bed of the river in 1838 at Stanley Ferry.¹⁰³

'The medieval Bridge Chapel [at Wakefield] ... is also recorded as serving as guide to travellers both on the road and river.'¹⁰⁴

Y 9 River Yorkshire Derwent

Tidal limit.	Barmby.				
Edwards.	Stamford Bridge.	21 Miles.			
A.	Malton.	39 miles.	15 m ³ s ⁻¹ .	0.3	Canalised.
B.	East Ayton.	59 miles.			Not now usable.
RLU.	Ganton.	56 miles.	n/a.	0.2	Canalised.

Records of use downstream of Stamford Bridge have not been quoted as it was the historic tidal limit.

The names East and West Ayton indicate that the settlements had to 'keep the river open for navigation'.¹⁰⁵

Barley showed the River Derwent as being navigable to Malton in the Middle Ages.¹⁰⁶

⁹⁹ Calendar of Patent Rolls, 1367-70, 48.

¹⁰⁰ Calendar of Patent Rolls, 1381-85, 414.

¹⁰¹ *Public Works in Mediaeval Law, Volume II*. Editor C.T. Flower. Selden Society, Vol. 40. 1923, 358.

¹⁰² M.L. Faull and S.A. Moorhouse, Eds., *West Yorkshire: an Archaeological Survey to A.D. 1500*.

Wakefield: West Yorkshire Metropolitan County Council. 1981, 716.

¹⁰³ Sean McGrail, 'A Medieval Logboat from the R. Calder at Stanley Ferry Wakefield, Yorkshire.' *Medieval Archaeology*, Vol. XXV, (1981), 160-164.

¹⁰⁴ John Ogden, *Yorkshire's River of Industry*. Lavenham: Terence Dalton Limited. 1972, 121.

¹⁰⁵ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, Ed. *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

In a case in the High Court in 1988 it was held that there was a public right of navigation to Sutton but that historically only small boats at rare states of the tide went as far as Stamford Bridge and so there was no public right of navigation between Sutton and Stamford Bridge.¹⁰⁷ When the case came to the Appeal Court it was stated that the parties were agreed that there was a public right of navigation from Sutton to Stamford Bridge. No reasons were recorded.¹⁰⁸

1218. 'R was drowned from a boat in the Derwent.' The heading of the section of the Roll is 'Adhuc of Bukros'.¹⁰⁹ This implies that R was drowned between Sherborn [Sherburn] and Skertenbok [Skirpenbeck]. This is a non-tidal section of the river.

1332. An inquisition stated that 'Ships and boats, laden with victuals and other goods, used to pass by the water of Derwent to Staynfordbrig and elsewhere along the banks of the said water from time beyond memory.' The record lists twelve weirs which obstructed the river between the mouth of the Derwent and Stamford Bridge. It continues 'Consequently ships and boats cannot in these days pass to the parts of the East Riding, co. York, and the adjacent parts to the damage of [named persons] and their tenants having lands on the banks of the said water, of 100*l.*, and to the nuisance and impoverishment of all the people of those parts and of merchants wishing to pass with their goods. Floods are caused yearly by the weirs and sewers and several men have been drowned. Cf. *Patent Roll Calendar*, p. 290. C. Inq. Misc. File 121. (21.)'¹¹⁰

1340-61. Surveys of obstructions of Yorkshire rivers were carried out. The rivers included the Ouse, Ayre, Done, Wherf, Nidde and Derwent Co. York, and sometimes the Yore, Swale and Hull.¹¹¹

1341. Complaint was made about obstructions in the area of Stamford Bridge 'so that ships and boats laden with merchandise cannot pass for the common good of the men of those parts, as they used to do.'¹¹²

1391. 'Writ of *supersedeas omnino* in respect of any process against John Godard then sheriff of York, appointed with others by letters patent of 23 August 13 Richard II to make inquisition in Yorkshire what waste was committed in manors lands, houses, woods and gardens in Bolton, Hoton and New Malton, and by other letters patent of 9 March following to survey all weirs, mills, stanks, stakes and kiddles set up in the river

¹⁰⁶ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural and Archaeological Society Reports and Papers*, Vol. I. Part I. 1936, 1-22, 22.

¹⁰⁷ *Yorkshire Derwent Trust Ltd and another v Brotherton and Others* (1988) 59 P & CR 60, 84.

¹⁰⁸ *Yorkshire Derwent Trust Ltd and another v Brotherton and Others* (1990) 61 P & CR 198, 201.

¹⁰⁹ *Rolls of the Justices in Eyre for Yorkshire in 3 Henry III (1218-1219)*. Editor Doris M. Stenton. Selden Society, Vol. 56. 1937, 346.

¹¹⁰ Calendar of Inquisitions Miscellaneous, 1307-49, 320-321.

¹¹¹ Calendar of Patent Rolls, 1350-54, 542.

Calendar of Patent Rolls, 1354-58, 400.

Calendar of Patent Rolls, 1358-61, 422.

Calendar of Patent Rolls, 1358-61, 583.

Coram Rege Roll, Mich., 36 Edward III. Rex 36d. Cited in *Public Works in Mediaeval Law, Volume II*. Editor C.T. Flower. Selden Society, Vol. 40. 1923, 251-267.

Calendar of Patent Rolls, 1388-92, 266-267. Staynfordbrigg to Ouse.

Calendar of Patent Rolls, 1388-92, 351.

Staynfordbrigg to Ouse.

Calendar of Close Rolls, 1389-92, 508.

¹¹² Calendar of Patent Rolls, 1340-43, 311-312.

Derwent, and to make inquisition by men of the counties thereto adjacent which and how many were set up in and after the time of King Edward I, and order to release any distress upon him made, proceeding nevertheless against others who did meddle therein; ...¹¹³

Y 10 River Rye

Lower limit. River Derwent.

A.	Rievaulx.	22 miles.	2.2 m ³ s ⁻¹ .	2.5	P&R, C.
RLU.	1 mile above Helmsley.	20 miles.	2.2 m ³ s ⁻¹ .	2.5	P&R, C.

c1145 and c1205. Two canals were dug at Rievaulx Abbey.¹¹⁴ The evidence relating to the canals was reconsidered by Bond.¹¹⁵

1601. 'The only hope of achieving large sales [of iron] was by breaking through to the London market, and it was Rutland's success in doing this, thanks to ready water transport from Rievaulx to Hull and from Hull to London, which brought him his high profits in the early seventeenth century.'¹¹⁶

Y 11 River Wharfe

Tidal limit. Ulleskef. 3 miles downstream of Tadcaster.

Edwards.	Tadcaster.	10 miles.			
A.	Tadcaster.	10 miles.	17 m ³ s ⁻¹ .	< 10 m.	
RLU.	Bolton Abbey.	51 miles.	14 m ³ s ⁻¹ .	2.5	Difficult upstream.

1219. 3 men and 2 women were drowned having fallen from a boat into the River Wharfe. Some of the men came from Tadcaster.¹¹⁷

14th, 15th, 16th C's. Stone was sent from quarries at Thevesdale and Bramham near Tadcaster by water for the building of York Minster.¹¹⁸

1333. Stone was sent by water from near Tadcaster.¹¹⁹

1338. Wool was sent in carts to Tadcaster and then by ship to Hull.¹²⁰

1361. The Wharfe was subject to a number of surveys. See River Hull 1361.

¹¹³ Calendar of Close Rolls 1389-92, 508.

¹¹⁴ *Carrularum Abbatiae De Rievallie*. Editor Rev. J.C. Atkinson. Surtees Society, Vol. 83, 1889 for 1887, lxxiii.

¹¹⁵ James Bond, 'Canal Construction: An Introductory Review.' In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 193, 195.

¹¹⁶ Lawrence Stone, *Family and Fortune*. Oxford: Clarendon. 1973, 194.

¹¹⁷ *Rolls of the Justices in Eyre for Yorkshire in 3 Henry III (1218-1219)* Editor Doris M. Stenton. Selden Society, Vol. 56. 1937, 236.

¹¹⁸ Raine, J., *Fabric Rolls of York Minster* (Surtees Society). Cited in Douglas Knoop and G.P. Jones, 'The English Medieval Quarry.' *The Economic Review*, Vol. IX. No.1 November 1938, 17-25, 20.

¹¹⁹ Calendar of Close Rolls, 1333-37, 35.

¹²⁰ J.F. Willard, 'Inland Transportation in England during the Fourteenth Century.' *Speculum* Vol. 1. (1926), 373.

1362. An obstruction to the passage of boats was created when a stake was set in the river at Kirkby Wharfe. In defence the archbishop of York claimed that ‘he and his predecessors were lords of the whole river so far as the said lordship extended and no stakes were set there to the hindrance of the passage’.¹²¹

Y 12. Bolton Percy Foss.

Lower limit. River Wharfe. (near Bolton Percy.)

A. Hornington. 2 miles. n/a.

1224. Men came to the mill at Hornington and took the mill stones away in the miller’s boat.¹²²

Y 13. York Foss. (Flows into the Yorkshire Ouse at York.)

Lower limit. Yorkshire Ouse.

Edwards. Strensall. 6 miles.

A. Strensall. 6 miles. n/a.

1323. A complaint was made that at Strensall the King’s ‘keeper ought not to mow grass in the lands or meadows adjoining thereto, and that neither the King nor his Keeper ought to receive any other profit except from so much grass or rushes (*cirpis*) as the Keeper can mow from his boat in the summer time by having one foot in the boat and one on shore.’¹²³

1586. ‘The Fosse (a slow stream yet able to beare a good vessel) ...’¹²⁴

Y 14 River Nidd

Lower limit. Yorkshire Ouse.

Edwards. Knaresborough. 23 miles.

A. Knaresborough. 23 miles. $8 \text{ m}^3\text{s}^{-1}$. 0.73 S. 10

B. Birstwith. 32 miles.

RLU. Ripley. 28 miles. $5.0 \text{ m}^3\text{s}^{-1}$. 2.5 P&R, B&C.

The name ‘Birstwith’ may be derived from ‘landing place of the fort’. Ann Coles thinks this may be doubtful ‘in view of the difficulties of navigating the Nidd’.¹²⁵

Nun Monkton is at the junction of the Nidd and the Yorkshire Ouse. ‘Goods were brought up the Ouse to an unloading-point at Nun Monkton and then taken inland on

¹²¹ Coram Rege Roll, Trin., 36 Edward III. Rex 33d. Cited in *Public Works in Mediaeval Law, Volume II*. Editor C.T. Flower. Selden Society, Vol. 40. 1923, 293.

¹²² *Select Cases of Procedure Without Writ under Henry III*. Editor H.G. Richardson. Selden Society, Vol. 60. 1941, 1-2.

¹²³ Calendar of Patent Rolls, 1321-24, 379.

¹²⁴ Raphael Holinshed, William Harrison *et al*, *The First and Second Volumes of Chronicles*. 2nd Edition. London: J. Johnson *et al*. 1807, 159.

¹²⁵ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 75.

pack-saddles and carts. The river side is now deserted, but a small toll-house survives from the days when tolls were levied upon river traffic.’¹²⁶

14th Century. ‘Lead was regularly sent from Nidderdale to York and thence to Hull entirely by water.’¹²⁷

It is clear that the River Nidd was navigable at other times as several surveys were carried out of this and other rivers. See River Hull 1361 above.

Y 15 River Swale

Lower limit. Yorkshire Ouse.

Edwards. Morton-on-Swale. 32 miles.

A. Morton-on-Swale. 32 miles. $14 \text{ m}^3\text{s}^{-1}$. 0.37 S. 45

B. Easby Abbey. 50 miles.

RLU Catterick. 45 miles. $13 \text{ m}^3\text{s}^{-1}$. 3 P&R, B&C.

Edwards reference to the relationship between ‘The King’s bailiffs of the city of Lincoln’ and ‘men of the honor of Richemond’ is considered here to refer the part of Boston know as ‘the honour of Richmond’ rather than to the town on the Swale.¹²⁸ It is not accepted here.

During the medieval period timber was regularly shipped from Topcliffe to York.¹²⁹

It is thought that boats used to supply Easby Abbey.¹³⁰ The maps show an inlet at Easby Abbey which has the form of an artificial backwater for a dock.

13th C. ‘Fountains Abbey had ‘free passage’ on the river Swale.’¹³¹

1218. A man fell from a boat and was drowned at Maunby.¹³²

14th century. Barley considers that the presence of Flemish or German brasses of the fourteenth century at Topcliffe may indicate that sea going boats reached this town.¹³³

1317. There was a ‘*passagium* of the water of Swale at Morton-on-Swale.’¹³⁴ It is perhaps significant that it was a *passagium* referring to a ‘passage way or path’ as opposed to a *passuagium* a ‘ferry or means of transport over water.

¹²⁶ M.W. Beresford & J.K.S. St Joseph, *Medieval England. 2nd Edition*. Cambridge: Cambridge University Press. 1979, 10.

¹²⁷ TNA, E 372/207, m. 46. Cited in B. Waites, ‘The Medieval Ports and Trade of North-East Yorkshire.’ *Mariners Mirror*. Vol 63, (1977), 143.

¹²⁸ Pishey Thompson, *The History and Antiquities of Boston. Division VII*. Boston: John Noble, Jun. 1856. 311 – 319. Reprinted Sleaford: Heritage Lincolnshire. 1997.

¹²⁹ M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers, New Series*, 1 (1938), 1-22, 17.

¹³⁰ Chris Hawkesworth. Personal communication. 29 November 2009.

¹³¹ R.A. Donkin, *The Cistercians*. Toronto: Pontifical Institute of Mediaeval Studies. 1978, 142.

¹³² *Rolls of the Justices in Eyre. Yorkshire. 13 Henry III (1218-19)*. Editor Doris Mary Stenton. Selden Society, Vol. 56. 1937, 388.

¹³³ M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers, New Series*, 1 (1938), 1-22, 19.

¹³⁴ Calendar of Close Rolls, 1313-18, 496.

1353. The River Swale was one of the rivers referred to concerning obstructions. See River Derwent 1353 above.

1357. Mention is made of a boat on the River Swale at Myton on Swale.¹³⁵

Y 16 River Ure

Lower limit. Yorkshire Ouse.

Edwards.	Boroughbridge.	3 miles.	n/a.		
A.	Boroughbridge.	3 miles.	22 m ³ s ⁻¹ .	< 15 m.	
B.	West Tanfield.	19 miles.			
RLU.	Wensley.	42 miles.	15 m ³ s ⁻¹ .	1.4	P&R, C.

Records of use are not quoted below Boroughbridge.

Beresford states that ‘Boroughbridge was the head of the Ouse navigation in the late twelfth and thirteenth centuries.’¹³⁶

John Richmond former mayor of Ripon states that “flat bottomed boats (before the canal was built) were pulled upstream at least as far as West Tanfield.”¹³⁷

13th C. Lead was regularly shipped from Boroughbridge to York.¹³⁸

1218. The jurors at the eyre of Boroughbridge in 1218-19 declared that ‘No ship can pass without payment.’¹³⁹

1275. ‘The bailiffs of Boroughbridge had taken to levying tolls, taking from every man or woman coming down stream 1d and upstream ½ d’¹⁴⁰ From this it appears that the boats were coming from, or going to, places upriver from Boroughbridge.

1322. It would seem from the statement that ‘ships could not pass for fear of the King’s enemies’ that boats went up-river of Boroughbridge.¹⁴¹

1508. Boats travelling downstream would be unloaded upstream of Boroughbridge in order to avoid the toll. The goods were transported by carts round the town and then placed back on the boats.¹⁴²

¹³⁵ Calendar of Patent Rolls, 1354-58, 557.

¹³⁶ Maurice Beresford, *New Towns of the Middle Ages*. London: Lutterworth Press. 1967, 524.

¹³⁷ Personal communication Chris Hawksworth. 23/4/2010.

¹³⁸ M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers, New Series*, 1 (1938), 1-22, 17.

¹³⁹ *Rolls of Justices in Eyre for Yorkshire in 3 Henry III (1218-19)*. Editor Doris M. Stenton. Selden Society, Vol. 56. 1937, nos 1076-77, 1108.

¹⁴⁰ Rotuli Hundredorum, i. 105, 119. Cited in L.F. Salzman, *English Trade in the Middle Ages*. Oxford: Clarendon Press. 1931, 213.

¹⁴¹ Calendar of Inquisitions Miscellaneous, 1307-49, 121.

¹⁴² Duchy of Lancaster and Palatinate of Lancaster: Chanceries: Enrolments 1354-1509. DL 37/63 m. 71 d. Cited in Robert Somerville, *History of the Duchy of Lancaster. Volume 1. 1265-1603*. London: The Chancellor and Council of the Duchy of Lancaster. 1953, 313.

Rivers of the Trent Basin

Tr 1 River Trent

Tidal limit.	Collingham. (5 miles downstream of Newark-on Trent.)			
Edwards.	Swarkestone.	51 miles.		
A.	Tame confluence.	72 miles.		Confluence.
B.	Abbey Hulton, Stoke on Trent.	117 miles.		
RLU.	Trentham.	111 miles.	0.65 m ³ s ⁻¹ . 1	Modified.

Records of use of the river downstream of Nottingham are not quoted. *Edwards* gives 38 quotations of records of the use of the river downstream from Nottingham from the 14th century alone.

‘The river traffic on the Trent is singularly ill-documented.’¹⁴³

‘Primitive boats preserved in river silt have been found along the length of the Trent from the Humber Ferry to Abbey Hulton in Stoke-on-Trent.’¹⁴⁴

Salisbury suggests that there was a medieval port at Hemington.¹⁴⁵

‘An unusual feature of the gravel pit at Hemington is a spread of large stones of Triassic and Carboniferous sandstone over the Medieval river bed. These have an average weight of 19 kilograms, although there is great variation in size, with the largest approaching 100 kilograms. ... They comprise a mixture of ancient stone quarry waste, millstones, querns and unfinished or re-used building stones, some of which are Roman. And include the arm of a ninth century Saxon cross and another carved stone of the same period. Known quarries upstream of Hemington and close to the Trent occur at Castle Donington, of Triassic sandstone, and at Melbourne, of Carboniferous millstone grit. Carboniferous sandstone is also found in the catchment area of the Dewent. In Saxo-Norman times hardcore could have been shipped to Hemington both from these quarries and from abandoned buildings in former Roman towns such as Derby and Leicester. At Hemington the hardcore was used to form an armoured bed or as bank revetments to stabilise a very mobile river.’¹⁴⁶

‘It is probable that from Chellaston the material [Alabaster] was conveyed down the River Trent, which flows not far away from the quarries, to Nottingham.’¹⁴⁷

‘Yet the principal materials used in the manufacture of pottery, ... The flints were brought by sea to Hull. ... From Hull the materials were brought up the Trent to Willington.’¹⁴⁸

¹⁴³ W.G. Hoskins, *The Age of Plunder King Henry's England 1500-1547*. London: Longman. 1976, 198.

¹⁴⁴ Richard Stone, *The River Trent*. Chichester: Phillimore. 2005, 4.

¹⁴⁵ C.R. Salisbury, ‘The archaeological evidence for palaeochannels in the Trent valley.’ In Stuart Needham and Mark G Macklin, *Alluvial Archaeology in Britain*. Oxbow Monograph 27. 1992, 161.

¹⁴⁶ *Ibid.* page 159.

¹⁴⁷ <http://www.nottshistory.org.uk/fellows1907/introduction.htm>. Accessed 28/10/07.

¹⁴⁸ J.H. Ingram, *The River Trent*. London: Cassell and Company Limited. 1955, 26.

c1400 BC 'A large log-boat was stranded ... in an unstable reach of the River Trent. ... [It] was carrying several large blocks of locally hewn Bromsgrove Sandstone.'¹⁴⁹

874. The Viking fleet overwintered at Repton.¹⁵⁰ Presumably they were with their sea going boats as their camp was D shapped against the bank of the river.¹⁵¹

c1155. A charter of Henry II 'gave the burgesses of Nottingham the right to levy tolls on boats using the river between Thrumpton and Newark.'¹⁵²

1313. A boat was stolen from Barton 6 miles up river of Nottingham.¹⁵³

1338. 'Grant to the good men of Swerkeston of pontage for four years, on things for sale coming to the town as well by land as by water for the repair of their bridge.'¹⁵⁴ The bridge is where the Derby to Melbourne road crosses the Trent, 18 miles up river of Nottingham and above the confluence of the Soar and the Derwent. It is 9 miles from Burton-upon Trent.

1383. A commission stated that the waters of Trent 'has been used and ought to hold it's course from the place where it takes it's source to the castle and town of Nottingham' and from thence to the sea.¹⁵⁵

16th C. '[At Colwick] There was also channel improvements for coal barges during the 16th century.'¹⁵⁶

1545. Four people were drowned from a boat at Barton in Fabis.¹⁵⁷

1549. A man was drowned trying to get out of a small boat into a big ferry.¹⁵⁸

1549. A man fell from 'a lytyll bott' into the Trent at Colwick and was drowned.¹⁵⁹

1550. A man fell from a small boat into the Trent at Radcliffe on Trent and was drowned.¹⁶⁰

¹⁴⁹ From Knight, D., Howard, A.D., *Trent Valley Landscapes*. Heritage Marketing and Publications Ltd. King's Lynn. 2004. Cited in A.G. Brown, 'Geoarchaeology, the four dimensional (4D) fluvial matrix and climatic causality.' *Geomorphology*. Vol. 101. (2008), 278-297.

¹⁵⁰ *The Anglo-Saxon Chronicles*. Editor Michael Swanton. London: Phoenix Press. 2000, 73.

¹⁵¹ Martin Biddle and Birthe Kjølbye-Biddle, 'Repton and the Vikings.' *Antiquity*. Vol. 66. (1992), 36-51, 40.

¹⁵² Richard Stone, *The River Trent*. Chichester: Philimore. 2005, 12.

¹⁵³ Calendar of Patent Rolls, 1313-17, 72.

¹⁵⁴ Calendar of Patent Rolls, 1338-40, 22.

¹⁵⁵ 'Royal Commission to inquire into Obstructions of the course of the Trent at Colwick.' (1383) In *Records of the Borough of Nottingham. Volume I*. Editor W.V. Steveson. Nottingham: Corporation of Nottingham. 1882.

¹⁵⁶ A.G. Brown, *et al*, 'Late Holocene channel changes of the Middle Trent: channel response to a thousand-year flood record.' *Geomorphology*. Vol. 39, (2001), 69 – 82, 78.

¹⁵⁷ *Calendar of Nottinghamshire Coroners' Inquests 1495 – 1558*. Editor R.F. Hunnisett. *Thoroton Society Record Series*, Vol. XXV. 1969, 117.

¹⁵⁸ *Ibid.* page 134.

¹⁵⁹ *Ibid.* page 136.

¹⁶⁰ *Ibid.* page 138.

1592-3. The inhabitants of 39 villages organised ‘a great and unlawful assembly’ to pull down a weir at Shelford which ‘interfered with navigation and so straitened the passage that boats were lost and lives endangered’. ‘The privy council and the court of star chamber were both called in to adjudicate before the storm blew over.’¹⁶¹

1611. The river is shown as divided into four streams at Nottingham.¹⁶²

1637. ‘There was a project for making the former [Derwent] navigable as early as 1637.’¹⁶³ This implies that the Trent was usable to the confluence at that date.

1738. It was held that there was an ancient public right of navigation through Nottingham and so also upstream of Nottingham.¹⁶⁴

Tr 2 River Eau

Lower limit. River Trent.

Edwards.	Scotter.	3 miles.	
A.	Scotton.	5 miles.	n/a.

1375. The abbot of Peterborough was accused of causing obstructions ‘by a weir called Fiss ... at Scotter on the east side of the Trent where he set piles and stakes lower than he ought in two “roumes” containing thirty-two feet, and set no beacon or “wyte” there, so that passing ships have no notice thereof ...’¹⁶⁵ Since goods were to be taken upstream of Scotter they must have been taken at least as far as Scotton.

Tr 3 River Idle/Poulter

Lower limit. River Trent

Edwards.	Elkesley.	25 miles.	
A.	Bawtry.	10 miles.	n/a.
B.	Elkesley.	25 miles.	n/a.
RLU.	Retford.	20 miles.	n/a.

The dedication of the parish church to St Nicholas would seem to indicate that Bawtry was an inland port.¹⁶⁶

Cole states that the name Eaton indicates that the settlement had to ‘keep the river open for navigation’.¹⁶⁷

¹⁶¹ *Acts of the Privy Council*, 1592, pp. 16, 148; 1592-3, pp. 201, 243, 440. Cited in A.C. Wood, ‘The History of Trade and Transport on the River Trent.’ *Transactions of the Thoroton Society*. Vol. 54. 1950. 1 – 44, 7.

¹⁶² John Speed, *Theatre of the Empire of Great Britaine. Volume IV, 1st Edition 1611*. Facsimile London: Phoenix House Limited. 1954, Map 2.

¹⁶³ T.S. Willan, ‘Yorkshire River Navigation.’ *Geography*. 22 (1937), 189-199, 190.

¹⁶⁴ *The Mayor and Burgesses of the Town of Nottingham v Richard Lambert*. (1738) Willes, 111-119.

¹⁶⁵ *Public Works in Medieval Law*. Editor C.T. Flower. Selden Society, Vol. 32, 1915, 294.

¹⁶⁶ David Hey, Ed., *The Oxford Companion to Local and Family Names*. Oxford: Oxford University Press. 1996, 85.

¹⁶⁷ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

12th C. Beresford, in his description of the foundation of Bawtry states that the Idle was navigable upstream into Nottinghamshire and downstream to the Trent. Since the boundary of Yorkshire stops at the south of the town and not at the bridge where the great north road crosses the river, Beresford considers that the town was founded as a river port.¹⁶⁸

1260-70. Much wool was shipped from Bawtry and Torksey.¹⁶⁹

1267. The sheriff of York was 'to receive 60 fothers of lead to be delivered at Bawtry' by the sheriff of Nottingham and Derby, and carry it by water to Westminster without delay and without fail.'¹⁷⁰

1298. The Sheriff of Lincolnshire transported 86 quarters of grain and 29 quarters of malt from Bawtry to Hull by water for onward shipping to the army at Berwick.¹⁷¹

14th C. Ships went from Bawtry to Scarborough.¹⁷²

1322. Thomas de Donestable was granted land fisheries and 'his passage over or within the water, in the town and territory of Scaftworth and Marrissey near Everton, co Nottingham.'¹⁷³ Scaftworth and Mattersey (Marresey) and Everton are situated up-river from Bawtry.

1337. Various persons were accused of diverting the course of the Idle at Sutton, which is 3 miles north of Retford.¹⁷⁴

1341. Wool and lead were shipped from Bawtry to Grimsby.¹⁷⁵

1363. Various persons were instructed 'to make inquisition in the county of Nottingham touching the water of Idel descending by the towns of Elkeslay, Gamelston, Eton, Ordeshale, Estretford, Westretford, Bolun, Tilne, Sutton, Estretford, Westretford, Scoby, Skaftworth, Claworth, Everton, Harwell and Hayton, which as the King is given to understand, is so obstructed by weeds and other dirt'¹⁷⁶ While this commission does not refer to navigation as opposed to obstruction causing flooding, it seems more likely that as long a reach as this would refer to navigation.

1373. A similar commission was appointed.¹⁷⁷

¹⁶⁸ M. Beresford, *New Towns of the Middle Ages*. London: Lutterworth Press. 1967, 522.

¹⁶⁹ *Frost, Notices*, 100; *Rotuli Hundredorum*, I, 345. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1938) 1-22, 20.

¹⁷⁰ Calendar of Liberate Rolls, 1260-67, 256.

¹⁷¹ TNA, E/101/597/3. Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 270.

¹⁷² Bryan Waites, 'The Medieval Ports and Trade of North-East Yorkshire.' *Mariners Mirror* Vol. 63, (1977) 147.

¹⁷³ Calendar of Close Rolls, 1318-23, 528.

¹⁷⁴ *Public Works in Mediaeval Law, Volume II*. Editor C.T. Flower. Selden Society Vol. 40, 1923, 106.

¹⁷⁵ Calendar of Inquisitions Miscellaneous, 1307-49, 437.

¹⁷⁶ Calendar of Patent Rolls, 1361-64, 449-450.

¹⁷⁷ Calendar of Patent Rolls, 1370-74, 395.

1380. Henry Marchant of Retford was given licence to ‘load one last of hides at each of the ports of Newcastle-upon-Tyne, Hertilpool, Whiteby and Scardeburgh and take them to Bautre, co. York.’¹⁷⁸

1396. A commission was appointed ‘to inquire who have placed kidels, bridges, nuisances and other obstructions in the river Edelle on the borders of the counties of York and Nottingham flowing into the water of Bekerdyk and thence to the Trent, thereby hindering the common passage of ships and boats to Bautre and other towns on the said river.’¹⁷⁹

1397. A similar commission was appointed.¹⁸⁰

1548. A man was drowned from a boat in a small river called ‘le hiegh dyke’ between Everton and Misson.¹⁸¹

1574. Six barrels of (Spanish) ‘steale’ were delivered to Bawtry.¹⁸² Other records show that ‘this import trade was possibly a regular one’.¹⁸³

1585. Lord George exported 100 tons of lead from Bawtry.¹⁸⁴

1715. Goods were sometimes transhipped to smaller boats which could reach Bawtry.¹⁸⁵

Tr 4 River Till

Lower limit. River Trent.

A. Stow. 8 miles. n/a.

13th century. In a ‘survey of the manor of Stow, the services of ten of the villain tenants included going “to Misson (on the River Idle) and Axholme for timber and turf with the ship of the lord bishop within their work all at their own proper cost, and to carry the said timber and turf to the dry land at the will of the sergeant.”’¹⁸⁶

¹⁷⁸ Calendar of Patent Rolls, 1377-81, 486.

¹⁷⁹ Calendar of Patent Rolls, 1391-96, 730.

¹⁸⁰ Calendar of Close Rolls, 1396-99, 98.

¹⁸¹ *Calendar of Nottinghamshire Coroners' Inquests 1495 – 1558*. Editor R.F. Hunnisett. *Thoroton Society Record Series*, Vol. XXV. 1969, 132.

¹⁸² Sheffield Central Library, Archives Department. MD 192. Cited in David Hoy, *Packmen, Carriers and Packhorse Roads*. Leicester University Press. 1980, 108.

¹⁸³ David Hoy, *Packmen, Carriers and Packhorse Roads*. Leicester: Leicester University Press. 1980, 108.

¹⁸⁴ *Ibid.* page 109.

¹⁸⁵ Letter John Watts of Kirkstall to Richard Sykes. Sheffield Central Library MD 3483. Cited in D. Hey, *Packmen, carriers and packhorse roads*. Leicester: Leicester University Press. 1980, 134.

¹⁸⁶ Ass. Arch. Soc., V. 24, 325. Cited in M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1938), 1-22, 15.

Tr 4A Foss Dyke

An artificial cut, 10 miles long, first made by the Romans from the River Witham at Lincoln to the River Trent at Torksey.¹⁸⁷

‘The cutting of this channel would present no great difficulties. It passes through low-lying land liable to flooding; and for the first four miles of its 11-mile course from Lincoln the engineers were able to use and perhaps to straighten the bed of the Witham’s tributary river the Till, which now runs into the canal.’¹⁸⁸

1086. Domesday Book records that the channel was navigated in 1086.¹⁸⁹ However it appears it may have been partly obstructed.¹⁹⁰

1121. ‘At this period, king Henry having, by digging, made a long trench from Torksey as far as Lincoln, by turning into it the river Trent made a passage for shipping.’¹⁹¹

1273. ‘Robert of Donham, ..., was levying, wrongly, it was complained, a toll of a halfpenny (more or less) per ship passing from Lincoln by Fossdyke to Dunham, a village on the Trent above Torksey, and in one year his receipts amounted to half a mark; this suggests 160 ships in the year, and the figure would not include ships passing downstream from Torksey.’¹⁹²

1299-1316. The Durham Account Rolls show that a large purchase of cloth and provisions was taken from Boston to Lincoln by water, by cart to Torksey and there transferred to boats. This may indicate that the Foss Dyke was not navigable at this time or that it was only navigable by small boats.¹⁹³

1329. The batellage charge for wine transported from Boston to Saxilby was 1s. 8d. per ton.¹⁹⁴

1335. The channel was obstructed.¹⁹⁵

1335. It was claimed that the channel had been cleared but that some of the money collected had been converted to the use of certain men.¹⁹⁶

1365. A commission was appointed to compel the clearing of the dyke.¹⁹⁷

¹⁸⁷ W.G. Hoskins, *English Landscapes*. (1st Edition 1955) London: Book Club Associates, 1977, 39.

¹⁸⁸ J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 13-14.

¹⁸⁹ Dr Ann Williams and G.H. Martin, *Domesday Book*. London: Penguin Books. 2002, 884.

¹⁹⁰ H.C. Darby, *Domesday England*, Cambridge: Cambridge University Press. 1977, 301.

¹⁹¹ *The Annals of Roger de Hoveden. Volume I. Part I*. Translator Henry T. Riley. London. 1853, 216. (Copy consulted:- Facsimile reprint, Felenfach, Llanerch Publishers. 1994.)

¹⁹² *Rotuli Hundredorum*, I, 320a. Cited in J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 311.

¹⁹³ ‘Extracts from the Account Rolls of the Abbey of Durham, Volume II’ Surtees Society, Vol. 100. (1898), 2, 495.

¹⁹⁴ TNA, Exchequer, King’s Remembrancer: Accounts, Various: Butlerage and presage. Cited in Margery Kirkbride James, Ed., Elspeth M. Veale, *Studies in the Medieval Wine Trade*. Oxford: Clarendon Press. 1971, 156.

¹⁹⁵ Calendar of Patent Rolls, 1334-38, 148.

¹⁹⁶ Calendar of Patent Rolls, 1334-38, 203.

1375. The channel was obstructed.¹⁹⁸

1395. The city of Lincoln asked to be exempt from certain payments and taxes due to the cost incurred in 'scouring of a canal whereby boats come to the city with divers victuals in greater numbers that they used to do ...'¹⁹⁹ This shows that the dyke was cleared at this time.

1518. It was agreed that 110 marks should be collected so that the dyke could be cleared and the bishop of Lincoln issued an indulgence to all those who would assist.²⁰⁰

1571. 'The City Council considered that an Act of Parliament should be obtained for the river ... but no action was taken.'²⁰¹

1586. 'At Lincolne also this noble river meeteth with the Fosse dike, whereby in great floods vessels may come from the Trents side to Lincolne.'²⁰²

1600. John Taylor took a boat along Fosdyke.²⁰³

1622. 'A Ditch is a kind of current of Waters in *infimo gradu*. ... (Fosdyke) is at this day a current and passage for Boats of small burthen in Winter, but in Summer none at all'²⁰⁴

1672. The canal was re-opened shortly after 1672.²⁰⁵

Tr 5 North Beck

Lower limit. River Trent.

A. East Drayton. 3 miles. n/a.

1316. Protection was granted for one year to Walter de Chaumberlayn for 'carrying corn and other victuals to the city of York by water from the Church of Estdraiton, co Nottingham, for the sustenance of ...'

The Church of East Drayton is situated by the North Beck 5km upstream of the junction with the River Trent, 5km upstream of Torksey.²⁰⁶

¹⁹⁷ Calendar of Patent Rolls, 1364-67, 138.

¹⁹⁸ Ancient Indictments File 59 m. 3. Cited in *Public Works in Mediaeval Law. Volume I*. Editor C.T. Flower. Selden Society, Vol. 32, 1915, 292.

¹⁹⁹ Calendar of Close Rolls, 1392-96, 413-414.

²⁰⁰ Hist. Mss. Comm., Rep. VIII, App. XIV, 26. Regist. Ant., II, 135-6. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1938), 1-22, 11.

²⁰¹ Hist. Mss. Comm., 65. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1938), 1-22, 11.

²⁰² Holinshed, Raphaell, Harrison, William, and others, *The First and Second Volumes of the Chronicles*. 2nd Edition. Editor, John Hooker. London: J. Johnson et al. 1807, 170.

²⁰³ John Taylor, 'A very Merry Wherry-Ferry-Voyage.' In *Works of John Taylor. The Folio Edition of 1630 Part I*. Spencer Society. 1869. Reprinted 1967, page of this section 11.

²⁰⁴ *The Reading of the Famous and Learned Robert Callis, Esq; Upon the Statute of 23 H. 8. cap. 5. of Sewers: As it was delivered by him at Gray's Inn, in August, 1622. 2nd Edition*. London. 1685, 81.

²⁰⁵ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1938), 1-22, 11.

²⁰⁶ Calendar of Patent Rolls, 1313-17, 383.

Tr 6 River Devon

Lower limit. River Trent.

A. Belvoir. 15 miles. n/a.

At Hawton there was a fish weir in which ‘there is a statutory two perches gap at the apex. When not in use this would allow navigation.’²⁰⁷

1510. Twelve people were drowned from a boat in the river.²⁰⁸

1539. Bargemen were employed at Belvoir Castle.²⁰⁹

Tr 7 River Greet

Lower limit. River Trent.

B. Southwell. 4 miles. $0.32 \text{ m}^3 \text{ s}^{-1}$. 2

1580. ‘The Willoughby’s had their own fleet of open barges or “lighters” and distribution warehouses at Gainsborough. Coal was delivered to Southwell ...’²¹⁰

Tr 8 River Soar

Lower limit. River Trent.

A. Leicester. 25 miles. $2.8 \text{ m}^3 \text{ s}^{-1}$. 0.61 Canalised.

RLU. Leicester. 25 miles. $2.8 \text{ m}^3 \text{ s}^{-1}$. 0.61 Canalised.

Edwards considered that an order of 1318 that ‘certain customs were to be paid from goods for sale passing by the bridge of Keggeworth for the repair of the bridge’ was evidence of the use of the river.²¹¹ It is not accepted here as the order may only have referred to goods passing over the bridge.

Frere. (1967.) “The Raw Dykes at Leicester have sometimes been taken for an aqueduct, but the shape of the earthwork is that of a navigable canal, leading perhaps to docks.”²¹²

Frere. (1987.) “The Raw Dyke at Leicester is also taken to be an aqueduct.”^{213, 214}

²⁰⁷ C.R. Salisbury, ‘Primitive British fishweirs.’ G.L. Good, *et al.* *Waterfront Archaeology*. CBA Research Report No. 74. 1991, 76 – 87, 78.

²⁰⁸ *Calendar of Nottinghamshire Coroners’ Inquests 1495 – 1558*. Editor R.F. Hunnisett. Thoroton Society Record Series, Volume XXV. 1969, 28.

²⁰⁹ W.G. Hoskins, *Midland England*. London: B.T. Batsford Ltd. 1949, 53.

²¹⁰ Richard Stone, *The River Trent*. Chichester: Philimore. 2005, 32.

²¹¹ Calendar of Close Rolls, 1313-18, 545.

²¹² Sheppard Frere, *Britannia: a history of Roman Britain*. London: Routledge & Kegan Paul. 1967, 245.

²¹³ Sheppard Frere, *Britannia: a history of Roman Britain. 3rd Edition*. London: Routledge & Kegan Paul. 1987, 235-6.

²¹⁴ Note:- Bond only refers to the 1st edition. James Bond, ‘Canal Construction: An Introductory Review.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 169.

c1340. Higden wrote that ‘the city of Leicester is in the middle place of England on the water of Soar, and on Foss a royal highway’.²¹⁵ It appears that the river was as important for the city as the road.

1325. The Receiver of Leicester’s Accounts show money spent for the Repair of Boats (Batell’) including the purchase of pitch, cobbler’s wax (code), tallow, “flocke”. (fn. Perhaps flockwool for caulking seams, iron nails and payment of the carpenter’s salary.)²¹⁶

1325. The accounts of the Borough of Leicester include ‘And 2s. 7½d. for seven workmen on Monday, Tuesday and Wednesday next after the feast, digging turves and carrying them by boat, 1½d. per day.’²¹⁷

1431. There was an agreement to submit to arbitration the question as to whether a toll was payable at Torksey by residents of Leicester on goods ‘sold or bought ... or driven or carried by land or by water or through the middle of the town (of Torksey)’.²¹⁸ Torksey is downstream of Leicester.

Tr 8A River Leen.

Lower limit. River Trent.

1830. There is ‘watercolour done by Turner about 1830 ... showing crowded sailing-boats on the River Leen.’²¹⁹

Tr 9 River Derbyshire Derwent

Lower limit. River Trent.

Edwards.	Belper.	24 miles.			
A.	Belper.	24 miles.	17 m ³ s ⁻¹ .	1.1	P&R, C.
RLU.	Hathersage Bridge.	53 miles.	5 m ³ s ⁻¹ .	2.7	P&R, C.

1204. King John gave a charter to the town of Derby including the right to use the ‘Darent, navigable from ancient times.’²²⁰

1229. A charter to the burgesses of Derby gave them ‘all the greet customs which the King’s burgesses of Nottingham have and had in the time of King Henry I and King Henry II that is to say, tol and them, and infangenethef, and toll from Dunebrug up to the bridge of Cordy, and thence to the bridge of Bradford, and thence to the bridge of Estweit, and of all men crossing the Derwent, as fully as in the borough of Derby; ...’

²¹⁵ *Polychonicon Ranulphi Higden Monachi Cestrensis. Volume II.* Editor Churchill Babington. HMSO 1869, 63.

²¹⁶ *Records of the Borough of Leicester. Volume 1 1103-1327.* Editor Mary Bateson. London: C.J. Clay and Sons 1899, 350.

²¹⁷ *Ibid.* page 350-351.

²¹⁸ *Ibid.* page 244-245.

²¹⁹ Geoffrey Trease, *Nottingham.* London: Macmillan & Co. Ltd. 1970, 7.

²²⁰ H.M. Colville, ‘Dale Abbey, Granges, Mills and other Buildings.’ Derby Archaeological Society, 1936. Cited in C. Hadfield, *The Canals of the East Midlands.* Newton Abbot: David & Charles. 1966, 31.

It also stated that ‘the Derwent shall be open to navigation by the length of a pole on each side of the mid-stream.’²²¹

1268 and 1270. Simon, the Abbot of Dale built mills at Borrowash, between Derby and the Trent, and obstructed the river with weirs. In 1281 the river was so obstructed that no boat could pass. However Edward I appears to have ended this interference.²²²

1281. ‘One man fell from a boat into the river Derwent and was drowned.’²²³

1322. During the reign of Edward II there were lead mines in the vicinity of Wirksworth and Hartington. The accounts of William of Birchover show that he received £143 for 65 barge loads of lead which he had sold.²²⁴ *Edwards* points out that this is 44s per barge load. Thus he claims that lead must have been loaded onto the barges near the mines as otherwise it would have been cheaper to take the lead the whole way to Nottingham by road.

1325. The king ordered that as much lead be delivered ‘as might be needed for covering certain houses in Nottingham castle at the price contained in their commission, viz. 44s the barge load’.²²⁵

1378. The citizens of Derby were charged with the making of a balinger for the crown.²²⁶

1500-1640. ‘The corn market at Derby served a similar function for the miners and quarrymen of Derbyshire, and was furnished with corn principally by way of the river Trent.’²²⁷

1783. ‘The Derby Boat Co. advertised the sale of six craft, two of 30 tons, two of 20 tons, and two lighters.’ Prior to this date no major works had been carried out on the river.²²⁸

²²¹ Calendar of Charter Rolls, 1226-57, 96.

²²² C. Hadfield, *The Canals of the East Midlands*. Newton Abbot: David & Charles. 1966, 31.

‘A Village Remembered’ <http://home.att.net/~derekporter/spondonlad/derwent.html>. Accessed 09/04/2005.

²²³ *The Rolls of the 1281 Derbyshire Eyre*. Editor Aileen M. Hopkinson. Derbyshire Record Society, Vol. XVIII, (2000), 166.

²²⁴ Victoria County History, Derbyshire, Vol. II, 328.

²²⁵ Calendar of Memoranda Rolls, 1326-27, 43.

²²⁶ Calendar of Patent Rolls, 1377-81, 147-148.

²²⁷ SP 16, 187, 51; cf SP 14, 113, 17 and 90. Cited in Alan Everitt, ‘The Marketing of Agricultural Produce’. In Joan Thirsk, Ed., *The Agrarian History of England and Wales, Volume IV*. Cambridge: University Press, 493.

²²⁸ Charles Hadfield, *The Canals of the East Midlands*. Newton Abbot: David & Charles. 1966, 33.

Tr 10 River Dove

Lower limit.	River Trent.		
B.	Clifton Bridge.	30 miles.	n/a.
RLU.	Clifton Bridge.	30 miles.	n/a.

1653. 'The river Dove ... is swelled before it falls into Trent, ... to such a breadth and depth as to be in most places navigable, were not the passage frequently interrupted with fords and weirs.'²²⁹ Isaac Walton used to fish at Alstonefield 5 miles upstream of Ashbourne.²³⁰ At an earlier date there would have been fewer fords and weirs and so the river was possibly used by boats.

Tr 11 River Tame

Lower limit.	River Trent.			
A.	Tamworth.	10 miles.	n/a.	Confl.
RLU.	Water Orton.	25 miles	n/a.	

See River Anker 1221.

'I suspect, however, that the Danes were mostly traders, and sailed up the rivers Trent and Tame from Derby and the Five Boroughs long after the subjection of the Danelaw.'²³¹

'The Tame is in general shallow and slow ... while the Ancher is deep, narrow and winds considerably.'²³²

Tr 12 River Anker

Lower limit.	River Tame at Tamworth.			
A.	Amington.	2 miles.	$2.8 \text{ m}^3 \text{ s}^{-1}$.	0.6 Not now usable.
RLU.	Polesworth.	7 miles.	$3 \text{ m}^3 \text{ s}^{-1}$.	0.6 Not now usable.

Cole states that the name Nuneaton indicates that the settlement had to 'keep the river open for navigation'.²³³

1221. A man fell from a boat and drowned at Amington.²³⁴

²²⁹ Izaak Walton, *The Compleat Angler*. Edited by Richard le Gallienne. London: John Lane. 1904, 295-296.

²³⁰ Martin Stapleton, *Izaak Walton and his friends*. London: Chapman & Hall Ltd. 1903, 59.

²³¹ Comdr. Isaiah C. Wedgewood, 'Early Staffordshire History.' *Collections for a History of Staffordshire*. Volume for 1916. 1918, 138-208, 149.

²³² Charles Ferrers Palmer, *The History of the Town and Castle of Tamworth*. Tamworth: Jonathon Thompson. 1845, 8.

²³³ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

²³⁴ *Rolls of the Justices in Eyre, for Gloucestershire, Warwickshire, and Shropshire, 1221, 1222*. Editor Doris M. Stenton. Selden Society, Vol. 59. 1940, 374.

Tr 13 River Sow

Lower limit.	River Trent.				
B.	Stafford.	5 miles.	$1.2 \text{ m}^3 \text{ s}^{-1}$.	n/a.	Canalised.
RLU.	Stafford.	5 miles.	$1.2 \text{ m}^3 \text{ s}^{-1}$.	n/a.	Canalised.

'The Sow and Penk affected its lower part and so continually overflowed their banks as to reduce it to the condition of a marsh (*mariscum*).'²³⁵

Coles considers that the name 'Stafford' is derived from 'ford at a landing place'.²³⁶

Tr 14 River Penk

Lower limit.	River Sow.				
A.	Penkridge.	8 miles.	$2.3 \text{ m}^3 \text{ s}^{-1}$.	0.91	G. 15
B.	Water Eaton.	10 miles.	n/a.		
	(1 mile ESE of Stretton.)				
RLU.	Penkridge.	8 miles.	$2.3 \text{ m}^3 \text{ s}^{-1}$.	0.91	P&R, CandG.

Cole states that the name Water Eaton indicates that the settlement had to 'keep the river open for navigation'.²³⁷

1563. Grant was made of a 'licence to make cole from timber in Haye Chistelin alias Chistlin Haye parcel of the possessions of Ambrose, earl of Warwick.'²³⁸ 'Cheslyn Hay was a division of the Royal Forest of Cannock and passed from the King to Bishop Alexander Stavensby in 1236. By 1250 the King had recovered the land and retained the lordship until 1550 when he granted Cheslyn Hay to John Dudley, Earl of Warwick and his heirs. In 1569 Ambrose Dudley granted land to John Leveson.'²³⁹ It seems most likely that the river 'commonly used by boats' within 14 miles of Haye Chistelin was the Penk at Penkridge.

²³⁵ T.J. de Mazzinghi, 'History of the Manor and Parish of Castre or Castle Church.' *Collections for a History of Staffordshire*. Vol. VIII, Part II. 1887, 20.

²³⁶ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 75.

²³⁷ *Ibid.* page 81.

²³⁸ Calendar of Patent Rolls, 1560-63, 478.

²³⁹ http://website.lineone.net/~web_presence/FRAMES.HTM. Accessed 14/3/08.

Rivers of Lincolnshire Coast

L 1 River Ancholme/Rase

Tidal limit. River Humber.
 Edwards. Market Rasen. 25 miles.
 A. Market Rasen. 25 miles. $0.45 \text{ m}^3\text{s}^{-1}$. < 20 m. Modified.

‘Scandinavian *Bryggja*, ... originally meant “jetty, quay”, as in Brigg, Lincolnshire.’²⁴⁰

A log-boat 48 ft 6 in long was found at Brigg in 1886. It was classified as a high-density cargo carrier.²⁴¹

A log-boat was found near Appleby in 1943.²⁴²

1288. Complaints were made that the river was obstructed.²⁴³

1290. Instructions were given ‘to clear of obstructions the water of Ancolne from Bishop’s Bridge to the Humbre, at the cost of those who will benefit by such clearance, the sheriff having certified that if this is done ships and boats laden with corn and other merchandise might then go from Humbre to the parts of Lindeseye, as they were wont to do.’²⁴⁴

13th -14th C. There are ten similar references to obstructions during the following 75 years.²⁴⁵

1375. A commission stated that the water of Ancholme should be ‘40 feet wide from its head to the Humbre.’²⁴⁶

1533. The Court of Sewers fined the abbot of Roche for failing to cleanse and scour part of the river ‘from the bridges called Byshoppe Brygges ... to the water of Humber’ and other offenders were ‘punished in like proportion’.²⁴⁷

²⁴⁰ Kenneth Cameron, *English Place Names. New Edition*. London: B.T. Batsford. 1996.

²⁴¹ Sean McGrail, *Logboats of England and Wales, Part i*. BAR British Series 51(i). National Maritime Museum, Greenwich Archaeological Series No. 2. 1978, 166-172.

²⁴² *Ibid.* page 147.

²⁴³ Esc.16 E. I. n, 47. Cited in William Dugdale, *The History of the Imbanking and Draining of Divers Fens and Marshes. 2nd Edition*. London: Richard Geast. 1772, 150.

²⁴⁴ Calendar of Patent Rolls, 1281-1292, 400.

²⁴⁵ Calendar of Patent Rolls, 1292-1301, 113.

Calendar of Patent Rolls, 1292-1301, 161.

Calendar of Patent Rolls, 1307-13, 536.

Calendar of Patent Rolls, 1313-17, 57.

Calendar of Patent Rolls, 1327-30, 427.

Calendar of Patent Rolls, 1330-34, 141.

Calendar of Patent Rolls, 1343-45, 506.

Calendar of Patent Rolls, 1348-50, 322.

Calendar of Patent Rolls, 1354-58, 450.

Calendar of Patent Rolls, 1361-64, 213.

²⁴⁶ Calendar of Patent Rolls, 1374-77, 145.

Ancient Indictments File 179 m. 105, 106. Cited in *Public Works in Mediaeval Law, Volume I*. Editor C.T. Flower. Selden Society Vol. 32. 1915, 301-302.

²⁴⁷ Letters and Papers Foreign and Domestic of the Reign of Henry VIII, Volume 6, 315.

Great Eau

Edwards includes the following record:-

1347. A commission was required to survey and clear the river 'which runs from the bridge of Wythern as far as Herleholm, thence to Thedelbrigge, thence to Salthaven and so the sea. For the safety of the parts adjacent, the said water has of ancient time been ordained to be of a breadth and depth defined by certain limits but is now so obstructed ... that the lands and holdings adjoining the same are inundated.'²⁴⁸

This record is not accepted here as the clearance appears to have been for the purpose of drainage.

L 2 Anderby Creek

Tidal limit.	Coast.		
A.	Huttoft.	4 miles.	n/a.

c1543. 'At Mutetost Marsch 4 miles of cum shippes yn from divers places and discharge.'²⁴⁹ Toulmin Smith states that this reference refers to Huttoft.

L 3 River Steeping

Tidal limit.	2.5 km upstream from the coast.		
Edwards.	Wainfleet.	5 miles.	
A.	Toynton All Saints.	10 miles.	n/a.

1240. A agreement limited the extraction of water for the watering of cattle to alternate periods of three weeks from Easter to Michaelmas in order to preserve the port of Wainfleet.²⁵⁰

1286. Corn was taken by water from Sturbridge to Wainfleet, Lincs.²⁵¹

1301. Various provisions were taken by ship from Wainfleet up the river to Lincoln as provisions for parliament.²⁵² Presumably the ships went first to Boston.

1428-30. 'At Toynton All Saints pleas between villagers concerned the sale of a boat on one occasion and a contract to repair a boat on another'.²⁵³

c1543. 'Wayneflete a praty market standing on a creke nere to the se. To this toune long smaull vessels.'²⁵⁴

²⁴⁸ Calendar of Patent Rolls, 1345-48, 378.

²⁴⁹ *The Itinerary of John Leland in or about the years 1535-1543. Volume Five.* Editor Lucy Toulmin Smith. Carbondale: Southern Illinois University Press. 1964, 35.

²⁵⁰ TNA, D.L. 36/2, No 83. Edited and translated A.E.B., Owen, 'Agricultural History Review.' Vol. xiii (1965), 46 and 43. Cited in Harry Rothwell, *English Historical Documents 1189-1327.* London: Routledge. 1975, 804.

²⁵¹ *Select Bills in Eyre, 1292-1333.* Editor W.C. Bollard. Selden Society Vol. 30. 1914, 80.

²⁵² TNA, E/101/568/4 Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 263.

²⁵³ Lincolnshire RO, Anc 3/18/55/1-3; 3/18/56/3. Cited in Christopher Dyer, *Everyday Life in Medieval England.* London: Hambledon. 1994, 273.

L 4 Wrangle Drain

Tidal Limit. Coast.
 A. Wrangle. 2 miles. n/a.

1189-1206. Simon le Bret gave the Abbey of Waltham permission to build a bridge over *Essewiam meam de estea* in Wrangle. But he specified that it should be built '*ita ut nauicule que turbam portant: subtus pontem transire possint*'.²⁵⁵

Wapentake of Skirbeck.

1202. S was accused because 'he tallaged ships which came through the marsh'.²⁵⁶

L 5. River Witham.

Tidal limit. Boston.
 Edwards. Claypole. 49 miles.
 A. Claypole. 49 miles. 1.8 m³s⁻¹. 0.43 S. 5
 B. South Witham. 71 miles.
 RLU. Grantham. 61 miles. 0.8 m³s⁻¹. 0.0017 Modified

Note:- *Hydrological Data UK p 76* states that 'above Claypole there are material transfers at low flow' and 'above Grantham there is a material reduction on natural flow.'

Records of the use of the river downstream of Lincoln have not been recorded. Lincoln was a major port.²⁵⁷

'From near South Witham, past Grantham to Lincoln and thence to Boston, was the Witham. ... And it seems almost certain that drains made to carry off the water in the low districts were often used for the carriage of corn and merchandise. We can now see how well the principal places of trade in the county, and especially Lincoln and Boston, were provided with water communication.'²⁵⁸

(At Lincoln) 'What the common level of the valley was is illustrated by the survival to the west of High Street of the Brayford pool, which in the Middle Ages reached as far south as St Peter at Gowts parish, and to the south-west of it the Swanpool; and place-names such as the Holmes, Spike Island, Hartsholme, recall that there was a chain of pools stretching towards the Trent. In times of flood these pools united to form one vast mere, and many pictures exist that show the Minster from the southwest with Boultham parish under water in the foreground. When in 1795 the Trent bank broke at Spalford, and the flood-water found its way to Lincoln, ...'²⁵⁹

²⁵⁴ *The Itinerary of John Leland in or about the years 1535-1543. Volume Five.* Editor Lucy Toulmin Smith. Carbondale: Southern Illinois University Press. 1964, 35.

²⁵⁵ British Museum Library Cottonian Tiberius C ix, ff. 97d, 98. Cited in H.E. Hallam, *Settlement & Society*. Cambridge: Cambridge University Press. 1965, 171.

²⁵⁶ *Select Pleas of the Crown. Volume 1. A.D. 1200-1225.* Editor F.W. Maitland. Selden Society, 1887, 19.

²⁵⁷ J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 306-307.

²⁵⁸ VHC Lincolnshire. Vol. II. 1906, 383.

²⁵⁹ J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 11.

1141. There was an almost impassable marsh to the south of Lincoln.²⁶⁰

1217. After a battle in Lincoln, 'Many of the women took to small boats with their children and their goods, but the boats, being over-loaded and ill-handled, capsized and their occupants perished.'²⁶¹

1225. A licence was granted for charging a toll on all vessels entering Lincoln, 'every large ship 8d.; every middle-sized ship 4d.; every boat 2d.'²⁶² This toll for ships may be compared with that for every cartload ½ d. or 1d.; every pack-horse load ¼ d.

1265. Complaint was made that the priory of St Katharine's without Lincoln 'had turned the course of the Witham and narrowed it, so that vessels that used to bring down turf and faggots and other things for the city's use, were no longer able to pass.'²⁶³

1328. A commission was asked to enquire 'on information that the water of Wythum and certain dykes and places through which divers waters in the moorland district in the Wapentakes of Lovedon, Newark, Boby, Grafhou, Flaxwell and Langhou, in the counties of Lincoln and Nottingham, flow from Claypol as far as Lincoln into the said water of Wythum, are so narrowed and obstructed with earth, sand and gravel that on that account, as well as on account of certain wears and mill-ponds on the Wythum between these points, inundations frequently occur, and that bridges and causeways are so broken up that in winter scarcely any passage is open - to survey the premises, remove obstructions and, where necessary, enlarge the channel, so that it is made 40 or 30 feet wide and 10 feet deep.' This implies that there was a passage at least as far as Claypole.²⁶⁴

1336. Protection was granted to men of Beckyngham to go with a ship to York.²⁶⁵ Beckingham is 4 miles down river from Claypole.

1363. A commission was appointed to clear the river downstream of Claypole because there were 'bridges and causeways in the same parts, which are broken down so that there is hardly any safe passage.'²⁶⁶

1375. A commission was appointed 'to enquire into obstructions on Divers waters in the counties of Nottingham and Lincoln from Cleypole to the city of Lincoln ... and to widen to a breadth of 40 or 30 feet and to the depth of 10 feet.'²⁶⁷

²⁶⁰ Henry of Huntingdon, *The History of the English People 1000-1154*. (Written c.1150.) Translated by Diana Greenway. Oxford: Oxford University Press. 1996, 75.

²⁶¹ Roger of Wendover, *Chronica* (R.S.), II, 218. Cited in J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 205.

²⁶² Calendar of Patent Rolls, 1225-32, 171.

²⁶³ Cole, 'Prior of St Katharine without Lincoln.' in *Reports and papers of the Associated Architectural and Archaeological Societies*, xxvii (1904), pp. 277-8.

Rotuli Hundredorum. I, 285-6, 311-27. Cited in J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 347.

²⁶⁴ Calendar of Patent Rolls, 1327-30, 349.

²⁶⁵ Calendar of Patent Rolls, 1334-38, 220.

²⁶⁶ Calendar of Patent Rolls, 1361-64, 371.

²⁶⁷ Calendar of Patent Rolls, 1374-77, 151.

1382. A commission was appointed ‘to survey the rivers Wytham and Brant and certain dykes between Cleypole and Lincoln, in the counties of Nottingham and Lincoln, running into the Witham, remove obstructions therein and cleanse and widen them between banks so that there a width of 40 or 30 feet and a depth of 10 feet.’²⁶⁸

1415. Commission was appointed ‘on the water of Wythum in the counties of Lincoln and Nottingham from the town of Claypole to Lincoln and the water of Brant in the county of Lincoln touching offences against the statutes in Parliament of 25 and 43 Edward III and 1 Henry IV concerning the erection of weirs, mills, stanks, poles and kiddles.’²⁶⁹

1450-1600. Barley considered that, ‘The Witham seems to have remained open to traffic throughout the middle ages, though boats on it must have encountered many difficulties.’²⁷⁰ He lists obstructions by Norman Darcey of half the width of the river,²⁷¹ by the lay brothers of St. Catherine’s, Lincoln,²⁷² the abbot of Kirkstead, the abbots of Peterborough and Barlings, the abbess of Stainfield, the earl of Warenne and other laymen.²⁷³

1491. ‘There seems to have been no general complaint about the river below Lincoln until 1491. In that year ... (named men) ... were appointed justices of sewers, for the removal of obstructions from the river, “to survey the water and the great river called “le Brayford” which extends from the town of Waryngton” (*rectius* Waddington) “to the city of Lincoln, and the great river passing through the city of Lincoln; also the great river called “le Wethom” extending from the city of Lincoln to the water of Dokdyke, in Lyndesey and Kesteven.’²⁷⁴

16th C. ‘These “half-amphibious beings” as Macaulay described them, lived in their wooden huts erected on the isolated oozy mounds among the chain of meres surrounded by dense crops of reeds, and communicated with each other by means of crude canoes, or mounted on stilts.’²⁷⁵

1528. All frontagers to the Sincil Dyke from East Bargate to the Stamp were ordered ‘to raise their banks before St Martin in winter (11 November), and every farmer to cut sedges and other things growing in the stream at the usual time of the year after the king’s proclamation.’²⁷⁶ Sincil Dyke is a channel, apparently artificial, through south Lincoln which leads the water past Brayford Pool.

1585. The river divides at Lincoln. ‘The bigger arme is well able to beare their fisher botes, so the lesser is not without his severall commodities. At Lincolne also this noble

²⁶⁸ Calendar of Patent Rolls, 1381-85, 202.

²⁶⁹ Calendar of Patent Rolls, 1413-16, 347.

²⁷⁰ M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1 (1938), 1-22, 11.

²⁷¹ Cal. Inqu., IX, 399.

²⁷² Rot. Hun., I, 311, 319.

²⁷³ Rotuli Hundredorum, I, 317.

²⁷⁴ Calendar of Patent Rolls, 1485-94. 394.

²⁷⁵ M.R. Lambert and R. Walker, *Boston, Tattershall & Croyland*. Oxford: Basil Blackwell. 1930, 7.

²⁷⁶ J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 353-354.

river meeteth with the Fosse dike, whereby in great floods vessels may come from the Trents side to Lincolne.²⁷⁷

1762. The preamble to an Act claimed that formerly the river was navigable for lighters, barges, boats and other vessels from the sea through to Boston to the High-bridge, in the city of Lincoln.²⁷⁸

The western two arches of the 'great bridge at Bracebridge' have been filled in. (Out of the original seven arches.)²⁷⁹

L 6 Hammond Beck or Newdike

Lower limit. River Witham.

A. Northorpe. 10 miles. n/a.

1281-84. In a case regarding '*un estank*' at Swineshead it was reported that the lords and free men had agreed 'that all the ways which there were in this common marsh should be stopped up, so that no boat should in future carry peat through these ways and this was for the common good as some people who had not a foot of land within the eight villages had been accustomed to sell ten marks of peat a year and the community was aggrieved by this.'²⁸⁰ It would seem that this amount of peat must have been sold in Boston.

1295. It was claimed that the Beck 'ought to be kept three feet in depth'.²⁸¹

1301. Goods were taken from Bridge End to Lincoln by water. This would seem to have been along drainage ditches and the Hammond Beck.²⁸²

1336. Provisions were taken from Bridge End to Boston for onward shipping to the army at Berwick.²⁸³

1571. Commissioners instructed that new bridges should be built upon the sewer called Newdike at Ruscate Ee and Surflete 'of such heights as boats might well pass under'. They also instructed that the bridges over the sewer at Kyrfton fen, another at Frampton fen, and another at Lichfeld end should be reformed 'to be of xii feet in breadth, and of height sufficient for boats to pass under'.²⁸⁴

²⁷⁷ Raphaell Holinshed, William Harrison *et al.* *The First and Second Volumes of the Chronicles*. 2nd Edition. Editor John Hooker. London: J. Johnson *et al.* 1807, 170

²⁷⁸ 2 George III, c. 32.

²⁷⁹ J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 358.

²⁸⁰ *Roger of Huntingford v John of Brittany and others*. Lincoln's Inn MS 174, f. 47r. Cited in *The Earliest English Law Reports. Volume III. Eyre reports of 1285*. Editor Paul A. Brand. Selden Society Vol. 122. 2005, 90.

²⁸¹ Pishey Thompson, *The History and Antiquities of Boston and the Hundred of Skirbeck*. Boston: John Noble Jun. 1856, 264. (Reprint 1997.)

²⁸² TNA, E/101/568/4 Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 265.

²⁸³ TNA, E/101/569/3 Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 269.

and J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 314.

²⁸⁴ William Dugdale, *The History of the Imbanking and Draining of Divers Fens and Marshes*. 2nd Edition. London: Richard Geast. 1772, 241-242.

1856. Within the memory of many persons now living, the inhabitants of Holland Fen used to bring their dairy and other produce down the Hammond-beck to market.²⁸⁵

L 7 River Sleas or Kyme Eau or Old Sleas

Lower limit. River Witham.

Edwards. Sleaford. 12 miles.

A. Sleaford. 12 miles. $0.53 \text{ m}^3 \text{ s}^{-1}$. < 15 m.

The Ancaster stone quarries lie close to the river. One of the quarries was situated at Wilsford, directly on the river 4 miles up-river from Sleaford. It seems that stone would have been transported from the quarry by water. (*Edwards.*)

1301. Wheat was taken from Sleaford to Lincoln by water for a meeting of parliament.²⁸⁶

1342. 'By a petition of Gilbert de Unframvyll, earl of Anegos, it is shewn that there is a passage by the water called 'le Ee' of Kyme, passing through the lordship of his manor of Kyme, between Dokdyk and Brentfen, as far as the water of Wytham on both sides, very convenient for ships and boats of those parts, but in the channel thereof mud and sedge (*paludes*) have increased to such an extent that ships cannot pass unless it be cleansed, and the banks are fallen in, so that when the water is swollen by rain, there is no adequate passage for it, and that he will cleanse the said water and raise and keep in repair the banks for the common good if the King will grant to him and his heirs certain customs for their expenses herein, and the King, out of consideration for the earl, who has many times held a good place in his affairs and for the public good, after inquisition *ad quod damnum*, has granted to him and his heirs, lords of the said manor, for ever, certain specified customs on ships and boats laden with goods and merchandise passing by the said water through the lordship of the manor from Dokdyk to Brantfen.'²⁸⁷

1375. A presentment was made that a toll was charged on wool, wine, corn, herrings, cattle and other goods for twelve years past at Homemyln dyke in Kyme.²⁸⁸

1393. A jury was told that an unjust course of common water had been made between Haverholme and Sleaford which had flooded the common pasture of Evedon.²⁸⁹

1479. Stone was carried by water from Appletreeness to Dogdyke near Tattershall.²⁹⁰

²⁸⁵ Pishey Thompson, *The History and Antiquities of Boston and the Hundred of Skirbeck*. Boston: John Noble Jun. 1856, 264. (Reprint 1997.)

²⁸⁶ R.A. Pelham, 'The Provisioning of the Lincoln Parliament of 1301.' *University of Birmingham Historical Journal*. Vol. 3. (1951), 16 – 32, 25.

²⁸⁷ Calendar of Patent Rolls, 1340-43, 576.

²⁸⁸ Coram Rege Roll, Trin., 50 Edward III. Rex 15. Cited in *Public Works in Mediaeval Law, Volume 1*. Editor C.T. Flower. Selden Society Vol. 32. 1915, 295.

²⁸⁹ *Public Works in Mediaeval Law, Volume 1*. Editor C.T. Flower. Selden Society Vol. 32. 1915, 297-298.

²⁹⁰ Jennifer S. Alexander, 'Building Stone from the East Midlands Quarries: Sources, Transportation and Usage.' *Medieval Archaeology*. Vol. 39. (1995), 107-135, 125.

1500-24. Ancaster stone, for the church at Louth, was carried on the River Slea to the Car Dyke.²⁹¹

L 7A River Apeltrenesse (This river has not been located.)

1316. A commission stated that the 'Apiltrenesse' was 'the common passage from Kesteven unto the river of Wihum.'²⁹²

1374. 'Apeltrenesse we know was a navigable stream.' A barrel of herrings was broken open on the river.²⁹³

L 8 River Bain

Lower limit. River Witham.

Edwards. Coningsby. 2 miles.

A. Horncastle. 11 miles. $0.9 \text{ m}^3 \text{ s}^{-1}$. 1.8 Canalised.

'The medieval ship was small and adaptable, and seagoing vessels could once be found as far inland as Lincoln, Horncastle and Gainsborough.'²⁹⁴

'According to their [Edwards and Hindle.] reading of medieval documents most of the rivers of Lincolnshire were partially navigable with the exception of the Bain. ... The distribution of pottery also suggests that the Bain was used to transport pottery from Tattershall up to Horncastle.'²⁹⁵

1200. Geoffrey the Fisherman of Coningsby, received the grant of a toft, in return for which he was to carry William of Keal or his men by boat, 'as far as the sweet water (of Witham) extends its course.'²⁹⁶

1457-58. Lord Cromwell had his own boats which were used to bring building materials, tiles, timber and stone, for the building of Tattershall castle.²⁹⁷

1500-15. Building materials were taken by boat for the building of the collegiate church of Tattershall.²⁹⁸

²⁹¹ Rev. Reginald C. Dudding, Trans. and Ed.. 'First Churchwardens' book of Louth.' Cited in Donovan Purcell, *Cambridge Stone*. London: Faber and Faber. 1967, 54.

²⁹² William Dugdale, *The History of the Imbanking and Draining of Divers Fens and Marshes*. 2nd Edition. London: Richard Geast. 1772, 228-229.

²⁹³ Sillem, Some Sessions of the Peace in Lincs., 200. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1938) 1-22, 20.

²⁹⁴ Simon Pawley, 'Maritime Trade and Fishing in the Middle Ages.' In Stewart Bennett and Nicholas Bennett, Eds., *An Historical Atlas of Lincolnshire*. Hull: The University of Hull Press. 1993, 56.

²⁹⁵ Leigh Andrea Symonds, 'Landscape and Social Practice.' *BAR*. British Series 345. (2003), 23 and 128.

²⁹⁶ F.M. Stenton, Danelaw Charters, 358. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1936) 1-22, 15.

²⁹⁷ Printed in Hist. Mss. Comm., Mss of Lord De L'Isle & Dudley, v. 1. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, 1 (1936), 1-22, 18

And Cited in J.W.F. Hill, *Medieval Lincoln*. Cambridge: University Press. 1948, 314.

²⁹⁸ *Ibid*.

L 9 River Brant

Lower limit. River Witham.

B. Brant Broughton. 7 miles.

1382. A commission was appointed 'to survey the rivers Wytham and Brant and certain dykes between Cleypole and Lincoln, in the counties of Nottingham and Lincoln, running into the Witham, remove obstructions therein and cleanse and widen them between banks so that there a width of 40 or 30 feet and a depth of 10 feet.'²⁹⁹

1415. Commission was appointed 'on the water of Wythum in the counties of Lincoln and Nottingham from the town of Claypole to Lincoln and the water of Brant in the county of Lincoln touching offences against the statutes in Parliament of 25 and 43 Edward III and 1 Henry IV concerning the erection of weirs, mills, stanks, poles and kiddles.'³⁰⁰ [Note 43 should be 45.] These Acts refer to keeping a passage clear for boats.

Rivers of the Fen Country**Fenland**

Records of use in Fenland have not been recorded.

'This survey of the Fenland cannot take us beyond the ordinary activity to and fro between the fenland settlements themselves, which kept in touch, one with another, by the numerous streams that intersected the fens in every direction.'³⁰¹

'One extremely important factor for settlements that are required to act as towns in this environment [Medieval Fenland] is the additional point of *access*, which invariably means 'access by water'.³⁰²

'Fenland communities knew the river systems, and had actual and legal access to them. The water, rather than isolating island communities, became a conduit for economic contact and advancement, not just within the Fenland basin, but with towns and communities throughout the east midland river systems.'³⁰³

Lynn was of little account in 1095, 'Yet only a century later, ... Boston stood revealed as very probably the second port in the land, after London, and Lynn was not far behind it.' ... 'Thus the trade of Boston and Lynn suffered a severe setback in the mid fifteenth, as in the mid fourteenth century. To some extent it revived at the turn of the fifteenth and sixteenth century, but it remained as much diminished in volume as it was changed in character, compared with the high peak of the late thirteenth century.'³⁰⁴

²⁹⁹ Calendar of Patent Rolls, 1381-85, 202.

³⁰⁰ Calendar of Patent Rolls, 1413-16, 347.

³⁰¹ H.C. Darby, *The Medieval Fenland*. (1st Edition 1940.) Newton Abbot: David & Charles. 1974, 93-94.

³⁰² Paul Spoerry, 'Town and Country in the Medieval Fenland.' In Kate Giles and Christopher Dyer, Eds., *Town and Country in the Middle Ages*. Leeds: Maney Publishing. 2007, 93.

³⁰³ *Ibid.* page 94.

³⁰⁴ Eleanora Carus-Wilson, 'Medieval Trade of the Ports of the Wash.' *Medieval Archaeology*. Vol. 6-7. (1962-3), 182-201, 182 and 200.

These changing levels of trade must have affected the amount of goods transported on the rivers.

‘So much has been done by man and by natural processes to alter and remodel the waterways of the Fenland that not a single river now flows along the same bed and in the same direction as it did when the Conqueror invested Hereward and his English followers on the island of Ely. ... I have tried to convey a picture of an area of meres, rivers and dykes and of marshy ground which must often have been flooded to a navigable depth; an area through which the native fenman of five centuries ago could guide his boat, rowing, poling or sailing as opportunity offered, by ways no longer accessible and difficult even to imagine. Among the most important links in the chain were the meres, the shallow reed-fringed lakes which used to lie along the margin of the fens.’³⁰⁵

F 1 River Welland

Tidal limit.	North Spalding.				
Edwards.	Stamford.	15 miles.			
A.	Rockingham.	33 miles.	1.4 m ³ s ⁻¹ .	1.1	S.
RLU.	Duddington.	21 miles.	2.0 m ³ s ⁻¹ .	0.89	S.

‘In the manorial records of Crowland Abbey ‘there is evidence, in the payment of “rowynsilver” and “menyngpeni and schiphire” in the manors of a system of carrying services by water.’³⁰⁶

‘Abbot Litlington of Crowland had five new bells cast in London and brought to the monastery by water.’³⁰⁷

The Deepings. ‘In the Middle Ages...The Welland served as a route for traffic and trade.’ At Market Deeping a reeve ‘kept the market-tolls, for the village was an important centre for boats coming from the “mainland” of Kesteven.’ Another reeve ‘accounted for the carriage of timber.’³⁰⁸

14th C. ‘At Boston, wine importers supplied the royal butler with wine for delivery to the Bishop’s palace at Lincoln or for Newark, Spalding, Stamford, and Rockingham, from whence it could be taken on overland to Leicester or alternatively it could be carried south-ward to Huntingdon and St Ives.’³⁰⁹ Rockingham is 3 km north of Corby.

14th C. Stone was shipped from Barnack to Ely.³¹⁰

³⁰⁵ Donovan Purcell, *Cambridge Stone*. London: Faber and Faber Ltd. 1967, 96-97.

³⁰⁶ Page, Estates of Crowland Abbey, 11. Cited in M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1938), 1-22, 15.

³⁰⁷ V.C.H. Lincolnshire, II, 115.

³⁰⁸ Reeve’s Accounts: TNA, S.C. 6/909/16. Cited in M.W. Beresford & J.K.S. St Joseph, *Medieval England*. 2nd Edition. Cambridge: Cambridge University Press. 1979, 102.

³⁰⁹ Margery Kirkbride James, *Studies in the Medieval Wine Trade*. Edited by Elspeth M. Veale. Oxford: Clarendon Press. 1971, 181.

³¹⁰ S. Evans, *A Short History of Ely Cathedral*. Cambridge: The Dean and Chapter. 1933, 6.

1332. There was a claim that some men had wrongfully arrested six boats on the river near Crowland.³¹¹

1334. A commission was appointed to, ‘survey divers lodes leading from the towns of Peterborough, Yakesle and Spaldying, in the great march of the county of Huntingdon, as far as the town of Lynn, whereby men, merchants, and others of that county and the counties of Norfolk, Cambridge and Northampton time out of mind have used to navigate their ships in winter, which are now so obstructed that navigation on them is impossible at any season of the year to the great loss of persons passing with ships by the waters of Ramesmere, Ubmere and Wytlesmere, to make inquisition as the persons who should cleanse and repair these lodes, and by whose default the obstructions have been allowed to form, and to compel the persons who should contribute to the removal of the same, whether on account of lands which they hold, or of a right in the common pasture or fishery there, to have the work done.’³¹²

1336. The Sheriff of Lincolnshire’s Accounts show that 500 quarters of grain were shipped from Crowland to Boston for onward shipping to the army at Berwick.³¹³

1337. A commission recommended that the abbot of Crowland should construct a causeway from Croyland to Spalding. The abbot wrote that, ‘since the bank is liable to be flooded in winter, the land whereon it would be made is at such times greatly loosened as well by the passing of sailors and boatmen as by the force of the wind.’ He also wrote that bridges would also have to be ‘high enough for laden ships and boats to pass under them.’³¹⁴

1349. Replying to a complaint about a road between Brotherhouse and Crowland, the abbot stated that, there was no King’s road from the Brotherhouse to Crowland except by the river Welland for persons travelling by ships or boats. Brotherhouse is about 4 miles down-river from Crowland and 5 miles upriver from Spalding.³¹⁵

1390. ‘When the servants, also, of the said abbot came to the market of Depyng ... throwing them from their boats into the water, ... they were unable to enjoy any benefit whatever of carriage by water to the said abbey.’³¹⁶

1432. The prior of Spalding granted permission to the abbot of Crowland to take from Spalding Fen as much earth, sand and clay as 100 boats could carry on the River Welland, each containing six cart-loads.³¹⁷

³¹¹ Calendar of Patent Rolls, 1330-34, 297-298.

³¹² Calendar of Patent Rolls, 1334-38, 70.

³¹³ TNA, E101/569/3. Transcribed in Sharon G. Uhler, ‘English Customs Ports 1275-1343.’ Unpub. B. Phil thesis Univ. of St Andrews. 1977, 269.

³¹⁴ Calendar of Patent Rolls, 1334-38, 449-450.

³¹⁵ Coram Rege Roll, Hil., 24 Edw. III, m. 34. Cited in *Public Works in Mediaeval Law*. Editor C.T. Flower. Selden Society, Vol. 32, 1915, 311.

³¹⁶ *Ingulph, Contin.* P 338. Cited in H.C. Darby, *The Medieval Fenland*. Newton Abbot: David & Charles. 1974. (1st Edition 1940), 103.

³¹⁷ William Dugdale, *The History of Imbanking and Draining of divers fens and marshes*. 2nd Edition, Revised and corrected by Charles Nalson Cole. London: Richard Guest. 1772, 216.

1570. That the river had once been navigable at least to Stamford is implied by the preface to ‘An Act for making the River Welland, in the county of Lincoln, navigable’ which states ‘The town had formerly been inhabited by many opulent merchants, whose wealth had been advanced by the navigation of the River Welland, and its connexion with Boston, Lynn, and other ports.’³¹⁸

1571. ‘An Act of Parliament was passed for making the Welland navigable from Stamford to the sea. ... The staple of wool had been lost because of the making of cloth and the ancient course and passage of the river had been altered and diverted for the erection of six or seven watermills between Stamford and Market Deeping.’³¹⁹

1586. Camden wrote that the inhabitants of Crowland ‘have their cattaile a great way from the Towne, and when they are to milke them, they goe in little punts or boats that will carry but two a peece.’³²⁰

1587. Harrison describes how the Welland divides into two branches. One of these branches joins with the River Nene. Another is ‘ceased, whereupon the inhabitants susteine manie grievous flouds, because the mouth is stanchd, by which it had accesse before into the sea.’³²¹

1603. The commissioners of sewers were required by a writ of *ad quod dampnum*, to ensure that in the draining of some fens the work should not be prejudicial ‘either to the navigation [of the rivers Weland and Glene], or to the common-wealth, &c. requiring them to take care thereof.’³²²

1630. The Lynn Law provided that ‘every the navigable rivers within the limits of this commission, as namely the river of Ooze, Grant, Nean, Welland and Glean, shall be likewise preserved. ... provision was made for the redress of any possible interference with the navigation; and these rights were safeguarded in successive ordinances.’³²³

1731. ‘A note in Bowen’s edition of Olgiby’s *Road Book* states that Crowland was built ‘on piles like Venice (if we may make ye comparison) consisting of 3 Streets which have communication by a Triangular bridge: it is so remote from Pasture that ye Inhabitants are obliged to goe milking by water in little boats called Skerrys wch carry 2 or 3 persons at a time.’³²⁴

³¹⁸ 13 Elizabeth I c 1. Cited in W.G. Hoskins, *The Age of Plunder, King Henry’s England, 1500-1547*. London: Longman. 1976, 196.

³¹⁹ 13 Eliz. No. 26 Private Act (House of Lords Record Office). Cited in T.S. Willan, *The Inland Trade*. Manchester: Manchester University Press. 1976, 23.

³²⁰ William Camden, *Britain*. Trans. Philemon Holland. London: Joyce Norton, and Richard Whitaker. 1637, 531B.

³²¹ Raphaell Holinshed, William Harrison *et al.* *The First and Second Volumes of the Chronicles*. 2nd Edition. Editor John Hooker. London: J. Johnson *et al.* 1807, 171.

³²² William Dugdale, *The History of Imbanking and Draining of divers fens and marshes*. 2nd Edition, Revised and corrected by Charles Nalson Cole. London: Richard Guest. 1772, 205.

³²³ Cited in H.C. Darby, *The Draining of the Fens*. Cambridge: University Press. 1940, 53.

³²⁴ E. Jervoise, *The Ancient Bridges of Mid and Eastern England*. Westminster: The Architectural Press. 1932, 68.

F 2 River Glen/West Glen

Lower limit.	River Welland.			
Edwards.	Catebridge. (1 km north-west of Baston.)	5 miles.		
A.	Little Bytham. 10 miles.	0.2 m ³ s ⁻¹ .	2	Not now usable.
RLU.	Little Bytham. 10 miles.			

14th C. ‘Even quite small rivers, like the Glen, a tributary of the Welland, which happens to flow within a few miles of Holywell and Clipsham, [where there were quarries] were brought into service: records exist of its use for the movement of stone in the fourteenth century.’³²⁵ [Little Bytham is the nearest point on the Glen from Clipsham.]

1311. Grain was shipped from Catebridge to Boston via the Glen, the Welland, the Wash and the Witham for provisions for the army at Berwick.³²⁶ At Catebridge the Market Deeping to Bourne road crosses the river near Boston. It is also the point where the Car Dyke from Lincoln the Peterborough cuts across the river.

1336. Grain was shipped from Catebridge to Boston via the Glen, the Welland, the Wash and the Witham for provisions for the army at Berwick.³²⁷

1360’s. Stone was taken from Catebridge to Windsor by water.³²⁸

1603 and 1630. See Welland above.

F 3 River Nene

Tidal limit.	Whittlesey. B1040 bridge.			
Edwards.	Wansford.	16 miles.		
A.	Higham Ferrers	48 miles.	n/a.	Canalised.
B.	Northampton.	65 miles.		
RLU.	Northampton.	65 miles.	n/a.	Canalised.

Records of Historic Use are not given for Yaxley, Peterborough, Ramsey, Sawtry, Water Newton and places downstream. See *Edwards*; Masschaele.³²⁹

‘The wealthiest villages being situated along the routes of the two main rivers flowing through the county, the Ouse and the Nene.’³³⁰

There are many references to goods being taken by boat from Northamptonshire to King’s Lynn. Wansford lies on the county boundary, 9 miles upstream from Peterborough. It seems that the boats went beyond Wansford.

³²⁵ Alec Clifton-Taylor and A.S. Ireson, *English Stone Building*. London: Victor Gollancz Ltd. 1983, 72.

³²⁶ TNA, E101/568/30. Transcribed in Sharon G. Uhler, ‘English Customs Ports 1275-1343.’ Unpub. B. Phil thesis Univ. of St Andrews. 1977, 268.

³²⁷ TNA, E101/569/3. Transcribed in Sharon G. Uhler, ‘English Customs Ports 1275-1343.’ Unpub. B. Phil thesis Univ. of St Andrews. 1977, 269.

³²⁸ Jennifer S. Alexander, ‘Building Stone from the East Midlands Quarries: Sources, Transportation and Usage.’ *Medieval Archaeology*. Vol. 39. (1995), 107-135, 126.

³²⁹ James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martin’s Press. 1997, 191.

³³⁰ *Ibid.* page 165.

‘As the river became navigable higher up, Wansford seems to have become the usual loading point for stone from Weldon, King’s Cliffe and Ketton; but once the main river was left the route may have varied from year to year and from season to season, the choice depending on the level of the waters and on the draught and size of the boats used.’³³¹

c1000. Eaton considers that stone was taken from the Roman site at Water Newton to Peterborough. Water Newton is about 4 miles upstream of Peterborough.³³²

1184. ‘Thomas Bardolf began a voyage to Normandy from Wansford.’³³³

1201. The burgesses of Northampton in a legal challenge over the levying of tolls at Woodston admitted that they used to carry the goods by river direct to Yaxley but had changed to unloading them at Woodston.³³⁴

1222-6. ‘Among the Precentor’s Registers of Peterborough there is a confirmation without warranty by Abbot Alexander (1226-6) and the convent of a grant ... of free carriage by the public road from Barnack to the water, and of the right to transport marble and any other stone or anything else bought for their own use by the river Nene between Alwalton and Peterborough.’³³⁵

1227. The king granted the toll of ships at Alwalton, mid-way between Wansford and Peterborough, together with two ships in Bitlemare.³³⁶

1228. ‘Yaxley’s emergence as the inland head of the Nene is well attested in contemporary sources. When provisioning his estates in Northamptonshire in 1228, for example, Henry III sent wine purchased in Boston by ship to Yaxley and then by cart to the manors and towns he intended to visit.’³³⁷

1252. ‘It could be assumed that Northampton would be provisioned ... with firewood and sea fish by boat.’³³⁸

1268-1591. There are ‘nearly a thousand instances in the rolls [of Ramsey, Hepmangrove and Bury] dealing with the blockage, narrowing or otherwise impeding of the several watercourses in the town.’³³⁹

³³¹ Donovan Purcell, *Cambridge Stone*. London: Faber and Faber Ltd. 1967, 98-99.

³³² Tim Eaton, *Plundering the Past*. Stroud: Tempus Publishing Ltd. 2000, 127.

³³³ Stenton, Gilbertine Charter, xiv, 143. Cited in M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural and Archaeological Society Reports and Papers*. New Series. Vol. 1, Part 1. (1936), 19.

³³⁴ *Curia Regis Rolls*, vol.1, pp 449-50. Cited in James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martins’s Press. 1997, 214-215.

³³⁵ Donovan Purcell, *Cambridge Stone*. London: Faber and Faber Ltd. 1967, 71.

³³⁶ Calendar of Charter Rolls, 1226-57, 20.

³³⁷ James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martins’s Press. 1997, 191. Referring to *Calendar of Liberate Rolls, 1226-1240*, pp. 89,91, 107-8.

³³⁸ *Records of the Borough of Northampton, 1*, pp, 41-43. Cited in Edward Miller & John Hatcher, *Medieval England, Towns and Commerce, 1086-1348*. London: Longman. 1995, 144.

³³⁹ *The Court rolls of Ramsey, Hepmangrove, and Bury. 1268-1600*. Editor Edwin Brezette DeWindt. Toronto: Pontifical Institute of Mediaeval Studies. c1990, 49.

1270. The toll of ships at Halwalton (Alwalton) was granted to the religious foundation at Burgh.³⁴⁰

1300. The toll of ships at Alewalton was granted to a religious foundation at Peterborough.³⁴¹

Early 14th century. ‘The change in direction in the flow of the main Fenland rivers at about the same period also limited the supply of Barnack stone to Cambridge.’³⁴²

1314. ‘Commission to John Butehurte, Robert de Maddingle and Walter de Mollesworthe, as the King has heard that a certain river by which merchants were accustomed to pass from Lenne to Welle, and thence to divers parts of the counties of Cambridge, Huntingdon and Northampton with their ships laden with victuals, goods, wares and other necessaries, to the great gain of the men of those parts, and especially of the King’s town of Holm, situated upon that river, and of his market and fair there, has lately been obstructed at the town of Welle by some men of those parts, so that no ship can pass beyond that town, to the great injury of the town, market, and fair of Holm. The commissioners are to view the obstructions, and to enquire by oath of good men of the counties on the confines of which the obstruction was made touching the same, and the persons by whom it was erected.’³⁴³

1331. ‘There were lengthy complaints from juries of several Fenland counties to the effect that an obstruction at Outwell, south east of Wisbech, had stopped the usual water route to Lynn. The common passage of boats from the places in the western fens such as Crowland, Peterborough, Holme and Yaxley, had been along South Eau or the Nene to Outwell, and from there along Well Creek to the Ouse at Salters Lode; this passage was no longer possible and boats were compelled to go from Outwell up the Oldcroft River by Welney to the Ouse at Littleport – fifty leagues further than necessary. The result, according to the verdict of Norfolk, was a rise in the price of the commodities which used to go by water – corn, timber, fish, turves, stone, etc.’³⁴⁴

1331. Graz records that boats also went to Glatton and Ramsey, Walton, Sawtry and Conington.³⁴⁵

1331. A jury referred to, ‘men who wanted to go from Lynn to “Peterborough and elsewhere to parts higher up” (that is, higher up the Nene).’³⁴⁶

After 1331. Besides the Nene itself, there seem to have been, a few years later, “divers lades and trenches in the towns of Walton, Sawtry, and Conington” [in

³⁴⁰ Calendar of Charter Rolls, 1257-1300, 142.

³⁴¹ Calendar of Charter Rolls, 1257-1300, 485.

³⁴² J.M. Goodwin, *The Book of Barnack*. Buckingham: Barracuda Books Limited. 1983, 74.

³⁴³ Calendar of Patent Rolls, 1313-17, 241-242.

³⁴⁴ Cart. Mon. de Rameseia (Rolls Series) III, 142-6. Cited in M.W. Barley, ‘Lincolnshire Rivers in the Middle Ages.’ *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1936), 1-22, 8-9.

³⁴⁵ N.S.B. Gras, *The Evolution of the English Corn Market*. New York: Russell & Russell. 1915 reissue 1967, 62.

³⁴⁶ *Cartularium Monasterii de Rameseia*, iii, p. 144. Cited in N.S.B. Gras, *The Evolution of the English Corn Market*. New York: Russell & Russell. 1915 reissue 1967, 62.

Huntingdonshire] used “for the ships and boats of any men wishing to lad and carry corn.”³⁴⁷

1342. With reference to dykes off the main river. ‘Commission to ... to survey certain ancient lodes and trenches in Walton, Sautre and Conyngton, co Huntingdon, made for the preservation of the lands, pastures and meadows in those parts as well as for the passage of ships and boats to and from the sea which are said to be at the present time so narrowed and obstructed by some persons of those towns, that the ships and boats cannot pass, ...’³⁴⁸

16th century. ‘The Nen itself was navigable to Peterborough, which was ‘beautified with a “portable” river to bring and carry all merchantable commodities to five sundry shires adjoining it.’³⁴⁹

1502. A grant of land was made for a wharf at Gunwade.³⁵⁰

1580’s. Seven tons of freestone were transported from Gunwade to Cambridge by water for Corpus Christi College.³⁵¹

1586. ‘From the West side of the Shire, [Northamptonshire] holdeth on his course with many reaches of his bankes, after a sort through the middle part of this Shire; and all the way along it doth comfortable service. A notable River, I assure you, ...’³⁵²

1586. ‘The cattle are kept far from the town, so that when the owners milk them, they go in boats (that will carry but two) call’d by them *Skerrys*.’³⁵³

1587. Harrison wrote that ‘(the Nene) goeth to ... and so to Peterborow, where it divideth it selfe into sundrie armes, and those into severall branches and draines, among the fennes and medowes, not possible almost to be numbred, before it meet with the sea on the one side of the countrie, and fall into the Ouze on the other.’³⁵⁴

1630. See Glen 1630 above.

1648. ‘a Boat of 3. Tun laden with Cheese was brought from *Peterborow* to *Higham Ferrers* at Michaelmas Faires the wayes that wet season being unpassable: and though the owner was forced to hire two men to unlade his Boat at every Mill shote, and after lift the Boat to the Dam, and laid her again, which he did sixteen time; yet he brought

³⁴⁷ *Cartularium Monasterii de Rameseia*, iii, p. 146 (1331). Cited in N.S.B. Gras, *The Evolution of the English Corn Market*. New York: Russell & Russell. 1915 reissue 1967. 62.

³⁴⁸ Calendar of Patent Rolls, 1340-43, 552.

³⁴⁹ Historic Monuments Commission Salisbury, xv, 107. Cited in T.S. Willan, *The Inland Trade*. Manchester: Manchester University Press. 1976, 18.

³⁵⁰ Chan. Inq. P.m. (ser.2), xx, 148. Cited in VCH Northants, II, 476.

³⁵¹ R. Willis and J.W. Clark, *The Architectural History of the University of Cambridge*. 3 Vols. (Cambridge, 1886) II, 327-31. Cited in Jennifer S. Alexander, ‘Building Stone from the East Midlands Quarries: Sources, Transportation and Usage.’ *Medieval Archaeology*. Vol. 39. (1995), 107-135, 127.

³⁵² William Camden, *Britain*. Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 519.

³⁵³ William Camden, *Camden’s Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 462.

³⁵⁴ Raphaell Holinshed, William Harrison *et al.* *The First and Second Volumes of the Chronicles*. 2nd Edition. Editor John Hooker. London: J. Johnson *et al.* 1807, 172.

his Cheeses at an easier rate, then at the most seasonable time he could have done byland: (*viz.*) under 12 d. the hundred weight, he having first offered (2 s. 6 d.) per hunded. ... who there sold his boat for the price he paid for it at *Peterborow*.³⁵⁵

1657. 'We saw the old passage of the River *Nene*, which is still made use of by Boats and Barges, for Coales and other Commodities.'³⁵⁶

1721. The channel at the mouth of the Nene 'changed its course a full mile from west to east, in two years' time from June 1721.'³⁵⁷

1724. [1724 was the date of the construction of the navigation] 'There was limited traffic before this with small 1-3 ton boats that were unloaded and then dragged over land each time there was an obstacle.'³⁵⁸

Car Dyke

Car Dyke was an artificial channel from Waterbeach in Cambridgeshire to the River Witham a few miles below Lincoln. There has been much discussion as to whether it was built for drainage, transport or both.

'Trollope recorded that it (Car Dyke) was some times called Bell Dyke, from a tradition that the original Great Tom of Lincoln was taken by boat or raft from Peterborough to Lincoln.'³⁵⁹

A boat-load of dressed stone was discovered in the bed of the dyke at Morton, 3 miles to the north of Bourne.³⁶⁰ Hence part of it was used at times for transport.

J.M. Steane points out that the link between the Welland and the Nene would greatly have shortened the distance between Stamford and Cambridge.³⁶¹

Simons claims that in the northern section the Dyke was not level and that the roads went through it not over it.³⁶² Frere and St Joseph state that 'The canal has usually been credited with a dual function. One was water management involving the control and diversion of flood-waters; the other was to provide a continuous navigation link, enabling barges carrying meat or corn from the farmlands of Cambridgeshire and the Fens to be towed to Lincoln and thence via the Foss Dyke (another canal) to the river Trent.' They question the quality of Simons work but conclude that 'For the present,

³⁵⁵ Anon. 'Some Considerations of the River Nine, running from Northampton to Peterborow, and so to the Sea; shewing the Fesability and convenience of making it Navigable.' Pamphlet. Cambridge University Library. Bb*.11.50'(E). c.1653, 2.

³⁵⁶ *Sir William Dugdale's Diary, 1657*. British Library, Lansdowne MS 722, ff 29-38. Cited in H.C. Darby, *The Draining of the Fens*. Cambridge: University Press. 1940, 277.

³⁵⁷ N. Kinderley's pamphlet of 1751. Cited in H.C. Darby, *The Draining of the Fens*. Cambridge: University Press. 1940, 137.

³⁵⁸ Robert Simper, *Rivers to the Fens*. Lavenham: Creekside Publishing. After 1998, 69.

³⁵⁹ Trollope, Sleaford, 65. Phillips in *Antiquity*, V, 106-8. Cited in M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1936), 1-22, 17.

³⁶⁰ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural & Archaeological Society Reports and Papers*, New Series, Vol. 1, Part 1. (1936), 1-22, 17.

³⁶¹ J.M. Steane, *The Northamptonshire Landscape*. London: Hodder. 1974, 137.

³⁶² B.B. Simmons, 'The Lincolnshire Car Dyke: Navigation or Drainage?' *Britannia*, 10 (1979), 183-196.

the possibility that the Car Dyke was used for long-distance haulage must be regarded as dubious.³⁶³

1230. The Dyke is mentioned in a disafforestation grant of 1230.³⁶⁴

1500-24. Ancaster stone was carried from the River Slea to Appletreeness along the Car Dyke.³⁶⁵

F 4 Great Ouse

Tidal limit.	King's Lynn.				
Edwards.	Lavendon.	115 miles.			
A.	River Ouzel.	126 miles.	$9.2 \text{ m}^3 \text{ s}^{-1}$.	0.47	S.
B.	Confl. Tove.	135 miles.			
RLU.	Buckingham.	147 miles.	$2.5 \text{ m}^3 \text{ s}^{-1}$.	0.75	S.

Records of Use are not quoted for St Ives and places downstream. See:- *Edwards; Summers*.³⁶⁶

'In the thirteenth and fourteenth centuries, the two rivers [Nene and Ouse] joined their courses via Well Creek, about ten miles inland from the port. Within Huntingdonshire, the two rivers were joined by a series of channels and inland lakes running between Earith on the Ouse and Peterborough on the Nene. Elizabethan cartographers drew this linkage as a fairly substantial waterway running via Ramsey Mere - then a substantial inland lake situated to the north and west of the town of Ramsey - and Whittlesea Mere - then the largest inland lake in the country. Feeding into these two lakes and their connecting channel were numerous smaller channels, some natural and some constructed. Many villages that appear on a modern map as being situated at a considerable remove from a navigable waterway were in fact well integrated into medieval riverine routes via these smaller channels.'³⁶⁷

The town of Eaton is close to the boundary with Huntingdonshire. This may indicate that the river needed maintaining for navigation.³⁶⁸

Willard, in an early, influential article, stated that Huntingdon stood at the head of the navigation of the Ouse.³⁶⁹ His references to the Close Rolls and the Patent Rolls are incorrect in that there is no mention of Huntingdon on the pages to which he refers.³⁷⁰

³⁶³ S.S. Frere, J.K.S. St Joseph, *Roman Britain from the Air*. Cambridge: Cambridge University Press. 1983, 208-211.

³⁶⁴ Calendar of Charter Rolls, 1226-57, 122.

³⁶⁵ Rev. Reginald C. Dudding, Trans. and Ed. 'First Churchwardens' book of Louth.' Cited in Donovan Purcell, *Cambridge Stone*. London: Faber and Faber. 1967, 54.

³⁶⁶ D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973.

³⁶⁷ James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martins's Press. 1997, 190.

³⁶⁸ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 79.

³⁶⁹ James Field Willard, 'Inland Transportation in the England during the Fourteenth Century.' *Speculum* Vol. 1. (1926) 361-374, 372.

³⁷⁰ Calendar of Close Rolls, 1313-15, 355;

Calendar of Patent Rolls, 1317-21, pp, 212, 311.

These are all references to Safe Conduct for men and mariners of the Bishop of Ely.

‘A public barge quay was built in Brook Street.’ This is 600 feet from the present river.³⁷¹

10th C. The Danes constructed ‘docks’ at Willington 5 miles east of Bedford.³⁷² Summers claims that these boats would have had a draught of 2 to 3 feet.³⁷³

13th C. ‘Cathedrals and abbeys like Ramsey, Bury St Edmunds, Ely, Spalding, Peterborough and Crowland owed their lavish size to the easy availability by water transport of the celebrated freestone from quarries on the edge of the Fens at Barnack in Northamptonshire. The majority of the ancient Fenland churches are constructed from the same material.’³⁷⁴

1247. ‘Wil. Fil. Ric. drowned from a boat in the Water of the Use.’³⁷⁵ This happened in Bedfordshire.

1247. ‘Ric. Molendinarius drowned from a boat in the Water of the Use.’³⁷⁶ This happened in Bedfordshire.

1251. ‘Eustace de Tornes had land in Soham for which he owed a rent of 5s. and the duty of sailing the bishop’s baggage from Soham to Ely; and John le Steresman had a messuage in Ely for ‘navigating the bishop’.³⁷⁷ John was probably a descendant of that Engelram, steersman of Bishop Nigel, who was given a fishery for 2 s. annual rent and “pro servicio suo de esnecca”, a description of his office similar to that found in connection with the king’s boatman about the same time.’³⁷⁸

1267. ‘R fell from a boat and was drowned at Wyboston, Bedfordshire.’³⁷⁹ Wyboston is 3 miles upstream of St Neots.

1268. Robert of Wyboston fell from a boat and was drowned at Wyboston. There were four persons in the boat with Robert.³⁸⁰

1272-1307. Summers commenting on the navigability of the river in the reign of Edward I wrote ‘It is not easy to clarify the exact position, and this supposition [that the

³⁷¹ C.F. Tebbutt, ‘Excavations at St. Neots, Huntingdonshire.’ *Cambridge Antiquarian Society Proceedings*. 49, (1955). 79 – 87, 81.

³⁷² B. Wadmore, *The Earthworks of Bedfordshire*. (1920), 72. Cited in D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 25.

³⁷³ D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 24.

³⁷⁴ *Ibid.* page 31.

³⁷⁵ *Calendar of the Roll of the Justices of Eyre, 1247*. Editor G. Herbert Fowler. Bedfordshire Historical Record Society, Vol. XXI. Published by the Society. 1939, 163.

³⁷⁶ *Ibid.* page 166.

³⁷⁷ Caius 485/489. f 21 d. Cited in E. Miller, *The Abbey and Bishopric of Ely*. Cambridge: Cambridge University Press. 1951, 125.

³⁷⁸ Liber M, f. 158; Delisle-Berger, *Recueil des Actes de Henri II*, I, no 26; Poole, *Exchequer in the Twelfth Century*, p. 157. Cited in E. Miller, *The Abbey and Bishopric of Ely*. Cambridge: Cambridge University Press. 1951, 125.

³⁷⁹ *Select Cases from the Coroner’s Rolls. 1265-1413*. Editor Charles Gross. Selden Society, Vol. 9. 1895, 10.

³⁸⁰ *Ibid.* page 10.

river was only navigable to St Ives] is contradicted in other sources which appear to indicate that the river was fully navigable up to Huntingdon.³⁸¹

1275-78. It was claimed that ‘ships which were wont to come with their merchandise to the borough of Huntingdon from Lynn and other ports’ were no longer able to do so.³⁸²

1277. A man had carrying services by land and by water to Llyn, Cambridge, Willingham, Ditton, Ely, Somersham, Downham, Littleport, Welles, Dunnington, Benwick, Chatteris, Feltwell, Brandon, Hockwold and the like.³⁸³

1279. ‘A jury complained that a mill built by the Bishop of Lincoln in Offord Cluny restricted navigation between the two towns [of Huntingdon and Bedford].’³⁸⁴

1286. ‘The boundary between the shires of Cambridge and Huntingdon ran in some of the meres just “as far as a man might reach with his barge-pole to the shore”.’³⁸⁵

1287. The men of the borough of Huntingdon complained that, ‘the water of the great river (*aqua magne riparie*) between the said borough and the town of St. Ives is so diminished by reason of watercourses, therefrom and obstructions in the said stream, that ships and boats laden with merchandise can no longer pass as they were wont.’³⁸⁶

1291. ‘In 1291 wax and tallow from Lynn, rice and sugar from Bury St Edmunds, wheels and axles from Barnwell and wine from Boston’ was taken by water to Ely.³⁸⁷

14th C. ‘In the early fourteenth century, ships or boats could get as far as Yaxley, Holme, Glatton, and Ramsey; and ‘divers lodes and trenches’ brought water traffic as far up as Walton, Sawtrey, and Connington. (Fn. Gras, *Evolution of the English Corn Market*, p. 62.)’ The medieval references are dated 1331-42. There is no reason to think these small ports had been abandoned by the sixteenth century: we know that Yaxley was still active. Similarly, the Cam developed a number of river-ports reached by artificial cuts or lodes from the main river. Of these, Burwell is the best example where the numerous docks can still be traced behind the houses on the main street. Another old river-port was Reach, anciently a market town. Several of these little river-ports lay on or very near the Old North Road (the present A1) and it seems most likely that they were deliberately chosen to be transshipment points from water to a great

³⁸¹ D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles, 1973, 28.

³⁸² W. Illingworth & J. Caley, *Rotuli Hundredorum*, Vol 1 (1812) p 198. Cited in D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 28.

³⁸³ O.C. Pell, ‘On the Domesday geldable Hide.’ *Proceedings of the Cambridge Antiquarian Society*, vi, 166 (1891). Cited in H.C. Darby, *The Medieval Fenland*. Newton Abbot: David & Charles. 1974. (1st Edition 1940), 101-102.

³⁸⁴ *Rotuli Hundredorum*, ed. W. Illingworth and J. Caley (London, 1812-18), vol. 2. p. 685. Cited in James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martins’s Press. 1997, 191.

³⁸⁵ *Ramsey Cartulary*, I, 201. Cited in H.C. Darby, *The Medieval Fenland*. Newton Abbot: David & Charles. 1974. (1st Edition 1940), 75.

³⁸⁶ Calendar of Patent Rolls, 1281-92, 270.

³⁸⁷ F.R. Chapman, *The Sacrist Rolls of Ely*. (1907), Vol II, p 3. Cited in D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 35.

through road. Indeed, we can generalize and say that everywhere east of the Old North Road rivers and lodes were the normal means of carriage for goods.³⁸⁸

1338. A large quantity of wool was sent from Huntingdon to St. Ives in boats, and then transferred to shutes and shipped on to King's Lynn.³⁸⁹

1339. The abbot of Lavendon, near Olney, complained that various persons had 'buried a boat with nets and other instruments for taking fish in his fishery in the sand, whereby he lost the profits of the fishery for a long time.' A 'fishery' is considered to be in the river as opposed to 'fishponds'. Lavendon is 20 miles up river of Bedford.³⁹⁰

1342. 'The Abbot of Ramsey adjudicated a dispute involving the villages of Walton, Sawtry, and Conington, the record of which mentions various ditches used by ships and boats to carry "grain, turves and other goods of certain men to various places within and beyond the country."' As these references indicate, villages with access to navigable waterways did not hesitate to make the most of them.³⁹¹

Mid 14th C. Large stones were imported to Cottenham by barge.³⁹²

1370. A commission was set up to look into complaints, 'by merchants and others of the counties of Leicester, Derby, Northampton, Bedford and Huntingdon that very many weirs, mills and stanks have been newly placed and erected in the water of Husee between the towns of Huntingdon and St. Ives, through which ships and boats used to pass with victuals and other merchandise, so that by the erection thereof the stream is totally turned aside and obstructed'. ... and to have all such removed which have been 'erected in and after the time of the late king's grandfather.'³⁹³

1373. 'Lynn was constituted a staple port, on the ground that various streams ran through the counties of Warwick, Leicester, Northampton, Rutland, Bedford, Buckingham, Huntingdon, and Cambridge, by which wool and other goods could be conveyed to Lynn more easily and cheaply than to any other port.'³⁹⁴

1386. Three men were found lying dead in the R. Ouse. They 'went in a boat worth 12d. near Ravenstone Mill to fetch turves to make [repair?] the mill (*ad molend' faciend'*). On Fyscher's instructions they put so many turves in the boat that it sank about the hour of vespers, and they were drowned.'³⁹⁵

³⁸⁸ W.G. Hoskins, *The Age of Plunder, King Henry's England, 1500-1547*. London: Longman. 1976, 196.

³⁸⁹ J.F. Willard, 'Inland Transportation in England during the Fourteenth Century.' *Speculum* 1 (1926), 372.

³⁹⁰ Calendar of Patent Rolls, 1338-40, 284-285.

³⁹¹ James Masschaele, *Peasants, Merchants, and Markets*. New York: St. Martin's Press. 1997, 191. Referring to *Cartularium Monasterii de Rameseia*, ed. Hart and Lyons, vol. 1, p. 432.

³⁹² Cambridge University Library Queens' Cd 39. Cited in J.R. Ravensdale, *Liable to Floods*. Cambridge: Cambridge University Press. 1974, 56.

³⁹³ Calendar of Patent Rolls, 1370-74, 35.

³⁹⁴ *Rotuli Parliamentorum* ii, 319. Cited in L.F. Salzman, *English Trade in the Middle Ages*. Oxford: Clarendon Press. 1931, 209.

³⁹⁵ *Inquests and Indictments from Late Fourteenth Century Buckinghamshire*. Editor Lesley Boatwright. Buckinghamshire Record Society. No. 29. 1994, 70.

1430. ‘This water-traffic, on some of the feeder canals at least, seems to have been seasonal. In the demesne leases for Oakington and Cottenham by the abbot of Crowland in 1430, the malt rent has to be delivered on the Feast of the Purification to the abbot’s barges (*naviculae* = narrow barges of the Fens?) at Cottenham. The delivery must be made “in sufficient time while there was plenty of water” (“*tempore competanter dum aqua habunderaverit fieri poterit*”). There is a penalty clause so that if delivery were late “so that the Abbot’s own transport should be upset and delayed by the falling of the water in part or in whole ...” (“*ita quod Cariagium ipsius abbatis per decrementum aque perturbatur et aretro fuerit in parte vel in toto.*”) then the tenant would have to be responsible for the whole carriage right to Crowland at his own cost.’³⁹⁶

1476. The Abbot of Ramsey granted to Huntingdon and Godmanchester limited rights of passage round his mills. Summers states that ‘this seems to be inconsistent with the existence of a public right [of navigation].’³⁹⁷ It might equally be suggested that this shows that the abbot was obstructing a public right and had to grant the right to go over the weir in order to reduce the complaints.

1500-1547. ‘The Great Ouse was navigable right up to Bedford for ships of 15 tons., and its tributary the Cam up to Cambridge.’³⁹⁸

c1543. ‘Newenham a howse of chanons a myle benethe Bedford apone the ryver. Ther be many holmes, otharwyse little isles, in the river betwixt Bedforde and Newham.’³⁹⁹

1586. Harrison wrote ‘Finallie, the maine streame spreading abroad into the Fennes, I cannot tell into how manie branches, neither how manie Ilets are inforced by the same; ... after it hath thus delited it selfe with ranging a while about the pleasant bottoms & lower grounds, it meeteth with the Granta, from whence it goeth with a swift course unto Downeham.’⁴⁰⁰

1586. Stony-Stratford ‘standeth upon the publike Street commonly called *Watlingstreet*, which was *Militarie* high way made by the Romanes, and is evidently to be seene yet beyond the Towne with the banks or causey thereof, and hath a fourd but now nothing shallow, and hardly passable.’⁴⁰¹

1611. ‘The rivers [of Huntingdonshire] ferrying Coale, as the Moores Turffe, for fuell.’⁴⁰²

³⁹⁶ J.R. Ravensdale, *Liable to floods*. Cambridge: Cambridge University Press. 1974, 32-33.

³⁹⁷ D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 28.

³⁹⁸ W.G. Hoskins, *The Age of Plunder, King Henry’s England, 1500-1547*. London: Longman. 1976, 194.

³⁹⁹ *The Itinerary of John Leland in or about the years 1535-1543. Volume Four*. Editor Lucy Toulmin Smith. Carbondale: Southern Illinois University Press. 1964, 33.

⁴⁰⁰ Raphael Holinshed, William Harrison *et al.* *The First and Second Volumes of the Chronicles*. 2nd Edition. Editor John Hooker. London: J. Johnson *et al.* 1807, 173.

⁴⁰¹ William Camden, *Britain*. Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 397.

⁴⁰² John Speed, *Theatre of the Empire of Great Britaine. Ist Edition 1611*. F 53-54. Facsimile *John Speed’s England. Part III*. London: Phoenix House Limited. 1954, Folio 53.

1611. ‘To this Shire-Towne, [Huntingdon] and benefit of the neighbour Countries, this river was navigable, until the power of *Grey*, a minion of the time, stopt that passage, and with it all redresse, either by law or Parliament.’⁴⁰³

1618. Willan writes that ‘The River Ouse had been navigable during the middle ages, (fn. I.E. Griffith, *A collection of ancient records relating to the borough of Huntingdon* p. 20) but when it was surveyed by Sir Clement Edmondson in 1618 it was found to be “generally foul and overgrown with weeds” and “stopped with weirs” between Huntingdon and Eley. (fn. Report of SCE dated 30 September 1618 in “Acts of the Privy Council, 1618-19, pp 293-299)”⁴⁰⁴

1630. See Glen 1630 above.

F 5 Nar

Lower limit.	Great Ouse.		
Edwards.	Castle Acre.	15 miles.	
A.	Castle Acre.	15 miles.	n/a.
RLU.	Narborough.	12 miles.	n/a.

A canal, 200 m. long, was built from the river Nar to Castle Acre Priory for boats.⁴⁰⁵

1070’s. ‘The River Nar, which in those days was certainly navigable by boat, at least as far as here. [Castle Acre.]’⁴⁰⁶

A riverside location was attractive both for defence, and for river-borne supplies coming up the Nar from Bishop’s Lynn, now King’s Lynn.⁴⁰⁷

1275. An inquisition was told that, ‘If the great hithe of Secheth was completely cleansed of wreck, rubbish and siltings there would be a wider watercourse towards the sea, ... the weirs in the said hythe should be removed.’⁴⁰⁸ Setchey is 5 miles up-river from the confluence with the Great Ouse.

1350-1550. The priory at Castle Acre transported sacks of grain and barrels of beer down the River Nar to King’s Lynn.⁴⁰⁹

⁴⁰³ *Ibid.* Folio 54.

⁴⁰⁴ T.S. Willan, ‘The navigation of the Great Ouse between St Ives and Bedford in the seventeenth century.’ *Bedfordshire Historical Society Publications*. Vol. 24 (1946), 2.

⁴⁰⁵ James Bond, ‘Canal Construction in the Early Middle Ages: An Introductory Review.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 191.

⁴⁰⁶ Jonathan Coad and Glyn Coppack, *Castle Acre Castle and Priory*. London: English Heritage. 1998, 14.

⁴⁰⁷ *Ibid.* page 17.

⁴⁰⁸ Calendar of Inquisitions Miscellaneous, 1219-1307, 304.

⁴⁰⁹ Excavations at the Cluniac priory of Castle Acre, Norfolk, England. www.btinternet.com/~ron.wilcox/onlinetexts/cap.htm. Accessed 06/02/2006.

F 6 Wissey/Oxborough River

Lower limit.	Great Ouse.		
Edwards.	Oxborough.	11 miles.	
A.	Oxborough.	11 miles.	n/a.
B.	Northwold.	14 miles.	
RLU.	Hilborough.	25 miles.	n/a.

The name Stoke Ferry, 'A secondary settlement with a ferry' dates from 1286. Previously the name was simply Stoches in 1086.⁴¹⁰

1291. 'Stoke Ferry Bridge was the subject of an enquiry in the year 1291, at which it was stated that "between the piles in the middle of the bridge at Stoke Ferie there ought to be a space of 16 feet, now narrowed by 7 feet in breadth."⁴¹¹

1325. 136 quarters of divers grains were transported by boat from Oxborough to King's Lynn to supply the army in Gascony.⁴¹² Oxborough is 2 miles up a tributary of the river which joins the Wissey 2 miles upstream from Stoke Ferry.

1406. 'The lord of Oxborough was failing to provide a boat for the use of travellers between Oxborough and Northwold.'⁴¹³

'The river Wissey was navigable to Northworld at least.'⁴¹⁴

1436. It was recommended 'that two jetties 18 feet distant each from the other, be set upon the said river, within 200 feet of the said river Ouse'.⁴¹⁵

Late 15th C. 'Joanna Dutton, was to transport her barley from Methwold to Stoke Ferry, from where it was probably carried down the rivers Wisney, Ouse, and Cam to the college [in Cambridge].'⁴¹⁶

1801. It was held that there was an ancient right of navigation due to historic use on the river at Northwold.⁴¹⁷

⁴¹⁰ Victor Watts, *The Cambridge Dictionary of English Place names*. Cambridge: Cambridge University Press. 2004, 577-578.

⁴¹¹ E. Jerviose, *Ancient Bridges of Mid and Eastern England*. Westminster: The Architectural Press. 1932, 113.

⁴¹² TNA, E101/574/33. Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 276.

⁴¹³ TNA, DL30.104/1480, court held May 1406. Cited in Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 155. TNA, DL30.104/1480, court held May 1406.

⁴¹⁴ TNA, DL29.291/4791. Cited in Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 153. TNA, DL29.291/4791.

⁴¹⁵ William Dugdale, *The History of the Imbanking and Draining of divers Fens and Marshes*. Richard Geast: London. 1772, 295.

⁴¹⁶ Trinity College Cambridge, King's Hall accounts, XVI, fo. 120. Cited in John S. Lee, 'Feeding the colleges: Cambridge's food and fuel supplies, 1450-1560.' *Economic History Review*, LVI, 2 2003, 243-264, 259.

⁴¹⁷ *Simpson v Scales* (1801) 2 Bos & Pul 496-499.

F 7 Little Ouse or Brandon

Lower limit.	Great Ouse.				
Edwards.	Thetford.	21 miles.			
A.	Thetford.	21 miles.	$3 \text{ m}^3 \text{ s}^{-1}$.	n/a.	Canalised.
B.	Redgrave Fen.	38 miles.			
RLU.	Knettishall.	33 miles.	$0.45 \text{ m}^3 \text{ s}^{-1}$.	0.53	Not now usable.

Thetford was a port in Saxon times.⁴¹⁸

Norfolk is described as an island, bounded on the south by the rivers Waveney and Little Ouse, and on the north by the ‘main sea’; consequently, on all quarters the county had an abundance of ‘havens and hithes’.⁴¹⁹

‘Before Denver Sluice was built, Brandon, like Thetford, “was a water town, the inhabitants gaining their livelihood by water traffic.”’⁴²⁰

‘Before the fens were drained it is believed that navigation was possible across the deeper fenland meres into the Ouse, and thence past Thetford into the river system of Broadland.’⁴²¹

Mr Dewhurst wrote: ‘It is hardly the case that prior to the Act of 1670 constituting the Thetford Navigation, the Little Ouse had been used by vessels erratically before then; on the contrary, there is ample documentary evidence that the subsequent Thetford Navigation was only the remnant of an extensive navigation which, before the blockage of the tidal flow in 1653 by the erection of Denver Sluice, reached back into early medieval days at least; and that it had operated right into Thetford without any staunches.’⁴²²

‘Concerning Thetford: Barnack stone was used on a vast scale in building the twelfth century Priory here, and blocks of the same stone are found worked into walls all over, and even outside the town. There was thus heavy traffic in stone up the Little Ouse in and after the twelfth century.’⁴²³

12th century. ‘Lynn deprived Thetford of a great deal of river and road trade. Access to Lynn improved, and the difficult navigation of the shallow and winding Little Ouse became an unattractive proposition; once the upgrading and straightening of the Fenland water-ways had commenced, ... This additionally benefited towns such as Wisbech and

⁴¹⁸ D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 13.

⁴¹⁹ J. Thirsk and J.P. Cooper, Eds., *Seventeenth-century Economic Documents*. Oxford: Clarendon Press. 1972, 343.

⁴²⁰ L. Gaches, ‘Drainage of the Great Level.’ *Fenland Notes and Queries*. 6, (1906), 353 – 362. Cited in Michael Chisholm, ‘Re-assessing the navigation impact of draining the Fens.’ Unpublished at October, 2005.

⁴²¹ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 80.

⁴²² P.C. Dewhurst in correspondence relating to Clark, R.H. ‘The staunches and navigation of the Little Ouse River.’ *Transactions of the Newcomen Society*, 30 (1960 for 1955-57), 207-219, 218.

⁴²³ A.K. Astbury, *The Black Fens*. Cambridge: Golden Head Press Ltd. 1958, 196.

Ely, which were on major waterways, leaving Thetford a disadvantaged, awkwardly-placed and remote river port.⁴²⁴

12th, 13th centuries. ‘Only one river of any size, the Little Ouse, flowed past Lynn, connecting the town with Brandon and Thetford.’⁴²⁵

1294-1348. The purveyance accounts show that goods were taken by water downstream from Santon Downham.⁴²⁶

1330. Robert Gopayn claimed that another peasant had illegally removed his boat from its mooring at Gopaynesshythe.⁴²⁷

1529. ‘A commission of 1529 was told that among the problems of the town [Thetford] was that the river was “stopped, turned and apayred” to the hindrance of trade.’⁴²⁸

c1550. ‘In the mid-sixteenth century, vessels carrying between 12 and 16 loads (c. 12-16 tons) could pass from Thetford to the ‘main sea’.’⁴²⁹

1555. ‘A petition stated that Thetford was “invyroned with a goodly freshwater river, the which transporteth to and from the mayne sea by vessels of xii or xvi lodes burthern”.’⁴³⁰

1555. ‘Manorial accounts note that wool merchants had free passage by boat on the Little Ouse as far as Thetford.’ A petition stated that vessels of twelve or sixteen loads burden could reach the town.⁴³¹

1611. ‘Northfolke is an Iland inclining to an Ovall forme, closed on the South part with the Rivers of *Waveney* and the lesser *Ouse*, which divide it from *Suffolke*.’⁴³²

1651. Edmond Russel stated that about 60 years previously he had travelled by boat from Thetford to Lyn with ten Chaldron of coals. Francis Ruderham, aged 66,

⁴²⁴ Alan Crosby, *A History of Thetford*. Chichester: Phillimore & Co. Ltd. 1986, 28.

⁴²⁵ Vanessa Parker, *The Making of Kings Lynn*. London and Chichester: Phillimore. 1971, 5.

⁴²⁶ John Langdon, ‘Inland water transport in medieval England.’ *Journal of Historical Geography*, 19, 1 (1993) 1-11, 5.

⁴²⁷ Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 155. Quoting TNA, SC2.203/95.

⁴²⁸ Martin, T. *The History of the Town of Thetford in the Counties of Norfolk and Suffolk from the earliest accounts to the present time. (1779)*, Appendix XXX. John Nichols. Cited in Alan Crosby, *A History of Thetford*. Chichester: Phillimore & Co. Ltd. 1986, 79.

⁴²⁹ A. Crosby. *A History of Thetford*. Chichester: Philmore. 1986, 79.

⁴³⁰ Martin, T. *The History of the Town of Thetford in the Counties of Norfolk and Suffolk from the earliest accounts to the present time. (1779)*, Appendix XXXIV. John Nichols. Cited in Alan Crosby, *A History of Thetford*. Chichester: Phillimore & Co. Ltd. 1986, 79.

⁴³¹ TNA, DL29.291/4791 and Crosby, *Thetford*, p. 79. Cited in Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 153.

⁴³² John Speed, *Theatre of the Empire of Great Britaine. First Edition 1611*. Facsimile reprint London: Phoenix House. 1953, Part II, Folio 35.

remembered Barges loaden with 14 or 15 Chaldron of Coals coming up to Christopher's Bridge in Thetford.⁴³³

1668. 'A notable storm blew sand for 5 miles from Lakenheath Warren to Santon Downham, ... obstructing the navigation of the Little Ouse.'⁴³⁴

F 8 River Lark

Lower limit. Great Ouse.

Edwards. Mildenhall. 13 miles.

A. Bury St Edmunds. 25 miles. n/a. Canalised.

RLU. Bury St Edmunds. 25 miles. n/a. Canalised.

Throughout the period under consideration there was a port at Isleham.⁴³⁵ The volume of trade passing through this quay is emphasised by the large sixteenth-century stone warehouse which stands in the grounds of Hall Farm.⁴³⁶

'Similar cargoes of building stone have been recovered from fenland waterways very much further from Barnack such as Upware and Prickwillow.'⁴³⁷ Prickwillow is three miles upstream from the Great Ouse.

'The Lark [was navigable] to Mildenhall and Worlington.'⁴³⁸

There was barge access via a Millstream to Tuddenham.⁴³⁹

Bailey in his section on transport by water wrote 'There is evidence of an agreement ... to deliver goods at a Bury residence.'⁴⁴⁰

1078-95. An order of King William I commanded the abbot of Peterborough to 'take a sufficient amount of stone for his church as he has done so far, and you shall course him no more hindrance in the transportation of stone by water than you did previously.'⁴⁴¹

1253. Various persons, 'came on the Friday night before St. Bartholomew's to the park of Edmund de Sardelowe in Middehal and carried away his hay in boats (*cum navigiis*).'⁴⁴²

⁴³³ Thomas Badeslade, *A History of the Ancient and Present State of the Navigation of the Port of King's Lyn and of Cambridge and the rest of the trading Towns in those parts*. London. 1766, 53.

⁴³⁴ R.R. Clarke, 'The Breckland, Historical and Economic Background.' In H.C. Darby, Ed., *A Scientific Survey of the Cambridge District*. London: British Association. 1938, 208.

⁴³⁵ Susan Oosthuizen, 'Isleham: a medieval port.' *Landscape History*, Vol 15. (1993), 29 – 35.

⁴³⁶ 'List of Suffolk Monuments.' Department of the Environment. List 24, monument 9/34, p14.

⁴³⁷ Sir Harry Godwin, *Fenland: its ancient past and uncertain future*. Cambridge: Cambridge University Press. 1978, 100.

⁴³⁸ TNA, DL29.291/4791. Cited in Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 153.

⁴³⁹ S. M. Haslam, *The Historic River*. Cambridge: Cobden of Cambridge Press. 1991, 123.

⁴⁴⁰ Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 155.

⁴⁴¹ Bury St. Edmunds Feudal Docs., no. 11 p 57 *Regesta i*, no 369. Cited in *English Lawsuits from William I to Richard I, Volume I*. Editor R.C. Van Caenegem. Selden Society, Vol. 106. 1990, 112.

⁴⁴² Calendar of Inquisitions Miscellaneous, 1219-1307, 558.

13th century. ‘We know that Normandy stone was brought to Bury St Edmunds ... via Lynn for ecclesiastical buildings in the twelfth century, and that the river was later the means for exporting woollen cloth.’⁴⁴³

1379. ‘The royal council saw fit to authorize the burgesses (of Bury St Edmunds), along with their comrades from Thetford, another inland town, to build a ship to be incorporated into the royal navy.’⁴⁴⁴

1411. ‘A cutting at Mildenhall was occasionally dredged to ensure that laden craft could reach the annual fair from the river Lark.’⁴⁴⁵

1450. ‘(King’s Lynn) stood on the wash, at the headwaters of the River Ouse, into which the Lark and the Linnet flowed, and proved a convenient *entrepot* for heavy goods, such as raw wool and hides. The lack of quantifiable evidence makes definitive statements impossible, but it is likely that by 1450 about half of all of Bury’s exports were shipped through Lynn.’⁴⁴⁶

F 9 River Kennett.

Lower limit. River Lark.

A. Kennett. 5 miles. n/a.

13th and 14th C. The river was navigable at least until the early 14th century connecting the parish [of Kennett] to the fenland waterways.⁴⁴⁷

In 1995 the river had ceased to flow.⁴⁴⁸

F 10 River Snail / Soham River

Lower limit. River Cam.

A. Soham. 5 miles. n/a.

Soham was a port throughout the period 1200-1600. Soham Mere was 500 ha.⁴⁴⁹

c.1140. William of Malmesbury wrote that the lake was ‘once dangerous to boats wanting to reach Ely, but in his day a road had been made across the marsh so that it could be crossed on foot.’⁴⁵⁰

⁴⁴³ P. Bishop, *The Sacred and Profane History of Bury St Edmunds*. London: Unicorn. 1998, 80. Cited in Michael Chisholm ‘Re-assessing the navigation impact of draining the Fens.’ Unpublished at October, 2005.

⁴⁴⁴ C.C.R., Edwards II, 1311, p. 358; C.P.R., Henry VI, 1436, pp. 548-581; *ibid.*, 1454, p. 160. Cited in R.S. Gottfried, *Bury St. Edmunds and the Urban Crisis, 1290-1539*. Princeton: Princeton University Press. 1982, 92.

⁴⁴⁵ British Library Additional Roll 53129. Cited in Mark Bailey, *A Marginal Economy*. Cambridge: Cambridge University Press. 1989, 154.

⁴⁴⁶ R.S. Gottfried, *Bury St. Edmunds and the Urban Crisis, 1290-1539*. Princeton: Princeton University Press. 1982, 92.

⁴⁴⁷ ‘Kennett [Cambridge] Description of Officer: Reeve.’ 23 Ed. I. TNA, SC6/768/18. Cited in VCH *County of Cambridge and the Isle of Ely: Vol. 10*, 458-61.

⁴⁴⁸ *Ibid.*

⁴⁴⁹ David Hall and John Coles, *Fenland Survey*. English Heritage Archaeological Report 1. 1994, 138.

⁴⁵⁰ Victor Watts, *English Place Names*. Cambridge: Cambridge University Press. 2004, 558.

14th C. Turf and sedges were taken from Soham for sale in Cambridge.⁴⁵¹

c.1300. Two millstones bought by the Earl Marshall of Cambridgeshire were transported by water to Soham and then by land to Kennett.⁴⁵²

F 11 River Cam

The tributary flowing from Saffron Walden and river downstream of Grantchester are called the 'Cam'.

The tributary flowing from Ashwell is called the Rhee.

The tributary flowing from Linton is called the 'Granta'.

Lower limit. Great Ouse.

Edwards. Grantchester. 16 miles.

A. Great Chesterford. 28 miles. 0.6 m³s⁻¹. 1.7 S.

B. Saffron Walden. 32 miles.

RLU. Audley End Station. 33 miles. 0.6 m³s⁻¹. 1.9 S.

Records of Use are not given for Cambridge and places downstream. See *Edwards, Lee*.⁴⁵³

Dr S.M. Haslam states that 'R. Cam proper has a good stone wharf at the upstream end of Saffron Walden.'⁴⁵⁴

12th century. At Walden Abbey there was found 'mid-late 12th century chevron ornament in Barnack stone, and mouldings and ornament of the 13th, 14th, and 15th/16th centuries, in a variety of stone including Purbeck marble, Ketton, Barnack, Reigate and clunch. ... Walden seems to lie at the limit of distribution southwards (of Collyweston stone slates).'⁴⁵⁵

c1200. The River Cam and the King's Slade at Walden Abbey were described as *aquis irriguus* which would seem to imply that they were swampy rivers at that point.⁴⁵⁶

1120's. An undated charter of Henry I states that, 'I forbid that any boat shall unload at any hithe (*litus*) in Cambridgeshire except at the hithe of my borough of Cambridge, nor shall barges be laden except in the borough of Cambridge, nor shall any one take toll elsewhere, but only there.' However the sentence was not repeated in later Cambridge charters. It was a very unusual privilege even in the twelfth century, and is

⁴⁵¹ Public Record Office, DL 30/1/11,m. 2. Cited in Andrew Wareham, 'Water management and the economic environment in Eastern England, the Low Countries and China c. 960-1650: comparisons and consequences.' In Hilde Greefs & Marjolein 't Hart, Eds., *Jaarboek voor Ecologische Geschiedenis. 2005/2006*. Gent: Academia Press. 2006, 9-34, 21.

⁴⁵² TNA, SC6/768/7. Cited in Edward Miller & John Hatcher, *Medieval England, Towns, Commerce and Crafts. 1086-1348*. London: Longman. 1995, 145.

⁴⁵³ John S. Lee, *Cambridge and its Economic Region, 1450-1560*. Studies of Regional and Local History. Vol. 3. Hatfield: University of Hertfordshire Press. 2005.

⁴⁵⁴ S.M. Haslam, Personal letter 2.4.2006.

⁴⁵⁵ S.R. Bassett, *Saffron Walden excavations and research 1972-80*. Chelmsford Archaeological Trust Report 2, Council for British Archaeology Report 45. London: CBA. 1982, 101.

⁴⁵⁶ Dianna Greenway and Leslie Watkins, *The Book of the Foundation of Walden Abbey*. Oxford: Clarendon Press. 1999, 6.

unlikely to have been of any practical significance by the later thirteenth. In general burgesses could control trade only within the immediate proximity of their market place.⁴⁵⁷

1271. From Chesterford a boat from and to Littleport and Southwood cost 1 s.⁴⁵⁸

15th C. 'The river formed a waterway from the barns and kilns and threshing-floors of Grantchester almost (for I suppose the mills of Cambridge would interrupt navigation) to the very precinct of the College. In the Mundum Books I have found traces of a College barge, perhaps we may imagine this craft passing and repassing on the upper River, each year in autumn, carrying down wheat or flour for the College bakehouse, malt for the brewery and hay for the stables.'⁴⁵⁹

1481. A stone wall was built on the west side of Peterhouse which is upstream of the King's Mills. The wall was built *juxta aquam* and there is a gate in the wall, now blocked up, with the arms of John Hotham, Bishop of Ely (1316-1337) above the gate on the outside and of John Alcock, Bishop of Ely (1486-1500) on the inside. The gateway appears to be part of the original construction. This would seem to imply that boats used the river above the mills at times between 1316 and 1500.⁴⁶⁰

16th C. There is a brick Water Gate at Walden Abbey, 'apparently of the 16th century'.⁴⁶¹

1628. There is a reference to *Freshman's Boate* upstream of King's mills. Stokes considers that this refers to a 'Pool' but this meaning is not recorded in the Oxford English Dictionary.⁴⁶²

1630. See Glen 1630 above. 'Grant' is an early name for the Cam.

F 12 River Bourn

Lower limit. Cam.

Edwards. Great Eversden 4 miles.

A. Great Eversden 4 miles. n/a.

1397. An inquisition of the property of William Castelacre in Great and Little Eversdon, Co. Cambridge recorded a boat worth 20s.⁴⁶³ Great Eversden is 4 miles upstream of Grantchester.

⁴⁵⁷ Words of the charter:- *The Charters of the Borough of Cambridge*, Editor F.W. Maitland. Cambridge: Cambridge University Press. 1901, pp. 1-2. Rest of quotation from www.dur.as.uk.r.h.britnell/articles/Grain.htm. Dated 22/3/2005.

⁴⁵⁸ James E. Rogers, *A History of Agriculture and Prices in England. Volume II*. Oxford: Clarendon Press. 1882, 600.

⁴⁵⁹ John Saltmarsh, 'A College Home-Farm in the 15th Century.' *Economic History*. Vol. III, No. 11 (1936), 155-172, 158.

⁴⁶⁰ T.A. Walker, *Peterhouse. 2nd Edition*. Cambridge: W. Heffer & Sons Ltd, 1935, 10.

Robert Willis, *The Architectural History of the University of Cambridge. Volume I*. Cambridge: Cambridge University Press. 1886, reprint 1988, 14.

⁴⁶¹ Royal Commission on Historical Monuments, *An Inventory of the Historical Monuments in Essex. Volume I*. HMSO 1916, 359.

⁴⁶² Rev. Dr. Stokes, 'The Old Mills of Cambridge.' *Proceedings of the Cambridge Antiquarian Society*. Vol. XIV (New Series VIII) (1909-1910), 180-233, 201.

F 13 River Rhee

Lower limit.	Cam.		
B.	Barrington.	5 miles.	
RLU.	Guilden Morden.	15 miles.	n/a.

Parker considers that blocks of stone may have been used for ‘a small wharf or landing-stage’ at Barrington.⁴⁶⁴

‘There is a tale sometimes told in the village [Barrington] that a landing stage once existed at the bottom of the garden of Orchard House. Barges from Cambridge were supposedly unloaded there.’⁴⁶⁵

‘The quarries at Eversden, Barrington and Haslingfield were also near to the upper reaches of the river, and may well have made use of it. ... for “white stone from Haslingfield and Barrington” and “stone from Barnewell” costs are recorded only as “digging and carriage”. This suggests that the clunch from the Southern group of quarries came by road; but it is not conclusive evidence that this was normal.’⁴⁶⁶

The copious manuscript accounts for Peterhouse, the only college backing onto the river above King’s Mills, have not been examined.

1923. Conybeare suggested that it was impossible to take a canoe upstream of Wendy, some four miles from the source, due to the ‘reeds and weeds and rushes and bushes’.⁴⁶⁷

Granta

RLU.	Babraham.	3 miles.	0.23 m ³ s ⁻¹ .	Weir downstream.
------	-----------	----------	---------------------------------------	------------------

F 14 River Ivel / Flit / Hiz

Lower limit.	Great Ouse.		
A.	Flitton.	17 miles.	n/a.
RLU.	Hitchen.	20 miles.	n/a.

1324. Timber was taken from Chicksands in Bedfordshire and Stourbridge to Ely.⁴⁶⁸

c1640. The inhabitants of Fletton [Flitton] complained about the loss of navigable rivers due to the works carried out to drain the fens.⁴⁶⁹

⁴⁶³ Calendar of Inquisitions Miscellaneous, 1392-99, 98.

⁴⁶⁴ R. Parker, ‘Riverside Moated Sites at Barrington and Malton.’ In Elsie M. Widdowson, *Cam or Rhee*. Cambridge. 1973, 30.

⁴⁶⁵ D.H. Steven, ‘Barrington and The River.’ In Elsie M. Widdowson, *Cam or Rhee*. Cambridge. 1973, 36.

⁴⁶⁶ Donovan Purcell, *Cambridge Stone*. London: Faber and Faber Ltd. 1967, 98.

⁴⁶⁷ Rev. Edward Conybeare, *Highways and Byways in Cambridge and Ely*. London: Macmillan and Co. Limited. 1910, 262.

⁴⁶⁸ F.R. Chapman, *The Sacrist Rolls of Ely*. (1907), Vol II, pp 29, 51. Cited in D. Summers, *The Great Ouse. The History of a River navigation*. Newton Abbot: David & Charles. 1973, 35.

⁴⁶⁹ BL Additional MS. 5813, f 113. Cited in Keith Lindley, *Fenland Riots and the English Revolution*. London: Heinemann Educational Books. 1982, 19.

F 15 River Ouzel or Lovat

Lower limit. Great Ouse.

A. Eaton Bray. 20 miles. n/a. Now not usable.

RLU. Leighton Buzzard. 15 miles. n/a.

1271. William Whiteside fell from a boat and was drowned at Eaton, Bedfordshire.⁴⁷⁰

c1540. Less than half of a small river boat was found at Caldecotte.⁴⁷¹ 'In the Middle Ages the surrounding area was marshland.'⁴⁷²

F 16 River Tove

Lower limit. Great Ouse.

B. Towcester. 10 miles.

RUL. Towcester. 10 miles. 1 m³s⁻¹. 1.3 S. 8

'The large mixing bowls called *mortaria* made near Peterborough are believed to have travelled by river.'⁴⁷³

Rivers of the East Anglian Coast**EA 1 Babingley River**

Tidal limit. Coast.

A. Flitcham. 10 miles. n/a.

'[Castle Rising] was once a seaport.'⁴⁷⁴ It is 7 miles from the sea.

1301. The port of Flitcham was ordered to send ships to Berwick on Tweed.⁴⁷⁵ Flitcham is 10 miles from the sea.

1595-1607. A lease was assigned of 'the toll of boats and carts with fish from the sea to Stourbridge Fair passing by the liberty of Rising Chase in Babingley and Newton near Broade Water'.⁴⁷⁶

⁴⁷⁰ *Select Cases from the Coroners' Rolls, 1265-1413*. Editor Charles Gross. Selden Society, Vol. 9. 1895, 16.

⁴⁷¹ Gillian Hutchinson, 'Boatfind at the Caldecotte Lake Site.' *Archaeology in Milton Keynes*. 1982, 7-8. Milton Keynes, Development Corporation archaeology Unit. Reference in Gillian Hutchinson, *Medieval Ships and Shipping*. London: Leicester University Press. 1994, 195.

⁴⁷² *Ibid.* page 127

⁴⁷³ Charmian Woodfield, 'Prehistoric and Roman Towcester.' In Towcester Local History Society, *Towcester*. Towcester: The Towcester & District Local History Society. 1995, 27.

⁴⁷⁴ Bernard E. Dorman, *Norfolk*. London: B.T. Batsford Ltd. 1972, 110.

⁴⁷⁵ Trevor Ashwin and Alan Davison, Eds., *An Historical Atlas of Norfolk*. 3rd Edition. Chichester: Phillimore. 2005, 79.

⁴⁷⁶ Howard (Castle Rising) Collection. Norfolk Record Office. How 147 342 x 6 date: 1595-1607. Entry in A2A Index.

EA 2 River Heacham

Tidal limit.	Coast.			
A.	Heacham.	1 miles.	n/a.	
B.	Eaton.	2 miles.		
	(1 mile SE of Heacham.)			

Barley shows Osnettisham as the upper limit of navigation on the river.⁴⁷⁷

Speed shows Hacham Haven which because of the nature of the coast must now be above the tidal limit.⁴⁷⁸

Cole states that the name 'Eaton' indicates that the town was to 'keep the river open for navigation.'⁴⁷⁹ Eaton is 2km south-east of Heacham.

EA 3 River Stiffkey

Tidal limit.	Coast.				
A.	Little Walsingham.	8 miles.	$0.4 \text{ m}^3 \text{ s}^{-1}$.	1.8	Not now usable.

Brooker's Dock in Walsingham is shown on Ordnance Survey maps.

Walsingham is stated to be a port in two lists of ports from the second half of the 16th century.⁴⁸⁰

1565. Referring to a list of ports Hoskins writes, 'The inclusion of Walsingham in at least two lists (1565 and 1575) sets a problem in itself. It is difficult to believe that the Stiffkey river was ever navigable, even for barges, as far up as this, but the possibility certainly needs to be examined carefully on the large-scale map and on the ground.'⁴⁸¹

EA 4 River Bure

Tidal limit.	1 mile downstream of Wroxham				
Edwards.	Wroxham.	1 mile.			
A.	Aylsham.	15 miles.	$1.1 \text{ m}^3 \text{ s}^{-1}$.	Canalised.	
RLU.	Aylsham.	15 miles.	$1.1 \text{ m}^3 \text{ s}^{-1}$.	Canalised.	

It is thought that in medieval times the Thurne, and possibly the Bure, drained north-east to the sea.⁴⁸²

⁴⁷⁷ M.W. Barley, 'Lincolnshire Rivers in the Middle Ages.' *Lincolnshire Architectural and Archaeological Society Reports and Papers*. Vol. I. Part I. 1936, 1-22, 22.

⁴⁷⁸ John Speed, *Theatre of the Empire of Great Britaine. Part II. 1st Edition 1611*. Facsimile London: Phoenix House Limited. 1953, Number 7.

⁴⁷⁹ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 80.

⁴⁸⁰ TNA, SP12/135 dated 1575.

Raphaell Holinshed, William Harrison and others, *Holinshed's Chronicles of England, Scotland and Ireland*. (1st Edition 1587) Editor John Hooker. London: J. Johnson *et al.* 1807, 179.

⁴⁸¹ W.G. Hoskins, *Fieldwork in local History*. London: Faber and Faber Limited. 1967, 63.

⁴⁸² Tom Williamson, *The Norfolk Broads*. Manchester: Manchester University Press. 1997, 76.

1291. There was a court case concerning a boat on the River Bure between Burgh and Aylsham.⁴⁸³

1437. 100½ quarters of barley were taken by water from Wroxham to Great Yarmouth.⁴⁸⁴

1500-1547. 'The Bure was navigable for lighters of up to 30 tons as far as Aylsham.'⁴⁸⁵

1611. 'The whole county aboundeth with Rivers and pleasant Springs, of which the *Ouse* is chiefest, ... The next is *Hierus* or *Yare*, passing from *Norwich* to *Yarmouth*, where it receiveth the *Bure* comming from *Aylsham*, both of them of great service for water carriages. ... The *Waveney* and the lesser *Ouse* are also Navigable & of great use. The residue I omit.'⁴⁸⁶

1611. On his diagram of *Norwiche* Speed shows small boats upstream of the bridges which implies that they had come from upstream of the city.⁴⁸⁷

EA 5 Pickerill Holme

Lower limit. River Bure. 3km west of the coast.

A. Caister. 3 miles. n/a.

1432. 'Goods [for the building of Caister Castle] were conveyed from Yarmouth to the castle by the river Bure, Pickerill Fleet, and the Barge Ditch.'⁴⁸⁸

1432. In the Caister Castle accounts is an entry 'In repairing boats £1. 9s. 7d.'⁴⁸⁹

1760. 'By this ditch [Caister Castle Barge ditch] goods, etc. were more easily convey'd to and from Yarmouth than by land. ... This ditch is entirely useless (except as a common drain to the adjoining lands) and almost choked up.'⁴⁹⁰

⁴⁸³ *Select cases in the exchequer of Pleas*. Editors Hilary Jenkinson and Beryl E.R. Formoy. Selden Society, Vol. 48. 1931, 136.

⁴⁸⁴ James E. Thorold Rogers, *A History of Agriculture and Prices in England. Volume III*. Oxford: Clarendon Press. 1882, 666.

⁴⁸⁵ W.G. Hoskins, *The Age of Plunder, King Henry's England, 1500-1547*. London: Longman. 1976, 199.

⁴⁸⁶ John Speed, *Theatre of the Empire of Great Britaine 1st Edition 1611*. Facsimile edition Part II. Phoenix House Ltd. 1953, Folio 35.

⁴⁸⁷ John Speed, *Theatre of the Empire of Great Britaine 1st Edition 1611*. Facsimile edition Part II. Phoenix House Ltd. 1953, Map 8.

⁴⁸⁸ H.D. Barnes, W. Douglas Simpson, 'Caister Castle.' *Antiquaries Journal*. Vol. 32. (1952) 35 – 51, 38.

⁴⁸⁹ H.D. Barnes and W. Douglas Simpson, 'The Building Accounts of Caister Castle. A.D. 1432-1435.' *Norfolk Archaeology*. Vol. XXX. (1952), 178-188, 180.

⁴⁹⁰ 'Swindon's Plan, 1760.' Cited in *ibid*. 178.

EA 6 Dobb's Beck

Lower limit. River Bure
 B. Rackheath. 3 miles.

Ann Cole considers that the name is derived from *hyo* a landing place.⁴⁹¹

EA 7 River Ant

Tributary of the River Bure.

Tidal limit. 1 km upstream of junction with the River Bure.

Edwards.	East Ruston.	9 miles		
A.	East Ruston.	9 miles.	0.3 m ³ s ⁻¹ .	Canalised.
RLU.	Spa Common.	13 miles.	n/a.	

A logboat was found between Smallburgh and Stalham.⁴⁹²

1290. Complaint was made that the Abbot of Hulme had erected a barrier of timber between Ludham and Irsted. It was agreed that boats had a right to pass though the bridge at Warthford [Wayford].⁴⁹³

1360. It was claimed that 'the river fell out of use at the time of the pestilence and nothing was carried on it so that weeds continually grew in it from that time until the present time; that it was not known who ought to clean it because none had cleaned it since the memory of man; that the towns that had advantage and profit from the said river were Stalham, Sutton, Catfield, Ludham, Smallburgh, Barton Turf and Irstead.'⁴⁹⁴ Thus there was traffic at least as far as Smallburgh 7 miles upstream of the confluence with the river Bure.

1360 It was claimed that, 'The Abbot of St. Benet Holme ... has stopped and reversed the course of a water called Smale Ee for twenty years past between Ludham and his several fishery and the town of Horning and refuses to amend it, though many presentments have been made.'⁴⁹⁵

1367. Complaints were made that the Prior of Bromholme had 'stopped and diverted a common watercourse ... between Ridlington and Witton.'⁴⁹⁶ Both these places are to the east of North Walsham. It appears that the watercourse was a navigable channel leading to the River Ant.

⁴⁹¹ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 69.

⁴⁹² Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 272-273.

⁴⁹³ *Abbreuiatio Placitorum*, 222.

See also Tom Williamson, *The Norfolk Broads*. Manchester: Manchester University Press. 1997, 74-77.

⁴⁹⁴ Coram Rege Roll, Mich., 37 Edward III. Rex 21d. Cited in *Public Works in Medieval Law*, Editor C.T. Flower. Selden Society 40 (1923), 88-90.

⁴⁹⁵ *Public Works in Medieval Law*. Editor C.T. Flower. Selden Society 40. 1923, 88.

⁴⁹⁶ *Ibid.* page 97.

1374. Two boats were damaged and 8 boats taken away at Esliston. East Ruston is between Smallburgh and North Walsham.⁴⁹⁷

1812. In 1812 an Act was passed for making a navigable Canal from Wayford Bridge to Antingham. This would seem to imply that prior to 1812 barges could reach Wayford Bridge.

Borough of Yarmouth

1257. It was claimed that R and W seized a boat in a marsh where J had the right of mowing grass.⁴⁹⁸

EA 8 River Yare

Tidal limit.	Norwich.			
RLU.	Bawburgh.	8 miles.	n/a.	

Referring to the export of goods through Yarmouth Adams wrote 'It is hardly surprising that there are few entries for the villages along the Yare and none for the Wensum above Norwich as the Norwich men must have virtually monopolised the trade.'⁴⁹⁹

1316. Norwich Cathedral Priory purchased 400,000 peat turves, many of which would undoubtedly have been delivered by water.⁵⁰⁰

1671. It was claimed that in the City of Norwich 'every vessel passing thro' the same river by the said key, should pay a certain sum.' 'It was held a void custom as to those vessels which did not unlade at the said key, nor any other place in the city; ... they only passing by, and were bound for another place, and therefore could have no imposition upon them.'⁵⁰¹ The wharfage monopoly existed in 1379.⁵⁰²

EA 9 River Wensum

Lower limit.	River Yare.			
Edwards.	Tavenham.	7 miles.		
A.	Morton.	12 miles.	nk.	< 10 m.
RLU.	Ringland.	10 miles.	4.0 m ³ s ⁻¹ .	< 10 m.,

1281. There were carrying services to Morton.⁵⁰³

⁴⁹⁷ Calendar of Patent Rolls, 1370-74, 491.

Calendar of Close Rolls, 1374-77, 220-221.

⁴⁹⁸ *Select Cases of Procedure Without Writ under Henry III.* Editor H.G. Richardson. Selden Society Vol. 60. 1941, 84.

⁴⁹⁹ Terence R. Adams, 'Aliens, Agriculturalists and Entrepreneurs: Identifying the Market-Makers in a Norfolk Port from the Water-Bailiff's Account, 1400-1600.' In Dorothy J. Clayton *et al.* Eds., *Trade, Devotion and Governance.* Stroud: Alan Sutton. 1994, 153.

⁵⁰⁰ Bernard E. Dorman, *Norfolk.* London: B.T. Batsford Ltd. 1972, 69.

⁵⁰¹ *Haspurt v Wills*, (1671), 1 Vent, 71. 1 Sid. 454; 1 Mod. 47, 104, 231; 2 Keb. 624, 665; Raym. 232.

⁵⁰² W. Hudson & J.C. Tingley, *The Records of the City of Norwich, Volume 2.* 1910, 233-6. Cited in A. Carter, 'Norwich.' In Gustav Milne and Brian Hopley, Eds., *Waterfront Archaeology in Britain and Northern Europe.* CBA Research Report No. 41, 1981, 139.

⁵⁰³ *Abbreviato Placitorum*, 200.

1295. Part of the hundred of Taverham, 7 miles above Norwich, was included in a list of 'maritime' places.⁵⁰⁴

1375. The Bishop's Bridge in Norwich was blocked by a boat which had sunk. Normally a sunk boat would only block a bridge if it had been operating upstream of the bridge.⁵⁰⁵

1611. Speed shows boats both upstream and downstream of New Mills.⁵⁰⁶

1671. The City of Norwich claimed a custom that inasmuch as it maintained a common quay for the unloading of vessels, every vessel *passing through the river* should pay a toll, *whether it unloaded at the quay or not.*⁵⁰⁷ The wharfage monopoly existed in 1379.⁵⁰⁸

EA 10 River Tud

Lower limit. River Wensum.

A. Honingham. 6 miles. 0.25 m³s⁻¹. 0.86 C&G. 7

1216. A boat was stolen at Honingham.⁵⁰⁹

EA 11 River Waveney

Tidal limit. Ellingham.

Edwards. Mendham. 13 miles

A. Mendham. 13 miles. 1.9 m³s⁻¹. 0.57 S.

B. Redgrave Fen. 31 miles.

RLU. Diss Bridge. 26 miles. 0.7 m³s⁻¹. 0.57 Not now usable.

Diss Bridge is not used for the analysis as it is usable only in spate.

An anchor was found in the bed of a tributary of the river at Weybread.⁵¹⁰

1306. Boats were apparently stolen from Mendham, near Harleston.⁵¹¹

1444. A crowd of about 500 gathered at Ellingham Mill and demolished the sluices. Pluck states that 'As the majority of these persons came from Bungay it appears that

⁵⁰⁴ Calendar of Patent Rolls, 1292-1301, 169.

⁵⁰⁵ *The Leet Jurisdiction in the City of Norwich*. Editor Rev W. Hudson. Selden Society, Vol. 5. 1892, 67.

⁵⁰⁶ John Speed, *Theatre of the Empire of Great Britaine, Part II. 1st Edition 1611*. Facsimile London: Phoenix House Limited. 1953-4, Fo 35-36.

⁵⁰⁷ *Haspurt v Wills*, (1671), 1 Vent, 71. 1 Sid. 454; 1 Mod. 47, 104, 231; 2 Keb. 624, 665; Raym. 232.

⁵⁰⁸ W. Hudson & J.C. Tingley, *The Records of the City of Norwich, Volume 2*. 1910, 233-6. Cited in A. Carter, 'Norwich.' In Gustav Milne and Brian Hopley, *Waterfront Archaeology in Britain and Northern Europe*. CBA Research Report No. 41, 1981, 139.

⁵⁰⁹ *Introduction to the Curia Regis Rolls, 1199-1230 AD*. Editor C.T. Flower. Selden Society, Vol. 62. London: Bernard Quartich. 1944, 124.

⁵¹⁰ Douglas R. Pluck, *The River Waveney, Its Watermills and Navigation*. Bungay: Morrow & Co. 1994, 15.

⁵¹¹ Calendar of Patent Rolls, 1307-13, 123.

there might well have been a shortage of water in the Bungay area making navigation difficult if not impossible.⁵¹²

1500-1547. 'The Waveney could take 20-ton barges or keels as far up as Bungay.'⁵¹³

1500-1547. 'A survey of Mettingham Castle, just outside Bungay, in 1562 says that timber growing locally could be sold at high prices because it could be conveyed to London by water.'⁵¹⁴

1562. According to an Elizabethan survey of Mettingham the river, 'wyll beare a kele or barge of xx^{ti} tunne.'⁵¹⁵

c1631

1. 'The county of Norfolk is an island enclosed on the south side towards Suffolk with the river of Waveney running to Yarmouth, and the lesser Ouse passing by Lynn, on the north side with the main sea; and aboundeth by these means with havens and hithes, places of exportation and importation.'

2. That part of it towards the sea, and much of the rest westward is champion, the other part towards Suffolk woodland and pasture ground. ...

15. ... it hath been the custom of these parts for many hundreds of years past, to utter their corn at the havens, hithes, and landing places upon the sea and rivers' sides, as the proper market there; and this custom is to this day testified by another notorious custom of this country.

16. 'That because the venting of the corn is by sea and water carriage, whereby it suffers hurt and diminution; therefore according to the censure of St. Gregory Epist. Lib. 1, cap. 42 *Nantae iuxta consuetudinem super accipiunt quod minui ipsi in navibus attestantur*. The seller is tied to deliver 21 coomb for the 20 coomb and vi coombs for every six score to recompense the hurt and diminution. ...

21. If they of the woodland will (as the patriarchs did) fetch it constantly where it is to be had at the market of the champion, it will no doubt be brought thither abundantly; but they shall find the carriage of it so chargeable from thence (if the quantity be much) as that they will rather fetch it 40 or 50 miles by water, than 12 or 15 by land.'⁵¹⁶

Post 1600. 'Wherries might be trapped for days on end above the bridge [at Beccles] when the river was running high, for the headroom was very limited. Floodwater held up by the bridge would spread far across the marshes on the Norfolk side of the river and travellers would have to be ferried by boat across Gillingham Dam, and this gave some wherry-men a way round the obstruction. Masters of small wherries returning

⁵¹² Douglas F. Pluck, *The River Waveney, Its Watermills and Navigation*. Bungay: Morrow & Co. 1994, 16.

⁵¹³ W.G. Hoskins, *The Age of Plunder, King Henry's England, 1500-1547*. London: Longman. 1976, 199.

⁵¹⁴ per Mr John Ridgard. Cited in W.G. Hoskins, *The Age of Plunder, King Henry's England, 1500-1547*. London: Longman. 1976, 199.

⁵¹⁵ 'Mettingham College and Castle, 1562.' *Proceedings of the Suffolk Institute of Archaeology*. xi, 315. Cited in J. Webb, *Great Tooley of Ipswich*. Published by Suffolk Record Society, 1962, 102.

⁵¹⁶ Walter Rye, *State Papers relating to Musters, Beacons, Shipmoney, etc. in Norfolk*, Norwich, 1907, pp. 180-7. Cited in J. Thirsk and J.P. Cooper, Eds., *Seventeenth-Century Economic Documents*. Oxford: Clarendon Press. 1972, 343 - 345.

downstream without cargo would sail across the flooded marshes, regaining the river below Beccles.⁵¹⁷

Pre 1670. 'Although an Act was passed in 1670⁵¹⁸ for making the river navigable it is said to have been navigable in former times for lighters, keels and other boats of considerable burthen. It was at that time so obstructed as to be unnavigable above Beccles, causing great poverty to the inhabitants of the surrounding district.'⁵¹⁹

EA 12 River Blythe or Dunwich

Tidal limit. Walberswick
A. Dunwich. 1 mile. n/a.

1463-67. Expenses were incurred in a dispute between the lord of the manor and the town of Dunwich about a boat for 'the rivers and other waters of the lord'.⁵²⁰

EA 13 River Deben

Tidal Limit. Melton.
B. Debenham 16 miles.

'According to the early Victorian *White's Dictionaries* there was once navigation on the Deben right up to Debenham and an anchor was even found in the river bed in the Gull just above the town. ... It is quite possible that early medieval people did use the Deben to move bulk goods. Once the river was dammed to create mill ponds this would have been impracticable.'⁵²¹

EA 14 River Rattlesden/Gipping / Orwell

Tidal limit. Ipswich.
A. Stowmarket. 16 miles. 0.6 m³s⁻¹. 1.7 Canalised.
B. Rattlesden. 21 miles.
RLU. Stowmarket. 16 miles. 0.6 m³s⁻¹. 1.7 Canalised.

11thC. 'It was said that Caen stone for the abbey church at Bury St Edmunds had been carried by water as high up as Rattlesden, 5 miles beyond Stowmarket along this now tiny stream, to be carted the last 8 or 9 miles by road.'⁵²²

12th or 13th century. The River Gipping 'unites with another stream coming from Rattlesden, and it then becomes broader, deeper, and in the 12th or 13th centuries was unquestionably navigable for vessels of some burden, or boats from Ipswich to a bridge near Rattlesden. The navigation appears to have been neglected after serving the

⁵¹⁷ Robert Malster, *Wherries and Waterways*. Lavenham: Terence Dalton Limited. 1971, 49.

⁵¹⁸ (1670) 22 Charles II. c. 16.

⁵¹⁹ Robert Malster, *Wherries and Waterways*. Lavenham: Terence Dalton Limited. 1971, 23.

⁵²⁰ Blois Family Archives. 'Compotus Roll of John Hoo, bailiff.' Suffolk Record Office, Ipswich Branch. HA30/314/18/4. A2A Index.

⁵²¹ Robert Simper, *The Deben River*. Suffolk: Creekside Publishing. 1992, 1.

⁵²² W.G. Hoskins, *The Age of Plunder, King Henry's England 1500-1547*. London: Longman. 1976, 197.

purposes of the abbey at Bury. ... The inhabitants of the town do not appear to have employed it, except on very rare occasions.⁵²³

1530's. Richard Cavendish of Trimley said that before the erection of certain mills at Ipswich, 'bottis, barges and othere vesselles might passe and carye be the water into the countre far above the saide towne to the grete profet and comoditie of all the inhabitantis of the said counter and to the comone welth of the same'.⁵²⁴

1586. Harrison stated that there was a port at Sproten [Sproughton] 3km above the tidal limit.⁵²⁵

17th century. The inhabitants of Stowmarket 'brought in the 17th century some of the bells for the church, which had been recast in at Ipswich, by boats to Stowmarket.'⁵²⁶

EA 15 River Suffolk Stour

Tidal limit.	Lawford.				
A.	Sudbury.	20 miles.	2.2 m ³ s ⁻¹ .	0.63	S. 17
RLU.	Stoke by Clare.	32 miles.	1.2 m ³ s ⁻¹ .	1.1	S. 15

'It is likely that the River Stour has been used to a limited extent from the earliest days of human habitation in the area, although there are few records before the 17th century.'⁵²⁷

'Manningtree, I should imagine, came into use chiefly as a transit port for Dedham and Sudbury during the wool days. I think that, generally speaking, after the great church building era of the 13th and 14th centuries when stone was hauled up the higher reaches by barge and lighter, these shallow waterways were largely disused except by an occasional trader. By the end of the 17th century, they had become almost completely choked, hence the schemes at the Stour, Gipping and even the Deben, to re-open them.

...

... The stone bridges built across the head of the river were another factor leading to its disuse. Cattawade, Stoke and Wilford, with their low arches, effectively barred the upper reaches to anything but the lightest barges.⁵²⁸

1412-13. Alice de Bryene Acton regularly purchased three and half pipes of red wine and two hogsheads of white from Ipswich. 'A pipe at 105 imperial gallons contained double the quantity of a hogshead. ... Richard Mody once claimed 18d. in expenses for going with a cart and seven horses to Colchester to collect a pipe of red wine.' When

⁵²³ Rev A.G.H. Hollingsworth, *The History of Stowmarket*. London: Longman & Co. 1844, 217. (2002 Edition by Mike Durrant.)

⁵²⁴ Star Chamber Proceedings, I. 17/133. Cited in J. Webb, *Great Tooley of Ipswich*. Suffolk Record Society. 1962, 101

⁵²⁵ Raphael Holinshed, William Harrison and others, *Holinshed's Chronicles of England, Scotland and Ireland*. (1st Edition 1586) Editor John Hooker. London: J. Johnson *et al.* 1807, 182.

⁵²⁶ 'Town Chest M.S.' Referred to in Rev A.G.H. Hollingsworth, *The History of Stowmarket*. London: Longman & Co. 1844, 217. (2002 Edition by Mike Durrant.)

⁵²⁷ River Stour Navigation Partnership, 'River Stour Navigation Feasibility Study. Final Report.' Peterborough: Scott, Wilson, Kirkpatrick & Co Ltd. 2001, 6.

⁵²⁸ W.G. Arcott, *Orwell Estuary*. Ipswich: Norman Adlard & Co. Ltd. 1954, 104-105.

wine was purchased from Ipswich the delivery cost was 3s.⁵²⁹ ‘The distance from her home at Acton to Ipswich was about 32 miles, and from Acton to Colchester about 32 miles, so these charges work out at roughly 0.3d and 2.7d per tun mile respectively, suggesting that the carriage from Ipswich must have been largely by water, probably along the coast to the Stour estuary and then via the Stour to Sudbury, only 3 or 4 miles from Acton.’⁵³⁰

1500-47. ‘The Stour, ... tapped the richest cloth-making region in England, up past Manningtree to Nayland, Bures and Sudbury, with Lavenham, Kersey and Hadleigh not far away. It is inconceivable that it was not used for many miles as a route to London. We know it was used up to Manningtree at least, though much Suffolk cloth went to London directly by road.’⁵³¹

1586. Harrison stated that there was a port at Dedham 3 km upstream of the tidal limit.⁵³²

EA 16 River Colne

Tidal limit. Colchester.

A. Chappel. 10 miles. $0.9 \text{ m}^3 \text{ s}^{-1}$. 1 G.

14th Century. The purveyance accounts include transport on the River Colne.⁵³³ Chappel appears to be the first place at which such goods could be purchased.

1353. Complaints were made on behalf of the burgesses of Colecestre of ‘the obstruction of the king’s river there by wears, mills, stanks, palings and kiddles contrary to the act of 25 Edward III [stat. 3, caps 3 and 4] and to punish pursuant to the act such as are found guilty herein.’⁵³⁴ It would seem that the burgesses wished to travel above the tidal limit.

1365. Complaint was made about ‘divers purprestures, stoppages and obstructions by raising weirs, driving stakes, enclosures and other works in the arms of the sea, waters and fleets of the Swyn, Southgedenege, Parrokflete and Skybhoke and in other waters flowing down to the port of Colcestre.’⁵³⁵

1474. The Curia Regis Rolls record that an indenture was arranged ‘to make a brigge of Stone or Tymbyr, or of bothe, over the said Haven, Rever, and Water for men, hors, and carte to passe there over to and fro for ever, with a Draughte (drawbridge) in the

⁵²⁹ Ffiona Swabey, *Medieval Gentlewoman*. Stroud: Sutton Publishing. 1999. 87 - 88.

⁵³⁰ Mirand Threlfall-Holmes, *Monks and Markets. Durham Cathedral Priory 1460-1520*. Oxford: Oxford University Press, 2005, 185.

⁵³¹ W.G. Hoskins, *The Age of Plunder, King Henry’s England, 1500-1547*. London: Longman. 1976, 197.

⁵³² Raphaell Holinshed, William Harrison and others, *Holinshed’s Chronicles of England, Scotland and Ireland*. (1st Edition 1586) Editot John Hooker. London: J. Johnson *et al.* 1807, 182.

⁵³³ James Masschaele, ‘Transport costs in medieval England.’ *Economic History Review*, XLVI, 2. (1993), 266-279, 272.

⁵³⁴ Calendar of Patent Rolls, 1350-54, 509.

⁵³⁵ Calendar of Close Rolls, 1364-68. 156-157.

same, that Sippez, boytez and oder Water-vesselz shall mowe passé there, if the Water will serve therefore.⁵³⁶ This appears to refer to a bridge in Colchester.

EA 17 Rivers Pant/Blackwater

Tidal limit.	Maldon.				
A.	Kelvedon.	8 miles.	$1.2 \text{ m}^3 \text{ s}^{-1}$.	1.2	G.
B.	Radwinter.	31 miles.			
RLU.	Kelvedon.	8 miles.	$1.2 \text{ m}^3 \text{ s}^{-1}$.	1.2	G.

1294. ‘Tenants of Westminster Abbey owed a customary payment called “ship-hire” (*shipur*) in lieu of carrying quantities of grain and malt from Kelvedon to Salcott, Heybridge or Maldon, presumably down-river along the Blackwater.’⁵³⁷

14th C. The purveyance accounts include transport on the River Blackwater.⁵³⁸

1586. Harrison, vicar of Radwinter⁵³⁹ wrote of the brook Pant, ‘Certes by the report of common fame it hath been a pretty water and of such quantity that boats have come in time past from Beeleigh Abbey beside Maldon unto the moors in Randwinter for corn. I have heard also that an anchor was found there near to a red willow, when the watercourses by act of Parliament were surveyed and reformed throughout England which maketh not a little with the aforesaid relation.’⁵⁴⁰

1768. Morant wrote of the previous record ‘I leave it to the Reader’s judgement, whether it is credible, that there could ever be sufficient water to bring Boats from Maldon to Radwinter. Tho’ certainly the face of the country hath in many places been altered by Time. There are signs of a strong Tide, or an arm of the Sea, having at some time or other, come as far as Brandon, in the river Ouse, between Suffolk and Norfolk.’⁵⁴¹

EA 18 River Chelmer

Tidal limit.	Maldon.				
A.	Boreham.	6 miles.	$1.9 \text{ m}^3 \text{ s}^{-1}$.	< 15 m.	
RLU.	Little Waltham.	15 miles.	$0.9 \text{ m}^3 \text{ s}^{-1}$.	1.1	S.

1586. Harrison states that there was a port at Borow. This is placed between Goldanger [Goldhanger] and Maldon which Speed shows to be on the south side of the

⁵³⁶ E. Jervoise, *The Ancient Bridges of Mid and Eastern England*. Westminster: The Architectural Press. 1932, 131.

⁵³⁷ Cambridge University Library, MS Kk. 5.29, fos. 114v, 115v. Cited in John Blair, ‘Introduction.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 14, fn 45.

⁵³⁸ James Masschaele, ‘Transport costs in medieval England.’ *Economic History Review*, XLVI, 2. (1993), 266-279, 272.

⁵³⁹ William Harrison, Ed. Georges Edelen, *The Description of England*. (1st Edition 1968). Washington: The Folger Shakespeare Library and New York: Dover Publications Inc. 1994, 3.

⁵⁴⁰ Raphael Holinshed, William Harrison and others, *Holinshed’s Chronicles of England, Scotland and Ireland*. (1st Edition 1586) Editor John Hooker. London: J. Johnson *et al.* 1807, 179.

⁵⁴¹ Rev. Philip Morant, *The History and Antiquities of the County of Essex. Volume II*. London: T. Osbourne *et al.* 1768, 557.

river. The only place with a similar name now is Boreham which is 9 km upstream of the tidal limit.⁵⁴²

EA 19 River Roach

Tidal limit.	Rochford.			
B.	Rayleigh.	5 miles.	n/a.	

1267. The king's cook, was given permission to transport 50 quarters of corn from the parts of Wallingford by the water of the Thames to his house at Rayleigh.⁵⁴³

River Thames Basin

Th 1 River Thames

Tidal limit.	Teddington.				
Edwards.	Radcot Bridge.	120 miles.			
A.	Lechlade.	128 miles.	$8 \text{ m}^3 \text{ s}^{-1}$.	0.34	Canalised
B.	Waterhay Bridge.	142 miles.	$1.4 \text{ m}^3 \text{ s}^{-1}$.	0.71	Canalised
RLU.	Cricklade.	139 miles.	$1.4 \text{ m}^3 \text{ s}^{-1}$.	0.4	Canalised.

The records for the Thames are divided into three sections. Use upstream of Oxford; Use Oxford to Henley; Obstructions Oxford to Henley. Records of use downstream of Henley are not recorded. Blair wrote in 2007 'The navigability of the lowest stretch is not in doubt, while that of the highest has not been seriously considered.'⁵⁴⁴

Use of the River Thames at and above Oxford

'The concentration of four such names on the uppermost Thames (Water Eaton and Castle Eaton below Cricklade, Eaton Hastings below Lechlade, Eaton below Newbridge), and two more on the lower Cherwell (Woodeaton and Water Eaton below Islip), therefore suggests a local concern for what she [Ann Cole] calls "keeping the narrower reaches of rivers open for navigation, and for maintaining fords in a fit state to allow both road and river traffic to pass.' (fn. As Cole observes on p.80 above, the concentration of Eaton names on the upper but not the lower Thames supports a particular association with river routes which - being narrow and liable to obstruction by silt, weeds, and debris - required regular maintenance.)⁵⁴⁵

In the late middle ages there was a canal from Black Bourton to Bampton and Shifford.⁵⁴⁶

⁵⁴² Raphaell Holinshed, William Harrison and others, *Holinshed's Chronicles of England, Scotland and Ireland*. (1st Edition 1586) Editor John Hooker. London: J. Johnson *et al.* 1807, 182.

⁵⁴³ Calendar of Patent Rolls, 1266-72, 26.

⁵⁴⁴ John Blair, 'Transport on the Upper Thames.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 257.

⁵⁴⁵ *Ibid.* page 261.

⁵⁴⁶ *Ibid.* page 272 – 278.

‘There must have been a great deal of coming and going around the mill [at Faringdon] with grain-laden boats, belonging both to tenants obliged to grind here and to other landowners who found it a convenient mill to patronize.’⁵⁴⁷ ‘Our texts refer to “ships” (“naves”) at Abingdon and Dorchester, “ships and little ships” (“cum navibus et navicellis”) at *Kyndelwere* [Faringdon].’⁵⁴⁸

Durham considered that The Hythe was upstream of Castle Mill.⁵⁴⁹

1016. Cnut came with 160 ships, and Ealdorman Eadric with him, over the Thames into Mercia at Cricklade, ... and Cnut travelled towards London with all his ships.⁵⁵⁰

1020. King Canute ‘travelled up the Thames in the royal barge as far as Buscot.’⁵⁵¹

12th–16th C. At Cirencester ‘Huge outbuildings adjoined the abbey, and here the abbot stored anything up to twenty thousand bales of wool - he, as Lord of the Manor, having the sole right to weigh it and control its sale and profits. Lively fairs were held to which merchants commuted from London, and the bales they bought were taken in torchlight procession to Lechlade, where they were loaded on to barges for transport to the capital. From early in the thirteenth to the end of the eighteenth centuries Cirencester maintained a great commerce in wool, and the Thames as continually bearing laden wool-barges downstream to London.’⁵⁵²

1199-1216. King John allowed merchandise to be shipped down-river from Radcot to London.⁵⁵³

1271. ‘The boat wherein Gilbert son of Walter le Messer was lately drowned by misadventure in the Thames at a place called ‘La Juresherd’ within the said Matthias’s liberty of Radecote, with 5½ quarters of whet, an iron chain, a lock and eleven sacks found in the said boat.’⁵⁵⁴

1279. ‘A cartulary of Beaulieu Abbey (which held Faringdon) reveals that the barges of grain merchants were using Radcot Wharf.’⁵⁵⁵

1282. There was a wharf by Hythe Bridge in Oxford.⁵⁵⁶

1299. In 1299 and 1331 stone was brought from Eynsham to Oxford.⁵⁵⁷

⁵⁴⁷ *Ibid.* page 282.

⁵⁴⁸ *Ibid.* page 284.

⁵⁴⁹ B.G. Durham, ‘Oxford.’ In Gustav Milne and Brian Hopley, Eds., *Waterfront Archaeology in Britain and Northern Europe*. CBA Research Report. No. 41. (1981), 142-143.

⁵⁵⁰ *The Anglo-Saxon Chronicles*. Editor Michael Swanton. London: Phoenix Press. 2000, 146,148.

⁵⁵¹ Alan Wykes, *An Eye on the Thames*. London: Jarrolds Publishers (London) Ltd. 1966, 43.

⁵⁵² *Ibid.* page 44.

⁵⁵³ British Library, MS Cotton Nero A. xii ff. 48v-50 Faringdon Cartulary. Cited in John Blair, *Anglo-Saxon Oxfordshire*. Stroud: Sutton Publishing. 1994, 121.

⁵⁵⁴ Calendar of Patent Rolls, 1266-72, 610.

⁵⁵⁵ *The Oxfordshire Hundred Rolls of 1279*. Editor E. Stone. Oxfordshire Record Society, 1968. Cited in David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 17.

⁵⁵⁶ H.E. Salter, *The Cartulary of Oseney Abbey, Volume II*. 6 Volumes, Oxford Historical Society. 1929-36, 349-350. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 110.

⁵⁵⁷ J.E. Thorold Rogers, Ed., *Oxford City Documents*. Oxford Historical Society. 1891, 206-207. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 110.

c.1300. Two documents confirm the right of the monks at Faringdon to ship grain down river in vessels (*naves*), potentially as far as London.⁵⁵⁸

1302. N. 'fell out of a boat crossing from Botley Mead to Wyke' and was drowned.⁵⁵⁹

1305. 'Robert was found dead in the water of the Thames at the Hithe, in the parish of St. Thomas-the-Martyr. ... (Robert and Hugh) were after dinner in a boat with turves for the use of the said monks; and because the boat was too much laden with turves, it began to sink in deep water; and the said Hugh scarce escaped, and the said Robert was drowned by misfortune.'⁵⁶⁰

1317. Grain was regularly shipped from Bampton to Oxford.⁵⁶¹

1329. A grant of pontage was made on 'every boat which comes by water laden with mechanize, etc.' to Oxford.⁵⁶²

1334. 'Radcot stood on the Thames and its inhabitants are thought to have prospered by the trade of the river.'⁵⁶³

1345. N. 'was navigating a boat on the Thames between Seacourt ("Seukworth") mill and Oxford, and by misfortune fell from the boat into the Thames, and so was drowned. ... the boat belonged to the said mill.'⁵⁶⁴

1350-1369. Three Commissions were appointed to survey and remove all weirs, mills, stanks, palings and kiddles that have been erected since the time of Edward I and obstructed the passage in the river between Rotecote ... and London.⁵⁶⁵

1350. 'The watercourse of the Thames in the suburb of Oxford used to be common for fishery and the passage of boats; the abbot and convent of Oseney two years past and more built two mills and obstructed the watercourse; they have also made two new weirs.'⁵⁶⁶

1439. A grant for life was made of the office of searcher of nets in the 'river of Thames, its streams and members between the bridge of Stanes and the town of

⁵⁵⁸ John Blair, 'Transport on the Upper Thames.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 260.

⁵⁵⁹ The Rev. H.E. Salter, *Records of Mediaeval Oxford. Coroners' Inquests, the Walls of Oxford, Etc.* Oxford: The Oxford Chronicle Company, Ltd. 1912, 10.

⁵⁶⁰ *Ibid.* page 13-14.

⁵⁶¹ Exeter Cathedral, Dean and Chapter Archives MS 2931 (labour services of the tenants of Chimney). Cited in John Blair, *Anglo-Saxon Oxfordshire*. Stroud: Sutton Publishing. 1994, 121.

⁵⁶² The Rev. H.E. Salter, *Records of Mediaeval Oxford. Coroners' Inquests, the Walls of Oxford, Etc.* Oxford: The Oxford Chronicle Company, Ltd. 1912, 58.

⁵⁶³ Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 111.

⁵⁶⁴ The Rev. H.E. Salter, *Records of Mediaeval Oxford. Coroners' Inquests, the Walls of Oxford, Etc.* Oxford: The Oxford Chronicle Company, Ltd. 1912, 33.

⁵⁶⁵ Calendar of Patent Rolls, 1350-54, 204.

Calendar of Patent Rolls, 1367-70, 346-347.

Calendar of Patent Rolls, 1369-74, 11.

⁵⁶⁶ Calendar of Inquisitions Miscellaneous. (Chancery.) Volume III. 1348-77, 20.

Surcestre, [Cirencester] and in all weirs, lokkes, marquettes, and other engines belonging thereto.⁵⁶⁷

16thC. Hay, wood and stone were unloaded at a wharf at Hythe Bridge.⁵⁶⁸

16thC. Many of the portions in Bullstake Mead could best be reached by water, and we assume that when the hay was made it was conveyed in punts to the hithe at Hithe Bridge, and thence by cart to the spot where a rick was made.⁵⁶⁹

1572. The mayor and his party when perambulating the city of Oxford made part of the journey by boat on the Thames.⁵⁷⁰

1581. St John's College paid for the carriage of five loads of timber from Eaton to 'high bridge' Oxford by water.⁵⁷¹ This could have been from Water Eaton on the Cherwell or Eaton Hastings upstream of Oxford on the Thames.

1581/2. St John's College paid for the carriage of two boatloads of wood 'from Bablock hyve to Hye bridge' Oxford by water.⁵⁷²

1583. Having recently obtained possession of a wharf, Oxford City Council resolved that every freeman unloading 'haye, woode, stone, slate, or other carriage whatsoever,' at their wharf should pay a fee 'towards the mayntenaunce of the bancks and scowringe of the ryver theare, which by suche carige and unlodunge theare is fflowndered.'⁵⁷³ The wharf was upstream of High Bridge and there was a charge of 3s. 4d. for every load which should pass under the bridge.

1583. 'The first boatman was admitted a freeman of the city of Oxford.'⁵⁷⁴ It seems that he was from the community of Fisher Row and would have worked upstream of Oxford.

1592. 'Most of the monarchs barged it in their royal vehicles as far as Lechlade and then were entertained by the nobles or citizens of Cirencester as the town nearest the head of the river. One of them, Elizabeth I, fortunately arriving in the dry summer of 1592, commanded that she be borne in her litter the whole way along the river bank from Lechlade to "the very first trickly of my jyne Thames before going on to Cirencester.'⁵⁷⁵

⁵⁶⁷ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 34.

⁵⁶⁸ City Records 433-434. Cited in V.C.H.Oxfordshire.Vol. IV. 1979, 291-293.

⁵⁶⁹ The Rev. H.E. Salter, *Medieval Oxford*. Oxford: At the Clarendon Press for the Oxford Historical Society. 1936, 75.

⁵⁷⁰ *Ibid.* page 66 -67.

⁵⁷¹ Stevenson and Salter, *St. John's*, 230. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 116.

⁵⁷² *Ibid.* page 116.

⁵⁷³ Oxford City Archives, A.5.5, fo. 260; Cited in Turner, *Records*, 433-4. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 116.

⁵⁷⁴ Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 105.

⁵⁷⁵ Alan Wykes, *An Eye on the Thames*. London: Jarrolds Publishers (London) Ltd. 1966, 44.

17th C. ‘The river above Oxford, however, remained passable and in the 16th century hay, stone, and slate were unloaded at the wharf owned by the city at Hythe Bridge.⁵⁷⁶ ... The nature of the bulk of the trade at the wharf is revealed by the name Timber Wharf, which it acquired in the 17th century.’⁵⁷⁷

Wood wrote that Hythe bridge obtained its name ‘because of an “hith” here, that is (it being a Saxon word) a petit haven to land wares out of vessels and botes, as is used here to this day at this end of the towne as at the south where the wharf is.’⁵⁷⁸

1607. The Oxford-Burcott Authority fixed Cricklade as the upper limit of their proposed improvements. ...⁵⁷⁹

1623. ‘The river was navigable for many miles west of Oxford.’⁵⁸⁰ There is no record that the river had been modified prior to this date.

1627. Twyne wrote ‘Free and open passage by water then [1329] was between Oxford and London, as we are able to prove by good records, and there is good hope that ere long it is likely to be so again.’⁵⁸¹

1641. John Taylor rowed a boat from London to Cricklade and then, with difficulty, up the River Churn to within a mile of Cirencester.⁵⁸²

1644. In the Civil War Parliamentarian soldiers crossed the Thames at Newbridge in boats.⁵⁸³

1661-66. Wood wrote ‘For (if wee may believe antient scriptys) the rivers and rivulets were farre deeper formerly then now; and that the river running by Oxon to Greeklade [Cricklade] was navigable at all times in the year.’⁵⁸⁴

1751. The Thames and Isis Navigation Act 1751 stated that ‘the Rivers of Thames and Isis have, Time out of Mind, been navigable from the City of London to ... beyond Lechlade ...’⁵⁸⁵

In the early 20th century there were people who could remember the Thames being open for barges as far as Waterhay Bridge due to the riverbed having being dragged by horses in a dry summer.⁵⁸⁶

⁵⁷⁶ City Arch. D.5.6, F. 63. Cited in V.C.H. Oxfordshire. Vol. 4. 291.

⁵⁷⁷ V.C.H. Oxfordshire. Vol. 4. 291.

⁵⁷⁸ Andrew Clarke, Ed., “*Survey of the Antiquities of the City of Oxford*,” composed in 1661-6, by Anthony Wood. Oxford: Oxford Historical Society. 1889, 434.

⁵⁷⁹ Fred S. Thacker, *The Thames Highway. Volume II: Locks and Weirs*. 1st Edition. Kew: Fred S. Thacker. 1920. New impression. Newton Abbot: David & Charles. 1968, 21.

⁵⁸⁰ (1624) 21 James I. c. 32.

⁵⁸¹ Twyne MS., vol. 24, pp.443-460. Cited in The Rev. H.E. Salter, *Records of Mediaeval Oxford. Coroners’ Inquests, the Walls of Oxford, Etc.* Oxford: The Oxford Chronicle Company, Ltd. 1912, 58.

⁵⁸² John Taylor, *John Taylor’s last Voyage*. London: John Taylor. 1641. Contained in *Works of John Taylor. Second Collection*. The Spencer Society 14. 1873. New York: Burt Franklin. 1967, 12.

⁵⁸³ *Mercurius Aulicus*. 23 Weeks, ending June 8. 1644. Sunday. 2 June 2. p. 1007. Cited in M.R. Toynbee, ‘Radcot Bridge and Newbridge.’ *Oxoniensia*. Vol. 14. (1949) 46-53, 52.

⁵⁸⁴ Anthony Wood, “*Survey of the Antiquities of the City of Oxford*,” composed in 1661-6 by Anthony Wood. Edited by Andrew Clarke. Oxford: Clarendon Press. 1889, 408.

⁵⁸⁵ (1751) 24 George II c2. The Thames and Isis Navigation Act.

Evidence of the use of the River from Oxford to London

c.1050. At Abingdon 'In the time of Abbot Ordric (1052-66) the river ran on the other side of the church's land (which the inhabitants call Barton) close by the hamlet of Thrupp. This caused the oarsmen no little difficulty, for the land below rose more steeply than the land above, often causing the river to dry. For this reason the citizens of the city of Oxford (for it was their shipping which made the passage most often) besought that the course of the river should be diverted through the church's meadow, which lies below it on the south, on condition that for the rest of time 100 eels should be paid as custom to the monks' cellarer by each one of their boats. This request was granted, the terms agreed, and the promised custom is paid to this day.'⁵⁸⁷

1066. 'King Edward had ... and they who dwelt there [Borough of Wallingford] did service for the king with horses or by water as far as Blewbury, Reading, Sutton Courtenay [and] Benson [Oxon], ...'⁵⁸⁸

1110-11. Boatmen were sued before the King's sheriffs in Oxford for non-payment of the toll granted in c. 1050 and the custom was confirmed.⁵⁸⁹

1163. There was a dispute between the Abbott and the men of Oxford at Wallingford about a right of market. It was held that the Abbott 'could have the fullest type of market, except that it could not be used by the freight barges which plied the Thames (*navibus onerariis per aquam Tamisiae currentibus*) though he could use his own boats for his own affairs.'⁵⁹⁰

Pre.1205. An Andrew of the Exchequer was granted a patent 'to have a ship carrying *blada* [corn, grain (esp. wheat)⁵⁹¹] and victuals, and other necessaries for him and his, from Abingdon to London, unmolested by any toll going and returning as long as he remained at the Exchequer.'⁵⁹²

1205. 'Letters Patent were granted to William, son of Andrew, to have one ship going and returning upon the Thames between Oxford and London, and the Governors of Wallingford and other river ports were to give him free passage.'⁵⁹³ The letter patent referred to 'any toll and exaction which belongs to us; and that he might freely and without hindrance load that vessel wherever on the Thames he desired between Oxford and London.'⁵⁹⁴

⁵⁸⁶ Leigh Hatts, *The Thames Path*. Milnthorpe: Cicerone. C1998, 20. Accessed at <http://www.thamespath.org.uk/route/cricklade-source/>. 17/7/08.

⁵⁸⁷ *Chronicon Monasterii de Abingdon*, I, 480-1. Cited in R.H.C. Davis, 'The Ford, The River and The City.' *Oxoniensis*. Vol. 38. (1973), 258-267, 263.

⁵⁸⁸ Dr. Ann Williams, G.H. Martin, Eds., *Domesday Book*. London: Penguin Books. 2002, 135.

⁵⁸⁹ *Ibid.*, II, 119.

⁵⁹⁰ *Ibid.*, II, 229.

⁵⁹¹ R.E. Latham, *Revised Medieval Latin Word-list*. London: The British Academy. 1999, 51.

⁵⁹² Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 16.

⁵⁹³ *Rotuli Literararium Patentium*. Editor T.D. Hardy. (London, 1835.), I, pt. i. 38, 52. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 108.

⁵⁹⁴ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 15-16.

1205. ‘Madox, in his *History of the Exchequer* [1711] explains that there were at that time duties payable to the Crown on Thames borne merchandise. “The duty paid for trafficking along the Thames, or at one sort of that duty, was called *Avalagum Thamisiae*.”⁵⁹⁵

1210-11. ‘Brightwell, Harwell, Wargrave, and West Wycombe hired boats to carry 1,130 qr of grain to Southwark.’⁵⁹⁶

After 1210. In later years, the bishop of Winchester sent a great deal of timber and firewood by river directly from Wargrave to Southwark.⁵⁹⁷

After 1210. ‘The Harwell virgaters had the duty of carrying grain the seven miles to Wallingford. ... The vergaters of Wargrave (berks) and its sub-manors had to load grain in the bishop’s boats moored by the bank.’⁵⁹⁸

1234. Henry III built a hospital in Oxford and commanded that all riparian owners should facilitate the passage of men bringing timber by boat from Reading.⁵⁹⁹

1253. The sheriff of Middlesex had all weirs destroyed for the whole length of the river to the west of London.⁶⁰⁰ This may have only referred to the river downstream of Staines, the normal limit of his responsibility.

1253. The Constable of Windsor Castle stated that vessels which passed Bray ‘without making stay’ were allowed to do so without charge but that a charge was made for those that ‘fix a stake or load there’.⁶⁰¹

1301-2. ‘Officers of the bishop of Winchester transported 900 pieces of tall-wood and 20 quarters of charcoal by boat from Wargrave.’⁶⁰²

1338. ‘Part of the Oxfordshire wool production was collected at Oxford, carried to Henley overland and then shipped to London in “shutes”’.⁶⁰³

1343. Timber was carried by water from Byfleet to Wallingford Castle.⁶⁰⁴

⁵⁹⁵ *Ibid.* page 16.

⁵⁹⁶ Pipe Roll of Winchester, ed Holt, pp. 57, 61, 80. Cited in Joan Thirsk, Ed., *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 354.

⁵⁹⁷ Joan Thirsk, Ed., *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 354.

⁵⁹⁸ BL, Egerton Ms 2418. Cited in Joan Thirsk, Ed., *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 354.

⁵⁹⁹ Calendar of Patent Rolls, 1232-37, 51.

⁶⁰⁰ *De Antiquis Legibus*, Editor Thomas Stapleton. (Camden Soc., 1846), 20. Cited in R.H.C. Davis, ‘The Ford, The River and The City.’ *Oxoniensis*. Vol. 38. (1973), 258-267, 264-5.

⁶⁰¹ TNA, KB 26/150. Cited in David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 23-24.

⁶⁰² ., *The Pipe Roll of the Bishopric of Winchester 1301-2*. Editor M. Page. (Hants Rec. Soc. XIV), 177. Cited in R.B. Peberdy, ‘Navigation on the River Thames between London and Oxford in the Late Middle Ages: a Reconsideration.’ *Oxoniensia*, 61. (1996), 311-340, 325.

⁶⁰³ TNA, PIPE Roll no 183 (12 Edward III) M. 47. Cited in David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 25.

⁶⁰⁴ H.M. Colvin, *A History of the King’s Works*. Cited in David Gordon Wilson, *The Making of the Middle Thames*. Bourne End: Spurbooks. 1977, 25.

1344. John Waleraund was appointed 'to arrest on the river Thames between Graveshende and Henle as many punts for stone and other necessities ... as shall be required' to carry goods to Windsor.⁶⁰⁵

1359. Faggots were carried downriver from Nuneham Park to Reading.⁶⁰⁶

1383. Two men were killed when a shout was being pulled through Hambleton Lock where two winches were being used.⁶⁰⁷

1405. An agreement was made about the passage of shouts and boats from the Thames to the centre of Reading along the River Kennet.⁶⁰⁸

1432. The countess of Warwick travelled by barge and boats from Brentford to Caversham.⁶⁰⁹

1448-9. '(Stone) from Taynton was carried by road as far as Culham, and then transferred to barges which brought it to Eton. This route was not adopted until Keys had personally inspected the river between Abingdon and Eton from a barge, a task which occupied him for eight days. (fn. John Keys accounts.) Owing to weirs and other obstructions it did not prove satisfactory, and later consignments of Taynton stone were carried by land as far as Henley before being put onto barges.'⁶¹⁰

1456. Stone which was transported from Taynton (near Burford) to Eton was carted overland to Henley and shipped from there.⁶¹¹

1459. 'The manor of Wooburn in Buckinghamshire was granted freedom of access to its wharf and exemption from tolls and customs payable to the Crown on goods to and from the wharf and from obligatory conveyance of goods for the King's use.'⁶¹²

1460. Peberdy considers that Elmes may have traded from Oxford downstream before his death in 1460 but that the trade then stopped due to insufficient demand.⁶¹³

1496. After a dispute between Magdalen College and St. Frideswides Priory a free passage by water was reserved to Magdalen College.⁶¹⁴

⁶⁰⁵ Calendar of Patent Rolls, 1343-45, 283.

⁶⁰⁶ Alan Wykes, *An Eye on the Thames*. London: Jarrolds Publishers (London) Ltd. 1966, 149.

⁶⁰⁷ TNA, JUST 2/9 membrane 4 recto. Cited in R.B. Peberdy, 'Navigation on the River Thames between London and Oxford.' *Oxoniensia*. Vol. 61 (1996) 311-340, 326.

⁶⁰⁸ Slade, 'Documents Concerning Relations between Town and Abbey.' 49-50. Cited in R.B. Peberdy, 'Navigation on the River Thames between London and Oxford in the Late Middle Ages: A Reconsideration.' *Oxoniensia*. Vol. 61 (1996) 311-340, 326.

⁶⁰⁹ Harvey, *Gothic England*, 176. Cited in R.B. Peberdy, 'Navigation on the River Thames between London and Oxford.' *Oxoniensia*. Vol. 61 (1996) 311-340, 326.

⁶¹⁰ R.A. Brown and H.M. Colvin, 'The Kings Works 1272-1485'. In H.M. Colvin, Ed., *The History of the King's Works. Volume I The Middle Ages*. London: Her Majesty's Stationery Office. 1963, 282.

⁶¹¹ Douglas Kemp and G.P. Jones, 'The Building of Eton College, 1442-60.' *Transactions of the Quatuor Coronati Lodge*, XLVI (1933), 84. Cited in R.H.C. Davis, 'The Ford, The River and The City.' *Oxoniensia*. Vol. 38. 1973. 258-267, 264.

⁶¹² David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 29.

⁶¹³ R.B. Peberdy, 'Navigation on the River Thames between London and Oxford in the Late Middle Ages: A Reconsideration.' *Oxoniensia* Vol. 61 (1996) 311 – 340, 327.

c.1535. Sir Walter Stonor wrote to Cromwell ‘The king has certain weirs in Oxfordshire and Berkshire, which I have commanded the hundreds to pluck up, but they want to know who shall give them meat and drink and wages. They desire that certain barges and bargemen may be at the locks, to the intent that such ‘gynnys’ as must be used may stand on the barge to winch up the great timber. On Monday they will be at one of the king’s weirs, called North Stoke. I beg I may be excused from plucking up every weir, for every owner who ought to pluck them up at his own charge now waits to have it done at the charge of the country.’ North Stoke mill probably stood on the little stream that enters the Thames there.⁶¹⁵

1552. Grant was made of ‘the passage and “fery barge” of Caversham, ... “the mill barge” and “le loke” called Caversham Locke.’⁶¹⁶

1555. Barges were carrying stone from Reading Abbey and lead from Abingdon and Wallingford to Windsor.⁶¹⁷

1555. Wykes states that there was a pleasure boat cruise from Abingdon to Oxford.⁶¹⁸ However when asked he could not recall the reference for this event.⁶¹⁹

1562. Abingdon Corporation paid for the carriage of wine from London to Culham in a barge.⁶²⁰

1567. Thomas West had to carry his portable winch from Wallingford to Caversham by road as his barge could not travel without it at Easter.⁶²¹ From his accounts it is clear that by 1562 traffic could move as far as Culham near Abingdon, whilst at Burcot goods could be trans-shipped for Oxford. His outstanding debts at his death related to 40% wood and timber, 20% coal, over 20% corn and malt, 6% fish and the balance of about 15% small goods.⁶²²

1573. ‘Talle wood’ was transported by water from Whitchurch.⁶²³

1574. A complaint was made that the river was being blocked by the ‘castynge of trees into the same river and stoppyng of the passage of bargemen travelynge unto this

⁶¹⁴ *The Cartulary of the Monastery of St. Frideswide at Oxford, Volume I* Editor S.R. Wigram. (OHS xxviii, 1894), 268. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 110.

⁶¹⁵ Letters and Papers, Foreign and Domestic, of the Reign of Henry VIII. Volume 9, 170.

⁶¹⁶ Calendar of Patent Rolls, 1550-53, 344.

⁶¹⁷ David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 30.

⁶¹⁸ Alan Wykes, *An Eye on the Thames*. London: Jarrolds Publishers (London) Ltd. 1966, 114-118.

⁶¹⁹ David Gordon Wilson, *The Thames: Record of a Working Waterway*. London: B.T. Batsford. 1987, 30.

⁶²⁰ A.E. Preston, *The Church and Parish of St. Nicholas, Abingdon*. (OHS, xcix, 1935), 307. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 113.

⁶²¹ MS. Wills Berks. 220 (inventory and account of Thomas West). Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 113.

⁶²² Mary Prior, ‘The Accounts of Thomas West of Wallingford, a Sixteenth-Century Trader on the Thames.’ *Oxoniensia*, Vol. XLVI, (1981), 73-93, 73 and 76.

⁶²³ P.G. Preece, ‘Medieval Woods in the Oxfordshire Chilterns.’ *Oxoniensia*, lv (1990), 69-70. Cited in R.B. Peberdy, ‘Navigation on the River Thames between London and Oxford in the Late Middle Ages: A Reconsideration.’ *Oxoniensia*, 61, (1996), 311-340, 325.

cyttye above the Towne of Stanes.⁶²⁴ It seems that rafts of timber or firewood were being floated down the river.

1578/9. John Strype in his enlargement of John Stow's *Survey of the Cities of London and Westminster* wrote

About the Year 1578, or 1579, there were Three and twenty Locks, Sixteen Mills, Sixteen Floud-gates, Seven Wears between *Maidenhead* and *Oxford*. Whereof one *John Bishop* made a Complaint to the Lord Treasurer *Burleigh*. To whom he shewed, how by these Stoppages of the Water, several Persons, to the Number of 15 or 16, in four Years only, had been drowned, and their Goods lost; having been Persons belonging to Barges and Vessels using the River. But notwithstanding these Complaints, about the Year 1584 or 1585, there were above Seventy Locks and Wears (that is, Thirty more at least than there was but Six Years before.) And whereas before there were not above Ten or Twelve Barge employed to and fro, now the number was encreased to Fourscore; and were of much greater Build and Bigness than before was used. Some of these Locks were extraordinary dangerous in passing. The going up the Locks were so steep, that every Year Cables had been broken that cost 400*l.* and Bargemen and Goods drowned. And in coming down, the Waters fell so high, that it sunk the Vessels, and destroyed Corn and Malt wherewith they were laden.⁶²⁵

1580 and 1585. Bishop made a two petitions concerning the obstruction to the river. The second petition was in verse and contained 43 quatrains. The petition states that due to the condition of many of the 'Mylls, weares and locks' many people are drowned. However the weirs were still being used.⁶²⁶ Bishop does not differentiate between the weirs upstream of Abingdon, where many commentators consider the river was unusable, and the weirs below Burcot where they consider that the river was used at this time. Bishop listed the names of 20 men who had drowned.

Strype wrote that the mills and locks were ancient, and that they were necessary for grinding corn and for the passage of boats. He continued

The causes of the increased peril of the passage was that the Barges were become of greater burthen; almost double what they used to be; that they laded them beyond reason; that they used partly to unload below the lock and reshup again above, even when they used to bring but seven or eight Loads. Now they came with twenty they would unload nothing; they employed people of no skill; they travelled so late & so early as to be unable to see what they were doing; they commonly spared neither the Sabbath Day nor others. And lastly it was likely there would be more accidents, as the number of Barges was increased from ten or twelve to fourscore.⁶²⁷

⁶²⁴ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 44.

⁶²⁵ Cited in Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 45-46.

⁶²⁶ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 52.

⁶²⁷ Cited in Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 53.

1586. Harrison wrote ‘the more that this river is put by of hir right course, the more the water must of necessitie swell with the white waters which run downe from the land: bicause the passage cannot be so swift and readie in the winding as in the streight course. These landflouds also doo greatlie straine the finesse of the streame, in so much that after a great landfloud, you shall take haddocks with your hands beneath the bridge, as they flote aloft upon the water, whose eies are so blinded with the thicknesse of that element, that they cannot see. ...’⁶²⁸

‘... beside those huge tideboats, tiltbotes, and barges, which either carrie passengers, or bring necessarie provision from all quarters of Oxfordshire, Barkeshire, Buckinghamshire, Bedfordshire, Herfordshire, Middlesex, Essex, Surrie, and Kent, unto the citie of London.’⁶²⁹

He wrote of Henley ‘The Inhabitants whereof be for the most part Watermen, who make their chiefest gaine by carrying downe in their Barges wood and Corne to London.’⁶³⁰

1586. ‘Polydore saith that this river is seldom increased or rather never over-floweth her banks by landfloods, (fn. Polydore Vergil, *English History*, Camden Society Soc. XXXVI, 20.) but he is herein very much deceived, as it shall be more apparently seen hereafter.’⁶³¹

1586. ‘The inhabitants whereof [Henley upon Tamis] be for the most part Watermen, who make their chiefest gaine by carrying downe in their Barges wood and Corne to London.’⁶³²

1586. There are on the River Thames ‘two thousand wherries and small boats, whereby three thousand poor watermen are maintained through the carriage and recarriage of such persons as pass or repass from time to time upon the same, beside those huge tide boats, tilt boats, and barges which either carry passengers or bring necessary provision from all quarters of Oxfordshire, Berkshire, Buckinghamshire, Bedfordshire, Hertfordshire, Middlesex, Essex, Surrey, and Kent unto the city of London.’⁶³³

1586. ‘The North part of the river ... running with a winding channel full of reaches, but carrying a very gentle streame.’⁶³⁴ ‘As soon as Isis and Cherwell have join’d their

⁶²⁸ Raphaell Holinshed, William Harrison, and others, *Holinshed’s Chronicles of England, Scotland and Ireland. Volume 1. England.* (First published 1586.) Editor John Hooker. London: J. Johnson *et al.* 1807, 81.

⁶²⁹ *Ibid.* page 82.

⁶³⁰ *Ibid.* page 389.

⁶³¹ William Harrison, edited by Georges Edelen, *The Description of England.* Washington: The Folger Shakespeare Library and New York: Dover Publications Ltd. 1968, 1994, 421.

⁶³² William Camden, *Britan.* Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 389.

⁶³³ William Harrison, edited by Georges Edelen, *The Description of England.* Washington: The Folger Shakespeare Library and New York: Dover Publications Ltd. 1968, 1994, 422.

⁶³⁴ William Camden, *Britan.* Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 279.

streams below Oxford, the Isis with a swift and deeper current passes on to the south.⁶³⁵

1595. ‘To prevent accidents, arrangements had been made, for the masters of the Watermen’s Company to examine all candidates for admission, before permitting them to ply for hire; a provision which was further strengthened in the first year of James I by an Act (I Jac. I, c. 16 1603-4) regulating the apprenticeship of watermen by reason “that divers and sundrie people passinge by water upon the River of Thames, betweene Windsore and Gravesend, have byn put in greate hazarde and danger.”⁶³⁶

1606. An Act was passed for ‘Clearing the Passage by Water from London to and beyond the Citye of Oxforde.’⁶³⁷ In the preamble it was stated that ‘The river Thames is from the Citye of London till within a fewe miles of the Citye of Oxforde verie navigable and passeable with and for Boates and Barges of great Content and Carriage, and whereas it is conceived that by the remooving rectifying and amending of some fewe Letts Impediments and Obstructions in or about the Channell of the saide River, the same would be made also passable both unto the Citye of Oxon, and from thence into some parte of the Counties of Oxon Berkes Wiltes and Gloucester.’

1623. An Act was passed for ‘making of the Ryver Thames navyable from Burcott to Oxford.’⁶³⁸ The preamble to an Act stated that ‘whereas the said River of Thames for many miles beyond the Citie of Oxford Westward, is already navigable and passable for Boates of good Burthens and Contents, and likewise is alreadie navigable for Barges from London to the Village of Bercott in the Countie of Oxford, being within sixe or seven myles of the City of Oxford.’

1634. Cartwright, a Christ Church man, wrote about the frost of 1634 ‘Our ships stand all as planted, we may swear / They are not born up only but grow there.’⁶³⁹

1635. Madan wrote ‘the Thames was made navigable up to Oxford itself’; ‘and the first barge reached the city on August 31, 1635.’⁶⁴⁰

Evidence of the obstruction of the river between Oxford and London

1197 and 1199. A charter was ‘granted and steadfastly commanded that all kydells that are in the Thames be removed wheresoever they shall be within the Thames.’ In 1199 this Charter was extended to the Medway.⁶⁴¹

1215. *Magna Carta* stated that ‘Henceforth all fish-weirs shall be completely removed from the Thames and the Medway and throughout all England except on the sea coast.’⁶⁴²

⁶³⁵ William Camden, *Camden’s Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 262-3.

⁶³⁶ Joan Parkes, *Travel in England in the Seventeenth Century*. Oxford: Clarendon Press. 1925, 102.

⁶³⁷ (1606) 3 James I c. 20.

⁶³⁸ (1624) 21 James I c32.

⁶³⁹ William Cartwright, ‘On the Great Frost, 1634’. In William Hicks, Ed. *Oxford Drollery* Oxford, 1671, 166. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 127.

⁶⁴⁰ M.F. Madan, *Oxford Books, Volume II*. Cited in Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 72.

⁶⁴¹ William Sharp McKechnie, *Magna Carta. 2nd Edition*. New York: Burt Franklin. 1958, 345.

1227. Henry III issued a patent 'to inspect and measure all weirs which to the hindrance of vessels passing through them had been heightened or increased in the counties of Oxford and Berkshire, etc., ... so that vessels could pass over them without hindrance or damage as before (1209)'.⁶⁴³

1235. 'It was ordered that weirs should be made to stand at that height, and width of opening between the posts, as in the reigns of Henry II, Richard I, and John.'⁶⁴⁴

1256. Henry III had 30 tuns of wine sent by river to Henley and then carried by road to Woodstock.⁶⁴⁵

1275. 'The sheriff of Oxford and Berks. Order to cause the water of Thames in his bailiwick to be so widened that ships and great barges may ascend from London to Oxford with victuals and other necessaries, and may descend from Oxford without any hindrance from any weirs, so conducting himself in the execution of this order as to merit the king's commendation, as the king understands that the water of Thames between London and Oxford is so narrowed in divers places by weirs made in it, that ships and barges with goods and victuals are unable to pass by it.'⁶⁴⁶

Davis records 'complaints and injunctions were made in 1278, 1281, 1294, 1316, 1320, 1351, 1352, 1358, 1364, 1371, 1376, 1377, 1388, 1391, 1399 and on into the 15th century concerning obstructions to the river.'⁶⁴⁷

1285. There was an inquisition for purprestures regarding a *gurgitem* raised by the praeceptor or master and brethren of the Holy Temple of Temple Cowley within two miles of Oxford.⁶⁴⁸

1290. A load of grain was taken from South Warwickshire to Henley by road and then transferred to a boat.⁶⁴⁹

1294. A court ruled that where a person has a right in another person's water, if the river channel changes due to the work of a man or naturally the right follows the water wherever it run.⁶⁵⁰

Early 14th century. The river was used 'perhaps as late as about the time of Edward I or II [1272-1327] when the merchants who frequented [*hauntent*] the water between

⁶⁴² J.C. Holt, *Magna Carta. 2nd Edition*. Cambridge: Cambridge University Press. 1992, 458-461.

⁶⁴³ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 18.

⁶⁴⁴ *Ibid.* page 19.

⁶⁴⁵ Calendar of Liberate Rolls, iv, p 300.

⁶⁴⁶ Calendar of Close Rolls, 1272-79, 216.

⁶⁴⁷ R.H.C. Davis, 'The Ford, The River and The City.' *Oxoniensis*. Vol. 38. (1973), 258-267, 265.

⁶⁴⁸ Anthony Wood, "Survey of the Antiquities of the City of Oxford," composed in 1661-6 by Anthony Wood. Edited by Andrew Clarke. Oxford: Clarendon Press. 1889, 429.

⁶⁴⁹ B.F. Harvey, Ed., *Documents Illustrating the Rule of Walter de Wenlock, Abbot of Westminster, 1283-1307*. Camden 4th Series, (ii), p. 178. Cited in R.B. Peberdy, 'Navigation on the River Thames between London and Oxford in the Late Middle Ages: A Reconsideration.' *Oxoniensis*, 61, (1996), 311-340, 328.

⁶⁵⁰ 22 Ass 6. *Liber Assisarum*. Le livre des Assises et Pleas del' Corone ... Entemps du roy Edward le Tiers. London: Richard and Edward Atkins. 1679, 62.

Oxford and London complained that their common passage for ships of merchandise was obstructed.⁶⁵¹

1302. ‘The river was soe stopped that a petition was put up in parliament.’⁶⁵²

1316. A charge was made that ‘the abbot of Abingdon and others, who have weirs on the river Thames between Oxford and Wallingford, have reconstructed them of such height that the lands on each bank are flooded; and have constructed certain obstacles on the weirs, called “lokes,” by which ships and boats are obstructed.’⁶⁵³

1327. It was claimed that ‘Divers men of riverside counties have kidels along the banks of the River; have made weirs in the same River; and fixed piles and pales along its course, and tied the cords of their nets athwart the stream, contrary to divers charters of the citizens, and more especially to Magna Charta.’⁶⁵⁴

1327. A charter was granted which gave permission for the removal of ‘all weirs in the water of Thames and Medway.’⁶⁵⁵

1338. Commission appointed “on complaint of the counties of Oxford, Berks, Surrey and Middlesex” to investigate and remedy obstructions by “fishermen in the river Thames, keepers of weirs, sluices and piles fixed across the river, and millers of the mills on or near the river ... that, the stream is so narrowed by these weirs, sluices and piles that the passage of ships and boats with victuals for London and other places is greatly impeded.”⁶⁵⁶

1348. A petition to Parliament claimed that ‘ships can pass to London and other good towns of the realm only in time of extreme abundance of water [*outrageous cretin de ewe*] ... so the common carriage of victuals by ship is greatly impeded and victuals daily grow dearer.’⁶⁵⁷ Although mentioned there is no complaint about the obstruction of the other three great rivers, Severn, Ouse and Trent.

1350. The first of seven Acts of Parliament against the inhancing of gorges, mills, weirs, stanks, stakes and kidels.⁶⁵⁸

1350-1369. Several Commissions were appointed to survey and remove all weirs, mills, stanks, palings and kiddles that have been erected since the time of Edward I and obstructed the passage in the river between Rotecote [Radcot] ... and London.⁶⁵⁹

⁶⁵¹ ‘Parliamentary Petitions Relating to Oxford.’ Editor Lucy Toulmin Smith. In *Collectanea, IIIrd Series* (OHS xxxii, 1896), 109. Cited in Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 109.

⁶⁵² Twyne XXIII p. 41 et warff. Cited in Andrew Clarke, Ed., “*Survey of the Antiquities of the City of Oxford*,” composed in 1661-6, by Anthony Wood. Oxford: Oxford Historical Society. 1889, 429.

⁶⁵³ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 22.

⁶⁵⁴ *Ibid.* page 23.

⁶⁵⁵ *Ibid.* page 24.

⁶⁵⁶ Calendar of Patent Rolls, 1338-40, 149.

⁶⁵⁷ Fred S. Thacker, *The Thames Highway. Volume I: General History*. (First published 1914.) Newton Abbot: David & Charles. 1968, 26.

⁶⁵⁸ (1350) 25 Edward III s. 4 c. 4; (1371) 45 Edward III c. 2; (1399) 1 Henry IV c. 12; (1402) 4 Henry IV c. 11; (1413) 1 Henry V c. 2; (1472) 12 Edward IV c. 7; (1531) 23 Henry VIII c. 5.

⁶⁵⁹ Calendar of Patent Rolls, 1350-54, 204, and 276.

Calendar of Patent Rolls, 1367-70, 346-347.

Pre 1369. The men of Oxford broke down the locks of Standford.⁶⁶⁰

1369. A Commission *de kidellis* was appointed for the waters of Thames between Henle and Rotecote.⁶⁶¹

1383. A Commission of oyer and terminer was appointed concerning the erection of certain 'weirs, mills, mill-ponds, stakes and kiddles in the Thames between Wallingford and Goring.'⁶⁶²

1388. Inquisition in Oxfordshire and Berkshire 'concerning those who set weirs, mills, stanks, stakes and kiddles in the river Thames between Walyngforde and Goryng to hinder the passage of ships and boats and the flow of water.'⁶⁶³

1391. This inquisition was still continuing.⁶⁶⁴

1395. 'Presentment by jurors of the hundred of Langtree that there were 18 locks which caused the land to flood and which were 'so narrow and dangerous from the force of the water flowing through it that men with shouts, bargets and kiddles cannot pass there towards Oxford as they were wont to do of old,' and that the locks had been so kept since the time of Edward III. [1327-1377]'⁶⁶⁵

1395. 'Presentment by jurors of the town of Henley that William Dreyton, knight, and his ancestors from time immemorial had a sewer called a lock and a machine called a winch built on the said lock in the Thames at Rotherfield Peppard by Meedmelle so that boats and shouts coming from London to Oxford with victuals, wine and other merchandise might be drawn along by ropes and other means since the water in midstream is too shallow for the navigation of the said boats and shouts without the said engine, and that he ought to repair the said lock and winch, as his ancestors have ever done, so that the said boats and shouts could be drawn there with ropes, without his making any profit thereby, and that the said lock is now stopped up with sand, gravel and the increase of the water, and the winch altogether taken away so that boats and shouts cannot be drawn or navigated there to the hurt of all the country and the towns by which the river flows.'⁶⁶⁶

1574. There was a complaint that bargemen had pulled down mill weirs.⁶⁶⁷

1584. A plan shows a Fulling Mill at Wallingford with no weir.⁶⁶⁸

Calendar of Patent Rolls, 1369-74, 11, and 266.

⁶⁶⁰ Anthony Wood, "*Survey of the Antiquities of the City of Oxford*," composed in 1661-6 by Anthony Wood. Edited by Andrew Clarke. Oxford: Clarendon Press. 1889, 429.

⁶⁶¹ Calendar of Patent Rolls, 1367-70, 266.

⁶⁶² Calendar of Patent Rolls, 1381-85, 250 and 351.

⁶⁶³ Calendar of Close Rolls, 1385-89, 485.

⁶⁶⁴ Calendar of Close Rolls, 1389-92, 510-511.

⁶⁶⁵ *Public Works in Mediaeval Law. Volume II*. Editor C.T. Flower. Selden Society Vol. 40, 1923, 125-127.

⁶⁶⁶ *Ibid.* page 125-127.

⁶⁶⁷ British Library Lansdowne MS 18, fo. 137 (no. 62). Cited in John Langdon, 'Inland water transport in medieval England.' *Journal of Historical Geography*, Vol. 19, 1. (1993), 1-11, 1-2.

⁶⁶⁸ M.W. Beresford & J.K.S. St Joseph, *Medieval England. 2nd Edition*. Cambridge: Cambridge University Press. 1979, 197.

1586. 'The river at Weybridge is 'scarce six foote deepe.'⁶⁶⁹

In 1619 Drayton recorded that there was an ancient tradition that the Thames used to flow through St Albans.⁶⁷⁰ Salter (1905), Sherlock (1924) and Woodbridge (1927),⁶⁷¹ and A.G. Brown and twenty other geologists,⁶⁷² also suggested that the Thames flowed through St Albans to Chelmsford.

Th 2 Mar Dyke

Tidal limit.	Coast.		
B.	Orsett.	2 miles.	n/a.

'There is a tradition that the tide used to flow so strong by Purflete up the brook, that Boats could sail up to Orset-hall, or higher.'⁶⁷³

Th 3 River Darent

Lower limit.	River Thames.	
B.	Riverhead.	13 miles.

Ann Coles considers that the name 'Riverhead' is derived from 'cattle hythe'.⁶⁷⁴

Th 4 River Ingrebourne

Lower limit.	River Thames.		
Edwards.	Havering.	8 miles.	
A.	Havering.	8 miles.	0.33 m ³ s ⁻¹ . n/a.

1266. Timber was cut at Havering and taken on the Ingrebourne and Thames to Westminster.⁶⁷⁵

1351-52. There was a dispute about cleansing the river between Havering and Rainham.⁶⁷⁶

⁶⁶⁹ William Camden, *Britain*. Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 296.

⁶⁷⁰ Michael Drayton, *Poly-Olbion*. 1st Edition 1612,1619. Oxford: Shakespeare Head Press. 1961, 314.

⁶⁷¹ C.P. Green and D.F.M. McGregor, 'Quaternary evolution of the River Thames.' In David K.C. Jones, *The Shaping of Southern England*. London: Academic Press. 1980, 177-202, 181.

⁶⁷² A.G. Brown, 'Geoaerchaeology, the four dimensional (4D) fluvial matrix and climatic causality.' *Geomorphology*. Vol. 101. (2008), 278-297, 292.

⁶⁷³ Philip Morant, *The history and antiquities of the county of Essex. Volume 1*. London: T. Osborne. 1768, 221.

⁶⁷⁴ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 71.

⁶⁷⁵ Calendar of Liberate Rolls, 1260-67, 203.

⁶⁷⁶ Coram Rege Roll, Easter, 26 Edward III, rex 12. *et al.* Cited in *Public Works in Mediaeval Law Volume I*. Editor C.T. Flower. Selden Society, Vol. 32. (1915), 77-82.

Th 5 River Roding

Lower limit. River Thames.

B. Wanstead. 3 miles. $1.6 \text{ m}^3\text{s}^{-1}$. < 10 m.

‘The little River Roding [is navigable] as far as Ilford bridge (formerly only to Barking).’⁶⁷⁷

1670-80. There was a presentment for not repairing a wharf at Wanstead.⁶⁷⁸

1774. The map produced by Chapman and Andre shows a short cutting off the river near Chigwell which appears to be a hythe.⁶⁷⁹ Barrett seems to have described the same cutting in 1893. ‘A little backwater here – how formed it is difficult to say, runs back a short distance into the meadow.’⁶⁸⁰

Th 6 River Lea

Lower limit. River Thames.

Edwards. Hertford. 28 miles.

A. Hertford. 28 miles. $2.7 \text{ m}^3\text{s}^{-1}$. 0.9 Canalised.

RLU. Not in *BCU Guide* due to land owners’ objections. Assumed 28 miles.

Records are not given for use of the river to Watford. See Burnby and Parker.⁶⁸¹

1066. There were nine mills in Stratford. ‘The various channels along this stretch of the Lea probably had their origin as mill streams.’⁶⁸²

1408. ‘Ware or Wayre *de Cataractis* of the wayres and water stoppes near it, ... It was drowned in anno 1408, by the great inundation of waters that from the upland passe by the town, and since, and before, there was great provision made by wayres and sluces, for the better preservation of the town, and the grounds belonging to the same.’⁶⁸³

1585. ‘Angry road carriers stated that “threescore thowsand quarters of mault” were carried to London every year by the bargemen.’⁶⁸⁴

1588. There were 150 boats on the River Lea owned by 44 people. The great barge laden draweth 16 inches; the least also 16 inches.⁶⁸⁵

⁶⁷⁷ V. C. H. Essex. 2, 334.

⁶⁷⁸ Essex Record Office. Essex Quarter Sessions. Q/SBa 1-9. A2A Index.

⁶⁷⁹ John Chapman & Peter Andre, *A Map of the County of Essex*. London: John Chapman & Peter Andre. 1777.

⁶⁸⁰ C.R.B. Barrett, *Essex: Highways, Byways and Waterways*. London: Lawrence & Bullen. 1893, 192.

⁶⁸¹ J.G.L. Burnby and M. Parker, ‘The Navigation of the River Lee (1190 – 1790). *Edmonton Hundred Historical Society Occasional Paper*. New Series No. 36. (1978).

⁶⁸² Stephen Pewsey, *Stratford A Pictorial History*. Chichester: Phillimore & Co. Ltd. 1993, 1.

⁶⁸³ John Norden, *Speculi Britanniae, the description of Hartfordshire. (1st Edition 1598.)* Amsterdam: Theatrum Orbis Terrarum. 1971, 26.

⁶⁸⁴ TNA, S.P. 12/177, no. 10. Cited in Keith Fairclough, ‘The River Lea before 1767: an adequate flash lock navigation.’ *Journal of Transport History*, 3rd Series, 10 (1989), 128 – 144, 134.

⁶⁸⁵ MSS held at Hertfordshire County Record Office. Cited in Martyn Denney, *London’s Waterways*. London: B.T. Batsford Ltd. 1977, 39.

1598. The River Lee ‘used to take boats and ships to Hartford though now and [for] many years past affording only access for small boates or barges to Wayre.’⁶⁸⁶

Th 7 River Stort

Lower limit.	River Lea.			
A.	Stanstead.	16 miles.	n/a.	
RLU.	Bishop’s Stortford.	14 miles.	n/a.	Canalised.

The Stort flowed through an area which was described in the Domesday Book as ‘*inter pratum et marese*’, half meadow, half marsh. The ancient trackways avoided it.⁶⁸⁷

1485. A few years earlier a legal representative of the churchwardens had travelled on a ‘bote to ffulham to speke with my lord of London about chantry lands’.⁶⁸⁸

1584. Lord Burghley wrote ‘all those of London who wished to send anything by water to Stanstead, Ware or Hertford ... and by this all the smiths and eight or nine mills beyond do daily save in their coals and iron.’⁶⁸⁹

1586. Some bargemen came from Stanstead.⁶⁹⁰

Th 8 River Rib

Lower limit.	River Lea.			
B.	Standon.	8 miles.	0.4 m ³ s ⁻¹ .	1.7

There was a wharf at Standon. ‘Standon is, after all, the upstream village before (from a navigation viewpoint) the river splits into two half-size channels, much less suitable for navigation.’⁶⁹¹

Th 9 River Beane

Lower limit.	River Lea.		
A.	Cromer.	13 miles.	n/a.

896. The remains of Viking ships were found in the River Beane near Hertford.⁶⁹²

⁶⁸⁶ John Norden, *Speculi Britanniae, the description of Hartfordshire. (1st Edition 1598.)* Amsterdam: Theatrum Orbis Terrarum. 1971, 4.

⁶⁸⁷ John Boyes and Ronald Russell, *The Canals of Eastern England.* Newton Abbot: David & Charles. 1977, 39.

⁶⁸⁸ Jacqueline Cooper, *Bishop’s Stortford.* Chichester: Phillimore. 2005, 27.

⁶⁸⁹ British Library Lansdowne MS 32/105. Cited in J.G.L. Burnby and M. Parker, ‘The Navigation of the River Lee (1190 – 1790). *Edmonton Hundred Historical Society Occasional Paper.* New Series No. 36. 1978, 6.

⁶⁹⁰ *Calendar of Assize Records. Surrey Indictments. Elizabeth I.* Editor J.S. Cockburn. London: HMSO. 1980, 112.

⁶⁹¹ S.M. Haslam, *The Historic River.* Cambridge: Cobden of Cambridge Press. 1991, 27.

⁶⁹² Thacker, F S, *The River Lee.* MSS held at Hertfordshire County Record Office. Cited in Martyn Denney, *London’s Waterways.* London: B.T. Batsford Ltd. 1977, 35.

1292. 50 quarters of wheat were sent by water from Weston in Hertfordshire to London.⁶⁹³

Th 10 River Fleet

Lower limit. River Thames.

Edwards	Holborn.	1 miles.	
A.	Holborn.	1 miles.	n/a.
B.	Camden Town.	3 miles.	n/a.

An anchor was found just north of Camden Town so the river may have been navigable for small boats as far as this.⁶⁹⁴

1110-1133. Stones were carried on the river for the rebuilding of St Paul's cathedral.⁶⁹⁵

1306. A petition was presented to Parliament which stated that 'the water-course under Holbourn and Fleet bridges used to be wide and deep enough to carry 10 or 12 boats up to Fleet bridge ... and some of them passed under that bridge to Holbourn bridge.'⁶⁹⁶

1307. A commission was set up to investigate this complaint and to cause the obstructions to be removed.⁶⁹⁷

1355. 'The Fleet ditch ought of right be ten feet wide and to run in such volume towards the east and back towards the west that boats laden with a tun of wine can float thereon.'⁶⁹⁸

Th 11 River Tyburne

Lower limit. River Thames.

B.	Claridge's Hotel.	2 miles.	n/a.
----	-------------------	----------	------

c1585. 'In Brook Mews, below Claridge's Hotel, a 'pier wall was laid bare with iron rings for mooring boats.'⁶⁹⁹

⁶⁹³ James E. Thorold Rogers, *A History of Agriculture and Prices in England. Volume II.* Oxford: Clarendon Press. 1882, 662.

⁶⁹⁴ N.J. Barton, *The Lost Rivers of London.* London: Phoenix House Press Ltd. 1962, 27.

⁶⁹⁵ *Ibid.* page 74.

⁶⁹⁶ E. Jervoise, *The Ancient Bridges of Mid and Eastern England.* Westminster: The Architectural Press. 1932, 143.

⁶⁹⁷ 4 June, Calendar of Patent Rolls, 1301-07, 548.

8 November, Calendar of Patent rolls, 1307-13, 38.

⁶⁹⁸ Coram Rege Roll, Hil., 30 Edward III. Rex 24. Cited in *Public Works in Mediaeval Law, Volume II.* Editor C.T.Flower. Selden Society Vol. 40 (1923), 32-36.

⁶⁹⁹ E. Jervoise, *The Ancient Bridges of Mid and Eastern England.* Westminster: The Architectural Press. 1932, 144.

Th 12 River Effra

Lower limit. River Thames.

Edwards.	Brixton.	2 miles.		
B.	Brixton.	2 miles.	n/a.	

King Canute in the 11th century and Queen Elizabeth in the 16th century sailed to Brixton.⁷⁰⁰

Th 13 River Brent

Lower limit. River Thames.

A.	Brentford.	1 mile.	1.3 m ³ s ⁻¹ .	n/a.
----	------------	---------	--------------------------------------	------

1443. Grant ‘to freely carry goods from the wharf of “le Brieke ooste” as far as the water of Thames for the abbess of the monastery by Brayntford, co Middlesex.’⁷⁰¹ The Augustinian monastery of St. Saviour, St. Mary, St. Bridget Syon, was in Brentford.

Th 14 River Mole

Lower limit. River Thames.

A.	Dorking.	30 mile.	5.4 m ³ s ⁻¹ .	1.1	
RLU.	Horley.	45 miles.	1.35 m ³ s ⁻¹ .	0.8	S.

c1300. The manor of Thorncroft [in Leatherhead] on the River Mole purchased a boat to transport grain.⁷⁰²

1235. ‘William de Cruce was drowned from a certain boat in the Hundred of Wotton.’⁷⁰³ Dorking is at about the northern limit of the Hundred of Wotton.

Th 15 River Wey

Lower limit. River Thames.

A.	Godalming.	20 miles.	5.5 m ³ s ⁻¹ .	1	Canalised.
RLU.	Farnham.	36 miles.	0.7 m ³ s ⁻¹ .	1	S&G.

‘A logboat was found in 1907 ½ mile NNE of Wisley Bridge.’⁷⁰⁴

1128. It is claimed that the stone for Waverley Abbey was transported on rafts on the river.⁷⁰⁵

⁷⁰⁰ Martyn Denney, *London's Waterways*. London: Batesford. 1977, 11.

⁷⁰¹ Calendar of Patent Rolls, 1441-46, 159.

⁷⁰² TNA, MR 5745. Cited in Bruce M.S. Campbell, *et al.* *A Medieval Capital and its Grain Supply: Agrarian Production and Distribution in the London Region c 1300*. Historical Geography Research Series No 30, 1993, 59.

⁷⁰³ C.A.F. Meekings and David Crook, Eds., *The 1235 Surrey Eyre*. Surrey Record Society, Vol. XXXII. Guildford: Surrey Record Society. 1983, 409.

⁷⁰⁴ Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 301-302.

⁷⁰⁵ www.anglersnet.co.uk/forums/Navigation-Rights-t24529.html. Accessed 12.10.09.

1177-83. For the building of Waltham Abbey 'Timber was brought from the Surrey woods by road to Weybridge and thence by the rivers Wey, Thames, and Lea to Essex.'⁷⁰⁶

1540. A small boat dating from 1540 was found 8ft down when a sewer was being dug in a meadow (or in a riverbank) near Weybridge.⁷⁰⁷

1547. Thomas Seymour was granted five hundreds and the moiety of three hundreds in Sussex including 'Fysshergate, Suss., and the ameracements and other profits (including passage of the water of Wele), pertaining to the said hundred and river, late of the said duke; [Thomas duke of Norfolk].'⁷⁰⁸

Harrison in 1577 and 1586 used the spelling Weie for the River Wey. It appears that there was an error either by the writer of the Patent Roll or the editor of the printed edition in replacing the i with an l.⁷⁰⁹

1558. A statute provided that 'no timber tree of Oak, Beech or Ash ... growing within fourteen miles of the Sea, or of any Part of the Rivers of *Thames, Severn, Wye, Humber, Dee, Tine, Teese, Trent* or any other River, Creek or Stream, by the which Carriage is commonly used by Boat or other Vessel to any Part of the Sea.' Exception was made for the County of *Sussex, the Weild of Kent, and the Parishes of Charlewood, Newdigate and Ligh* in the Weild of the county of *Surrey*.⁷¹⁰

This implies that either the Wey or the Mole was commonly used by boats. Also that one or more of the rivers of Kent and of the rivers of Sussex were commonly used by boats more than 14 miles from the sea. Due to the sink on the Mole it is most likely that this refers to the Wey.

1560. A licence was granted for the use of wood from Wotton, otherwise Wodton, and also from Abynger, Capell and Ockle, otherwise Ockley otherwise Ocklegh, for the smelting and working of iron ; 'notwithstanding stat. 1 Eliz.'⁷¹¹

Since Wotton is more than 15 miles from the River Thames either the River Wye or the River Mole must have been considered to be navigable otherwise no licence would have been required.

16th C. 'The Thames, Lea, Wey and associated systems formed a massive source for London's barley and malt, even in the sixteenth century.'⁷¹²

⁷⁰⁶ Austin Lane Poole, *From Domesday Book to Magna Carta. 1087-1216. 2nd Edition*. Oxford: Oxford University Press. 1998, 80. (1st Edition 1951.)

⁷⁰⁷ Gillian Hutchinson, *Medieval Ships and Shipping*. London: Leicester University Press. 1994, 198.

⁷⁰⁸ Calendar of Patent Rolls, Edward VI, 1547-48, 27.

⁷⁰⁹ Raphael Holinshed, William Harrison, *et al. The First and Second Volumes of the Chronicles. 2nd Edition*. Editor John Hooker. London: J. Johnson *et al.* 1807, 86

Harrison Will., *The Description of Britaine*. In Holinshed's Chronicle, 1577. Second ed. 1586. Cited in Eilert Ekwall, *English River-Names*. Oxford: Clarendon Press. 1968, 451.

⁷¹⁰ (1558) 1 Elizabeth I. c. 15.

⁷¹¹ Calendar of Patent Rolls, 1558-60, 340.

⁷¹² J.A. Chartres, *Internal Trade in England 1500 – 1700*. London: Macmillan Press Ltd for The Economic History Society. 1977, 18.

Th 16 River Middlesex Colne

Lower limit.	River Thames.		
A.	Uxbridge.	10 miles.	n/a. divided river.
B.	St Albans.	30 miles.	n/a.
RLU.	West Drayton.	7 miles.	n/a. divided river.

c960. 'Hard by the bank they happen'd upon certain oaken planks, which had nails sticking in them, and were covered over with pitch, as also some other shipping-tackle, particularly, Anchors half eaten with rust, and Oars of fir.'⁷¹³

11thC. 'The first use of Caen stone in England seems to have been at St. Albans, where Paul of Caen was appointed fourteenth Abbot in 1077.' It seems likely that the stone would have been transported by water.⁷¹⁴

1433. A commission *de kidellis* was appointed 'pursuant to the statutes of 25 Edward II and of 1 Henry IV to ...(names) ... for the water and great river called 'Colneystreme' between the towns of Woxebrigge and Stanes, in the counties of Buckingham and Middlesex.'⁷¹⁵

1593. Norden wrote of this river 'Though this river as some affirme have passed shipping to Saint Albans. *Minima credendum*.'⁷¹⁶

1598. If any boates in former times, came thither, [to St Albans] they came from Stanes and up the Colne river to *Rickmansworth* to *Watforde* and so the *S. Albans*, but in no sense to the place where the anchor was founde ... There is indeed a field below *S. Albans* called *keyfeyld*, and below *Rickmansworth* called *Westthythe*, which may in some sort argue some such passage for boates' Norden continues by giving possible alternative derivations for these names.⁷¹⁷

1613. Drayton wrote of the Colne:-
 Thou saw'st great-burthen'd Ships through these thy valleyes pass,
 Where now the sharp-edg'd Sithe sheeres up the spyring grasse.⁷¹⁸

Selden considered it more likely that the anchors that have been found were left 'of fish-boats in large pooles'.⁷¹⁹

⁷¹³ William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 299.

⁷¹⁴ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 23 fn 1.

⁷¹⁵ Calendar of Patent Rolls, 1429-36, 303.

⁷¹⁶ John Norden, *Speculum Britanniae, an historical and chorographical description of Middlesex. (1593)* London: D. Browne and J. Woodman. 1723, 19.

⁷¹⁷ John Norden, *Speculi Britanniae, the description of Hartfordshire. (1st Edition 1598.)* Amsterdam: Theatrum Orbis Terrarum. 1971, 11.

⁷¹⁸ Michael Drayton, *Poly-Olbion*. London: Mathew Lownes. 1613, 314. (Reprinted Shakespeare Head Press 1961)

⁷¹⁹ *ibid.* 324.

Th 17 River Bulbourne/Gade

Lower limit. River Clone.
 B. Berkhamsted. 11 miles.

12th C. Hutchinson states that stone for the building of Berkhamsted Castle was transported by water.⁷²⁰

Th 18 River Loddon

RLU. Swallowfield Bridge. 13 miles.

Th 19 River Kennet

Lower Limit. River Thames.
 A. Hungerford. 30 miles. 4.0 m³s⁻¹. 1.3 Divided river.
 B. Marlborough. 40 miles.
 RLU. Not in *BCU Guide* due to perceived legal objections. Assumed 30 miles.

Selkirk quotes a report of a Roman villa beside the River Og, a few miles north of the Roman town of Cuetio on the River Kennet. It was reported that the villa had jetties and that a boat-hook was found.⁷²¹

During the excavation of the 1st/4th century villa complex at Littlecote, near Ramsbury, two water-filled dykes, cut at right angles to the River Kennet, were identified by Bryn Waters as boat-channels used by shallow-draught barges.⁷²²

Ann Cole considers that 'Hidden' was a dry valley running down to the Kennet at Kintbury where a landing place would have been.⁷²³

1452. A commission *de kidellis* was issued to certain people 'in the waters called Kenett, Aldeburne and Lambornestrem between Hungerford and Reading'.⁷²⁴

1673. Bourne stated that the river was 'large and navigable for Barges'.⁷²⁵ At this time the river had not been modified.

⁷²⁰ Gillian Hutchinson, *Medieval Ships and Shipping*. London: Leicester University Press. 1994, 126.

⁷²¹ The Daily Telegraph 25.4.97. Cited in Raymond Selkirk, *Chester-Le Street & its place in history*. Durham: Casdec Printcentre. 2001, 143

⁷²² James Ellis Jones, *The Maritime and Riverine Landscape of the West of Roman Britain*. BAR British Series 493. 2009, 54.

⁷²³ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 71.

⁷²⁴ Fred S. Thacker, *Kennet Country*. Oxford: Basil Blackwell. 1932, 307.

⁷²⁵ Richard Blome, *Britannia*. London: Tho. Roycroft. 1673, 39. Cited in T.S. Willan, 'Navigation of the Thames and Kennet 1600 – 1750.' *Berkshire Archaeological Journal*. Vol. 40: 2. (1936), 146–156, 151.

Th 20 Badford's Brook

Lower limit. River Thames.

B. 2 miles west of Wallingford. 2 miles.

17thC. 'Navigation on the system westward from the western edge of Wallingford occurred from the late 17th century but would have been equally possible in medieval times.'⁷²⁶

Th 21 River Thame

Lower limit. River Thames.

A.	Wheatley.	17 miles.	3.9 m ³ s ⁻¹ .	0.45	P&R. G.
RLU.	Aylesbury.	31 miles.	n/a.		

1241. 'Four men of Rycote were drowned from a boat in the river Thame.'⁷²⁷

1241. 'One man fell from a boat into the water at Harpeford [in Wheatley] and was drowned there.'⁷²⁸

Th 22 River Ock

Lower limit. River Thames.

A. Stanford-in-the-Vale. 2 miles. n/a.

1581. Re traffic on the Thames above Burcot in 1581 and the River Ock. 'The churchwardens of Stanford-in-the-Vale, Berkshire, paid 4d 'for bringing leade from Oxforde by botte'. This implies that a boat could pass from Oxford to Abingdon and then up the river Ock.'⁷²⁹

Th 23 River Cherwell

Lower limit. River Thames.

Edwards.	Islip.	7 miles.		
A.	Islip.	7miles.	n/a.	
RLU.	Aynho.	20 miles.	n/a.	

See River Ray. Usable to the confluence at Islip.

1398. It was presented that a bridge called Shutpulche at Marston was broken. Flower considered that the real name was Shutpusche and that it was a manual drawbridge. This would have enabled boats to navigate on the river Cherwell.'⁷³⁰

1496. 'There was a hythe on the Cherwell, probably above Magdalen Bridge.'⁷³¹

⁷²⁶ A.J. Grayson, 'Bradford's Brook.' *Oxoniensia*. Vol. 69. (2004), 29-44, 29 and 43.

⁷²⁷ *The Oxfordshire Eyre 1241*. Editor Janet Cooper. Oxfordshire Record Society, Vol. 56. 1989, 125.

⁷²⁸ *Ibid.* page 146.

⁷²⁹ W. Haines, 'Stanford churchwardens' Accounts 1552-1662.' *The Antiquary*, xvii (1888), 172.

⁷³⁰ Coram Rege Roll, Easer, 21 Richard II. Rex 11. Cited in *Public Works in Mediaeval Law, Volume 1*. Editor C.T. Flower. Selden Society Vol. 32. 1915, 123 and page xxii..

1535. Sir Walter Stoner pulled up a weir at Water Eyton.⁷³²

1572. The mayor proceeded 'by boat down the Cherwell to Magdalene Bridge.'⁷³³

Th 24 River Ray

Lower limit. River Cherwell.

Edwards. Ot Moor. 2 miles.

A. Fencott. 4 miles. $1.6 \text{ m}^3 \text{ s}^{-1}$. Flat. Canalised.

1260. 'The toponyms of people who were accused of attacking a mill-dam at Islip may imply that men from Chalton-on-Otmoor via Merton, Arncott, Blackthorn, Piddington, [Steeple?] Claydon were involved.' Blair implies that this may have been because their transport interests were obstructed.⁷³⁴

1294. A commission was appointed to view and remove the 'gorces and weirs in the Thames, in the counties of Middlesex, Surrey, Berks, Buckingham and Oxford, as it appears that divers magnates and others having tenements by the river Thames and the river of the moor of Ottermor, between the city of London and the said moor, have erected gorces and weirs where they were not want to be, and have straitened and raised the height of others, ... by reason whereof vessels cannot pass ass they were wont.'⁷³⁵

1375. A commission was set up to 'survey the hythe called La Ree of Ottemore, co Oxford, which is said to be so choked in divers places by the planting of trees and making of sluices of timber, stone and earth therein'⁷³⁶

Th 25 River Evenlode

Lower limit. River Thames.

A. Bladon. 8 miles. $3.7 \text{ m}^3 \text{ s}^{-1}$. 1.1 S.

RLU. Charlbury. 15 miles. n/a.

1241. 'One man was drowned from a boat in the river Bladon. [Evenlode.]'⁷³⁷

Th 26 River Windrush

Lower limit. River Thames.

A. Taynton. 15 miles. $2.2 \text{ m}^3 \text{ s}^{-1}$. 1.2 C&G.

RLU. Bourton-on-the-water. 23 miles. $0.73 \text{ m}^3 \text{ s}^{-1}$. 1.9 Modified.

Pre 1549. Some of the stone for St Mary's Church Reading 'was transported by river from the Taynton quarry on the Windrush valley, Oxfordshire.'⁷³⁸

⁷³¹ Mary Prior, *Fisher Row*. Oxford: Clarendon Press. 1982, 110.

⁷³² Letters and Papers, Foreign and Domestic, of the Reign of Henry VIII. Volume 9, 170.

⁷³³ H.E. Salter, *Medieval Oxford*. Oxford: Clarendon Press. 1936, 67.

⁷³⁴ John Blair, 'Transport on the Upper Thames.' In John Blair, Ed., *Waterways and Canal-building in Medieval England*. Oxford: Oxford University Press. 2007, 268.

⁷³⁵ Calendar of Patent Rolls, 1292-1301, 114.

⁷³⁶ Calendar of Patent Rolls, 1374-77, 157.

⁷³⁷ *The Oxfordshire Eyre 1241*. Editor Janet Cooper. Oxfordshire Record Society, Vol. 56. 1989, 150.

17thC. Much of the Reigate stone used in Westminster Abbey was 'replaced by Taynton oolite from Oxfordshire, brought by river from Burford.'⁷³⁹

1641. John Taylor rowed from Burford to Oxford in August in a year of 'great drought'.⁷⁴⁰

Th 27 River Churn

Lower limit. River Thames.
B. Cirencester. 7 miles.

1641. John Taylor rowed upstream to Cirencester in July in a year of 'great drought'.⁷⁴¹

Rivers of the South East

SE 1 River Medway

Lower limit. Allington.
Edwards. Maidstone 2 miles.
A. Tonbridge. 19 miles. n/a. Canalised.
B. Penshurst. 25 miles.
RLU. Balls Green. 35 miles. n/a.
(Nr Withyham Stn.)

References to the use of the river downstream of Maidstone are not quoted. See the Act of 1423 below and 'The river is tidal nearly to Maidstone, and has been navigable up to the town from time immemorial for craft up to 50 tons.'⁷⁴²

Edwards quotes a reference to timber felled in Tonbrugge forest and then carried by 'land and water' to Rochester. It is not stated where the timber was placed on the river. This is not accepted here as a record of the use of the river to Tonbridge.

'Nowadays we are accustomed to seeing a river consisting of one main current with firm banks defining its course. In the fifteenth century, however, the Medway looked very different. Doubtless in some places it did have a recognisable main course, especially where the river valley narrowed or the water was channelled for strategic purposes at Tonbridge or Maidstone. But in Hadlow the floodplain was, and still is, wide and a multitude of subsidiary streams wound their way alongside. Farmers having land hereabouts naturally altered the course of the streams to suit themselves and where

⁷³⁸ www.oxford-ougs.fsnet.co.uk/Fieldnotes/Reading.htm. Dated 19/03/2005.

⁷³⁹ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 117.

⁷⁴⁰ John Taylor, *John Taylor's last Voyage*. London: John Taylor. 1641, 22. Contained in *Works of John Taylor. Second Collection*. The Spencer Society 14. 1873. New York: Burt Franklin. 1967.

⁷⁴¹ *Ibid.*

⁷⁴² Charles Hadfield, *The Canals of South and South East England*. Newton Abbot: David and Charles. 1969, 60.

our survey touches on the Medway we are aware that the sluices and weirs controlling the watercourses are an important and integral part of daily lives.’⁷⁴³

‘Additional details about the condition of the river in 1627-1629 make it clear that occupiers of land on the banks had been accustomed for centuries past to do what they liked with their own stretch of water. Intelligent self-interest and common sense obliged them to clear away trees and shrubs from the banks and pull out fallen logs, but individuals had freely constructed bays to make use of the flowing water for washing and watering animals as well as other jobs, and had erected weirs to catch goodly quantities of fish for themselves and for sale.’⁷⁴⁴

‘Several logboats were found in c 1720 in the marshes near the R. Medway above Maidstone.’⁷⁴⁵ The fact that one of them was used as a boat after excavation may indicate that they were used in the period 1200-1600.

1284. There was a landing place from boats at Hadlow Stair.⁷⁴⁶

1423. Commission to ... (names) ... to hold inquisition as to weirs, stakes and kiddells ... Thames and Medeweie, from a place called Reculver to Yendale, and thence to the bridge of Maydeston, to the impediment of navigation, contrary to the statutes of 25 Edward III and 45 Edward III.⁷⁴⁷

1460. ‘The Stair was the wharf and landing place on the Medway where most goods for Hadlow were loaded and unloaded. It is usual to say that the Medway was not made a navigable river until the 1740’s, but that was for larger vessels of 4 tons and more. Before that the river was constantly used by small, flat-bottomed craft plying up and down on local errands carrying small goods. Hadlow people were sufficiently satisfied to make no loud complaints. It was not until the second half of the sixteenth century when commercial traffic intensified, that an agitation began to move larger vessels down the river, resulting in the early seventeenth century in a survey of all the obstructions, and endeavours to clear them.’⁷⁴⁸ There was a ‘lane to the Medway’ leading to the Stair, or wharf.⁷⁴⁹

c1567. In a survey of 1627-29 it is stated that ‘David Willard, who had occupied the forge at Postern some 50 to 60 years previously, was blamed for having turned the course of the Medway “for his own use for the passage of his iron boats from thence down to Fishall.”’⁷⁵⁰

⁷⁴³ Joan Thirsk, Ed., *Hadlow Life Land and People in a Wealden Parish 1460 – 1600*. Kings Lynn: Heritage Marketing & Publications Ltd. 2007, 54.

⁷⁴⁴ *Ibid.* page 49.

⁷⁴⁵ Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). (1978), 237.

⁷⁴⁶ Joan Thirsk, Ed., *Hadlow Life Land and People in a Wealden Parish 1460 – 1600*. Kings Lynn: Heritage Marketing & Publications Ltd. 2007, 97.

⁷⁴⁷ Calendar of Patent Rolls, 1422-29, 123.

⁷⁴⁸ Joan Thirsk, Ed., *Hadlow Life Land and People in a Wealden Parish 1460 – 1600*. Kings Lynn: Heritage Marketing & Publications Ltd. 2007, 8-9.

⁷⁴⁹ *Ibid.* page 52.

⁷⁵⁰ *Ibid.* page 55.

1570. 'Kent hath also sundrie fresh rivers and pleasaunt streames, especially Derent, Medway, and Stowre, of the which, Medway is more navigable then the rest, for which cause, and (for that it crosseth the Shyre almost in the midst) it is the most beneficiall also.'⁷⁵¹

1580. 'From at least 1580 small boats could intermittently travel upstream from Maidstone for six miles to Yalding.'⁷⁵²

1586. The river divided into five streamlets at Tonbridge.⁷⁵³

1627. 'When another attempt was made by the Sewer Commissioners to clear the river from Penshurst to Maidstone, and the locals protested at new restrictions which seemed to them to prevent them fishing from their boats and taking their friends on board with them.'⁷⁵⁴

1635. 'By taking down the wears and one foot bridge, and cutting down some wood on the banks, boats have passed since Hallowtide last, five miles up the river [from Maidstone] with two tons and brought down six tons and a half. The chief hindrance arises from undertenants who oppose the towing of boats upon the bank sides.'⁷⁵⁵

Note:- the objection was to the towing, not to the boats on the river.

River Len

Lower limit. River Medway.

Edwards. Leeds Castle.

Edwards quoted a record that in 1359 'Timber, stone, iron, boards, tiles, charcoal and all other necessaries' were taken to that place [Ledes' Castle] 'by land and water'.⁷⁵⁶ If the order of 'land' and 'water' is correct then the final part of the journey would have been up the River Len. This record is not accepted here.

SE 2 River Beult

Lower limit. River Medway.

B. Headcorn. 12 miles.

RLU. Headcorn. 12 miles. n/a. Modified. Weirs.

1634. James Farrance was indicted for erecting a dam at Headcorn. There is no obvious reason for this unless the dam obstructed the use of the river.⁷⁵⁷

⁷⁵¹ William Lambarde, *A Perambulation of Kent*. (1st edition 1570.) Chatham: Baldwin, Cradock, and Joy. 1826, 5.

⁷⁵² B.M. Add, MS. 34218, ff. 37-57. Cited in C.W. Chalkin, 'Navigation Schemes on the Upper Medway, 1600-1665.' *The Journal of Transport History*, Vol. V, (1961-1962), 105-115, 107.

⁷⁵³ William Camden, *Britain*. Ed. and Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 330.

⁷⁵⁴ Joan Thirsk, Ed., *Hadlow Life Land and People in a Wealden Parish 1460 – 1600*. Kings Lynn: Heritage Marketing & Publications Ltd. 2007, 48-49.

⁷⁵⁵ Calendar of State Papers, Domestic Series, of the Reign of Charles I. 1635-1636, 64.

⁷⁵⁶ Calendar of Patent Rolls, 1358-61, 187.

⁷⁵⁷ *Calendar of Assize Records. Kent Indictments. Charles I.* Editor J.S. Cockburn. London: HMSO. 1995, 231, no 1123.

SE 3 River Kentish Stour

Tidal Limit.	Fordwich.				
Edwards.	Canterbury.	2 miles.			
A.	Wye.	14 miles.	2.2 m ³ s ⁻¹ .	1.6	C.
B.	Great Chart.	20 miles.			
RLU.	Ashford.	18 miles.	2.1 m ³ s ⁻¹ .	0.85	Confl.

Roman. A Roman Quay was found 18-20 feet below the present ground level on the River Stour in Canterbury.⁷⁵⁸

Roman. A riverside Roman port has been found at Sturry.⁷⁵⁹

An anchor was found at Chilham, six miles upstream of Canterbury.⁷⁶⁰

During excavations it was found that 13 ft. 6ins. below the present ground level there was the bed of an early river, possibly Anglo-Saxon. The present river level is 7 ft. below ground level and the bed of the river about 3 ft below this. It appears that there was no river at this point in Roman times.⁷⁶¹

1264. In August 1264 the Minor Friars of Canterbury received a licence to build a bridge "over the water of Stour between the site of their house and their place called Brokmede," on condition that "little ships (*navicule*) may pass under without impediment.",⁷⁶² Brokmede was an island between two branches of the River Stour in Canterbury.

1309. A licence was granted to the Minor Friars of Canterbury to build a bridge for the benefit of persons wishing to attend their church, and this bridge also had to be of sufficient height to allow 'a clear passage for boats underneath'.^{763, 764} It would appear that this bridge led to an island site and so it was one branch of the divided river which was used by boats.⁷⁶⁵

1311-12. Oats were transported from Great Chart, Little Chart, Hollingbourne and Appledore to Canterbury. This would normally only have been economically viable if river transport was used.⁷⁶⁶

⁷⁵⁸ H.T. Mead and K.H. Jones, 'Roman Site and Finds, Stour Street, Canterbury.' *Archaeologia Cantiana*, Vol. 48. (1936), 219-224, 219.

⁷⁵⁹ F. Jenkins, 'Recent Excavation in the Canterbury District. Sturry.' *Archaeologia Cantiana*. Vol. 62. (1949), 145-146.

⁷⁶⁰ D. Gardiner, *Canterbury*. London: The Sheldon Press. 1923, 9.

⁷⁶¹ Frank Jenkins, 'Archaeological Notebook, Canterbury 1949-51.' *Archaeologia Cantiana*, Vol. 64. (1951), 63-73, 68.

⁷⁶² Calendar of Patent Rolls, 1258-66, 342.

⁷⁶³ E. Jervoise, *The Ancient Bridges of the South of England*. Westminster: The Architectural Press. 1930, 42.

⁷⁶⁴ Calendar of Patent Rolls, 1307-13, 178.

Inquisitions *Ad Quod Damnum* file **73, No 8**. Cited in VHC Kent. Vol. II. 191.

⁷⁶⁵ D. Gardiner, *Canterbury*. London: The Sheldon Press. 1923, 79.

⁷⁶⁶ Bruce M.S. Campbell *et al.*, *A Medieval Capital and its Grain Supply*. Historical Geography Research Series Number 30. 1993, 152.

16th C. Sixteenth-century records show boats reaching as high up the river as Wye, at least on occasions.⁷⁶⁷

1515. An Act was passed for making the River Stour navigable to Great Chart.⁷⁶⁸ The Act did not create a right of navigation. It seems the right must have existed, and been used by small boats, prior to the passing of the Act.

1592. ‘The Privy Council ordered the Kentish justices of the peace to put in present execution an Act of 6 Henry VIII, 1515 for making the Kentish Stour ‘navigable or portable for craiers, boats and lighters to pas to the towne of Fordwich in such sort as they presently do from Fordwich to the towne of Sandwich.’ As Canterbury could not bear the whole cost, it was to be levied on the county as a whole.’⁷⁶⁹ [It seems that the first reference to ‘Fordwich’ should be to ‘Canterbury’ or a place further upstream.]

1628. ‘A wooden bridge crossed the Stour in the fourteenth century. The present stone bridge dates from 1628.’⁷⁷⁰ Hence prior to 1628 the bridge may have been high enough to allow boats to pass under it.

18th century. ‘In the museum is an interesting collection of engravings and etchings which show views of the city during the eighteenth century. Westgate and Blackfriars Bridges are depicted with pointed arches, as is also one shown alongside a large mill. This last one is difficult to identify.’⁷⁷¹ The bridges may have been pointed to make it possible for boats to pass under or because it made construction easier.

1770. Lambarde refers to the river at Ashford as an example of ‘a great river’.⁷⁷²

SE 4 Little Stour

Tidal limit.	West Stourmouth.			
A.	Bekesbourne.	6 miles.	n/a.	
B.	Bridge.	7 miles.		
RLU.	Seaton	3 miles.	n/a.	Modified.

Bekesbourne was one of the non-corporate members of the Cinque Ports.⁷⁷³ This statement proves that the manor had the privileges of the Cinque Ports not that it necessarily had navigable waters.

‘Lyon in his “History of Dover” says, “The fruitful valley in which we now find the villages of Littlebourne, Beakesbourne, Patricksbourne and Bridge, at the time of Julius Caesar’s expedition was a considerable branch of the large estuary, leading through the

⁷⁶⁷ W.G. Hoskins, *Fieldwork in Local History*. London: Faber and Faber Limited. 1967, 60

Raymond Selkirk, *On the Trail of the Legions*. Ipswich: Anglia Publishing. 1995, 56.

⁷⁶⁸ (1514) 6 Henry VIII c 17.

⁷⁶⁹ Acts of the Privy Council, 1591-92, 535.

⁷⁷⁰ Paul Burnham and Maureen de Saxe, *A New History of Wye*. Wye: Wye Historical Society. 2003, 15.

⁷⁷¹ E Jervoise, *The Ancient Bridges of the South of England*. Westminster: The Architectural Press. 1930, 42

⁷⁷² William Lambarde, *A Perambulation of Kent*. (1st edition 1570.) Chatham: Baldwin, Cradock, and Joy. 1826, 260.

⁷⁷³ Reverend John Lyon, *The History of the Town and Port of Dover. Volume 1*. Dover: The Author. 1813, iii.

central vale from Rutupiae (Sandwich) to Ashford. In the reign of Edward III this branch had a sufficient depth of water to float one of their ships of war.⁷⁷⁴

1327-1377. ‘Philippott (*Villare Cantianum*, 1776, p. 62) stated, that in the reign of Edward the Third “there was a small navigation out of the river Stour up to this place, referring to Bekesbourne. In fact, Bekesbourne was at one time a non-corporate member of the Cinque Ports, attached, curiously enough, to Hastings as head port (Boys, *Collections for History of Sandwich*, 1792, p. 770).’⁷⁷⁵

SE 5 River Dour

Tidal limit. The coast at Dover.
B. ½ mile upstream from the coast.

A boat dating from around 1550 BC was found up a side creek of the river. ‘The valley floor was marshy along the course of the river with grassland around it.’⁷⁷⁶

SE 6 Eastern Rother

Tidal limit.	Scots Float.				
Edwards.	Etchingham.	20 miles.			
A.	Etchingham.	20 miles.	1.5 m ³ s ⁻¹ .	1.6	S.
RLU.	Etchingham.	20 miles.	1.5 m ³ s ⁻¹ .	1.6	S.

‘The Rother was made navigable at a very early period by means of “shuts,” probably a primitive form of lock, remains of which have been found at Appledore.’⁷⁷⁷

‘There was formerly an erection across the Rother, opposite Bodiham Castle, called the shuts, which was built for the purpose of penning back the water to bring canons down from the foundry at Robertsbridge.’⁷⁷⁸

‘At Udiam, ... there were “Iron Houses for storage pending shipment.”’⁷⁷⁹

‘It has long been known from documentary sources that Small Hythe was one of the most important shipbuilding centres of medieval England.’⁷⁸⁰

150-300. Iron was taken from Bodiam by boat.⁷⁸¹

⁷⁷⁴ William Holloway, *The History of Romney Marsh*. London: John Russell Smith. 1849, 96. The text Cited has not been found in the original work.

⁷⁷⁵ George M. Meyer, ‘Early water-mills in relation to changes in the rainfall of East Kent.’ *Quarterly Journal of the Royal Meteorological Society*. Vol. 53. (1927), 407-419, 409.

⁷⁷⁶ www.dover.gov.uk/museum/boat/lab.asp. Accessed 01/05/2006.

⁷⁷⁷ Ernest Straker, *Wealden Iron*. 2nd Edition. Newton Abbot: David & Charles. 1969, 189.

⁷⁷⁸ William Holloway, *The History of Romney March*. London: John Russell Smith. 1849, 82.

⁷⁷⁹ Ernest Straker, *Wealden Iron*. 2nd Edition. Newton Abbot: David & Charles. 1969, 189.

⁷⁸⁰ Peter S. Bellamy and Gustav Milne, ‘An Archaeological Evaluation of the Medieval Shipyard Facilities at Small Hythe.’ *Archaeologia Cantiana*. Vol. CXIII. (2003), 353-382, 379.

⁷⁸¹ Henry Cleere and David Crossley, *The Iron Industry of the Weald*. 2nd Edition. Cardiff: Merton Priory Press Ltd. 1995, 56, 63, 83.

1272-1307. ‘An action was started by the Abbott of Robertsbridge against the lord of the Manor of Knell for enclosing salt marshes from the sea, whereby barges and boats were hindered from bring up provisions and merchandize, to the market at Robertsbridge.’⁷⁸²

1287. A 16th century boat was found in an old channel of the river.⁷⁸³

‘This ancient ship was 64 ft long, by 15 ft beam, 9 ft depth, and was when discovered, over 10 ft *below* the present ground level, buried in *sea sand* and mud.’⁷⁸⁴

14th C. ‘Records exist of the carriage by water of stone for the building of Bodiam Castle in the 14th century.’⁷⁸⁵

1300-1420. ‘Large areas of woodland in the Weald were an important source for firewood, timber and tan. Wood was cut either side of the River Rother in Kent and Sussex for export, particularly to Flanders, and also for shipment to elsewhere in England. There were wharves on the Rother in Kent at Reading Street, Maytham and Newenden, and in Sussex at Bodiam, on the River Brede at *Damme* and *Sloghdam* near Winchelsea and in the Combe Haven valley at Bulverhythe. Land transport was used to reach the ports from woods, such as those in Battle not within reach of the Rother, and the presence of wood-merchants at Cranbrook and elsewhere in the Kent Weald suggest that it was moved similar distances from the north to the quays on the Rother.’⁷⁸⁶

1326. Timber was carried from Tonebrugge ‘to Newendon’.⁷⁸⁷

1327 ‘(x) Hire of 3 scows (*shoutarum*) and 1 ship for carriage of the timber from Newynden to Dover, *viz.* 2 scows each carrying 40 tons (*pondus quadraginta doliorum vini*) for 3 trips, 1 carrying 30 tons for 1 trip; and the ship carrying 50 tons for a trip’

(xii) carriage from Newenden to Dover castle of 32 bloms (*blomarum*) of iron.’⁷⁸⁸

1331. Commissioners were appointed to investigate the blockage of the river by the throwing out of ballast [at Bodiam] and were ordered to appoint places where ballast was to be discharged.⁷⁸⁹

1337 An old trench was ‘so obstructed by shingle and sand that ships can no longer pass by it to Romeneye as they used to do, as there is another trench made by the sea

⁷⁸² William McPherson Rice, ‘Account of an Ancient Vessel recently found under the old bed of the river Rother in Kent.’ *Archaeologia*, Vol. XX. (1790), 553-565, 564.

⁷⁸³ Valerie Fenwick, *Graveney Boat*. BAR British Series 53. Nautical Museum, Greenwich, Archaeological Series No. 3. 1978.

⁷⁸⁴ Harold Sands, ‘Bodiam Castle’ *Sussex Archaeological Collection*. Vol. 46. (1903), 114-133, 118.

⁷⁸⁵ P.A.L. Vine, *Kent & East Sussex Waterways*. Midhurst: Middleton Press. 1989, text above map XXII.

⁷⁸⁶ Mark Gardiner, ‘The geography and peasant rural economy of the eastern Sussex High Weald, 1300-1420.’ *Sussex Archaeological Collection*. Vol. 134. (1996), 125-139, 133.

⁷⁸⁷ Calendar of Memoranda Rolls, 1326-27, 95, 339.

⁷⁸⁸ Calendar of Memoranda Rolls, 1326-27, 339-40.

⁷⁸⁹ Rotuli Parliamentorum, 12 May, 1 Henry IV. Quoted in Mark Anthony Lower, ‘Bodiam and its Lords.’ *Sussex Archaeological Collection*. Vol. 9. (1857), 275-302, 296.

better adapted for the passage of ships.⁷⁹⁰ The new trench was 2.5 km long and 100m broad.⁷⁹¹

1345 Provisions were transported from Newenden to Portsmouth by ship.⁷⁹²

1348 A commission was set up to investigate the building of a sluice and a wall across the river. It was claimed that ‘it will be to the great damage of the King and the petitioner (James de Echyngham) especially as by it the passage of ships and boats with victuals from divers .. manors .. to (the) manor of Echyngham will be hindered, as well as to the destruction of his market town of Salehurst, situated on that water and his market there.’⁷⁹³

1354 It was claimed that ships from France, Flanders, Zeeland, Estland and elsewhere were loading their ships higher up the river than at Sloghdam with wool and covering it with firewood and so avoiding dues. The king instructed that boats should only load at Sloghdam and so pay dues.⁷⁹⁴

1357 Men of Cranebrok and other towns and places within La Welde, co. Kent claimed that in times past they used to sell their firewood at their will at Rethyng, Bodyam, Maythame, Newenden and elsewhere in those parts and that ‘there was no abundant growth of wood in those in la Welde’. They asked to be allowed to continue selling wood from the river bank. The king allowed their petition.⁷⁹⁵

1382 Certain persons alleged ‘that divers goods of the King’s enemies in ships, some belonging to the king’s friends and some to his enemies, captured by them in war in the year 46 Edward III (1373) and taken to Dover, Rye and Apoldre, were unjustly taken from them by Richard Lyons, now deceased, and that no restitution has been made by him or his executors.’⁷⁹⁶

14th C. Even smaller streams, like the Lymne in Kent or the Welland in Northamptonshire, could be described as ‘the king’s highroad’.⁷⁹⁷ Limene or Lymne was another name for the River Rother.

15th C. Stone for the walls of Bodiam came up to the castle dock from Wadhurst quarries.⁷⁹⁸

⁷⁹⁰ Calendar of Patent Rolls, 1334-38, 457.

⁷⁹¹ Jill Edison, ‘The Purpose, Construction and Operation of a 13th Century Watercourse: The Rhee, Romney Marsh, Kent.’ In Anthony Long, *et al. Romney Marsh. Coastal and Landscape Change through the Ages*. Oxford University School of Archaeology. Monograph 56. 2002, 135.

⁷⁹² Exchequer K.R. Accounts, 566/20; 588/17, 18, 22 Cited in R.A. Pelham, ‘Fourteenth-Century England.’ In Darby H.C., Ed., *An Historical Geography of England before 1800*. Cambridge: The University Press. 1936, 262.

⁷⁹³ Calendar of Patent Rolls, 1348-50, 80, 177-78.

William Dugdale, *The History of Imbanking and Draining of Diverse Fens and Marshes., 2nd Edition*. London: Richard Geast. 1772, 84.

⁷⁹⁴ Calendar of Patent Rolls, 1354-58, 70.

Calendar of Close Rolls, 1354-60, 37.

⁷⁹⁵ Calendar of Patent Rolls, 1354-58, 578-79.

⁷⁹⁶ Calendar of Patent Rolls, 1381-85, 144.

⁷⁹⁷ Edward Miller and John Hatcher, *Medieval England: Towns, Commerce and Crafts 1086 – 1348*. London: Longman. 1995, 146

⁷⁹⁸ Randall, *Wealden Waterways*. Undated typescript in Sussex Archaeological Society Library.

1400 A commission was set up, 'to survey the port of Wynchelse from a place called Comer to Bodyham and appoint certain convenient places where stones, sand and other ballast may be shot and to proclaim that such shall not be shot in the channel, which in this manner been filled up and blocked, and to certify to the King.'⁷⁹⁹

1540-1569. John Biddenden was contracted to carry 18 tons of iron from 'The Oke' above Bodiam Bridge to Rye. In the 1560's cast-iron plates were shipped to Rye from Cardiff and carried up the Rother to Bodiam.⁸⁰⁰

1541. The Robertsbridge works were able to ship iron from Bodiam Bridge.⁸⁰¹

1542-74. 'Robertsbridge iron only had to go by cart as far as Bodiam bridge, whence it was carried by barge down the Rother.'⁸⁰²

'Bodiam bridge was the collecting point for iron from elsewhere.'⁸⁰³

Hence it seems that Bodiam was the upper limit of navigation for barges carrying iron in the 1560s.

1553. Iron was shipped in smaller barges from Udiam Bridge.⁸⁰⁴

1573-90. Fish was sent up river in lighters.⁸⁰⁵

1574. J fell out of an old small boat on the stream that runs between Kent and Sussex at Northiam and was drowned. The boat was worth 5s.⁸⁰⁶

1586. 'The Rother dividing his water into three channels, passeth under Roberts bridge.'⁸⁰⁷

1623. A stop was made in the navigation at Thorney-Wall. Lightermen were allowed a tonnage for carrying goods over the stop.⁸⁰⁸

1634. 'I and F were "towinge certaine tymber from" Scots Float to Rye "at a cockes sterne"'. The cocke overturned and they were drowned.⁸⁰⁹

⁷⁹⁹ Calendar of Patent Rolls, 1399-1401, 346.

⁸⁰⁰ Henry Cleere and David Crossley, *The Iron Industry of the Weald. 2nd Edition*. Cardiff: Merton Priory Press Ltd. 1995, 143.

⁸⁰¹ Holloway's Rye, p. 52. Cited in Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 189.

⁸⁰² Henry Cleere and David Crossley, *The Iron Industry of the Weald. 2ⁿ.Edition*. Cardiff: Merton Priory Press Ltd. 1995, 159.

⁸⁰³ *Ibid.* page 159.

⁸⁰⁴ Holloway's Rye, p. 52. Cited in Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 189.

⁸⁰⁵ A.J.F. Dullely, 'The Early History of the Rye Fishing Industry.' *Sussex Archaeological Collection*. Vol. 107. (1969), 36-64, 53.

⁸⁰⁶ *Sussex Coroners' Inquests 1558-1603*. Editor R.F. Hunnisett. Kew: PRO Publications. 1996, 27.

⁸⁰⁷ William Camden, *Britain*. Transl. Philemon Holland. London: Joyce Norton, and Richard Whitaker. 1637, 320C.

⁸⁰⁸ William McPherson Rice, 'Account of an Ancient Vessel recently found under the old bed of the river Rother in Kent.' *Archaeologia*, Vol. XX. 1824, 553-565, 561.

⁸⁰⁹ R.F. Hunnisett, Ed., *Sussex Coroners' Inquests 1603-1688*. Kew: PRO Publications. 1998, 82.

1635. The Mayor and Jurats of Rye stated that the iron from Robertsbridge, Echingham and Hawkhurst would cost £100 per annum more if sent by road, besides spoiling the highways.⁸¹⁰

SE 6A River Tillingham

Tidal limit. Rye.

1750-1770. Iron was taken from Beckley to Rye by water this may have been on the Tillingham or Eastern Rother.⁸¹¹

18th C. The tidal reaches had been used for water traffic since the 18th century, and in 1786 a navigational sluice was erected above Strand Quay to prevent the tide flowing up and to improve the scouring of the Strand Channel. The navigation was used by narrow barges from Rye servicing the farms in the Tillingham Valley. Wharves were established at Ferry Bridge, Leasam Farm, Marshall's Farm and Marley Farm. (two miles from Rye), and there may have been occasional traffic further upstream. Navigation above Rye ceased in 1928.⁸¹²

SE 7 River Brede

Tidal limit. Rye.

A. Sedlescombe. 10 miles. n/a.

'At ... Brede Bridge... there were "Iron Houses for storage pending shipment."⁸¹³

140-150. 'The Nodal point of all these communications would therefore appear to be the head of the Brede estuary, and it would seem to be justifiable to postulate a port installation somewhere in that area.'⁸¹⁴

1287 A storm rendered the old port of Winchelsea uninhabitable.⁸¹⁵

1300-1420. There were wharfs at *Damme* and *Sloghdam*.⁸¹⁶

1344 'The men of the town of Ihamme near Wynshelse have shown the King that although they and their predecessors from time out of mind have had free access and egress by the port of water leading from their town to the sea, with their ships and boats, for fishing and other affairs and to return to that town at will, yet the bailiffs strive to prevent them from doing so by putting stakes in the water and iron chains, wherefor those men have besought the King to provide a remedy: the King therefore orders the

⁸¹⁰ E.P.D., Charles I, Vol 307. Cited in Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 189.

⁸¹¹ Jeremy Spencer Hodgkinson, 'The Iron Industry in the Weald in the period of the Severn Years War.' MA Unpub. MA thesis, Univ. of Brighton. 1993, 63, 90.

⁸¹² P.A.L. Vine, *Kent & East Sussex Waterways*. Midhurst: Middleton Press. 1989, text above photo 62.

⁸¹³ Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 189.

⁸¹⁴ Henry Cleere and David Crossley, *The Iron Industry of the Weald. 2nd Edition*. Cardiff: Merton Priory Press Ltd. 1995, 63.

⁸¹⁵ P. Brandon. *The Sussex Landscape*. London: Hodder and Stoughton. 1974, 218.

⁸¹⁶ Mark Gardiner, 'The geography and peasant rural economy of the eastern Sussex High Weald, 1300-1420.' *Sussex Archaeological Collection*. Vol. 134. (1996), 125-139, 133.

bailiffs to desist from such impediment, and to permit those men to come and go as they and their predecessors have been wont to do.’⁸¹⁷

1357. Works were ordered to be carried out at so that ‘the sea water might flow swiftly by its ancient course to the town of Battle’.⁸¹⁸

1360s. There was a quay at the *Damme*.⁸¹⁹

15th C. In the 15th century lead purchased in London was being shipped up the tidal river from Rye to Sedlescombe for the Lady Chapel of Battle Abbey.⁸²⁰

1419-1442. ‘(An artificial ditch was dug) about 150 m wide and at least 7.5 km long and flanked by walls. Its intention was clear, to allow an increased quantity of sea water to ebb and flow in the Brede valley in a new broad course, and so scour the bed of the river, enable access to the port at Winchelsea and the free draining of water from the marshes either side.’⁸²¹

1456. A commission *de walliis et fossatis* was appointed for the area ‘between “Sedlescombebregge” in the parish of Sedlescombe on the west side to Snaylham and “le Pyke” in Brede and Gestlyng on the east, on either side of the common watercourse running between Sedlyscombe and Wynchelsea, co. Sussex.’⁸²²

Late 1520s. Goods for Battle Abbey were brought by boat to *Bredebregge*.⁸²³

1573-1787 Cleere and Crossley consider that iron was taken from Westfield forge to Rye by boat.⁸²⁴

1574. There was a wharf at the Strand at the foot of Winchelsea Hill. ‘The flowing watercourse of the haven of Winchelsea’ formed one boundary of a plot of land.⁸²⁵

SE 8 Reading Sewer

Lower limit. River Rother.

A. Small Hythe. 2 miles. n/a.

15th C. ‘Small Hythe was known to be functioning as a ship repair yard in the fifteenth century.’⁸²⁶

⁸¹⁷ Calendar of Close Rolls, 1343-46, 446.

⁸¹⁸ Calendar of Close Rolls, 1354-60, 315.

⁸¹⁹ Mark Gardiner, ‘Medieval Farming and Flooding in the Brede Valley.’ In J. Eddison, Ed., *Romney Marsh: the Debatable Ground*. Oxford University Committee for Archaeology. Monograph No. 41. 1995, 132.

⁸²⁰ P.A.L. Vine, *Kent & East Sussex Waterways*. Midhurst: Middleton Press. 1989, text below photo 57.

⁸²¹ Mark Gardiner, ‘Medieval Farming and Flooding in the Brede Valley.’ In J. Eddison, Ed., *Romney Marsh: the Debatable Ground*. Oxford University Committee for Archaeology. Monograph No. 41. 1995, 132.

⁸²² Calendar of Patent Rolls, 1459-61, 300.

⁸²³ E. Searle, and B. Ross, Eds., *Accounts of the Cellarers of Battle Abbey. 1275-1513*. Sussex Record Society. Vol. 65. 1967, 22.

⁸²⁴ Henry Cleere and David Crossley, *The Iron Industry of the Weald. 2nd Edition*. Cardiff: Merton Priory Press Ltd. 1995, 193 and 365.

⁸²⁵ East Sussex Record Office. Winchelsea Corporation Records. WIN/53. A2A Index.

SE 9 Combe Haven

Tidal limit. The coast.
 A. ½ mile from coast. ½ mile. 0.33 m³s⁻¹. < 5 m.

The name Combe Haven means ‘A short, broad valley forming a place of safety for boats’. The river’s name changes to Furnace Stream at Bine’s Farm where the gradient becomes steeper.⁸²⁷

13th C. Combe Haven was a place where ships sheltered from the SW winds.
 Bulverhythe was a landing-place on a river.⁸²⁸

1300-1420. Wood was exported from *Damme* and *Sloghdam*.⁸²⁹

SE 10 Waller’s Haven

Tidal limit. Coast.
 See Ashbourne Stream. 5 miles. n/a.

Puddledock is a farm at TQ 665100

SE 11 Ashbourne Stream

Lower limit. Waller’s Haven
 A. Ashburnham Forge. 2 miles. 0.24 m³s⁻¹. < 5 m.

16th century. Iron was shipped from Penhurst Docks.⁸³⁰

1579. Thomas Ashborneham of Ashburnham was to deliver 6 tons of English iron at Buttolphs Wharf near Thames Street, London.⁸³¹

1667. A deed conveyed the right, ‘of carrying iron in boats, down what is now but little more than a ditch, from the forge to Boreham Bridge, through other owners’ property, including the power to cleanse and scour and cast the slub, mud, etc., on the banks, also to set up bayes and pens to stay the water.’⁸³²

⁸²⁶ T. Taylor, *Behind the Scenes at Time Team*. (London, 1998), 126-7. Cited in Ann Cole, ‘The Place-Name evidence for Water Transport in the Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 62.

⁸²⁷ Kenneth Cameron, *English Place Names, New Edition*. London: B.T. Batsford Ltd. 1996.

⁸²⁸ Kenneth Cameron, *English Place Names, New Edition*. London: B.T. Batsford Ltd. 1996.

⁸²⁹ Mark Gardiner, ‘The geography and peasant rural economy of the eastern Sussex High Weald, 1300-1420.’ *Sussex Archaeological Collection*. Vol. 134. (1996), 125-139, 133.

⁸³⁰ Personal Comment: Keith Datcher, Estate Manager, Beech Farm, Nr Battle, Sussex.

⁸³¹ East Sussex Record Office. Lavington Estate Archives. LAVINGTON/833. A2A Index.

⁸³² Close Roll 4215. Cited in Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 190.

SE 12 Nunningham Stream

Lower limit. Waller's Haven

A. Bodle Street Green. 2 miles. 0.19 m³s⁻¹. < 5 m.

1607. 'The Pelham accounts mention both Pevensey and The Sluice, and in either case the iron was stored to await a vessel. The iron was brought down the marsh channels in the winter time; Lord Dacre of Hurstmonceux hired out his boats to convey it. A likely spot at which the barges may have been loaded is Chilthurst Bridge on the Nunningham Stream. Colonel D. MacLeod has found here brick abutments which possibly belonged to a hatch for raising the water-level, with remains of camp-shedding, and there is a raised causeway containing iron slag, which leads to Bodle Street Green.'⁸³³

SE 13 Pevensey Haven

Tidal limit. The coast.

A. Northeye. 3 miles. n/a.
(3km SE of Hailsham.)

Pevensey Haven flows from Rickney to Pevensey.

Hurst Haven flows from Hailsham to Rickney.

Iron Stream flows down from Herstmonceaux. TQ 633106.

13th C. Northeye was a non-corporate member of the Cinque Ports under Hastings.⁸³⁴

1438. There were 'Two dokkes near the port of Pevensey made for boats to land at and lie in.'⁸³⁵ Salzmann refers to this record and states that 'Docks of the kind here mentioned, little bays cut in the side of the dykes, are to be seen in many places in the marsh, especially near the sea, to the present day, though for the most part they have been long disused.'⁸³⁶

1580. 'About 1580 Herbert Pelham and Mr Stolion had started bringing iron, the principal export of the district, down the ditches in barges in the winter when the "tuggs" or wagons were unable to use the marsh roads. This water-borne iron was stored close to Pevensey Bridge and exported from the haven.'⁸³⁷

1607. See Nunningham Stream, 1607.

1644. 'There is more than one receipt for carriage of iron in "my lord' lighter at Pemsie;" so in March, 1645, 15s was received for the carriage of 30 tons.'⁸³⁸

⁸³³ Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 190.

⁸³⁴ Rev Edward Turner, 'The Lost Towns of Northeye & Hydneye.' *Sussex Archaeological Collection*. Vol. 19, (1867), 1-35.

⁸³⁵ L.F. Salzmann, 'The Inning of Pevensey Levels.' *Sussex Archaeological Collection*. Vol. 53. (1910) 32-60, 59.

⁸³⁶ *Ibid.* page 53.

⁸³⁷ *Ibid.* page 59.

⁸³⁸ T. Barrett Lennard, 'Extracts from the Household Account Book of Herstmonceux Castle.' *Sussex Archaeological Collection*. Vol. 48, (1905), 104-137, 112.

SE 14 Middle Sewer

Tidal limit. The coast.
 A. Hampden Park. 4 miles. n/a.

13th C. Hydneye [in Hampden Park.] was a non-corporate member of the Cinque Ports under Hastings.⁸³⁹

1396. A Commission stated that the sewer to Wyllindonstrow from Pevensey should be 2 perches wide, 3 feet deep.⁸⁴⁰

SE 15 River Cuckmere

Tidal limit. Milton Lock.
 A. Upper Dicker. 5 miles. 1.2 m³s⁻¹. < 10 m.

About 13th C. Caen stone was used in the construction of Michelham Priory. Pelham considered that it would have been transported by river.⁸⁴¹

1587. In a Survey of the Coast of Sussex it is noted that 'No ships now enter it' implying that previously ships did enter it.⁸⁴²

SE 16 Sussex Ouse

Tidal limit. Barcombe Mills.
 A. Lindfield. 10 miles. n/a. Modified.

'Lower down, between Fletching bridge and Gold-bridge, comes in a small tributary from Nutley, and yet lower a bifurcated stream, one branch of which passes Ford Green and Maresfield Park, the other coming from Oldland, the seat of the Roman iron works, and Maresfield village and pond. In the bed of one of these streams the Rev. E. Turner some years since discovered an ancient British canoe, hewn, like that described in a former volume of these Collections [Vol X, page 149] out of a solid oak-tree.'⁸⁴³

'There is a section of the Ouse above Lewes, near Isfield, called the Iron River; although the Ouse was not canalised until 1790 it was doubtless navigable for a considerable distance.'⁸⁴⁴

1405-09 *Edwards* considered that entries in the *Calendar of Close Rolls* may indicate that the river was navigable to Ifelde.

⁸³⁹ Rev Edward Turner, 'The Lost Towns of Northeye & Hydneye.' *Sussex Archaeological Collections*. Vol. 19. (1867), 1-35.

⁸⁴⁰ L.F. Salzmann, 'The Inning of Pevensey Levels.' *Sussex Archaeological Collections*. Vol. 53. (1910) 32-60, 47.

⁸⁴¹ R.A. Pelham, 'Studies in the Historical Geography of Medieval Sussex.' *Sussex Archaeological Collections*. Vol. 72. (1931), 157-184, 176.

G.W. Harrison, Curator Michelham Priory, Letter 25 March 1985.

⁸⁴² Mark Anthony Lower, Ed.. *A Survey of the Coast of Sussex Made in 1587*. Lewes: W.E.Baxter. 1870.

⁸⁴³ Mark Anthony Lower, 'The Rivers of Sussex. Part I.' *Sussex Archaeological Collection*. Vol. 15. (1863), 148-164, 160.

⁸⁴⁴ Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 190-191.

‘Certain persons were instructed “to make inquisition by whose default the walls, dikes, gutters, sewers, bridges, causeways, weirs and leats on either hand between Ifelde and the sea upon the river of Lewes and between Pulberowe ferry and the sea on the river of Arundell in Sussex are burst.”’⁸⁴⁵

1577. A ferry carrying a man, a boy and 58 sheep sank at Southease. The boat was worth 10s.⁸⁴⁶

1579. ‘J was in a “bote” on the common stream at South Malling’ the quant pole he was using became stuck and threw him out of the boat and into the stream and so he was drowned. The quant was worth 1d.⁸⁴⁷

1586. In Holinshed’s *Chronicles* it is stated, ‘The fift [tributary of the Ouse] riseth about Storuelgate, and meeteth also with the maine streame aboue Linfield, and these are knowen to lie upon the right hand as we rowed up the river.’⁸⁴⁸

1724. It should be noted that the ‘Copy of a map of the Maresfield Forge in 1724’⁸⁴⁹ showing boats on the stream leading to Maresfield is fictitious.⁸⁵⁰

1724. Budgen’s map of Sussex shows what appears to be a boat crossed through on the west bank of the river near Isfield.⁸⁵¹ It seems that this is the limit point for either barges or boats but it does not indicate which.

SE 17 River Adur

Tidal Limit. Shermanbury Place and 1km above Bines Bridge.

A.	Henfield.	1 miles.	n/a.
B.	Shipley.	4 miles.	

It is certain that so small a stream as the Adur in Sussex floated barges up to the boundaries of Shipley parish.⁸⁵²

1583. ‘J and A were getting into a small boat worth 2s in a pond at Cuckfield to enjoy the water, by misadventure, the boat being weighed down, water entered into it, it immediately sank in the depths of the pond and J and A were drowned.’⁸⁵³

1598. ‘R and R were crossing the Adur at Henfield by a “troughe boat” , by misadventure the boat suddenly drowned them. The boat is worth 3s 4d.’⁸⁵⁴

⁸⁴⁵ Calendar of Close Rolls, 1399-1402, 186.

Calendar of Close Rolls, 1405-09, 78.

⁸⁴⁶ *Sussex Coroners’ Inquests 1558-1603*. Editor R.F. Hunnisett. Kew: PRO Publications. 1996, 37.

⁸⁴⁷ *Ibid.* page 49.

⁸⁴⁸ Raphael Holinshed, William Harrison and others, *Holinshed’s Chronicles of England, Scotland and Ireland*. (1st Edition 1587) Editor John Hooker. London: J. Johnson *et al.* 1807, 93.

⁸⁴⁹ Ernest Straker, *Wealden Iron. 2nd Edition*. Newton Abbot: David & Charles. 1969, 401.

⁸⁵⁰ The Late P.B.S. Andrews, ‘A Fictitious Purported Historical Map.’ *Sussex Archaeological Collections*. Vol. 112. (1974), 165 – 167.

⁸⁵¹ Richard Budgen, ‘Sussex Map’. 1724. Accessed at theweald.org/m00.asp. 19/06/2009. I am grateful to Mr Christopher Stevens for drawing my attention to this reference.

⁸⁵² Hilaire Belloc, *The Historic Thames*. 1st edition 1907. London: J.M. Dent & Sons Ltd. No Date, 15.

⁸⁵³ *Sussex Coroners’ Inquests 1558-1603*. Editor R.F. Hunnisett. Kew: PRO Publications. 1996, 65-66.

⁸⁵⁴ *Ibid.* page 126

SE 17A River Arun

Tidal limit. Previously Ford,⁸⁵⁵ now Pallingham Lock.

11 logboats have been found between Arundel and Pulborough. Two have been dated to 295AD and 640AD.⁸⁵⁶

1086. Arundel is described as a port.⁸⁵⁷

14th C. A log-boat, reported to be of the 14th C, was found at North Stoke.⁸⁵⁸

About 14th C. It was written in about 1636 that 'It anciently began at a place in the River call's Turning-stream some three Furlongs beneath Stopham Bridge, ... But at this Day it begineth at Pallingham Key, some two Miles below [?above] Stopham Bridge, the River being cleared, from the said Bride to the said Key, about the beginning of the Reign of Queen Elizabeth.'⁸⁵⁹

1405-09 The river was navigable to Arundel.⁸⁶⁰

1405-09 See River Ouse, 1405-09.

16th C. The River Arun was made navigable to Stopham Bridge during the reign of Queen Elizabeth I.⁸⁶¹

1550. 'Timber was being exported from the newly built wharves. (At Arundel)',⁸⁶²

1569. A man fell from a ship of 'about 60 "toonnes" in capacity ...into the salt water called the Tarrant at "Arundell Key" in Arundel and was drowned'.⁸⁶³

1573. 'A trowhebote loaded with wood on the "Amberley river" sank. The boat remained with the bailiff of Amberley. The boat was worth 2d.'⁸⁶⁴

⁸⁵⁵ 'About 1300 there was no great tide at Ford.' A. Hadrian Allcroft, *Waters of Arun*. London: Methuen & Co. Ltd. 1930, 108.

P.A.L. Vine, *London's Lost Route to the Sea. 3rd Edition*. Newton Abbot: David & Charles. 1973, 20-21.

⁸⁵⁶ Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978.

⁸⁵⁷ 'Now between the borough and the port of the river and ship-dues it renders £12' *Domesday Book*. Editors Ann Williams and G.H. Martin. London: Penguin Books. 2002, 55.

See also quotation, 'The town is referred to as a port in Domesday Book time (*portum aquae et consuetudinem navium*)' P.A.L. Vine, *London's Lost Route to the Sea. 3rd Edition*. Newton Abbot: David & Charles. 1973, 21.

⁸⁵⁸ Edward Turner, 'British Boat found at North Stoke.' *Sussex Archaeological Collections*. Vol. 12. (1860), 261.

⁸⁵⁹ Joseph Fowler, Ed., *A Description of the High Stream of Arundel*. Hertford: Simson & Co. Ltd. 1929, 20-21.

⁸⁶⁰ Calendar of Close Rolls, 1405-09, 305.

⁸⁶¹ P.A.L. Vine, *West Sussex Waterways*. Midhurst: Middleton Press. 1985. Text above photo 99.

⁸⁶² P.A.L. Vine, *London's Lost Route to the Sea. 3rd Edition*. Newton Abbot: David & Charles. 1973, 21.

⁸⁶³ *Sussex Coroners' Inquests 1558-1603*. Editor R.F. Hunnisett. Kew: PRO Publications. 1996, 13-14.

⁸⁶⁴ *Ibid.* page 25.

1578 & 1580. There were ships at Arundel. In 1572 there was a bargeman of Amberley. It would appear that at this time ships sailed up river to Arundel where goods were transhipped into barges for transport upriver.⁸⁶⁵

SE 18 Western Rother

Tidal limit.	Hardham.				
A.	Fittleworth.	2 miles.	$5 \text{ m}^3 \text{ s}^{-1}$.	< 10 m.	Modified.
RLU.	Midhurst.	13 miles.	$2.2 \text{ m}^3 \text{ s}^{-1}$.		Modified.

About 13th C. Caen stone was used in the construction of Shulbrede Priory which is near a tributary of the river Rother. R.A. Pelham considered that it would have been transported by river.⁸⁶⁶

1615. At Fittleworth, 'Close to the mill stood a wharf supported by timber piles and near this wharf was a "close used for sales".'⁸⁶⁷

SE 18A River Lavant

1586. The city of Chichester 'had certainly been much frequented and very rich, had not the haven been a little too far off, and less commodious.'⁸⁶⁸

1695. Gibson recorded that 'the course of this river's stream [the Lavant's] is very unaccountable, sometimes being quite dry, but at other times, and that very often too in the midst of Summer, it is so full as to run very violently.'⁸⁶⁹

SE 19 River Itchen

Tidal limit.	Woodmills.				
Edwards.	Winchester.	16 miles.			
A.	Winchester.	16 miles.	$4.2 \text{ m}^3 \text{ s}^{-1}$.	1.7	C.
B.	New Alresford.	26 miles.			
RLU.	New Alresford.	26 miles.	$3.5 \text{ m}^3 \text{ s}^{-1}$.	2	Confl.

Edwards gives the upper limit of New Alresford but his references are now considered doubtful.⁸⁷⁰

Rogers in his study of the History of Agriculture and Prices states that 'The Thames, the Severn, the Ouse on which Bristol was built, the Cambridgeshire Ouse, the Humber, the

⁸⁶⁵ *Calendar of Assize Records, Sussex Indictments. Elizabeth I.* Editor J.S. Cockburn. London: HMSO. 1975, 85, 140, 153.

⁸⁶⁶ R.A. Pelham, 'Studies in the Historical Geography of Medieval Sussex.' *Sussex Archaeological Collection*. Vol. 72. (1931), 157-184, 176.

⁸⁶⁷ The Hon Lady Maxse, *The Story of Fittleworth*. London: The National Review. 1935, 50.

⁸⁶⁸ William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 167.

⁸⁶⁹ Editor's amendment in William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 167.

⁸⁷⁰ James Bond, 'Canal Construction: An Introductory Review.' In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 197-199.

Itchin, the Test, the Stour, the Wye and many other rivers, were navigable and commonly navigated.⁸⁷¹

Biddle wrote in 1976 'Godfrey de Lucy was responsible for the foundation of New Alresford. The tradition that he had the artificial pond at Alresford constructed as a reservoir for a waterway extending to Winchester and thence to the sea may therefore be correct. (fn. M.W. Beresford, *New Towns of the Middle Ages* (London, 1967), 442. For the tradition, see Milner i. 173-4.) The Itchen canal does not seem to have continued in use, for by 1275 its course was obstructed by a number of mills belonging to the bishop, (fn. *VCH Hants* v. 451 and PRO, C143/3/11.) and this state of affairs persisted into the seventeenth century. (fn. E. Course, 'The Itchen Navigation', *Proc. Hants FC* 24 (1967), 113-26)⁸⁷²

Roberts in 1985 claimed that the Alresford Pond was a fishery, mill pond and causeway but not a reservoir for a canal.⁸⁷³ A canal would have required pound locks which were unknown in England before the 16th century. However he does not consider whether the river was used as a navigation. He claims that the charter granted by King John to Godfrey de Lucy was a forgery.

Currie in 1995, in an article concerned mainly with a potential Saxon channel at the tidal limit of the river, reviewed the evidence for the use of the River Itchin for navigation in the medieval period. He concluded that the river may well have been used for navigation as far as Bishopstoke but considered that it would not have been used for navigation above that point.⁸⁷⁴

In an article published in 2007 Currie again concluded that 'the navigation ... was unlikely to have extended further than Bishopstoke. Edward Robert's argument against the existence of the de Lucy canal to Winchester and Alresford remains convincing.'⁸⁷⁵

10th & 11th C. The erection of mills and the cutting of the leats associated with them in the late Saxon period probably modified the course of the main stream to a considerable extent.⁸⁷⁶

10th & 11th C. There seems to have been even more extensive works on the river some miles to the south of Winchester in the tenth or eleventh centuries, for the Anglo-Saxon boundaries of land at Stoneham included both the old and new courses of the Itchen. The new waterway may have been cut to improve navigation, but there is no other

⁸⁷¹ James E. Thorold Rogers, *A History of Agriculture and Prices in England. Volume I.* Oxford: Clarendon Press. 1882, 663.

⁸⁷² Martin Biddle, Ed., *Winchester in the Early Middle Ages.* Oxford: Clarendon Press. 1976, 271.

⁸⁷³ Edward Roberts, 'Alresford Pond, a Medieval Canal Reservoir: a Tradition Assessed.' *Proceedings of the Hampshire Field Club and Archaeological Society.* Vol. 41. (1985.) 127-138.

⁸⁷⁴ Christopher K. Currie, 'A Possible Ancient Water Channel around Woodmill and Gater's Mill in the Historic Manor of South Stoneham.' *Proceedings of the Hampshire Field Club and Archaeological Society.* Vol. 52. (1997.) 89 – 106.

⁸⁷⁵ Christopher K. Currie, 'Early Water Management on the Lower Itchen in Hampshire.' In John Blair, *Waterways and Canal-building in Medieval England.* Oxford: Oxford University Press. 2007, 253.

⁸⁷⁶ Martin Biddle, Ed., *Winchester in the Early Middle Ages.* Oxford: Clarendon Press. 1976, 270.

evidence for this use of the river before the episcopate of Godfrey de Lucy (1189-1204).⁸⁷⁷

11th C ‘At that time, the Itchen is said to have been navigable through to Bishop Sutton.’ (Bishop Sutton is upstream of Alresford.)⁸⁷⁸

1042-66. A reference to a New River in a charter from the time of Edward the Confessor.⁸⁷⁹

12th C. It is believed that stone for Winchester Cathedral was transported by water right up to the city since this would be far easier than trying to carry it overland.⁸⁸⁰

12th C. ‘Round the coast it [the Purbeck marble] travelled, and up the rivers, to Exeter, Salisbury and Winchester (for the church of St. Cross).⁸⁸¹

12th C. ‘Stone for the cathedral had to be imported. ... It would be brought up the river Itchen by barge.’⁸⁸²

c.1189. ‘Bishop Godfrey appears to have enjoyed rights over the passage of water in the Itchen (fn. In 1446 Bishop Beaufort ratified a charter of de Lucy dated 1202 allowing Hugh de Chikehull, lord of the manor of Wollston, free passage on the river Itchen by Southampton: WCL, Register of the Common Seal, vol. I, fo. 71) similar to those of his successors, who in the later Middle Ages controlled the entire flow of water from Alresford pond to Itchen Ferry by Southampton.’ (fn. In the sixteenth century the bishops appointed an officer who had the custody of the pond and of the river down to Itchen Ferry, eg. WCL, Register of the Common Seal, vol. ii, fo 95^v.)⁸⁸³

1199-1216. ‘King John confirmed to Bishop Godfrey the duties on certain articles of merchandise coming to or going from Winchester to the sea *per trencheam quam dictus Wintoniensis Episcopus fecit fieri.*’ *Reg Pontissara*, 741-743. This charter is not entirely above suspicion.⁸⁸⁴

1199. ‘The Bishop of Winchester controlled the Itchen and took all tolls from traffic on the river by virtue of a charter of 1199.’⁸⁸⁵ The amount of goods taken up the Itchen is therefore not recorded in any Southampton records.

‘In recognition of the bishop’s enterprise King John conferred upon him by charter (fn Charter Roll 1 John, m. 10) licence to levy tolls on all hides, leather and other goods entering the river by the trench or canal (*per trancheam*) he had made.’⁸⁸⁶

⁸⁷⁷ Sawyer, *Of paere ealdan Icenan on ufwyrd ponae orcerd on pa niwan ea*, 1012. Cited in Martin Biddle, Ed., *Winchester in the Early Middle Ages*. Oxford: Clarendon Press. 1976, 270.

⁸⁷⁸ Noreen O’Dell, *The River Itchen*. Southampton: Paul Cave Publications Ltd. Pre 1991, 24.

⁸⁷⁹ www.whitenap.plus.com/itchen/itchen_hist.htm. Accessed 05/01/2005.

⁸⁸⁰ www.whitenap.plus.com/itchen/itchen_hist.htm. Accessed 05/01/2005.

⁸⁸¹ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 180.

⁸⁸² <http://home.clara.net/reedhome/winchester/exterior.htm>. Accessed 28/10/07.

⁸⁸³ Martin Biddle, Ed., *Winchester in the Early Middle Ages*. Oxford: Clarendon Press. 1976, 270-271.

⁸⁸⁴ *Ibid.* page 270.

⁸⁸⁵ *The Brokage Book of Southampton 1443-1444*. Editor Olive Coleman. Southampton: At the University. 1960, xxv, fn 5.

⁸⁸⁶ *VCH. Hampshire and the Isle of Wight, Vol. V.* 451.

End 12th C. The Bishop of Winchester, Godfrey de Lucy, ‘developed Alresford pond, making it into a reservoir of two hundred acres, built a dam across, largely at his own expense, and made the river navigable right through to the port nearly thirty miles away. Much of the canal remained open for many centuries, but difficulties arose during the late seventeen hundreds when England was building up her Navy, for barges became a prime target for the press gangs, so that they were issued with a special certificate which forbade the gangs to take them. Even so, the last barge was towed up the river around 1865.’⁸⁸⁷

13th C. ‘The only Winchester manor to sell them (faggots) with any frequency in the thirteenth century was Twyford.’⁸⁸⁸ Twyford is on the River Itchen between Winchester and Southampton and it would have been possible to transport the faggots by river transport rather than the more expensive road transport.

1200. The river was made navigable to New Alresford by Bishop de Lucy.⁸⁸⁹ In recognition of this King John conferred on him the right to levy tolls ‘on all hides, leather and other goods entering the river by the canal he had made’.⁸⁹⁰

1276. ‘The jurors summoned on an Inquisition *ad quod damnum* (4 Edw. I) said that they did not think the citizens of Winchester would be able to bring the flood and ebb of the sea as far as their city. They might, however, be allowed by the king to bring it to Stoke, distant 4 leagues from Southampton, on the way to Winchester. The jurors also said that this must harm the bishop, because it would be necessary to remove a mill called the Wodemilne, worth £5 a year, and a salmon fishery of the annual value of 10 marks, and ... [six other named mills of given value]. Finally, the jury also declared that it would not be necessary to widen the water-course, but rather to make it more narrow and deepen it in various places.’⁸⁹¹

1313. It was held that the tenants of the Bishop of Winchester should not pay toll on all goods bought in Southampton whether for their own use or for sale. Thus the movement of their goods on the Itchin would not be recorded in the Port Books.⁸⁹²

1344. Forst and Sampson were charged with concealing ‘the custom of wines and other customable things (taken out) of the town [Southampton] by water, by merchants of London, men of Winchelsea and Yarmouth, and servants of the bishop of Winchester, the prior and citizens of Winchester and the abbots of Netley, Titchfield and Bearulieu Regis.’ The accused’s reply was that all these men were free of such custom in Southampton and this plea was also confirmed by a jury at Winchester in 1345.’⁸⁹³

⁸⁸⁷ Noreen O’Dell, *The River Itchen*. Southampton: Paul Cave Publications Ltd. Pre 1991, 74.

⁸⁸⁸ Richard H. Britnell and Bruce M.S. Campbell, *A Commercialising Economy*. Manchester: Manchester University Press. 1995, 124.

⁸⁸⁹ Rev. J. Milner, *Survey of the Antiquities of Winchester, Vol 1*, p 229.

Also Inq.a.q.d. file 4 No 11 (4 Edw I). Cited in Dugdale, Mon. Angl. I, 196. Cited in *VHC Hampshire and the Isle of Wight. Vol. V.* 451.

⁸⁹⁰ Charter Ri. John m. 10. Cited in *VHC of Hampshire and the Isle of Wight. Vol. V.* 451.

⁸⁹¹ TNA, Inq.a.q.d. file 4 No 11 (4 Edw I). *VHC Hampshire and the Isle of Wight, Vol. V*, 451-452.

⁸⁹² *Cooper v Shirley and others*. 1313.

Year Book Series, Volume XIV, Part II. Year Books of Edward II (A.D. 1313.) Editor W.C. Bolland. Selden Society, Vol. 43, 60.

⁸⁹³ *The Local Port Book of Southampton for 1439-40*. Editor Henry S. Cobb. Southampton: At the University. 1961, xiii-xiv.

1617. 'The Itchin navigation had not outlived its reputation in 1617, when it was styled, in a petition to the Commissioners of Sewers, that 'most famous and profitable river. (fn Hants N. and Q. ix, 100)'⁸⁹⁴

SE 20 River Alre

Lower limit. River Itchen.

B. Bishops Sutton. 1 mile. 1.5 m³s⁻¹. n/a.

1208. There is a entry in the Bishop of Winchester's Pipe Roll recording 'carriage of wool *'per aquam'* between Bishops Sutton and ... Beaulieu.'⁸⁹⁵

SE 21 River Test

Tidal limit. Totton.

Edwards. Romsey. 5 miles.

A. Romsey. 12 miles. 11.01 m³s⁻¹. Divided.

B. Longstock. 15 miles.

No RLU due to perceived legal objections.

Longstock above Stockbridge. 'At the riverside dock the Viking longboats were overhauled and repaired.'⁸⁹⁶

A log-boat was found at Bossington before 1829. The log was only partly hollowed out.⁸⁹⁷

971-975. 'The earliest record of the (Middle Bridge) site appears in a charter of King Edgar, 971-975, defining the boundaries of Romsey Abbey. The charter mentions 'the street where the Test runs' suggesting that the road now known as Middlebridge Street ran down to the water's edge without actually crossing it. At this date the site could have been a landing place, for in Anglo-Saxon times the Test must have been an important waterway and a landing place here would have served the small, growing settlements of Romsey, Romsey Abbey and neighbouring villages.'⁸⁹⁸

1339. Romsey was the collection centre for grain and oats which, it appears, were sent down the river.⁸⁹⁹

1358 A grant of pontage was made 'on things passing over or under the bridge of Rudbrigge'.⁹⁰⁰

⁸⁹⁴ VCH Hampshire and the Isle of Wight, Vol. V, 452.

⁸⁹⁵ H. Hall, Ed., *The Pipe Roll of the Bishopric of Winchester, 1208-9*. London, 1903 p.xix. Cited in James Bond, 'Canal Construction: An Introductory Review.' In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 198.

⁸⁹⁶ Noreen O'Dell, *The River Test*. Southampton: Paul Cave Publications Ltd. 1979, 35.

⁸⁹⁷ Sean McGrail, *Logboats of England and Wales Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2. British Archaeological Reports British Series 51 (1) Oxford. 1978, 163.

⁸⁹⁸ Anne W. Mason, 'The History of Middle Bridge, Romsey.' *Proceedings of the Hampshire Field Club and Archaeological Society*. Vol. 32, (1975), 49.

⁸⁹⁹ TNA, E101/561/13. Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 274.

⁹⁰⁰ Calendar of Patent Rolls, 1358-61, 29.

1697. The inventory of ‘John Moody (Mowdy) of King’s Somborne, Hampshire, Tailor’ included ‘Two Boats £1 – 1 – 0.’⁹⁰¹ King’s Somborne is about 8 km upstream of Romsey.

SE 22 Salisbury Avon

Tidal limit.	Christchurch.				
Edwards.	Salisbury.	35 miles.			
A.	Salisbury.	35 miles.	14.5 m ³ s ⁻¹ .	0.82	Modified.
B.	Manningford Bruce.	62 miles.			
RLU.	Scales Bridge.	60 miles.	1.48 m ³ s ⁻¹ .	1.2	G.

John Chandler states that ‘The River Avon is not in its natural state a navigable river for any but the slightest of sea-going vessels.’ This seems to imply that it is, in its natural state, navigable by small sea-going vessels and by craft designed for river transport.⁹⁰²

It seems likely that the Blue Stones at Stonehenge were transported up the river.

Bryn Waters considers that the Roman Villas at Manningford Bruce, Netheravon and Amesbury were supplied by river transport.⁹⁰³

Crane Street in Salisbury was named after an inn. It would seem likely that the inn was named after a crane on a wharf beside the River Avon.⁹⁰⁴

‘There is a tradition that the stone of the Cathedral of that city (Salisbury) was transported thither by barges.’⁹⁰⁵

‘Round the coast it [the Purbeck marble] travelled, and up the rivers, to Exeter, Salisbury ...’⁹⁰⁶

1220. 15,000 tons of Purbeck marble were carried up the river from Worth Matravers near Poole to build the cathedral.⁹⁰⁷

1220. 60,000 tons of stone were quarried or mined at Tisbury or Chilmark and taken down the Nadder valley by cart or raft for the building of Salisbury Cathedral.

400 tons of lead were brought to Salisbury for the roof of the cathedral.⁹⁰⁸

⁹⁰¹ Hampshire Record Office. 1697A/099. Will, Inventory of John Moody (Mowdy) of King’s Somborne, Hampshire, Tailor.

⁹⁰² John Chandler, *Endless Street*. Salisbury: The Hobnob Press. 1983, 128.

⁹⁰³ James Ellis Jones, *The Maritime and Riverine Landscape of the West of Roman Britain*. BAR British Series 493. 2009, 54.

⁹⁰⁴ John Chandler, *Endless Street*. Salisbury: The Hobnob Press. 1983, 300. Chandler states that ‘The suggestion that there was a wharf in Crane Street (hence the name) – see Hammond, 1910, 371-372 – cannot be sustained. The road is named after an inn.’ He did not consider why the inn was named ‘The Crane’.

⁹⁰⁵ Reginald Hannen, *A History of Fordingbridge. Fourth Edition*. Fordingbridge: J.G. & D.L. Fredericks Limited. 1978, 46.

⁹⁰⁶ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 180.

⁹⁰⁷ Noreen O’Dell, *The River Avon*. Southampton: Paul Cave Publications Ltd. 1991, 56.

⁹⁰⁸ Roy Spring, *Salisbury Cathedral*. London: Unwin Hyman. 1987, 14.

1220. Oak timbers were brought to Salisbury from Ireland for the construction of the roof of the cathedral.⁹⁰⁹

1339 It appears from the Sheriff's Accounts for 'Southampton Provisions to King Overseas' that grain was taken by river from Fordingbridge and Avon to Christchurch and then by the sea to Southampton.⁹¹⁰ Unlike some other Sheriff's Accounts these do not state the mode of transport but only the total cost including transport.

1372. The King ordered that a barge 'be made at Salisbury ... to resist the malice of his enemies of France'.⁹¹¹

1378. 'The mayor, bailiffs, and good men of Salisbury' were given exemption from 'making a small barge, called a "balinger" for the King's fleet now at sea.' As the earl of Salisbury had undertaken to 'provide the same in their stead'.⁹¹²

1402. Certain persons were ordered 'to make inquisition by whose default the passage of ships and boats in the rivers of Wiltesir was hindered'.⁹¹³

1408. The bailiffs of Gloucester were ordered to set free one John Milbourne who had been imprisoned for obstructing the Avon because 'certain pales were set by him in the bed of the river at New Sarum'.⁹¹⁴

1419. A ship, the Catherine of Salisbury, is mentioned in a will.⁹¹⁵

1422. 'It is also recorded that, in the reign of Henry VI, Salisbury played a part in the Hundred Years war since "the river Avon was navigable from Christchurch to Salisbury until the reign of Elizabeth I, the city was technically a seaport and as such it had built and manned a ship "The Trout", which helped in the defence of the Kent coast.'" (This initial statement is surprising in view of later history!)⁹¹⁶

1428. The Southampton Port Books record the arrival of one boat loaded with teasels for wool processing in Salisbury.⁹¹⁷

1455. In an accounts book there is an entry for rental of *le Crane*, which appears to be an inn. This may have been adjacent to a wharf.⁹¹⁸

⁹⁰⁹ Bruce Purvis, *Salisbury*. Derby: Wiltshire County Council and Breedon Books. 2003, 30.

⁹¹⁰ TNA, E101/561/13. Transcribed in Sharon G. Uhler, 'English Customs Ports 1275-1343.' Unpub. B. Phil thesis Univ. of St Andrews. 1977, 274.

⁹¹¹ Calendar of Patent Rolls, 1370-74, 219.

⁹¹² Calendar of Patent Rolls, 1377-81, 108.

⁹¹³ Calendar of Close Rolls, 1399-1402, 518.

⁹¹⁴ Calendar of Patent Rolls, 1405-09. 332.

⁹¹⁵ John Chandler, *Endless Street*. Salisbury: The Hobnob Press. 1983, 300.

⁹¹⁶ Don Cross, *When Salisbury was a Seaport*. Salisbury: Wessexplore. 2001, 3. Referring to Shortt, Hugh (ed) (1957) *City of Salisbury*, 49.

⁹¹⁷ *Ibid.* page 3.

⁹¹⁸ Rev R. Nevill, 'Salisbury in 1455.' *The Wiltshire Archaeological and Natural History Magazine*. Vol. XXXVII. (1927), 70.

Allen Mawer and F.M. Stenton, *The Place Names of Wiltshire*. English Place Names Society. Vol. XVI. Cambridge: University Press. 1939, 20.

1535. ‘The Commission for the River Avon was established and the Commissioners, as in other areas, were appointed to remove all weirs and obstructions on the Avon. This suggested plans for opening the river further for navigation and the improvement of Christchurch port, but nothing more is known of these plans.’⁹¹⁹

1535. [Sir] Peter Philpot wrote to Cromwell

‘Your commandment for the weirs of Kyrcheche [fn Christchurch, Hants] shall be accomplished as soon as possible. Mills, weirs and fishgarths are being plucked down, and by Whitsuntide next every man that hath any ground adjoining this river shall cut the trees away, “and the shelpis to score,” so that a boat may have free passage.’⁹²⁰

1535. John Husee wrote to Lord Lisle

‘And likewise for the Bishop of Winchester’s weirs in Hampshire and those that ‘long to Christchurch shall be pulled down, so that the king, as all others, from the highest to the lowest, pass all one way, and none excuse will be heard. ... there is no redemption but pull them down, although the same weirs have stood since 500 years before the Conquest.’⁹²¹

1538. John Salcot, Bishop of Bangor, and also Abbot of Hyde, wrote to Cromwell about the effect of pulling down all the weirs in Hampshire.⁹²² There was an abundance of salmon and every man came to fish for them.

1590-1591. An order for the regulation of the River Avon made at the Salisbury Quarter Sessions states that the free passage of boats have been let [obstructed] and stopped and provides for the river to be kept open.⁹²³

1592. An Order of the Commissioners of Sewers refers to the obstruction of ‘the ffee passage of ffishes swannes and boates’ on the river between Harnham Bridge, Salisbury and Christchurch.⁹²⁴

1604. ‘From time immemorial, the river Avon had been subject to commissioners of sewers, to preserve various rights of fishery and passage. The antient custom of this part of the river was, that a passage was to be left free, fifteen feet wide, and twelve feet distant from either bank. This custom was confirmed by the commissions, in the third year of James the First, 1604, and the eighth of Charles the First, 1632.’⁹²⁵

⁹¹⁹ Don Cross, *When Salisbury was a Seaport*. Salisbury. 2001, 3.

⁹²⁰ Letters and Papers Foreign and Domestic of the Reign of Henry VIII. Volume 9, 286.

⁹²¹ *The Lisle Letters*. Volume 2. Editor Muriel St. Clare Byrne. Chicago and London: The University of Chicago Press. 1981, 628.

⁹²² *The Lisle Letters*. Volume 5. Editor Muriel St. Clare Byrne. Chicago and London: The University of Chicago Press. 1981, 82.

⁹²³ Hampshire Record Office. 24M82/PZ3.

⁹²⁴ Order of the Commissioners of Sewers for the Avon. Wiltshire and Swindon Record Office, PR/Salisbury St Martin/1899/223 - date 1592.

⁹²⁵ Henry Hatcher, *The History of Modern Wiltshire. Old and New Sarum, or Salisbury*. London: The Author. 1843, 460.

1623. John Taylor and his companions rowed a wherry upstream to Salisbury.⁹²⁶

1632. The inventory of Joseph Warne of Bisterne, Ringwood, Yeoman, included ‘2 boats and Netts @ 1£’.⁹²⁷

Rivers of the South West

SW 1 Dorset Stour

Tidal limit.	Christchurch.			
B.	Sturminster Newton.	42 miles.		
RLU.	Marnhull.	46 miles.	n/a.	

‘An inland navigation map of England and Wales, published in 1808, shows a cut known as the Dorset and Somerset Canal running northwards from the Stour at Sturminster Newton to Bradford on Avon in Wiltshire. Yet the Stour itself is not marked as being navigable.’⁹²⁸ There were several maps published at about this date which showed canals which were planned but never built. They nearly always showed the canal starting at a point where a river was legally and physically navigable.

SW 2 Dorset Frome

Tidal limit.	Wareham.			
B.	Maiden Newton.	42 miles.		
RLU.	Dorchester.	23 miles.	3.0 m ³ s ⁻¹ .	2.4 G.

The river from Maiden Newton to Notton was used by the Romans for the transport of wood, bricks and stone. These were then taken by canal to Dorchester.⁹²⁹

SW 3 Devon Axe

Tidal limit.	Colyford.		
B.	Axminster.	6 miles.	

1339. Tenants of a manor at Branscombe were required to take two loads of corn to either the Exe River or the Axe River, presumably so that it could be transported further.⁹³⁰

⁹²⁶ John Taylor, *All The Works of John Taylor the Water Poet. A Discovery by Sea from London to Salisbury*. London. 1630.

⁹²⁷ Hampshire Record Office 1632AD/87. Inventory of Joseph Warne of Bisterne, Ringwood, Hampshire, Yeoman.

⁹²⁸ Monica Hutchings, *Dorset River*. London: Macdonald. 1956, 155.

⁹²⁹ Major Phillip Foster, ‘The Roman Aqueduct at Dorchester.’ *Proceedings of the Dorset Natural History and Archaeological Society*. XLVI. (1925), 1 – 13.

⁹³⁰ Exeter Cathedral Library, D&C 3683, fol. 8 (dated 1339). Cited in Maryanne Kowaleski, ‘The Grain Trade in Fourteenth-Century Exeter,’ In Edwin Brezette DeWindt, Ed., *The Salt of Common Life*. Medieval Institute Publications, Western Michigan University, Kalamazoo, Michigan. 1995, 44-45.

SW 4 River Exe

Tidal limit.	South Exeter.		
Edwards	Exeter.	1 miles.	
A.	Exeter.	1 miles.	n/a.
RLU.	Tiverton.	20 miles.	n/a.

1290. Two weirs were built out from each shore at Topsham leaving a gap for boats. Then the gap was blocked by the Earl of Devon. An inquisition ordered that an opening should be made in the weir to enable boats to continue to pass. ‘Between 1317 and 1327 this passage was, however, blocked by Hugh Courtenay, Earl of Devon.’ It was said that ‘such was their power and authoritie and such was the iniquitie of those daies as no justice could take place, nor lawe have his dewe course.’⁹³¹

1566. A canal was built from Exeter to the sea for boats of 15-16 tons.⁹³²
‘And now by this time, *Isc* or *Ex* growing bigger, and sporting himselfe, as it were, with spreading into many streames, very commodious for mils, ...’⁹³³

1586. ‘But Excester received not so great damage at these enemies hands, as it did by certaine dames, which they call *Wears*, that Edward Courtney Earle of Denshire, taking high displeasure against the Citizens, made in the river *Ex*, which stop the passage so, that no vessel can come up to the Citie; but since that time all merchandize is carried by land from Topesham three miles off. And albeit it hath beene decreed by Act of Parliament, to take away these Weares, yet they continue there still.’⁹³⁴

1695. The dames at Topsham were removed in the time of King Charles ‘to such advantage that Lighters of the greatest burden come up to the city-key.’⁹³⁵

SW 5 River Teign

Tidal limit.	Newton Abbot.		
B.	Confluence with Bovey.	3 miles.	

See SW6 River Bovey.

SW 6 River Bovey

Lower limit.	River Teign.		
B.	Bovey Heath. (2 km downstream of Bovey Tracey.)	2 miles.	n/a.

A logboat was found at Bovey Heathfield 2 km downstream of Bovey Tracey.⁹³⁶

⁹³¹ John Vowell *alias* Hooker, *The Description of the Citie of Excester, c1600*. Exeter: Devon and Cornwall Record Society. 1919, 33.

⁹³² Charles Hadfield, *The Canals of South West England*. Newton Abbot: David & Charles. 1967, 19-20.

⁹³³ William Camden, *Britain*. Trans. Philemon Holland. London: Ioyce Norton and Richard Whitaker. 1637, 203.

⁹³⁴ *Ibid.* page 205.

⁹³⁵ William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 40.

⁹³⁶ Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 163.

SW 7 Tory Brook

Tidal limit. East of Plymouth.
 B. Plympton. 3 miles. n/a.

A logboat was found at Newnham Park, Plympton before 1839. Newnham Park is 4km above the tidal limit.⁹³⁷

SW 7A River Fowey

Tidal limit. Tywardreath.
 Edwards. Lostwithiel. Tidal.
 A. Lostwithiel. Tidal.

Norden wrote of Lostwithiel (Lostwithiel) that 'It is reported, that *Foath* water flowed up as far as this town, and conveyed boates; now farr unlike.'⁹³⁸

1326. Lostwithiel was listed as a port.⁹³⁹

1586. Camden wrote 'Now it (Lestuthiell) is a little town and not at all populous; for the channel of the river *Fawey*, which in the last age us'd to carry the tide up to the very town, and bring vessels of burthen; is now so stope up by the sands coming from the *Lead-mines*, that it is too shallow for barges; and indeed all the havens in this County are in danger of being choak'd up by these sands.'⁹⁴⁰

SW 8 River Red

Tidal limit: Coast.
 B. Tuckingmill. 5 miles.
 (Nr Camborne.)

A logboat was found at Tuckingmill, nr Camborne, 8 km upstream of the tidal limit.⁹⁴¹

SW 9 River Tresillian

Tidal limit: Tresillian.
 B. Probus. 3 miles.

Norden wrote about Probus that 'nere unto this place hath a braunche of *Foye* haven come with boates; and belowe *Probus* churche is a rock, called *Hayle-boate rocke*,

⁹³⁷ *Ibid.* page 253.

⁹³⁸ John Norden, *Speculi Britanniae Pars. A Topographical & Historical description of Cornwall*. London. 1728. Reprinted 1966, 41.

⁹³⁹ Calendar of Close Rolls, 1323-27, 640-42.

⁹⁴⁰ William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: Edmund Gibson. 1695, 8.

⁹⁴¹ Sean McGrail, *Logboats of England and Wales, Part i*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 280.

wherin to this day are many great Iron rynges whereunto Boates haue bene tyed: Now noe show of a haven, but a little brooke runneth in the valley.'⁹⁴²

SW 10 River Torridge

Tidal limit.	Landcross.			
A.	Monkleigh.	2 miles.	16 m ³ s ⁻¹ .	< 10 m.
RLU.	Hele Bridge. (North of Hatherleigh.)	16 miles.	n/a.	1.4

1348-1500. 'From the mouth of the Taw and Torridge sand was loaded onto barges to be taken upstream to Tawstock and Monkleigh, thence by pack-horse into mid-Devon.'⁹⁴³

1440s. 'John Scotte of Monkleigh was a barge builder.'⁹⁴⁴

SW 11 River Taw

Tidal Limit.	Tawstock.			
B.	Confl. River Bray.	12 miles.		
RLU.	Newnham Barton Bridge. ¼ mile above confl. Bray.	12 miles.	n/a.	

1383. A commission of 'oyer and terminer' was set up to inquire into 'the construction of divers weirs, mills, pools, stakes and kiddles in the river Towe between Brastaple and Mollond, co Devon, contrary to statute of 25 Edward III'.⁹⁴⁵

The inclusion of mills and the reference to 25 Edward III imply that Mollond was upstream of the tidal limit. Its position has not been found.

1535. The Basset weir at Umberleigh was destroyed under the provisions of 23 Henry VIII c.5.⁹⁴⁶

SW 12 River Bray

Lower limit.	River Taw.			
B.	Filleigh.	10 miles.	n/a.	

1535. A weir described as 'Fortescue's of Filleigh' was destroyed under the provisions of 23 Henry VIII c.5.⁹⁴⁷

⁹⁴² John Norden, *Speculi Britanniae Pars. A Topographicall & Historical description of Cornwall*. London: The Editor. 1728. Reprinted 1966, 43.

⁹⁴³ TNA, C 136/69/1. Devon RO, CR 1131-3, and Nottingham Univ. Library, Middleton Ms M 149/3. Cited in H.S.A. Fox, 'Farming Practice and Techniques'. In Edward Miller, *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 311.

⁹⁴⁴ Joan Thirsk, Ed., *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 311

⁹⁴⁵ Calendar of Patent Rolls, 1381-85, 355.

⁹⁴⁶ *The Lisle Letters. Volume 2*. Editor Muriel St. Clare Byrne. Chicago and London: The University of Chicago Press. 1981, 622-623 *et al.*

⁹⁴⁷ *The Lisle Letters. Volume 5*. Editor Muriel St. Clare Byrne. Chicago and London: The University of Chicago Press. 1981, 37.

Rivers of the Somerset Levels

Most details of the use of rivers on the Somerset Levels are not recorded. See :- Helm,⁹⁴⁸ Williams,⁹⁴⁹ Russett,⁹⁵⁰ and Rippon.⁹⁵¹

1547. There were botes on Le Meere, Somerset.⁹⁵²

SW 13 River Parrett

Tidal limit. 3 miles downstream of Langport.

Edwards. Langport. 3 miles.

A. Kingsbury Episcopi. 7 miles. 2.4 m³s⁻¹. n/a.

B. Norton Sub Hamdon 11 miles.

‘Probably the most important river of the Levels was the Parrett, winding up from the sea to Bridgewater and then continuing far into the flat lands of Somerset, the tide travelling some twenty miles inland, almost to the town of Langport. From early times, river traffic took place to Langport Bridge, where any goods destined for the wharves of Thorney, three miles upstream on the Parrett, or Ilchester, on the tributary River Yeo, had to be transhipped, because the bridge totally obstructed the navigation.’⁹⁵³

13thC. ‘There was a bridge over the River Parrett at Langport as early as the 13th century and although it restricted the passage of anything but the smallest boats heading further inland the associated works helped to reclaim useful land and create river-side unloading places. In the 15th century the 9-arch Great Bow Bridge was damaged by flood waters several times and its restrictive water depths and clearances continued to hinder trade beyond Langport and on up the Parrett, Yeo (Ivel) and Isle rivers. ...

Until the end of the 17th century the river trade was still the province of small boat owners, merchants and carriers who specialised in buying commodities like salt at Bridgewater and then acted as chapmen in meeting local demand in mid-Somerset.’⁹⁵⁴

‘Ham Hill’s only traditional waterbourne route was to the north-west by way of the River Parrett passing through Langport and Bridgewater. Exactly how it was used is not clear.’⁹⁵⁵

1280. ‘The burgesses of Bridgewater complained that Acton had stopped them “towing their boats on the waterway of Peret, along the moorlands and meadows between Bruewat’ and Langport.”’⁹⁵⁶

⁹⁴⁸ P. Helm, ‘The Somerset Levels in the Middle Ages.’ *Journal of the British Archaeological Association*. Vol. 12. (1949.)

⁹⁴⁹ Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970.

⁹⁵⁰ V.E.J. Russett, ‘Hythes and bows: aspects of river transport in Somerset.’ In G.L. Wood, *et al.*

‘Waterfront Archaeology.’ *CBA Research Report Number 74*. 1991, 60 – 75.

⁹⁵¹ Stephen Rippon, ‘Making the Most of a Bad Situation? Glastonbury Abbey, Meare, and the Medieval Exploitation of Wetland Resources in the Somerset Levels.’ *Medieval Archaeology*. Vol. XLVIII. (2004), 91 – 130.

⁹⁵² Calendar of Patent Rolls, 1547-1548, 118.

⁹⁵³ Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 23.

⁹⁵⁴ Geoffrey Body and Roy Gallop, *Parrett River Trade*. Bristol: Fiducia Press. 2006, 3 – 4.

⁹⁵⁵ Richard Durman, *Ham Hill: Portrait of a Building Stone*. Reading: Spire Books Ltd. 2006, 54.

1633. 'From Ivehchester the river passeth under Pillbridge, whither are brought up boates and crayes from Langport and Bridgewater.'⁹⁵⁷

1633. Gerard wrote that 'The moors at Kingsbury Episcopi, Muchelney, Aller and around Burrow Bridge, were "soe covered with water you would rather deeme them Sea than land"', and the inhabitants of the uplands surrounding Aller Moor were forced to come to church in boats "and in them also carry their dead corpses to burieall".⁹⁵⁸

1633. Thomas Gerrard wrote of Langport 'The river then [King Henry the first's time] being large enough noe doubt to bring up vessels of some burthen as it doth barges at this day.'⁹⁵⁹

SW 14 River Cary

Tidal limit. Dunball.
B. Somerton. 15 miles.

Pre 1780. 'It was said that "in wet winters people have been known to come from the Parrett in boats to the very doors' of houses in Somerton," presumably sailing from an overflowing River Parrett, across a flooded King's Sedgemoor, and up the River Cary.'⁹⁶⁰

SW 15 River Tone

Lower limit. River Parrett.
Edwards. Taunton. 10 miles.
A. Taunton. 10 miles. $4 \text{ m}^3 \text{ s}^{-1}$. n/a

'The River Tone seems to have been improved for navigation as early as the 14th century. ... The Dean and Chapter [of Wells] received numerous complaints regarding the building of Ham Mill in the early 16th century. ... the navigation to Taunton previously enjoyed by the inhabitants and merchants of that town was stopped.'⁹⁶¹

Pre 1250. The abbey of Athelney collected one boat-load of brushwood daily from Michaelmas to Holeday from Stan Moor.⁹⁶²

⁹⁵⁶ 'Somersetshire Pleas', ed. Landon, No. 763, Publications of the Somerset Record Society, XLIV. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 62.

⁹⁵⁷ Thomas Gerard, *Particular Description of the County of Somerset*. Cited in Charles Hadfield, *The Canals of South West England*. Newton Abbot: David & Charles. 1967, 83.

⁹⁵⁸ *A Particular Description of the county of Somerset, Drawn up by Thomas Gerard of Trent, 1633*. Editor E.H. Bates. *Somerset Record Society*, Vol. XV, (1900.) 220, 215 and 63.

⁹⁵⁹ *Ibid.* page 131.

⁹⁶⁰ Anon. [Sullivan, R.J.] *Observations made during a Tour thro' part of England, Scotland and Wales*. 1780, 43. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 153.

⁹⁶¹ Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 24.

⁹⁶² W.H.B. Bird, Ed., *The Calendar of the Manuscripts of the Dean and Chapter of Wells*. Volume 1, 317-318. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 30.

1364. The abbot of Glastonbury was accused of maintaining ‘in Monkton trees hanging over the Tone right across it, so that boats cannot pass as they were wont.’ Monkton is 3 km downstream of Taunton. He responded that the cope had recently been removed. He was further accused of owning a fulling mill recently erected so that the passage of boats and fish between Bridgewater and Taunton was prevented.⁹⁶³

1414. The abbot of Glastonbury was accused of building a water-gate ‘across the middle of the King’s deep river running from Taunton to the town and port of Bridgewater that boats and small ships called ‘botes’ and ‘trowys’ suitably laden with divers wares called ‘avoir de poirs’ and other necessaries, viz. wood for fuel, timber, coal, pitch, salt, iron, lime, grain, malt, wine and other victuals, for the King’s people in the town of Taunton and the country adjoining, which used to be brought up from to Taunton from Bridgewater by the force of the water from time immemorial, ...’⁹⁶⁴

1490. ‘The Chapter of Wells erected a mill at Ham on the Tone, which was said to cause severe flooding upstream and to be a hindrance to navigation. In answer to the latter point the chapter gave some interesting details about the flow of the Tone: “and all the somer season the water is so lowe and so meny shelpes and bayes in the ryver between our myll and Taunton, that it is not possible to convey eny bote that way; and in the winter season the medewes be so filled and replenysshed with water, that the bootes may go over at every place, so that they shall not be lett by the myll.”⁹⁶⁵

1505. ‘The men of Taunton complained of a new mill which prevented their having “course recourse and free passage upon the water of Toon [Tone], Bathepolemyll and Brigewater for all maner of marchaundyses, corne, cole, stones and all other stuff”, water carriage being “in every ton better chepe by ijs”.’⁹⁶⁶

SW 16 River Yeo or Ivel

Lower limit. River Parrett.
B. Ilchester. 6 miles.

‘There is evidence of two Roman wharves at Ilchester, (fn. Information given by Mr J. Stevens of Ilchester.) but in modern times it is likely that boats only reached Ilchester wharf - on the left bank, below the bridge - at times of flood.’⁹⁶⁷

‘From early times, river traffic took place to Langport Bridge, where any goods destined for the wharves of Thorney, three miles upstream on the Parrett, or Ilchester, on the tributary River Yeo, had to be transhipped, because the bridge totally obstructed the navigation.’⁹⁶⁸

⁹⁶³ Calendar of Patent Rolls, 1381-85, 511.

⁹⁶⁴ Calendar of Inquisitions Miscellaneous, 1399-1422, 259.

⁹⁶⁵ W.H.B. Bird, Ed., *The Calendar of the Manuscripts of the Dean and Chapter of Wells. Volume II*, 184-190. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 82.

⁹⁶⁶ Hist MSS Com. Rep. Wells MSS., ii. 187. Cited in L.F. Salzman, *English Trade in the Middle Ages*. Oxford: Clarendon Press. 1931, 209

⁹⁶⁷ Charles Hadfield, *The Canals of South West England*. Newton Abbot: David & Charles. 1967, 83.

⁹⁶⁸ Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 23.

1633. ‘Two miles below Ilchester the River Yeo is crossed by a pack-horse bridge known as Pill Bridge. ... Thomas Gerard (c. 1633) stated that “the River (Parrett) passeth under Pillbridge, whither are brought upp boates and crayes from Lamport and Bridgewater.’⁹⁶⁹

SW 17 River Brue

Tidal Limit.	Highbridge.			
Edwards.	Glastonbury.	13 miles.		
A.	Glastonbury.	13 miles.	n/a.	
B.	Baltonsborough.	18 miles.	$2 \text{ m}^3 \text{ s}^{-1}$.	n/a.

Four hythes near Butleigh are mentioned in a charter.⁹⁷⁰

Two logboats have been found at Glastonbury, and one each at Meare, Shapwick and Woolavington.⁹⁷¹

Medieval times. Williams states that the interpretation of the complicated system of inter-connected watercourses of the Brue valley ‘are further complicated by the deliberate attempt to maintain even water-levels, for water transport was widespread in this area in medieval times in order to overcome the great obstacle of the marsh.’⁹⁷²

Medieval period. Rooksbridge was the port at which goods were transferred from sea-going ships into smaller barges which took goods to Glastonbury.⁹⁷³ Rooksbridge is on the Mark Yeo or Pilrow Cut from the River Axe to the River Brue.

‘The (Pilrow) Cut certainly contributed little to the drainage of the moors through which it passed, being excavated on slightly higher ground than the more badly drained areas on either side; once again, like other medieval cuts in this area of the Levels, its purpose would seem to be primarily one of navigation, being a connecting link between the four coastal manors of the Brents, Lympsham and Berrow, with the Abbey of Glastonbury.’ Evidence for the existence of the cut goes back perhaps to the early thirteenth century and certainly to the early fourteenth century.⁹⁷⁴

Rippon states that boats reached to Baltonsborough from Glastonbury.⁹⁷⁵

⁹⁶⁹ E. Jervoise, *The Ancient Bridges of the South of England*. Westminster: The Architectural Press. 1930, 92.

⁹⁷⁰ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 74.

⁹⁷¹ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978.

⁹⁷² Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 64.

⁹⁷³ *Ibid.* page 65.

⁹⁷⁴ *Ibid.* page 68.

⁹⁷⁵ Stephen Rippon, ‘Water and wetlands in medieval estate management: Glastonbury Abbey, Meare and the Somerset Levels in South West England.’ In Jan Klapste, Ed., *Water Management in medieval rural economy*. Prague: Institute of Archaeology, Academy of Sciences of the Czech Republic. 2003, 93-112, 93.

SW 18 River Whitelake

Lower limit Brue.
 A. Piltown. 7 miles. n/a.

Early 13thC. Robert Malerbe ‘ought to provide a boat that can carry eight men, and be the steersman, and carry the lord abbot where he wishes ... and all his men, and the cook, the hunter with his dogs, and all those who can or ought to be carried by water ... He ought to be responsible for the Abbot’s wine at Pilton, after it has been put in the boat and until it has been brought to Glastonbury ... To look after all waters between Clewer and Street bridges, and between Mark bridge and Glastonbury.’⁹⁷⁶

SW 19 River Axe

Tidal limit: Brean.
 Edwards. Panborough. 15 miles.
 A. Bleadney. 15 miles. 0.6 m³s⁻¹. n/a.
 (1 km downstream of Henton.)
 B. Wells. 20 miles.

Ann Coles claims that the name ‘Bleadney’ is derived from *hyo*, a hythe.⁹⁷⁷

‘From Rackley, as it is now called, barges carried goods right up to the great abbey of Glastonbury. There was indeed a considerable system of watercourses in these northern Somerset Levels, comparable with that round the Tone and Parrett in the southern levels.’⁹⁷⁸

‘Not far from Rackley is Hythe, now less than a hamlet, which was a similar little port. Here the grass-covered wharves can still be seen; and there are other small loading and unloading places.’⁹⁷⁹

‘Small craft could work higher up [than Rackley] to Panborough and Bleadney. The abbots of Glastonbury had their own port lower down, at Rooksbridge near East Brent, on a tidal pill of the old river, whence the Pilrow Cut ran for some 6 miles south across the moor to Mark, and then south-eastwards to join the Brue opposite Burtle. Thence goods were taken up the Brue, through Meare Pool, and so the mill stream near Glastonbury.’⁹⁸⁰

‘The Axe also provided access between the important minster, later the cathedral, at Wells and the sea.’⁹⁸¹

⁹⁷⁶ Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 71.

⁹⁷⁷ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 71.

⁹⁷⁸ W.G. Hoskins, *Fieldwork in Local History*. London: Faber and Faber Limited. 1976, 61.

⁹⁷⁹ *Ibid.* page 61.

⁹⁸⁰ Charles Hadfield, *The Canals of South West England*. Newton Abbot: David & Charles. 1967, 76.

⁹⁸¹ Charles and Nancy Hollinrake, ‘The Water Roads of Somerset.’ In John Blair, ‘*Waterways and Canal-Building in Medieval England*.’ Oxford: Oxford University Press. 2007, 232.

Early 12th C. ‘There was a port on the Axe at Rackley, the tidal limit, which sea-going vessels could reach to transfer their cargoes to smaller barges. These would then proceed to Wells, returning with lead from the Mendip mines.’⁹⁸²

1178. ‘One such old river port is Rackley, on the former course of the Axe in Somerset, about 2½ miles west of Axbridge, now a mere hamlet on a quite insignificant stream (see the O.S. 2½-inch sheet, ST35). It has long since ceased to figure on the one-inch map. Lying under a bank of red marl, where the Cheddar Water comes nearest to the road from Axbridge, it was originally called *Radeclive* (‘red cliff’) and is first referred to in a Wells Episcopal record of 1178 as *portus de Radeclive* in the parish of Compton Episcopi.’⁹⁸³

13th C. ‘By the thirteenth century there were a series of small ports and landing places in the Axe valley, suggesting that the amount of traffic was not inconsiderable (Bleadney, Northlode near Wedmore, Clewer, Brinscombe, Hythe near Cheddar, Axbridge, Lower Weare, Rackley, and Rooksbridge).’⁹⁸⁴

13thC. ‘In the thirteenth century ... Sea-going ships could reach up the Axe to Wells.’⁹⁸⁵

1200. ‘Richard the Lionheart approved the construction of a wharf at Rackley, near Axbridge.’⁹⁸⁶

Early 13th C. See:- SW18 River Whitelake.

1242. ‘The Abbott of Glastonbury (was) accused of breaking three fisheries with his boats in the Axe river between Rackley and Glastonbury.’⁹⁸⁷

1273. It is recorded that the Axe was ‘adequate for the Abbot to take stone and lime and corn from his manors and from other places in those parts to his abbey at Glastonbury’⁹⁸⁸ and that it was so used.⁹⁸⁹

1275. ‘A document states that the watercourse between Nyland, in the Axe valley, and Bleadney “was adequate for the Abbot to take stone and lime and corn from his manor

⁹⁸² Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 22.

⁹⁸³ W.G. Hoskins, *Fieldwork in Local History*. London: Faber and Faber Limited. 1976, 60-61.

⁹⁸⁴ Stephen Rippon, ‘Waterways on Coastal Marshlands.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 217.

⁹⁸⁵ Robin and Romey Williams, *The Somerset Levels*. Bradford on Avon: Ex Libris Press. Revised Edition 2003, 65.

⁹⁸⁶ *Ibid.* page 64.

⁹⁸⁷ ‘Somerset Pleas’, Ed. Chadwyck-Healey, No. 237 (1242), Somerset Record Society XI. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 65.

⁹⁸⁸ P.J. Helm, ‘The Somerset Levels in the Middle Ages.’ *Journal of the British Archaeological Association* Vol. 12. (1949), 37.

⁹⁸⁹ C.E. Chadwyck-Healey, Ed., *Somerset Pleas*. Somerset Records Society XI, (Taunton, 1897-1929.). no 818. Cited in Stephen Rippon, ‘Waterways on Coastal Marshlands.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 215.

and from other places in those parts to his Abbey of Glastonbury and [they] were used to go from their Abbey to the manor of Andredesye [Nyland] in their boats.”⁹⁹⁰

1303. ‘Another tributary canal of the Axe is suggested by the place name “Northlode” in Theale.’⁹⁹¹

1347. The sheriff of Somerset was ordered to announce that no ship or boats were to be loaded with wool, hides and merchandise in the water of Radecliff except at the quay of Bridgewater or Bristol.⁹⁹²

SW 20 Cheddar Yeo

Lower limit. River Axe.

B. Hythe. 5 miles.
(2km downstream of Cheddar.)

‘Imported potsherds have been found at ... Cadbury Congresbury, a reused hillfort by the Congresbury Yeo, a navigable river.’⁹⁹³

1212. Hythe (meaning landing place) was first recorded.⁹⁹⁴

SW 21 River Sheppey

Lower limit. River Axe.

A. Mondenmede Hurn. 1 mile. 1.10 m³s⁻¹. n/a.
(3 miles downstream of Coxley.)

1326. Two bridges on the waterway from Monkenmede (Hurn) to Bleadney bridge were to be high enough for boats to pass underneath.⁹⁹⁵

SW 22 River Banwell

Lower limit. Coast.

B. Eton. 8 miles.
(0.5 mile south of J21 on M5.)

Cole considered that the name Eton indicates that the settlement had to ‘keep the river open for navigation’.⁹⁹⁶ Eton is now only represented by Eton Lane.

⁹⁹⁰ T. Hearne, Ed., *Joannis confratris et monachi Glastoniensis chronica, sive historia de rebus Glastoniensibus. Volume II.* 337-348. Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 65.

⁹⁹¹ Stephen Rippon, ‘Waterways on Coastal Marshlands.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 217.

⁹⁹² Calendar of Close Rolls, 1346-49, 242.

⁹⁹³ Charles and Nancy Hollinrake, ‘The Water Roads of Somerset.’ In John Blair, ‘*Waterways and Canal-Building in Medieval England*.’ Oxford: Oxford University Press. 2007, 232.

⁹⁹⁴ Stephen Rippon, ‘Waterways on Coastal Marshlands.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 216

⁹⁹⁵ A. Watkin, Ed., ‘The Great Chartulary of Glastonbury Abbey. Volume 1’, *Somerset Record Society*, LIX, (1944). Cited in Michael Williams, *The Draining of the Somerset Levels*. Cambridge: At the University Press. 1970, 67.

SW 23 Bristol Avon

Tidal limit: Bristol.

Edwards.	Bath.	16 miles.		
A.	Bath.	16 miles.	20 m ³ s ⁻¹ .	Canalised.
RLU.	Chippenham.	42 miles.	n/a.	

1276. ‘To cause the banks of the water of Avene ... to be widened and opened by the view and trestimony of two men of Bath and two of Bristol specially elected by the men of those parts, so that boats and ships may freely pass without hindrance or danger throughout the whole water in those parts.’⁹⁹⁷

1365. The river between Bath and Bristol was obstructed by ‘weirs, piles and palings and land raised on both sides of it that the adjacent lands, meadows and pastures are flooded and the passage of crayers and boats with victuals impeded.’⁹⁹⁸

1372. *Plea*. ‘Also, the commons of the counties of Somerset and Wiltshire pray: concerning the river called Avon between the city of Bath and the town of Bristol, which runs for part of its course between the counties of Somerset and Gloucester, and by which victuals necessary to the said commonalty have to be brought in vessels and boats rather than by land; as a result of obstacles placed in the marshes, weirs of stone and straw set and built in the said river, and the raising of the land on either side of the said river, the water has been stopped, restrained and constricted, the adjacent lands, meadows and pastures are flooded, the said lands, meadows and pastures are often destroyed and the passage of the said vessels and boats with victuals and other necessaries for the said commonalty is disturbed between the aforesaid places, to the damage and grievance of the said commonalty. Wherefore they pray remedy, that the said weirs might be knocked down or removed so that the vessels and the boats can pass between the two towns, in ease of the aforesaid commonalty.

Answer. He who shall feel himself aggrieved shall pursue this, and justice will be done to him according to the form of the statute ordained in this case.⁹⁹⁹

1383. The river was again obstructed so that boats could not pass.¹⁰⁰⁰

c1543. ‘A 2. miles above Bristow [Bristol] was a commune *trajectus* by bote.’¹⁰⁰¹

1641. John Taylor rowed from Bristol to Bath and back crossing four or five mills and weirs.¹⁰⁰²

⁹⁹⁶ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

⁹⁹⁷ Calendar of Close Rolls, 1272-79, 354.

⁹⁹⁸ Calendar of Patent Rolls, 1364-67, 140-141.

⁹⁹⁹ The Parliamentary Rolls Of Medieval England. 1372 Edward III, Membrane 312, 24. X.

¹⁰⁰⁰ Calendar of Patent Rolls, 1381-85, 259.

¹⁰⁰¹ *The Itinerary of John Leland in or about the years 1535-1543. Volume I*. Editor Lucy Toulmin Smith, Carbondale: Southern Illinois University Press. 1964, 136.

¹⁰⁰² John Taylor, *John Taylor’s last Voyage*. London: John Taylor. 1641, 19. Contained in *Works of John Taylor. Second Collection*. The Spencer Society 14. 1873. New York: Burt Franklin. 1967.

SW 24 Bristol Frome

Tributary of the Bristol Avon.

A. Stapleton. 1 mile. $1.7 \text{ m}^3\text{s}^{-1}$. <10m

1221. Richard Palmer fell into the River Frome out of a boat and was drowned. Value of the boat 10 s. A second man also drowned in the river for reasons unknown.¹⁰⁰³

c.1450. William of Worcester records that *bosco* [wood] was carried on the Frome into Bristol.¹⁰⁰⁴

SW 25 River Stroud

Lower limit. River Severn.

B. Stonehouse. 5 miles.

1641. John Taylor rowed from Stonehouse to the Severn in July in a year of 'great drought'.¹⁰⁰⁵

Rivers of the Severn Basin.**Se 1 River Severn**

Tidal limit: Gloucester.

Edwards. Montford Bridge. 97 miles.

A. Welsh Border. 116 miles.

RLU. Welsh Border. 116 miles.

Most reports of the use of the river are not recorded. See Green,¹⁰⁰⁶ also Acts of 1430 and 1503 below.

1221. J was struck on the head by a stake at the Tewkesbury dam as he was in a ship going up towards Hanley.¹⁰⁰⁷ (Dam for *Gurgitem*. Ship for *navi*.)

1256. A man was drowned having fallen from a boat into the River Severn in the Hundred of Pimhill.¹⁰⁰⁸ This is upstream of Shrewsbury.

1284. The Sheriff of Shropshire was granted the power to fine rafts of firewood or timber which damaged the Montford Bridge which is 16 km upstream of Shrewsbury.¹⁰⁰⁹

¹⁰⁰³ *Pleas of the Crown for the Hundred of Swineshead and the Township of Bristol*. Editor Edward James Watson. Bristol: W. Crofton Hemmons. 1902, 137, 123.

¹⁰⁰⁴ *Itineraria Symonis Simeonis et Willelmi de Worcestre*. Editor Jacobus Nasmith. Cambridge. 1778, 238.

¹⁰⁰⁵ John Taylor, *John Taylor's last Voyage*. London: John Taylor. 1641, 22. Contained in *Works of John Taylor. Second Collection*. The Spencer Society 14. 1873. New York: Burt Franklin. 1967.

¹⁰⁰⁶ Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999.

¹⁰⁰⁷ *Select Pleas of the Crown. Volume 1. A.D. 1200-1225*. Editor F.W. Maitland. Selden Society Vol. 1. 1887, 84.

¹⁰⁰⁸ *The Shropshire Eyre Roll of 1256*. Editor Alan Harding. Selden Society Vol. 96. 1980, 287.

1285, 1318, 1328, 1381, 1412. Charters show that trading vessels were required to pay tolls at Montford Bridge.¹⁰¹⁰ These vessels must have started upstream .

1386-7. ‘Earnwood (Salop) made 60,000 “*talwode*” [Faggots] for £9, spent a further £5 12s. 6d. in carrying them to the Severn, and sold them there for £36.’¹⁰¹¹

1387. ‘Anslem said that the Severn had from time immemorial been a river in which many weirs (*gurgites*) were built, a space of eighteen feet in breadth being always reserved for the passage of boats, and that he and his ancestors, ... had had from time immemorial a weir, which the king’s attorney supposed to be a sewer (*seweram*), pertaining to the said manor, eighteen feet being left for the passage of boats on the west side of the river, which he and his ancestors had always been wont to maintain and repair and which he himself so repaired, without hindering the course of the said river, except as had always been customary.’¹⁰¹²

1427. The commons complained that people had attacked boats, floats and drags carrying ‘all kinds of goods and merchandise and other things whether timber or other wood and fuel ... both in Wales and other privileged places’.¹⁰¹³

1430. An Act was passed confirming free passage on the River Severn.¹⁰¹⁴

1500-1700. ‘During the sixteenth and seventeenth centuries the river was usable nominally above Shrewsbury as far as Welshpool. But it had its own interruptions - low water in summer and floods in winter - and the bargemen were certainly as undependable as the carriers.’¹⁰¹⁵

1503. An Act was passed confirming the right of free passage on the River Severn except for tolls for which lawful title could be shown. The Act also provided that, when people haling or drawing boats caused damage, then fair compensation should be paid to the riparian owner.¹⁰¹⁶

c1535. ‘To this bridge resorte many flat and longe vessels to cary downe and up all maner of marchandise to Bewdley and above Beudeley.’¹⁰¹⁷

1543. A ‘picardes’ is described as a boat carrying 15 to 36 tons.¹⁰¹⁸

¹⁰⁰⁹ Calendar of Patent Rolls, 1281-92, 116.

¹⁰¹⁰ T. Rowley, *The Shropshire Landscape*. London: Hodder & Stoughton. 1972, 236.

¹⁰¹¹ David L. Farmer, ‘Marketing the Produce of the Countryside.’ In Edward Miller, *The Agrarian History of England and Wales. Volume III 1348-1500*. Cambridge: Cambridge University Press, 1991, 413.

¹⁰¹² *Public Works in Mediaeval Law, Volume 1*. Editor C.T. Flower. Selden Society Vol. 32. 1915, 155.

¹⁰¹³ Parliamentary Rolls of Medieval England. Henry VI, 1427 October, XV, 42, iv-332-333.

¹⁰¹⁴ 1430. 9 Henry VI, c 5.

¹⁰¹⁵ T.C. Mendenhall, *The Shrewsbury Drapers and the Welsh Wool Trade in the XVI and XVII centuries*. Oxford: Oxford University Press. 1953, 36.

¹⁰¹⁶ 1543. 19 Henry VII, c 18.

¹⁰¹⁷ *The Itinerary of John Leland. Volume II*. Editor Lucy Toulmin Smith. Carbondale: Southern Illinois University Press. 1964, 86.

¹⁰¹⁸ *Select Pleas of the Court of Star Chamber, 1509-1544. Volume II*. Editor I.S. Leadam. Selden Society Vol. 25. 1910, 266.

1570-1700. 'Of the 600 adult males (living in Broseley and Madeley) between 1570 and 1700 whose occupations are known, ... 23 per cent were workers on the river.'¹⁰¹⁹

c1575. Lord Burleigh's map of Shrewsbury shows a timber raft coming downstream and three rafts on the bank by Welsh Bridge.¹⁰²⁰

1577. Harrison wrote of the Severn 'As the said stream, in length of course, bountie of water, and depth of chanel commeth farre behind the Thames, so for other commodities, as trade of merchandize, plenty of carriage ... it is nothing at all inferiour to or second to the same.'¹⁰²¹

1586. 'Hereabouts are those old-fashion'd boats, call'd in Latin *Rates*, i.e. *Flotes*, made of rough timber planks, joyn'd together with light ribs of wood, which with the stream convey burthens.'¹⁰²²

1599. A barge coming downstream collided with Welsh Bridge in Shrewsbury.¹⁰²³

Se 2 Warwickshire Avon

Lower limit. River Severn.

Edwards.	Evesham.	28 miles.			
A.	Alveston.	47 miles.	n/a.		
B.	Bretford.	82 miles.			
RLU.	Ashow.	68 miles.	5.6 m ³ s ⁻¹ .	0.57	S&G.

Edwards quotes a record that barges were taken from Chester to Kenilworth in 1266 to launch an attack across the lake. This is not accepted here as evidence that the barges were taken up the Warwickshire Avon.

1196. (Stratford upon Avon's) prime advantage was its position at the junction of these roads with the navigable Avon, then a part of the great waterway system of the Severn valley.¹⁰²⁴

1199. Bretford was founded only a short way down the Foss Way but at the more advantageous situation where land and water routes meet.¹⁰²⁵

1221. In Pathelawe Hundred, 'Roger Dun fell from a boat so that he is drowned.'¹⁰²⁶ Part of the Arrow and the Warwickshire Avon from the confluence with the Arrow to Bishops Hampton are in Barlichway Hundred .

¹⁰¹⁹ Malcolm Wanklyn, 'The impact of water transport facilities on the economies of English river ports, c.1660-c.1760.' *Economic History Review*, Vol. XLIX. I, (1996), 20-34, 27.

¹⁰²⁰ A.S. Davies, 'The river trade and craft of Montgomeryshire and its borders.' *Montgomeryshire Collections*, Vol. 44. (1935), 46-56, 54.

¹⁰²¹ William Harrison, *Description of the Sauerne*. 1577. Cited in Edwin A. Pratt, *A History of Inland Transport and Communication in England*. London: Kegan Paul, Trench, Trubner & Co., Ltd. 1912, 114.

¹⁰²² William Camden, *Camden's Britannia*. Trans. and Ed. Edmund Gibson. London: F. Collins. 1695, 548.

¹⁰²³ David Harrison, *The Bridges of Medieval England*. Oxford: Clarendon Press. 2004, 79.

¹⁰²⁴ Maurice Beresford, *New Towns of the Middle Ages*. London: Lutterworth Press. 1967, 501.

¹⁰²⁵ *Ibid.* page 499.

1221. Siwate of Alveston fell from a boat and was drowned.¹⁰²⁷ Alveston is 3 km upstream of Stratford-upon-Avon.

1221. In Kynton Hundred H broke one boat of the abbot of Bordesley.¹⁰²⁸

1275. ‘Stephen Hanz of Crophorne fell into the water and drowned as he was trying to cross the river Avon.’¹⁰²⁹

‘Richard Fisher of Eckington fell into the water and drowned as he was trying to cross the river Avon.’¹⁰³⁰

‘Simon Miller of Ryall was trying to cross the Avon in a boat when he fell into the water and drowned.’¹⁰³¹

c. 1400. ‘The Avon carried Bredon’s grain to Tewkesbury.’¹⁰³²

1413-1422. At Kenilworth Castle. ‘By far the most conspicuous part of the remains, however, is a very substantial excavation, 100ft. wide and 270 ft. long, leading from the former edge of the mere and crossing the outer moat into the enclosure, which was evidently a canal or harbour allowing the Pleasance to be entered by boat.’¹⁰³³

15th C. Rogers considered that the monastery accounts show that goods were taken by water from Tewkesbury and Evesham to Pershore.¹⁰³⁴

1636. Sir William Russel, Sheriff of Worcestershire, confiscated a boat sent to survey a portion of the river adjoining his estate.¹⁰³⁵ This shows that the river could be used by boats before it was made navigable.

1641. John Taylor rowed upstream to Evesham and apparently could have rowed further but he wished to return to London.¹⁰³⁶

¹⁰²⁶ *Rolls of the Justices in Eyre for Gloucester, Warwickshire, and Shropshire, 1221, 1222.* Editor Doris M. Stenton. Selden Society Vol. 59. 1940, 347.

¹⁰²⁷ *Ibid.* page 346.

¹⁰²⁸ *Ibid.* page 361.

¹⁰²⁹ *The Worcester Eyre of 1275.* Editor Jens Röhrkasten. Worcestershire Historical Society. New Series Vol. 22. 2008, 381.

¹⁰³⁰ *Ibid.* page 438.

¹⁰³¹ *Ibid.* page 452.

¹⁰³² Worcs. RO, BA 2636/009; 1/158/92020. David L. Farmer, ‘Marketing the Produce of the Countryside.’ In Edward Miller, *The Agrarian History of England and Wales. Volume III 1348-1500.* Cambridge: Cambridge University Press, 1991, 354

¹⁰³³ M.W. Thompson, ‘Reclamation of Waste Ground for the Pleasance at Kenilworth Castle, Warwickshire.’ *Medieval Archaeology.* Vol. 8. (1964), 222-223, 222.

¹⁰³⁴ James E. Thorold Rogers, *A History of Agriculture and Prices in England. Volume IV.* Oxford: Clarendon Press. 1882, 696.

¹⁰³⁵ Grahame Farr, ‘Severn Navigation and the Trow.’ *Mariners’ Mirror* Vol. 32, Number 2, (1946), 66-95, 71.

¹⁰³⁶ John Taylor, *John Taylor’s last Voyage.* London: John Taylor. 1641, 22. Contained in *Works of John Taylor. Second Collection.* The Spencer Society 14. 1873. New York: Burt Franklin. 1967.

Se 3 River Teme

Lower limit.	River Severn.				
A.	Bringewood. (3 miles upstream of Ludlow.)	47 miles.	14 m ³ s ⁻¹ .	1.8	Weirs.
B.	Confl. River Onny.	49 miles.			
RLU.	Ludlow.	44 miles.	14 m ³ s ⁻¹ .	1.8	Weirs.

See River Onny below.

Green has summarised the information available although as he states ‘Navigation on the River Teme is shrouded in mystery.’¹⁰³⁷ Twenty five miles upstream of Ludlow there is a pub called *The Wharf* at Felindre, which in Welsh means ‘Three Mills’. Lead may have been shipped down the river and corn brought back up.

In the 14th century stone was brought from Caen for the mill at Ashford Carbonel, three miles downstream of Ludlow, using water transport all the way.¹⁰³⁸ In the 15th century there were problems with Ludlow’s trade because there was not viable connection to the navigable Severn.¹⁰³⁹

1275. ‘Richard le Hoppere fell out of a boat into the Teme and drowned.’¹⁰⁴⁰
 ‘William Fisher of Ankerdine Hill was trying to cross the Teme in a boat; he fell in and drowned.’¹⁰⁴¹

17th C. There was a wharf at Bringewood Forge which is three miles upstream of Ludlow.¹⁰⁴² It is at least possible that this wharf was in use at the end of the 16th century.

A late 18th C lithograph shows a trow on the river.¹⁰⁴³

Se 4 River Onny

Lower limit.	River Teme.	
B.	Eaton.	10 miles.

Cole considered that the name Eaton indicates that the settlement had to ‘keep the river open for navigation’.¹⁰⁴⁴

¹⁰³⁷ Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 33.

¹⁰³⁸ *Ibid.*.

¹⁰³⁹ *Ibid.*.

¹⁰⁴⁰ *The Worcester Eyre of 1275*. Editor Jens Röhrkasten. Worcestershire Historical Society. New Series Vol. 22. 2008, 434.

¹⁰⁴¹ *Ibid.* page 540.

¹⁰⁴² Richard and Nina Muir, *Rivers of Britain*. London: Guild Publishing. 1986, 127-128.

¹⁰⁴³ Samuel Ireland, *Picturesque Views on the Severn*. Reproduced in Colin Green, *Severn Trader*. Lydney: Black Dwarf Publications. 1999, 34.

¹⁰⁴⁴ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

Se 5 Eaton Brook

Lower limit. River Onny.
 B. Eaton. 5 miles.

Cole considered that the name Eaton indicates that the settlement had to ‘keep the river open for navigation’.¹⁰⁴⁵

Se 6 River Salwarpe

Lower limit. River Severn
 Edwards. Droitwich. 5 miles.
 A. Droitwich. 5 miles. $1.3 \text{ m}^3\text{s}^{-1}$. n/a.

1378. Richard II granted the bailiffs of Droitwich the right to levy tolls on the river.¹⁰⁴⁶

Se 7 Worcestershire Stour

Lower limit. River Severn.
 A. Kidderminster. 5 miles. $2.8 \text{ m}^3\text{s}^{-1}$. n/a.

Donkin states that ‘Buildwas had convenient access to the forest of Kinver along the Severn where it possessed a place “for loading and unloading boats”. Since Kinver is on the bank of the River Stour it seems more likely that the boats were on this river.’¹⁰⁴⁷

Paget-Tomlinson states that the Stour navigation was authorized by an Act of 1662 from the Severn to the Stourbridge collieries. ... The section from Kidderminster to Stourbridge was completed in 1667. ... Boats used this section, but lack of money prevented further improvement downstream, although the river was navigable down to the Severn.¹⁰⁴⁸

Se 8 Cound Brook

Lower limit. River Severn.
 B. Cantlop. 3 miles.

Cole considers that the name Eaton Mascott, a place just downstream of Cantlop, indicates that the settlement had to ‘keep the river open for navigation’.¹⁰⁴⁹

¹⁰⁴⁵ *Ibid.* page 81.

¹⁰⁴⁶ L.T.C. Rolt, *The Inland Waterways of England*. London: George Allen and Unwin Ltd. 1950, 52.

¹⁰⁴⁷ R.A. Donkin, *The Cistercians: Studies in the Geography of Medieval England and Wales*. Toronto: Pontifical Institute of Mediaeval Studies. 1978, 129.

¹⁰⁴⁸ Edward Paget-Tomlinson, *The Illustrated History of Canal & River Navigations*. Sheffield: Sheffield Academic Press Ltd. 1993, 195.

¹⁰⁴⁹ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

Se 9 **River Tern**

Lower limit. River Severn.
 B. Oakley Park. 23 miles.
 (1 mile up stream of Market Drayton.)
 RLU. Stoke upon Tern. 15 miles. $1.3 \text{ m}^3 \text{ s}^{-1}$. 0.6 S.

A logboat was found at Oakley Park.¹⁰⁵⁰

Cole considers that the name Eaton upon Tern indicates that the settlement had to 'keep the river open for navigation'.¹⁰⁵¹

1256. A man was drowned having fallen from a boat into the River Tern.¹⁰⁵²

Se 10 **River Perry**

Lower limit. River Severn.
 B. Bagley. 9 miles.
 RLU. Wykey. 8 miles. $1.2 \text{ m}^3 \text{ s}^{-1}$. 1.4 S.

Logboats have been found at Ellesmere and Bagley.¹⁰⁵³

Cole considered that the name Yeaton indicates that the settlement had to 'keep the river open for navigation'.¹⁰⁵⁴

Se 11 **River Vyrnwy**

Lower limit. River Severn.
 A. Llanymynech. 8 miles. (Border with Wales.)
 RLU. Llanymynech. 8 miles.

'Llanymynech is on the navigable portion of the Vyrnwy.'¹⁰⁵⁵

¹⁰⁵⁰ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 246-248.

¹⁰⁵¹ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

¹⁰⁵² *The Shropshire Eyre Roll of 1256*. Editor Alan Harding. Selden Society Vol. 96. 1980, 247.

¹⁰⁵³ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 153, 188-190.

¹⁰⁵⁴ Ann Cole, 'The Place-Name Evidence for Water Transport in Early Medieval England.' In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

¹⁰⁵⁵ A.S. Davies, 'The river trade of Montgomeryshire and its borders.' *Montgomeryshire Collections*. Vol. 44. (1934 for 1933-34), 33-46' 35.

Se 12 Herefordshire Wye

Tidal limit:-	Bigswear Bridge.		
Edwards.	Hereford.	54 miles.	
A.	Hay-on-Wye.	83 miles.	42 m ³ s ⁻¹ .
RLU.	Hay-on-Wye. (Border.)	83 miles.	42 m ³ s ⁻¹ .

There was a Roman quay at Kenchester 6 miles upstream of Hereford.¹⁰⁵⁶

‘During the last thirteen centuries Hereford is mentioned among abundant evidence of the growth of towns and trading centres along navigable rivers. ... it is certain that forges at Bicknor, Lydbrook, Monmouth and Carey Mills must have used the river for transportation of their products downstream from the 13th century onwards.’¹⁰⁵⁷

12th and 13th C. Stone for the cathedral was taken from Howe Caple to Hereford by boat.¹⁰⁵⁸

1228, 1241, 1245. Wine was taken in barges to Munemuthe (Monmouth).¹⁰⁵⁹

1240. ‘The Magor Pill boat represents the type of craft engaged in such activities [trading from the Bristol channel ports], at a period when ... the River Wye was navigable as far as Hereford.’¹⁰⁶⁰

1301. A commission was appointed to survey the river between Hereford and Monemuth ‘as it appears that ships and boats cannot pass as they were wont.’¹⁰⁶¹

1312. A weir was built at Gayeshom (Wyesham) ‘so that they cannot carry their victuals and merchandise by the said river to Monmouth and elsewhere in the march.’¹⁰⁶² Wyesham is downstream of Monmouth.

1315. ‘The people of Gloucestershire and Herefordshire complained that “the river Wye is the King’s highway where ships ... were wont, from time without mind, to pass from Bristol up to Monmouth with all manner victuals and merchandise without disturbance, until Earl Gilbert of Gloucester raised a weir in his land of Trellech across the said river so that no ship, barge, boat, can pass there ...”’¹⁰⁶³

¹⁰⁵⁶ H.C. Moore, ‘The supposed Roman Bridge in the grounds of the New Weir, Kenchester.’ *The Transactions of the Woolhope Naturalists Field Club for 1893-4.* 1896, 56-60.

¹⁰⁵⁷ Victor Richard Stockinger, *The Rivers Wye and Lugg Navigation. A Documentary History. 1555-1951.* Hereford: Eyre & Strahan Limited, and Almeley: Logaston Press. 1996, 7.

¹⁰⁵⁸ Herefordshire and Worcestershire Earth Heritage Trust, *Explore Hereford Cathedral.* Leaflet. Undated.

¹⁰⁵⁹ Calendar of Liberate Rolls, 1226-40, 96; 1240-65, 65 and 317.

I. Waters, *The Port of Chepstow.* Chepstow. 1977, 7. Cited in *Edwards.*

¹⁰⁶⁰ Nigel Nayling, Ed., *The Magor Pill medieval wreck.* Council for British Archaeology Research Report 115. 1998, 150.

¹⁰⁶¹ Calendar of Patent Rolls, 1292-1301, 627.

¹⁰⁶² Calendar of Inquisitions Miscellaneous, 1307-49, 48-49.

¹⁰⁶³ Calendar of Ancient Petitions Relating to Wales, ed Rees, p 67. Cited in ‘Marketing the Produce of the Countryside.’ In Edward Miller, Ed., *The Agrarian History of England and Wales. Volume III 1348-1500.* Cambridge: Cambridge University Press, 1991, 358.

1331, 1334. Enquiries were made to determine if eight weirs between Chepstow and Monmouth had been raised and enhanced and to investigate if ‘certain openings which used to stand open in all the weirs ... to the disturbance of men with boats and ships wishing to pass.’¹⁰⁶⁴

1528. Four mills in Hereford were destroyed with permission of Henry VIII.¹⁰⁶⁵ Moore considered that this must have been by persons ‘interested in the unobstructed navigation of the river past the city.’¹⁰⁶⁶ The river would have been unobstructed from 1528 till after 1555.

1622. An unsuccessful attempt was made to remove the weir at Monmouth, which had been built in the reign of Mary Tudor just below the Wye Bridge, so that barges could sail upstream beyond it. The weir was 11 feet high on the foundation of loose stones and was said to be impassable to boats which had to be hauled ashore and then dragged by oxen a hundred yards upstream. The verdict of the commissioners was that the weir should be removed but the owner appealed and it was not until the 18th century that the weir was removed.¹⁰⁶⁷

1662. ‘Provided also that it shall and may bee lawfull to and for any person or persons to use, occupy or imploy any boate, barge, Leighter or other vessel upon the said Rive of Wye for the carrying, transporting or conveying of any passengers, goods or any other things whatsoever, as freely to all intents and purposes as is or hath beene used or accustomed.’¹⁰⁶⁸

Se 13 River Monnow

Lower limit. Herefordshire Wye.

A.	Skenfrith.	10 miles.	$6.0 \text{ m}^3 \text{ s}^{-1}$.	1.9	P&R. B.
RLU.	Pontrilas.	19 miles.	$6.0 \text{ m}^3 \text{ s}^{-1}$.	1.9	P&R. B.

c.1186-1193. A stone wharf and slipway were built at Skenfrith.¹⁰⁶⁹

Se 14 River Lugg

Lower limit. Herefordshire Wye.

B.	Leominster.	26 miles.	$5.6 \text{ m}^3 \text{ s}^{-1}$.		
RLU.	Leominster.	26 miles.	$5.6 \text{ m}^3 \text{ s}^{-1}$.	0.63	Canalised.

Cole considered that the name Eaton, to the south-east of Leominster, indicates that the settlement had to ‘keep the river open for navigation’.¹⁰⁷⁰

¹⁰⁶⁴ Calendar of Close Rolls, 1330-33, 370-371.

Calendar of Patent Rolls, 1330-34, 201 & 572.

Calendar of Close Rolls, 1333-37, 304-305.

¹⁰⁶⁵ The Hereford Mills Act 1555. 1555. 2&3 Philip & Mary, c.14.

¹⁰⁶⁶ H.C. Moore, ‘The Navigation of the Wye.’ Paper presented to the Woolhope Naturalists Field Club 31st August 1905. *Transactions of the Woolhope Naturalists Field Club for the years 1905,1906,1907.* 1911, 216-224, 218.

¹⁰⁶⁷ Joan Fleming-Yates, *The River Running By.* Weddenburn Art Ltd. Undated, 96.

¹⁰⁶⁸ (1662) 14 Charles II. c. 14, 11.

¹⁰⁶⁹ Phil Evans and Kevin Trott, ‘Excavations at Skenfrith Castle, 2003.’ Report of a CADW sponsored excavation. Paper unpublished at July 2008.

Rivers of the North West

NW 1 River Dee

Tidal limit.	Chester.		
Edwards.	Welsh Border.	12 miles.	
A.	Welsh border	12 miles.	
RLU.	Welsh Border.	12 miles.	

Medieval period. ‘There were many fishing boats on the Dee both above and below Chester Bridge, and some of these may have been used for transport. There are, however, only scanty references to traffic on the river, and it is probable that the traffic was very little. ... There was little occasion for traffic in the middle course of the Dee, and beyond an occasional quantity of timber sent down from Overton to Chester (even this may have been floated down), there is no certainty of any other goods having been borne along the river.’¹⁰⁷¹

‘Despite the difficulties posed to navigation on the upper reaches of the river once mills had been constructed at Chester, a short boat trip might have carried any surplus to the market.’¹⁰⁷²

1304. ‘Timber was brought from Overton to Chester on Dee by water.’¹⁰⁷³

1304. Licence fees were paid for one boat with ‘2 stalnettes’ and seven free boats.¹⁰⁷⁴

1558. A statute provided that ‘no timber tree of Oak, Beech or Ash ... growing within fourteen miles of the Sea, or of any Part of the Rivers of ... *Dee*, ... or any other River, Creek or Stream, by the which Carriage is commonly used by Boat or other Vessel to any Part of the Sea.’¹⁰⁷⁵

1611. Speed shows boats on the river upstream of the weir at Chester.¹⁰⁷⁶

NW 2 River Weaver

Tidal limit.	Runcorn.		
Edwards.	Frodsham.	4 miles.	
A.	Frodsham.	4 miles.	n/a.
B.	Chorley.	50 miles.	n/a.
RLU.	Ashtree Farm.	36 mile.	n/a
	(3 miles upstream of Nantwich.)		

¹⁰⁷⁰ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 81.

¹⁰⁷¹ H.J. Hewitt, *Medieval Cheshire*. Manchester: Chetham Society, Vol. 88 NS. (1929), 75.

¹⁰⁷² N.J. Higham, *A Frontier Landscape*. Macclesfield: Windgather Press. 2004, 49.

¹⁰⁷³ *Accounts of the Chamberlains and other Officers of the County of Chester, 1301-1360*. Editor R. Stewart-Brown. Record Society of Lancashire and Cheshire, Vol. 59, 1910, 42.

¹⁰⁷⁴ *Ibid.* page 73-75.

¹⁰⁷⁵ 1558. 1 Elizabeth I. c. 15.

¹⁰⁷⁶ John Speed, *Theatre of the Empire of Great Britaine. Volume IV.* (1st Edition 1611.) Facsimile London: Phoenix House Limited. 1954, Map 4.

A logboat was found at Cholmondeley Castle.¹⁰⁷⁷

1280. 'Frosham is properly on the Weaver rather than on the Mersey, but it is only three miles from the confluence. ... Occasionally a small merchant vessel passed up the Mersey to Frodsham.' In 1280 £10 was received from the tolls for ships.¹⁰⁷⁸

1309. 'The Lord of the manor of Frodesham has the navigation (*navigium aque*) from the bridge of Wevere to Squartesclure so that nobody ought to unload goods there without satisfying the lord. Irish ships with corn had been coming and unloading without giving satisfaction.'¹⁰⁷⁹

1324. Frodsham was included in a list of ports from which ships capable of carrying 40 tuns were ordered to be prepared for the King's service.¹⁰⁸⁰

NW 3 River Mersey

Tidal limit. Warrington.

Edwards. See River Irwell. 3 miles.

A. Warburton. 8 miles. $36 \text{ m}^3 \text{ s}^{-1}$. < 10 m.

Eleven logboats have been found at Warrington of which at least two were above the tidal limit. Logboats have also been found at Irlam and Barton, on the Western boundary of Salford.¹⁰⁸¹

1364. Stone, lime and other things for building a bridge at Warburton were taken there by boat.¹⁰⁸²

1367. On the petition of John Danyel, Knight, showing that he has three boats often loaded with ... goods, passing on the water of Merse between Lacheford and Weryngton.¹⁰⁸³

1476. A weir on the river was widened to allow the passage of eight-oared boats with 8 ft. oars.¹⁰⁸⁴ Most weirs are on the non-tidal part of the river.

¹⁰⁷⁷ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 177.

¹⁰⁷⁸ H.J. Hewitt, *Medieval Cheshire*. Manchester: Chetham Society, Vol 88 NS. 1929, 76.

¹⁰⁷⁹ Calendar of Inquisitions Miscellaneous, 1307-49, 15.

¹⁰⁸⁰ Calendar of Close Rolls, 1323-27, 183.

¹⁰⁸¹ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978.

¹⁰⁸² Calendar of Patent Rolls, 1361-64, 518.

¹⁰⁸³ Calendar of Patent Rolls, 1364-67, 379

¹⁰⁸⁴ TNA, DL 37/51, m. 2. Cited in Robert Somerville, *History of the Duchy of Lancaster. Volume 1*. London: The Chancellor and Council of the Duchy of Lancaster. 1953, 313.

NW 4 River Irwell

Lower limit. River Mersey.

Edwards. Barton. 3 miles.

B. Barton Moss. 3 miles. $18 \text{ m}^3 \text{ s}^{-1}$. < 20 m.

A logboat has been found at Barton Moss in silty sand.

c1543. 'Irwel is not navigable but in sum places for vadys and rokkes. [Vadys, i.e., fords.]',¹⁰⁸⁵

NW4A River Bollin

Lower limit. Warrington.

A. Warrington. 1 mile.

1367. The Patent Rolls include a reference to 'The boats often loaded with victuals, timber and stone for the construction of the bridge between Weyngton and Lacheford.'¹⁰⁸⁶ There is no reason to assume that these boats were only used downstream of the bridge.

NW 5 River Ribble

Tidal limit. Preston.

B. Ribchester. 10 miles. $33 \text{ m}^3 \text{ s}^{-1}$.

RLU. Settle. 45 miles. $7 \text{ m}^3 \text{ s}^{-1}$. 1.7 P&R. C.

An old British canoe was discovered at Settle.¹⁰⁸⁷

There were several ferries between Settle and Ribchester.¹⁰⁸⁸

A logboat was found in the bed of the river at Ribchester.¹⁰⁸⁹

At Anchor Hill near to the Roman fort at Ribchester there have been discoveries of 'anchors and great quantities of iron pins of all sizes for ships or barges.'¹⁰⁹⁰

1476. A weir was opened up to allow the passage of eight-oared boats with 8 ft. oars.¹⁰⁹¹ Most weirs are on the non-tidal part of the river.

¹⁰⁸⁵ *The Itinerary of John Leland in or about the years 1535-1543. Volume Four.* Editor Lucy Toulmin Smith. Carbondale: Southern Illinois University Press. 1964, 6.

¹⁰⁸⁶ E. Jervoise, *The Ancient Bridges of Wales and Western England.* Wakefield: EP Publishing Limited. 1976, 5.

¹⁰⁸⁷ Frederic Riley, *The Ribble from its Source to the Sea.* Manchester: John Heywood Ltd. 1914, 55.

¹⁰⁸⁸ *Ibid.* pages 125, 127, 133, 155.

¹⁰⁸⁹ Sean McGrail, *Logboats of England and Wales, Part (i).* National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 264.

¹⁰⁹⁰ James Ellis Jones, *The Maritime and Riverine Landscape of the West of Roman Britain.* BAR British Series 493. 2009.

¹⁰⁹¹ TNA, DL 37/51 ms. 3. Cited in Robert Somerville, *History of the Duchy of Lancaster. Volume I.* London: The Chancellor and Council of the Duchy of Lancaster. 1953, 313.

Cockerham Marsh

‘The documentary source at Cockersand ... suggests that the Abbey should be considered from a coastal perspective and access to it was over the marsh and, presumably, by boat. This appears to be a recurring theme through the lowland archaeology of Lancashire.’¹⁰⁹²

River Douglas.

It has been suggested that during the Roman period goods were transferred from water to land transport at Wigan.¹⁰⁹³

NW 6 River Lune

Tidal limit:	Lancaster.				
Edwards.	Kirkby Lonsdale.	17 miles.			
A.	Kirkby Lonsdale.	17 miles.	19 m ³ s ⁻¹ .	1.6	P&R.B.
RLU.	Sedbergh.	28 miles.	17 m ³ s ⁻¹ .	3.6	P&R.B.

A Roman inscription found at Halton-on-Lune mentions a ‘*numerus barcariorum*’ (unit of bargemen).¹⁰⁹⁴

1365. The vicar of Kirkeby in Lonsdale was granted pontage on all goods passing by or under the bridge between the priory of Horneby and Gratrehals.¹⁰⁹⁵ Jervoise considered this to be the bridge in Kirkby Lonsdale.¹⁰⁹⁶

The collection of reeds is mentioned from Lytham Moss in the sixteenth century.¹⁰⁹⁷

NW 7 River Condor

Tidal limit.	Condor Green.			
B.	Galgate.	2 miles.	n/a.	

Cole considered that the name Hubbersty is derived from ‘a landing place’.¹⁰⁹⁸ Hubbersty used to be near Galgate.

¹⁰⁹² R. Middleton *et al*, *The Wetlands of North Lancashire*. North West Wetlands Survey 3. Lancaster: Lancaster University Archaeological Unit. 1995, 129.

¹⁰⁹³ James Ellis Jones, *The Maritime and Riverine Landscape of the West of Roman Britain*. BAR British Series 493. 2009, 139.

¹⁰⁹⁴ Fiona Edmonds, ‘Barrier or Unifying Feature? Defining the Nature of Early Medieval Water Transport in the North-West.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 26.

¹⁰⁹⁵ Calendar of Patent Rolls, 1364-67, 129.

¹⁰⁹⁶ E. Jervoise, *The Ancient Bridges of the North of England*. Westminster: The Architectural Press. 1931, 131.

¹⁰⁹⁷ R. Middleton *et al*, *The Wetlands of North Lancashire*. North West Wetlands Survey 3. Lancaster: Lancaster University Archaeological Unit. 1995, 207.

¹⁰⁹⁸ Ann Cole, ‘The Place-Name Evidence for Water Transport in Early Medieval England.’ In John Blair, *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 75.

NW 8 River Wenning

Lower limit. River Lune.
 B. Wennington. 3 miles. $4.5 \text{ m}^3\text{s}^{-1}$.

A logboat was found at Wennington Hall.¹⁰⁹⁹

NW 9 River Kent

Tidal limit. Leasgill.
 A. 2 miles above Kendal. 7 miles. $8.8 \text{ m}^3\text{s}^{-1}$. Rocky downstream.
 B. Kentmere. 17 miles. n/a

1320. A log boat was found in Kentmere which dated from A.D. 1320 ± 130 yr.¹¹⁰⁰

c1543. 'Kent river is of a good depthe, not wel to be occupied with botes for rowllyng stones and other moles. ... A ii myles abowt Kendale they cum to one good bottom, and so to Kentdale towne.'¹¹⁰¹

NW 10 River Duddon

Tidal limit. Flookburgh.
 A. Cartmel. 2 miles. $5 \text{ m}^3\text{s}^{-1}$. < 10m.

1323. Cartmel was included in a list of English ports at which customs duty was collected..¹¹⁰²

NW 11 River Annas

Tidal limit. 1 mile downstream from Annaside.
 B. Old Hyton. 2 miles. < 10m.
 (1 mile upstream from Annaside.)

Phythian-Adams considered that the name 'Old Hyton' indicates that this location was used as a landing place for goods brought inland during the early medieval period.¹¹⁰³

¹⁰⁹⁹ Sean McGrail, *Logboats of England and Wales, Part (i)*. National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 198.

¹¹⁰⁰ David M. Wilson, 'A Medieval Boat from Kentmere, Westmorland.' *Medieval Archaeology*, Vol. X, (1966). 81.

¹¹⁰¹ *The Itinerary of John Leland in or about the years 1535-1543. Volume Five* Editor Lucy Toulmin Smith., Carbondale, Southern Illinois University Press. 1964, 46.

¹¹⁰² Calendar of Close Rolls, 1323-27, 147-148.

¹¹⁰³ C. Phythian-Adams, *Land of the Cumbrians*. (Aldershot, 1996), 13. Referred to in Fiona Edmonds, 'Barrier or Unifying Feature? Defining the Nature of Early Medieval Water Transport in the North-West.' In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 34.

NW 12 Cumberland Derwent

Tidal limit.	Workington.				
Edwards.	Cockermouth.	9 miles.			
A.	Cockermouth.	9 miles.	22 m ³ s ⁻¹ .	2.5	P&R, B&C.

1323. Workington and Cockermouth were instructed to prepare ships capable of carrying 40 tuns of wine and upwards.¹¹⁰⁴

1394. An inquisition was informed that the lord of Cockermouth had the liberty 'of every ship coming within the precinct of the manor they have had an anchorage-due called 'yeveltol', and no ship may unload there without leave of the lord or his ministers.'¹¹⁰⁵ The manor included the Derwent and Frewater 'from the sea to the head of those waters'.

1724. Defoe reported that the River Derwent was navigable to Cockermouth.¹¹⁰⁶

NW 13 River Marron

Lower limit.	River Derwent.			
B.	Branthwaite.	4 miles.		0.9 m ³ s ⁻¹ .

A logboat was found at Branthwaite.¹¹⁰⁷

NW 14 River Waver

Tidal limit.	1 mile downstream of Abbey Town.			
Edwards.	Holm Cultram.	1 mile.		
A.	Abbey Town.	1 mile.		n/a.

1322. A safe conduct was granted to a ship of Holm sailing to the south of the realm.¹¹⁰⁸ Abbey Town was previously called Holm Cultram.

NW 15 River Eden

Tidal limit:	1 mile downstream of Beaumont.				
Edwards.	Carlisle.	3 miles.			
A.	Wetheral.	13 miles.	52 m ³ s ⁻¹ .	0.62	C&G.
RLU.	Kirkby Stephen.	61 miles.	2.5 m ³ s ⁻¹ .	3.1	Modified.

13th C. 'It has been noted that barges were able to reach the city [of Carlisle] during the thirteenth century.'¹¹⁰⁹

¹¹⁰⁴ Calendar of Close Rolls, 1323-27, 183-184.

¹¹⁰⁵ Calendar of Inquisitions Miscellaneous, 1392-99, 23-24.

¹¹⁰⁶ Daniel Defoe, *A Tour Through the whole Island of Great Britain. Volume II.* (First published 1724.) London: Peter Davies. 1927, 684.

¹¹⁰⁷ Sean McGrail, *Logboats of England and Wales, Part (i).* National Maritime Museum, Greenwich Archaeological Series No. 2, BAR British Series 51 (i). 1978, 163-174.

¹¹⁰⁸ Calendar of Patent Rolls, 1321-24, 107.

¹¹⁰⁹ C. Phythian-Adams, *Land of the Cumbrians.* (Aldershot, 1996), 13. Referred to in Fiona Edmonds, 'Barrier or Unifying Feature? Defining the Nature of Early Medieval Water Transport in the North-West.'

1373. Two boats were destroyed at Beaumont.¹¹¹⁰

14th C. For the building of Carlisle Cathedral good stone was available ‘instead of (probably) the inferior Wetheral stone from the Eden valley, preferred because it entailed no more than a five-mile river journey.’¹¹¹¹

NW 16 River Esk

Tidal limit. A74 road bridge.

B. Netherby. 5 miles. 26 m³s⁻¹.

‘In the case of the River Esk, ... Roman vessels seem to have travelled several miles upriver ... to the fort at Netherby. In the late sixteenth and early seventeenth centuries, antiquaries remarked upon the relics of a port which had existed by Netherby’s Roman buildings.’¹¹¹²

In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 24.

¹¹¹⁰ Calendar of Patent Rolls, 1370-74, 311.

¹¹¹¹ Alec Clifton-Taylor, *The Pattern of English Building*. London: Faber and Faber Limited. 1972, 126

¹¹¹² Fiona Edmonds, ‘Barrier or Unifying Feature? Defining the Nature of Early Medieval Water Transport in the North-West.’ In John Blair, Ed., *Waterways and Canal-Building in Medieval England*. Oxford: Oxford University Press. 2007, 24.