

Structure Name: *Ferry Lock*

Date of Inspection: *10 May 1995*

Structure Ref: *L22A*

Chainage: *5,485m*

Canal Lock Inspection Report

Inspection Procedures

Buried elements of the structure were not uncovered and consequently were not inspected. Basic dimensions and details of the chamber were recorded on site. There were no drawings available for the structure at the time of the inspection.

Weather Conditions

Overcast but dry.

General Arrangement Photograph - Number 1/30



Description of Structure

This lock provides access from the Fiddlers Ferry Marina to the River Mersey. Sluices are fitted in the gates and there is no bywash to the chamber. There are no sluices in the chamber walls. Access across the chamber is via a timber walkway which cantilevers from the downstream lock gates.

Principle Dimensions

Chamber Length :	26.6m
Chamber Width :	6.7m
Chamber Depth :	Not known

Structure Name: *Ferry Lock*

Date of Inspection: *10 May 1995*

Structure Ref: *L22A*

Chainage: *5,485m*



PHOTOGRAPH 1/31 - Upstream Lock Gates

Structure Name: *Ferry Lock*Date of Inspection: *10 May 1995*Structure Ref: *L22A*Chainage: *5,485m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
1	Chamber Walls	3.5	The walls are constructed from large masonry blocks with isolated areas of brick infill. There is minor vegetation growth in each wall.	1/31
2	Chamber Copings	3.5	The copings are in reasonable condition.	1/30
3	Chamber Invert	2	The chamber invert is heavily silted near the downstream lock gate.	1/30
4	Lock Gate Sills	4.5	The upstream sills are in good condition. The downstream sill is not visible for inspection.	1/31
5	Upstream Lock Gate	4	The lock gates are in good condition.	1/31
6	Downstream Lock Gate	4	The lock gates are in good condition although leakage cannot be assessed due to water levels.	1/30
7	Upstream Lock Gate Sluices	3	The sluice gears appear operational but there is moderate leakage around the sluice gates.	1/31
8	Downstream Lock Gate Sluices	4	The sluice gates appear operational.	
9	Ladders	4.5	The ladders to the chamber are in good condition.	
10	Stop Plank Grooves		None provided.	
11	Chamber Wall Sluices		None provided.	
12	Bywash Channel		There is no bywash to this lock.	

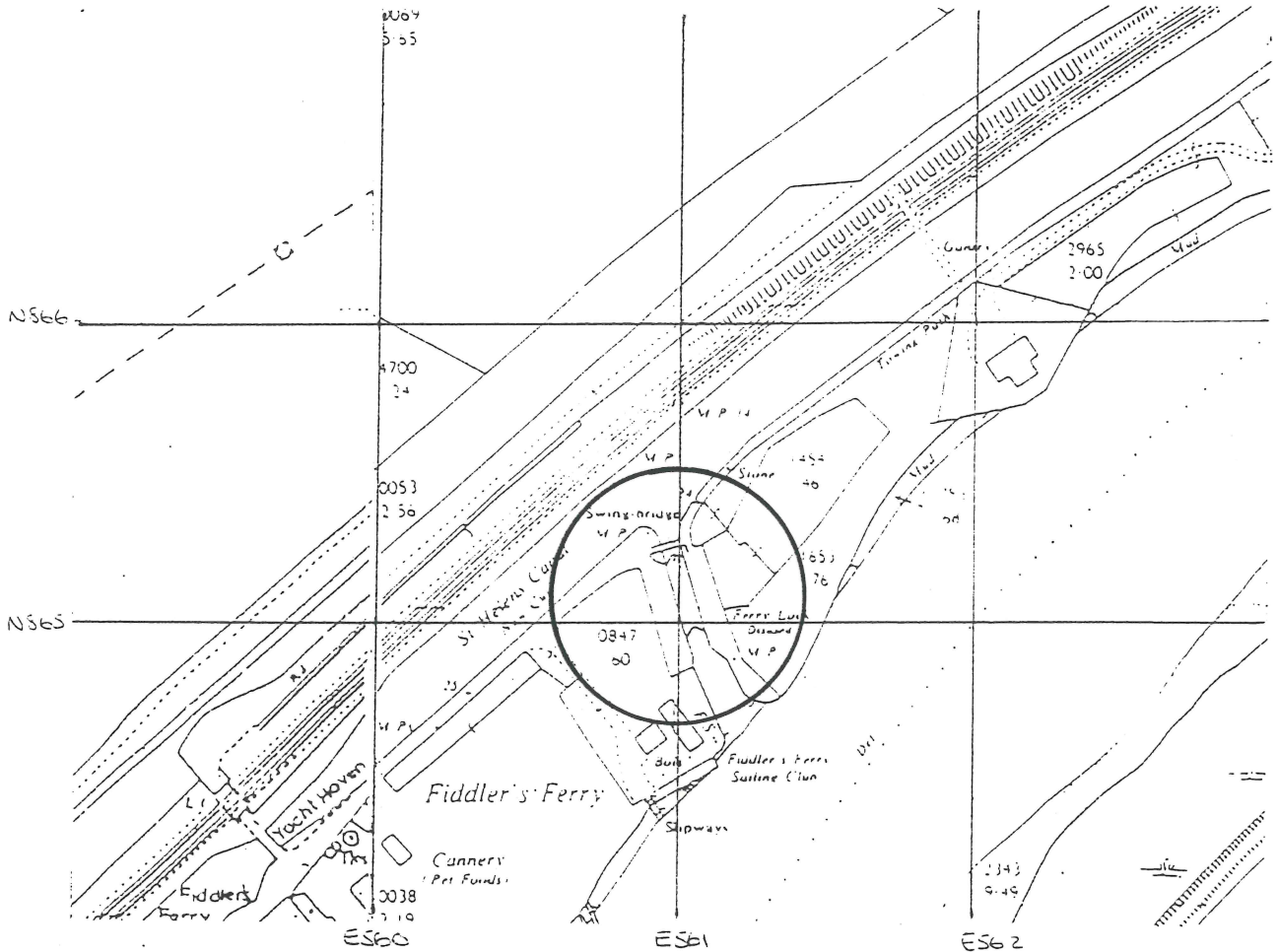
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Date of Inspection: *10 May 1995*

Structure Ref: *L22A*

Chainage: *5,485m*

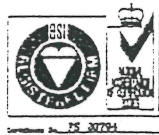
Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
13	Bywash Weir		There is no bywash to this lock.	
14	Upstream Approach	5	The upstream approach is the marina which is in good condition.	
15	Downstream Approach	2	The downstream approach is a channel in the River Mersey which is heavily silted.	
16	Parapets	5	The parapets to the walkway on the downstream lock gate are in good condition.	
17	Towpath			
18	Condition of Masonry		See Sections 1 and 2.	
19	Pointing		See Sections 1 and 2.	



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Project
SANKEY CANAL RESTORATION

Title
**L22A FERRY LOCK
 LOCATION PLAN**

Scale	Drawn	Ch'ked	Auth
1: 2500	IJ		
	Date	Date	Date
	JUNE '95		

Drawing Number
Y2311 / 166 / 050 / 064

Purpose of issue	Auth	Date	Rev	Description	By	Date	Chk'd	Auth	Rev

Bridge Inspection Report

Inspection Procedures

The General Inspections were carried out in accordance with the procedures set out in the HMSO Bridge Inspection Guide. The inspections were carried out on foot. Inaccessible parts of the bridge were inspected using binoculars. Basic dimensions and details of the bridges were recorded on site. There were no drawings available for the structure at the time of the inspection.

Weather Conditions

Overcast but dry.

General Elevation Photograph - Number 1/27



Description of Structure

This bridge carries the towpath and vehicular traffic in Fiddlers Ferry Marina over the canal spur which joins the marina with Fiddlers Ferry Lock. It is of swing bridge construction and comprises four longitudinal Universal steel beams and seven transverse Universal steel beams with a steel plate decking. The parapets consist of steel posts with two tubular steel rails. The swing mechanism of the bridge operates correctly. According to the Bullens Report (Ref LCS/92M107/001) there is a 3 Ton weight restriction on this structure.

Principle Dimensions

Minimum Headroom :	0.62m to water level
Square Span :	5.670m
Skew :	Zero
Main Beam Type and Size :	Universal Steel Beam 460mm x 190mm deep
Transverse Beam Type and Size :	Universal Steel Beam size unknown
Deck Type and Size :	Steel Decking with asphalt overlay
Width of Superstructure	2.830m
Height of Parapet :	1.3m

Structure Name: *Ferry Lock Swing Bridge*

Date of Inspection: *10 May 1995*

Structure Ref: *L22*

Chainage: *5,480m*



PHOTOGRAPH 1/28 - General Elevation of Carriageway

Structure Name: *Ferry Lock Swing Bridge*Date of Inspection: *10 May 1995*Structure Ref: *L22*Chainage: *5,480m*

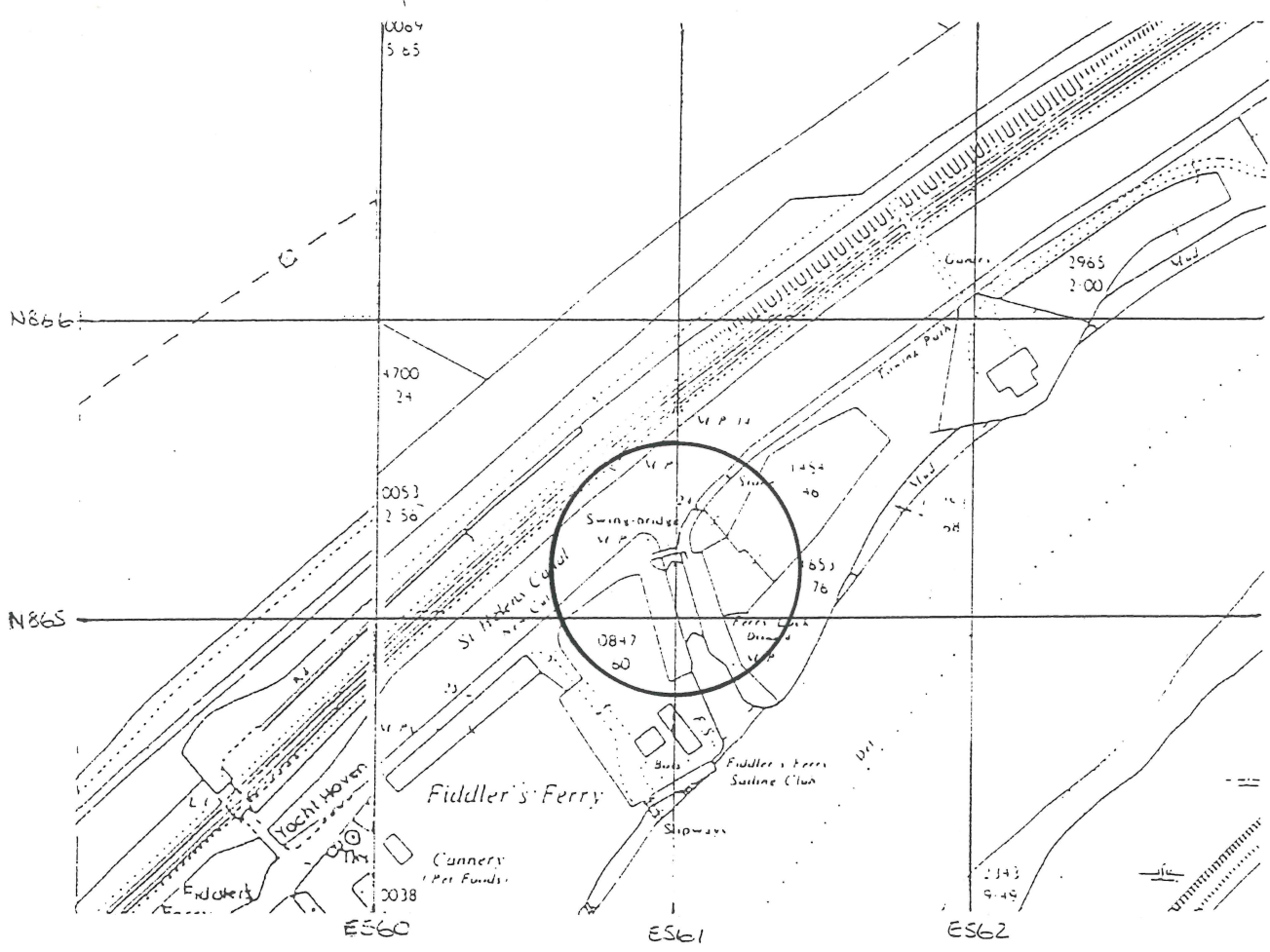
Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
1	Invert		The canal invert is free from debris but the channel depth was not established.	
2	Aprons			
3	Foundation/Scour		The foundations were not exposed for inspection.	
4	Cutwaters			
5	Piers/Columns			
6	Abutments & Bankseats	4	The reinforced concrete abutments are in good condition.	
7	Wingwalls			
8	Embankments			
9	Training Walls			
10	Drainage Substructure		None visible.	
11	Parapets	5	The parapets are in good condition with no loss of paintwork evident. They do not comply with Department of Transport requirements for impact loads.	1/28
12	Bearings		The north abutment bearings were not visible for inspection.	

Structure Name: *Ferry Lock Swing Bridge*Date of Inspection: *10 May 1995*Structure Ref: *L22*Chainage: *5,480m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
13	Expansion Joints		Not applicable.	
14	Main Beams	3.5	The four longitudinal steel beams are in reasonable condition although there is minor paint loss to the bottom flanges.	
15	Painting	3.5	See Sections 11 and 14.	
16	Troughing			
17	Jack Arches			
18	Transverse Beams & Diaphragms	4	The steel cross beams are in good condition.	
19	Waterproofing		Not exposed for inspection.	
20	Superstructure Drainage		None visible.	
21	Concrete Deck			
22	Arch Springing			
23	Arch Ring			
24	Voussoirs/Arch Face			

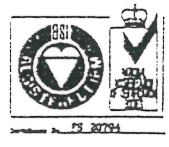
Structure Name: *Ferry Lock Swing Bridge*Date of Inspection: *10 May 1995*Structure Ref: *L22*Chainage: *5,480m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
25	Spandrel Walls			
26	Tie Rods			
27	Pointing			
28	Condition of Masonry			
29	Surfacing	4.5	The steel decking is overlaid with asphalt and is in good condition.	1/28
30	Footways		There are no footways provided to the superstructure.	
31	Towpath			
32	Stop Plank Grooves		None provided.	
33	Canal Banks	5	The canal banks adjacent to the structure are in good condition.	
34	Swing Bridge Pintle	4	There is minor debris around the pintle but this does not interfere with the operation of the structure.	
35	Tail Rails & Wheels		Not visible for inspection.	
36	Hydraulics		The swing bridge operates manually and there are no hydraulics provided.	
37	Swing Bridge Counterweights	4	The counterweights at the south support are not visible for inspection.	
38	Swing Bridge Buffer	4	The buffer is in good condition.	



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Project
SANKEY CANAL RESTORATION

Title
L22 FERRY LOCK SWING BRIDGE LOCATION PLAN

Scale	Drawn	Ch'ked	Auth
1: 2500	10		
	Date	Date	Date
	JUNE '95		

Drawing Number
Y2311 / 166 / 050 / 065

Purpose of issue	Auth	Date	Rev	Description	By	Date	Chk'd	Auth

Rev

Miscellaneous Structures Inspection Report

Inspection Procedures

Basic dimensions and details of the structure were recorded on site. There were no drawings available for the structure at the time of the inspection.

Weather Conditions

Overcast but dry.

General Arrangement Photograph - Number 1/11



Description of Structure

This structure allows excess water to discharge from the canal into the River Mersey. It comprises a concrete/red brick weir with a concrete/masonry overflow channel. A timber bridge carries the towpath over the overflow channel. This bridge comprises timber beams with timber decking and is simply supported on masonry walls which form the sides to the overflow channel. Adjacent to the timber bridge there is a large diameter steel pipe.

Principle Dimensions

Towpath Bridge Span :	4.25m
Towpath Bridge Width :	3.020m
Main Beam Type and Size :	Timber beams 170mm x 300mm deep
Decking :	Timber decking 300mm x 120mm deep
Depth of weir above water level :	0.34m

Structure Name: *Canal Overflow*

Date of Inspection: *10 May 1995*

Structure Ref: *M17*

Chainage: *2,230m*



PHOTOGRAPH 1/10 - Channel From Weir to the River Mersey

Structure Name: *Canal Overflow*Date of Inspection: *10 May 1995*Structure Ref: *M17*Chainage: *2,230m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
1	Embankments			
2	Parapets		None provided to the timber bridge.	
3	Culvert Aprons			
4	Culvert Invert			
5	Wingwalls or Training Walls	4	The concrete/masonry walls to the overflow channel are in good condition.	
6	Culvert Lining			
7	Weir/Outfall Apron		Not visible for inspection.	
8	Weir/Outfall Sill	2.5	The weir sill and the overflow channel are heavily overgrown which prevented a detailed inspection of the structure.	1/11
9	Weir Substructure		Not visible for inspection.	
10	Pipe Bridges		Adjacent to the towpath bridge there is a large diameter metal pipe (owner not known).	1/10
11	Causeway			
12	Sluice Gates			
13	Towpath	5	The towpath near this overflow is in good condition.	
14	Sewer Pipes			

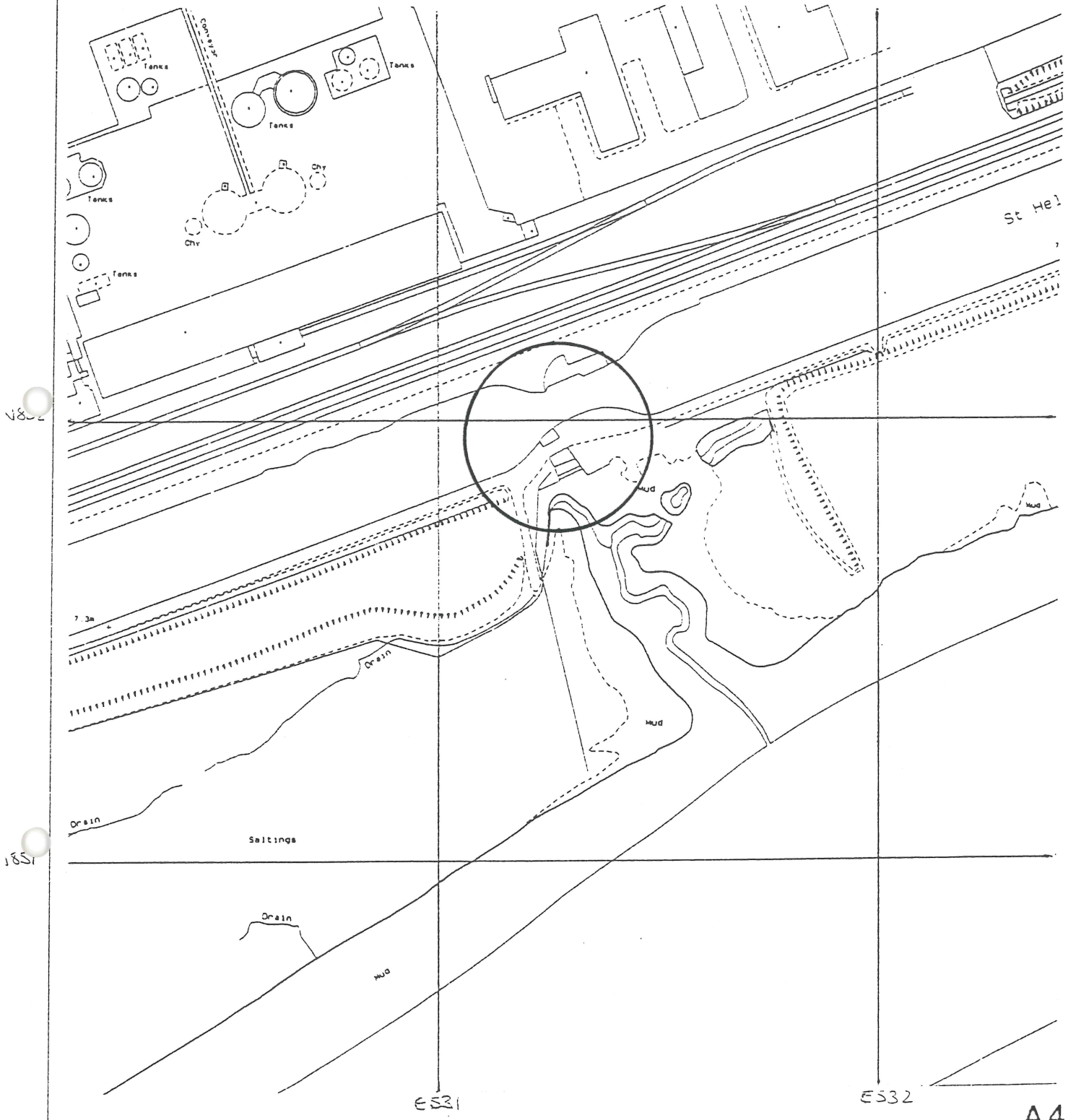
Structure Name: *Canal Overflow*

Date of Inspection: *10 May 1995*

Structure Ref: *M17*

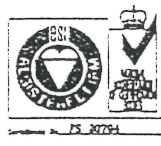
Chainage: *2,230m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
15	Main Beams	3	The timber edge beams appear to be in reasonable condition.	
16	Surfacing	4	The timber decking is in good condition.	1/11



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Project
SANKEY CANAL RESTORATION

Title
**M17 CANAL OVERFLOW
 LOCATION PLAN**

Scale	Drawn	Ch'ked	Auth
1:1250	JJ		
	Date	Date	Date
	JUNE '95		

Drawing Number
Y2311 / 166 / 050 / 071

Purpose of issue	Auth	Date	Revi	Description	By	Date	Chk'd	Auth

Canal Lock Inspection Report

Inspection Procedures

Buried elements of the structure were not uncovered and consequently were not inspected. Basic dimensions and details of the chamber were recorded on site. There were no drawings available for the structure at the time of the inspection.

Weather Conditions

Overcast but dry.

General Arrangement Photograph - Number 0/2



Description of Structure

The lock is fully functional and appears to have been recently renovated. The lock gates are padlocked together. Water enters the chamber through sluices in the gates. There are no sluices in the chamber walls. Pedestrian access across the lock chamber is via walkways built onto the upstream lock gates. There is no bywash to this lock.

Principle Dimensions

Chamber Length : 26.3m
Chamber Width : 7m
Chamber Depth : 7m

Structure Name: *Widnes Locks*

Date of Inspection: *10 May 1995*

Structure Ref: *N3*

Chainage: *0m*



PHOTOGRAPH 0/1 - Upstream Lock Gate



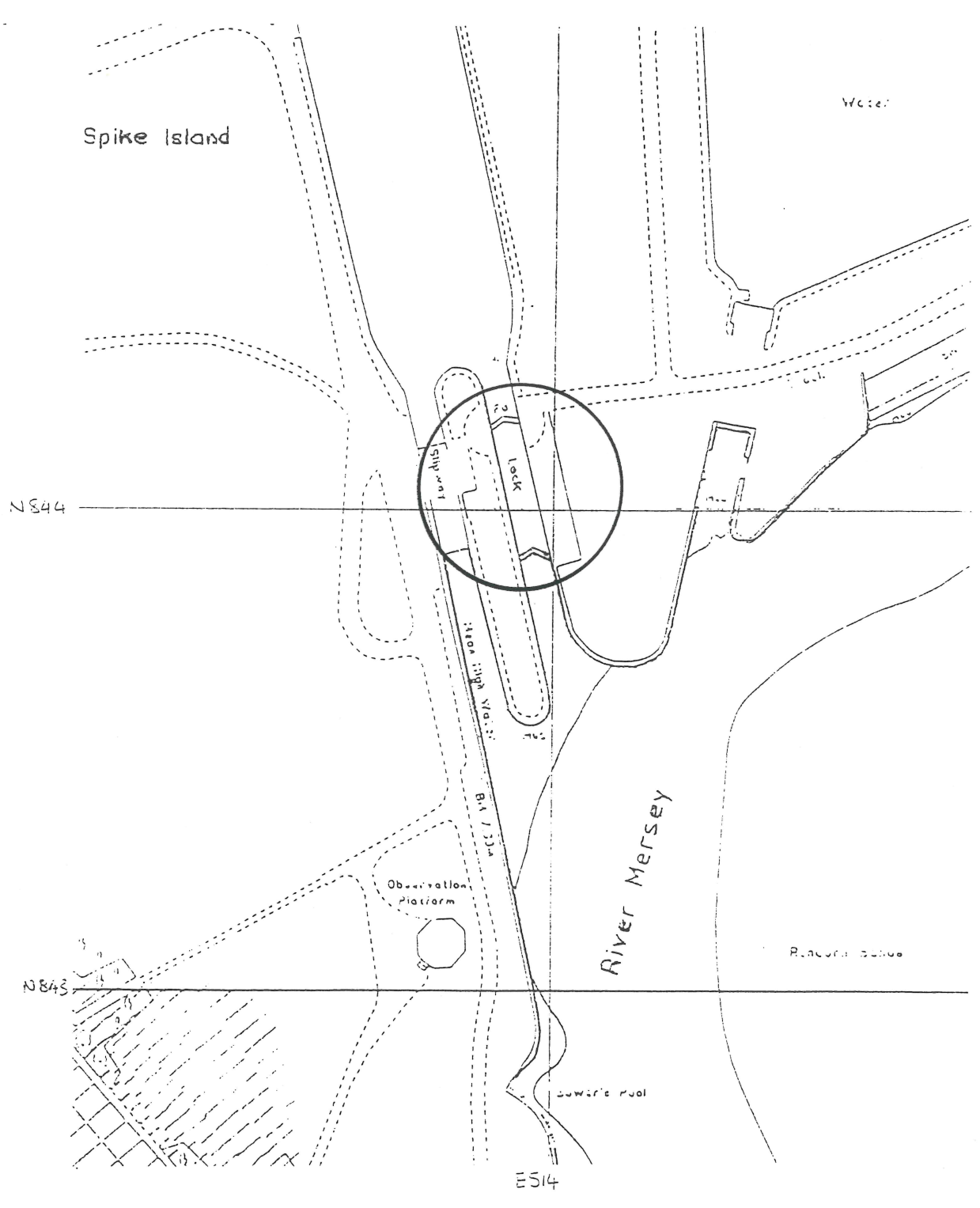
PHOTOGRAPH 0/3 - Downstream Lock Gate

Structure Name: *Widnes Locks*Date of Inspection: *10 May 1995*Structure Ref: *N3*Chainage: *0m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
1	Chamber Walls	5	Chamber walls in good condition. No significant mortar loss evident.	0/3
2	Chamber Copings	5	Original copings in good condition.	0/1
3	Chamber Invert		Not visible for inspection due to water level.	
4	Lock Gate Sills	4	Very minor leakage at the upstream sill. Downstream sill not visible for inspection.	
5	Upstream Lock Gate	4.5	Minor paint loss but the gates are generally in good condition.	0/1
6	Downstream Lock Gate	4.5	Minor paint loss but the gates are generally in good condition.	0/3
7	Upstream Lock Gate Sluices	4	Sluices in gate appear to be in good condition.	
8	Downstream Lock Gate Sluices	4	Sluices in gate appear to be in good condition.	
9	Ladders	5	Chamber ladder is in good condition.	0/3
10	Stop Plank Grooves	5	Upstream and downstream stop planks are in good condition.	
11	Chamber Wall Sluices			
12	Bywash Channel		No bywash provided.	

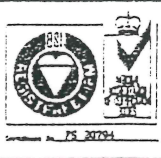
Structure Name: *Widnes Locks*Date of Inspection: *10 May 1995*Structure Ref: *N3*Chainage: *0m*

Part No	Name of Part	1-5 P-G	Condition Report	Photo Ref.
13	Bywash Weir		No bywash provided.	
14	Upstream Approach	5	Upstream approach is in good condition.	
15	Downstream Approach	2	Downstream approach into the River Mersey is heavily silted.	
16	Parapets	4.5	5 rail parapet provided around lock is in good condition. The tubular steel parapet to the lock gate footways is in reasonable condition with isolated areas of paint loss.	0/2
17	Towpath			
18	Condition of Masonry		See Sections 1 and 2.	
19	Pointing		See Sections 1 and 2.	



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Project
SANKEY CANAL RESTORATION
 Title
N3 WIDNES LOCK
LOCATION PLAN

Scale		Drawn	Checked	Auth
1:1250		Date	Date	Date
		JUNE '95		
Drawing Number				Rev
Y2311 / 166 / 050 / 075				
Purpose of Issue	Auth	Date	Revi	Description