

# East Anglian Waterways Association Limited

Position statement and acknowledgement of purpose for the North Walsham & Dilham Canal



Heritage, Environment, Landscape, Community and Recreation



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## [2] Foreword



**Roger Sexton (Chairman)**  
**East Anglian Waterways Association**

I applaud the work that has gone into the production of this document which provides a vision to enhance the benefits and attractions that the North Walsham and Dilham Canal affords to North Norfolk. Thanks are due to all those who have contributed so generously with their time, knowledge and sheer hard work to the project. As made clear on page 4, this is a live document and it is important that as many others as possible get involved to improve and develop the work that has been initiated here.

The East Anglian Waterways Association was founded in 1958 to cover a wide area of eastern England and the canal represents one of its earliest involvements. Hence I was delighted we were able to assist with the formation of the North Walsham & Dilham Canal Trust to provide a locally-based organisation to help care for this fine waterway.

### [3] Consultation

The following organisations have been consulted throughout the compilation of this document;

- North Walsham & Dilham Canal Trust
- The EAWA and the NW&DCT envisage that this will be a live document and, as such, will seek to engage with the many individuals and organisations that have an involvement with the canal so as to review and amend this publication to reflect more widely the variety of uses and interests it affords.

### [4] Preface

This document is the culmination of over twelve years of experience in promoting, coordinating and delivering voluntary work on Norfolk's only locked canal. Its purpose is to outline the East Anglian Waterways Association's (EAWA) and the North Walsham and Dilham Canal Trust's (NW&DCT) position regarding this waterway and to acknowledge our joint desire to see improvement in the canal's status over the next ten years and beyond.

We hope that through collating information detailing the interconnectivity of the canal's features with the environmental and recreational functions that it currently provides, we will be able to stress the importance of this waterway in a new context. To this end we have outlined our approach through the articulation of a vision that we feel is attainable through positive management and partnership working to target mutually agreed and consented works at a local level.



*No.1 Honing Lock (1920's)*

Finally it is worth acknowledging that this document is the result of many individuals' efforts, in the main, given on a completely voluntary basis and at their own personal expense. The EAWA is a registered charity and our directors and members hail from many different backgrounds and have experience of numerous disciplines.

<sup>1</sup> There are other canals in Norfolk such as the Haddiscoe Cut and the Waxham Cut but the North Walsham & Dilham Canal is the only Norfolk Canal with Locks. The other waterways in Norfolk with locks (the Aylsham Navigation and Bungay Navigation) are river navigations.

## [5] Description

The North Walsham and Dilham Canal joins the River Ant, just above Wayford Bridge, in the parish of Smallburgh and passes through the parishes of Dilham, East Ruston, Honing, Worstead, Witton, North Walsham, Swafield to Antingham Ponds in the parish of Antingham. Along this route the canal rises into some of the more picturesque scenery of North Norfolk where sections of the waterway become distinct and individual in their character. This has the effect of making the navigation seem longer than the approximate nine miles of its length.

Despite its dereliction the canal is an integral part of North Norfolk. It is an important component of industrial heritage in a predominantly rural county. Its existence presents a contradiction to the recognised image of the unlocked waters of the navigable rivers and man-made lakes known as the Broads. This is because the canal sits apart from this perception and would be better described through its associated locks, bridges, staithe, watermills and rolling countryside.



*Below Honing Lock (2010)*



*No.1 Honing Lock (1920's)*

It is worth stating that this waterway is a true canal in that it is almost entirely (84%) a new cutting and distinct from the upper course of the older River Ant, which ran 11.29 miles from source to confluence and which is defined to a large degree, by historic parish boundaries. Where the waterway does follow the path of the old river it is generally on a much altered elevation.

This new waterway was a comparatively late undertaking, its Act gaining Royal Assent on the 5th May 1812 and construction being completed in September 1826. It was designed to and continues to, utilise many tributaries of the pre-existing watercourse, though, for a canal this arrangement is not unusual. Its construction was always a compromise between the previous river's industrial purpose of providing the watermills along its length with power and the marriage of this function with the requirement to provide water for the working of the locks after 1826. The primary intention of this enterprise was to extend the reach of the local transport network provided by the Broads waterways and thereby afford an increase in trade.

Despite this aim, traffic was never significant and the last trade on this waterway was carried in 1935. Since then the structures and cuttings have degraded and fallen into disuse, despite no official abandonment having been formalised or enacted.

## [6] Involvements

The East Anglian Waterways Association (EAWA) has been involved with the North Walsham and Dilham Canal for many years. Since 1956 interest in the waterway has advanced through several iterations leading eventually to the formation of the North Walsham and Dilham Canal Trust (NW&DCT) in 2009.

In 1994, following a meeting between the EAWA and the North Walsham Canal Company Ltd, an engineering survey was commissioned covering the canal up to No.4 Bacton Wood Lock. This work, completed in 1996, indicated that the locks were in a reasonable state of repair, and that restoration would be practicable.



Lock Paddle (2011)

Following consultation between the EAWA and a number of interested parties in April 1997, it became apparent that a full environmental assessment of the canal and adjacent habitats should be carried out. To this end the EAWA commissioned Ecological Associates to undertake a detailed ecological survey. This work covered the same area as the 1996 engineering study and was undertaken between October 1997 and December 1998. One of the principle acknowledgements of the study was that;

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The canal and associated habitats form a corridor which effectively links a number of regionally and nationally important wetland sites. The continued existence and ecological stability of the canal enhances and safeguards the wider conservation interest of many of the wetland sites in the catchment, by allowing species transfer

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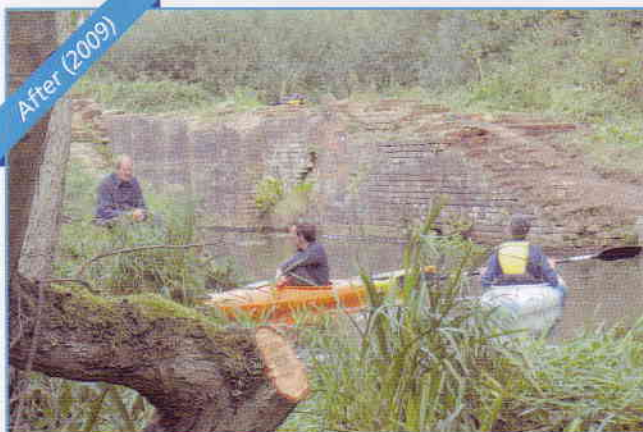
Following careful consideration of the findings of the ecological study the EAWA sought to initiate voluntary work parties on the canal. These began in December 2000 and were aimed at drawing attention to the waterway and to attempt to halt further degradation of the canal structures. This progressed initially under the leadership of Graham Brown (2000/1), then Kevin Baker (2002/2006) and since 2006 has been led by David Revill. Over the last decade work parties have continued with an increasing regularity and are an ongoing feature of the EAWA and NW&DCT activities.

On the following pages you can read a brief summary of the sites (A to G) we have been working on and our achievements to date.

## [A] No.1 Honing Lock



The EAWA and NW&DCT have been involved at this site since holding a work party here on 29th September 2002. This is the first lock on the canal and links the rest of the waterway with the tidal influenced waters of Pound 1 which cuts its way 2.3 miles downstream of the lock to the River Ant near Wayford Bridge. There is a well used public right of way (Honing Footpath 22 & Dilham Footpath 7) that runs beside the canal from the lock to Tonnage Bridge and canoeists regularly venture upstream to the lock. Most of our voluntary work parties on this site have concentrated on clearing the lock structure and improving canoe access.



### Key Work Achievements to date;

- Cleared in and around lock structure
- Improved canoe access
- Cleared backsake
- Covered ground paddle culverts

### Next Steps

- Seek grant funding (HLF)
- Clear backsake
- Improve existing canoe access
- Clear turning place south of lock

## [B] Honing Staithe



Our initial work party at this site on Pound 2 was carried out on 29th October 2006. Since that date the site has been cleared for permissive access. Walkers enter the staithe from the nearby Weavers Way Long Distance Footpath and its proximity to the canal inspired the creation of a circular walk, linking the Weavers Way with the waterway. This work was aided by the award of grant funding as part of the European Union's Leader+ Broads and Rivers Programme. The clearances around the staithe and formation of a walk have been warmly welcomed by local residents and walkers alike, as such we continue to maintain and improve this site through our voluntary work parties.



### Work Achievements to date;

- Creation of easier access on-site

### Next Steps

- Maintain and improve condition of permissive access walk
- Maintain canal banks

## [C] No.2 Briggate Lock



Volunteers undertook the first EAWA work party on the waterway at this site on 17th December 2000. Work originally centred on the clearance of the lock structure but has latterly extended to include work on the adjacent millpond (see D). It is worth noting that the locks bottom gates and original balance beams are still in situ at this site. The east wall of this lock is one of the structures in the worst condition.



### Key Work Achievements to date;

- Cleared in and around lock structure
- Cleared lock island

### Next Steps

- Maintain vegetation on lock island
- Re-profile lock island

## [D] Briggate Millpond & Staithe



On 18th May 2008 the first work party was held at this site, adjacent to No.2 Briggate Lock. The millpond and staithe have been the focus of significant (2011) activity and effort by the EAWA and the NW&DCT. This exertion has involved the development of a close working relationship with local residents who are re-establishing their community's connection with the waterway.



### Work Achievements to date;

- Cleared mill wheel pit
- Cleared millpond
- Stabilised millpond wall
- Removed encroaching and hazardous trees
- Dredged and maintained millpond

### Next Steps

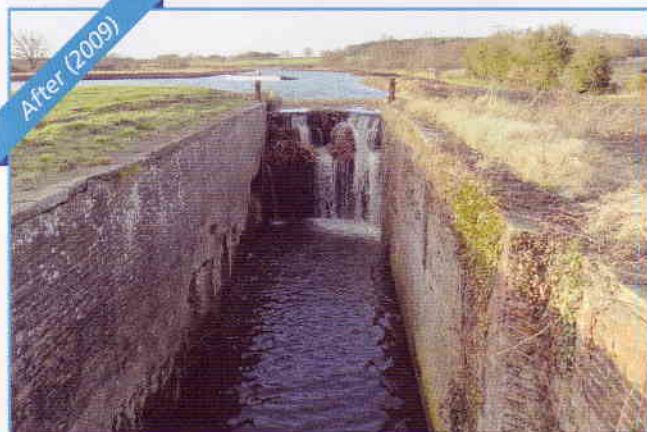
- Inspected mill wheel culvert
- Clear mill race / staithe



## [E] No.3 Ebridge Lock



The first work party carried out at this site on Pound 4 was on 3rd July 2004. Similar to many other sites along the canal the initial phase of work concentrated on the removal of vegetation from in and around the lock structure. Following the purchase of this length of canal by the Old Canal Company Ltd work was directed to the removal of a significant length of encroaching vegetation on the canal bank.



### Work Achievements to date;

- Cleared in and around lock structure
- Cleared lock island
- Removed encroaching vegetation along Pound 4
- Exposed Ebridge millpond wall
- Unearthed Ebridge millpond weir

### Next Steps

- Ensure no further deterioration of millpond wall
- Maintain lock island and work access path
- Work with IDB and NCC Highways to ensure drainage function of canal and surrounding land is maintained or improved.

## [F] No.4 Bacton Wood Lock



The first work party carried out by the EAWA at this site was on 24th June 2001. The Old Canal Company Ltd which owns this section of canal has undertaken significant work on No.4 Bacton Wood Lock and further upstream along Pound 5. This site has many interesting industrial features including a watermill, staithe, lock, and even a dry dock! Many of the original 1826 features of the lock, such as the ground paddles, have been painstakingly restored and incorporated into the restoration.



### Work Achievements to date;

- Cleared lock structure and chamber
- Repaired/rebuilt lock structure
- Constructed machinery access bridge
- Saved, repaired and reinstated original lock ground paddles
- Cleared and repaired lock ground paddle culverts

### Next Steps

- Fully repair lock structure
- Improve access path
- Redefine North Walsham FP19
- Renegotiate permissive access to 'lost' North Walsham FP19

## [G] Royston (Austin) Bridge



The site of the old wharf and Wherry Public House at Royston Bridge on Pound 5 is the newest and most northern site where work parties have been undertaken. Our efforts were initiated here on 15th November 2009 and several work parties have now been carried out (as of March 2011).

Volunteer efforts here have concentrated on removing the scrub growth that has populated the canal bed, clearing the old spillway that regulated the water level of this pound and redefining the route of Footpath 19 that continues north to Pigney's Wood. This footpath is not currently contiguous with any other public right of way and therefore cannot be accessed. However the EAWA and NW&DCT are committed to negotiating permissive access with landowners of this part of the waterway once restoration work has re-established the integrity of the canal line.



### Key Work Achievements to date;

- Cleared in and around lock structure

### Next Steps

- Repair Pound 5 spillway
- Clear the canal channel of scrub
- Maintain the embankment backslope

## [7] Present Use for Recreation

Currently the canal has a small recreational function that fits around its links to local footpaths, long distance paths (the Weavers Way and the Paston Way), the Woodland Trust project at Pigney's Wood and a regular traffic of canoes between Wayford Bridge and Honing Lock. The longest continuous section of public right of way is from Honing Lock to Tonnage Bridge, which although a pleasant walk, does not lend itself to the fullest appreciation of the canal's scale or features. Even the largest structures on the canal are extremely hard to locate for the average enthusiast and this therefore dissuades many interested parties from unearthing the features further up the canal.



*Canoeists preparing to paddle the canal*

As such the EAWA and NW&DCT would like to ensure these features have an assured future as part of the local landscape. We feel that this aim is best realised through the development of a closer relationship with the communities that are local to the waterway. This would be achieved through targeted public or permissive access coupled with the provision of interpretation that would explain the local, regional and national heritage context of the waterway alongside its valued flood management and environmental functions. This would be undertaken to ensure visitors to the waterway and its environs can derive meaningful benefit from contact with the canal.

## [8] Features

The North Walsham and Dilham Canal has a number of features along its length which are worthy of note. These range from structures of local heritage importance through to those of regional significance. The list below is compiled to summarise those features deemed important from historical, landscape, local and regional rarity and ecological perspectives.

### Summary of important features

- [1] Tonnage Bridge (1826) rebuilt 1982
- [2] East Ruston Branch
- [3] Pound 1 Milepost
- [4] No.1 Honing Lock (1826)
- [5] Dilham Broad
- [6] Dilham Watermill
- [7] Dilham Broad (Pound 2) Spillway
- [8] Pound 2 Milepost
- [9] Honing (Dee) Bridge (1826)
- [10] Honing Staithe Cut
- [11] Briggate Bridge (1826)
- [12] No.2 Briggate Lock
- [13] Briggate mill, granary & lower staithe
- [14] Briggate millpond and upper staithe
- [15] Briggate (Pound 3) Spillway
- [16] Meeting Hill Branch
- [17] No.3 Ebridge Lock (1826)
- [18] Ebridge mill & millpond
- [19] Ebridge (Pound 4) Spillway
- [20] Pound 4 Milepost
- [21] Anchor Bridge
- [22] Spa Common Staithe
- [23] No.4 Bacton Wood Lock (1826)
- [24] Bacton Wood Mill & Staithe
- [25] Royston (Pound 5) Spillway
- [26] Royston Wharf
- [27] Swafield Bridge (1826)
- [28] No.5 Swafield Bottom Lock
- [29] No.6 Swafield Top Lock
- [30] Bradfield Bridge (1826)
- [31] Antingham Basin

Many of the features listed above have obviously been subject to 76 years of dereliction. This has meant that structures have been damaged through flooding, the growth of scrub and weathering. The exceptions to this rule are principally those road bridges over the navigation that have been adopted by Norfolk County Council's Highways Department. As such they have been regularly maintained and are therefore in comparatively good condition.

The foremost features present on the canal which have suffered badly from the years of dereliction are the man made cuttings and embankments. For the most part these have been completely overgrown with scrub and vegetation. The channels have silted and water depth over most of the canal's length has fluctuated as a result. This has been to the detriment of long term environmental stability as nature attempts to assert itself on a fundamentally man altered catchment where normal hydrological functions such as channel realignment and sedimentation patterns are interrupted by a heavily embanked and manipulated drainage infrastructure developed over many hundreds of years.



*Honing Common (Dee) Bridge (2010)*

That stated, vegetation growth has drastically increased over a comparatively recent timescale through the presence of large amounts of nutrients and phosphates from point and diffuse sources of pollution. This has been significantly influenced by increased development in and around North Walsham in addition to the expansion of intensive land management practices on areas adjacent to the canal. This has in some cases accelerated the rate of growth within the canal.

Many of the voluntary work parties held since 2000 have aimed to redress this imbalance and stem the influence of vegetation growth and its consequent degradation of structures and features. Through volunteer work these heritage features have been safeguarded. The next stage is to look at the repair and reinstatement of these structures for future generations.

## [9] Environment and Heritage

At present the canal and the land adjacent to its route provides a modicum of territory for wildlife that lives in sparsely connected islands of local habitat. However, these habitats have been subject to neglect in the same way that the heritage features of the waterway have and this has seen the loss of the entirety of Dilham Broad, the degradation of fringe habitats and the segregation of these areas from the main canal channel. The potential for environmental enhancement of this waterway is centred on re-establishing these connections and enabling the canal to act as one of the principal wildlife corridors that connects North Norfolk with the rest of the Broads catchment.



*View from Tonnage Bridge (2010)*

Achieving this depends to a large degree on the capacity of the built environment and proactive management processes to maintain water levels and vegetation growth at a particular stage of succession, thus allowing flora and fauna to benefit from the creation and maintenance of stabilised habitats over the long term. Ideally this would be coupled with the promotion of an approach aimed at balancing both recreation and conservation needs. It should be noted that this is not an unachievable aim as elsewhere in the country there are numerous examples of waterways being sympathetically restored for the benefit of both environmental and recreational considerations.

Given the past management of this conflict within the wider Broads system it is evident firstly that there has been great dispute over this issue and secondly that a compromise is rarely reached. Why this should be singularly difficult in this area surely relates to the high density of recreational pressure on the limited navigational resource the Broads offer, set against the high concentration of European designated sites within the same catchment. That stated segregating sites on a prioritisation of one aspect over another can lead to a polarisation of the issues already faced.

As an entirely artificial waterway imposed on the upper Ant valley it is clear that no such distinct segregation could be afforded or merited on the North Walsham and Dilham Canal. In consideration of this the EAWA and NW&DCT are conscious of the need for a truly holistic vision for this waterway to enable it to deliver against a number of requirements, of which environmental considerations are central to the sustainability and enjoyment of this waterway.



*View of East Ruston Branch (2010)*

## [10] Vision

Set out below is the EAWA and NW&DCT shared vision for the North Walsham & Dilham Canal.

To maintain, restore and improve the canal's infrastructure and channel to;

- Ensure the retention of unique local, regional and national industrial heritage
- Enable the canal to fulfil its land drainage and flood management function.
- Enable people to enjoy quiet recreation and public access of the waterway and its environs.
- Enhance, connect and re-establish habitats for the improvement of local biodiversity.

To achieve this vision the EAWA and NW&DCT have identified two principle objectives. These objectives deal firstly with the physical integrity of the waterway and secondly the balanced and sustainable use of the canal.

### Objective 1

To undertake work, with the support of project partners, to maintain the integrity of the canal channel, (accepting the role of existing embankments in the mitigation of flood risk and the timing requirements imposed by wildlife regulations). This will enable the canal channel to;

- Accept flood flows
- Maintain consistent water levels (enabling the establishment of habitats).
- Ensure no degradation of existing built structures.

### Objective 2

To promote the balanced and sustainable use of the canal by all users across many uses including (but not listed exclusively) the following;

- Walking
- Fishing
- Boating
- Nature / Wildlife

To deliver these objectives the EAWA is committed to raising the awareness of this waterway and as such this document provides the focus for our approach over the next ten years. Central to successfully achieving progress against these objectives is the development of a partnership approach to working with other stakeholders.

As a key element of this approach the EAWA has identified not only the importance of including in this list the companies that own the waterway, adjacent landowners and the communities that live by the canal, but also the various regulatory bodies with whom we have already had involvement with over the entire period of our interest in this waterway. To this end it is worth mentioning that the EAWA has developed a good working relationship with North Norfolk District Council, Norfolk County Council and many other governmental organisations such as the Broads Authority, Environment Agency and Natural England.

This document is designed to build on these positive connections and to provide the many interested parties involved with the North Walsham and Dilham Canal with sight of our aims and objectives so as best to define the specific areas of participation that are relevant to each organisation and thus aid delivery of this project and the best use of limited resources.

## [11] Delivery

To ensure that the EAWA and NW&DCT can achieve the objectives set out in this document, the following scope of actions are outlined below. Whilst this section is not meant to detail precisely the full extent of our respective organisations involvements, it is designed to provide an appreciation of the range of our efforts.

### Action 1: Raise Awareness

It is important to communicate the many values and attributes of the waterway. As such we would seek to produce and distribute information through;

- (a) **Press Articles** (Parish, District, County, Regional and National)
- (b) **Strategy Document** (EAWA & NW&DCT)
- (c) **EAWA Newsletter** ('The Easterling')
- (d) **NW&DCT Newsletter** (the 'Quagmire')

### Action 2: Local Focus

We acknowledge our role in harnessing local interest in this waterway and therefore seek to involve members and non-members alike through the following forums;

- (a) **NW&DCT Trustee Meetings**
- (b) **Stakeholder Meetings**
- (c) **NW&DCT Member Meetings**
- (d) **EAWA Director Meetings**
- (e) **Events**
- (f) **Public Appearances** (Presentations etc)

### Action 3: Funding

Funding plays a crucial role in ensuring the long term retention and ultimate safeguarding of this waterway, its features and environment. To this end we will endeavour to;

- (a) **Undertake grant funding applications**
- (b) **Support grant funding applications**
- (c) **Take part in partnership working** (aimed at seeking the best use of limited resources)

### Action 4: Practical Work

Practical work has ensured the retention, improvement and reinstatement of features that have a prominent role in improving the waterways flood management, environmental and recreational functions. This will continue to be implemented through;

- (a) **Work parties** (twice monthly)
- (b) **Providing support** (to landowner projects)
- (c) **Undertaking work** (as part of partnership projects)

If you would like more information on the activities of the EAWA or NW&DCT please see the contact details overleaf.

## [12] Site Information

<b>Length:</b>
8.81 Miles (14.18 Km)
<b>From:</b>
Wayford Bridge, Junction with the Smallburgh River (TG34532494)
<b>To:</b>
Antingham Basin, Canal Terminus (TG26473247)
<b>Locks: Six</b>
No.1 Honing Lock (TG33132701) No.2 Briggate Lock (TG31572743) No.3 Ebridge Lock (TG31122975) No.4 Bacton Wood Lock (TG29893071) No.5 Swafield Bottom Lock (TG28393214) No.6 Swafield Top Lock (TG28243222)
<b>No. of Bridges: Twelve</b>
Wayford Bridge (TG34782485) Tonnage Bridge (TG34752606) Honing Bridge (TG32782725) Briggate Bridge (TG31572743) Weavers Way Bridge (TG31492761) Ebridge Bridge (TG31122975) Anchor Bridge (TG29943060) Royston Bridge (TG29733138) Paston Way Bridge (TG28863184) Swafield Bridge (TG28623196) Bradfield Bridge (TG27373201) Antingham Bridge (TG26543239)
<b>Branches: Three</b>
East Ruston Arm (TG34432688) 290m Honing Staithe (TG32762726) 80m Meeting Hill Branch (TG30852846) 320m

<b>County:</b>
Norfolk
<b>Local Authorities:</b>
Norfolk County Council North Norfolk District Council
<b>Parish Councils:</b>
Bacton Parish Council Dilham Parish Council East Ruston Parish Council Honing Parish Council Knapton Parish Council North Walsham Town Council Paston Parish Council Swafield Parish Council Witton Parish Council Worstead Parish Council
<b>Internal Drainage Board:</b>
Norfolk Rivers IDB (WMA)
<b>Engineer</b>
John Millington (1779-1868)
<b>Access:</b>
Honing FP13 (Dilham Broad Path) Honing FP22 (Honing Lock/Honing Common) Dilham FP6 (Canal/Dilham Mill) Dilham FP7 (Honing Common/Tonnage Bridge) North Walsham FP19 (Spa Common/Royston) Knapton FP9 (Royston to Pigney's Wood)
<b>Acts of Parliament</b>
North Walsham & Dilham Canal Act 1812 North Walsham & Dilham Canal Act 1886 <sup>2</sup>

<sup>2</sup> The 1886 Act was required to authorise the sale of the Canal.

## [13] Maps & Designations

### Ordnance Survey Maps:

No.134 (1:50 000) Landranger Series  
No.25 (1:25 000) Explorer Series

### Designations:

Antingham CWS6 (Adjacent)  
Brigate CWS6 (Adjacent)  
Broad Fen RAMSAR Site (Adjacent)  
Broad Fen SAC (Adjacent)  
Broad Fen SPA (Adjacent)  
Broad Fen SSSI (Adjacent)  
East Ruston SSSI5 (Adjacent)  
Honing Staithe CWS (Adjacent)  
Pigney's Wood CWS6 (Adjacent)  
Spa Common CWS6 (Adjacent)

## [14] Ownership

### Canal Owners

#### Pound 1

John Paterson (Dilham) Ltd

#### Pounds 1 to 3

North Walsham Canal Company Ltd

#### Pounds 3 to 5

The Old Canal Company Ltd



## [15] Pounds

Over the length of the canal the waterway rises around 60ft from the tidal influenced waters of the Broads below Honing Lock. This ascent is divided into various different water levels as determined by the rise of each lock. The distance between these water level management structures is known as an impoundment or more commonly just 'Pound'. The basic attributes of these sections are listed below and are referred to throughout this document due to their water level management function.

<b>Pound 1</b>	<b>2.30 miles</b>	<b>(3,701m)</b>
From Smallburgh Junction to No.1 Honing Lock		
<b>Pound 2</b>	<b>1.09 miles</b>	<b>(1,754m)</b>
No.1 Honing Lock to No.2 Briggate Lock		
<b>Pound 3</b>	<b>1.75 miles</b>	<b>(2,816m)</b>
No.2 Briggate Lock to No.3 Ebridge Lock		
<b>Pound 4</b>	<b>1.01 miles</b>	<b>(1,625m)</b>
No.3 Ebridge Lock to No.4 Bacton Wood Lock		
<b>Pound 5</b>	<b>1.52 miles</b>	<b>(2,446m)</b>
No.4 Bacton Wood Lock to No.5 Swafeld Bottom Lock		
<b>Pound 6</b>	<b>0.12 miles</b>	<b>(193m)</b>
No.5 Swafeld Bottom Lock to No.6 Swafeld Top Lock		
<b>Pound 7</b>	<b>0.94 miles</b>	<b>(1,513m)</b>
No.6 Swafeld Top Lock to terminus		

## [16] Acknowledgments

We would like to thank the Directors of the EAWA in aiding us in the preparation of this document. They are;

Directors of the EAWA

Roger Sexton

Alan Faulkner

David Revill

Christopher Black

John Hodgson

John Mayhead

Michael Lyons

We would also like to thank the Trustees of the North Walsham & Dilham Canal Trust for their unstinting efforts to retain and improve Norfolk's only locked canal.

Lastly we would like to mention all those who have links with the canal, be that through landownership, volunteering on work parties, advising on technical issues, helping with grant applications or just simply enjoying this beautiful waterway. Thank you for helping to retain this wonderful asset for future generations.



*Happy helpers! (2010)*

## [17] Contact Us

If you would like to find out more about the East Anglian Waterways Association, the North Walsham & Dilham Canal Trust, this waterway or this document then please use the contact details below;

### **East Anglian Waterways Association Ltd**

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### **North Walsham & Dilham Canal Trust,**

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Telephone: 01692 535 111  
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## Photographs

<b>Page</b>	<b>Caption</b>	<b>Photo courtesy of</b>
1	Bacton Wood Lock - Far Left	EAWA Archive
1	Below Honing Lock – Centre Left	Ivan Cane
1	Wherry Inn, Royston Bridge - Centre Right	EAWA Archive
1	Launching at Honing - Far Right	Ivan Cane
4	No.1 Honing Lock (1920's)	EAWA Archive
5	Below Honing Lock (2010)	EAWA Archive
5	No.1 Honing Lock (1920's)	EAWA Archive
6	Lock Paddle (2011)	EAWA Archive
7	No.1 Honing Lock - Before 2000	G.R. Brown
7	No.1 Honing Lock - After 2009	EAWA Archive
7	Honing Staithe - Before 2001	G.R. Brown
7	Honing Staithe - After 2010	EAWA Archive
8	No.2 Briggate Lock - Before 2000	G.R. Brown
8	No.2 Briggate Lock - After 2010	Alan Bertram
8	Briggate Millpond & Staithe - Before 2000	G.R. Brown
8	Briggate Millpond & Staithe - After 2011	Graham Eckersley
9	No.3 Ebridge Lock - Before 2000	G. R. Brown
9	No.3 Ebridge Lock - After 2009	EAWA Archive
9	No.4 Bacton Wood Lock - Before 1999	G.R. Brown
9	No.4 Bacton Wood Lock - After 2010	EAWA Archive
10	Royston (Austin) Bridge - Before 2009	Mary Black
10	Royston (Austin) Bridge - After 2011	EAWA Archive
10	Canoeists preparing to paddle the canal	Ivan Cane
11	Honing Common (Dee) Bridge	Ivan Cane
12	View from Tonnage Bridge	Ivan Cane
12	View of East Ruston Branch	Ivan Cane
17	Happy helpers! (2010)	Ivan Cane
20	Bacton Wood Lock – Far Left	EAWA Archive
20	Below Honing Lock – Centre Left	Ivan Cane
20	Wherry Inn, Royston Bridge - Centre Right	EAWA Archive
20	Launching at Honing – Far Right	Ivan Cane

