

GUIDE TO THE MEDWAY NAVIGATION



NRA

*National Rivers Authority
Southern Region*

**Guardians of the
Water Environment**



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C O N T E N T S

FOREWORD	2
INTRODUCTION	3
BOATING ON THE MEDWAY NAVIGATION	5
<i>Map</i>	5
<i>General Information – extent of the Navigation</i>	5
<i>Registration</i>	6
<i>Operating the locks</i>	7
<i>Lifting bridges</i>	13
<i>Landing, anchoring and mooring</i>	14
<i>Launching</i>	14
PASSAGE NOTES	15
<i>General</i>	15
<i>Allington Lock from the Medway Estuary</i>	15
<i>Allington Lock to East Farleigh</i>	17
<i>East Farleigh to Teston</i>	19
<i>Teston Lock to Hampstead Lock, Yalding</i>	20
<i>Yalding to Sluice Weir Lock</i>	22
<i>Sluice Weir Lock to Oak Weir Lock</i>	23
<i>Oak Weir Lock to East Lock</i>	23
<i>East Lock to Porters Lock</i>	23
<i>Porters Lock to Eldridges Lock</i>	24
<i>Eldridges Lock to Town Lock, Tonbridge</i>	24
<i>Tonbridge Town Lock to Leigh Barrier</i>	25
ENJOYING THE MEDWAY FROM THE RIVER-BANK	26
<i>Camping and picnicking</i>	26
<i>Fishing on the Navigation</i>	27
OTHER WATER SPORTS	29
<i>Canoeists</i>	29
<i>Rowing and sculling</i>	30
NAVIGATION RULES AND HINTS	32
<i>Commercial users – additional advice</i>	32
REGULATIONS, BYELAWS AND DEFINITIONS	33
USEFUL LEAFLETS	36
USEFUL ADDRESSES AND TELEPHONE NUMBERS	37

FOREWORD

The River Medway was opened to Navigation some 250 years ago when water-borne transport was in its heyday. Today, the river between Maidstone and Tonbridge is maintained by the National Rivers Authority as a public right of Navigation, enabling water users to experience the delightful scenery of the Garden of England from the peace and tranquillity of the river.

This unique stretch of river provides pleasure for a variety of water users as well as for those who wish to enjoy the bankside facilities and riverside walks.

The National Rivers Authority welcomes all users of the Navigation and seeks their help in preserving its attractions. This booklet aims to help everyone conduct their own activity in safety and to foster good relations and a spirit of understanding between river users.



Binny Buckley
Kent Area Manager

May 1994



INTRODUCTION

The National Rivers Authority was created in 1989 to preserve and improve the water environment and to protect people and property from flooding.

In Southern Region, the NRA also inherited the responsibility for managing the inland

Navigation of the River Medway.

The Authority believes that an important part of this role is to encourage the pursuit of recreational activities along the 31km length of the Navigation.

The navigable River Medway caters not only for the boating enthusiast but also for other water users and those who enjoy the Medway from the river bank.

The Medway River Project has been established by co-operation between the NRA, the Countryside Commission, Kent County Council, Maidstone Borough Council and the Tonbridge and Malling Borough Council to promote leisure and tourism along the Navigation. The Project's main aims have been to establish links within the local community, conservation and river user groups.

With so many interests sharing the river it is important to adhere to the various regulations to ensure that it remains a pleasure to use for all who enjoy its tranquillity and charm.



BOATING ON THE MEDWAY NAVIGATION

General Information

EXTENT OF THE NAVIGATION

The Medway Navigation is an inland navigation maintained by the National Rivers Authority which gives access to 31km (19 miles) of the freshwater River Medway above its tidal limit.

Vessels wishing to approach the Navigation through the Medway Estuary enjoy a public right of navigation through tidal waters, subject to the byelaws of Medway Ports Ltd. However, there are slipways and launching facilities at several points along the freshwater section which enable smaller craft to have direct access to the river (see map and Passage Notes).

There are ten locks and associated sluices and weirs along the inland Navigation which starts at Allington Lock and extends to the footbridge immediately downstream of the Leigh flood regulating barrier just West of Tonbridge.

The locks divide the river into ten reaches, known locally as 'pens'. The lengths of the pens vary, the shortest being approximately 1.2km (0.75 miles) and the longest 7.2km (4.5 miles). Similarly the difference in water level at the locks varies between 2.8 metres (9.2 feet) and 1.3 metres (4.3 feet); the total fall from the head of Town Lock, Tonbridge to the head of Allington Lock being 17.28 metres (56.8 feet).

The locks are capable of accommodating craft up to 24.5 metres (80 feet) in length and up to 5.6 metres (18.5 feet) beam, and in normal circumstances the river can be used by craft of the following draughts:

Stretch of River	Draught	
Allington Lock to Maidstone	2.0 metres 6.5 feet	Heavy flooding causes shoals to develop in the river, particularly immediately downstream of locks and although every effort is made to maintain these draughts it is not always possible to clear the shoals before the boating season starts. Users of the Navigation should therefore proceed with caution in the early part of the season and at any time after flooding has occurred. Lock-keepers will give advice on the areas where shoaling has developed.
Maidstone to Yalding	1.7 metres 5.5 feet	
Yalding to Tonbridge	1.2 metres 4.0 feet	

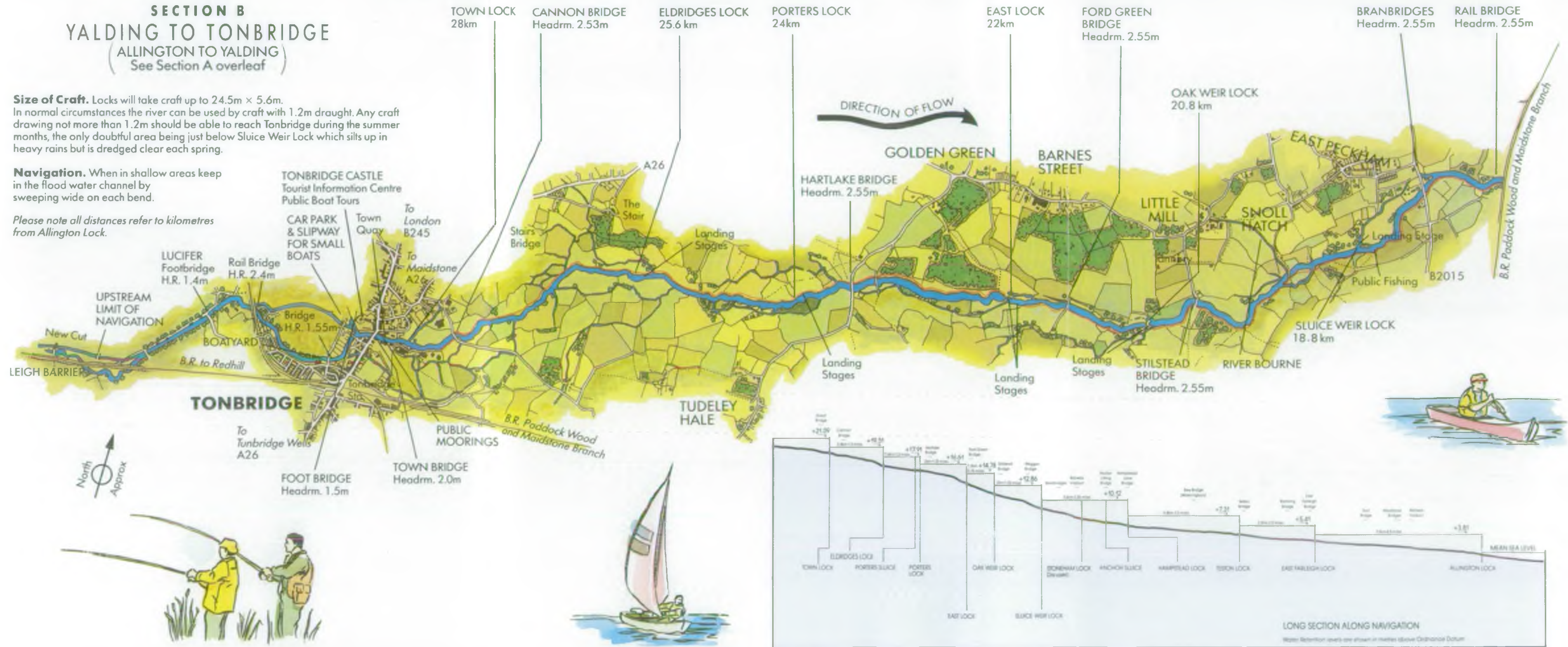
SPEED LIMIT – 5 KNOTS

SECTION B
YALDING TO TONBRIDGE
(ALLINGTON TO YALDING)
(See Section A overleaf)

Size of Craft. Locks will take craft up to 24.5m x 5.6m. In normal circumstances the river can be used by craft with 1.2m draught. Any craft drawing not more than 1.2m should be able to reach Tonbridge during the summer months, the only doubtful area being just below Sluice Weir Lock which silts up in heavy rains but is dredged clear each spring.

Navigation. When in shallow areas keep in the flood water channel by sweeping wide on each bend.

Please note all distances refer to kilometres from Allington Lock.



SPEED LIMIT – 5 KNOTS

SECTION A
ALLINGTON TO YALDING
(YALDING TO TONBRIDGE)
(See Section B overleaf)

Size of Craft. Locks will take craft up to 24.5m x 5.6m.
In normal circumstances the river can be used by craft with the following draughts:
Allington to Maidstone 2.0m, Maidstone to Yalding 1.7m, Yalding to Tonbridge 1.2m.

Please note all distances refer to kilometres from Allington Lock

Refuse. Sacks and sewage disposal points are provided at Allington Lock, East Farleigh Lock, Hampstead Lifting Bridge and Tonbridge Town Lock.



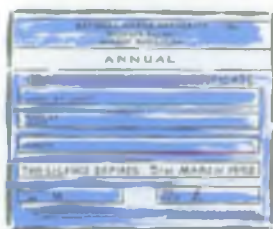
NAMES AND ADDRESSES		
CRUISER AND NARROWBOAT HIRE		
Tovil Bridge Boatyard	Maidstone	686341
ROWING BOAT AND CANOE HIRE		
M. Standing, Tonbridge	Tonbridge	357856
PASSENGER BOAT OPERATORS		
Hire Cruisers (Maidstone) Ltd	Maidstone	753740
Tonbridge Waterways	Tonbridge	360630
MARINAS AND BOATYARDS		
Allington Marina Ltd, Allington	Maidstone	752057
Ford Wharf Boatyard, Allington	Maidstone	752918
T. S. Manne, Maidstone	Maidstone	688989
Tovil Bridge Boatyard, Maidstone	Maidstone	686341
Bridge Boat Service, E. Farleigh	Maidstone	726165
Riverside Boat Yard, E. Farleigh	Maidstone	726647
Medway Wharf Marina, Wateringbury	Maidstone	813927
Bow Bridge Marina, Wateringbury	Maidstone	812802
Hampstead Marina, Yalding	Maidstone	812673
Jim Breden's Boatyard, Yalding	Maidstone	814158
Yalding Boatyard, Yalding	Maidstone	814378
Mockford's Boatyard, Tonbridge	Tonbridge	360630

Registration

The NRA is committed to developing the Medway Navigation in the interests of all river users. An extensive programme of lock and sluice gate renewal is now nearing completion. The NRA supports the Medway River Project which has been established to manage and enhance the recreation, landscape and wildlife of the Navigation.

In order to meet a proportion of these costs, and the day to day costs of operating the Navigation, the NRA raises revenue through a system of registration.

All vessels and houseboats used or kept on the Navigation, including those in marinas, must be registered with the NRA and display the registration certificate. Vessels which are registered for the full year must also display their registration number in figures at least 5cm (2½ in) on both sides of the



craft. Registration applies to powered or non-powered vessels, sailing craft, tenders to larger vessels, hovercraft and hydrofoils, irrespective of whether the use of the vessel is commercial, educational or for recreation. Hired craft are charged at a higher rate. There is a separate single charge for houseboats.

Daily, weekly, monthly and annual certificates are all available, though only powered vessels are eligible for the daily licence. Short-term

certificates and application forms for certificates can be obtained at the NRA depots at Allington Lock, Yalding and Town Lock at Tonbridge. Other outlets are the Maidstone Health & Fitness Club in Maidstone, Bow Bridge and Medway Wharf Marinas at Watlingtonbury, and the Tourist Information Centre in the Castle at Tonbridge.

Annual Certificates (April 1 to March 31) can only be obtained by sending a completed application form, together with the remittance, to the NRA Regional Office in Worthing. You should allow 10 clear days for the processing of these applications.

In the case of special one day events such as charitable events or competitions, a general certificate may be issued at a concessionary rate from the same address. Discounts are available to clubs and organisations making block bookings for five or more craft. (Manually propelled craft only.)

Operating the locks

Allington Lock, which provides passage to and from the tidal section may only be operated by NRA Lock-keepers who are available at the following times:

- (a) Between March 1 and October 31, three hours before high water and two hours after, where those hours fall between 7.00 am and sunset.
- (b) On any other day between three hours before high water and two hours after where those hours fall between 8.00 am and 4.00 pm.

The lock may not be used outside these times unless at least 24 hours notice is given to the Lock-keeper and the notice is given within the above times.

Vessels approaching the Navigation from the Medway Estuary should take particular care in relation to tides (see Passage Notes). Only registered vessels will be admitted to the Navigation.

The duty Lock-keeper can be contacted by telephone during working hours on Maidstone (0622) 752864.

The nine locks above Allington may be operated by the person in charge of the vessel, or crew, unless directed otherwise by an officer of the NRA. Lock handles to operate the winding shafts of the sluices can be purchased from local chandlers. The lock handle should have a square socket which fits properly on the spigots of the winding shafts which are 25.4 mm (1 in) square.

Landing Places for Locking

Landing stages are provided at the downstream end of each lock on the Navigation so that boat owners may tie up to gain access to the lock for the purpose of locking the boat through. Mooring at the landing stages is prohibited.



Negotiating the Locks

River users with previous experience of inland navigations will have experience of operating locks, but for those who are discovering the appeal of inland waterways for the first time, the following tips are provided. Because the Medway is a "live" river, locks should always be left with the head gates closed, the tail gates fully open and paddles in both sets of gates fully closed.

Make sure you know exactly how to work a lock before you enter one.

Check the following:

- That your boat is completely inside the lock.
- When going upstream make sure your rudder cannot catch in the bottom gates.
- When going downstream make sure that the rear of the boat is not likely to sit on the cill.
- That nobody is standing on the roof or foredeck when entering a lock; the bump of the boat against the side may throw them in.
- Do not leave lock handles on the spigot of the winding shafts.
- Be careful not to trap your fingers in any of the mechanisms.
- Never assume that the previous boat has left the lock mechanisms correctly.
- In narrow lock cuts, please remember that some pleasure craft draw up to four feet or more and might not be able to manoeuvre.
- Obey instructions given by the Lock-keeper and stop your engine once the craft is moored in the lock. Remember to loop head and stern warps to the posts. When the water is rising or falling in the lock, adjust your mooring lines to keep them fairly taut and make sure your boat does not become caught up as the lock is emptying. Turn off any radio, or other form of music or noise.
- If you have a dog on board, please keep it on the boat, or on a lead, while passing through locks.

Going upstream

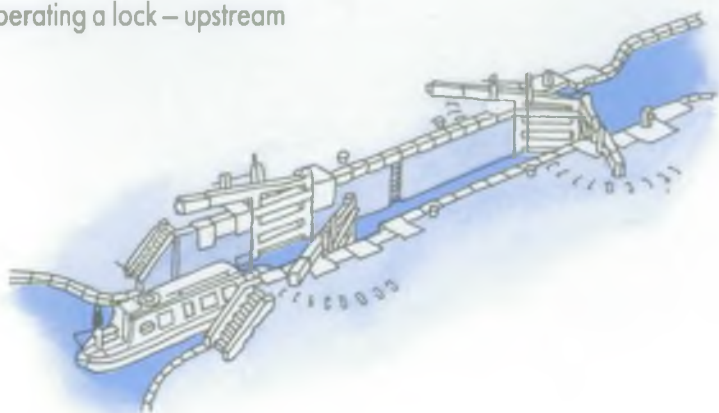
Secure the boat in the lock by looping ropes round the bollards and posts or through the rings provided. Do not tie.

1. You should find the lock empty with the lower gates open for you to enter.
2. Close the bottom gates behind you and check the paddles are closed.
3. Open the top paddles to fill the lock.
4. Open the top gates and take your boat out.
5. Close the top gates behind you and lower the paddles.
6. Open the bottom paddles to empty the lock.
7. Close these again and open the bottom gates.

Beware

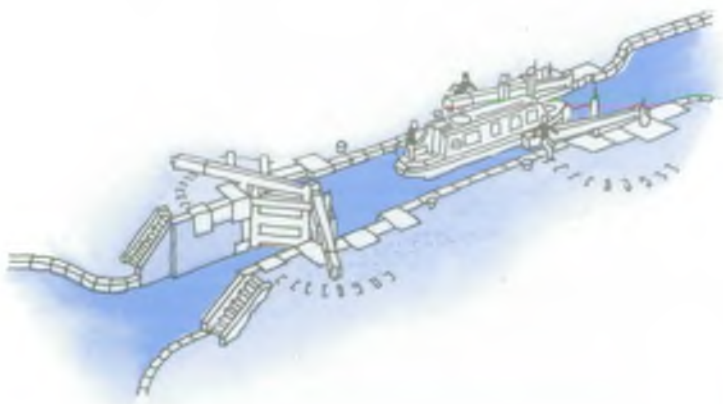
- In narrow locks a boat tends to be drawn to the upper gate when the lock is filling.
- Do not use a lock at night, or in the dark, it is only too easy for someone to fall into the water and not be heard or seen.
- Please take care and do not fend off with hands, feet or boathook.
- Do not open fuel tanks or strike matches.
- Never dangle your arms or legs over the side of the boat, they may get broken or crushed between the boat and the lock.
- Beware of floating debris between the boat and the lock.
- Do not let anyone play near locks, be it running around or jumping over gates etc. It is not worth the risk of them falling in.
- You should know exactly what to do if someone falls into the water. If this happens, close all the paddles immediately and throw a life-buoy. Then consider how to get them out.

Operating a lock – upstream



*Operating a lock is simple if you work through the drill systematically, and **never** hurry.*

Always share a lock with other boats (this saves water) and wait turns whenever possible.



Lock gates must be properly closed before slowly opening the sluices.

All locks are provided with hanging chains for vessels to hold onto. Particularly when using the larger locks, do not rely on just holding onto these chains but loop warps around the posts. The turbulence can be quite strong. There is an iron ladder in each lock chamber.

Going downstream

1. Close the bottom gates and check the paddles are closed.
2. Fill the lock by opening the upstream paddles.
3. Open the top gates and enter lock.
4. Close the top gates behind you and lower the paddles.
5. Open the bottom paddles to empty lock.
6. Open the bottom gates and take your boat out.
7. Lower the paddles but leave the bottom gates open.

If you encounter difficulties in operating a lock do not use excessive force but report the problem without delay to one of the NRA's officers or to the District Controller:

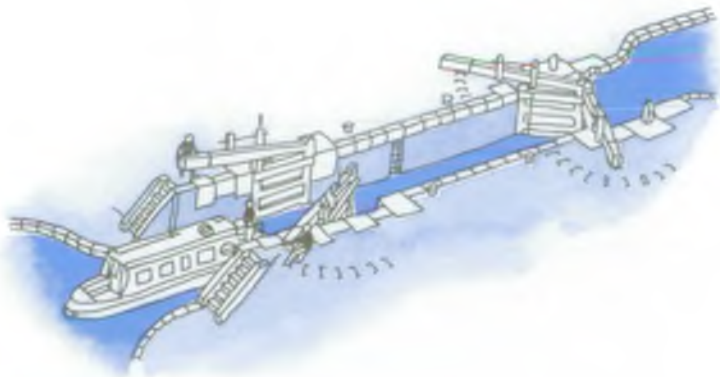
District Controller
(0732) 838858

Outside office hours
(0800) 807060

Operating a lock – downstream



Always ensure that the upper gates and all paddles are closed after you leave the lock.



It is better to wait a few minutes and share the lock with another boat than to close the gates on an approaching boat. You could waste up to 250,000 gallons of water (or more).

Lifting bridges

There are lifting bridges over the Navigation at Yalding and at Town Lock, Tonbridge. The lifting bridge at Tonbridge can be operated using a lock handle.

The lifting bridge at Yalding is operated by the Sluice-keeper during the boating season which generally extends from Easter until the end of September. His hours of duty are:

Weekdays	9.00 am – 12 noon 12.30 pm – 4.00 pm
Weekends and public holidays	9.00 am – 1.00 pm 2.00 pm until 1 hour before sunset

Out of season the Sluice-keeper is available at 9.00 am, 12 noon and 3.00 pm. In case of emergency, telephone (0732) 838858 during office hours and (0800) 807060 outside office hours.

Holders of Annual Registration Certificates may operate the bridge outside the Sluice-keeper's hours using a special key. These are available from the NRA Area Office at Leigh on payment of a £25 deposit.

Persons operating the locks or the lifting bridges at Yalding and Tonbridge do so at their own risk and the Authority accepts no responsibility for any injury sustained to such persons or others, or any damage to any boat, for any cause whatsoever arising out of the operation of the locks or bridges. The lifting bridge at Yalding is provided with safety barriers for the protection of road users.

Landing, anchoring and mooring

- In the interests of maintaining good relations between users of the river and landowners, remember that the right to navigate does not entitle you to moor up to private towpath property without the landowner's consent. You may land or embark directly from a public footpath, but do not obstruct the towpath.
- In addition to the short term landing places provided at each lock there are free public landing places in Medway Wharf Road (Tonbridge) between Town Lock and Great Bridge a few hundred yards from the High Street and at Yalding upstream of the Canal Cut.
- In general vessels have a right to anchor in the Medway for up to 24 hours in any one place. You may need permission to moor to the bank. Place mooring stakes well back from the bank edge and take care they do not cause a hazard to passers-by.
- Always respect private rights and when in doubt obtain permission from the owner of the bank before tying-up.
- Dogs must be kept under strict control.
- When stopping overnight, or leaving the launch for any appreciable time, do not moor in shallow water or with a tight rope or chain as water levels may fluctuate by as much as 2 or 3 feet in a few hours. If the level drops and a craft is moored aground or in shallow water, it may be careened or damaged. If the level rises and mooring ropes or chains are tight, the launch may take on water, be pulled under, or even broken free. Always ensure there are over 2 feet of water below your keel and at least 2 feet of vertical play on any mooring rope or chain.
- Details of moorings are given in the Passage Notes.

Launching

The NRA has a slipway at Hampstead Lock, Yalding for which a small charge is payable to the Sluice-keeper. There are also slipways and crane facilities at various marinas at Allington, Tovil, East Farleigh, Wateringbury and Yalding. The Maidstone Health & Fitness Club supervises the slipway in Maidstone and there is a slipway for small craft above Great Bridge, Tonbridge.



P A S S A G E N O T E S

General

INTERRUPTIONS TO NAVIGATION

There are times when flood conditions make it inadvisable, if not impossible to navigate the river. These conditions are more likely to occur in the winter, but there are occasions when navigation is temporarily interrupted by flood flows in the boating season.

The water level in a "pen" has sometimes to be drawn down to enable works to be undertaken, thus interfering with navigation. As far as possible this is not done in the boating season, but it may have to be done to meet an emergency. Every effort is made to give advance notice of the lowering of levels. Information on conditions can be obtained from the District Controller, Tonbridge. Tel. (0732) 838858.

HAZARDS WHEN NAVIGATING DOWNSTREAM

As the Medway Navigation is a "live" river there are flood relief channels which allow excess river flows to by-pass the locks. The head is retained on these channels by weirs and automatic sluices.

For this reason, when approaching locks from upstream, particularly when there is a following wind, take care to keep well over to the locked side of the river. All directions relate to upstream passage.

AVOID POLLUTION

It is an offence to discharge sewage, oil or any other matter likely to cause pollution into the river, or to leave rubbish on the banks. Take special care with petrol when refuelling. Oil-contaminated bilge water is another potential source of pollution and must on no account be pumped into the river.

Approaching Allington Lock from the Medway Estuary

DESCRIPTION OF STRETCH

Navigation through the Medway Estuary between Sheerness and Allington Lock is dependent upon tides. At low tide the river below the lock practically dries out and the lock itself is only open from three hours before to two hours after high tide.

In the part of the river downstream of Allington Lock there is sufficient depth of water on suitable tides for craft drawing 2.1 metres (7 ft). The headroom beneath Aylesford Bridge on the tidal river below Allington Lock is 2.8 metres (9 ft 4 in) at MHWS. There are also overhead cables crossing the channel.

Craft approaching the lock from Aylesford and finding the gate closed should tie up on the starboard side between the lock and the road bridge. The walls of the lock chamber are lined with timber which is apt to be muddy and slippery. The head of water on the non-navigable channel alongside the lock is retained by large electrically operated sluices.

TIDAL DIFFERENCES ON SHEERNESS

Place	Lat. N.	Long. E.	Time Differences				Height Differences (in Metres)			
			High Water		Low Water		MHWS	MHWN	MLWN	MLWS
SHEERNESS			0200 and 1400	0800 and 2000	0200 and 1400	0700 and 1900	5.7	4.8	1.5	0.6
Allington Lock	51 17	0 30	+0050	+0035	no data avail- ble	no data avail- ble	-2.1	-2.2	-1.3	-0.4

Medway Ports Ltd (Tel. (0795) 561234) is the Harbour and Navigation Authority for the approaches to Allington. Useful publications issued by Medway Ports Ltd are listed on page 36.

AMENITIES AND PLACES OF INTEREST

The attractive village of Aylesford with its medieval bridge and rebuilt Carmelite Priory is reputed to be the oldest continuously occupied village in England. The remains of a Neolithic burial chamber on the Downs provide evidence of early settlement. Three standing stones, crowned by a fourth are known as Kit's Coty House.

The Priory originally dates from the 13th Century but was lost to the Friars as a result of the Dissolution of the Monasteries. The Carmelites returned to Aylesford in 1949 and restored the Priory which is now open to the public daily.

Aylesford was an important fording point on the Medway and marks the site of a great battle in 455 AD when the Britons were defeated by the Jutes. Alfred the Great fought over the village in 839 AD. The bridge is an eight arch bridge which was built from Kentish ragstone in the 14th Century. In the centre of the village is the smallest pub in Kent, the Little Gem which dates from 1105 AD.

The Medway River Project's "Towpath Walk" leaflet describes a 5.6 km walk through Aylesford.



Allington Lock to East Farleigh

DESCRIPTION OF STRETCH

Allington Lock is the first of ten locks on the Medway Navigation and also the limit of tidal waters. First built in 1792, the lock was enlarged in 1881 and the existing structure dates from 1939. New gates were fitted in 1991.

Details of lock opening times are given on page 7. All vessels must be registered before being admitted to the Navigation (see page 6) but short term certificates are available at the Lock.

The County town of Maidstone lies about 4 km further up the river along a tree-lined stretch. The high level railway bridge marks the approach to the town. The first road bridge across the river has headroom of 4.0 metres whilst the second bridge is only 2.55 metres.

The river above Maidstone was improved in 1741 to accommodate the growing water-borne traffic. In those days the commercial barges were drawn by men or horses and the towpath still exists. Just on the outskirts of Maidstone is a footbridge crossing the river at Tovil with a headroom of 3.7 metres (12 ft). Four kilometres beyond Maidstone is East Farleigh Lock which comes into view just after passing Bydews Wood on the South bank. When approaching the lock, keep well into the middle of the river until nearly up to the lock and then head to the entrance. If the downstream gates are closed, craft should moor well back on the landing stage on the starboard side as the water nearer to the lock is shallow due to shoals being created by the flow of water from the weir and sluices.

MOORINGS AND MARINAS

The National Rivers Authority provides three overnight mooring berths at Allington Lock which can be used by arrangement with the Lock-keeper. About 1 km above Allington there is a marina which provides moorings for a large number of boats.

There are many reasonably priced visitors' moorings in Maidstone on both sides of the river. Tovil Boatyard, which is by the footbridge at Tovil, provides bankside and pontoon moorings. There are moorings on both banks at East Farleigh belonging to The Bridge Boat Service and the Riverside Caravan Site. Both normally cater for visiting boats.

FACILITIES

There is a concrete slipway on the West bank of the river in Maidstone. It can be found down St. Peters Street under the Arch at the bottom of the hill. Fees are payable to the Record Tennis Centre.

Petrol, diesel and drinking water are available from a fuelling wharf on the river frontage by Allington Marina.

Rubbish sacks are provided by the Lock-keeper at Allington and can be handed back there, or at the NRA depots at Yalding or Tonbridge. Maidstone Borough Council has provided refuse bins at the Market site and at the Information Centre at Archbishop's Palace.



There is a public toilet with washing facilities next to the river at Fairmeadow, just downstream of the first bridge. A sewage disposal point is also provided at that location.

There is a supermarket and shopping precinct at Allington which is about 1 km up Castle Lane. Maidstone provides shopping facilities of all kinds within easy walking distance of the river. The Stoneborough Centre at the top of the High Street on the East bank is a convenient precinct and there is a large supermarket just two minutes walk from the moorings on the West bank. The public market is also on this side of the river and is held on Tuesdays.

PLACES OF INTEREST

Allington Castle is no longer open to the public. On the North bank, immediately above the lock is the Malta Inn (1784) which has its own restaurant.

Also on the North bank is the Cobtree Museum of Kent Life. This is an open air museum with a farmyard and live animals, an oast house, hop garden and other items relating to traditional agriculture. It opens between 11.00 am and 6.00 pm daily (Easter to October). Cobtree Manor Park, just a short walk from the river features nature trails, woodland walks and picnic areas.

The Medway River Project, based at 3 Lock Cottages, works with the local community and river users to enhance the amenities of the Navigation. "Towpath Walk" leaflets, describing points of interest, are available from Tourist Information Centres at Maidstone and Tonbridge.

The Archbishop's Palace, fronting the river on the East bank, dates from the 14th Century, but can only be visited by appointment. Adjacent to the Palace is All Saints' Church which is the largest in Kent and has one of the widest naves in England. Across the road in the 14th Century stables of the Palace, is the Carriage Museum which contains the Tyre-Whitt-Drake collection of carriages and accessories.

Maidstone Museum and Art Gallery are in Chillington Manor House which is just a short walk northwards along the river bank, in St Faith's Street.

Just over a kilometre from the river is the 180 hectare Mote Park which has beautiful walks, a lake, a pitch and putt course and a model railway.

A river bus operating from Maidstone provides regular trips along the river to Allington.

East Farleigh to Teston

DESCRIPTION OF STRETCH

Situated beside the lock on the non-navigable channel are large electrically operated sluices.

Immediately above East Farleigh Lock is the 14th Century bridge. Although there is an ample 3 metres (10 ft) headroom, the arch is quite narrow and care is needed when passing through as the approach from the lock is at an angle. Vessels are advised to give an audible warning.

There are 4 km of river between East Farleigh and Teston which pass through beautiful Kentish scenery with hopfields and orchards on the South bank. Kettle Bridge at East Barming and Teston Bridge both have headroom of at least 3 metres.



The riverside setting at Teston is one of the most attractive on the river with its weir, meadows, pastures, oast houses and the medieval ragstone bridge. This bridge is also narrow and care should be taken passing through. Immediately beyond, on the starboard side, is a landing stage at which crew can be disembarked during locking.

MOORING AND FACILITIES

The Bridge Boat Service, which is on the left bank after East Farleigh Bridge, has several bankside moorings. There is a slipway, and diesel and gas are available.

Refuse and sewage disposal facilities are provided at East Farleigh Lock.

The Victory Inn, where the East Farleigh Cruising Club has its headquarters is behind East Farleigh station on the North bank.

East Farleigh Village and Teston Village both have a grocery shop and Post Office. To reach Teston Village, cross the railway line, turn left at the main road and take the first right.

PLACES OF INTEREST

The Medway River Project's "Towpath Walk" leaflet describes two walks from Teston picnic site to Barming and Watlington. These may be walked separately as 4 km walks or as a single 8 km route.

St Margaret's Church at Barming dates from the 12th Century though the six bell tower and porch are more recent. On the other bank, at West Farleigh, is the Norman Church of All Saints'. A unique characteristic is the use of a pitted local freshwater limestone or Tufa around the windows.



In Teston is the house of Alfred Reader Co, one of only two cricket ball manufacturers in Britain. The factory may be visited by arrangement during the working week.

At Teston the picnic site provided by Kent County Council covers 12 hectares of meadow. Overnight mooring is not permitted. Day ticket fishing is available.

Teston Lock to Hampstead Lock, Yalding

DESCRIPTION OF STRETCH

There are 5 km of attractive, winding river between Teston and Yalding. Watlington lies about half way and river traffic between here and Yalding can be busy in peak season. The headroom at Bow Bridge, Watlington is 4 metres (13 ft).

Shortly after Nettlestead the channel divides, with the natural course of the river to port and the navigable cut to starboard. Craft can enter the port hand channel but there is no through route as the head of water on this channel is retained at automatic sluices. The River Beult and the River Teise join the Medway along this loop of river.

The starboard channel, Hampstead Cut, takes craft to Hampstead Lock. The approach is fairly narrow and there are always a number of moored boats in the channel. The landing platform at which crew can be disembarked for locking is on the starboard side just before the slipway. The lock is the deepest on the Navigation and it is advisable to operate the sluices slowly to avoid creating turbulence and to deploy bow and stern lines.

MOORINGS, SLIPWAYS AND OTHER FACILITIES

Medway Wharf Marina at Bow Bridge provides over 70 riverside moorings as well as off-river pontoon berths. There is a slipway and crane facilities. Toilets are provided for customers.

Meals are served at the Riverside Restaurant at Bow Bridge and this is also the meeting place of the Watlington Riverside Club.

The National Rivers Authority has a slipway on the navigable channel just before Hampstead Lock. Launching is by arrangement with the Sluice-keeper who can be found at Hampstead Lock or at the NRA Depot by the lifting bridge, upstream from the lock (see page 13). Only registered vessels may use the slipway.



Water, refuse and sewage facilities are available at the NRA Depot by arrangement with the duty Sluice-keeper.

Hampstead Marine, which is on the port side by the lock, provides ample pontoon moorings.

Jim Breden's boatyard is on the main river channel of the Medway at Yalding and access to the marina itself is on the starboard side under the footbridge. There are 80 bankside and pontoon moorings and customers have the use of a shower block. Diesel and water are available and there are crane facilities. Further moorings are available at The Lees, the meadows further up on the port side.

There is a public telephone not far from Hampstead Lock at the railway station. There are shops, a restaurant and a public telephone in Yalding Village. Details of marinas and facilities just above Hampstead Lock are given in the next section.

PLACES OF INTEREST

Yalding Village, which is a short walk across The Lees, is notable for its Georgian houses, old cottages, a working forge and a quaint moated vicarage, Warde's Moat. The Bull Inn is a 16th Century coaching house with a beer garden.

Yalding to Sluice Weir Lock

DESCRIPTION OF STRETCH

Vessels leaving Hampstead Lock pass through Hampstead Bridge which has a headroom of 3.05 metres (10 ft). Yalding lifting bridge will then be seen some 500 metres ahead. Instructions for negotiating the lifting bridge are given on page 13. The NRA Depot is on the port side immediately before the bridge. The Authority's dredger is sometimes moored at the wharf and restricts the width of the channel at this point.

The Anchor Inn is on the starboard side immediately after the lifting bridge where Hampstead Cut re-enters the natural river. Anchor sluice is on the port side and vessels must turn to starboard to enter the upper Medway. The towpath is on the South bank all the way to East Lock.

After Yalding the river winds through open countryside and just over 1 km upstream passes through a derelict lock at Stoneham. The railway bridge beyond the old lock and the next bridge, Branbridges, both have headroom of 3 metres.



Between Branbridges and Sluice Weir Lock the river narrows, gravelly banks become very high and the depth of water diminishes. There are some sharp turns and generally speaking it is as well to keep to the outside of the centre line of the channel around bends. In the channel alongside the lock are automatic radial sluices with a wide pool below them. Across the mouth of the pool is a sand bank and the narrow channel to the lock lies between this shoal and the river bank. When making the approach to the lock, keep as near as possible to the starboard side. If the lock is closed, use the landing platform provided.

Sluice Weir is the second deepest lock on the river and the top gates are well above the lower water level. Always have head and stern ropes looped to the posts and do not rely on holding onto the chains along the walls as the swirl can be quite powerful.

MOORINGS, MARINAS AND FACILITIES

Shortly after re-entering the Medway from the Cut, Yalding Boatyard is on the port side under the footbridge (headroom 2.5 metres). The boatyard has slipways, showers and a chandlery. Diesel and calor gas are available. The cafe on the port side opposite the Anchor Inn has both indoor and outside dining facilities.

East Peckham is only a short walk from Sluice Weir Lock. There are a number of shops and a public telephone. The garage and pub (which has a children's room) are close to Branbridges.

PLACES OF INTEREST

The Medway River Project's "Towpath Walk" describes a circular walk from East Peckham to Little Mill which covers a distance of nearly 5 km (3 miles) and takes about two hours.

Snoll Hatch, to the North of the river, is a hamlet of much character which once had fourteen pubs. To the West is Little Mill, which has a 15th Century pub, the Man of Kent, on the banks of the River Bourne. Food is available.



Sluice Weir Lock to Oak Weir Lock

DESCRIPTION OF STRETCH

The river flows through typical rolling Kentish countryside and woodland between here and Tonbridge. The River Bourne enters the River

Medway from the North, just beyond Sluice Weir Lock. Between Sluice Weir and Oak Weir there are two road bridges, Waggon Bridge with a headroom of 2.6 metres (8 ft 9 in) and Stilstead Bridge with a headroom of 2.8 metres (9 ft 3 in).

MOORINGS

There are no designated moorings along these rural reaches of the river but it is permissible to land on to the towpath or public footpath. Some landowners permit mooring alongside their meadows. When mooring the consent of the landowner should be obtained.

PLACES OF INTEREST

The Man of Kent public house is within easy walking distance of Stilstead Bridge if a mooring can be found nearby. There are public telephones in Little Mill and Snoll Hatch.

Oak Weir Lock to East Lock

DESCRIPTION OF STRETCH

Just beyond Oak Weir is a short wooded stretch which then opens into meadowland. Ford Green Bridge has a headroom of 2.5 metres (8 ft 6 in). When approaching the lock take the port hand channel where a landing stage is provided for disembarking crew.

MOORINGS

The meadows on either side of Ford Green Bridge have low banks and are popular moorings.

East Lock to Porters Lock

DESCRIPTION OF STRETCH

At East Lock the towpath changes from the South bank to the North bank. The river flows mainly through open arable and pasture land along this

stretch. The next bridge, Hartlake Bridge has a clearance of 2.8 metres (9 ft 3 in). Do not attempt to moor at Hartlake Bridge as there is a cill below the bridge. The tower which can be seen to the South is May's Folly in Hadlow.

FACILITIES

The nearest village along this stretch is Golden Green which is just more than one kilometre ($\frac{3}{4}$ mile) from Hartlake Bridge. There is a pub and a public telephone.

Porters Lock to Eldridges Lock

Some fifty yards above the lock on the port side is an automatic radial gate sluice and a small weir. Vessels are advised to give this a wide berth. There are no bridges along this section.

Eldridges Lock to Town Lock, Tonbridge

DESCRIPTION OF STRETCH

Like Porters Lock, Eldridges Lock has sluices upstream, this time on the port side. The river flows through meadows until Cannon Bridge is reached. This carries the Tonbridge ring road and has a headroom of 2.5 metres (8 ft 6 in). Upstream from the bridge the river passes through an industrial area. Tonbridge Town Lock is just a short distance upstream. It is not prudent to moor to the wall by the lock as the height of the walls makes disembarking hazardous.



Town Lock is the last lock on the Navigation. The adjacent channel has a large radial gate. This operates automatically and vessels should keep well clear.

MOORINGS AND FACILITIES

There are several short stay Council moorings alongside Town Quay which is a short distance from the lock on the port side.

There are refuse and sewage disposal facilities at the NRA Depot beside the lock. Water and rubbish sacks are available when the Sluice-keeper is on duty, which is normally 7.30 am to 12 noon and 12.30 pm to 4.00 pm on weekdays.

There is a slipway for small boats close to the Castle.

There are shops of all kinds, cafes, restaurants and two old Coaching Houses close to Town Quay. The Post Office and public telephones are in the High Street close to Great Bridge on the South side of the river.

PLACES OF INTEREST

Across Great Bridge, on the left hand side is Tonbridge Castle. The Gatehouse is a small museum from which guided tours are available. Details of walks through the attractive Castle gardens are also provided. A pleasure boat operates from Castle Lawn providing 1½ hour return trips down the river.

Tonbridge Castle also includes the Tourist Information Office.

Rowing boats can be hired at the Great Bridge and from moorings in Barden Road, Tonbridge.



The Angel Centre, which is signposted at the southern end of the High Street, provides leisure and indoor sporting facilities. Behind the Castle, there is a large sports ground which also has a putting green, miniature railway, paddling pool and playground. There is a heated outdoor swimming pool.

Tonbridge Town Lock to the Leigh Flood Barrier

Navigation beyond Town Bridge is only suitable for small craft. Great Bridge has a headroom of 1.95 metres (6 ft 6 in) and a footbridge upstream is even lower (1.5 metres). There is a boatyard just upstream from Great Bridge.



ENJOYING THE MEDWAY FROM THE RIVERBANK



NRA

The Medway River Project has re-established much of the public footpath along the Navigation from Allington Lock to the Leigh Barrier. It is useful to note that the towpath is on different banks along various stretches.

Allington to Maidstone	East Bank
Maidstone Bridge to Hampstead	North Bank
Yalding to East Lock	South Bank
East Lock to Cannon Bridge	North Bank
Cannon Bridge to Town Lock	South Bank
Tonbridge Castle to Leigh Flood Barrier	North Bank

Leaflets describing circular walks which can be taken in the vicinity of the Navigation are available from the office of the Medway River Project at 3 Lock Cottages, Allington (see useful addresses).

Other walks and places of interest are given in the Passage Notes.

There are many rights of way in the river valley, please use them responsibly.

Do Not

- allow young children to wander near the river's edge
- leave farm gates open
- walk on crops; always keep to the public right of way
- let your dog annoy animals or wildlife or run loose at locksides
- leave litter

Camping and picnicking

Do Not

- camp or light fires without permission
- throw rubbish into the river
- light fires near to dried foliage
- chop down trees for firewood

Please Always

- clean up the site before you leave
- take your rubbish home or put it in a litter bin
- follow the *Country Code*

Fishing on the Navigation

BEFORE GOING FISHING

- Check you are carrying a valid rod licence. These are obtainable from tackle dealers or from the NRA Southern Region (see useful addresses and useful leaflets) and are needed even where no charge is made for fishing.

- Check you have permission to fish:
Most of the fishing rights within the Medway Navigation are privately owned and it should not be assumed that the owners or lessees of fishing rights necessarily allow boat users to fish their waters. Some angling clubs sell day tickets for fishing.

- Free fishing is provided by the NRA on the public footpath side of the Navigation from East Farleigh Lock to Maidstone and for much of the stretch from Maidstone to Allington.

The NRA also allows angling on the right bank of the River Medway for most of the 400 metre stretch above Anchor Sluice, Yalding (ie the bank opposite the Anchor Inn), but from Easter to September 30 each year a part of this length of the bank is reserved for boat moorings. Notices indicating this arrangement are displayed at the site.

- Fishing from the lock side and landing platforms at any of the Authority's structures is not permitted.

Anglers should avoid weirs and be especially careful when fishing near the water's edge downstream of automatic sluices. These structures open without warning and, under certain conditions, a rapid rise in water level will occur below the sluice.

- Fishing, except by rod and line (and auxiliary landing net) is not permitted in the Authority's area without its written consent.
- The annual close season for fishing for coarse fish and eels is March 15 to June 15 (both dates inclusive).
- Take care when casting and ground baiting and remember your hooks, lines and ledger weights can be dangerous. Look behind and in front to ensure the area is clear.
- Beware of fishing near overhead electric cables. Contact or close proximity between cable and fishing rod may cause fatal injury.
- Keep an eye on any children with you, to check they do not get into difficulties.

- **Take your litter home, especially discarded tackle. Fishing hooks, and nylon line are dangerous to birds and animals. Wasted line should be taken home and burnt. The use of lead shot (between the weights 0.06 g and 28.35 g) for fishing is now prohibited – use lead-free alternatives.**
- Follow the *Country Code*; shut gates, keep to footpaths, guard against fire and respect wildlife.
- Do not cut swims or steps into the bank or damage reed beds and vegetation by trampling, cutting or pulling.
- All craft have a right to navigate the full width of the river. Although asked to take care, they can inadvertently carry away fishing tackle as it may be difficult to see the line. This often happens accidentally when anglers are hidden from view by bankside vegetation and should not be regarded as a deliberate spoiling of your sport.
- If fishing at vacant regular mooring places, please be prepared to move if a vessel wishes to moor.
- Take particular care when fishing from a boat. Wear a buoyancy aid or life jacket and take care not to obstruct the main navigational channel.





OTHER WATER SPORTS

The Medway Navigation attracts a host of water-based activities, ranging from canoeing and sculling events to bath-tub and plastic duck races! The Maidstone River Festival, held at the end of July, is the high point of recreational activity on the river.

- Learn about other activities by reading the whole of this booklet so you can appreciate their needs and help them if possible. Learn and watch out for the various signals used to indicate other sporting activities.
- Show understanding to others when they are engaged in organised competition.
- For river activities to run smoothly, it is necessary to co-ordinate organised activities with those of other river users and ensure the District Controller is consulted in advance of any event.
- Be aware of the potential health and safety risks associated with water recreation.
- The river can be both fun and dangerous and due account must be taken of prevailing river conditions. All river activities can be enjoyed with minimum risk if the simple guidelines on safety are followed.

Canoeists

- Canoes must be currently registered with the NRA, Southern Region. Registration certificates usually expire on March 31, although short period certificates may be obtained.
- Obey the general rules of Navigation and know the "rules for the avoidance of collisions". Craft should avoid collisions by keeping to the right – the normal practice of seamen and oarsmen.
- Buoyancy aids or life jackets should be worn at all times. Canoeists should preferably have had formal instruction, and be able to swim.
- Do not canoe just above weirs or try to shoot weirs.
- If on the water after sunset, an all-round white light should be displayed and canoeists should wear light coloured tops.

- Keep a sharp lookout for anglers, who normally fish from the bank. Keep a good distance from them, avoid their tackle and create as little disturbance as possible.
- Keep clear of sailing boats, motor cruisers and rowing craft (sculls, pairs, fours and eights) particularly when racing or coaching is taking place.
- Remember it is difficult for rowing craft to see canoes.
- Do not get in the way of other craft by suddenly altering course, particularly in narrow waters. Remember that larger boats are less manoeuvrable and canoes can use much shallower water than other craft.
- Do not follow close astern of larger vessels.
- It is safer for unpowered craft to remain at the back of a queue of traffic at a lock and to enter the lock last.

Rowing and sculling

- Rowing vessels must be currently registered with the NRA, Southern Region. Registration certificates usually expire on March 31, although short period certificates may be obtained.
- Obey the general rules of Navigation and know the "rules for the avoidance of collisions". Racing craft should avoid collisions by keeping to the right – the normal practice of seamen and oarsmen.
- Look out for others on and in the water and change speed and direction as necessary to avoid an incident.
- The cox or steersman is considered to be the "master" of the craft.
- Remember when you are travelling faster than other craft that "overtaking vessels must keep clear". Do not turn across the bows of oncoming craft, wait until it is safe.
- Remember it is difficult for other users to see fast moving, rowing craft which lie low in the water.
- When taking casual exercise, ensure your activity does not interfere with other organised activities.
- Coaching/rescue vessels must watch their speed and wash.
- Comply with the Codes of Practice issued by your own club and/or association.

- In strong stream conditions, crews should avoid weirs, obstructions and bridges, especially whilst turning round. At such times a rescue boat should be in attendance and novice crews are advised to stay off the river.
- If on the water at dusk, after sunset or in restricted visibility, rowers and scullers should wear light coloured tops and an all-round white light should be displayed.
- It is safer for unpowered craft to remain at the back of a queue of traffic at a lock and to enter the lock last.



NAVIGATION RULES AND HINTS

- When underway obey the rules of navigation and byelaws. Steer on the right hand side when it is safe and practical. Remember that even when you have the right of way you have an over-riding responsibility to avoid collision. Avoid turning vessels around near bridges, bends and lock approaches.
- Keep a sharp lookout for other river users and if in doubt, STOP.
- Keep a sharp lookout for anglers. Keep a good distance from them, avoid their tackle and create as little disturbance as possible.
- In the vicinity of bridges or sharp bends, a vessel going upstream must give way to a vessel coming downstream.
- In the vicinity of events, take advice from officials or marshals. Motorised craft should be prepared to STOP and when clear, proceed at a slow, steady pace.
- When rowing craft are near, remember that the crew of an uncoxed boat have a problem keeping a lookout ahead and even a cox has a limited field of vision.
- When approaching a regatta course, navigate very slowly and cautiously, complying with any instructions issued by the NRA Southern Region's Navigation staff, guardboatmen, etc. Dates and other information regarding regattas may be displayed at adjacent locks.
- When approaching other water users, powered craft should slow down and in case of doubt, give clear indications as to their intention. Always be ready to give way.
- Take care at all times when overtaking. You have the legal responsibility to avoid collision.
- On some boats children can be "out of vision" – they often sit in dangerous positions and a sharp turn, change of speed or wash from another boat can toss them into the water.



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Commercial Users – additional advice

- Skippers of commercial craft should look out for other river users and allow for the fact that many may be inexperienced or intimidated by the size of passenger boats or tugs with barges.
- Care must be taken in overtaking. The size and "drag" of the larger commercial craft can be very disturbing to smaller craft.
- In narrow lock cuts, remember that some pleasure craft draw up to four feet or more and might not be able to manoeuvre.



SPEED LIMIT – 5 KNOTS

REGULATIONS, BYELAWS AND DEFINITIONS

The Medway Navigation as defined below is regulated by the National Rivers Authority under the provisions of the Southern Water Authority Act 1982 and 1988, together with parts of earlier Navigation Acts still in force. Some of these provisions are detailed below:

Extent of the Navigation

DOWNSTREAM LIMIT – Allington Lock

UPSTREAM LIMIT – The concrete arch footbridge immediately downstream of the flood regulating barrier at Leigh near the A21 Tonbridge Bypass. Between these limits the Navigation includes the river, all canals and tributaries, and every lake, pond or marina or other substantially enclosed water adjacent to the Navigation and from which any vessel may be navigated whether through a lock or not, into the Navigation.

Care in Navigation

Byelaw No. 14(a) requires that a person in charge of a boat shall navigate it with care and caution, at such a speed and in such a manner as not:

to involve risk of accident to life, or damage to property, or to endanger the safety of, injure or cause damage to any other vessel or any person therein, or any moorings or to cause damage to the banks of the river

Special care must be taken when passing another boat. Boats going up-river against the stream must give way to boats passing down-river.

Boats must not be used which are unfit for navigation.

Care in mooring

Boats must be securely moored and in such a way as not to obstruct other boats in their navigation of the river.

Do not "Beach" your craft into reed beds and vegetation.

Do not tie up, when mooring, to trees growing out from the bank edge. If a boat is moored against the bank, no mooring rope or chain must be placed across the public footpath.

SPEED LIMIT – 5 KNOTS

A Lock-keeper or other employee of the Authority may require a boat to be moved if it is moored at a place where it may cause obstruction and he may take charge of a boat which he finds adrift or improperly moored and in that case the owner of the boat is liable to pay any expenses incurred.

Prohibition of vehicles on towpaths

The "towpath" is designated as a Public Footpath, as such users have a right of pedestrian access only. No horses or vehicles, motorised or not, may be used on a public footpath.

Instructions by Lock-keepers, etc.

A person in charge of a boat must comply with directions given by Lock-keepers or other employees of the Authority in regard to the navigation and mooring of the boat and its passage through a lock.

Notification of accidents

If a boat sinks or goes aground anywhere on the Navigation the person in charge must notify a Lock-keeper or other employee of the Authority as quickly as possible.

Use of firearms prohibited

It is unlawful to discharge a firearm on the Navigation, the towpath or any bank of the river.

Registration

- (1) It shall not be lawful without the consent of the Authority to keep, let for hire or, except in the case of emergency use any vessel on the Medway Navigation, other than a vessel which is owned or used by the Authority unless a Registration Certificate in relation to the vessel is then in force.
- (2) Any person contravening Subsection (1) above shall be guilty of an offence and liable on summary conviction to a fine not exceeding £200 and to a daily fine not exceeding £20.

The Authority may by written notice to the master of any vessel revoke its registration upon failure to comply in respect of the vessel with the terms of any enactment relating to the Medway Navigation.

Right to Navigate

Although registration is obligatory before any type of vessel or houseboat is kept, hired or used on the Medway, the Authority does not guarantee that the whole of the navigation will be usable for a full year, and no refunds will be made in the event of any interruption of the navigation

SPEED LIMIT – 5 KNOTS

Every vessel registered shall, whilst on the Medway Navigation, have its name and number together with the number and mark (if any) assigned thereto by the Authority conspicuously painted or otherwise displayed on the outside thereof in letters of such colour, character and size as will be clearly legible.

Every vessel registered shall, whilst on the Medway Navigation, display on the vessel its Registration Certificate so as to be clearly visible from the outside at all times.

Every tender registered shall have conspicuously painted or displayed in the same manner as a powered vessel the words "Tender to" followed by the name of the vessel to which it is the tender.

If any vessel registered or any tender is used on the Medway Navigation and any of the matters required to be displayed are not so displayed, the master of the vessel shall be guilty of an offence and liable on summary conviction to a fine not exceeding £50; and

If any person knowingly causes or permits any of the said matters to be concealed whilst such a vessel or tender is on the Medway Navigation, he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £50.

The Authority may at its discretion accept as sufficient compliance the display on a vessel in a manner approved by the Authority of such mark, name or number as may be so approved.

A person authorised by the Authority may, upon producing his authority if requested, require the master of a vessel or houseboat on the Medway Navigation to state his name and address.

If the master or other person required to state his name and address fails to do so, he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £50.

USEFUL LEAFLETS



NRA

Fishing in the South – *National Rivers Authority, Southern Region*

The River Medway – *National Rivers Authority, Southern Region*

Harbour Guide, River Medway and The Swale – *Stanford Maritime Ltd.*

Local Boating on the Medway and Swale – *P Clarke, PO Box 136, Gravesend, Kent DA13 9JA*

River Medway – Allington to Tonbridge – *An Inland Waterways Association publication*

How Safe is Your Craft? *A guide containing recommended safety equipment. Published by the Department of Transport and available from Her Majesty's Stationery Office*

Boating on The River Medway and The Swale – *Medway Ports Ltd, Sheerness Docks, Sheerness, Kent ME12 1RX*

The Water Sports Code – *The Sports Council Publications Department, 16 Upper Woburn Place, London WC1H 0QP*

Boating on the Waterways – *British Waterways Board, Melbury House, Melbury Terrace, London NW1 6JX*

River Thames Handbook – *National Rivers Authority, Thames Region, King's Meadow House, King's Meadow Road, Reading RG1 8QD*

Tide Tables for the River Medway and Estuary – *Medway Ports Ltd, Sheerness Docks, Sheerness, Kent ME12 1RX*

Seaway Code – *A guide for small boat users. Published by The Department of Transport and available from Her Majesty's Stationery Office*

The River Medway (Gillingham & Tonbridge) – *Imray Laurie Norie & Wilson Ltd.*



NRA

USEFUL ADDRESSES AND TELEPHONE NUMBERS

National Rivers Authority
Regional Office
Guildbourne House
Chatsworth Road
Worthing
West Sussex BN11 1LD
Tel (0903) 820692

Kent Area Office
Millbrook House, Mill Street,
East Malling,
Kent ME19 6BU
Tel (0732) 875587

District Controller
Tel (0732) 838858

NRA Lock-keeper, Allington Lock
Tel (0622) 752864

NRA Sluice-keeper, Yalding
Tel (0622) 814319

NRA Emergency Contact
Emergency only
Tel (0903) 820692
Tel (0800) 807060

Medway Ports Ltd
Sheerness Docks, Sheerness
Kent ME12 1RX
Tel (0795) 561234

Medway River Users' Association
13 Grosvenor Road
Orpington, Kent BR5 1QT
Tel (0689) 823474

Inland Waterways Association
114 Regents Park Road
London NW1 8UQ
Tel 071 586 2556

Royal Life Saving Society
Mountbatton House
Studley Place, Warwickshire
Tel (0527) 853943

Royal Yachting Association
RYA House, Romsey Road
Eastleigh, Hampshire SO5 4YA
Tel (0703) 629962

British Canoe Union
Flexel House, 45 High Street
Addlestone, Weybridge
Surrey KT15 1TU
Tel (0932) 841341

Medway River Project
3 Lock Cottages, Lock Lane
Sandling, Maidstone
Kent ME14 3AU

Tel (0622) 683695

Marine Office
Department of Transport
Centre Court, 1B Knoll Rise
Orpington, Kent BR6 0JA

Tel (0689) 890400

Sports Council
16 Upper Woburn Place
London WC1H 0QP

Tel 071 388 1277

British Waterways Board
Melbury House, Melbury Terrace
London NW1 6JX

Tel 071 286 6101

Maidstone Tourist Information Centre
The Gatehouse, Old Palace Gardens
Maidstone, Kent ME15 6YE

Tel. (0622) 673581

Tonbridge Tourist Information Centre
Tonbridge Castle, Castle Street
Tonbridge, Kent TN9 1BG

Tel. (0732) 770929



*National Rivers Authority
Southern Region*

Regional Office

Guildbourne House Chatsworth Road
Worthing West Sussex BN11 1LD
(0903) 820692
May 1994

*Photographs courtesy of South East England Tourist Board
and The Medway River Project.*

ISSUED FREE BY THE NATIONAL RIVERS AUTHORITY SOUTHERN REGION

This booklet is for your guidance only. Every care has been taken to ensure the accuracy of the information, but the NRA, Southern Region cannot accept responsibility for any error or omission.

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