

Measurements indicated within the table below have been taken of the available navigation clearance between walls and steel fenders, located on the upstream approach to the lock chambers situated on the Droitwich Junction Canal. The investigation has indicated Lock 1 has a restricted width of 2.140 between steel fenders; this is variable throughout the four locks inspected as indicated.

Location Droitwich Junction Canal	Width Wall to Wall	Restricted Width Steel Fender	Depth of Steel Fender	Material
Lock 1	2.430	2.140	200	Cast Steel
Lock 2	2.500	2.250	200	Cast Steel
Lock 3	2.500	2.190	200	Cast Steel
Lock 4	2.470	2.300	150	Neoprene

The fenders form part of the lock approach wall and rest on a buttress of brickwork forming a step within the construction of the wall, incorporated within the design of the fender are the stop plank grooves. Due to the construction and design of the fender it would not be advisable to increase the available width between the steel fenders as any works would affect the integrity of the support wall.

Fig 1 View of steel fender



Fig one above clearly shows the steel fender in situ and the size of the unit plus supporting buttress of the approach wall.

Fig 2 below View of Lock 1 Droitwich Junction Canal

