

Lee Valley Boat Centre Ltd



01992 804189



INFORMATION MANUAL

'MR FOX'

LEGAL MAXIMUM PERSONS ON BOARD: 10

CRT Reg. No: 61598

Length: 32'

Width: 7FT

Engine: BETA water cooled

IMPORTANT NOTES – PLEASE READ

STARTING THE ENGINE

- Always start engine **BEFORE** untying the boat.
- Make sure the throttle lever is out of gear by depressing the button then pushing the throttle lever into the reverse position.
- Pre-heat the engine by turning the ignition key until the **yellow** light shows and hold in that position for 10 seconds then turn the key further to start the engine.

STOPPING THE ENGINE

- Push the **red** stop button on the control panel until you hear the engine stop then turn the ignition key off.

BATTERIES

- This is a 12-volt system similar to a car and does not support 240-volt items.
- If a red light shows on the control panel it usually means the batteries are not charging – either the engine revs are not high enough to have kicked in the alternator or the fan belt has come off. Please call the boat yard for advice.
- The batteries do require anything between 3 – 5 hours cruising per day to remain fully charged.

FRIDGE (If fitted)

- Do not turn the dial setting more than half way round. The usual setting is **3** and can run the batteries down if turned up higher. The fridge will not get any colder any quicker.

COOKER

- Light the burners with a match provided, the oven has a Flame Failure Button **so please hold the flame control knob in** shortly before and after lighting otherwise the flame will go out.

TOILET

- Do not over flush the toilet and please ensure the lever has returned to its original position and the flush has stopped running. Please do not put anything but toilet paper provided down the toilet as blockages can occur.
- If the toilet flush is left running it will flood the boat and use all the water on board.

PLEASE SLOW DOWN WHEN PASSING MOORED BOATS

ENGINE OVERHEATING

There is a red light on the control panel that will indicate if the engine is overheating – PLEASE stop the boat at once as there will be something wrong.

There are 4 main reasons why the engine may overheat:

1. SOMETHING AROUND THE PROPELLER.

Turn the engine off to check the weed hatch and clear any debris from around the propeller ensuring the lid is replaced correctly.

2. FAN BELT BROKEN.

The fan belt may have broken or come off and it is not turning the water pump that circulates the cooling water – please take a look to see, it will help us get you up and running more quickly.

3. COOLING PIPE SPLIT.

A cooling pipe may have split and the engine has lost the cooling water, you will see a leak somewhere when you top up the radiator.

4. LOW WATER LEVEL IN RIVER.

The boat would be sitting near the bottom of the river and cannot displace the water properly. This causes a build-up of water in front of the boat. By reducing the engine speed and moving closer to the center of the river you will move along quicker and the engine will begin to cool down. The wash the boat makes also is an indication that the boat is traveling too fast, this caused the engine to run too hot and also erodes the river banks.

SERVICE CALLS

If the boat or any equipment is not working, please read this manual first – it may help to rectify the problem without holding you up. If you cannot solve the problem, please call the boat yard and we can sometimes tell you what to do over the telephone, otherwise we will come out to you.

Please make a note of where you are moored before calling us and the name of the nearest pub or bridge number. Using the APP 'Whatthree words' will bring us directly to you.

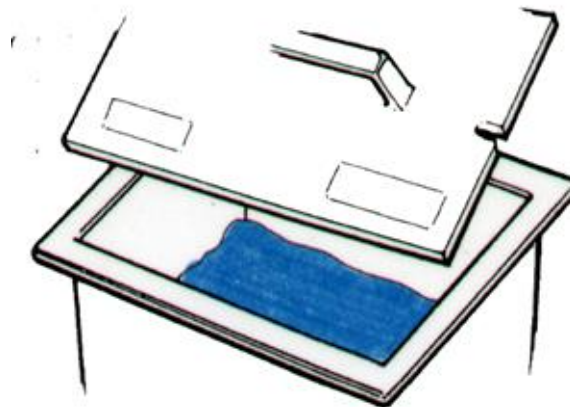
FOR PROBLEMS RELATING TO LOCK DAMAGE OR WATER LEVELS PLEASE CONTACT CANAL & RIVER TRUST ON 0303 040 4040

WEED HATCH

The procedure is as follows – please follow the instructions carefully.

1. Stop the engine and remove ignition key.
2. Remove weed hatch cover
3. Clear any obstacles from the propeller, you may have to use a knife to cut through any debris i.e., rope or netting.
4. Replace the weed hatch cover and ensure it is straightened prior to tightening down. Start the engine and put into gear, checking the hatch is water tight.

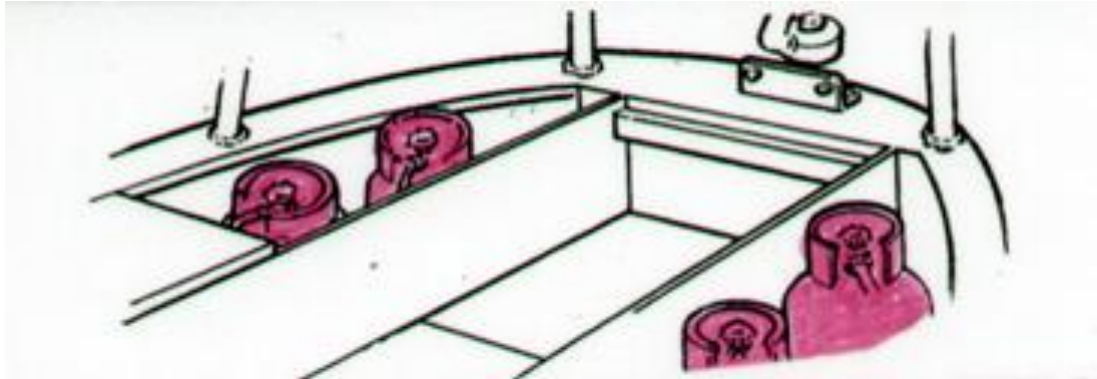
IF YOU DO NOT FOLLOW THESE INSTRUCTIONS IT IS POSSIBLE FOR SOMEONE TO START THE ENGINE AND IF YOUR HAND IS STILL DOWN THE WEED HATCH IT WILL NOT STAY ATTACHED TO YOUR ARM!



PLEASE NOTE THAT IF THE WEED HATCH COVER IS NOT REPLACED CORRECTLY IT IS POSSIBLE TO SINK THE BOAT WITHIN 30 SECONDS.

GAS

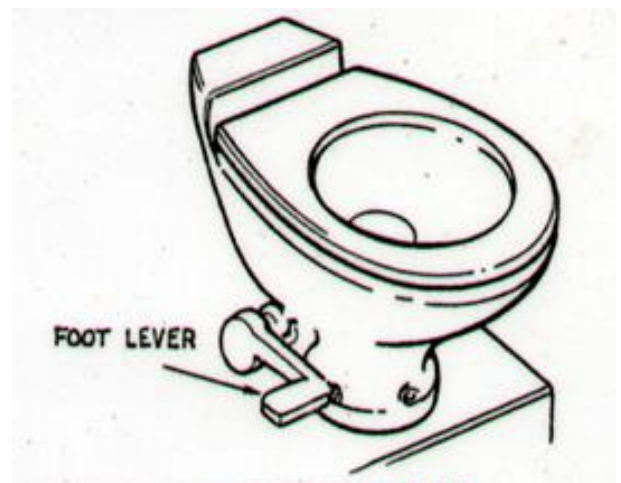
The boat has a propane gas cylinder for cooking, it is usually located on the rear deck.



IF YOU SUSPECT A GAS LEAK TURN OFF THE GAS CYLINDER BY THE BRASS KNOB ON TOP OF THE GAS BOTTLE THEN TURN OFF THE ENGINE. GET OFF THE BOAT AND RING THE BOAT YARD IMMEDIATELY.

TOILET

The toilet is a fresh water flush apparatus, the water from your onboard fresh water tank is used to flush. To use the flush, depress the lever on the left-hand side. When pushed down it opens the entrance to the holding tank and starts the fresh water flush. The contents of the bowl will fall into the holding tank.



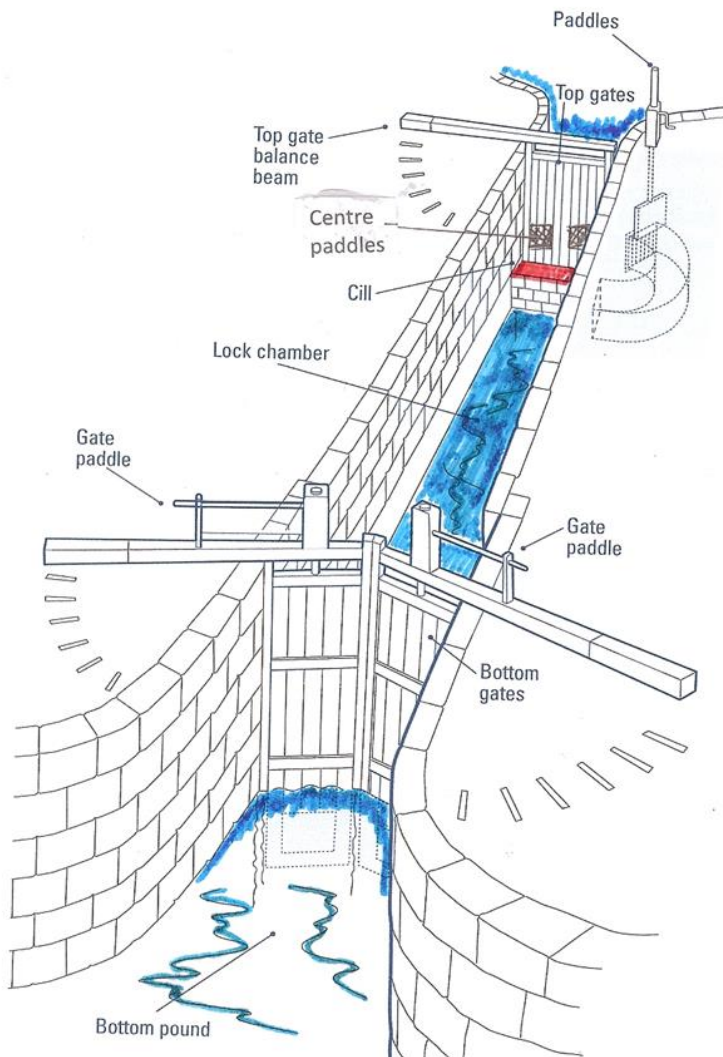
APART FROM THE TOILET PAPER SUPPLIED, DO NOT PUT ANYTHING ELSE INTO THE TOILET THAT HAS NOT PASSED THROUGH YOUR BODY.

AFTER USING THE TOILET, PLEASE ENSURE THE FOOT LEVER HAS RETURNED TO ITS ORIGINAL POSITION AND THE FLUSH HAS STOPPED AS THIS NOT ONLY USES THE FRESH WATER ONBOARD BUT CAN ALSO FLOOD THE HOLDING TANK.

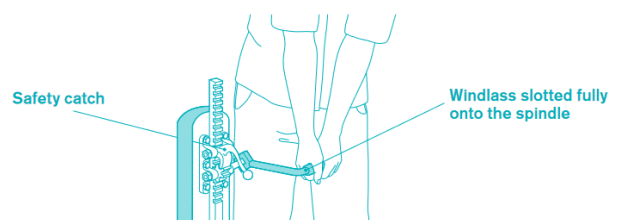
OPERATING LOCKS

Throughout the river system locks differ in size, shape and depth. They may have one or two top or bottom gates. They will have paddles which let in water and these may be in the ground at bottom of lock or fitted to the lock gates. These are operated by you using the lock handles (windlasses) supplied to wind the paddles up or down. Despite the variations in lock design, the same principle of a lock is that it can be filled or emptied to raise or lower the boat.

There are no lock-keepers any longer therefore you will have to do all the work yourselves using the lock handles supplied.



Rack and pinion paddle gear



PLEASE NOTE THAT OUR DAY BOATS ARE **NOT PERMITTED** THROUGH:
STANSTEAD ABBOTTS LOCK WHICH IS NORTH ON THE RIVER LEE,
WALTHAM TOWN SOUTH ON THE RIVER LEE OR ROYDON LOCK ON THE
RIVER STORT.

LOCKS CONTINUED

GOING UP

1. If the lock is full (check to see if a boat on the upper level is about to come through and give it right of way) Empty the lock by raising the bottom paddles.
2. Make sure the top gates are closed.
3. When levels are equal, open the bottom gates and enter the lock.
4. Close the bottom gates behind you and lower the paddles.
5. Open the paddles in the top gates to fill the lock ensuring that a member of crew is holding the centre rope loosely from the land.
6. When levels are equal, open the top gates and take your boat out.
7. Lower the paddles prior to boarding the boat and continuing with your journey.

GOING DOWN

1. If the lock is empty (check for a boat on the lower level and give them right of way)
2. Make sure the bottom gates and paddles are closed. Fill the lock by opening top paddles.
3. Open the top gates and enter.
4. Close the gates behind you and lower the paddles ensuring that a member of crew is holding the centre rope loosely from the land.
5. Keep the boat clear of the cill (at the bottom of the top gate and usually marked on the lock landing) open the bottom gate paddles to empty the lock.
6. When levels are equal open the bottom gates and lower the paddles.
7. Take your boat out and continue with your journey.

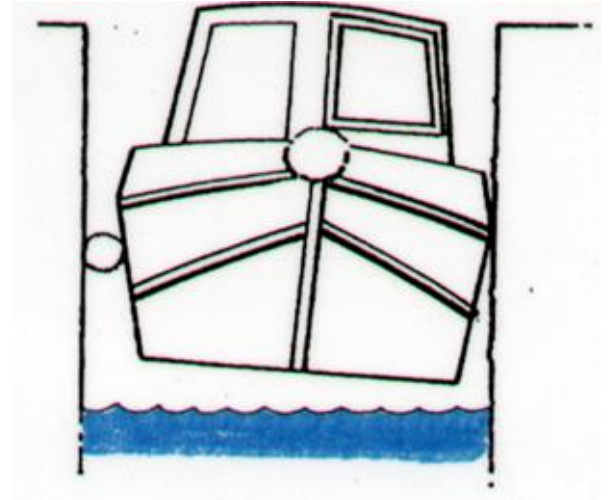
SAFETY TIPS

- Take your time and watch out for problems
- Enter and leave the lock slowly to reduce scrapes along the lock edge.
- Always have a competent person on board the boat while in the lock.
- Keep the boat away from the gates and cills
- Boats tend to bang about when water flows in or out of the lock so stay alert.
- Watch out for slippery surfaces when pushing the gates open.
- Wait for any boat already in the lock to leave before opening or closing paddles.
- Do not leave the lock handles (windlasses) on the spindle.
- Lower the paddles by hand, do not let them fall as this causes damage to both the paddles and occasionally the user.
- Do not tie the boat up in a lock, have a member of crew hold the boat loosely by the centre rope from the lock landing side.
- Always share a lock with another boat if possible. It is better to wait a few minutes than to close the gate on an approaching boat and waste 20,000 gallons or more of water.
- The river Lee has wide locks, approximately 14' wide so can take 2 narrowboats side by side or 2 wide beam boats bow to stern.

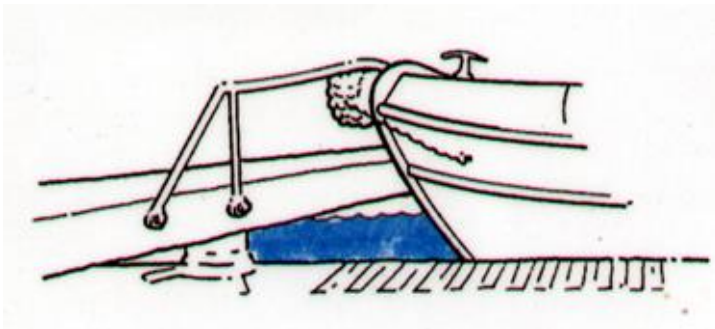
DANGERS FOUND IN LOCKS

BEWARE OF FLOATING OBJECTS

Floating objects like logs can become wedged between the hull of the boat and side of the lock. Be alert for floating objects when entering the lock.



GOING UPHILL



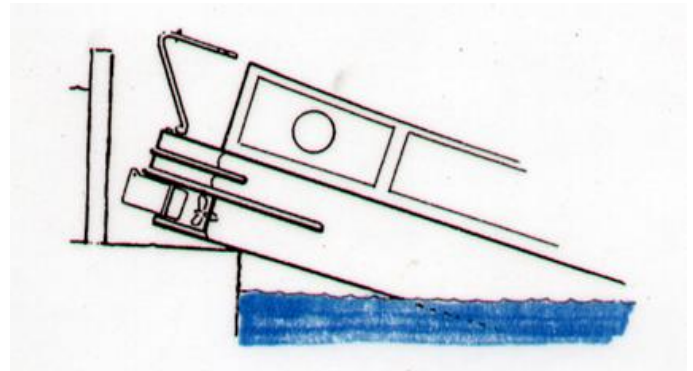
When going up in a lock, make sure the bow (front of boat) does not get hooked under a lock gate beam or handrail.

Keep watch while your boat is in rising or lowering in a lock.

Should anything happen, close all the paddles and refill or empty the lock as necessary to reverse the problem.

GOING DOWNHILL

When going down in a lock, make sure that the stern (back of boat) is clear of the top gates. As the water level drops, the boat may get caught on the cill which is below the top gate.



HINTS ON CRUISING

GETTING UNDERWAY

- Start the engine and leave running for 2 -3 minutes in neutral.
- Cast off the mooring ropes and get them and mooring spikes on board.
- Coil up the ropes so they are ready to use the next time and ensure there are no knots in the ropes.
- Do not leave ropes lying around for a crew member to trip over or fall into river and get caught round propeller.
- Have your crew ready with a boat pole to push the bow (front of boat) into middle of river to clear any shallow water. Push the gear lever forward slowly and off you go.

SLOWING DOWN OR STOPPING

- Allow 40 – 50 metres to slow down and stop.
- The boat does not have brakes, use the reverse on the gear lever to slow boat down.
- The steering becomes less effective when slowing down so be prepared to drift.

- Once the boat has stopped put the gear into neutral and the boat will stay where it is, but be prepared with pole to correct any drift.

NAVIGATING

- The depth of the river will affect the boat speed.
- Do not try to go faster in shallow water as this only makes the engine rev up but will not make boat go any faster.
- The speed limit on the River Lee is 4 mph, which is a fast-walking pace. A guide to your speed can be seen by the wash the boat makes; if the wash is breaking against the bank, you are going too fast so slow down.
- The water is deeper in the centre of the river and so, if no other traffic keep as close to centre as possible, otherwise keep to right of river.
- **WHEN PASSING MOORED BOATS SLOW RIGHT DOWN.**

MOORING

- To moor the boat safely, get the bow (front) in first, then get a crew member ashore with the centre rope.
- He/she should knock in a mooring spike and secure the rope with some slack in it. Then secure both front and rear ropes.
- If needed, the gang plank can be placed across to the bank making shore it is stable.
- Do not moor on a bend, under a bridge or close to a lock.
- Do not tie the ropes across the tow path.
- If the water is shallow you will need to be careful and use the gang plank.

TURNING THE BOAT AROUND

- Ensure the river is wide enough to turn the boat.
- Slow right down and turn the bow (front) of the boat into the middle of the river.
- Once the boat has stopped, move the rear of the boat by using the engine in forward gear and push the tiller right over.
- The boat will pivot round.
- Once the boat is almost there, reverse out, asking a member of the crew to be ready with boat pole to assist the turning of the front of boat back into the river.

NAVIGATION OF HAZARDS

- If approaching a sharp bend, junction or lock or any other hazard **SLOW DOWN** and give yourself time.
- Keep your attention well ahead of the boat.
- The responsibility for the boat is yours – accept it.
- The River Stort has a very low railway bridge below Roydon Lock, **DO NOT GO UNDER THIS BRIDGE** it is your turning point.
- After heavy rain the river will run faster, be alert and watch out for cross currents.

ROPES

- Be aware not to tie knots in the ropes as they will not then run free. If a knot is made, untie it as soon as possible.
- Look after the ropes as they are a vital part of the boat.

TIPS FOR SAFE CRUISING

- Shoes should have a rubber or non-slip sole.
- No swimmers and children under 16 years should be wearing a buoyancy aid at all times whilst onboard.
- Never jump off the front of a moving boat, you may fall in and the boat may crush you against the river bank.
- Never run around when operating the locks, it is easy to fall in.
- Take particular care when approaching a bridge and ensure all crew members are clear of roof and gunwales. **These areas are off limits to any crew member.**
- In the front of the manual and on board the boat, you will see the maximum number of persons permitted on board. The law/insurance restricts the number of persons per boat and we request you do not overload.
- If you leave the boat at any time, secure all windows and doors.
- Conceal any valuables in cupboards and out of view.
- If you hear or see anything suspicious do not hesitate to report it to the police.
- Remember, prevention is better than a cure.
- In the event of fire do not endanger yourself.

1. Ensure everyone is off the boat and safe.
 2. Turn off the gas cylinder.
 3. Turn off the battery master switch.
 4. Use fire blanket or fire extinguisher to put out fire if safe to do so.
 5. Do not re-enter the boat.
 6. Call emergency services if needed, using 'whatthreewords' as a location finder.
 7. Call the boat centre 01992462085
-
- Should someone fall in the river, you need to act quickly. Try to hook them out by using the boat hook or throw the life ring into water for them to grab hold of.
 - If it is close to the bank, they may be able to stand but there may be a lot of mud.
 - Put the engine into neutral immediately.
 - Always have the life ring ready for use.
 - Keep the person overboard in sight at all times.
 - Throw the life ring just beyond the person and then pull towards them.
 - If quicker, use one of the ropes to pull the person towards you or safe place.
 - Do not use your hands or feet to stop the boat from hitting the bank, bridge or another boat as you will injure yourself. Always use the boat pole carefully.
 - Pets are welcome on board but please keep them off the upholstery. If your pet does foul the towpath, please clean up after them
 - There is no first aid box on board due to many Health & Safety Executive restrictions and we ask you to bring your own.
 - The tiller arc is the area the tiller turns, this must be clear at all times to allow the driver full access to maneuver the boat.

ACCIDENT REPORT PROCEDURE

- In the event of an accident involving another boat it is essential that the correct procedure is followed.
 1. Do not admit liability but be polite.
 2. Obtain the name and registration number of the other boat involved.
 3. Obtain the name of the hirer or owner of the other boat.
 4. Obtain the names and addresses of any witnesses to the accident.
 5. Note the time and date of accident, also weather conditions and visibility.
 6. Telephone the boatyard immediately.
 7. If possible, obtain a written statement from the other crew admitting liability.
- In the event of damage to the boat which does not involve a third party, you will be asked to complete an accident form before leaving.
- Please report all losses or breakages of equipment to the boat centre on your return as this may affect your security deposit.
- Damage waiver covers accidental damage to the boat or any third-party boat and providing that you have obtained the above information and the accident was not caused deliberately, maliciously, by lack of care or while under the influence of drink or drugs by yourselves, you will have no further liability.
- The security deposit or £250 held at the boat centre is to ensure the boat is returned in a clean and tidy condition with no losses or breakages and returned on time.
- If any of the above are evident (in the opinion of LVBC) part or all of your deposit will be retained.



TARIFF

As well as for any accidents/incidents your £250 security deposit is being held in case of any of the following items are lost, stolen or broken:

| | |
|-----------------|-----|
| WINDLASS (KEYS) | £35 |
| LARGE POLE | £55 |
| POLE WITH HOOK | £50 |
| MOORING PIN | £20 |
| HAMMER | £20 |
| FRONT/BACK ROPE | £30 |
| CENTRE ROPE | £35 |

Or

SOILED FIXTURES OR FITTINGS

| | |
|------------------|-----|
| /WASHING UP LEFT | £25 |
|------------------|-----|

Or

LATE RETURN

| | |
|-------------------------|-----|
| WITHIN FIRST 30 MINUTES | £25 |
| EVERY FULL/PART HOUR | £50 |

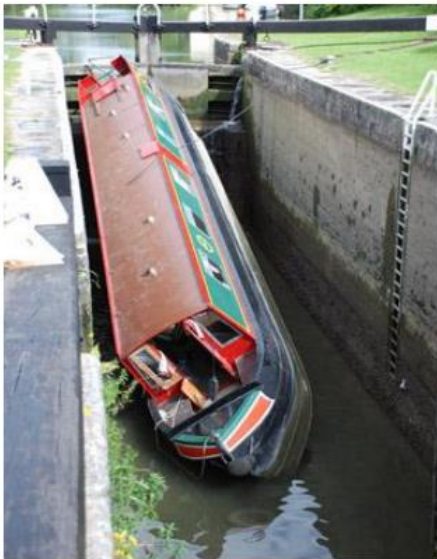


SAFETY ALERT No 66/2014

Cill Hang-up

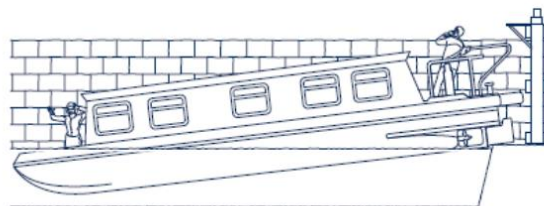
Many hire operators and private boaters are aware of the risks but cill related sinkings continue to happen. Another incident occurred recently when a hired narrowboat sunk negotiating a lock. The incident happened when travelling downhill through the lock chamber. It is essential that proper control is maintained over the boat and that it is kept forward of the top lock gate cill. The extent of the cill is marked by white lines on the copings with the word 'cill' stencilled on and a warning sign is placed on the gate. Failure to keep forward of the cill marker can result in the boat sinking at the front and raised out of the water at the stern. This can happen quickly and can result in the boat to sinking or capsizing in seconds.

Handovers should emphasis the proper navigation through locks and the potential risks if the boat is not properly controlled. Private boaters should ensure they remain vigilant to the risk of cills and becoming hung up as the lock empties.



There have been 25 sinkings related to cill hang-ups in the past 10 years

The Boater's Handbook carries advice to avoid and recover from lock hang-up incidents





SAFETY ALERT No 66/2014

Cill Hang-up

Floating freely?

As the water level rises or falls, keep a continual check on your boat.

- **Is your rudder caught on the cill? (Going downstream)**

Close the bottom gate paddles to stop the water falling further. Slowly open the top gate paddles to refill the lock. Check for damage.

- **Is the side of your boat caught against the lock wall? (Going either upstream or downstream)** Refill the lock and check for damage.

- **Is the front of your boat caught on the top gate? (Going upstream)** Close the top gate paddles to stop the lock filling. Open the bottom gate paddles to allow the water level to fall.

- **If you're sharing the lock with another boat, is there a safe distance between you? (Going either upstream or downstream)** Use ropes looped round the bollards to keep you in position.

- **Are your ropes snarled or too tight to let your boat move down freely? (Going downstream)** Slacken them off if you can. If not, refill the lock. The cill position will be clearly marked on the lock coping stones and lock wall and this sign will be on the gate balance beam.

Keep boat
forward of
cill marker

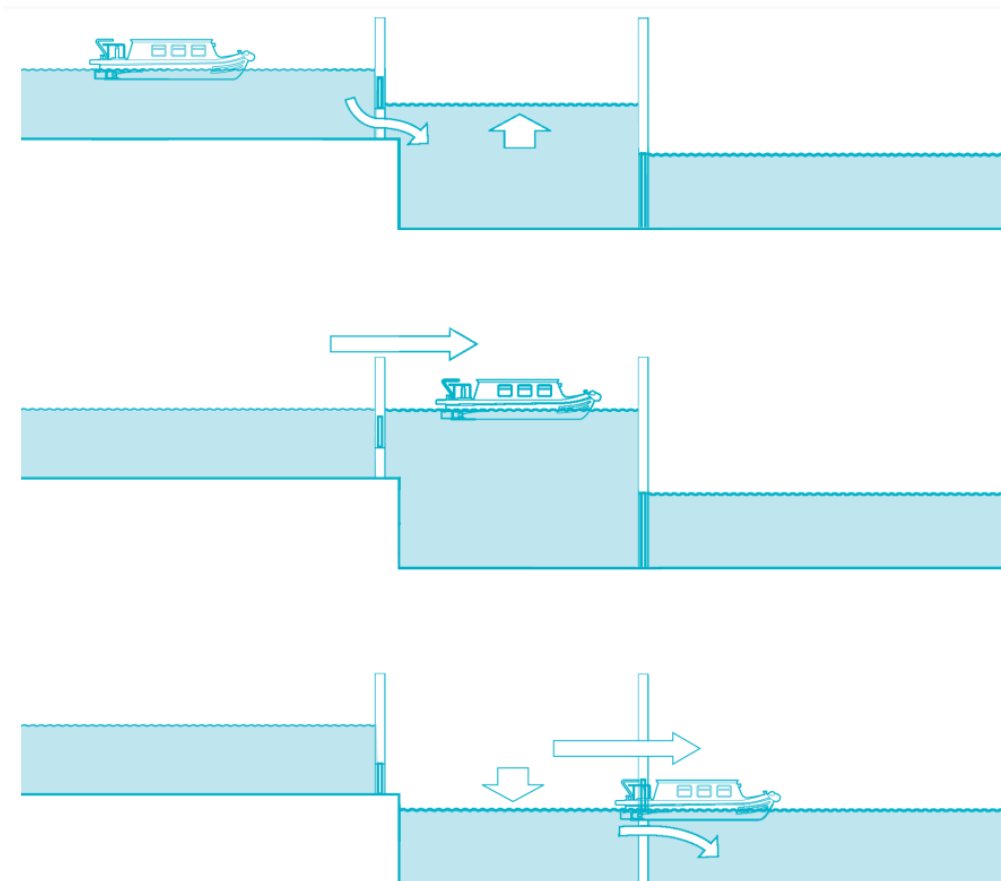
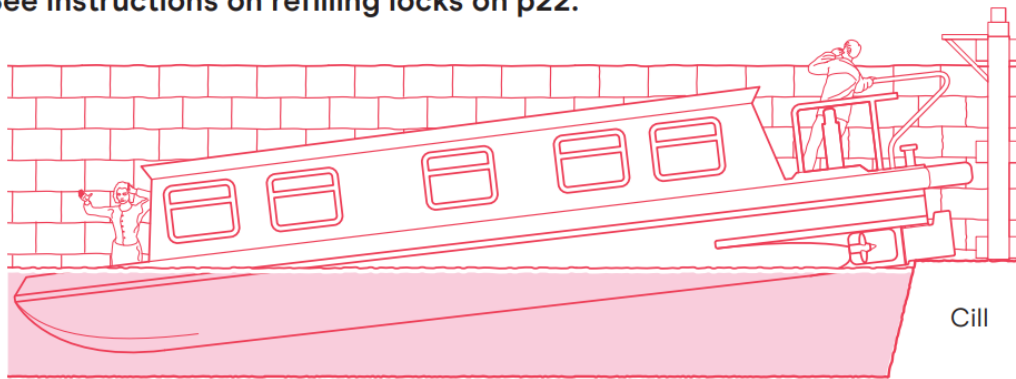


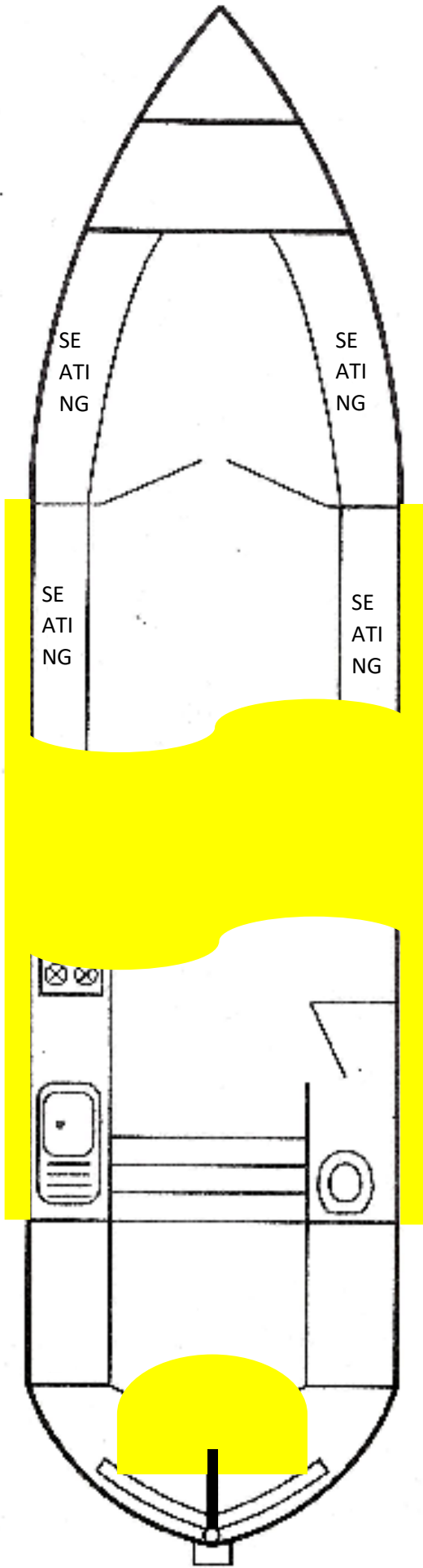
! Warning

Keep the back of your boat well forward of the cill below the top gates.

Cills stick out by up to 5ft (1.5m) and you can only see them as the lock empties. Most locks have markers to show you the approximate position of the cill. If you are not alert, it's easy to get the back of the boat 'hung up' on the cill. If the boat starts to tilt like this, close all paddles immediately.

See instructions on refilling locks on p22.





THIS VESSEL IS PERMITTED TO CARRY 10 PERSONS

**CREW ARE NOT PERMITTED ON THE CABIN ROOF OR SIDE DECKS
ALONGSIDE THE CABIN**



Leptospirosis (Weil's Disease)

Background Information Leptospirosis is a zoonotic infection found worldwide, of which there are two forms: Weil's disease. Weil's disease is a potentially serious bacterial infection. It is most commonly acquired from water contaminated with rat urine and is therefore often associated with outdoor water activities.

Weil's disease is spread via direct or indirect contact with rat urine, often via contaminated water.

The bacteria enter through cuts or abrasions in skin or through the mucous membranes of the nose, mouth and eyes.

Occupational exposure may occur in those who:

- are in contact with water contaminated with rat urine;
- are in contact with other materials contaminated with rat urine; or
- are in contact with rats.

Occupations where there may be a risk of occupationally acquired Weil's disease include:

- workers in outdoor leisure industries, particularly if in contact with water;

Clinical Information

The incubation period is generally 7–21 days (may be 2–30 days). Some cases are asymptomatic or have mild flu-like symptoms. In more severe cases symptoms include fever, severe headache, muscle pain and vomiting, and may lead to jaundice, meningitis and kidney failure. The disease can be fatal. **Anyone with flu-like symptoms who may have been in contact with rat urine should seek medical attention. Antibiotic treatment should be started as soon as possible.**

Control

The following control measures reduce the risk of infection:

- Cuts and abrasions should be covered with waterproof dressings.
- Good occupational hygiene practices should be followed, especially washing with warm water and soap.
- If involved in water activities immersion in water should be avoided where possible.

All times are approximate. You may moor anywhere on the towpath side of the rivers at any time. The journeys allow one hour of not cruising and is based on departing before 10.00am

Travelling North;

As you leave the boat centre heading North from the river. You will come across your first Lock (Carthagena Lock) within 20mins of leaving. There is sometimes a member of staff waiting to help you through your first lock. Each lock takes between 15-30 mins to get through (depending on whether the lock is for or against you).

After about 30 mins, you'll approach the second Lock (Dobbs Weir), a picnic area on your left before the lock. Once through, there is a narrow stretch of river before a road bridge where the River Side Café is situated. After the road bridge is the Fish and Eels pub with you can moor outside, and a picnic area. Dobbs Weir is also where the towpath swaps to the right-hand side of the river. There is park land either side of the river to enjoy until you reach Feildes Weir.

After passage through Feildes Weir lock, you have a choice of continuing along the River Lee or going onto the River Stort.

River Lee;

Keeping to the main body of the river, you will soon come past the Rye House Go-Kart track. Before the next road bridge, the Rye House Pub and after the road bridge Rye Gate House. Here you can moor outside the Rye Gate House.

As you continue on your journey, you will see a sign that say 'welcome to Stanstead Abbots Marina'. Stay on the left fork in the river but keep in mind this is nearing your turning point, outside the Jolly Fisherman Pub. You need to turn around before the next Lock so either turn around BEFORE the road bridge or just after it. If you are visiting the pub, you can moor outside it just before the road bridge.

River Stort;

This is a very picturesque river, however there are no man-made attractions. The towpath is narrow and the river is popular with live-aboard boaters so can be crowded. You will enter through another two locks, Lower Lock and Brick Lock, before needing to turn at BEFORE Roydon Lock.

If you are considering going on the river Stort, please let the boat centre know as it is not always Safe for cruising due to fluctuations in water levels.

Travelling South

River Lee Country Park is a great place to get close to nature and watch some amazing wildlife. This 1,000-acre park is thriving with a wide variety of wildlife. Sunken Barges can be found a short walk from Kings Weir where you may spot Muntjac Deer. Proceeding through Aqueduct Lock, you will pass an orchid meadow at Cheshunt Lock. Pindar car park gives you a 20 minute walk into Cheshunt Town with restaurants and takeaways. Here you can explore the Sculpture Trail or Dog agility course.

Proceed through the next lock Waltham Common, go past the Disc Golf site and your turning point is under the Lee Valley Showground bridge adjacent to Lee Valley White Water Centre. (Don't tell the kids – MacDonalds is a 15 minute walk)

RIVER LEE

This is Stanstead Lock – you are **NOT PERMITTED** through this lock.

If you have travelled North you have to turn before this lock

RIVER STORT

This is Roydon Lock – you are **NOT PERMITTED** through this lock.

If you have travelled North along the River Stort you have to turn around before this lock

RIVER LEE

Lee Valley Boat Centre

Return and vacate the boat here **before 6.00pm**

Here is the split between the River Lee and River Stort. As you leave Feildes Weir Lock, stay **LEFT** for the River Lee. Turn **RIGHT** for the River Stort.

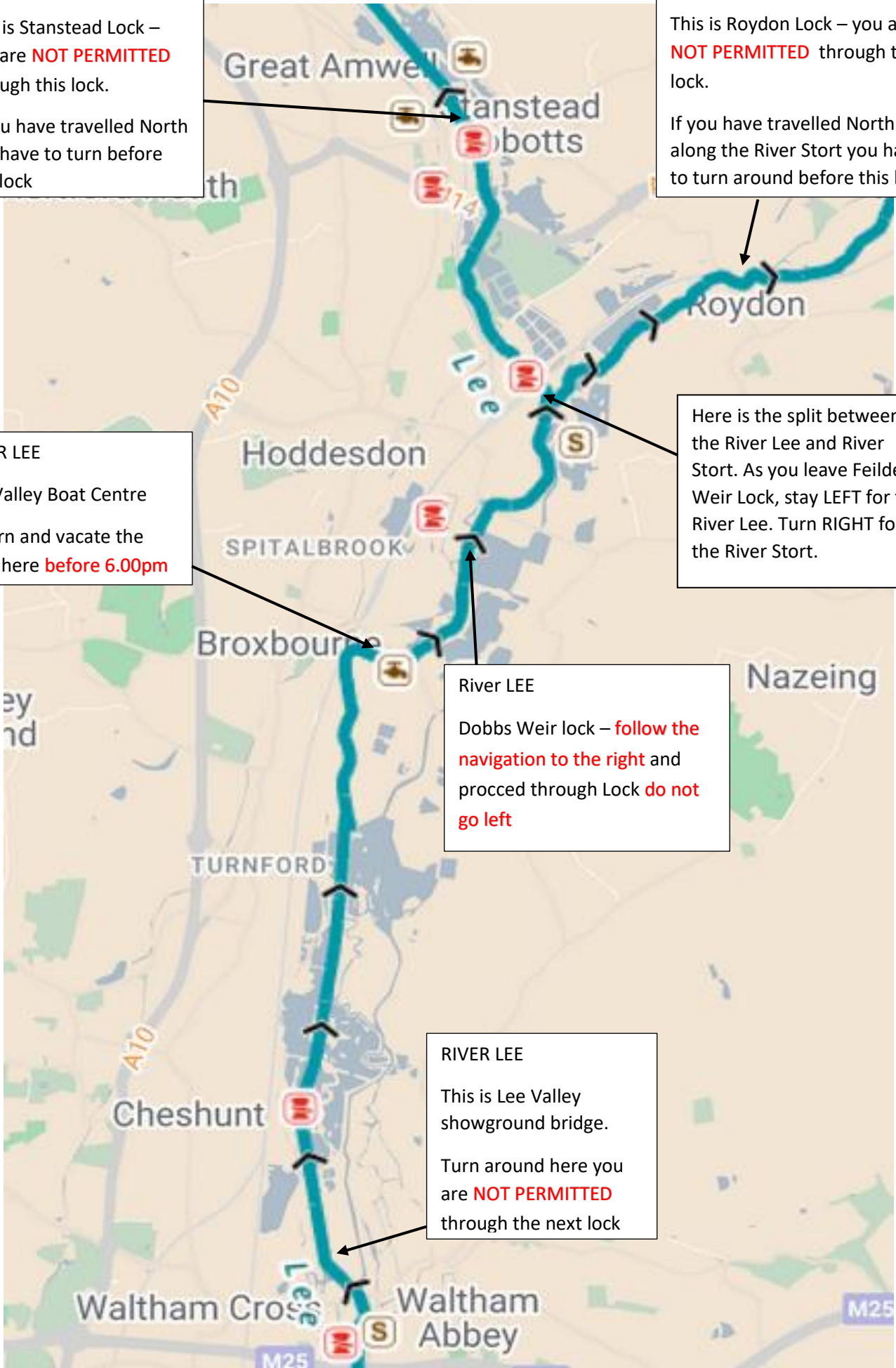
River LEE

Dobbs Weir lock – **follow the navigation to the right** and proceed through Lock **do not go left**

RIVER LEE

This is Lee Valley showground bridge.

Turn around here you are **NOT PERMITTED** through the next lock



**EMERGENCY SERVICES
USE WHAT 3 WORDS APP**

| AREA | POST CODE | WHAT 3 WORDS TOWPATH if blank there is not road access | WHAT 3 WORKS NON-TOWPATH if blank there is not road access | NEAREST ROAD NON TOWPATH |
|---------------------------------|---|---|---|-------------------------------|
| Stanstead Abbotts | High Street B181 Stanstead Abbotts SG12 | indeed.loving.stuck | tilt.loves.bigger | Riverside SG12 |
| Stanstead Abbotts | Lawrence Avenue SG12 8JL | noted.part.varieties | oven.united.rewardin | South Street SG12 8AL |
| North of Rye House | Below A414 road bridge SG12 | | pin.es.agreed.lift | Marsh Lane SG12 8HH |
| Rye House | Rye Road EN11 0GR | serve.uses.dips | putty.flips.palace | Rye House, Rye Road EN11 0EH |
| Pindar Estate Hoddesdon | Rattys Lane, Hoddesdon | slides.elaborate.region | | |
| Hoddesdon before Dobbs Weir | Dobbs Weir EN11 0AS | vouch.slurs.energy | stick.force.metals | Dobbs Weir Road EN11 0AY |
| Dobbs Weir Lock | Dobbs Weir Lock Cottage EN11 0BL | dare.runner.soft | resort.cheer.select | Meadgate Road EN9 2PB |
| Carthagen Lock | Carthagen Lock Cottage EN10 6TA | sunk.vivid.sheets | work.then.gets | Nazeing New Road EN10 6SU |
| Lee Valley Boat Centre | Old Nazeing Road EN10 6LX | ranged.moment.hiking | bigger.voter.moment | Old Nazeing Road EN10 6QT |
| Wormley | Wharf Road EN10 6HD | herds.sentences.boil | | |
| Wormley | Slip Lane EN10 6EN | dock.jungle.engage | learns.logic.coach | Kings Weir Lockhouse EN10 6EX |
| Lee Valley park Turnford | Cheshunt Wash EN8 0LU | yards.away.path | | |
| River Lee Country Park Cheshunt | Windmill Lane EN8 9AJ | movies.fits.vest | | |
| River Lee Country Park Cheshunt | Waltham Common Lock EN8 9AN | encounter.slips.critic | | |
| Lee Valley White Water | Station Road EN9 1AB | branch.resist.occupy | vast.elaborate.orbit | Lee Valley Showground EN9 1AB |

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