FIGURE 1: Fenland drainage areas that create the Rivers Witham and Haven.
(Source: PJM, taken from Public Information board located at Grand Sluice, Fydell Road Bridge, Boston)

FIGURE 2: Time-lapse image showing an inland waterway cargo barge rounding the bend of a river and demonstrating side-slippage.
(Source: PIANC)
FIGURE 3: Proposed temporary relocation site of WSC, on Haven north bank, downstream of PoB wet dock.  
(Source: PJM Haven visit, 8th March 2017)

FIGURE 4: Speed limit notice board at proposed WSC temporary relocation site, downstream of PoB wet dock.  
(Source: PJM Haven visit, 8th March 2017)
FIGURE 5: Boston Belle, seasonal passenger excursion vessel.
(Source: Mr Rodney Bowles, owner / operator)

FIGURE 6: Grand Sluice at low-tide level.
(Source: HR Wallingford)
FIGURE 7: Swing Bridge at low tide looking towards Black Sluice.
(Source: HR Wallingford)

FIGURE 8: Town Bridge at high tide event.
(Source: HR Wallingford)
FIGURE 9: Extreme position of moored grain ship – baseline layout.  
(Source: HR Wallingford Ship Simulator)

FIGURE 10: Diagram agreed with owner / operator of Boston Belle (Mr Rodney Bowles) explaining why the effective safe navigational width of the River Haven at time of his usual navigational passage is only 28 m.  
(Source: PJM meeting with PoB, 8th March 2017)
FIGURE 11: Cross-section of the river at the proposed barrier site comparing elevations of existing bottom levels with proposed bottom post-construction.
(Source: Mott MacDonald Drawing IMAN001472-CIV-DR-007 Rev P4)

FIGURE 12: Draught marks of largest Boston fishing boat
(Source: PJM Haven visit, 8th March 2017)
FIGURE 13: Boston Fishing boats moored up alongside each other at London Road Moorings. (Source: PJM Haven visit, 8th March 2017)

FIGURE 14: Restricted sight-lines as currently experience by an inbound narrowboat with a vessel located on Silo berth. (Source: David Pullen, Chairman IWA East Midlands Region (OBJ/24) May 2016)
FIGURE 15: Post-construction layout.  
(Source: HR Wallingford Ship Simulator)

FIGURE 16: Position of moored grain ship – post-construction layout.  
(Source: HR Wallingford Ship Simulator)
FIGURE 17: Comparison of navigation fairway widths – post-construction barrier navigation channel versus present moored ship.
(Source: HR Wallingford Ship Simulator)

NOTE: The extreme moored ship position at present is superimposed onto the post-construction barrier layout (with the derelict Witham Wharf removed) for comparison purposes only.