

Operations Report October 2019

Health and safety

We had two incidents this month that I witnessed. The first was a “near miss” involving solid concrete blocks falling whilst we were unloading them from a dumper bucket. This process has also been identified as a working at height hazard and we need to change how we do this. It is possible to have “crash mats” around the working area to cushion any persons falling but the amount of mud in the work area would soon cover them plus they would be another thing to walk round when carrying a block. Any further ideas on transporting and unloading blocks would be welcomed.

We do load the blocks onto the transport using a hydraulic grab on an excavator. Once they are in the transport the blocks generally move and are no longer in neat piles that a grab can lift.

The second incident was a simple cement splash into an eye when using the concrete poker. No lasting harm done. This should serve as a reminder to all volunteers that we do have new safety glasses and appropriate face masks in the Green Hut. We can't make you wear them, but the Team Leaders may ask you not to perform various tasks unless you are wearing the correct safety equipment.

Construction (Design and Management) 2015

I am pleased to announce that WAT have been issued with a Certificate of Appointment that makes the Trust a “Principal Contractor”. The certificate covers the whole of the restoration activity for a financial year. The Canal and River Trust has appointed itself as the “Client” for the restoration activity.

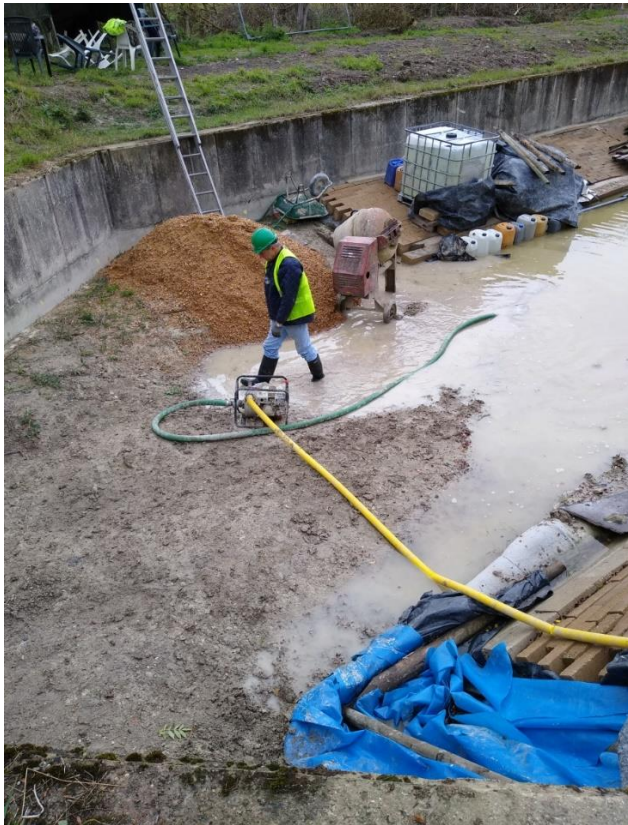
Without going into a lot of detail, this brings both WAT and CRT in line with the Legislation relating to the restoration work that we do.

We have had several of our volunteers attend CDM training courses provided by CRT, and we are grateful to them for spending their time to train on our behalf. The more people we have trained (even to a rudimentary level) the better WAT will be at understanding its responsibilities and required actions.

This is about keeping our members and volunteers safe on the worksite and being seen to do so.

Pumping out

It has been raining! There was water in front of the mooring bay wall. First job on Friday was to pump it out. This took most of the day but whilst that was going on three more Bentomat bank mats were cut and the bank vegetation from the length between bridge 4 and Little Tring was further cleared.



Apparently, there was a third "incident" when Peter Bird's phone was found underwater. This picture survived from his wet phone but a new (waterproofed?) phone has been purchased.

The rain did do some good as well....



This is the view from the mooring wall looking towards Whitehouses

During the rest of the week the last part of the mooring wall blocking was completed (with reinforced concrete strip beam) , the last part of the offside bank was hollow blocked, concreted and solid blocked and then the join between the bank and mooring wall was finished off with a concrete infill.



Last part of Mooring wall, Bentomat being tailored to fit (Photo Tony Borrill)



The last part of the concrete join infill. (not much more to do Peter!)

After all that excitement we carried on with uncovering the bed Bentomat that was already in the bed from some months ago and starting a new roll with a concrete policeman. This area was backfilled with spoil, the mat gradually unrolled more and so on. At this point we were able to backfill the offside bank with spoil.



The backfilling frame being moved to the next section. Early morning sun not helping!
(photo Tony Borrill)

Shortly after that was completed, another 40m Bentomat roll was brought to the work site and connected to the existing bed mat. This mat join coincided with the start of the mooring wall blockwork so was an ideal point to make our first reinforced concrete policeman.



The bank formwork was used to hold the side planks at 45 degrees. Note the three reinforcing rods.

As can be seen in the picture, we were able to cut two planks to fit between the bank blocks and support them with the formwork we generally use on the bank hollow block concreting. This arrangement allowed us to use the vibrating poker to de-aerate the concrete and get a 45-degree slope on each side. The concrete needs to be de-aerated to give the reinforcing a longer life and the concrete a higher strength.



The finished reinforced concrete policeman.

There will be several other reinforced concrete policemen along the front of the mooring wall blockwork. This is to brace the blockwork against the towpath blocks and ensure the mooring blockwork does not move away from the mooring wall.

So, here is the view from bridge 4! The casual observer (Brian) has come along to admire the handiwork before he takes over with the Tidy Friday operation next day.



The reinforced concrete policeman was completed on Thursday and the afternoon was taken up with cleaning the tools and tidying the site.

A few “happy” hours were expended on getting the mud from the excavators and dumpers. This was difficult to do, and we may have to start using a pressure washer to shift the worst of it next time.

Whitehouses

We now have a CRT approved set of drawings for the Whitehouses restoration/build. The special bricks required have been identified and are due to be ordered soon. We also have method statements and risk assessments due to be completed soon. We will be appointing a Temporary works supervisor and Temporary Works co-ordinator. I am now the Designated Individual who will oversee the Temporary Works team. We now have two volunteers who have been on the CRT provided training courses who will guide us through the requirements of the CDM Legislation.

Emergency callout information

This is an updated version for you to cut out and keep in your wallet/phone/under your hard hat etc.

This tells you the first aider phone numbers, access points for emergency vehicles and services. The access points are not defined very well by postcodes so “What3Words” locations have been added. The emergency services understand these location descriptions. You can access the What3Word website and service through phone/tablet apps or on your Windows/Apple computers.

<p>Emergency Call out information Issued 12th October 2019</p> <p style="text-align: center;"><u>Nearest access points for emergency vehicles/teams</u></p>																														
<p>Drayton Beauchamp Bridge Just Outside Drayton Beauchamp village Along lane between B488 and B489 Map reference SP 903 119 Post Code HP22 5LT “What3Words” location: \\relishing.perused.dishes</p>		<p>Little Tring Car Park Entrance Map reference SP 916 129 Post code HP23 4NR On Left, 100m beyond Little Tring village driving from B488. “What 3 Words” location: \\unwind.excavate.supreme</p>																												
<p><u>WAT First aid Volunteers</u></p> <table border="1"> <thead> <tr> <th></th> <th>Home</th> <th>Mobile</th> </tr> </thead> <tbody> <tr> <td>Tony Bardwell</td> <td>01296 634973</td> <td>07798640675</td> </tr> <tr> <td>Peter Lockett</td> <td>01296 622419</td> <td>07510522517</td> </tr> <tr> <td>Mike Catlin</td> <td>01296 696110</td> <td>07938552364</td> </tr> <tr> <td>Peter Bird</td> <td>01844 275331</td> <td>07927294418</td> </tr> <tr> <td>John Reynolds</td> <td>01582 318313</td> <td>07787355515</td> </tr> <tr> <td>Mike Wright</td> <td>N/A</td> <td>07798983484</td> </tr> <tr> <td>Philip Strangeway</td> <td>01908 670523</td> <td>07964778812</td> </tr> </tbody> </table>			Home	Mobile	Tony Bardwell	01296 634973	07798640675	Peter Lockett	01296 622419	07510522517	Mike Catlin	01296 696110	07938552364	Peter Bird	01844 275331	07927294418	John Reynolds	01582 318313	07787355515	Mike Wright	N/A	07798983484	Philip Strangeway	01908 670523	07964778812	<table border="1"> <tr> <td style="text-align: center; vertical-align: middle;"> <p>999 <i>Emergency</i></p> </td> <td style="text-align: center; vertical-align: middle;"> <p>111 <i>national non-emergency medical number</i></p> </td> </tr> <tr> <td style="text-align: center; vertical-align: middle;"> <p>112 <i>Emergency number. 112 will work on any mobile phone anywhere in the world.</i></p> </td> <td style="text-align: center; vertical-align: middle;"> <p>101 <i>non-emergency number for the police</i></p> </td> </tr> </table>	<p>999 <i>Emergency</i></p>	<p>111 <i>national non-emergency medical number</i></p>	<p>112 <i>Emergency number. 112 will work on any mobile phone anywhere in the world.</i></p>	<p>101 <i>non-emergency number for the police</i></p>
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Lastly

You will probably have noticed that there are more pictures in these reports than we used to have. The feedback I get is positive for more pictures and less words! However, there is a limit on how large the report file can be for emailing purposes. I use a PDF converter to compress the file for general circulation, but I am aware that some recipients want the original word document so that they can edit the contents for their own publications. If you want the larger file, I can arrange to send it in a compressed Zip format.

I also have many other pictures which I can send on request.

Just before the work party I had a cruise along the Manchester ship canal. According to the history books the Canal was completed in just over six years! Now that is inspiration.....

Tony Bardwell

WAT Operations Director