



THE WENDOVER ARM TRUST WORKING PARTY NEWS

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January and February Working Parties

For two more months it was not possible to work on the Stage 2 re-lining.



Roger Leishman

THIS IS WHY WE ARE NOW AT LEAST SIX MONTHS BEHIND WITH RESTORATION

You would be justified in asking why the canal bed requires re-lining against leaks!

We purchased 300 metres of delivery hose to enable us to pump into the nearest manhole on the 18" pipeline and spent both working parties pumping out as much water as possible between Little Tring and the end of completed lining, 1,275 metres in length.



Roger Leishman

SEVEN DAYS OF PUMPING!

At the same time great progress was made on scrub bashing the towpath bank between Little Tring and Bridge 4 and preparing the base for a bench seat that Ray Powell, a former IWA Chiltern Branch Chairman and Director of the Trust, is installing in memory of his late wife, Ann Powell. John Reynolds was also able to construct reels for the new water hose, a personnel shelter especially for protecting anyone injured on site awaiting attention and a 'loo' shelter for use on site,.

Whitehouses

It is with regret that it has been found necessary to remove the cherry tree at Whitehouses. This must have stood for many years but the roots are now unfortunately causing serious damage to the adjacent brickwork of the settling tank and wharf wall. The roots are also soon liable to affect the over 200 year-old deep pumping shaft that allows water to flow from the canal into the heading connecting to Wilstone Reservoir. I have been in touch with the WRG Forestry Team who has agreed to take the tree down. CRT are arranging a bat survey

It was thought that the timber from this tree had some value to a timber merchant but enquiries have revealed that there are no local timber yards for this kind of timber and the cost of transporting one tree would be more than the Trust could raise selling the timber as logs.

March Working Party

As I write this the snow is disappearing and yet more rain falling. Ray Orth and I have discussed this and, unless conditions improve greatly, are considering a three day (Friday/Saturday/Sunday) working party for March. There is the bench seat to install and possibly some high level Stage 2 bank profiling on the towpath side using an excavator only and putting the spoil on the offside bank. It is too early to be certain and Ray will be issuing the schedule nearer the time.

If the weather pattern remains the same in the winter of 2013/14, serious consideration will be given to suspending operations altogether for the winter.

Herts County Council former tip at Bridge 4A

We have also come to an agreement for further tipping on Herts County Council land to support the base of the former council tip that is moving towards the canal. At the January and February working parties several small trees and scrub were removed to clear the site but three mature trees are to be removed on condition that they are replaced with new plantings when the tipping is completed. The WRG Forestry Team has also agreed to deal with these three trees for us.

It is the intention to cut suitable timber from these trees into logs for sale to raise funds for the restoration. If any reader wants to put their name down for a dunny bag of logs – we are advised that the going price is £100 – please let me know. We will deliver FOC within 20 miles of Little Tring.

WAT Restoration Committee

There has been no need in recent times to call a meeting of this Committee because, as a result of a BW re-organisation (cut-back!) they were no longer able to provide a Project Engineer to liaise with the Trust and Ray Orth and I have had to fall back on occasional meetings with (now) CRT engineers at Milton Keynes.

Recently we have been introducing additional Team Leaders to run working parties and Ray and I identified a need for better communication among Team Leaders. Hence we have revived the Restoration Committee as a meeting of Team Leaders to discuss and agree all aspects of ongoing restoration works. Hopefully we may get a CRT representative to attend from time to time?

Volunteer's vehicles used for Trust activities

There has been discussion recently in the Trust Council arising from how volunteers' vehicle insurance cover operates under our insurance policy through the IWA. John Brooman has obtained the following statement from the IWA who arrange our insurance, other than for our Transit tipper that is insured with NFU Insurance:

Using Your Car to Volunteer.

There are plenty of volunteering opportunities that require you to use a car, but it is important you know the rules about insurance and expenses to ensure that you stay on the right side of the law. You can find yourself using your car while volunteering for all sorts of reasons, such as travelling to a meeting, buying food for an event, transporting equipment or merchandise to a stall, or collecting fellow volunteers attending a work party.

Volunteers often aren't aware that using their personal vehicles for volunteering isn't automatically covered by their car insurance. Whilst many insurance companies will count volunteering within the 'domestic, social and pleasure' category (but usually require you to tell them about your volunteering), others require it to be classified under business miles.

"Anyone considering using their vehicle in connection with volunteer work should check the position with their motor insurer," says the [Association of British Insurers](#). "Whether or not the insurer will charge an extra premium, impose any additional terms and conditions, such as a higher policy excess, or require cover to be extended to business use may depend on the exact nature of the activities being undertaken."

The Association of British Insurers publishes a [list of those insurers](#) who undertake, at no additional cost, to insure their policyholders to carry out voluntary driving, that is, the use of a vehicle they own in connection with, or for the benefit of, charities, voluntary organisations, clubs or societies, under set conditions, where payment does not exceed the HM Revenue & Customs mileage rates in force at that time. This does not cover use for hire or reward or vehicles owned by, hired to or lent to the voluntary organisation.

The IWA have added the following observations:

The contingent motor cover, which you have, means that if any of your volunteers has a motor claim that their own insurer refuses to address because the volunteer was doing work for the Trust, then your insurers would adopt and deal with the claim to the level of cover held by the volunteer as if it had been a purely domestic motor journey. Volunteers should, however, still declare to their insurer (if not on the AIB list referred to above) that they are undertaking volunteer work – otherwise it is a failure to declare material facts, which will be in contravention of their policy terms. In the event of an incident or claim, the motor car owner should always submit a report or claim to their own insurer to deal with in the first instance – it only then need to be reported to us under the contingent policy if the motor car owner's own insurer refuses the claim. This all applies to any journey taken in connection with the Trust, including meetings of all types, work parties, etc.

General Notes.

All volunteers receive and sign for the Trust's Restoration Handbook that includes full Health and Safety requirements for the restoration works.

The handbook is the property of the Trust; if you leave the working parties for any reason, please return your Handbook to either Ray Orth or myself.

Hard hats for use at all times and high visibility jackets to be worn on sites with mobile plant in use are kept in the store at Tringford and must be drawn/returned there.

One first aid kit is kept in the store, one in the Transit tipper and two are available for up to two working sites. Each qualified first-aider will have their own kit with him/her when on site.

Also available in the store at Tringford are ear defenders and goggles that must be worn when using trimmers, angle grinders, concrete breakers and the like. CRT will supply hard hats, gloves and footwear with reinforced toecaps on request. We normally work from 9am to 5pm (or dark if earlier!).

There are breaks for morning tea/coffee, packed lunch and afternoon tea/coffee. We take our own food and drink.

DATES FOR WORKING PARTIES

So you can plan your diary ahead, the following are the dates of future working parties in 2013:

DATE	WORKING AT	WORK TO BE DONE
2013		
Friday 1 st March to Thursday 7 th March	Stage 2/3 lining	Bed and bank lining.
Friday 5 th April to Thursday 11 th April	Stage 2/3 lining	Bed and bank lining.
Friday 3 rd May to Thursday 9 th May	Stage 2/3 lining	Bed and bank lining.
Saturday 4 th May and Sunday 5 th May	Whitehouses (KESCRG)	Whitehouses restoration and access footpath. Replace coping stones on wharf wall.
Friday 7 th June to Thursday 13 th June	Stage 2/3 lining	Bed and bank lining.
Friday 5 th July to Thursday 11 th July	Stage 2/3 lining	Bed and bank lining.
Saturday 6 th July to Saturday 13 th July	Whitehouses (KESCRG)	Whitehouses restoration and access footpath.
Saturday 3 rd August to Sunday 11 th August	Stage 2/3 lining	Bed and bank lining.
Saturday 3 rd August to Sunday 4 th August	Whitehouses (KESCRG)	Whitehouses restoration and access footpath.
Friday 6 th September to Thursday 12 th September	Stage 2/3 lining	Bed and bank lining.
Friday 4 th October to Thursday 10 th October	Stage 2/3 lining	Bed and bank lining.
Friday 1 st November to Thursday 7 th November	Stage 2/3 lining	Bed and bank lining.
Friday 6 th December to Thursday 12 th December	Stage 2/3 lining	Bed and bank lining.

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