

NORTH WALSHAM & DILHAM CANAL TRUST

In co-operation with the East Anglian Waterways Association Ltd

Subject: Work-parties on the Bacton Wood pound/reach spillway
Date: Saturday 1st & Sunday 2nd April 2017.
From: Chris Black, NW&DCT.

THE PLAN:

The original plan for the repair of the spillway discussed by David and myself, was advanced considerably as Laurie had already obtained ballast and cement as well as all the plant to mix the concrete for the spillway, so:

- (DAY 1) To measure and shutter the spillway in readiness for laying the concrete in the afternoon
- (DAY 2) To continue concreting the spillway

WORK ACHIEVEMENT: (DAY 1) The warm and dry weather was perfect for the tasks today. Planks of a suitable width were sorted out of the woodpile whilst waiting for the volunteers to arrive. 9 volunteers turned out and after we had loaded the tools and kit on to the truck we made our way up to the Bacton pound/reach spillway. The first task was to measure up the spillway then install the shuttering to obtain the required fall. Laurie had calculated the fall required at 1 inch in 12 feet - the width of the concrete cap. With the shuttering in place we commenced laying the concrete with a couple of us on the tamping bar but it soon became apparent that we would need more ballast, so Laurie went off to source another few bags.

Lunch was taken at approx. 12.00 while Laurie was away, which meant that we could start work again on his return.

After lunch we continued laying the concrete but with about 12ft laid we called time.

Work ceased at 16.30

WORK ACHIEVEMENT: (DAY 2) the weather was dry, bright and very pleasant and 17 volunteers turned out. Owing to some vandalism, the ventilation holes to the water inlet chambers to the lock at Bacton Wood had been damaged. Our Barry M had made a pair of stainless steel vent covers and as a first task today, he fixed these in place. We started laying concrete again, at the upstream weir, this time with an extra wheel-barrow which gave the wheel-barrowers a bit of a breather from moving the heavy, wet concrete. The first length of concrete was carefully laid to ensure that the joint was even. As we proceeded it became apparent that the slope was sufficient to give the slow measured flow required, as water brought to the surface by the tamping ran to the lower end of the pad. The near level pad will gently shed the feed-water whilst allowing machinery to cross the spillway for bank maintenance.

Lunch was called at approx. 12.30

More ballast was brought up on the tracked dumper and we carried on laying the concrete until we had used it all. We placed a temporary piece of shuttering at the end of the concreted section to leave a good edge and Laurie said he would get some more hardcore and ballast delivered before our return. We cleaned the tools and wheel-barrowes and cleared up the site.

We had completed just under half the 70ft length of the spillway cap.

Work ceased at 16.00

Chris Black, Work Party Leader