

## **NORTH WALSHAM & DILHAM CANAL TRUST**

**In co-operation with the East Anglian Waterways Association Ltd**

Subject: Ebridge reach, clearance of overhanging trees

Date: 03<sup>rd</sup> December 2017

From: Chris Black

### THE PLAN:

- To test the stability of the pontoon under 'maximum passenger loading'
- To build some temporary steps on the Canal bank to allow safer access to the SueB pontoon.
- To clear the cut weed piles from beside east side of the lock mouth, removing them to the east edge of the grass area and placed adjacent to the fence, (Potential safety hazard for boat trip access) and the installation of two sturdy mooring posts to replace the temporary re-bar posts.
- Strim the area around the boarding and disembarking area.
- To remove the internal wood from Elsa, pump out water/removing bung in hull, clear out silty debris from hull and to ascertain further the state of the steel hull.

### WORK ACHIEVEMENT:

16 volunteers turned out on a dull damp morning. We had a lot of volunteers so we split up into the step building team, a grass mowing team, a weed removal team and all who remained for the afternoon shift helped with the work on Elsa.

Before work started we had to do the stability test using ten volunteers. We loaded the pontoon with the outboard, fire extinguisher etc. and gradually brought 10 persons on board - all standing on one side of the pontoon. It proved to be capable of supporting this weight.

We then moved on to the other tasks.

The weed removal took most of the morning as the size of the piles was deceiving. The clearance however and the strimming of the lock and bank edges made a tidier and safer landing area. Two sturdier mooring posts were installed and we returned to Bacton Wood Lock for lunch.

The steps had been installed and it proved to be much safer to board the pontoon.

Lunch was taken at approx. 13.00 - in Elsa on her trailer as she had dry seats!

After lunch we set about stripping the floor and other timbers from Elsa. The rainwater in the hull was pumped out and her drainage bung was removed. The hull had a considerable amount of silty like dirt inside which was removed. We could then see that the inside of the hull had been red leaded at some earlier date and seemed to be in a relatively good state.

Graham's new metal thickness measuring device seemed to indicate that it was over 5mm at all points he could access. Grit blasting is the only way to find out how solid the hull is however.

The daylight began to fade and we decided to make the last work-party of the year a day to remove the interior metalwork structures to get a definitive answer to the state of the hull,

H&S aspects were observed

Work ceased at approx 16.30

Chris Black, work-party leader