

**volunteers restoring ■ waterways**

# **navvies**

**waterway  
recovery  
group**

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**In which John Hawkins explains why some subscribers have been receiving empty envelopes instead of 'Navvies'...**

### **Problems with *Navvies***

We'll start the New Year with an apology. We understand that there may have been some problems with the distribution of the last few editions of *Navvies*.

Some people receiving an envelope with no contents, some copies are arriving in 'tattered' envelopes, and some have been returned to Jenny at the office directly from the sorting office as being 'undeliverable'.

The first problem could be that it accidentally missed having a copy put into it or that it has come out during the delivery process. The other problems can arise because the sorting machines are not set properly.

We are using the same envelopes, and the assembly/posting process is the same up to where they leave Head Office. The only thing that has changed is the sorting office that they go out through. At the moment we are monitoring the process and will attempt to establish exactly why this is happening. Meanwhile if you receive a damaged copy then please contact either myself or Jenny and we will forward another copy.

Many thanks

**John Hawkins, WRG Print**

### **...and speaking of *Navvies*...**

Many thanks to the Canal Museum for the continuing use of the facilities at the Museum for our *Navvies* "stuffing". And also to the folks who regularly help out with this part of wrg Print.

Special thanks to those who ventured out into deepest Hertfordshire to assist with despatching the last edition, together with the superb (thanks to Jenny) Canal Camps flier. The only reason for it happening from home was due to the fact that the Canal Museum wasn't available on that evening and I was going away the following week-it is not my intention to do it regularly from home. If its not too late, could I wish everyone a Happy New Year, and keep stuffing!!

**John Hawkins**

# **Navvies news**

## **Navvies and Tirfors**

### **Tirfor safety**

Our front cover photo this time shows a reluctant stump being persuaded out of the ground with the aid of not one but two Tirfor winches. Nothing to untoward about that - sometimes it takes two or even more winches - but it does raise an issue that folks using Tirfors should be aware of.

Basically all Tirfors have a maximum pull that they are rated for, which might be anything from a few hundred Kg to five tonnes. And any kit used with them - strops, cable, chain, shackles, pulley blocks - needs to have at least this rating. (and if you're using a pulley, don't forget you need to allow for the fact that this doubles the pull) And to make sure you don't exceed this, the winch normally has a fail-safe (usually a shear-pin at the base of the lever that you operate the winch with) which will snap before you reach the limit. So far so good - as long as you only ever put tension in the cable etc. by pulling on the winch handle, you can't overload anything.

But just supposing you've got two winches on the same stump (like our cover pic), you've winched both cables up good and tight, and the stump doesn't look like it's going anywhere. You decide to re-rig one of the winches to a different anchor point that might give you a more effective pull. So you slacken it off.... NO YOU DON'T!

Because by slackening off just one winch, you've transferred some of the tension from it to the other one. Which might just be enough to put it over its limit. So to avoid this you need to slacken *both of them off together*. We're not saying don't use two winches: just think about what's happening.

And it might be tempting to take advantage of that excavator that just happens to be trundling past as you strain at your Tirfor. "Could you just give us a bit of an extra tug / push on this root?" But remember the same principles apply only even more so.

So our advice is don't do it: use a digger, or use Tirfors. Not both at once.