

# The Wet End

WJ Groundwater's In-House Magazine

Autumn 2014

Issue 26



## Crossrail Tunnel Breakout

Also featuring:  
*Paul Turner Completes Marathon Des Sables*  
*Ollie Vincent - Dirty Racer*  
*On The Frontline - Meet Bhoomanna!*  
Plus more...



*On The Road*  
Clipstone To Doha Supply Run.



*Engineering Beyond*  
London Underground.



*A Night On Wheels*  
Ollie Vincent's Send Off.



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# Welcome to Issue 26

## Richard's Round-up.

Welcome to the latest edition of The Wet End, WJ Groundwater's bi-annual in-house magazine. An especial welcome if you are a new employee or reader.



WJ has been busy in the UK since the last edition with a record number of new jobs won, and continued success in the delivery and securing of works on London's Crossrail project.

Recent contracts awarded in the UK have included: two railway embankment stabilisation projects at Wishaw, nr Glasgow and Stocksfield nr Durham; works for the huge expansion of Liverpool Docks; basement dewatering for the new Scottish Power HQ in Glasgow city centre; wellpoints for water treatment plant upgrades at Carlisle and Cambridge; deepwell dewatering with

groundwater treatment for the redevelopment of Battersea Power Station; and the new US Embassy in southwest London.

Our tendering department has also been hard at work and has issued more quotations in the last 6 months than in any other period to date - Mark Pickett really has been thrown into the deep end.

Ollie Vincent has also taken a big leap from his desk in Bushey to a new position in Dubai where he will be responsible for our Middle East sales - a challenging position but one I know Ollie will relish.

In the Middle East we continue to dewater the Dubai International Airport and unlike many of our competitors, WJ have achieved the full drawdown at the Lusail Expressway project in Doha where we are pumping the equivalent of 160 Olympic swimming pools per day.

So far this year has been full of positive changes and there is no sign of a slow down. There are lots of exciting new projects in the 'pipeline' (pun largely intended), so keep your eyes open for future announcements in the next edition of The Wet End.

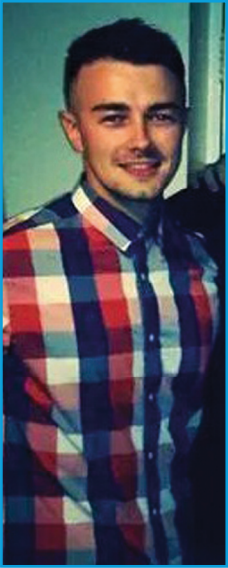
**Richard.**

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## New Starter Corner



### Michael Cummiskey.

**W**J welcomes Michael Cummiskey into the 'fold'. Michael's new position is a Glasgow based Project / Site Engineer for Scotland and the North of England. He joined the company last April.

A qualified Civil Engineer, Michael graduated from the University of Strathclyde with a BEng (HONS) in June 2011. He has been working as an engineer since January 2013. Michael was kind enough to chat with us about his new role at WJ Groundwater. We got to talk about his past, what his new job entails and where he'll fit into the WJ story.

#### What does your role as Project / Site Engineer entail?

My job involves a whole host of duties that range from: helping to write method statements and risk assessments; organising and ordering equipment for site work; supervising and managing the drillers and other site staff; and finally monitoring our dewatering systems along with collating the data to produce reports.

*"I intend to build up a wealth of experience..."*

#### Where did you work before WJ Groundwater?

Following the completion of my Civil Engineering degree in June 2011, I worked with Bachy Soletanche as a Graduate Site Engineer. It is one of the world's best-known geo-technical and piling contractors. I was based in Braintree in Essex at that time.

Nowadays, I live in a small town close to Glasgow called Blantyre with my mum and younger brother. Back to my home comforts!

#### How do you spend your time away from work?

In my free time I play football once a week (if I'm at home), I love going to live music gigs whenever possible, and I socialise with my group of friends whether that's going to a party, cinema or venturing further afield on camping trips.

#### What are your career hopes for the future?

I intend to build up a wealth of experience and knowledge of our industry and come to be known as a reliable and competent member of the WJ Groundwater staff body.

WJ Groundwater wish Michael continued success with his engineering career.

WJ Groundwater would also like to extend a very warm welcome to its other new starters across the group: Mark Pickett (Site Engineer); James Southwell (Graduate Engineer); Tom Rendall (Graduate Engineer); Daniela Vendettuoli (Assistant Design Engineer); Wouter Loots (Drillers' Assistant); and Steven Goddard (Yard Labourer).

## Project Update - Lusail Expressway.

by Paul Turner

**W**e are approaching nearly two years of pumping at Lusail, Qatar and much has changed, except the flows that remain on the high side.

We are now down to formation level on all three under passes: Wahda, Onaiza and Pearl with a combined length of 6.7 km. The last section of cofferdam

is just about to be installed and our 28 ton Soilmec SR20 piling rigs can turn their backs on a project where we would have installed nearly 600 boreholes and butt welded 20 km of HDPE pipework. A real benefit of undertaking a project of this vast scale is that we now have one of the largest supplies of pumps in Qatar.

This equipment can be put to great use on future projects in the region.

WJ has persevered in the face of adversity where others have already 'thrown in the towel'. One thought does enter my mind when thinking about Lusail, which translates as crisis in the Mandarin language. If you separate the word's two characters they represent 'danger' and 'opportunity', if WJ didn't face such hardship on Lusail it may never have gotten the additional drilling capability that it has now. The SR20 piling rig is certainly proving itself to be our new workhorse and in the hard rock around Doha, it is proving invaluable. We are awaiting two additional new rigs from Soilmec to complement our existing drilling fleet in the Middle East.

*"WJ has persevered in the face of adversity where others have already 'thrown in the towel'."*



Dewatering the future Lusail Expressway

# Health & Safety

with  
Steve Cooke

## Welcome to Steve's Health & Safety Column.

It's been an exciting and ultra busy few months at WJ Groundwater. As you all know the process of maintaining relevant competencies and training is ever ongoing. Also in this edition of The Wet End I've got quite a few new items to make you aware of.

There are some important areas of focus that I would like to bring to the fore, like safety considerations for **working at height** and also the imperative need for all on-site employees to record near-misses every time they occur.

Last issue I also promised that I'd report back on two unusual H&S related events that have taken place recently or continue to run apace. The first of these was a training session with **Pristine Condition**, a manual handling trainer with a unique approach and secondly a short report on how our visit to the anti-smoking hypno-therapy workshops went.



## Pristine Condition at UCL.

Pristine Condition is a manual handling training company that offers bespoke solutions on how to move or lift cumbersome equipment and components. With the company's Olympic weight lifting pedigree it is in a great position to assist organisations such as WJ.



Pristine Condition at University College London (UCL)

On August 11th, Pristine Condition assisted the WJ drilling teams at the University College London (UCL) where we were drilling and installing a geo-thermal well. For this project, WJ has been using the KLEMM drill rig. We called upon Pristine Condition to help us implement a safe system when installing the KLEMM's large diameter drilling rods that can be up to 5 metres long and weigh in excess of 100 kg.



Pristine Condition came to observe our practices and is expected to follow up their visit with a training session and recommendations for alternative practice to improve on site safety and efficiency. More follow up sessions are expected and The Wet End will report the outcome in the next edition.

To learn more about their processes visit:  
[www.pristinecondition.com](http://www.pristinecondition.com)

## WJ Help Smokers To Quit.

Some time ago WJ signed up to comply with a pledge via the DoH's Responsibility Deal. We chose to offer assistance to any staff members who wanted to quit smoking. One offbeat approach WJ has taken was to send a group to a Bushey based hypno-therapist called Chris Calloway. At the time of going to print there are still a number of sessions for our ardent 'quitters' to attend.

So far we can confirm that two attendees have fully given up smoking cigarettes and a third has switched to electronic smoking devices. In addition to these successes, quite a number of the 20+ group has cut down on smoking dramatically. So the results so far have been mixed but we maintain an optimism that we can battle

to help further members of WJ to cease smoking through hypno-therapy and other methods (to be announced!)

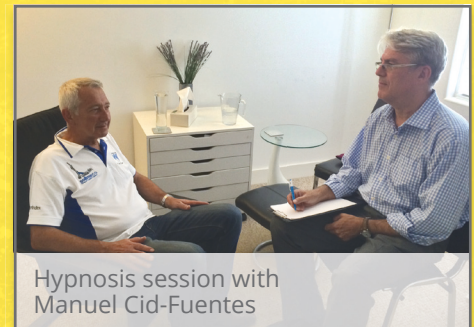
We're keen to help our staff body reduce the use of any nicotine product, be it cigarettes, cigars or electronic inhalation devices. The sessions, led by Chris, revolved around a series of 'suggestive' techniques to help attendees quit. These would involve inviting the 'sitter'

to contemplate when and why they had taken up smoking to begin with and would then 'suggest' interesting ways to give up. The sessions will continue although hypno-therapy is not for everybody.

For more info please visit:  
[www.chriscalloway.co.uk](http://www.chriscalloway.co.uk)



Chris Calloway



Hypnosis session with Manuel Cid-Fuentes

## Take Care Whilst Working At Height.

One of the biggest killers in the construction industry are falls when working at height. At WJ we are keen to enforce controls and improve our performance when working at height and to prevent any such tragic occurrences happening on site or in one of our yards.

I'd like to stress that wherever working at heights is envisaged a trained member of staff should plan the work and ensure that it is suitably supervised. The set-up of the right safety equipment needs to

be factored in to the set up time for the job. For instance, in cases where plant and equipment are loaded or unloaded from the backs of lorries we need to use the forklift to cut down on unnecessary risks. Where working at height cannot be avoided other equipment should be used. The inclusion of a mobile swing arm gantry system for use in the yards is in the planning stages. It utilises an inertia reel fall arrest system that will allow us to protect workers who have to work at height at all locations in the yard.

A task appropriate hierarchy is in place for working at height that begins with

edge protection and railings, to individual measures like restrictor harnesses, airbags and nets. Further down the hierarchy are information, instruction and training. Working at height regulations were circulated in their current form in 2005 and on any given day the HSE headlines a legal case in which a company gets prosecuted because of a fatal accident, usually a fall from height. We're keen to take care of all our staff and make them aware of the very real dangers caused by a lack of control, planning and the correct use of available equipment.

## Competition: Name the NEW Near-Miss Reporting Cards.

I am keen to maintain an effective system for recording near-miss accidents. The new system will consist of a card system where any near-misses can be recorded - anonymously if needed - in order to collate and act on any information given. There's many stories in the industry about a serious accident that had been precluded by a series of near-misses, be it a piece of equipment that needs maintenance or a method of working that needs revision. If management doesn't know about these near-misses it has a

knock-on effect that reduces the number of opportunities to correct the situation making your work site a more dangerous place to be.

We need your help in finding a new name for the near-miss card too. A prize will be given to the provider of the most creative suggestion.

Send your 'suggested name' to me at: [SteveCooke@wjgl.com](mailto:SteveCooke@wjgl.com) by 31st of October. Prize to be announced.

Thanks for reading.  
Enjoy yourselves, safely.

**Steve Cooke,**  
**Health & Safety Manager**

[stevecooke@wjgl.com](mailto:stevecooke@wjgl.com)



## On The Road



Image used from: <http://www.hgvtraining.co.uk/lorry-driver.html>

Dave's route from Clipstone (UK) to Doha (Qatar)

Image used from Google Earth

### Clipstone to Doha supply run.

**F**or most of us road-trips are the stuff of honeymoons, gap years and other life changing episodes. For our man Dave Webster driving colossal distances is a way of life.

Worth his weight in Yorkie Bars, Dave has been a long distance lorry driver for 24 years and back in December The Wet End slowed his progress by stopping him for a chat before he set off on his latest delivery run to Qatar.

As you would expect from such a solitary man on the move, Dave doesn't talk to say nothing. Choosing his words very carefully, we learnt that there's quite a bit more to a long-haul delivery than just putting the truck into gear and ploughing out the gates at one end of the trip and magically appearing a month later at his destination. There's a lot of organisation concerning timings for ferry crossings, having the right paperwork to cross the right border along with carefully planning the route.

#### **Worth his weight in Yorkie Bars, Dave has been a long distance lorry driver for 24 years.**

On grilling, our man Dave estimated that he could complete up to nine big journeys per year and that, amazingly, this latest run from Clipstone (nr. Nottingham) to Doha, Qatar was not his longest. The record belongs to another recent trip that spanned the roads between Preston, UK and Dubai, UAE

"It's not all motorways and ports," Dave explained. "The most picturesque part of the trip is the stretch over the Alps in Switzerland and huge areas of Greece are very eye catching." The route he took on this occasion snaked through the UK, over the English Channel to France, Germany, Austria, Italy, Greece, Turkey, across the Mediterranean Sea to Egypt, Saudi Arabia and eventually Qatar - a total of 2050 kms.

For company, Dave enjoys various radio stations. He chooses not to take a sack of CDs along with him because its just clutter in his cab. He mostly prefers talk radio over the music stations.

On this particular trip, Dave set off on the 9th of December. He forecast his arrival in Doha for about three weeks later (making provision for possible port delays.) When asked about where he'd be on Christmas Day, he said he would probably be making the crossing to Greece across the Adriatic Sea.

As straight to the point as you'd expect a crusader of the road to be, when asked about the highlight of this job - the phone line went quiet for a beat and then I heard Dave say "The money..." shortly followed by a dry chuckle. When the hard shoulder is your pillow I suppose I shouldn't have expected any poetry.

Dave may well have some tales to tell of things that he's seen and a few more involving narrow scrapes avoided, but he requested more time to think about some good stories for a future edition. So here's to some 'on the road' memories and photos for a future edition of The Wet End.



Dave Webster at Clipstone Yard

## Charity Race for UNICEF



The only way is forward



A long way up



Are you mad?



Usain Bolt Turner



Big smiles



Paul at end of the race

### Paul Turner Competes In 'The Toughest Race On Planet Earth'.

In April 2014, Paul Turner, the Overseas Director based at the Dubai office, competed in the world's toughest footrace.

The annual Marathon Des Sables (MDS) takes place over seven days. The fundraising endurance event is comprised of six marathons over a massive distance of 250 kms. The race takes place in the Sahara Desert in Morocco across some of the African Continent's most inhospitable regions climate-wise.

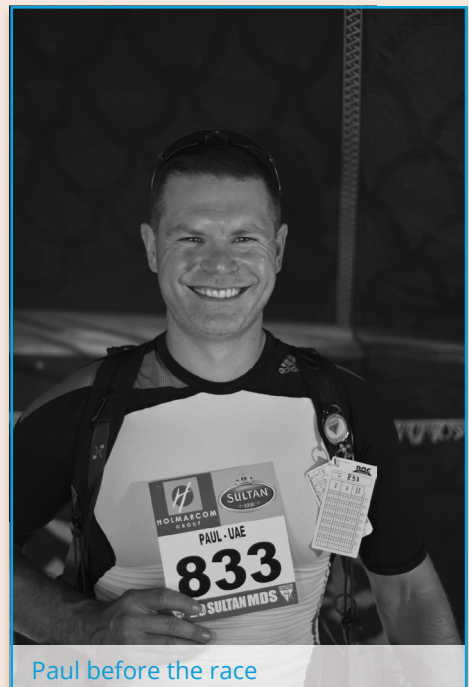
Runners are required to carry everything that they need to survive in their kit bags, apart from rationed water. Being a desert run makes the whole endeavour even harder than your average marathon, with temperatures reaching as high as 48°C. One particular section of the event is entitled 'Dune Day' because contestants have to traverse some of Morocco's tallest sand dunes. The MDS is clearly an arduous task only for the most tenacious of athletes out there.

When The Wet End asked Paul why he had chosen to endure such athletic hardships he picked several reasons. "The race itself is part of an ultra-race series covering the world and part of the entry

fee goes to UNICEF. I fundraised for a little girl called Lana who is battling with cancer. My sponsorship is contributing towards her Proton Therapy for which she would need to spend up to three months in America to receive the treatment," Paul said. "Thanks to the generous donations from friends, colleagues at WJ and family I was able to raise £3,731.39." To read more about Lana's brave battle against cancer please visit: [www.justgiving.com/Paulturner800/](http://www.justgiving.com/Paulturner800/)

"Another reason is that I wanted to take part in an adventure and give myself a real challenge. My son was reading a book and it contained a picture of someone running the MDS and his reaction when I told him that his daddy was going to do the same race is partly why I did it. I also wanted to be able to have an exciting story to tell my grandchildren," he added. Paul intends to keep up with his training but he has no immediate plans to take part in any upcoming marathons. He is back on his bike and is a regular user of the Al Qudra bike track near Dubai.

UNICEF is a charity that raises funds and awareness to support the protection of child rights worldwide. [www.unicef.org](http://www.unicef.org)



Paul before the race

*"I fundraised for a little girl called Lana who is battling against cancer..."*

unicef 

*"Thanks to the generous donations from friends, colleagues at WJ and family I was able to raise £3,731.39."*

[info@wjgl.com](mailto:info@wjgl.com)

## Ollie Vincent - Dirty Racer.

Ollie Vincent recently took part in the *Rat Race Dirty Weekender*. He got involved in the arduous event to help raise money for the Chordoma UK charity. Funds raised will go towards increasing awareness, and improved research and treatment for future sufferers of this rare form of bone cancer.

**Ollie was part of a team of 18 runners that raised a whopping total of £8,351.85.**

“I would like to thank all my colleagues at WJ, friends and family for their kind donations. It was an amazing event to take part in for such an important cause.”

The 13.5 mile long race took place on the 10th of May in the grounds of Burghley House in Lincolnshire. The Rat Race lived up to its promises to be one of the UK’s most gruelling assault courses to face charity runners.

Chordoma is a rare primary bone cancer. It’s a form of Sarcoma that can occur in people of all ages. The average survival rate after diagnosis is 10 years.

To find out more about the charity visit: [www.chordoma-uk.org](http://www.chordoma-uk.org)

To enter next year’s event or find out more about the Rat Race Dirty visit: [www.ratracedirtyweekend.com](http://www.ratracedirtyweekend.com)



Ollie Vincent and team at the Rat Race Dirty Weekender

## WJ Say Goodbye to Chris Botha.

After eight and a half years at WJ Groundwater, Chris Botha, Country Manager in Qatar, has decided to move on. Chris has spent the majority of his tenure with the company living and working in the Middle East, with a short spell in the UK.

Chris intends to remain in the world of groundwater and dewatering in the Middle East on a consultative basis, so it’s likely he will work alongside WJ in the future.

Chris has contributed a great deal to WJ and we all wish him every success in the future.





## Engineering Beyond

### London Underground.

Each edition of The Wet End will aim to include a resident expert's favourite feat of engineering that may have been an inspiration to their career or that they feel is a key project in engineering history.

To kick the series off we cornered WJ Groundwater's Technical Director, Gary Holmes. He has chosen The London Underground.

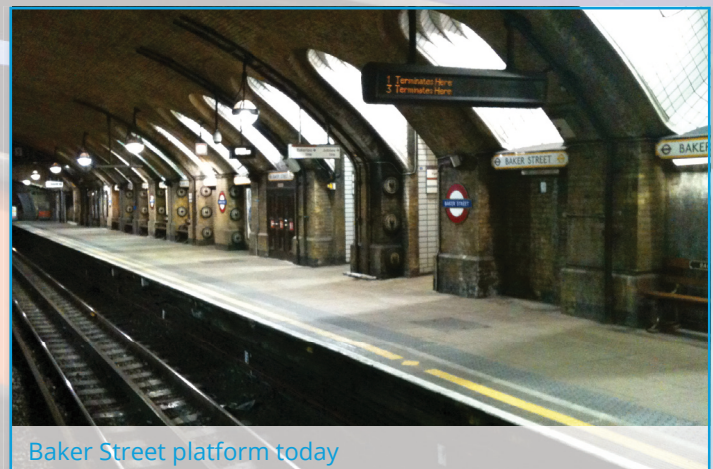
*"I felt that I should choose a British feat of engineering genius and more specifically something located in London – where I have enjoyed living for more than 25 years."*

- First built 150 years ago, I have always been very impressed by the ability and vision of those Victorian engineers. Much of their work is still in use today and taken for granted by those that use it. Examples of good solid engineering, often over engineered, are evident everywhere across the rail network. This is why the Underground is still in constant use today.
- The London Underground is to be held up as one of the grandest examples of progressive engineering of the Victorian era, having celebrated 150 years in operation in 2013.
- The London Underground was the world's first subterranean railway network. The project still stands as a textbook vision of great engineering that continues to answer its initial brief to find solutions for the overcrowding and congestion of the streets above. Also, it was very brave and forward thinking of the financiers who supported it. Firstly, there was the faith and trust that it could be built in the first place followed by the further quandary as to whether or not the public would actually use it.
- Having worked on several tunnelling projects in London I understand the difficulties involved. However the earliest lines were constructed a long time ago without the aid of the modern construction equipment, computer modelling, design ability and understanding that makes our lives as engineers easier today. This makes it all the more amazing.
- Much of the original construction is still in use. At Baker Street Station the platforms look very much like they did 150 years ago. The history is rich and well documented, for instance, the tunnels took an important role in saving lives during the Second World War. Examples of forgotten and closed stations are also in evidence along some sections of track. Visit: <http://underground-history.co.uk>
- On top of the initial build, London Underground still impresses today. To keep a giant system of this age running efficiently and for it to keep evolving to serve the city's needs is quite an undertaking and a testament to that early vision and skill of its original engineers.
- London Underground remains a great asset to London. The city couldn't function without it. The usage numbers are staggering as well with over 1 billion individual journeys made each year.



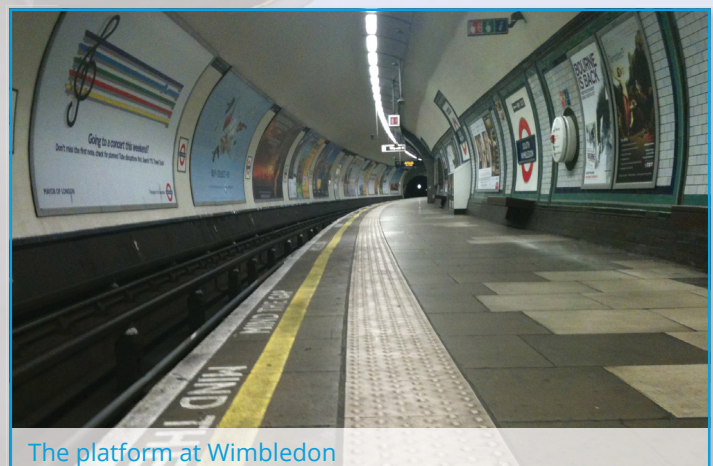
A London Underground station circa 1925

*"Examples of good solid engineering, often over engineered, are evident everywhere across the rail network."*



Baker Street platform today

*"At Baker Street Station the platforms look very much like they did 150 years ago."*



The platform at Wimbledon

## On The Frontline

### Meet Bhoomanna!

With over 11 years of experience at WJ, Bhoomana is one of those rare gentlemen, who can smile away even in the scorching summer heat of Dubai. For everyone who has worked with this kind soft-spoken fellow, there is only one word to describe him and that's dependable.

Over a decade back, when he came to Dubai for the Dubai airport project, his only experience was dealing with water pumps at his village in the Nizamabad district of his home country, India. At this time WJ's Dubai office was little more than a port-a-cabin. From there, Bhoomanna has thrived, just like our office, and is now a well tuned foreman, who manages more than five sites in a single day. As WJ offer its clients a fast

delivery and response time, the pressure of the work is huge, he says, but he enjoys the challenge of managing the expectations of engineers on all sides.

***Bhoomana is one of those rare gentlemen, who can smile away even in the scorching summer heat of Dubai.***

He has lots of hope for the future. His son is now an Electrical Engineer and his daughter is doing her matriculation.

The project that interests him most in Dubai is the Dubai Mall project, funded by EMAAR.

During his spare time, he enjoys spending time with his friends at Dubai Creek.



### Equipment Quickie.

As part of WJ's on-going commitment to investing in new equipment, the Middle East operation has taken receipt of two Soilmec R-210s.

They are capable of drilling to 32 m depth and are typically used to drill deepwells at 600 mm diameters. The large diameter capacity makes them ideal for drilling in the fractured rock found across the Middle East, where the key to dewatering success is for the wells to intercept as many fractures as possible. WJ will also be taking receipt of a brand new Soilmec SR20 with a 4x10.5 m Kelly, which will be able to drill to 40 m, as well as a Soilmec SM14 rotary drilling rig capable of drilling at inclines for tunnel and shaft works.



The Soilmec R-210

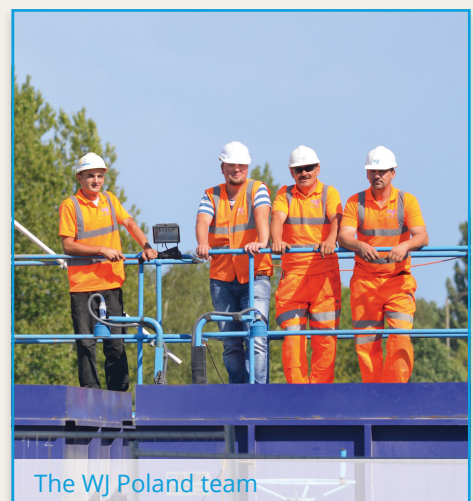
## Project Update - Dewatering Łódź Fabryczna Station, Poland.

WJ Groundwater's first foray into Poland is a dewatering contract at the site for Lodz's new railway station and transport hub.

Since the deepwell dewatering system was switched on last January, WJ has been able to reduce the number of running pumps. The reduction from 51 to 34 pumps is because WJ is able to maintain a produced flow of 300 l/s. The excavation works beneath the intermediate slab have almost been

completed with more than 550,000 m<sup>3</sup> of soil removed and preparations are underway to cast the bottom slab. This will comprise of 150 sections at an area of 400 m<sup>2</sup> each. Since May, WJ has been installing an additional dewatering system that will support the construction of the railway tunnel leading to the future station. One section of the tunnel is currently being dewatered by 8 deepwells producing a flow of around 40 l/s. Another 15 wells have been installed since the beginning of June.

***The entire project is forecast for completion in 2015.***



The WJ Poland team

## Crossrail Update

The Mole image used from: <http://actionfan.net/>



Pictured Left to Right: WJ Site Assistant, Lino Meta, Stef Thomas, Ian Evans, Ilir Shabani, Ollie Vincent, Gary Daley, Reg Smith, Ula Markowicz, Mark Pickett.

### Tunnel Breakout.

by Toby Roberts

In addition to Crossrail's main tunnels under central London, WJ has also been working for Hochtief Murphy JV (HM JV) on the Crossrail Thames Tunnel that runs between Plumstead and North Woolwich. This actually seems like *déjà vu* as WJ previously worked for HM JV on the Channel Tunnel Rail Link Thames Tunnel at West Thurrock back in 2001.

The 2.6 km long Crossrail Thames Tunnel sets off from North Woolwich immediately adjacent to the Thames Water Pumping Station (dewatered by WJ in 1995 for Millers - now Morgan Sindall). The tunnel passes about 15 m below the existing river bed and is the only point where Crossrail crosses The Thames. Along the way to Plumstead the tunnels go through Woolwich Arsenal Crossrail Station also dewatered by WJ in 2012 for Berkley Holmes.

Due to the differing ground conditions encountered along the construction route two different types of Tunnel Boring Machines (TBMs) were used for the construction of the Crossrail tunnels. Earth Pressure Balance Machines (EPBs) are currently being used for the main running tunnels between Royal Oak at Paddington and Victoria Dock/Pudding Mill Lane that are mainly in London Clay, Lambeth Group clay/sand and Thanet Sand. The Thames

Tunnel, predominantly constructed through chalk, used two Slurry TBMs named Mary and Sophia. These were named after the wife and mother of the famous railway engineer, Isambard Kingdom Brunel, who built the first tunnel under the Thames. Incidentally this tunnel, built between 1825 and 1843, was the first tunnel to be successfully completed below a river anywhere in the world.

#### *"TBMs cannot drill straight into the ground like The Mole from Thunderbirds."*

For the Crossrail Thames Tunnel, WJ was responsible for controlling groundwater levels for the two approach structures required at Plumstead and North Woolwich. TBMs cannot drill straight into the ground like The Mole in The Thunderbirds. In the real world TBMs require a launch chamber about three tunnel diameters below ground level.

This is so that they can apply the required face pressure to dig without causing heave at ground level. The launch chambers include the rail approach ramps and are about 350 m long and slope down to 20 m deep. Concrete diaphragm walls formed the side-walls but both structures were found in water bearing chalk and so required dewatering. An added complication was the presence of an adjacent railway at Plumsted and

residential housing at both sites. The shallow ground comprised several meters of soft alluvium which would be at risk of settlement if under-drained. This meant WJ had to lower the internal groundwater level to 20 m depth and recharge some of the pumped water externally to prevent under drainage and settlement.

The dewatering schemes for each approach structure involved the use of up to 40 abstraction wells and 40 recharge wells with abstraction flows of 50 to 150 l/s and recharge rates of 50 to 80%. When looking for site staff for the project one man stood out; Stefan Thomas cut his teeth on WJ's at Baglan Power Station, South Wales project back in 2000 and has been closely involved in WJ's various subsequent recharge projects ever since. Special mention also goes to Gary Daley.

WJ's vital input to these major projects is very evident to all at the start of the

works but often gets forgotten towards the close. It was therefore very gratifying to receive a personal thank you from the Project Director for Hochtief Murphy JV, Riku Tauriainen, and an invite to the

final TBM breakthrough at North Woolwich on 13th June and the ensuing celebratory party.



The Mole

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The 'Fast and the Thirsty' assemble to do battle by Go-Kart



The winner's circle



## A Night On Wheels - Ollie Vincent's Send Off.

To celebrate Ollie Vincent's recent transfer to WJ Groundwater's Middle East Team in July, a sizeable staff body decamped to the Indoor Karting Circuit in South London for the race to end all races.

*The prizewinners of:*

**The Ollie Vincent Go-Karting Challenge Cup Championship of 2014, were as follows:**

**1st Place** - Michael Crowley

**2nd Place** - James Folan

**3rd Place** - Stuart Ward

**Fastest Lap** - Tom Stockman (by default ruling!)

**Slowest Lap** - Kerri Simpson

**2nd Slowest Lap** - Usman Muhammed

**Special prize for most considerate and well mannered driver** - Frances Dewitt

WJ staff faced off in vehicular mayhem, pitting man and machine against each other for the top slot. Amidst the carnage, Managing Director Richard Fielden was unceremoniously disqualified for cutting corners, putting himself out of the running for one of several prizes - that included Canon Powershot SX600 digital camera kits.

Afterwards the 'Fast and the Thirsty' ventured forth into London for well-deserved after-race alcoholic re-fuelling. There were no prizes for who drank the fastest or the most but Ollie certainly got the great send off he deserved.

Ollie is the new Sales & Business Development Manager for WJ's operations in the Middle East. He will be based at company HQ in Dubai where he'll be securing new and exciting construction dewatering prospects in the region.

WJ wish Ollie great success in his new position and for the future.

[www.team-sport.co.uk](http://www.team-sport.co.uk)

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