

# Dorset Countryside Volunteers



No 187  
February - April 2019  
Reg Charity No 1071723  
[www.dcv.org.uk](http://www.dcv.org.uk)



©carole  
Ramsdown



©don  
Kingcombe



©don  
S W Hyde



©carole  
Upton Wood



©carole  
Fontmell



©val  
Vitower

# Who we are, what we do, where, why and how . . .

## DCV is . . .

- A practical conservation group run by volunteers since 1972 doing practical work in the countryside that would not otherwise be done
- Volunteers are male and female, from all walks of life and from all over the county
- Work is seasonal, e.g. woodlands in winter - hedgelaying, coppicing; in summer dry stone walling, clearing ponds, footpath work
- Organisations we work for include: Dorset Wildlife Trust, National Trust, Natural England, Amphibian Reptile Conservation Trust
- We work at weekends throughout Dorset
- No super-human strength or special skills needed, or attendance on every task or even for the whole weekend - any time is a bonus for us and for you!

## DCV offers . . .

- Practical care for the environment
- Opportunity to learn new skills - training given
- Use of all necessary tools
- Beautiful countryside, social events, fun & companionship

## YOU should bring . . .

- Stout footwear (steel toecaps if possible)
- Old clothes (wear layers) Long trousers and sleeves are best
- Tough gloves (we have some to sell/lend)
- Waterproofs, sun block, sun hat, insect repellent
- Lunch and some water
- Don't forget an up to date tetanus jab

## Reaching a task . . .

- If you need, or can offer, a lift phone Richard Meatyard or Peter Warren 3 days before a task
- Lifts from Wool station (toolstore is nearby)
- Travel links: <http://www.morebus.co.uk/>  
<https://www.dorsetforyou.com/travel-dorset/rail>

## A DCV day lasts . . .

- 10.00a.m. – 5.00p.m. approximately including breaks for drinks (which are supplied) and lunch

(please bring your own lunch)

## FINDING DCV . . .

- Maps with the task programme (at the back of this newsletter) show the locations of task sites
- DCV website **[dcv.org.uk](http://dcv.org.uk)**
- Facebook
- Look for DCV's yellow arrows near the worksite or the DCV information board may show an explanatory note
- If unsure of the worksite try to arrive by 10.00 to meet other volunteers. The worksite may be some way off. Lost? give us a call on **07929 961532** (after 10.00 a.m.) ring longer than normal
- If the phone goes to answer phone there is no signal on the work site

## FOOD & DRINK

- Please bring your own lunch
- DCV provides free hot/cold drinks and biscuits during the day - bring your own mug if you wish
- Occasionally DCV may hold a shared lunch or supper (aka bring a dish) when it is usual for people to bring some food to share around

- **Note:** If you have a medical condition or allergies of any sort, please carry a card and bring necessary medicines. If you wish, bring this to the attention of the task leader. Please complete the "in case of emergency" details at the end of the newsletter, and bring on task. "In case of emergency details" can be inserted into a small key fob which can be attached to your rucksack. Key fobs are available from Richard Meatyard.

- All youngsters are welcome, but should be accompanied by a responsible adult.



Daylight hours are lengthening, you'll have noticed on task in recent weeks - spring is on its way, already the first signs are visible, catkins and buds, a few early spring flowers, even a little warm sunshine. Soon we'll all be going home in the daylight. That's not to say that there won't be more bad weather on the way and whilst just for the moment, we are still in the winter work cutting season please pay particular attention to a couple of Gareth's articles in this issue, relating to driving through flood water and treatment of burns, both very relevant to the season. Our thanks are due to Gareth and his skill in producing sensible articles - he has also written about mobile phone usage in some remote places DCV finds itself and also in case of emergency contact details, so please read these too. Last winter's contribution pointed out the necessity for knowing whereabouts of tow points on our own vehicles, which we've reproduced. Your own individual safety is your own responsibility and we can only urge you to read these articles.

One more word regarding safety - should you have an accident whilst on task do let the task leader or a first aider know if you injure yourself. We can then help you and the incident must go on the task report form.

At the moment the task programme is not complete so remember to look at the web site or phone Richard or Doug. The change over between seasons is difficult as clients are still focusing on their winter targets.

However, one important date that is fixed in the DCV calendar is our annual weekend visit to Normandy to work with our French colleagues there. Now in our 21st year, the link goes from strength to strength - if you haven't participated, we can only recommend that you try it. Read John's article and chat to people on task to find out more.

It's been great to see so many people out on tasks over recent months - DCV must be getting something right! Some tasks are certainly harder than others but there is usually plenty of fun, socialising and camaraderie, sometimes a lunch time walk as at 12 Acre Wood to look at hazel re-growth, and at Vitower to view the harbour from a place with no public access and to see other Natterjack toad ponds. If you enjoy the task you are more likely to come back and of course, many hands make light work. Whilst out there in these beautiful places, do take time out from working to look around, lots to see even in winter, lichens and mosses, birds and signs of Spring. Spare a thought at the end of the task for Peter and Richard and the task leader, who after a long day and often in the dark, take time to pack all our tools back into the trailer, all our thanks are due to them.

Finally 2019 membership is now due, form enclosed with this newsletter. At £3.00 a year, four issues and an annual report, it is still one of the best value publications around. The charge goes towards printing, postage and hosting the website - not everyone chooses to read it on line. Complete the form, send or hand to Peter (Membership Secretary), money to Peter or Chris (Treasurer).

Thanks to all contributors to the newsletter. If you have something you would like to contribute, please talk to us.

See you soon on task.

# Co-ordinator's report

*Richard Meatyard*

**After a year** where the weather has largely been kind to us the Winter started to make itself felt. Apart from the odd exception it has been unseasonably warm but the downside has been a succession of rather dull grey task days some of which have been very wet. Given the weather attendance has been surprisingly good and running in to the New Year we have had two Sunday only tasks where attendance has exceeded 20!

First a quick round up of the two tasks which missed my last report. At Wytch Heath the proximity to the gathering station meant no fire but the weather was kind, no rain and lots of sunny periods.

At Birch Common it was clearing birch over a couple of rather dull grey days. As we had been asked to leave the stumps high, for subsequent treatment, at the end the site resembled some sort of modern work of art.

The first weekend of the new programme it was a return to the roadside slope, where we cleared baby scrub in the summer, on Fontmell. Our target this time was the large scrub in the bank at the top of the slope, a rather disheartening mix of thorn, bramble and gorse. Saturday was dry and bright but an increasingly gusty wind forced the relocation of the fire. Heavy overnight rain ensured everything was soaked on Sunday, while the wind had dropped and an unpleasant cold heavy drizzle persisted throughout the day.

The next weekend in Twelve Acre Wood on Studland got off to a promising sunny start although later heavy rain showers damped spirits and the fire on Saturday. It was more clearing than coppicing as we were removing the vigorous hollies that were shading out the elderly and overstood hazel mocks. While the smaller hollies came down without a problem the larger ones when cut off simply stood there and had to be hauled out until they fell over.

Then it was on to a Sunday only at East Ramsdown. It was one of those Autumn days you remember, bright, warm and sunny. Ideal conditions for a busy day cutting and burning the birch that has invaded the heathland. A damp few days previously and a suitable wind direction meant it was safe to have a fire on this normally high-risk site. Major road works slowing the traffic on the nearby A road meant the traffic noise was relatively subdued.

Extensive periods of heavy rain the following week ensured that Powerstock was even wetter than usual underfoot. Saturday a steady heavy drizzle made for unpleasant conditions and getting the fire going a slow progress for the few that braved the conditions. Sunday better weather drew out a few more volunteers.

Conditions were only slightly better at Dunyeat's Hill where throughout two warm grey days an intermittent mizzle kept everything damp. The first task after climbing over the fence was to cut a route through the

birch to a fire site. After clearing it and getting a fire going it was a case of working outwards away from the fire clearing a mix of small and medium size birch trees. The damp conditions meant there was little risk of the fire getting out of control but we did have to be careful not to smoke out the nearby road.

Hedgelaying at Kingcombe in recent years seems to have involved one dry and one wet day. This year was no exception. The hedge was a short distance up St Mary's Well Lane. DWT had kindly clear access to the hedge so on arrival it was straight into clearing out and then laying the first few sections. On Saturday by lunchtime, heavy showers started sweeping though, slowing work and making tool handles slippery. Sunday by contrast was bright and sunny but with a chill wind. By the end of the weekend we had managed to lay about half the hedgerow.

Drowned summarises the annual Christmas Tree task at SW Hyde. Only a hardy few braved the heavy continuous rain on the Saturday. It was something of a relief to escape to Winfrith Village Hall and the DCV Christmas Dinner as dusk descended. A bright start on Sunday a drew a good attendance but the weather was playing with us and by lunchtime the heavy rain had returned and we opted for an early finish at afternoon tea break.

The traditional "New Year" task was at Tadholl this year and despite a rather uninspiring grey

day attracted a near record turnout for a scrub task. It was a long walk in to the worksite near the railway line and part of the area to be cleared include the upper section of the railway embankment. Thankfully the still conditions meant there was no issue with smoke from the fire drifting across the railway line.

The first weekend of 2019 took us to the Butterfly Conservation site at Lankham. Unlike our last visit here the weather was kind to us both days although the Saturday start was decidedly chilly. It was a steep haul up to the worksite which was on a steep slope. Here the plan was to clear back the edges of the large blocks of scrub to open up areas of grass and to encourage the cattle to graze into the

blocks of scrub.

The following Sunday a return visit Vitower, after 2 years, we were last here January 2017. Following a dull grey start the weather slowly improved. In the afternoon the sun put in an occasional appearance and finally graced us with a sunset comparable to the one that brought a close to our last visit, although this year no mumeration. Another big turnout resulted in a huge area of leggy gorse being cleared as the day progressed. Issues with the fire meant that a proportion couldn't be burnt and had to be stacked into the boundaries of the site.

Finally, just time to include the task on Coney's Castle before the newsletter deadline. The third weekend in January now

seems to be Coney's Castle weekend. This is our third annual visit and over the two days we completed the clearance of the scrub alongside the road. A damp drear Saturday attracted a surprising 7 for a site this far west and the bright Sunday numbers peaked at 14!

If this attendance trend continues 2019 looks like being a record year for DCV.

## In case of emergency (ICE) contact details

***It is important that DCV can contact family or friends in the event of an emergency.***

DCV have ICE key fobs to enter your emergency contact details. Most users attach these to car keys or a bag/rucksack used regularly when out on task. Please do use these as they would be a great help in the event of an incident.

If you'd like a key fob there should be some in the trailer or ask Richard to get one to you.

The newsletter normally has an ICE form that you can complete and leave in your bag or coat pocket (put it in a sealed plastic sandwich bag or similar for protection). This form asks for any key medical information (e.g. allergies) and you could enter this on the key fob label too.

Some people ensure that they have ICE information in a diary contacts page or other such document that they carry with them.

On a recent First Aid course it was recommended that people add ICE contacts on their mobile phones. The emergency services check phones for ICE. If you lock your phone to protect your privacy and phone bill, you could check the instructions for your phone to see if you can add an emergency (sometimes called medical) contact. If your phone allows this, then when it is locked it is still possible to dial the emergency/medical contact. If you don't have the instructions, try an internet search for how to set your phone up.

# Driving through floodwater

- a cautionary tale

## When working at

**Powerstock** recently I made the mistake of driving through the floodwater under the railway bridge. I thought a car driving towards me had just been through it so my higher vehicle (with a very high air intake) would get through easily. That car had probably turned around to take another route, which is what I should have done!

The water got deeper and deeper but I was committed by then, it came well over the recommended wading depth for my car - which is level with the centre of the wheels.

I got through to emerge in a

cloud of steam, burning smells, and water flowing from all the under-trays.

Richard told me how he'd needed new wheel bearings on his old car having been through a flood at the same location. As my car was due an MOT that week, I did get it checked. As a precaution my rear axle oil was changed as the breather on it might have been under water. The garage said the breathers for the gearbox and centre transfer box were higher and they didn't find any other damage. The burning smell was probably water boiling off the exhaust catalyst. There have been cases of floodwater rapidly

cooling catalysts leading to cracking.

I was lucky. It could have been a very expensive trip!

Check your car handbook for the wading depth of your car. It is normally, at most, the centre of the wheels. Check the depth first if you can. Wait for another car to go through or choose another route if you have any doubt.

I will certainly be more cautious next time!

**Gareth**

## Gareth shows us where our tow points are. (Feb 2018)

Most modern cars have specific tow points but they are normally hidden behind removable panels. Often there is a detachable tow-loop under the luggage boot floor which needs to be fitted to a hidden tow-point. Most cars have both front and rear tow-points. Typical examples are shown below:

***Do you know where the tow-points are on your car?***

***Could you find them without referring to your car handbook?***

***Can you tell the difference between the tow-points and tie-down points (used if the car is on a trailer)? Get it wrong and you could damage your car!***

***If your car has a detachable tow-loop do you know where it is stowed?***



DCV recommends that you familiarise yourself with your tow-points. If you don't like to keep the handbook in your car maybe you could copy the relevant pages to keep handy in the glovebox. If you don't have a handbook then check online or ask the garage that services your car to show you the tow-points.

If you have any doubts about this then ask other volunteers when you are next on task.

We are here to help each other.



# DCV - Association Orchis May 2019 exchange visit



**Our annual visit to France** is planned for May - an opportunity open to all members of DCV.

DCV is twinned with Association Orchis, a similar organisation based in Saint-Vaast-la-Hougue, about 20 miles from Cherbourg. This came about through close collaboration between Dorset County Council's Coast & Countryside service and the equivalent in France, coupled with the availability of the ferry service between Poole and Cherbourg, provided then as now by Brittany Ferries' vessel 'Barfleur', offering a splendid, relaxing, friendly and professional service to her passengers.

Saint-Vaast is not unlike West Bay and Bridport, and is actually twinned with Bridport, and the surrounding countryside is as varied as it is here; but it is all so different, in so many ways....

So how does this work? We visit each other for one weekend every year - 3<sup>rd</sup> weekends of May and September, swapping now and then for variety. Each side hosts its visitors in their own homes, and communally arranges transport from and to the ports, to and from the work site, and as required, all at their own expense. When in France, there is usually Saturday 'on task' - just like here, only different -- Sunday some sort of visit or cultural activities and refreshments, before delivery to the ferry. When they come here, sometimes the ferry timetable complicates things.

To go there can involve merely the ferry ticket (see below), possession of a passport, travel insurance (advised) and getting to and from the ferry terminal. Any other expense is entirely

discretionary - but it is customary to provide one's hosts with a token gift of thanks, such as some Dorset produce, for example.

If you'd like to go, or would like more information, please contact either of us; then you can buy your ticket as explained below. At the time of writing, the fare each way is £30 (£5 less than last year!), meaning that the total cost would be £30 with the 50% discount. There is a chance that the fares will increase as the date of sailing approaches, but it might be wise to defer booking until after BREXIT.

You will need to check-in at Poole ferry terminal by 07.45 on Friday 17<sup>th</sup> May (for the 08.30 sailing), returning there at 21.45 on Sunday 19<sup>th</sup> May (the 18.30 sailing from Cherbourg).

Jane Faulkner and John Marsh - contact details on the Who's Who page, or see us on task.

## **Concessionary Travel Arrangements - Brittany Ferries 2019**

We are writing to confirm that we would be pleased to continue our offer of concessionary travel arrangements for the Dorset Countryside Volunteers as members of the Dorset Twinning Association for 2019.

When travelling on any of our Poole/Cherbourg, Portsmouth/Cherbourg, Portsmouth/Le Havre or Portsmouth/Caen services:

For crossings with up to 72 hours ashore in France: - 50% discount

For crossings with 72 hours and more ashore in France: - 10% discount

(There are some exclusions at weekends in July and August.)

We hope that these discounts will

continue to encourage your members to travel so they can enjoy their cultural exchanges with your French counterparts. Please note - deluxe and commodore cabins plus pet friendly cabins, and Club seats on the fast craft services, are not included in the concession.

These concession requests should be made at least 3 days in advance of travel by e-mailing [nikki.dilawershah@brittanyferries.com](mailto:nikki.dilawershah@brittanyferries.com) - to include confirmation of concession eligibility, the sailings requested and a daytime contact phone/mobile number.

Timetable and fare details are available at

[www.brittanyferries.com](http://www.brittanyferries.com)

Nicola Dilawershah,  
Brittany Ferries

# Mobile Phone use in Emergencies

Gareth Morgan

**Whilst we were last at Tyneham** Lynda mentioned some problems people had there in calling the emergency services. This article is to re-assure DCV members about using mobile phones to summon the emergency services especially when the normal network service is not available.

The information provided here is from reputable sources such as OFCOM (the UK communications regulator) and the European Emergency Number Association.

The UK Emergency Call Centres typically handle over 30 million calls a year.

The phone numbers are shown in the table below.

<p style="text-align: center;"><b>999</b> <i>Emergency calls from landlines or mobiles in the UK for Ambulance/Police/Fire/Coastguard (and in relevant areas Mountain Rescue)</i></p>	<p style="text-align: center;"><b>111</b> <i>UK national non-emergency medical number for contacting the NHS</i></p>
<p style="text-align: center;"><b>112</b> <i>Emergency number for mobiles world-wide</i></p>	<p style="text-align: center;"><b>101</b> <i>Non-emergency number for the police (works for most if not all UK police forces)</i>  <i>British Transport Police (BTP) can be contacted for non-emergencies by text at <b>61016</b></i></p>

There is a common myth that if you use 112 the mobile provider can give your location to the emergency service but they can't do this for 999. There is no longer any difference so use either number. See more on mobile phone location services later in this article.

~~In an emergency (999 and 112) mobile phones will try to use the normal mobile service first. If this fails most will switch to roaming mode to seek any other signal that they can use.~~

*If your phone roams and uses an alternative network the emergency service won't be able to call you back. Where possible use a phone with a good signal so the emergency service can call back. Don't let this delay your initial call – you can always phone again when you have a better signal.*

*If you can't get any signal try moving to higher ground. A slight change of location can often result in a signal.*

*If possible use a smartphone sold after summer 2018 as this will almost certainly use the Emergency Location Service (ELS) described later in this article.*

**Beware:** This is less likely in Dorset, but if you are on or near the South Coast there is a slight chance that your phone will roam and find a signal from France. In these circumstances, all European Emergency Call Centres have multilingual operators and translation services. They can pass messages to the UK Emergency Call Centres so you are advised to give them details to pass on. If there are other phones in the group keep trying for a UK Emergency Call Centre whilst the first caller is speaking to the French one.



## Mobile Phone use in Emergencies cont'd . . .

### What if you need more than one emergency service?

Ask for the most appropriate first. They will summon others as required.

If working on or near the coast the Coastguard will often be the most appropriate as their local teams are more likely to be familiar with the location.

### How do you give the location?

The commonest method is by postcode, but that is not easy for DCV sites. If you know a nearby postcode give that and ideally get someone to meet the emergency service there, or give instructions for onward travel from that location.

Unlike the non-emergency call centres, the emergency ones ought to be able to make use of Ordnance Survey grid references or latitude and longitude (as used by SatNavs and GPS). Other ways to help them locate you are the nearest main A or B road (ideally give a junction of 2 roads), nearest town or village, and significant landmarks. The maps in the DCV newsletters give much of this information so keep these handy when out on task.

### What if you can't speak?

If you are on your own and can't speak (maybe due to injury) the Emergency Call Centre needs to know that that you are making a genuine call. One recommended method is to press 55 every couple of seconds. This lets them know there is someone on the line and the gap between each 55 means you are not accidentally dialling (e.g. by sitting on the phone).

If the operator thinks the call is 'cold' and hears nothing it may get switched to an automated system. If this happens listen for instructions and comply if you can.

### Should you text if you can't make a voice call?

There is a service mainly aimed at deaf people that allows a phone to be pre-registered so that it can text to 999. Only pre-registered phones can use this service.

## Emergency service location of mobile phones

### Can the emergency services locate my mobile phone?

The mobile phone network can provide the emergency services with a rough location by identifying the network cell you are in. This typically locates you to within 3 kilometres. The location is more accurate in towns and less so in the countryside. If you are lost this information can help start a search pattern, but you should not depend on this method.

Newer smartphones can use an additional service as described over the page . . . . .

### **Advanced Mobile Location (AML) and Android Emergency Location Services (ELS)**

EU Directive 2002/22/EC included a requirement to make location information available for all emergency calls. This is provided by AML and ELS.

If you have a recent smartphone with an up-to-date operating system there is a good chance that your phone has one of these services loaded and enabled. You don't need to load and enable it yourself. Just make sure that the operating system is kept up to date.

ELS has been available on Android 4.0 (Ice Cream Sandwich) and higher since 2016, but it does depend on the phone supporting ELS which not all do. All phones with Android 9.0 (Pie) since Summer 2018 should support ELS. AML has been supported on iPhone (iOS 11.3 and higher) by Apple since Spring 2018.

### **What does AML/ELS do?**

If you have a phone that can use these services when you dial 999/112 it does its best to determine your location and then sends a text to the Emergency Call Centre. The really clever bit is that it very quickly ties this text in with your voice call so the Emergency Service operator can see the location report.

The operator will always ask for your location as AML/ELS is normally treated as supplementary information unless you are lost in which case it becomes the primary information.

### **How does AML/ELS work?**

When you dial 999/112 your phone:

- Switches on mobile data, GPS, WiFi.
- It determines the cell Location (linked to the phone mast/s your signal is using).
- If it picks up any WiFi it determines the location and then switches off WiFi to save the battery.
- It tries to determine a GPS location.
- As soon as it determines a GPS location it sends the text and turns off GPS, WiFi, and data to save the battery.
- If it has no GPS location by a pre-set time it sends whatever location data it can. If it can't determine a location it sends a text with 'no location found'. It then switches off GPS, WiFi, and data to save the battery.
- In most cases at the very least the phone will have provided information on the network cell.

Whenever possible try to use a location where you have a clear view of the sky in all directions to give the best chance of a good GPS location.

AML/ELS can also help with nuisance calls as it lets the police locate such callers.

### **How effective is AML/ELS?**

Research by BT found that a typical cell based location was accurate to within 3 kilometres whilst AML/ELS was accurate to within 56 metres. They found that 85% of AML/ELS calls had locations accurate to 50 metres or better.

GPS can be much more accurate but AML/ELS gives a higher priority to saving the phone battery and sending the location quickly. Getting a more accurate GPS location takes time and consumes power.



# Hardown Hill

## A new task site in a quiet corner of West Dorset

Hardown Hill, 207m, was acquired by the National Trust in 1967 with more land added later when planning applications for industrial quarrying were rejected. It lies between Ryall and Morcombelake and overlooks the Marshwood Vale to the north and Golden cap to the south.



Designated an SSSI in 1991, the thin acidic soils are dominated by heathland plants such as Cross leaved heath, Bell heather, Ling, Purple moor grass, Bilberry & Gorse.



The old quarry workings now have rare bats hibernating. The hill top is the relic of the cretaceous period chalk plateau which covered large parts of southern England and worn away by ancient rivers, leaving behind flat topped hills such as Hardown, Pilsdon Pen, Golden Cap and Lamberts Castle.

Outcrops of chert, a flint like rock, have been found on the lower slopes of the hill and have been quarried since medieval times. Two local churches have been built from Hardown chert, St Gabriels and Catherine Lewesdon.

On the hill top there are the remains of nine Bronze age round barrows that were excavated in 1916, one was found to contain Saxon grave goods, an axe head, shield boss and spear heads.

Walkers and visitors going to Hardown Hill, are able to appreciate more about the Hill from two information boards erected on its southern approach.

The main board, on the track at the top of Verriotts Lane and Loves Lane, shows the scale of the site, its geology, flora and fauna, and wider setting in the landscape of the coast and the Marshwood Vale.

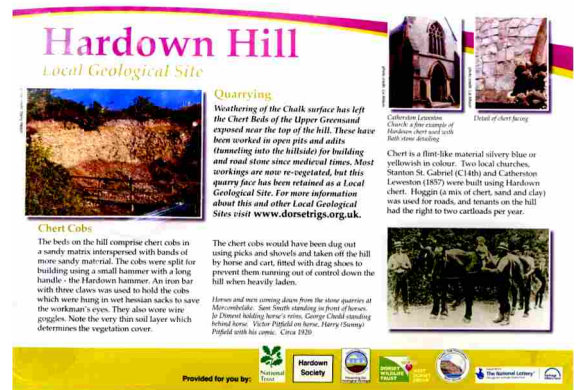
A second and smaller board is to the left of the main track and beyond the farm buildings, in front of the preserved quarry face. This explains the significance of the geology on show and how the Hill was formed.

From medieval times, Hardown Hill has been mined on the southern slopes of the Hill for building materials.

Beneath the thin layer of soil that covers the summit, there are layers of clay and a yellow/brown sandy material containing substantial lumps of flint-like, hard rock, called chert cobs. A mixture of clay, stone and sand was taken for road construction and the chert cobs were used for building either in open pits or in mine shafts cut into the hillside. Nowadays there are few traces of this busy activity. One open pit has been preserved near the top of Love's Lane displaying the layers of rock and the chert cobs. The mines are inaccessible for safety reasons but one has an important role as a hibernation area for the rare lesser horseshoe bat.



The chert cobs were split using a small hammer on a long handle, the Hardown hammer. Cobs were held on an iron bar with three claws and covered in damp hessian to protect the eyes of workmen who also wore wire goggles. Split cobs were used to provide a tough outer surface, silvery-blue or yellowish, on domestic and farm buildings around the Marshwood Vale. Good examples of the use of Hardown chert can also be found on the 14th century abandoned chapel at Stanton St Gabriel beneath Golden Cap and on the tiny 19th century church at Catherston Leweston.

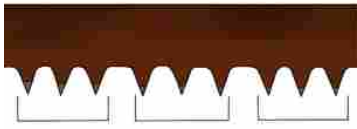


## Let's talk tools

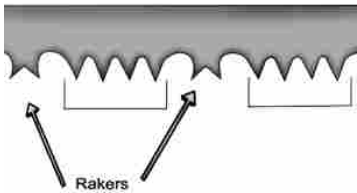
### Bowsaws & Loppers



The humble **bowsaw** is the mainstay of our winter cutting work, it's cheap, strong and takes abuse well. It has a hollow frame for lightness and is used for quick cutting of deadwood or greenwood. There are two types of blade:



"Peg tooth" blades have been designed to cut dry hard wood and have three teeth per group and a large gap between groups.



"Peg & Raker" tooth blades are designed to cut through wet or greenwood. They have four triangular teeth and one raker tooth per group. Wet wood can clog the saw's teeth but these have a deeper gullet on each side of the raker which help to carry the waste wood away.

DCV uses both types of blade as both are excellent for the type of work we do.

The teeth on a bowsaw blade are not all angled in the same direction and this allows the saw to cut on both push and pull stroke. With heavy use the teeth lose this different angle, the saw becomes stuck more often and cuts in a curve. It will need to be reset using a saw setter. This can push each tooth out of line, to create a new "set", and may take a few minutes to do. Blades are replaceable and DCV does carry spares so if your saw isn't cutting properly tell the task leader who will either reset the blade, change the blade or mark the saw for future attention.

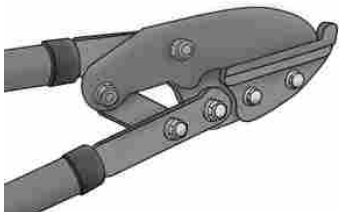
When using the saw on larger branches do an undercut first to avoid splitting and then saw from above, the weight of the saw and your arm should be enough, not too much pressure and steady pull and push keeping hold of the branch not too close in case the saw jumps out of the cut onto your hand, which should be gloved. Some volunteers use the saw with a bare hand to reduce hand strain.

**Loppers** are good for cutting small branches, trees and scrub and can cut through in one action, this can be quicker than a bowsaw. There are two main types of cutting head, Bypass and Anvil.



The Bypass type has one sharpened blade which slides across the blunt edge, like scissors, providing resistance, making it easier to cut through tough woody material. These are supposed to be better for cutting wet or greenwood.

The Anvil type provides a wide flat surface for the sharpened blade to push against. These loppers are usually heavier but will cut bigger branches and are supposed to be better for cutting dead wood. They may be more tiring to use.



DCV use both types on all woods and we advise not to twist as you cut, this can cause the loppers to break or bolts to come loose.

DCV has a Tool Store task every year to clean and repair the tools and equipment we use and is a good place to learn how to change or reset the bowsaw blade and to sharpen and tighten loppers.

# Treatment of Burns using Water-Jel

## The DCV First Aid Kit includes Water-Jel treatment for burns:

- Small sachets of the gel. These are for very minor burns such as to the tips of fingers. They have been used several times after people picked up hot kettles. Those who have used them can testify to their effectiveness in cooling burns and providing a protective layer over the skin.
- Bandages soaked in the gel to be used for larger burns.

## The First Aid treatment for a burn comprises:

1. Immediately stop the burning process - remove the heat.
2. Cool the burn - typically with running cold water for at least 10 minutes.
3. Provide pain relief - the cold water helps do this.
4. Cover and protect the burn against contamination - clingfilm or a plastic bag is recommended as many house holds have some available. Do not use fluffy/fibrous materials that can stick to the damaged skin.

## In addition:

Remove any constrictions (e.g watches, jewellery, clothing near the burn - unless it is sticking to the burn) before swelling occurs. Use the First Aid Kit scissors to help remove clothes.

As DCV rarely has access to cold running water, the First Aid kit includes specialist Water-Jel bandages. Water-Jel is a gelatinous water mix designed to perform the 4 burn management steps in a single application. The gel is 96% water but stays on the burn due to thickening agents. A small amount of antibacterial tea tree oil is included too. Water-Jel works at very high temperatures and can be left on for several hours.

## Water-Jel:

- Stops the burning process.
- Cools the burn and dissipates heat.
- Provides pain relief.
- Is easy to use.
- Evaporates slowly.
- Covers and protects against contamination.
- Is water soluble so can be washed off easily.
- Can be applied on top of burned clothing as the gel will soak through most clothes.
- More can be applied on top of the first treatment for additional cooling.

Chemical burns should be flushed with water for 20 minutes before applying Water-Jel. Strong alkaline should be flushed for an hour. We shouldn't encounter chemicals except on beach cleans where it is important not to open suspect containers.

All burns should be treated with concern. Unless the burn is known to be trivial then professional medical treatment should be arranged quickly. Any burn exceeding the size of the patient's own palm, where blisters are present, to the genitalia, face, or to any flexion point (e.g. the inside of the elbow where skin compresses on movement) must seek medical attention.

Source material:

[www.waterjel.com/burn-md](http://www.waterjel.com/burn-md)

St John Ambulance First Aid Manual

Gareth

01/01/2018

***Please read this important information***



## Socials *Helen Gorman*

The November skittles evening where DCV competed against the Lytchet Matravers bell ringers was very successful particularly as DCV won the competition.

The annual Christmas meal was enjoyed by all, Tania as usual demonstrated her expertise cooking roast potatoes many thanks to her for her support. Gareth discovered a new game when asked to discover how to work the dishwasher, he completed most of the washing up. Thanks to all who helped. The exchange of cards and gifts was followed by the annual pass the parcel, focussing this time on Robin Hood!!

There were two successful socials not in the newsletter, but advertised to all. On Boxing Day a small group met up for a walk around Golden Cap. Good company, sunshine and stirring scenery made it worth getting up for. Possibly this could be repeated this year but with more notice.

A few weeks ago a few intrepid DCV members went to London and visited the Anglo-Saxon Kingdoms exhibition at the British Library. A long day but well worth the effort and good to enjoy it in good company.

Socials for the next quarter:

Between **Tuesday 19 and Saturday 23 February**, our very own thespian, Chris Huggill, is starring in a Broadstone Players production "Funny Money" by Ray Cooney. The play is a farce written in the 1990s and Chris has a starring role! Performances will be at 7.30pm, matinee Saturday at 2.30pm, at Broadstone War Memorial Hall, Tudor Road, Broadstone. Tickets are available by phoning 01202 678449 or email [honsec@broadstoneplayers.co.uk](mailto:honsec@broadstoneplayers.co.uk) Also on sale at Broadstone News newsagents on Broadway (in Broadstone!) and at Wimborne tourist information centre.

**Tuesday 5th March** Pancake Day will be held at Peter's from 7.00pm onwards. Please bring a filling and drink of your choice and let Peter or Helen know if you would like to attend.

**Late April** it has been suggested that we hire a glass bottomed boat to explore the Fleet. At this time of year it is possible to see hares and a number of nesting birds. The cost of the boat is approximately 70 pounds for 12 people so I will book if enough people are interested. Please let me know as soon as possible if you are interested. The boat trip could be followed by a pub meal.

**Saturday 11th May**, Terry Sweeney has offered a guided walk through the Undercliffs National Nature Reserve from Seaton to Lyme Regis, approx 7 miles.

The coast path website describes this walk as "A challenging walk over uneven terrain, and due to the clay soils sections of the path can be muddy and slippery after wet weather. Note, once you have entered the Undercliff there are no paths leading inland".

Details to be worked out but possibly park in Lyme, bus to Seaton and walk back. Stops for talks & lunch and possibly a meal in Lyme. Book with Don.



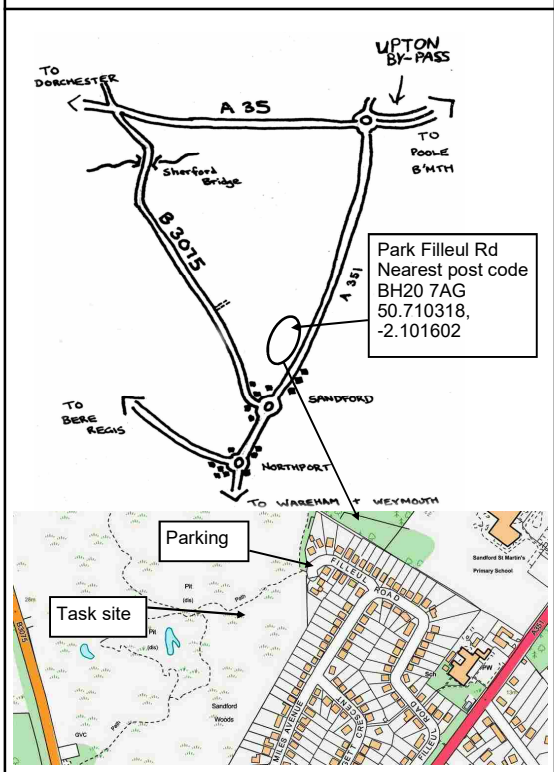
# DCV TASK PROGRAMME : February - April 2019

## 2 & 3 February: Great Ovens, Sandford, Nr Wareham, Purbeck

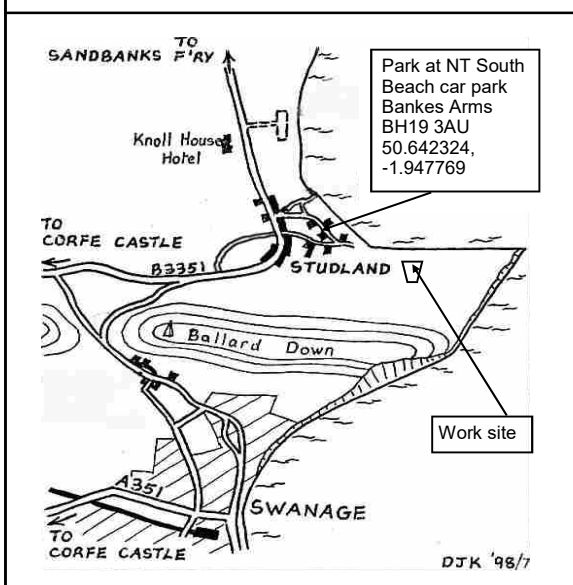
This will be a familiar nature reserve to many but perhaps not the part we shall be visiting for this task. On this occasion we are on the east side of the reserve, behind a residential area at Sandford. Here the terrain is uneven due to long past clay diggings. A particularly deep hollow has flooded, forming a pond at the bottom. All across the reserve the rare reptiles are doing just fine and there are also lots of Dartford warblers. But small pines have been making a comeback, rising from the swards of heather. So, we're back too. Our task is to remove as many of these small pines as possible in our usual ruthless ways with bowsaws and loppers, then turn them into wood ash. Come along for all or just part of a day. It's a chance to get into shape using our ever sharp bowsaws, enjoy company and chatter around a hot bonfire and achieve something worthwhile for Dorset's amazing heathlands. As usual our kettles will be brewing teas and coffees to warm us up on the inside, while roasting ourselves on the outside around the bonfire.

**NB:** This part of the site can be slippery due to the clay, so bring good gripping footwear. Access to the task site is via residential roads on the west side of the A351 at Sandford. Take the turn into **Miles Avenue**, opposite petrol station. Follow this road around a bend, then along a straight section, then at next bend turn left into a cul-de-sac part of **Filleul Road** to a parking area by the reserve entrance. Look out for DCV signs and also bonfire smoke if you're late. Park sensitively & spread out.

Great Ovens OS 195



Warren Wood Studland OS 195

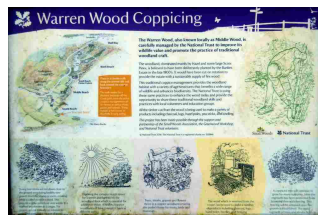


## 9 & 10 February: Warren Wood, Studland, Purbeck

This weekend we make a return visit to this small wood in the shelter of Ballard Down above low cliffs overlooking Studland Bay. Each year many people pass the wood on the coast path to the spectacular chalk cliffs at Old Harry, perhaps barely noticing its presence, distracted by the cliff views ahead. Map evidence from the 20th century suggests the wood is not of ancient origin. But it does contain hazel coppice, possibly planted for wood products and fuel. Hazel responds to being cut to ground level every decade or so by sending up a mass of new woody stems. These quickly grow and thicken, and thereby provide a renewed supply of wood. The practice also opens up the tree canopy to sunlight, just for a few years. This allows a host of low growing woodland plants to thrive that would otherwise die out under dense shade, or be outcompeted by taller plants if open conditions persisted. The plan is to cut a further area of hazel coppice. We expect to have a warming bonfire, but some of the cut wood should be left for creatures that like to hide and live among dead and decaying wood.

**NB:** Meet and park at South Beach car park next to Bankes Arms pub. Bring your newsletter to show you are working for the National Trust. Look out for our notice board and

distinctive yellow arrows showing the way to the task site along coast path toward "Old Harry".



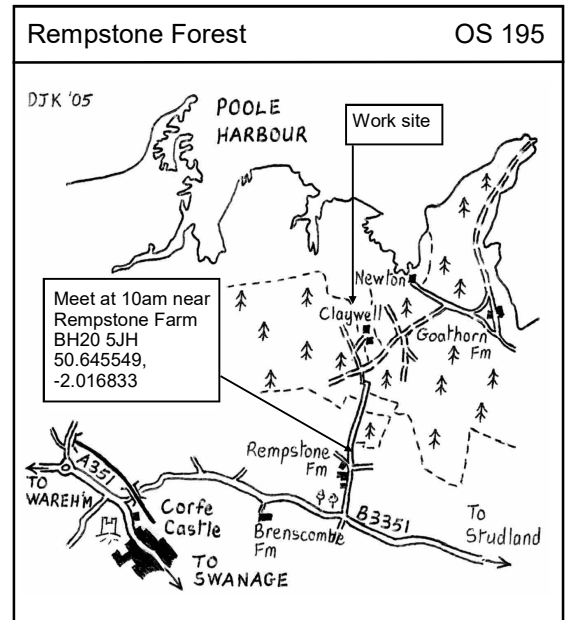
# DCV TASK PROGRAMME : February - April 2019

## 16 & 17 February: Rempstone Forest, Purbeck

This will be our second task weekend of the season helping a big programme to restore heathland on areas cleared of plantation pines deep within Rempstone Forest. Previously we cleared pines and birch from an area near the Oil Gathering Station. This collects oil from 'nodding donkeys' hidden within the Forest that pump slowly day and night bringing oil from boreholes, some drilled out to sea, deep underground. There was no bonfire on that occasion (too risky) but we were blessed with lovely warm weather. This time we are much further from the oil infrastructure and should be able to find a suitable place for a bonfire to burn up all we cut. The plantation conifers have been cleared back. But young pines have invaded, along with birch, gorse and rhododendron. If left the heathy vegetation along with its charismatic reptiles, birds and insect life would be lost. So we shall be cutting out as much as possible, reducing the abundance of gorse to bushy clumps. There will of course be hot drinks provided by our stove or bonfire and plenty of time to enjoy the quiet remoteness of the task site and catch up on gossip.

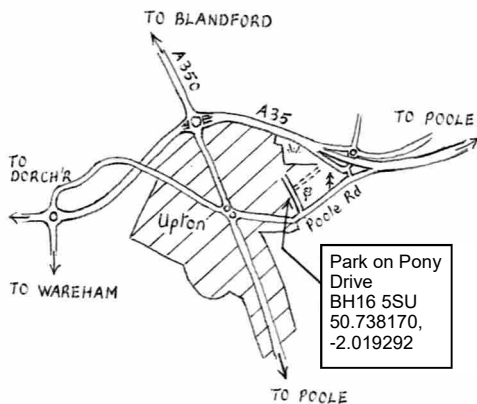
**NB:** The task site will be either on the east or west side of Claywell Farm (SY 995 843), accessed via the lane past Rempstone Farm. There is a new security gate on this lane near Burnbrake. Please arrive sharp by 10.00am at the rendezvous place near Rempstone Farm for onward car journey through the gate to task site.

If late you will need to phone DCV mobile or pot luck for other mobile contacts at back of newsletter (and hope there is a signal) to get the current security code, or park carefully and take a 1.5 km walk along the lane following DCV arrows to the task site.



## Upton Wood OS 195

OS 195



DJK '02

## Sunday 24 February: Upton Wood, Purbeck-Poole border

The management of this natural greenspace on the urban fringe of Poole relies heavily on volunteers and especially DCV. Despite its location, bounded by the Upton by-pass and the residential edge of Upton, the site has a diverse mosaic of wildlife habitats. These range from mature woodland to relic heath and even a heathland mire. For local people the site provides an escape from the built environment, a readily accessible place for everyday contact with the natural world. Much of the management is low key, aimed at maintaining and improving the value of the various habitats. On this visit we will have been asked to help on the hedge management, cutting out unwanted bramble and vegetation, and 'laying' the scrubby growth if this is possible. We will not be able to have a bonfire due to the close proximity of housing. But the site is in a very sheltered area not far from the innermost shore of Poole Harbour. And there will be hot drinks from our trusty stove, to be enjoyed with liberal amounts of banter and the task leader's choice of biscuits.

**NB:** The task site is not usually wet but can be slippery. Bring good gripping boots and wellies just in case.



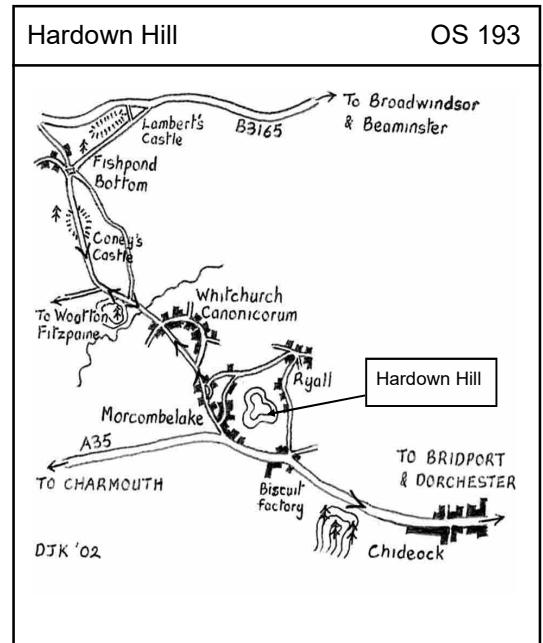


# DCV TASK PROGRAMME : February - April 2019

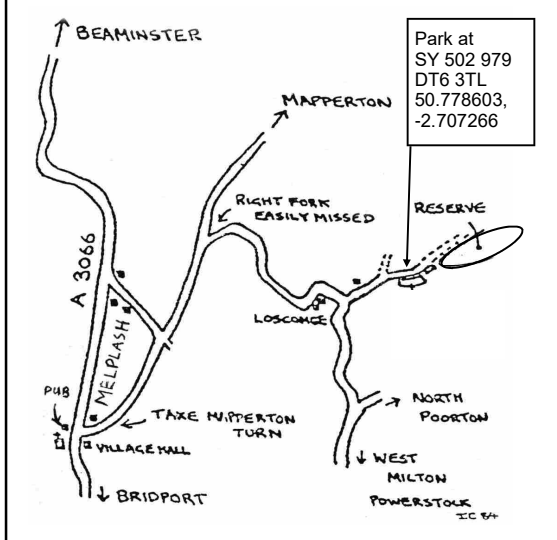
## 2 & 3 March: Hardown Hill, Morcombelake, West Dorset

At just over 200m this isolated, plateau-like hill provides commanding views to the near-by coast and across the surrounding countryside. The plateau is heathland studded by a group of ancient tumuli and rather more modern telecommunication masts. Both attracted, many centuries apart, by the high, isolated ground. In the past the heath probably extended around the plateau slopes but much is now bracken and scrub. Although there is some memory that DCV has visited this site before, for most this will be a new task site. We have been asked to help control baby scrubs, especially where they are invading heathland. We may not have a bonfire if conditions are likely to smoke out the locals in the cottages scattered around the hillside. Just in case we will have our trusty stove to brew fresh teas and coffees while we enjoy the views and catch up on the latest gossip.

**NB:** Bring stout footwear for the steep slopes around the plateau top, and suitable clothing for whatever the weather may bring us at this exposed site at this time of year: sun, wet, wind or another 'beast from the east'! At the time of writing the arrangement for car parking had not been finalised. It will be somewhere in Morcombelake, possibly at the community hall as there is almost no parking along the narrow lanes. Car share if you can. Look out for an email update closer to the time or phone Richard, Peter or Doug for details.



## Loscombe OS 194



## 9 & 10 March: Loscombe, West Dorset

This reserve is aptly named, being tucked away in a deep valley. Even getting there is an adventure through winding, hedge-lined lanes and then down a steep sunken lane to the streamside hamlet in the valley bottom. At the reserve there are precipitously sloping pastures full of anthills, a hay meadow and marshy grassland, all edged by hedgerows. A wooded stream along the bottom completes a scene of beauty and tranquillity. On this visit we shall be cutting gorse, continuing the tasks in previous years in one of the up-valley meadows where it has grown up rather too densely. By cutting it to ground level some will re-grow while allowing space for the meadowland plants and their wildlife to return. There is plenty of gorse for a hot bonfire to provide our kettle brewed teas and coffees during breaks.

**NB:** There is a long walk up-valley to the task site. Do bring your good gripping footwear for the steep slopes. Parking at the reserve is tricky, there is little space. So please car share if you can. Do not park in residents lay-bys – not considerate! Look out for DCV signs in valley bottom lane for directions.



## 16 & 17 March:

With the spring equinox just days away we hope to beckon the end of winter with our last cut and bonfire task. At the time of writing the choice of task needed firming up. So look out for details on our web site and for a DCV email update. Or phone Doug, or Richard for details near the time.

# DCV TASK PROGRAMME : February - April 2019

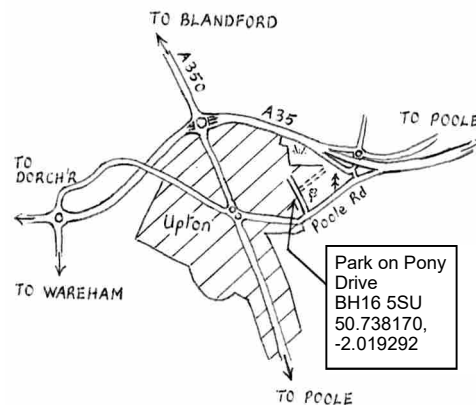
## Sunday 24 March: Upton Wood, Purbeck-Poole border

We are making a return visit to this area of wild greenspace to give the surviving heath and mire a 'spring clean'. The area was once part of the open expanse of Upton Heath. Now it is cut off by the Upton by-pass, and hemmed in by others roads and residential development on all sides. A small area of the original heath, in a shallow valley that extends back into Upton Heath, provides a clue to its past. Elsewhere the area is a mix of woodland, scrub and some grassy patches. We shall be 'spring cleaning' the heathy area of unwanted scrubby growth – bramble and young birch mainly. We can't have a bonfire due to the proximity of roads and people's homes. But there will be our trusty stove to boil up teas and coffees during the day, to be enjoyed with a selection of biscuits, maybe even some cake and plenty of gossip.

NB: Bring wellies for getting into the mire. A good pair of waterproof boots should be fine on the drier parts but even these can be squidgy if there has been lots of rain.

Upton Wood

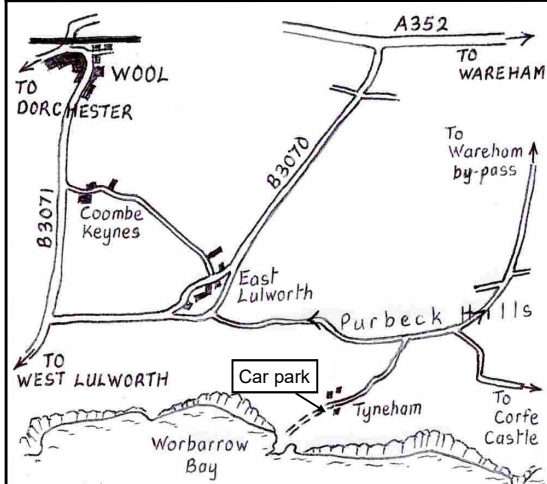
OS 195



DJK '02

Tyneham

OS 194 & 195



DJK '09/1

## Sunday 31 March: Tyneham, Purbeck

The days are quickly lengthening and by now signs of spring should be everywhere, with a new month just hours away. To celebrate we are making our first visit of the year to this fascinating place, an abandoned village and farm, to make it ready for visitors over Easter and the coming summer. The village and surrounding farmland were requisitioned in 1943 for use by British forces. Peace came but the army stayed. The area is now part of the Lulworth firing ranges. The ruined cottages and farm buildings have been partially restored giving, on days when the ranges are open, a glimpse into the past - of everyday village and farm life before the changes brought by the second half of the 20<sup>th</sup> century. With its unique setting Tyneham has become a popular tourist destination. This visit is likely to involve various tasks at the old farmyard, while in the village we might continue restoring some new areas of long neglected land. What needs to be done will be decided closer to the task date and may include repairs to stonework and maintenance on the wild habitat areas. The old barn can provide shelter if we need it and we have the luxury of picnic tables at which to socialise during our breaks for hot drinks and lunch.

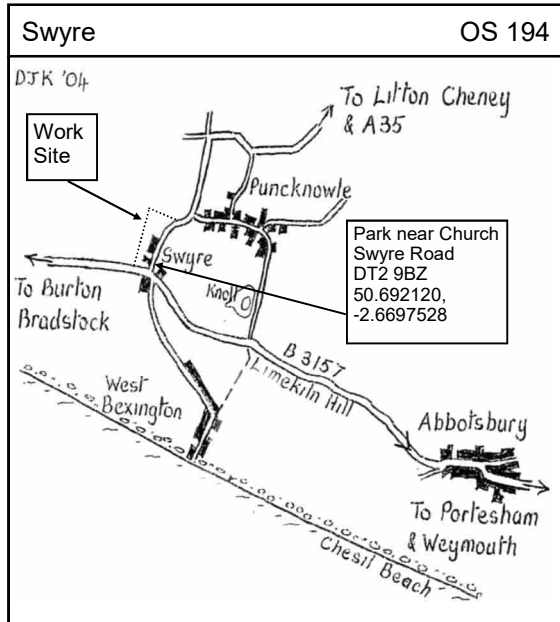
NB: Park in the main car park and look out for the DCV notice board. Our task is likely to be based at the old farmyard – follow the track at the end of the car park across the bridge and then turn left.



Clocks go forward 1 hour at 1am



# DCV TASK PROGRAMME : February - April 2019



## Sunday 7 April: Swyre, West Dorset

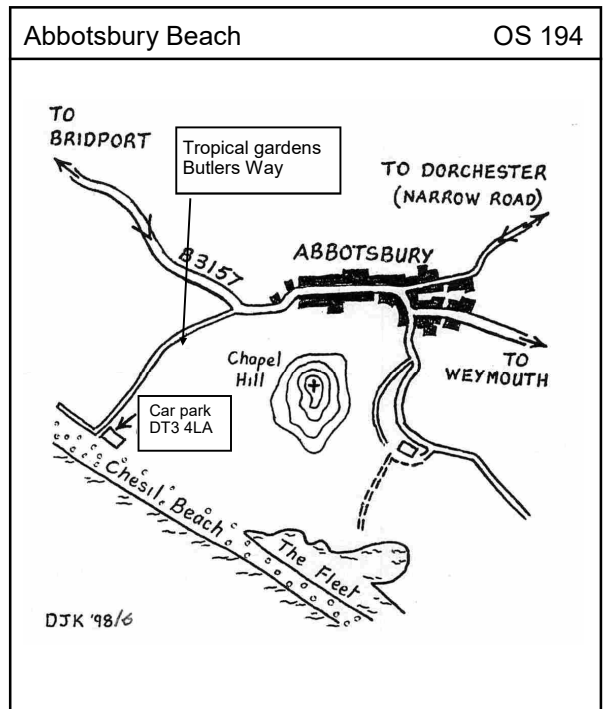
We shall probably make several visits over the coming months to this tranquil location set across a valley from the village. This is limestone country. The landscape is distinctive, characterised by drystone walls, and the villages by limestone buildings. This village and the surrounding land are typical, the fields divided by a grid of old stone walls. The walls are strong and can last for centuries. But over time parts crumble and collapse as the weather and livestock rubbing up against the stone take their toll. We have been visiting this site for well over a decade, rebuilding collapsed and collapsing sections of wall. On earlier tasks we restored several walls in the valley behind the village. Now we have another location – a very long wall bounding some fields a little further along the valley. We shall be continuing to re-build further parts of this collapsing wall, picking up from our walling task here late last summer. The art of drystone walling is easily picked up and there will be some experienced DCV wallers on hand to show how it's done. Come along, enjoy the setting and help restore a landscape that will last for centuries.

**NB:** Park in Swyre village centre near the church (SY 528 883) just off the main road and look out for our distinctive DCV signs taking you through the farmyard to the task site.

## Sunday 14 April: Abbotsbury Beach, West Dorset

This task takes us into the wild beauty of Chesil Beach. Stretching some 16 miles from the Isle of Portland and along the shore to West Bay, it is a fossil relic of a huge pebble ridge that was rolled forward by the sea as it rose to fill the English Channel after the last ice age. Today we shall be giving an early boost to the Great Dorset Beach Clean (the main event seems to be over Easter weekend). But don't despair we shall not be covering the whole length of the beach. Usually we scavenge litter off the section that runs east from the car park to the edge of the Fleet lagoon. It's a bit of a hike with lovely views along a remote coast. On a windy day there can be spectacular waves crashing along the beach's seaward side but our main focus will be along the sheltered landward side where the litter collects. There'll be the expected fragments of fishing net and line, bottle tops and plastic, some clothing (!) and stranger items to ponder over. On the last few visits there has been much less litter, but still lots of plastic. So, if there's time in the afternoon, we shall head west to tackle a further section of beach going toward West Bexington. Hopefully by the day's end the whole beach will look spick and span for the holiday period and encourage people to take their litter away with them. There will be the usual tea breaks and lots of chatter. Come for all or part of the day.

**NB:** Gloves provided for the day if you forget. Meet at Abbotsbury Beach car park – bring your newsletter and tell the attendant you are doing the beach clean for free parking.



## 20 & 21 April:

**Easter break!** No task this weekend. Enjoy a chocolate egg or two, then burn off the extra calories in the great outdoors at our next tasks.

## 27 & 28 April:

**Task to be arranged.** Look out for task details on our web site and for a DCV email update. Or phone Doug, or Richard for details near the time.

# DCV DIARY February - April 2019

Date	Task Site	Client	Work
2 & 3 February	Great Ovens, Purbeck	Amphibian Reptile conservation	Pine bashing
9 & 10 February	Warren Wood, Studland, Purbeck	National Trust	Coppicing
16 & 17 February	Rempstone Forest, Purbeck	Rempstone Estate	Cutting pine, birch, rhody, gorse
24 February, Sunday	Upton Wood, Poole	Purbeck District Council	Hedge management
19-23 February	<i>Funny Money - a farce Starring Chris Huggill</i>	<i>Broadstone War Memorial Hall</i>	<i>See socials page for details</i>
2 & 3 March	Hardown Hill, Morcombelake, W Dorset	National Trust	Scrub cutting
5 March, Tuesday	<i>Pancake Day Peter's 7.00p.m. onwards</i>	<i>Bring a filling and drink of your choice</i>	<i>Book with Peter or Helen</i>
9 & 10 March	Loscombe, West Dorset	Dorset Wildlife Trust	Gorse bashing
16 & 17 March	Task to be arranged		Look at website / Phone Richard or Doug
24 March, Sunday	Upton Wood, Poole	Purbeck District Council	Scrub bashing
31 March, Sunday	Tyneham, Purbeck	MOD/Tyneham Farm Project	Various
7 April, Sunday	Swyre, West Dorset	Private	Dry stone walling
11 April, Thursday	<i>Planning meeting</i>	<i>At Rosie's 7.45 p.m.</i>	
14 April, Sunday	Abbotsbury Beach, West Dorset	Litter Free Coast & Sea	Beach clean
20 & 21 April	HAPPY EASTER!	No task	
27 & 28 April	Task to be arranged		Look at website / Phone Richard or Doug
Late April	<i>Glass bottomed boat on the Fleet</i>	<i>To be arranged</i>	<i>Book with Helen</i>
ADVANCE NOTICE 5 May, Sunday	Swyre, West Dorset	Private	Dry stone walling
11 May, Saturday	<i>Undercliffs guided walk with Terry Sweeny</i>	<i>Seaton to Lyme</i>	<i>Book with Don</i>

**DCV mobile: 07929 961532 (task hours) ring longer than normal  
Please check DCV web site.**

***Keep a note of the DCV mobile phone number - a task may have to be cancelled last minute or finish early.***

***If coming out later in the day,  
phone to check task still running***