

WENDOVER ARM NEWS

Newsletter of the Wendover Arm Trust



Issue No. 49
November 2005

Price £1
Free to members

From the Wendover Arm Trust Articles of Association:

- To promote the restoration of the Wendover Arm of the Grand Union Canal linking the town of Wendover in Buckinghamshire to the Grand Union Canal at Bulbourne Hertfordshire (hereinafter called 'The Waterway' which shall include all waterways, buildings, works and structures associated therewith) to good and navigable order and to maintain and improve The Waterway for the use and benefit of the public.
- To promote the fullest use of the The Waterway by all forms of waterborne traffic and for all forms of local amenity, tourist and recreational and water-related activities for the benefit of the public.
- To promote and educate the public in the history, use and associated wildlife of canals and inland waterways generally and of The Waterway in particular.
- To restore, reconstruct, preserve and maintain canals and inland waterways and works and buildings auxiliary thereto generally provided that such objects shall be carried out in a manner beneficial to the public and recognised by the law of England as charitable.

Contributions to Wendover Arm News

Contributions are welcome on any topic related to the Wendover Arm, its construction, history, wildlife and restoration. Letters, articles, photographs, drawings and maps are acceptable. All material will be acknowledged, credited if used and returned. Please send any contributions to:

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Disclaimer:

Views expressed in this newsletter are not necessarily those of the Wendover Arm Trust.

EDITORIAL

Welcome to a bumper edition; for a small 'backwater' canal it is amazing how much news and how many stories it produces! I am delighted to have articles by other Trust members for this edition; if YOU would like to see YOUR contribution in print the opportunity begs.....

You may remember I mentioned the subject of the use of colour pictures in the magazine. The Trust Council has agreed that future editions may include colour at the editor's discretion, so this will happen when the available material justifies the additional expense.

Wonderful news on the Festival is that the profit from 2005 is even higher than previously reported, at just over £57,000. Can we match that next year, I wonder? Many thanks are due to John Brooman, the retiring Festival Chairman under whose tenure the event has gone from strength to strength. We welcome the new Chairman, Graeme Lockhart who has also been elected to the Trust Council.

Further excellent news on matters financial is that the Trust has been awarded a grant of £9400 from the Chilterns Conservation Board's Sustainable Development Fund, towards one of the footbridges needed to take public footpaths over the currently remaining dry section. We are most grateful for the support of the Board.

Our 'Walk an Arm's Length' event in September was a resounding success, expected to raise £4000. Shelley Savage and Judith Watcham, who have so competently organised the walk for the past two years, are standing down from the task, feeling that new blood is necessary to maintain fresh ideas. The event is an enjoyable way to raise awareness of the Arm, as well as money, and is well worth perpetuating. So, dear members, over to you to find replacement organisers! If you think you can help, please contact Shelley (details inside back cover).

[Front cover picture: the bases for a footbridge 'narrows' go in – see Restoration Report]

RESTORATION REPORT

With Phase 2 now firmly underway, it is unfortunate that work has been delayed due to inadequacies discovered with the bund at the new sump at Drayton Beauchamp, built by British Waterways' contractors, Nuttalls.

Basically, they had not extended the waterproof lining under the bund, as would be expected, thus preventing the Trust from simply extending our Bentomat from Nuttall's lining. We therefore had no option but to remove the bund (after BW had put in stop planks at Drayton Bridge to enable the section upstream of the bund to pumped out), lay lining and reinstate the bund. Not an easy job.

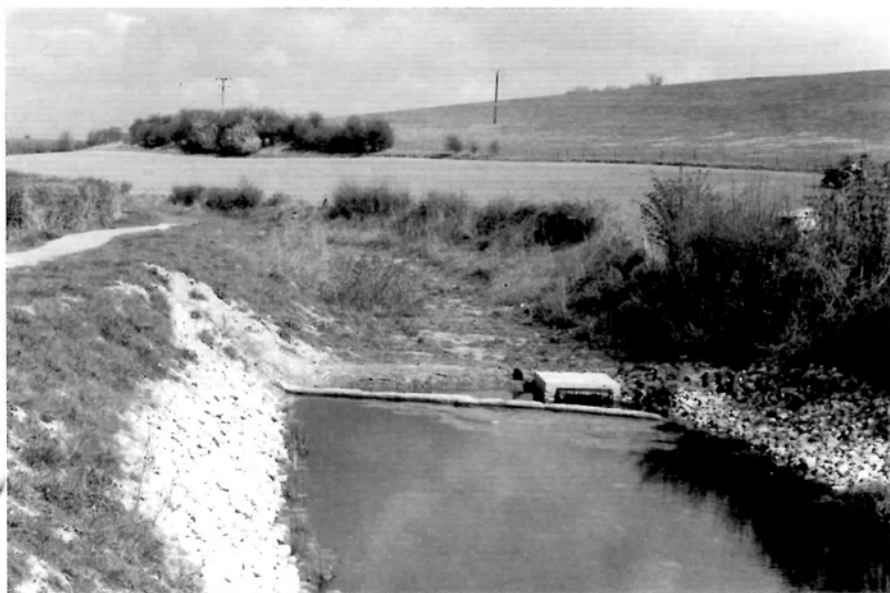
In the event it took nine days of hard and difficult work to achieve, time, effort and money which would have been much better spent on Phase 2 restoration proper. Nevertheless, all credit to our restoration volunteer team for solving the problem, and doing the job properly.

Despite this unwelcome delay, progress has been made. Re-profiling of the channel is underway, working from the sump at Drayton Beauchamp, and the first section of pipeline has been successfully capped with reinforced concrete. A trial length has been lined, using gabions on the sloping sides. However, this identified that the gabion method (see description in 'Wendover Arm News No. 46, February 2005) would be too laborious for our volunteers to handle; the manual filling of them with rubble/spoil was just too slow and difficult. Alternative methods have been identified (hollow concrete blocks being the favourite) and will be reported once the final version has been decided. The costings will also have to be re-worked based upon the different method.

Progress has also been made with the two footbridges (bridge numbers 4 and 4a) needed to carry public footpaths over the Phase 2 section. As mentioned in the Editorial, we have been successful in obtaining a grant (£9400) from the Chilterns Conservation Board for one of them, and this together with money from Pat Saunders and other sponsorship has enabled the two bridges, in kit form, to be ordered. Work has commenced on the foundations for the narrows which will be built at each crossing point to accommodate the bridges. It is hoped that the bridges will be installed in time for an official opening ceremony at the Tring Canal Festival in May 2006.

All working sites are being fenced, to protect the public, and working parties are scheduled to continue through the winter – our volunteers are not ‘fair weather navigators’!

A forthcoming job, apart from the construction activities, is the planting of a hedge across the tip, on the offside of the winding hole at Little Tring. This update is necessarily a non-technical summary of a lot of detailed activity. If any members would like a fully detailed account you are welcome to receive ‘Working Party News’, produced by our Restoration Director, Roger Leishman. Just let Roger know; his details are on the inside back cover.



The troublesome bund at Drayton Beauchamp, before Phase 2 work commenced.

WALK AN ARM'S LENGTH 2005

When organisers prepare an outdoor event there is much "Hoping for a dry day", or optimistically "We've ordered good weather". Well for this year's fundraising walk along the Wendover Arm Canal, we overdid it. It was a scorcher.

All participants understood, by the end, that only about half the towpath is in shade, and those who started the walk early in the day were fortunate. Let not anyone deride 'Health and Safety' rules. In the Risk Assessment, we had to state what actions we would take in extreme weathers. So the marshals along the way were provided with spare bottles of water, which were used.

September 4th was another successful day. Certainly our canal was explored by well over 100 people who were not members, and therefore probably not familiar with it. Having the opportunity to see the restoration, and talk to those involved, is important in conveying the role of the Trust to local residents. Money is still coming in, but it looks as if some £4000 will have been raised, which is quite wonderful and beats last year's £3000. Many of the same people helped again on the day, and lent their gardens, and their time. Tring Air Training Corps were

invaluable and marshalled the road crossings, and stamped 'passports' like troopers. Especial thanks to Michael Blundell whose garden provided welcome shade and refreshments in Halton, and to Tricia Stevens and her helpers who baked, served and also made a donation. They said that business that day was very good.

The added points of interest on the route were well received, and walkers did slow down to talk to the artists on Halton Bridge, the ecologists at the Wides, and the Friends of Tring Reservoir at Little Tring. Drayton Beauchamp parishioners were delighted that so many people showed interest in their lovely church, which will be open more frequently in the future.

The Tring Anglers found that canal boats were moored near their preferred spot (in the shade) by the outflow and so had to operate further along beyond Heygates Mill, in the full sun. They did find some interest from passers by, but couldn't last the day because of the risk of sunstroke.

The following letter was received by one of the participants: "I want to thank the person that sent the prizes for the "Walk an Arm's Length" Quiz. We all very much enjoyed the walk, talking to the



The ecologists (with friendly dog) on hand at the Wides to show aquatic wildlife.



The delightful refreshment facilities in Michael Blundell's garden at Halton.

various people along the way, and the weather was perfect". That makes it all worth while.

As the organisers, we feel that in the future a fresh approach is needed, and the Trust would welcome anyone who would like to take up the challenge of putting together "Walk an Arm's Length 2006". We would of course hand over all the information we have gathered, and give any help we could.

Judith Watsham and Shelley Savage

WEDDING GIFTS BENEFIT TRUST

We are most grateful to Tony and Sue Tompkins of Buckland who generously nominated our Phase 2 restoration project to be the recipient of donations in lieu of gifts for their wedding.

We received almost 30 such gifts, totalling a magnificent £1140.

We thank them, and offer our congratulations!

ASTON CLINTON HOUSE

Following the article in the previous edition about the house and the Lake family, Trust member Christopher Lake, who has researched the geneology of Lake family, advises that:

the dates for Gerard's brother Warwick were 1745 – 1821 and that the Prince of Wales was later George IV and not George III.

We are grateful for these corrections.

CONSULTATION AT HALTON

At the suggestion of Michael Blundell, Chairman of Halton Parish Council, the Trust organised a consultation event in the Village Hall at Halton, on Sunday 16 October.

There were displays on the latest restoration progress together with some historical material relating to Halton. Local residents were invited to come along to see the displays, and chat to Trust Council members. They were also asked to record their comments and views about the canal and its restoration.

Not surprisingly, the replacement bridge was of greatest interest but wildlife and potential moorings were also mentioned by many people.

In respect of the bridge, most residents favoured a replica in the style of the original, and there was almost universal agreement that the replacement should be narrower than the present modern intrusion. Indeed, something that

slowed traffic would be welcomed, although traffic lights were definitely not wanted.

There was a general desire to maintain the existing wildlife, with 'soft' edges to the canal as now. However, much concern was also expressed about the maintenance (or rather lack of it) in the years until restoration reaches that far; people do not like to see the canal completely grown over by vegetation. Nobody was in favour of moorings within the village.

What is clear is that consultation and communication are vital; it is important that the Trust maintains communication, in both directions, in the years before Phase 3 of restoration commences. To further this, a summary of the comments recorded is to be published in the Parish Magazine (which is distributed to every address in the parish).

This was a valuable exercise, and thanks are due to Michael Blundell for suggesting the initiative.

ACROSS THE WASH BY NARROWBOAT

Margaret Leishman's account of an intrepid passage by a group of Trust members.

We have to thank Brian and Liz Ing who most likely plotted this trip one day over one of their full INGLISH breakfasts, that involved Roger and me on our good ship Mary Beth and Ron and Enid Pittaway on Tonic - (sadly their four legged Gin is no longer with them, only the bottled variety) joining in with Brian and Liz on Kaycee Too.

So, one fine day in June Roger and I set off in Mary Beth from Cowroast, up the Grand Union to Gayton Junction, down the Rothersthorpe seventeen locks to Northampton and started the rather arduous journey along the river Nene - with a decided lack of overnight moorings, water etc. facilities, not to mention many of the still archaic lock gear.

Tonic had set off from Marsworth a few days before us, and Kaycee Too a few days after, the latter caught up with us on our overnight mooring outside Northampton, just above Abington lock, so from there the four of us were able to attack the still manually operated Nene guillotine locks, although many have now been converted to electric control.

Five days later the four of us finally managed to catch up with Ron and Enid on Tonic in Peterborough (don't know what other liquid is added to their diesel tank, but they gave us quite a chase!).

We were now approaching decision time for the countdown to arrive at Wisbech for catching the suitably-timed state of the tides and appropriate weather for our journey across The Wash. There was a window of about a week from 19th June during which we needed a day with good weather conditions which would hopefully coincide with one of these possible days of the necessary timed tides. Ron, who had made all the arrangements with Daryl the Pilot was now in touch with him as he was going to guide us in all the finer details. We were given the go-ahead to arrive in Wisbech from Peterborough the next day, Monday 20th June, so that it would be all systems go on Tuesday 21st June. So, on Sunday

afternoon we made the five mile trip to the last, and tidal, Dog-in-a-Doublet lock on the River Nene, in order to be ready to go through early on the Monday morning – so early in fact that the lock keeper put our boats to bed, and us too, actually in the lock the evening before. The lock is so named because there was once a lock keeper's dog that went bald from a skin disease (mange?) so he made it a doublet to wear. There is a very good Dog-in-a-Doublet pub nearby where the six of us enjoyed a good meal before we were tucked up for the night.

So, with our alarms set for 6am, we were all up and ready for the descent onto the tidal 15 miles of the Nene to Wisbech, in order to be berthed at our overnight moorings in Wisbech Yacht Harbour before the ebb tide changed. On arriving on the outskirts of Wisbech with the high mud banks exposed by the lowering tide, we had to go on past the moorings for about 100 yards, do a U-turn, right beside a vast cargo ship busy unloading timber, and fight the tide back up river to the mooring pontoons. As we were the last of three waiting to be berthed, Mary Beth had to 'tread water' against the outgoing tide for about 20 minutes. Having achieved this with three Assistant Harbour Masters in attendance, we had from lunch time onwards to explore the sights of Wisbech.

That evening Daryl paid us a visit to brief us about tomorrow and winded our boats to face downstream for (yet another) early start in the morning at 6.30am. The only preparations we had to make were to have our boats' scuppers sealed, the diesel tank as full as possible to avoid sediment being sloshed around and that our anchors should be in the bows, and not the stern.

Tuesday 21st June – Midsummers Day

Daryl and his friend Andy arrived – Daryl was to travel on Tonic with Ron, Enid and two friends who came for the day – a crew of five! Andy was directed onto Mary Beth, so that we had crew of three. Kaycee Too also had a crew of three as Eddy Evans had arrived the previous evening to join Liz and Brian.

The remaining 12.5 miles of the River Nene to the sea was, as usual, pretty straight with very little view due to the flood banks on either side. Andy turned out to be a mine of interesting information. He pointed out that the farms that his father and



In a fitting sequel to the centrefold in the previous edition, the watercolour depicting the swing bridge at Whitehouses, this photograph is of the same bridge (No.4). It was taken in about 1912, and is looking north with Wilstone Reservoir in the background. The bridge survived until after the Second World War, providing the means of access to the cottages, as well as taking the public footpath across the dry channel of the canal. [With thanks to Bob, the landlord of The Half Moon at Wilstone for loaning the photo, and Mike Bass of the Tring Local History & Museum Society for making a copy].

grandfather had lived on in days gone by, the defunct railway line running along the left hand river bank and, when we went under the high overhead Sutton Bridge, told us the tale of some years ago when a barge with its crew carrying a new replacement bridge became jammed in the winding hole nearby because the skipper wouldn't listen to the Pilot's advice. The whole river was cut off for two weeks as the new bridge had to be chopped up for scrap!

About halfway along the Nene, we had been instructed by Daryl to keep the boats in line and a boat's length apart as the river had become much more winding, therefore creating a deep narrow channel only.

On either side of the mouth of the Nene with The Wash are two lighthouses, one on each headland. The one on the left had been used by H.M. Customs, but is now inhabited by a BBC newsreader; the one on the right used to be inhabited by Sir Peter Scott, the naturalist and artist.

Before leaving the river we saw oyster catchers on the bank and after our entry onto The Wash, our first sight of seals - 15 to 20 of them lined up on a sandy beach, adults with their young, the latter paler in colour than the adults.

Once out on The Wash we could spread out more and felt we were really out on the open sea, with nothing but an anchored cargo ship in view on the very distant horizon.

About four miles out our three boats tied up to a yacht mooring buoy, side by side, where we waited half an hour while the tide ebbed further for us to be beached later on, appropriately enough, on Roger Sand. A motor yacht that had left Wisbech Yacht Harbour before us was waiting already tied up to another buoy.

All the time RAF bombers were flying overhead and swooping over a disused cargo ship, using it for target practice. So much for the peace and quiet of being out at sea!

With the tide level lowering, the sandbanks became more exposed and we could see more seals 'sunbathing' on them. By about 1pm we had arrived at Roger Sand, and the three boats were driven

bows first to settle on the sand. Anchors were dropped out from the bows and Andy jumped off to drag them up the sand, and embedded them to hold the boats stationary.

Some of us managed to clamber over our bows to have a walk-about. Not much wildlife to be seen – some dead crabs, dead starfish, seaweed and the shells of a sea-urchin type creatures, some of which were still covered in short bristly ‘fur’ instead of the usual spines. Nothing living except us and the seals on distant sand banks. After about half an hour, the tide was coming in quite fast and the three boats were becoming waterborne again, so Andy freed our anchors for us and we all floated off and headed out to sea once more.

Travelling in the channel between Roger Sand and The Ants Sand, we were gradually turning west and then south west to head for the tidal River Witham to lead us up to Boston. A very unusual sight at one point was a narrowboat coming towards us heading south on its own, and even stranger still with two tillers side by side, but one steerer, on the stern. We learnt later from the owner (who also has a Dutch barge then moored in Boston) that his narrowboat was twin-engined, therefore safer for him going to sea solo.

Brian had previously studied the charts provided for us and from the tables showing wind forces and resulting wave heights, the faint-hearted of us has decided we would accept winds up to Force 3 only, which produced waves of up to 16" - any higher and we'd turn round and go home. BUT - going into a westerly wind which had now become Force 4, the sea had become quite choppy with spray from our bow wash breaking the bows. By the end of the trip our bow sears and the front windows were quite covered in dried salt, as was also the whole boat over the roof and down the cabin sides. We realised after the trip that the Force 4 wind had caused waves about 3 feet high, but all three boats ploughed through them well, with no rolling at all. Andy explained that this was because we were riding directly into a westerly wind. Thank goodness it wasn't a northerly one! Kaycee Too, according to Roger, looked more like a destroyer with waves rolling along the hull sides.

Once we reached the mouth of the River Witham, the distance to



Roger Leishman inspecting his sand!



Mary Beth braving the Force 4

the tidal sluice at Boston - The Grand Sluice - is about seven miles. Even with the tide still rising, the very muddy river banks at Boston were still exposed, with an amazing number of deserted and decaying old wooden hulks of vessels of all sizes and description lining the steep banks, some piled three boats high on top of each other, very sunken in the mud, with reeds and vegetation growing out of them. Most of the way up the river we could see the famous Boston Stump, the tower of St. Botolph's Church which is said to be the highest parish church tower in the country.

A message was received from Daryl that we must head for the Grand Sluice at top speed as we were in danger of missing entry through the sluice onto the non-tidal river. This had to be done at two hours before high tide or two hours after, for the water levels to be the same each side of the sluice for our entry onto the non-tidal River Witham. Finally through the sluice, we found ourselves at the Boston Motor Yacht Club and headed for the night at the designated BW visitor mooring opposite. Out came the BBQs and a bottle of champagne from Liz and Brian, which made a perfect evening and end to a perfect day, full of unique experiences including some of us seeing a bumble bee buzzing along seven miles out to sea.

Today we had spent 10 hours travelling 38 miles, 21 approximately of them out on the open sea. The engine running time was 7.5 hours, so we were averaging approximately 5 miles per hour.

The next morning three salt-encrusted boats had a good scrub down before exploring Boston, including the claustrophobic climb of about 365 steps up and down again of the Stump, with amazing views from the balcony at the top - the tidal River Witham, at low tide, looked like a muddy ditch below; ducklings appeared smaller than an ant's head. All you could see of the market stalls were their white canopies, two windmills, but a huge blot on the town was the vast grey roof of an ASDA store covering many acres. Beyond the muddy tidal stretch of the River Witham, and the Grand Sluice, were the boat clubs, BW visitor moorings and the river stretching across the mainly flat Lincolnshire countryside as far as the eye can see to the horizon.

After heading for Lincoln's Brayford Pool, our three boats went their various ways, Kaycee Too for a recuperation in Brayford Pool, Tonic for the River Trent and Chesterfield Canal and Mary Beth for the River Trent to Keadby and, after many more waterways, eventually across the Pennines on the Leeds and Liverpool Canal and south again via the Macclesfield Canal.

One remark remains in my mind from the many chats we had with passers-by during the following weeks while moored by so many towpaths: after being asked where we had come from and where we were going, we recounted our wonderful experiences on The Wash, a finger was pointed at our fairly travel-worn Mary Beth, and the exclamation was made – "What, in that?".

BARTON
PETROLEUM

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WAT'S IN A NAME

by Bob Wheal

Four times a year this newsletter drops through the letterbox of every Trust member. It is a good way of keeping in touch, with its mix of news and articles both current and historical. You can at any time, however, check on what's going on, or what happened, or what's coming up by visiting (looking at) the Trust Website.

The site recently underwent a complete revamp by Trust volunteer Robert Drury, and now appears under a new name www.wendoverarmtrust.co.uk. This is the primary name of the Trust's site and you should see it being used increasingly on Trust literature, letter headings, leaflets etc.. For the time being you are still able to get to the site from all the previous names it has had; this gives the opportunity to update any favourites you may have saved on your computer, and to record the new name as the default.

The separate website that we had for the Trust Festival has also been incorporated into the main site, and the old addresses will take you to the Trust's site which has a separate part dedicated to Festival matters. The content of these

Festival 'pages' on the site will develop over the coming weeks and months as booking forms, photographs and other information is published.

In a similar way, the large and informative 'old' restoration site is still available. The focus of this extensive archive and reportage deals mainly with restoration matters (photos, guide to the work, Restoration Newsletters etc.) and can be found by clicking on 'Restoration' then 'Restoration Website' on the main site. The restoration website is maintained by another volunteer, Oliver Revel, who has kept the look of the original website.

It's still early days for the new website and we are finding out about what you want and what should be included. You can support the new site by checking it often for new content, and if there is a feature you would like to suggest, why not send a message (via the site, naturally!) to the webmaster?

WENDOVER ARM TRUST
STATEMENT OF FINANCIAL ACTIVITIES
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDING 5TH APRIL 2005

Income

	Notes	2004 / 2005		2003 / 2004	
		£	£	£	£
Donations, Grants and Subscriptions :-					
Donations		6,614		7,640	
Donations for Restoration		1,469		710	
IWA Grant		35,903		22,061	
Subscriptions		3,155		2,594	
Tax Refunds		2,407		1,418	
Book Sponsorship		0		750	
National Festival Donation		0		750	
		_____	49,548	_____	35,923

Operating Activities :-

Wendover Canal Festival - Gross receipts		82,788		68,248	
Less direct costs		(36,501)		(33,430)	
		46,287		34,818	
Festival Draw (Gross £1889 ; Costs £107)		1,782		1,675	
Sale of Goods (Gross £958 ; Costs £818)		140		213	
Sale of Books (Gross £714 ; Cost £421)		293		964	
Sponsored Walk (Gross £3784 ; Cost £759)		3,025		0	
		_____	51,527	_____	37,670
Club 100			1,680		1,410
Other Fund Raising Activities			152		247
Investment Income			7,110		4,532
Total Income			110,017		79,782

Expenditure

Fund raising and Publicity		4,615		2,364	
Wendover Arm Restoration	4	84,436		29,002	
Administration	5	2,848		2,849	
Depreciation	2	534		534	
Total Expenditure		(92,433)		(34,749)	
Net Income / Expenditure			17,584		45,033
Unrestricted funds at start of year			164,115		119,082
Unrestricted funds at end of year			181,699		164,115

The notes on pages 9 to 10 form part of these accounts

NEWS IN BRIEF

- **WENDOVER QUIZ:** The Trust fielded a team (Allan and Christine Baker, and Michael Cronin) in the first round of the popular Wendover Quiz. The honour of the Trust was well and truly upheld, with our team knocking out the Parish Council and going through to the next round. **STOP PRESS:** The Team are now through to the quarter finals, having knocked out Wendover Rugby Club!
- **GRAND DRAW 2005:** First Prize (A weeks canal holiday) winner was G Chapman of Aylesbury, Second Prize (Balloon flight) went to T East of Longwick, Princes Risborough and Third prize (Day boat) to Stephen Willet of Bicester. There were ten other prize winners, with many of those prizes featuring alcohol of various descriptions!
- **GRAND DRAW 2006:** This is launched with this magazine, and tickets are enclosed; see back cover.
- **FESTIVAL BOATERS RAFFLE 2005:** We would like to thank the many individuals and companies who helped by donating prizes, among them being: P & S Marine, Seimens Busbar Trunking Systems Ltd., British Waterways Marinas Ltd, Aquafax and Bucks Auto Components.
- **FESTIVAL 2005 (BOAT BOOKINGS):** These were handled last year by John Hopkins, who advises that at the time (January to March 2005) some of his post was misappropriated by a local postman in Milton Keynes (who is now awaiting trial as a result). If you lost a cheque as a result you may contact Mr M Sheikh at Royal Mail, Milton Keynes on 01908 658222. If you sent anything to John and did not receive a response this is the likely cause, and we would like to apologise for any inconvenience.
- **CLUB 100:** Two draws to report this time. In July the First Prize (£123.60) went to Mr R A Easterfield, the Second Prize (£51.50) to Mr R A Palmer and the Third Prize (£20.60) to Mr J Brice. In the October Draw (drawn at the AGM), the First Prize (£122.40) went to Mr L Canderton, the Second Prize (£51.00) to Mr L R N Lewis and the Third Prize (£20.40) to Mr K W Stone. Congratulations to them all.

- **INFORMATION BOARDS:** We are about to order two further information boards, one to go at Little Tring and one at Wharf Road Wendover. They will be of similar style to the ones already erected at Drayton Beauchamp and Whitehouses and will include a map and some history of the Arm, details of restoration and the Trust. Local information particular to the location will also be provided, with the one at Wendover concentrating on the historic water flow measurements. The Little Tring board has been funded by a grant from the Chilterns Conservation Board and the one at Wendover by the Wendover Community Trust. We are most grateful to both bodies for their support, and we hope to have the new boards erected early in the new year.
- **AGM:** A statement of the Income and Expenditure for the 2004/2005 Financial Year is included in this magazine, and all those present at the AGM will also find enclosed a full copy of the Report and Accounts, as promised at the meeting. If any other members would like a copy of the full report, please contact the Editor who will be pleased to send one.
- **JOHN McNAIR:** Sadly, John (a Trust member, and father of Festival Personnel Organiser, Denise Laxton) died on 5 August. His boat, Jam Nee Jar, was well known at the Festival. John requested that memorial donations be shared between the Trust and Hospice and we are most grateful for the money thus raised for the Trust.

Wendover Arm Trust

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GRAND DRAW FESTIVAL 2006

**Enclosed with this magazine are
tickets for the Grand Draw 2006.**

**This is YOUR opportunity to support
the restoration, and our dedicated
volunteers, by selling all the tickets.**

**The 2005 Grand Draw raised a record
£2120, so let's set out to beat that
this year!**

**Please send Ticket stubs with cheque
to Jo Leeson at the address on the
tickets. For more tickets call John
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