

Wendover Canal News

Restoration Biodiversity Well-being



WENDOVER
CANAL TRUST

2026 Summer
Issue 2



BRADLEY & JONES

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If you have an article, or an issue you want to share, send it to newsletter@wendovercanal.org.uk for possible inclusion in a future edition.

Deadline for the next issue is 1st November 2026.

Chairman's Column, Clive Johnson

Back in February, we undertook essential preparation work within our site compound. This was prompted by Health & Safety concerns following two attempted break-ins to our storage huts, and by our understanding that our Licence Agreement permitted us to carry out such preparatory activity. Our intention throughout was to ensure the site remained secure, safe, and ready for the next phase of restoration.

Since then, the Canal & River Trust have required us to pause further work while they review the most appropriate way to manage the remediation. They have also required accompanied access to the compound. We met with CRT in mid-April and have been awaiting their proposals since then, which we hope will provide a clear and collaborative framework for moving forward.

Our Site Management team has reduced, and we will need more help before we can fully re-start. Colin Heal stepped down from his role as Site Manager, and his predecessor, Mikk Bradley, has chosen to reduce the support he had continued to provide. They have both found working with CRT to be increasingly difficult, and



we hope that the changes introduced below will improve this. Their combined experience has been invaluable to us, and I would like to record our sincere thanks for their dedication and (in Mikk's case) many years of hard work.

We have also suffered the sad loss of Tony Duvall, who had been undertaking detailed planning of our equipment inventory and future work. We all thought he was recovering from a heart attack, but sadly it was not to be, and our thoughts are with his family at this difficult time.

One of our longstanding members is now in discussion with CRT contacts to help establish a constructive path forward. Until now, our liaison has been with the London & South East team, who have been managing considerable pressures across their region. The IWA have reported that CRT is also undergoing senior management changes and retirements.

CRT have recognised the need to strengthen their engagement with restoration societies nationally. On July 1st, CRT announced that Andrew Dobson, one of their engineers, has been seconded to take on the national restoration

role within their Restoration Delivery Plan. CRT also announced that for the first year of the RDP, they will not seek to recover the costs of Andrew's time. This may provide a more consistent and strategic framework for our future collaboration, and we plan to ask to meet Andrew very shortly. In the meantime, London & South East have confirmed they will extend our Licence Agreement to the end of December, though we don't yet understand whether the RDP will replace the licence or run alongside it.

Members will also be aware of the situation at the restored "Phase 1" section near Little Tring, handed

back to BW/CRT in 2005. This section was drained and dammed due to leaks on the towpath side that were affecting neighbouring land. CRT have not yet been able to undertake repairs due to funding constraints, but we understand that options for reopening this section — including alternative engineering approaches — are now being considered.

Despite the challenges of recent months, our commitment to the restoration remains undiminished. We continue to work constructively with CRT and look forward to establishing a clear route through the next phase of activity.

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Council members 2025/26

Chairman	Chairman & Talks: Clive Johnson	chairman@wendovercanal.org.uk
Partnerships	Partnerships Director & Deputy Chairman: Peter Elwin	partnerships@wendovercanal.org.uk
	Volunteers, Webmaster and Facebook: Ken Palfrey	volunteer@wendovercanal.org.uk and webmaster@wendovercanal.org.uk
	Publicity: Nigel Williams	publicity@wendovercanal.org.uk
	Council Member: Bob Wheal	bob.wheal@wendovercanal.org.uk
	Council Member: Colin Metcalfe	colin.metcalfe@wendovercanal.org.uk
Finance	Finance Lead, Honorary Secretary and Deputy Chairman: Mike Beckley	honsec@wendovercanal.org.uk
	Treasurer: Paul Armstrong	treasurer@wendovercanal.org.uk
	Purchasing Manager: Peter Lockett	purchasing@wendovercanal.org.uk
	Membership: Jenny Johnson Note: not a council member	membership@wendovercanal.org.uk
	Archivist: Chris Sargeant	archivist@wendovercanal.org.uk
Site Management Team	Project Manager: Steve Chapman	steve.chapman@wendovercanal.org.uk
	Site Management Team	Tony Bardwell, Peter Lockett and Ken Palfrey

IWA Nominee: To be appointed

Newsletter Editor: Carol Williams/ Janine Jones

newsletter@wendovercanal.org.uk

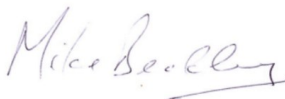
Notice is hereby given that the thirty-seventh Annual General Meeting of the Wendover Arm Trust will be held on:

Saturday 17th October 2026 at 2.30PM.

At Dunstable & District Boat Club – Cooks Wharf – Pitstone LU7 9AD

1. Minutes of 36th AGM held on 4th Oct 2025 - to be agreed as a true record.
2. Matters arising.
3. Chairman's Report
4. Health & Safety Report
5. Group Heads Reports – Partnerships and Site Management.
6. Honorary Treasurers Report.
7. To receive and if thought fit, approve the report of the council of management.
8. To receive and, if thought fit, approve the income and expenditure account and balance sheet of the Trust for the year ended on 31st March 2026 and the report of the Independent Examiner thereon.
9. To appoint AdValorem Group, Accountants as the Independent Examiner.
10. To elect members to the Council (see note below).
11. The following Directors retire by rotation, and offer themselves for re-election: Clive Johnson, Peter Elwin. Nigel Williams was due for re-election, but has decided not to stand.
12. Any Other Business

Michael Beckley, MA, FCCA
Honorary Secretary
By order of the Council
Registered Office
Hardy House, Northbridge Road
Berkhamsted HP4 1EF



Note. Under article 39, Nominations for election to Council may be received by the Secretary up to seven clear days before the date of the meeting.

Nominations must be in writing and signed by the person nominated, confirming their willingness to be elected. Only persons qualified to vote at the meeting may make nominations or stand for election.

Please note that members qualified to vote but unable to attend in person may appoint a proxy, in accordance with the Articles of Association and under s.324 of the Companies Act 2006. Proxy notice forms may be obtained from the Hon Secretary.

A final list of Council Members standing for re-election and other members standing for election will be given prior to the meeting.

Please email honsec@wendovercanal.org.uk to obtain a nomination form which should be returned by October 7th

Finance Review 2026

1. The financial position of the Trust remains stable, as very little expense is being incurred. Funds would be available to carry out restoration for at least the next two years, but after three years of no progress there is still so much uncertainty that no forecast can be made of when any work will be able to resume.

2. The WCT Financial Status as at 31st March 2026 below shows net funds available in the banks of £441,000, including £428,000 of investments on deposit and earning interest (although interest rates are now falling).

3. The attached management

accounts show draft results for the year to 31st March 2026. As expected, there was very little restoration expenditure in the year – less than £10,000. The following adjustments are included in the accounts for the year to 31st March 2026:

4. A provision for bad debts of £1,956, representing subscriptions found to be outstanding but likely to be irrecoverable, following a review of membership accounts during the year

5. The requirement to repay £2,750, being part of the legacy from Brian Mayland received last year, which was overpaid in error

6. This results in a total operating expenses of £13,600 for the year 25/26, plus £9,900 of restoration costs, and a net operating break-even for the Trust at the end of the year.



7. In addition, in accordance with the advice of our accountants, we have made a provision of £25,000 against the investment of WCT in Wendover Canal Restoration Limited. This represents a conservative approach, WCR remains in existence but is currently dormant pending possible future changes that will enable it to receive an income and resume its intended role of making savings in VAT at some time in the future

8. The next priority cost in 2026/27 is the remediation of the trial area, which must take place before restoration work can restart. Any future work is likely to come under the aegis of the CRT Restoration Delivery Plan, which is not even in operation yet, and therefore

planning will need to start again with unknown delays or costs.

9. It is clear that the Trust does not have sufficient funds to complete the works as originally set out in the Licence Agreement, but as the existing agreement expires on 30th June anyway it is not clear what will happen after that. Nevertheless if WCT wishes to continue operations beyond 2028/29 it will be necessary to also seek additional funding, whether from membership / donation campaigns, National Lottery Heritage Fund, Dacorum / Herts Council, or other third party funding sources.

10. Please note that the Council has approved the appointment of a new Independent Examiner, the AdValorem Group, in place of the previous accountants Johnsons. This is in accordance with the review carried out by Mike and Paul following last year's AGM. A resolution confirming this appointment will be proposed at the AGM.

M Beckley / P Armstrong
June 2026

Wendover Canal Trust - Financial Statements

Forecast as at	<i>Mar-26</i>	<i>Final Outcome</i>	<i>Provisional</i>
		<i>2024 / 5</i>	<i>2025 / 6</i>
1. INCOME	Xero		
1.1 Membership Subscriptions	101	£6,664	£4,330
1.2 Gift Aid	106	£3,846	£2,372
1.3 Donations & Legacies	102 & 10	£19,942	£4,494
1.4 Grants WCT	104	£0	£0
1.5 Benches & Plaques	153 & 154	£1,249	£0
1.6 Club 100 income	151	£2,615	£2,337
1.7 Advertising / Fundraising	156 - 158	£6,193	£1,930
1.8 Bank Interest	201 - 213	£14,148	£12,772
TOTAL INCOME		£54,656	£28,235
2. EXPENDITURE			
2.1 Restoration (CRT)	320	£0	£0
2.3 Restoration (WCT)	300 - 7	£1,152	£9,903
2.4 Club 100 prizes	351	£1,224	£1,168
2.5 Cost of benches & plaques	352 - 354	£460	£460
2.6 Marketing & Fundraising	355 - 404	£5,945	£3,922
2.7 Partnerships	403	£516	£1,059
2.8 Website & Systems	405	£2,277	£1,968
2.0 WCT Admin	406 - 11	£5,453	£8,974
2.10 Depreciation	700 - 10	£1,543	£430
TOTAL EXPENDITURE		£18,568	£27,883
INCOME - EXPENDITURE		£36,088	£352
Write down investment in WCR		£0	-£25,000
STARTING BALANCE		£439,235	£475,323
ENDING BALANCE		£475,323	£450,675

Forecast as at	Mar-26	Final Outcome	Forecast
Balance Sheet		2024 / 5	2025 / 6
Fixed Assets		£699	£270
Investment in Subsidiary		£25,000	£0
Current Assets		£450,649	£450,406
Current Liabilities		-£1,025	£0
Net Assets = Charity Funds		£475,323	£450,676
Wendover Canal Restoration	Mar-26	2024 / 5	2025 / 6
Total Income		£14,837	£0
Expenditure on			
Admin Costs		£2,874	-£1,249
Restoration Costs		£640	£2,267
Total Expenditure		£3,514	£1,018
Net Income (Expenditure)		£11,323	-£1,018
Balance Sheet		2024 / 5	2025 / 6
Fixed Assets		£5,329	£3,777
Current Assets		£13,330	£5,526
Current Liabilities		-£1,398	-£60
Loan from WCT		-£20,400	-£13,400
Net Assets = Capital & Reserves		-£3,139	-£4,157

Review of Membership Rates

We are overdue to review our membership rates. Compared with other similar organisations, we think that our rates are a bargain, and we are very grateful to those of you who choose to donate more, some of you on a monthly basis. We ought to at least be increasing by the rate of inflation. However we have decided to leave our membership rates unchanged until restoration has re-started.

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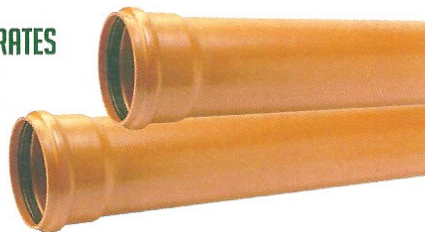
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Club 100

Club 100 is a fun way for some of us to raise money for the Trust. We draw prizes quarterly, at the AGM and at the end of January, April and July. Members can hold as many tickets as they wish, at the rate of £15 per year. We would be very grateful if more of you could join Club 100, see <https://wendovercanal.org.uk/wendover-canal-home-page/support-us/club-100-lottery/> for details.

Like the membership rate, there is an argument that we should increase the £15 with inflation, and a counter-argument that we should leave it alone. However while helping my wife Jenny become familiar with her role as Membership Secretary, I have found an accounting problem which has existed for several years.

When we last increased membership rates, we made the single membership rate the same as the Club 100 rate (£15). Our membership system WhiteFuse treats Club 100 as just another type of membership. This causes work for both Jenny, and Clare who helps with our Xero accounting, to sort out whether your £15 is a membership payment or for Club 100.

So we have decided to increase the Club 100 rate to £16 (£4 per draw) with immediate effect. This barely covers inflation but resolves our systems problems. We are of course also increasing the prize payments; first prize will be £1.25 multiplied by the number of tickets in the draw, second prize will be 50p times the number of tickets, and third prize 25p etc. . So we will continue to pay back half the money subscribed.

Standing Orders

A few of you pay us by standing order. We are always grateful for your money, but the problem with a standing order is that (unlike direct debits) we can't update the amount, only you can do this. Jenny tells me that one or two of you still have a standing order at an old rate, one or two appear to have a standing order in parallel with a direct debit and so are paying twice, and we even have at least one standing order payment from someone for whom we have no contact details at all!

Obviously we would like those of you who pay Club 100 by standing order to change to the new rate (or move to direct debit). But also, if I was Martin Lewis the Money Saving Expert, I would encourage you to check your bank statements for forgotten unintended payments, to us or anyone else. We are always grateful for your money, but we would like your payment to be intentional!

Clive Johnson, Chairman



2026 IWA Chiltern Branch Trip on the John Pinkerton. Basingstoke Canal, Tuesday 6th October



Would you like to join the IWA Chiltern Branch on this outing? The John Pinkerton has a fully licenced bar serving tea, coffee, soft drinks, wine, beer etc., all at reasonable cost. Please note payment for the drinks on-board is by credit or debit card only; no cash.

The start location is Colt Hill Wharf, Odiham, RG29 1AL.

The cost, **£30** includes a cold buffet and afternoon cakes (drinks are not included). Detailed joining instruction will be advised later but we recommend you plan to arrive by 1100 as the boat will leave the mooring on time at 1130; return at 1500. There is a public car park within 3 minutes walk of the mooring. **Please note to avoid trip hazards no dogs will be allowed.**

Booking forms available from dave.chapman@waterways.org.uk, or paper forms can be posted from Colin Bird 01932 248 178.

You can pay the £30 by electronic transfer to the IWA:

Sort Code: 20-45-77 / Account No.:- 33691594 / Ref: 6019 add name

Club 100 Lottery

The winning numbers were selected from 141 subscribers tickets. The Club 100 draw was made prior to the WCT executive meeting on **11th May 2026** in front of four members of the WCT Council.

The lucky winners are...



Bob Ring - £169.20



John Brice - £70.50



Colin Parlett - £28.20

Congratulations to our winners and thank you to all members who take part in the Club 100 lottery. **The next draw will be at the end of July.**

Nigel Williams

Nigel Williams, a very long-serving restoration volunteer and more recently, member of our Council of Trustees, will be stepping down at the AGM in October. We need to replace what he has been doing for us, so please can anyone help us as follows:



Publicity Manager required from October 2026.

This is a voluntary position ideally suited to a retired person which can be done from home. The job entails sourcing new advertisements for our Newsletter (published three times per year) and making occasional contact with existing advertisers to check no alterations needed to their adverts. Guidance will be provided on suggested rates.

In addition, writing articles for local newspapers, national waterway newspapers and magazines advising any Wendover canal restoration activity. A person living in the Wendover area would find personal contact with potential advertisers more rewarding.

An interest in canals and waterways generally would assist in preparation of articles. Occasional attendance at local events would be appreciated and engagement with communities is also helpful.

To discuss this further, please contact Nigel, details on Page 6.

The Not so Mysterious Tale of the Missing Ducks!

In the last newsletter I posed a question regarding the disappearance of the Mandarin ducks from the Wendover canal. In this article, after carrying out some research, I put forward a possible answer to this mystery.

On the Wendover Canal we are blessed with not just the usual UK garden and country birds but also a selection of beautiful, almost exotic species: the Great Egret, Little Egret, Grey Heron, Cormorants, Common Turns, Tufted ducks, Teal and many others. Not forgetting our star turn of course, the Kingfisher.

Wendover is not unique as many canals in England, both navigable and unnavigable provide a home to such avian cast members.

There is one species we see while walking along the towpath that never fails to grab our attention, no matter how many times we spot it and that is the Mandarin Duck.

Mandarin drakes near the Narrows



While undeniably colourful, this bird splits opinions, with even some fans and admirers describing the male Mandarin as 'gaudy'. According to the Collins English dictionary this word is defined as: 'bright or colourful in a crude or vulgar manner'. So, low praise indeed. I don't want to speak for the great man, but I doubt whether the Mandarin is to TV naturalist Chris Packham's taste, having previously expressed disdain for similar brightly coloured creatures, such as the Goldfinch and Peacock butterfly.

Mandarin hen and chicks



I think this is all a bit mean. The Mandarin drake is so extravagant because of natural selection not because of human interference and selective breeding. This means to be a successful species it needs this plumage. Anyway the drakes don't have their mating plumage for most

of the year, only for the breeding season (late winter to late spring). I personally have always valued and admired these birds for their splendid turn out and gentle nature.

The females are less spectacular and showy, but still possess a certain aesthetic charm - and the kids are quite cute too!

Most of us already know Mandarins are not indigenous - originating from China and other parts of Asia. Larger colonies can now be found in Europe and Japan, with some sources stating 90% of the European population are in the UK. It is generally accepted that UK birds escaped or were released into the wild from private collections initially in the early 20th century, and now it is estimated there are over 4,000 breeding pairs, mainly in southern England.

Like many of the Rothchild's estates, Halton House, whose land borders the canal, is believed to have kept exotic birds and wildfowl, including Mandarins. So, not unrealistically many believe our present Wendover canal Mandarin ducks are descendants from the original collection transported from Asia.

Why do they disappear in the winter?

There would be nothing nicer during a dark winter's day to be cheered up by the sight of a paddling kaleidoscope of colour shifting effortlessly along our beautiful canal - but there's the problem - lately, you won't see them along our canal in winter. Last winter (25/26) I walked the entire length of the Wendover canal and did not see one! A situation I have never remembered encountering before. What happened? Not another infernal bacteria attacking an individual species? Or have they fallen victim to duck rustlers, taking advantage of short days to pilfer our beloved wildfowl? Don't laugh it's happened in recent years, in the North-East and Northern Ireland, but these were from private collections not wild birds spread out along a watercourse. So what was the cause of this abandonment?

This question has not been answered by the relief and good news of their spring return, if anything it has only deepened the mystery. Where did they all go and why? Well, as with most mysteries, the probable answer is pretty routine, even mundane.

According to the British Trust for Ornithology (BTO) during winter many birds shift habitat leading to

fewer birds found on linear watercourses (rivers, streams, canals) transferring instead to lakes and other open waterbodies. So our birds might not have moved any further than the Startop's End, Marsworth and Tringford and Wilstone reservoirs. So, this explanation tells us where they might go, but not why.

According to Andrew Chick, an independent ecologist and protected species surveyor: *'If a canal or small river freezes over, even partially, it makes sense that Mandarins would move to nearby open water where feeding remains possible. They are quite mobile and can relocate surprisingly quickly when conditions change. In many areas these winter movements are poorly documented simply because people tend to watch breeding sites rather than the larger waters where the birds congregate.'*

***Mandarin pair
in woods lining
the Wendover canal***

Why do they like the Wendover canal?

It would appear it is not just the canal that draws them in, but what is positioned on each bank – trees, lots of them. Come springtime you might have seen pairs of Mandarins away from the canal and skulking amongst the woods that line it. This is because Mandarins, unlike most other ducks, are not ground nesting birds. Instead they are cavity nesters.

They build their nest in the holes of trees and when the ducklings hatch the mother entices them out onto the ground and leads them to the water. These woods also provide a rich food source for these ducks, in the form of beech mast, acorns, nuts and chestnuts.



Present population

Experts online frequently describe Mandarins as shy, reclusive birds who shun attention from humans. That ties up with my own childhood memories. I remember when feeding the ducks, Mandarins as always being in the rear as if too nervous to push themselves in amongst the thrashing Mallards and fight for the pieces of stale bread I was tossing into the water.



Relaxed Mandarin family on the banks of the Wendover canal

However, that is not my experience along the Wendover canal. They seem, especially this 2026 contingent, to have become a lot more 'bolshy'. In mid-June I was amazed to witness on the towpath, a juvenile Mandarin hen chase off an adult Mallard drake! They are also seemingly a lot more comfortable around humans.

A pair of Mandarin drakes on the towpath of the Wendover canal



Despite the scare some of us felt during the winter when we thought we had lost our population, the spring turn out has been most encouraging. Both adult drakes and hens with their attendant offspring, some scruffy as their adult plumage is starting to poke through, continue to be a gladdening sight along the Wendover canal.

Article and images by

Colin Metcalfe

Wendover Canal Trust



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Short History of the Wyvern Shipping Company Limited



Wyvern car

The company was founded in 1954 by Michael Keef and Lord Geoffrey Percy with the intention of forming a new carrying company on the Grand Union Canal. The original boats were bought from John Green Carriers of Macclesfield when he put his three pairs of boats up for sale. Wyvern Shipping bought two of the pairs, 'Benevolence' and 'Duchess of York' and

'Victoria' and 'Duchess of Athol'. The third pair bought at the same time was 'Heather Bell' and 'Elizabeth'. All the boats except Elizabeth having been built by Nurseries of Braunston in the 1930's. The company name 'Wyvern' being named after the new 1950 Vauxhall 'Wyvern' saloon car.

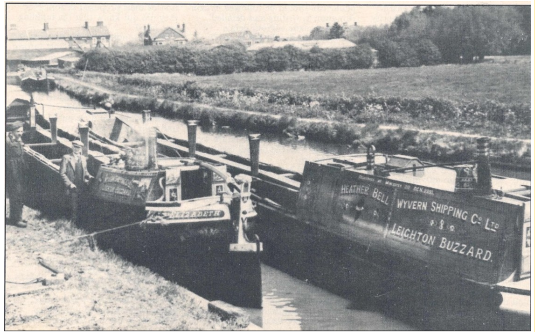


Elizabeth

The company colours were a bright blue background with red highlights' Keef said the livery was the left over paint from a previous business and remains the company's colours to this day. The company emblem was a Canada goose in flight designed by Peter Scott for Lord Geoffrey, whose

own converted wooden work boat was named Canada Goose.

Unfortunately, despite much hard work, the fleet was unable to attract any long-term contracts and had to rely on subcontracting to existing carriers like Samuel Barlow when more coal was needed than they could manage. This proved to be uneconomical and after two years the carrying ceased and all six boats were put up for sale.



Heather Bell



Three locks 1958

With no takers Michael and Geoffrey looked at the fledgling holiday/leisure industry and started to convert the boats for holiday hire. The motor boats 'Heather Bell' and 'Victoria' became camping boats able to carry mainly parties of to 20 scouts on each boat. 'Benevolence' had a cabin full length cabin built and made into a six-berth hire boat. The wooden butty 'Duchess of Athol' was cut in half to make two 35ft 4 berth cruisers. The stern half being named 'Lady Flora' with the Butty stern making a very good bow. The butty 'Duchess of York' became a horse-drawn trip boat doing regular trips from Linslade to Three Locks and back. On



Duchess of Atholl

one occasion with 50 people on board and being a wooden boat it put an extra plank under water causing the boat to leak and all the passengers got wet feet! On another occasion when arriving at Three Locks the horse went missing and by the time it was found it was too tired to pull the boat back to Linslade and the passengers had to be picked up by coach!



Benevolence 1958

To increase the fleet two more boats were bought. A tug called 'Tyburn' which used to tow rubbish boats on the Regents canal in London and Princess which was an old horse drawn ice breaker. Both these boats became 6 berth boats.

In 1959 Lord Geoffrey sold his interest in the company to Michael Keef and as part of the deal Michael bought 'Canada Goose' which became a 6 berth with the added luxury of a coal stove and a full sized bath.

In 1960 Keef put Wyvern Shipping up for sale and in November of that year Major Griffin, who had just completed 23 years' service



Canada Goose

with the Lincolnshire Regiment, bought the company and fleet of 10 boats.

With new determination, the Major as he became known, continued to buy and convert ex commercial boats.



Hazel

The last wooden boat being bought in 1965 was the ex-Blue Line Canal Carriers butty boat 'Hazel' and converted to a 10-berth hire boat.

Realising the future was not in converting ex wooden boats but in purpose-built new steel hulls and cabins the new purpose built hire boat came about.

In 1965 a covered dry dock was built at Linslade and is still very much in use today

being one of the most popular single boat dry docks in the country.

The 1970's being the beginning of an expanding and profitable time for the hire boat industry but sadly was the last year of trading for Blue Line Canal Carriers. In 1971 James and John formed Wyvern Shipping Day Cruises having bought the motor boat Nutfield from Blue Line and converted her into a 42 seat trip boat. Business was good taking mainly school trips in the morning, WI groups in the afternoon and clubs in the evening'.

In 1978 Major Griffin retired and handed over the working of the company to his sons John and James, who were already working in the business. In 2000 John retired from taking an active part in Wyvern and James continued to run the company as the MD and continued to expand the hire fleet to 35 boats. All the boats being fitted to a high standard at Linslade. The one boat built a little different was James personal narrow boat 'Ocean Princess' commissioned in 2000. She was built with additional forward steering and sea going capabilities to meet the shipping regulations of boats over 20m. In 2003 she cruised down the

English Channel to the Isles of Scilly and in 2004 from Liverpool to Northern Ireland, up the west coast of Scotland and the Caledonian Canal to Inverness.

The company continued to do well and enjoyed good times during Covid when foreign holidays could not be taken but has had to reduce the number of hire boats since Covid due to the falling demand for canal holidays.

Wyvern is still regarded as one of the top hire fleets on the Inland Waterways and has always been a keen supporter of the Wendover Arm Trust.



Ocean Princess 1960

James Griffin, The Wyvern Shipping Co. Ltd

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The Falkirk Wheel

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Its **AIMS** are: To promote the restoration and maintenance of the Wendover Arm of the Grand Union Canal, (including all waterways, buildings, and related structures), to good and navigable order and to promote the fullest use of the waterway by water-borne traffic (subject to the regulations of The Canal and River Trust) and for local amenity, recreational and water related activities for the benefit of the public.

To restore, preserve, maintain and educate the public in the history, use and wildlife, of canals and inland waterways generally and the Wendover Arm in particular.

General telephone number: 07547 181 857

Website: www.wendovercanal.org.uk

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