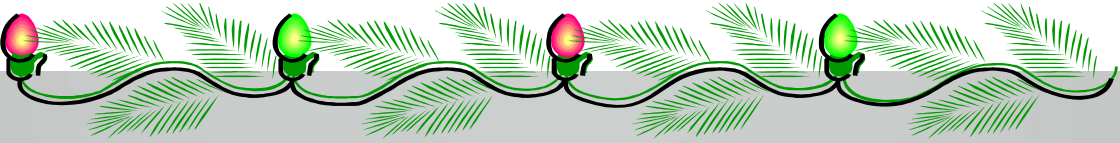


Wendover Arm News

Newsletter of the Wendover Arm Trust



Bumper Christmas Edition



*Issue 2011/4
winert2011*

*Price £1 where sold
Free to members*

Mentmore Towers is a 19th century English country house in the village of Mentmore in Buckinghamshire. The house was designed by Joseph Paxton and his son-in-law, George Henry Stokes, in the revival Elizabethan and Jacobean style of the late 16th century called "Jacobethan", for the banker and collector of fine art, Baron Mayer de Rothschild as a country home, display case for his collection of fine art and as an assertion of status. Historically it was first known simply as 'Mentmore'. The design is closely based on that of Robert Smythson's Wollaton Hall. It is a Grade 1 listed building.



Mentmore from Bridge 4A

Source: Wikipedia

Welcome to the Bumper Christmas Edition

Up from 16 to 20 pages! We report on progress with the restoration and some really good news on the future of Whitehouses. Ray Orth contributes an article on the return of butterflies to the Arm. Katherine reports on membership, the Club 100 results and an appeal for help with the upcoming Walk an Arm's Length. We also have a report on the AGM. In this edition we start a serialised feature viewed through the eyes of Murphy the Boarder Collie about a trip on the Llangollen Canal as well as a description of the restoration of a narrow boat on a

budget from Ted Jones. There is a brief look at Inland Waterways International as well as news of information boards and many other bits and pieces.

All letters please to...

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Email and phone details on the back page.



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Membership News

We are delighted to welcome the following new members to the Trust:

Grant Gibson	Buntingford
Tracey Wright	Chesham
Peter James	Shrewsbury

As of December 1st, the Trust has 690 members spread across 458 households. This figure is slightly down compared to the previous 3 months. Membership has always slowed down in the winter months, roll on spring!

Email up, postage down!

The response to Katherine's requests for email addresses has been fantastic. The use of email instead of printed letters has reduced the Trust's postage expenditure dramatically, so thank you for converting. It is not too late to sign up to email membership, simply send an email to membership@wendoverarmtrust.co.uk your details are kept solely for Trust use.

For those who are not using email, thank you to those members who have enclosed a stamped addressed envelope for their acknowledgement. Every little really does help!

Gift Aid

For the six month period from April – October 2011, we have claimed just over £2,000 back from the tax man! This is extra money for the Trust at no cost to the individual donor, 20p for every £1 donated.

Club 100

The Autumn Club 100 lottery draw was made at the AGM. The winners were:

1 st	117, Mr Edward Evans, Edgware	£176.40
2 nd	042, Mrs Johanna Wheal, Leighton Buzzard	£73.50
3 rd	006, Mrs Doreen Palmer, Aston Clinton	£29.40

Congratulations to all our winners, who have some extra money in time for Christmas shopping! Not bad for a £15 stake. If you would like to be in with a chance of winning a cash prize in January, join club 100 today. Contact Katherine for further details.



The 22nd AGM of The Wendover Arm Trust

This year's AGM was a lively affair supported by some 65 members with another 8 sending apologies. The formal business was kept to a minimum followed by a very tasty ploughman's supper. The Club 100 Draw took place – winners in the membership section. The raffle was well supported and the sales table was doing brusque business together bringing in a nice little profit for the restoration. All this activity was followed by a very well received presentation on the **Foxton Inclined Plane** by **Mike Beech**, curator of the Plane Museum.

In his address Vice Chairman **Roger Leishman** thanked the members of the council for their work during the past year. He then expressed the disappointment of the council at not being able to appoint a chairman and told the meeting that he could not continue as acting chairman or vice chairman.

The festival was praised as the main event of the year and Graeme was particularly thanked for his contribution.

Funding — such as donations, the club 100, block aid were all acknowledged but it was pointed out that if we are to fund the whole restoration we will have to obtain some major sponsorship.

A quick run down of progress on the restoration was given and the replacement of the VW Transporter by Ford Transit long wheel base tipper was outlined.

After mentioning the handover of the two footbridges to BW Roger went on to pay tribute to all who have been involved with the restoration.

Graeme Lockhart gave the Festival Chairman's report and told the meeting that the Festival will be held over three days on Sunday, 3rd, Monday, 4th and Tuesday, 5th June 2012. It will be on the same site but over a larger area.

Membership Secretary **Katherine Deany** gave the membership report and proposed a new fee structure to be considered at next year's AGM.

The Honorary Treasurer's Report by **John Brooman** indicated that the Trust received net income in the year of £5,226 with earnings of £70,210 and expenditure of £64,984.

Peter Lea, F.C.A, is retiring and accordingly a resolution is put to appoint Mr. Robin David Goodridge, BA ACA as the new Independent Examiner.

Out With the Old and in With The New — Information Boards Due For Update

You may have noticed the newer style of information boards that have been placed along the Arm where restoration is taking place — well they have been there for a seven years now. Although they have weathered well and still look in good condition some of the information is a little out of date. The Trust proposes to up-

date them with “future proof” versions that don’t have dates or people’s names on them.

There are a few boards on the Arm that are much older and in a bad state of repair so it is proposed to change them to the newer style board thus giving a consistent look and up to date information for all to enjoy.



Old style information board now in poor condition

Newer style board that has weathered well but some information is now out of date



Waitrose Green Token Scheme Comes up Trumps!

Thanks to the Waitrose Green Token scheme the Trust has received a substantial donation of £557 During the month of October. The scheme requires customer to place tokens into containers for local charities and

£1000 is split between them. In this case our share was a cracking £557, which means the Wendover Arm Trust earned support from Waitrose Berkhamsted customers which was more than two other local charities.



Inland Waterways International



I think we are all familiar with the Inland Waterways Association (IWA) but did you know about Inland Waterways International (IWI)? When our **Publicity Director Nigel** mentioned that he was a member I thought it a bit odd that a man would be a member of the WI but after a short time I realised it had something to do with boating. So, at his suggestion, I thought I would introduce it to those members who are not aware of its work. If you have access to the internet you can visit their website at inlandwaterwaysinternational.org.

Objectives

IWI brings together people and organisations who support the conservation, use, development and proper management of inland waterways worldwide. It aims to raise public awareness of the benefits of using waterways for a wide range of activities, from inland water transport to cruising, towpath walking and other recreational uses, as well as appreciating their architectural and landscape values as heritage. It also promotes restoration, where appropriate, of waterways which have become derelict. Its membership includes leading navigation authorities, as well as voluntary bodies, museums and

commercial companies. Individual members include both users and experts in the various disciplines. All have a keen interest in both the history and the modern significance of inland waterways for commercial carrying and recreational use. Today the membership covers 20 countries from around the world.

Canal Marketing

IWI supports the International Canal Marketing Team initiative set up at the Rochester 2010 WCC. The group, which includes IWI corporate members, is exploring the possible approaches to marketing and promotional programs in relation to canals and waterways. The group is chaired by Markly Wilson of New York Department of Economic Development (I love NY program). Contact the group through the Rivers Organization.

Waterways Forward

IWI is contributing to the work done by 17 regional partners from throughout the EU under the Interreg IV C Waterways Forward programme, which started in March 2010 and continues to the end of 2012. IWI's contribution is providing an interface between the waterways and their international users, present or potential.

Wildlife Watch

A Small Measure of Success

By Ray Orth

One day, during a working party, whilst driving an excavator along the dry bed of the canal towards Drayton Beauchamp I came across a gentleman down in the dry bed itself. I stopped to warn him that there would be other construction vehicles coming along behind me and that he should watch out for them. I then went on to ask him, out of interest, what he was actually doing, (I could tell he was heavily into photography by all the equipment he had hanging around his neck). After thanking me for the warning he went on to explain that following our clearance of the canal bed of all the old trees and dense undergrowth several varieties of wild flowers had returned, especially



along the canal banks. I therefore assumed that it was these that he was interested in but I was wrong. He went on to say that following the return of the flowers many species of butterflies had also arrived and it was in fact these that he was taking photographs of.

I wished him luck and, after repeating my earlier warning regarding other construction vehicles I continued on my way content in the knowledge that our efforts had brought some pleasure and enjoyment to at least one member of the public.

One small step for restoration
and
A giant leap for the environment.

Weston Turville Reservoir

The December edition of BBOWTs Wildlife News tells of their activities at Weston Turville Reservoir “Several new pools and wader scrapes will be created this winter to increase the open water and muddy margins within the reedbed. Long-toed water rail and bittern,

that master of disguise, will make use of these shallows. In time, we hope to draw in visiting snipe and common sandpiper too. Next summer a host of dragon flies will also benefit from the mighty emperor to the black tailed skimmer.”



We have designs on your time!

According to one entry in the online Encarta Dictionary, a **Graphic Designer** is someone who is involved in 'Producing a Book Layout: the art of integrating text, typography, and illustrations in the production of books and magazines'.

The Trust is reviewing its range of information leaflets and, by definition, we need a Graphics Designer to help us.

We will come up with the photos and text (or 'copy' in journalese); what we need is someone with a proven track record to help us de-

sign our leaflets, and to produce a template for us to work from.

We need our designer to help with the preparation of up to six leaflets, and we need our designer to do it for free!

Actually we are prepared to pay a reasonable fee, but it would be much nicer if a Trust Supporter was able to help us out at minimal cost, to produce a professional set of leaflets we can be proud of.

Naturally, appropriate accreditation will be given on the final documents.

2012 Festival to be Held in June

Graeme Lockhart, Festival Director, is already hard at work planning the 2012 extravaganza. It is to be held over the bank holidays in June this time, over three days on **Sunday, 3rd, Monday, 4th and Tuesday, 5th June.**

Graeme has organised a larger section of the same ground that was used in 2011 at Boxmoor Trust's site in Hemel Hempstead

at Two Waters Road / London Road. The site will be redesigned to give more room, it will allow the marquees to be more spread out and give an altogether more open feel.

Traders are already being signed up to provide all the necessary facilities.

This promises to be one of the best ever! Better put a date in your diary.

A Tale of Two Tails

I'm Murphy, a Border Collie and my friend who lives with us is Archie - a Westie. I have to say he is a feisty little chap but I am intellectually far superior.—that's why I'm telling this story



On a lovely sunny day in October Trisha and Jon were packing the car with lots of food and bags so Archie and I knew something was up because we had seen our bedding go into the car and our bowls and food. As we expected we were called to get into the car and we were off on a trip to Shropshire. It was a bit boring so we slept most of the way. Eventually we arrived at Whitchurch where Trisha and Jon had discussions with other humans about a trip we were about to make on the Llangollen Canal. After a brief hand-over session we set off in the direction of Ellesmere.

It was a lovely sunny afternoon and Archie and I liked the big

cruiser stern where we stood around Jon who was steering the boat. The boat was called "Gafion" which we thought a bit strange but we had heard the man at the handover session tell Trisha that it was a Viking name which makes sense because the company was called Viking Afloat. It was 48 feet long and had nice steps that little Archie could get up and down. Not like the last boat we had when he was stuck inside for ages and didn't like it.



After a few hundred yards we came to the first of a few lift bridges which Trisha operated while Jon drove the boat. The canal has a flow because it is fed by the River Dee so when we came to the narrows at a bridge the boat slowed down quite nicely.

Two Men and a Boat

By Ted Jones

In September 2009 my friend Chris said he had something to show me as we sped along the Llangollen [max 4mph, of course] between Welsh Frankton and Ellesmere in his fibre glass 'what not'.....



"...over there", he said, 'ANNACUSA' was listing slightly and almost buried in the bank of weeds at Onston Farm. My assessment was "what a dreadful rust bucket...lets move on" I said. Chris is very persuasive and thought a little restoration project

would reward us with a shared narrow boat at minimum cost..... "but we haven't even bought it yet", I said..... hoping it wouldn't be for sale; within two weeks [on 25th September 2009] we HAD bought it, from a reluctant retired BW engineer whose wife got wind of a 'deal' and moved in to assist her husband to sell...Close inspection revealed ...badly water damaged with an uncertain past 'ANNACUSA' had nothing but a solid steel hull, superstructure and badly rusted windows.



The cabin was original but neglected, suffering from severe damp. Along with the boat came several boxes of engine parts [the 8HP SABB looked in need of much attention], seven sliding van windows and not a lot else...A friend researched the craft and we discovered we were the proud? owners of a 1974 30ft

Hancock & Lane 'Marlin'. We agreed a 50:50 deal for all costs and also for 'work' in theory. In practice Chris was the skilled operator, with me as 'surgeon's labourer'. I subsequently did much of the unskilled work and supplied dozens of flasks of hot coffee! We very quickly decided that we could improve the craft if we had a bow deck cut in and the bow window converted to a door. Two small bow windows on both port and starboard sides cut into a single window. A metal rather than a rotten wood hatch also helped...



A workshop was located on the Montgomery at Maesbury, so one dark late October day we cast off.....going so slowly and uncertainly and grateful to accept a tow to Welsh Frankton locks....DESPAIR...8 hours later we somehow made the workshop and in two weeks and after

'surgery', we lifted our pathetic looking boat onto a trailer, towed by a tractor to a farm shed owned by Chris's brother-in-law [previously an ammunition shed owned by the MoD for storage prior to the Suez war] deep in the Shropshire countryside...

Here throughout the winter of 2009 and despite temps of -6degC, inside, we scraped off all the crud and paint and removed every item from inside incl the floor boards under which was indescribable filth and sludge. Dried out with the help of a 'borrowed' gas heater we painted the bilges, relaid the floor, removed the old windows, installed the van windows with their frames and applied several layers of paint all round. By March 2010 we had installed the refurbished engine. This was not the original 8HP, now spares, but a 10HP which Chris had discovered on holiday in IoW, for £80. [Chris also bought a 'lump of rust' which he said looked like a 18HP SABB for £50....more anon]

On 14th May 2010 we towed the trailer back to Maesbury [the workshop sadly went 'bust' two weeks later]..... and lifted the boat back into the canal by crane [our greatest expense]. We had an

entirely different and enjoyable journey back along the Montgomery through the locks at Frankton to a smart new pontoon on the Llangollen which we built in the previous November [between bridges 61 & 62] 'ANNACUSA' was renamed 'DENNY' in memory of great pioneering friends of my late father, who were to be seen on many occasion walking the canals.

remove the long lever sticking up through the [large] stern floor and renew deck panels. New wiring and a 24V 'leisure' battery [from an old fork truck] was installed with the help of a friendly electrician whose only 'charge' was a day out on the boat with his family. Gas hob OK, water pump 'found' and installed. We even have central heating. Hot air from a truck 'EBERSPACHER'! Our greatest future project? A shower, then Wendover Arm here we come!



In 2010 many other changes were made during which time we enjoyed short journeys up and down the Llangollen, but never overnight. We are blessed with two good pubs to the west and Ellesmere town, one mile east. We established a 'remote' throttle/gear change lever which enabled us to

In the Spring of 2011 we concentrated our efforts to sand down all wooden surfaces inside and varnish. Several lights found by Chris at a car boot sale for £20 were installed. A light and horn in that

[a discarded sheet for £75 did the trick]

In August 2011 my son and I made Hurlston and back in four easy days. This was after another engine change...remember that heap of rust Chris paid £50 for on loW in 2009? Well one day he said "I've spent the winter playing around with that heap of rust....Found a few spares we

need and guess what? It started first time!! Let's put it in 'DENNY!' "Oh, OK", I said. "Next summer?" "What about....tomorrow?" said Chris, and so it was.....a perfect fit. A bit wider but the exact same length as the 'old 10HP'. So confident are we that the 18HP is robust we are planning to sell both 8HP and 10HP on e bay!! Any offers?

\From Page 9

A few bridges down the canal I found that I could easily step off the boat onto the tow path for a lovely sniff around. Jon and Trisha tootled on for a couple of hundred yards unaware that I had got off the boat. Luckily Trisha turned round and noticed that I was no longer on board and was still near the bridge. If she hadn't seen me I may have been lost! I could tell she wasn't pleased so I didn't do that again for a while!!

As we tootled along we came to an area on the northern side of the canal of flat land that looked like plains or savannah grassland from another country. After another hour it started to get dark so we moored up for the night. Jon took Archie and me for a lovely walk whilst Trisha prepared a deli-

cious meal. I know it was delicious because I saw the big tin of Aldi's Chilli Con Carne and you can't go wrong with that – not much leftover unfortunately. Nice cosy evening, early bed to be refreshed for the next day – woof!



The adventures of Murphy and Archie continue in the next edition of Wendover Arm News



Christmas Card Competition

Back in June, we asked for photographs or art work featuring “The Wendover Arm at Christmas Time”.

After much deliberating, the judges rated two pictures as their joint favourites.

The first photograph of a lone dog on the towpath, was taken by Jennifer Dubois.



The second photograph of some swans swimming, was taken by Anne Brooman.

Congratulations to both the winning photographers, and thank you to everyone who entered.





2012 Walk an Arm's Length

The 2012 Walk an Arm's Length will be on Sunday 2nd September 2012, so please put the date in your diary now.

In order to organise the walk, Katherine is looking for volunteers to join her team. People are needed beforehand and on the day of the walk. Have a think..... Could you.....

- Contact local businesses to ask if they would **sponsor a prize**?
- **Visit local schools** near the canal between Wendover & Tring
- **Invite local dignitaries** to take part in the walk?
- **Put up posters** in local shops, community venues and notice boards?
- **Contact local press** and other publications?
- Be part of a team at the **registration desk** or **finishing line** on the day?
- **Plan some activities** along the Arm for adults and children?
- **Bake a cake** for the refreshments?
- **Serve refreshments** on the day in a village hall?
- **Sign up for the walk** and bring all your friends?

As the saying goes; **many hands make light work**, so come on get involved. Every little really does help. It will be great fun, a chance to make new friends and you will have a massive sense of achievement.

Katherine is holding an informal get together for interested volunteers on **Monday January 9th** at The Crow's Nest, Aston Clinton from 7.30pm. This is a chance to meet other Trust members and to formulate a detailed plan of action. Please do come along if you live locally and let's organise the biggest Walk an Arm's Length we have ever seen!

If you are one of our many members who live further afield, why not consider **planning a weekend away** at the beginning of September to explore the area around the Wendover Arm and take part in the walk? There are tourist offices in Wendover and Tring who can help book accommodation.




Whitehouses — The Future

A meeting was held with BW on Monday 3rd November to discuss the future water control requirements at Whitehouses, the restoration of the site as an historical site of interest to the public and the interest by KESCRG (Kent & East Sussex Canal Restoration Group) to take on the volunteer work at this site as their project. It turned out to be very constructive meeting and can be summed up as follows

Facility to let water from the canal down the shaft at Whitehouses into Wilstone Reservoir during restoration relining of the canal when the present sluice in the manhole will be rendered inoperative. BW propose to construct a new manhole with water control on the pipe leading from the present manhole to the pumping shaft clear of the canal bed behind the wharf wall. The present manhole will be cleaned and capped as part of the restoration works. This will enable the relining past Whitehouses to proceed unimpeded. BW expressed concern over the roots from the large cherry tree that is very close to the site of the proposed manhole and whose substantial roots can already be seen

next to the wall of the settling tank. *(Neil Owen has subsequently confirmed that the BW work will be scheduled for the 2012/2013 financial year and will be completed before WAT commence re-lining this length in 2013/2014.)*

Facility to let water from the canal down the shaft at Whitehouses into Wilstone Reservoir when the canal is restored to gravity flow from Wendover to Bulbourne Junction. There is what is presumed to be a former settling tank connected to the canal bed by three culverts with an internal transverse weir. The tank is directly connected by another culvert to the pumping shaft so it is proposed to rebuild the weir with solid brickwork to a level specified by BW with vertical metal double channel sections above to hold weir boards that can be used to vary the level at which surplus water from the canal can flow down the shaft into Wilstone Reservoir. A sluice will also be incorporated in the weir to allow further water control and the walls will require re-building to above water level (114.450 OS level is the standard for the restoration). It was suggested that the sluice and entry to the shaft be




protected by metal grid panels over the top of the sluice. Suitable protective fencing will be required when the site is open to the public and BW suggested that this should give the public the best view of the tank in operation commensurate with safety. KESCRG will complete the clearance of the settling tank during their site working party over the early May Bank Holiday weekend.

Facility to drain the pound between Bridges 4 & 5 where stop plank grooves are installed. There are two possibilities depending on investigations to be carried out. The first is to use the control sluice in the settling tank to drain the pound providing the invert of the culverts is low enough. The second is to reinstate and use the former paddle in the wharf wall. Roger Leishman will carry out a level survey at the next WAT working party to provide a cross section of the canal and settling tank. The former paddle in the wharf wall will be investigated at the same time. *(The survey has been carried out and found a) that the floor of the settling tank is 118.382 OS level against the bed level of the restored canal at 117.72 OS level, a*

difference of over 2ft and b) the old paddle gear in the wharf wall, of which the guide channels and a piece of connecting rod remain in situ, controlled an outlet channel with an invert level of 117.432 OS level, nearly 1 ft below the bed level of the finished canal)

Repairs to the old wharf wall. It is agreed that the wall needs partial reconstruction and or re-pointing. WAT has an hydraulic grab that will be used to lift off and replace the coping stones. The involvement of English Heritage was raised and BW will follow this up with the BW Heritage Manager, Nigel Crowe. This work will be carried out during a KESCRG working week on site during July 2012. *(Since the meeting Neil Owen has consulted Nigel Crowe who does not think it necessary to consult English Heritage but the County Archaeologist should be consulted.)*

Future access to Whitehouses. It is proposed to re-instate the former footpath from Bridge 4 to Whitehouses (Footpath 50) but instead of following the top of the offside bank it is proposed to create a nature trail



through the wooded area that is in need of proper management. This is a future task that can be undertaken by KESCRG. WAT has surplus Geotex from the A41 by-pass construction that was donated by Balfour Beatty and will provide road stone and edge boards.

Clearance of immediate former pumping station area. During the May visit KESCRG will carry on clearing the area including removing tree stumps. WAT will be providing a 5t excavator for this and handling debris from the settling tank. Special care is to be taken to recover and store all materials, e.g. bricks, that could be used for restoration works. Timothy Peters mentioned that there was a possibility of guidance from an archaeological student and he would pursue this.

Site security. It was observed that the dry laid concrete blocks had been interfered with allowing access to the pumping shaft. WAT undertook to re-block the culvert to the pumping shaft with

mortar joints the coming weekend. BW requested that the existing brickwork be protected from the new mortar by a suitable layer of material. *(The block work was completed on Saturday 5th November – the cavity between the new blocks and old brickwork has been filled with sand but pointed round the outside to prevent any levering away by vandals.)*

Further investigations. KESCRG will continue exploring the presumed coal storage bunker and any other discoveries at the site.

Health & Safety. Ray Orth said that KESCRG must provide Method Statements and Risk Assessments for all the work they are undertaking. The KESCRG H&S representative to visit site with Ray Orth to discuss requirements. WAT will also need to provide a supervisory presence when KESCRG are on site as the latter are not accredited by BW for self-supervision.

Restoration News

Excellent progress is being made on the restoration, the only trouble is that it is becoming rather repetitive to report on as we continue down phase two profiling the banks and lining them. Reasonable weather has permitted good progress to be made and the banks are lined nearly all the way back to the mooring bay now. The

last of the concrete walls was poured during the November working party and back filling can now commence behind the wall. The metal formwork will be removed and thoroughly cleaned in preparation for storage as we will not need to do any more concreting for some time to come.



The last of the concrete has been poured in phase two



Looking back from the foot-bridge 4A some idea of the length of canal to be lined in the current phase can be gained. We are currently working behind the trees in the middle distance, to the right of the pole

Wendover Arm Trust Council

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Contact: festival@wendoverarmtrust.co.uk

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