

Monday 30th July 1821: At office for orders.

Friday 3rd August 1821: Waited on John Vowler Esq. to get warrant to search for poles stolen from Burn (Launcells parish).

Saturday 4th August 1821: Searched several houses around Burn, remained looking round fields, outhouses and gardens.

Friday 14th September 1821: Two gangs of men at Lana Moor on to Pancraswike Valley, one 18, the other 28. A gang of 24 men at Thorn Moor, Parnacott Valley 28 men, Hoggs Park 18 men and at Manworthy Valley 15.

Tuesday 18th September 1821: On the line from Puckland to Vealand, Burmsdon, Anderton and Red Post found all the fences good and no complaints with the farmers.

Monday 15th October 1821: Went to Bodmin on Canal business. Expenses £2 16s. Horse hire at 5s per day, £1.

Tuesday 16th & Wednesday 17th October 1821: Still at Bodmin.

John Panchen ceased working as Inspector of the Line from mid-October 1821, possibly from illness, however he was still employed by the Company as Acting Company Clerk, as supported by a Public Notice dated 7th November 1821, relating to a call for subscribers to pay to the Company the sum of £5 per share to defray the expense of works.

BUDE HARBOUR and CANAL.
NOTICE is hereby given, That the **COMMITTEE of MANAGEMENT** of the **BUDE HARBOUR and CANAL COMPANY**, at a Meeting held at the Canal Office, Bude, on Wednesday the 7th instant, did make a **CALL of FIVE POUNDS** from the **SUBSCRIBERS** to add **PROPRIETORS** of the said **BUDE HARBOUR and CANAL**, upon each of their respective Shares, in order to defray the expences of the Works now carrying on by Virtue of an Act of Parliament made for that purpose; and the said Proprietors are hereby required to pay the same on or before the 17th day of December next, to **GEORGE SULLIVAN MARTEN, Esq. 25, Old Bond-street, London**; or to **CHARLES ROGERS SANDERS, Esq. Banker, in Exeter, Treasurers** to the Company.
JOHN PANCHEN, Acting Clerk.
Approved,
GEORGE THORN, Dep. Chairman.
Canal Office, 7th Nov. 1821,

DAVEY FAMILY

Kept in the Archive Records at Heritage Centre, Bude, is a handwritten record of wrecks at, or near, Bude from 1824 to 1897, compiled by Oliver Davey.

During the whole of the 1800s the Davey family were significant in the trading and shipping activities at Bude. The family operated a warehouse and coalyard in the area where the current Bude Social Club is situated.

In 1830, William Davey (b:1792) had taken over the business known as ‘Wm. Davey & Co’. The 1841 census shows William and wife Maria with 7 sons and 1 daughter. The eldest son, Oliver, aged 23½years, being a Master Mariner. In 1842 Oliver married Betty Whitefield of Clovelly. The 1851 census showing that Oliver has 2 sons, Oliver aged 8 years and William 6 years.

By 1871 Oliver junior had taken over the running of the family business which, by the early 1900s, seems to have ceased trading.



Capt. Oliver Davey

However, the records of the wrecks compiled by Oliver Davey makes interesting reading and between 1824 and 1897 shows details of 103 wrecks.

Between 1824 and 1848 there were 31 wrecks and 11 where the whole crew were drowned.

From 1850 a greater proportion of crews were saved, either by use of the ships own boat, the Rocket Apparatus or the official Lifeboat.

AUCTION OF BANKRUPTCY PROPERTY:

Sale of bankrupt goods and property in July 1829. This relates to William Davey of Bude. This unfortunate event is believed to be connected to a fraud by John Tredwen, shipwright of Padstow, against William Davey. Commissioners were appointed to investigate this claim in May 1829. The result of the investigation is at this time unknown.

(Extract: Exeter & Plymouth Gazette): 11th July 1829

Bude, Cornwall. To be sold, by auction, on Thursday the 16th day of July next, precisely by eleven o'clock in the forenoon, by Mr Thomas Best, auctioneer, by the direction of the assignees under a Commission of Bankrupt, awarded and issued forth against Mr William Davey, of Bude, aforesaid merchant, dealer and Chapman; all the Farm Stock; and implements of Husbandry, of the said William Davey situate at or near Bude aforesaid; comprising 10 horses, some of the largest size of waggon horses, 13 bullocks, pigs, carts, waggons, and various implements of husbandry, gig and harness, wheat in the mow, reed, straw, and hay, two acres and a half of wheat in the ground, four acres of barley, half an acre of potatoes, and also the growing crops on Hangers Binhamy near Bude, aforesaid. Also the right, estate, and interest, of aforesaid assignees in a tenement at King's Hill, near Bude, aforesaid, subject to the rents, heriots, covenants, conditions and agreements, in the original indenture of lease mentioned. Also the following Shares in the undermentioned vessels, of and belonging to the port of Padstow, 56/64th shares of and in the fast sailing newly built smack called the 'Bude Packet', comprising about 40 tons burthen, Joseph Tucker, master; 48/64th of and in all that tight built smack called the 'Lanson Castle', comprising about 40 tons burthen, Nicholas Tucker, master; 48/64th shares of and in that well found Smack called the 'Eleanor' comprising about 41 tons burthen, Thomas Drew, Master. The said vessels are well found in materials and ready for sea, and lying in the bason [sic] of Bude for Sale, at Bude, aforesaid. On the 17th day of July next, will be offered for Sale, at Bude, aforesaid, and following days, until the whole be sold; about 40 tons of bar and other iron of various descriptions, several chests of tea, coffee and soap, barrels of sugar, and an immense quantity of Groceries, of every description. A very large assortment of hardware, 12 tons of salt, several tons of smith and other coals, culm, etc a large quantity of nails, shot, gunpowder, timber, paints, oils, pitch, tar, barrels of beer, porter, and vinegar, rosin, earthenware of all description, iron chest and office furniture, counters, building materials of every description, carpenters and masons tools of every description, anvils, axle arms and cases, knives and forks of every description, writing and other paper, chains of various sorts, cast and foreign steel, old and new casks and the various other articles of the immense stock in trade of the said William Davey.

The whole will be put up in small or other lots as the public may desire. The whole assortment is of the most superior quality, and deserves the attention of all wholesale and retail dealers.

For viewing the same apply to Mr Jose Langman, on

the Premises, at Bude aforesaid; and for further particulars to Mr George Jones of Bristol, iron merchant; Mr John Tredwen, of Padstow, Shipbuilder, or Mr Henry James of Bude, aforesaid, merchant, the Assignees; or to Mr Edward Shearm, Solicitor, Stratton. Dated 29th June 1829

The CRO has a writ (BRA833/432) appointing commissioners to investigate a claim of fraud by John Tredwen, shipwright, of Padstow, against William Davey, merchant, dealer and chapman, of Bude. It's dated 21st May 1829 and must be connected to the above bankruptcy.

JOHN HONEY

John Honey was appointed Clerk to the Bude Harbour and Canal Company in 1824, living in a house built by the Company at the top of the Great Incline at Hobbacott Down. This was the largest and longest of the Canal’s inclines, with a slope of 935 feet with a vertical rise of 225 feet. In addition to his clerical duties he was also responsible for ensuring that the bucket and well machinery, providing the power to lift the tub boats up the plane, on the rails, was in good working order.

He frequently reported that the machinery was not in working order as shown in the excerpts below:

27th December 1826: Both chains of one of the buckets at Hobbacott Down had broken and the bucket had fallen from halfway to the bottom of the pit.

10th May 1827: The main chain of the Inclined Plane at Hobbacott Down broke when taking up a boat of Mr King’s laden with sand. This would have been the continuous chain that provided the power and drive to which the tub boat would attach itself to be pulled up the plane.

4th June 1827: The main chains in the west pit at Hobbacott Down broke and the bucket went to the bottom, resulting in much damage that the expense of repairing will not be less than from £20 to £25.

Mr Honey also observed; ‘Today, I have some reason to fear that the extensive and complicated works at Hobbacott Down will always be a mill stone on the Company’s neck. Had this plane been made in two, in different directions and worked two water wheels, almost all of the former enormous expense would have been saved.’

This is a very fine observation and added to it is the metal technology of the early 19th century which could not cope with the forces being placed upon it. Additionally, the Hobbacott site was the crucial point in the canal system. If it was out of action for whatever reason, whether it be chain breakages, excessive weather conditions, resulting in too much or too little water, or freezing temperatures, then the whole system of transport on the Canal came to a standstill.

The Canal Company overcame the malfunction of the machinery, by way of the breakages of the pit chains, by installing a steam engine at the head of the plane. Positioned close to the machinery, this allowed the steam power to drive the continuous chain, therefore transporting boats up and down the plane, allowing trade to continue.

The record shows date, type of vessel, name, cargo, route of vessel, location of wreck and comments.					
The following are a sample of the wrecks recorded between 1824 and 1848.					
Date	Vessel type/name	Cargo	Route	Location	Remarks
Jan 24th 1824	Spanish Patriot	Wine	Not specified	Duckpool	None
Jan 24th 1824	Dutch Galliot	Oranges	Not specified	Maluke	None
Sept 1825	'Ability'		Not specified	Off Chapel Rock	All crew drowned
3rd Feb 1825	'Unity'	Wheat & Flour	Not specified	Coach Rock	None
24th Nov 1825	'Happy Returns' of Lyme	Irish Provisions	Not specified	Widemouth	Crew found huddled together, dead, under the cliff
7th Sept 1826	'Esther'	Bathfree stone	Bristol/Margate	Widemouth	Cargo for Margate Church. Crew drowned
4th March 1831	'Union of Whitby'	Timber		Bude harbour	Driven into harbour with no-one on board
28th Feb 1833	'Minerva' of Milford	Oats & Butter	Waterford/London	Not specified	Crew all drowned
Aug 1834	'David' a sloop	Ballast	Not specified	Widemouth	None
22nd Oct 1835	'Lanson Castle' Bude sloop	Bristol Goods	Bristol/Bude	Bude	None
29th July 1837	'Sally Ann' a sloop	Coals	Not specified	Northcott Mouth	Crew all drowned
29th July 1837	Barque	Salt	Not specified	Maluke	None
8th Sept 1837	'Caledonia'	Wheat	Odessa	Morwenstow	1 saved 15 drowned
5th Feb 1840	'Hero' barque	General cargo	Liverpool/London	Efford Cliff	Crew left on board Vessel struck rocks All drowned. Cargo valued at £10,000
17th Oct 1842	'Haven' brig	Coals	Not specified	Maluke	None
17th Oct 1842	'Sedulus' barque	Iron	Not specified	Maluke	None
22nd Oct 1842	'Alonza'	Iron	Not specified	Maer Lake	All crew drowned
10th Oct 1844	Lifeboat upset at Bude				2 men drowned
9th Dec 1845	'William & Ann' brig	Stone & Coal	Not specified	Maluke	7 men drowned, 2 saved
22nd Oct 1846	'Eliza'	General cargo	Liverpool/Valperaso	Stowe Cliff	Cargo worth £80,000
12th Dec 1848	'William Elliot'	Coals	Not specified	Widemouth	10 men drowned

The reference to Maluke is Millook and Maer Lake is Crooklets