

ARUNDEL

The Arundel's were resident at Trerice, near Newquay, from as early as the period of Edward III. There were several branches of the Arundel family and many have the name of John and those who were so named in their baptism have often received the accolade of a knighthood. One such Sir John Arundel of Trerice served as Sheriff of the county in 1471. Through marriage the manor of Ebbingford, on the shores of Bude Bay, had passed to the Arundel's who made it their principle place of residence.

Sir John – so the story goes – had, in the exercise of his function as magistrate, sentenced an offender to imprisonment, who, in time honoured Cornish fashion, had ‘ill wished’ him and foretold a day:

‘When upon the golden sand
Thou shalt die by human hand’



Thereupon Sir John had removed from Ebbingford to Trerice which had been acquired by them in the reign of Edward III and which was judged sufficiently remote from the ‘yellow sand’ to break the spell of the prophetic utterance. But alas, all was in vain.

In 1471, as Sheriff, he was directed, with a posse, to retrieve St. Michael's Mount which had been seized by the Earl of Oxford. In a skirmish on the yellow sand of Mount's Bay, Sir John was slain. His remains are buried in the chapel of St. Michael's Mount.

The male line of the family became extinct on the death of John Arundel in 1768 and Trerice ultimately passed into the hands of Sir Thomas Dyke Acland, Bart. along with Ebbingford at Bude. Sir T.D. Acland was a main supporter of the Bude Canal in 1819.

GRENVILLE

The Grenville family of Stowe and Bideford were an ancient family. When the Arundel's built the tide mill at Bude, in 1589, this was with the agreement of the Grenville family, the adjacent landowners of the eastern side of the River Neet. At the same time a causeway was created and possibly a bridge to enable safe passage when the tide was in full flood.

At this time Sir Richard Grenville was Lord of that manor and the Grenville's had earlier established a quay and installed Simon Symmons as ‘Master of the Port of Bude’. Sir Richard was a sailor and active in engaging the Spanish whenever possible. He died in 1591 in such a skirmish aboard his ship ‘Revenge’, off the Azores, and buried at sea. He was grandfather to Sir Beville Grenville, famed for his activity during the Civil War of the 1640s, notably the Battles of Stratton and Lansdown, near Bath.



STANHOPE

Charles Stanhope (1753-1816), the 3rd Earl Stanhope, was extremely well-educated and had a huge interest in all aspects of scientific topics and was an inventor in his own right. In about 1777 he constructed two calculating machines. One for addition and subtraction and the other for multiplication and division. he also invented a type printing press, a microscope and an improved method of burning chalk, marble and limestone into lime. He also worked with Robert Fulton, an American engineer, on a system of inclined planes which was later used when the Bude Canal was built in 1819. Succeeded by his eldest son, Phillip Henry Stanhope, the 4th Earl of Stanhope, was one of the main supporters of the Bude Canal. He was the main proponent of the idea to have a railroad system that would collect the sand from the beach before off-loading it into the tub boats and barges in the canal. This was to replace the original idea of barges going through the sea lock and, after being filled with sand, returning through the sea lock, should the tide and weather permit. This concept was incorporated into the construction of the Canal and a 4ft plateway was installed after the addition of a track-bed with a bridge over the River Neet, combined with a turntable and a system of rails across the beach.



JOSEPH STANNARD (1797-1830)

An artist of note who lived in the Norwich area had pictures displayed in the British Museum. He is credited with the painting below, entitled ‘Bude Haven’. It shows a view of Bude looking westwards from what is now Granville Terrace. It is an interesting view as it shows Nanny Moore's Bridge and dilapidated cottages with a clear view out to sea, showing a lot of activity on the beach. The Breakwater is almost a silhouette of a form that was probably the original Breakwater. The Castle is shown as originally built with the Storm Tower on the cliffs above the Breakwater.

However, this picture creates two anomalies; Stannard died in 1830 from Tuberculosis, the building of the Castle was not started until 1830 and the Storm Tower was not constructed until 1840. It has been suggested that the painting was finished after his death. His wife, daughter, brother and niece were known to be competent artists. The other question is why did Stannard paint this scene? Here is a remote Cornish coastal image whereas his other works were of eastern England. Did he perhaps have a sponsor, maybe of noble birth, who had a connection or interest in this place.



The painting is the property of Newport Museum and Art Gallery in South Wales and is currently on loan to Bude-Stratton Town Council, on display in the Gallery at The Castle Heritage Centre, Bude.

HOBBLERS

‘Hobblor’ is probably a local corruption of ‘Hoveller’, defined as unlicensed pilots, longshore men or one who assists in saving lives or property from a wreck.

At Bude there were Hobblers who operated as a commercial activity. There was an open rowing boat, owned by local men, with an employed Master and crew. The rowing boat was broader in beam and had raised sides to cope with big seas, with four oars fitted into the sides for better control, including a rear oar to assist in steering. The bows were also strengthened to endure the violent crashing waves in rough seas.

There are records held at the Archive, Heritage Centre, Bude, under the control of Bude-Stratton Town Council, which relate to the activity and rules governing the use of the ‘Bude Pilot (Hobblers) Boat 1836-1847’.

The following is taken from those records:

Memorandum

A meeting of the proprietors of the Bude Pilot Boat was held at the Bude Inn on 3rd January 1839

FIRSTLY: George Hambly's appointment as Master of the Boat which was made some time since is this day confirmed.

SECONDLY: The Master is fully empowered to appoint his own crew (subject to approbation of the owners of the Boat) and he is hereby authorised to discharge any man who neglects his duty.

THIRDLY: It is imperative upon the Master to enforce fines of 1 shilling and 6 pence for non-attendance, neglect of orders and drunkenness – and he is requested to keep an account of the dates and names of parties and to deliver the same to the owners of the Boat with the half-yearly accounts.

FOURTHLY: Each man of the crew is in turn to keep a good and sufficient look out at time – the arrangement to be under the discretion of the Master. The subject of the amount of Pilotage and the necessity of charging Dead Hobblers in particular cases having been discussed, it is resolved – that to give the Master time for preparing a list of ships, with

the old and new admeasurements of each.

That this meeting be adjourned to Monday the 7th Instant.

Proprietors: Signed by John Hockin, J. S. James, Davey pps J. T. Davey

At a meeting held at the Bude Inn on Monday 7th January 1839

Resolved that the Pilotage on vessels entering Bude be on the following scale, according to the New Register.

Tonnage:

- Below 20 tons – 5¾p per ton
- Below 25 tons – 5½p per ton
- Below 30 tons – 5¼p per ton
- Below 35 tons – 5p per ton
- Below 40 tons – 4¾p per ton
- at all above 40 tons – 4½p per ton

The foregoing scale is for the Pilotage In and Out and to be paid before the vessel enters the Sea Lock on her departure.

In case a vessel should not get into the lock (on) the tide she enters the harbour, the Hovellers (Hobblers) are bound to attend two extra tides if necessary, but if further attendance still should be required the vessel will be subject to a Dead Hobbler of one shilling and six pence for each tide.

Any vessel going out of the locks and not putting to sea the same tide to be subject to a Dead Hobbler of one shilling and six pence for every tide the Hobblers may be required, before she leaves port.

Proprietors: Signed by John Hockin, J. S. James, W.M. Davey, Daniel Lane

Entry to the Bude Harbour was often hazardous due to the prevailing westerly winds. Vessels had to wait until the flag on Compass Point indicated that the harbour was safe to enter. The flag was controlled by an official known as the ‘Tide Waiter’. It is not known if this person was an employee of Bude Harbour and Canal Company or perhaps one of the Hobblers.

It was rare for boats to enter harbour without assistance from the Hobblers in their open boat, acting as pilots, taking ropes from vessels and making them fast to the Warping Posts along the channel to the sea lock.

Warping Posts were opposite mooring buoys and allowed ships to pull themselves up the channel, from post to post, assisted by the Hobblers.

The income and expenditure of the Hobbler's Pilot Boat were recorded in a simple form, for example:

6 months – 21st April to 19th September 1836.

Total income £81 0s 3d

1/8th boats share £9 0s 1½d

Disbursements to crew –

Veal	£0 9s 9½d
Robinson	£0 5s 9d
Grotch	£0 1s 8d
Wills	£0 11s 6d
Moor	£0 2s 0d
Knowles	£0 1s 4d
Total:	£1 12s 0½d
Net boats share	£7 8s 1d
Wharf Account	£5 10s 6d

It is not clear how the boats share of 1/8th was calculated as £9 0s 1½d, as 1/8th of £81 0s 3d is £10 2s 6d, even if the expenditure of the Wharf Account of £5 10s 6d was deducted from the total income.

THE BREAKWATER

Part of James Green's brief was to improve the harbour at Bude which was exposed to the force of storms. This, in part, was due to the gap between the mainland and Chapel Rocks.

Chapel Rocks were discussed by Carew in 1602 as an island when the tide was at its high flood, formerly the site of a medieval chapel, believed to be dedicated to St. Michael and served by ‘wise men’ or ‘Bedes’. They placed a light in the chapel.

This served as a primitive lighthouse. Thus the name ‘Bedes Haven’ was used, later changed to ‘Bewd’ and then to the familiar name of Bude.