

planking, then cut her in half. New ways were built under her forrard, well greased and with slides on them. The forrard half of the vessel was pull away by our men using crab winches, my uncle watching from a bit of rising ground ahead to see that the end moved straight. I stood amidships and held a 13-foot batten in the gap. When I signalled that the gap was wide enough the winching stopped. Everything had to be in perfect alignment.

A new keel had to be put in, thirteen feet longer than the old one. We got her shored up with bottom shores, bilge shores, bend shores, bow shores up to the hawse-pipes and quarter shores. Then we cut the old keel out and dropped it down. This meant cutting off the tops of the vertical bolts which held the keel and floors together, afterwards driving the bolts downwards. Then we put in the new keel in two parts. The forrard half was of English elm, which we pulled and pushed in from astern. The scarph came well away from the main mast. When this was done a new keelson was put in and we planked her up again. At the finish it was not easy to see where the cut was made because one butt was never vertically above another unless it was four plank widths away. The new keel was about 18 inches deep aft.

When we did this work on the *Agnes* I made a new rudder casing under my uncle's direction, but he was not watching when I drove the key down with a sledge! Probably all the pieces should have tapered so that the whole casing would be bigger above than below. This would minimise damage when a groundsea lifted a vessel and dropped her skag hard on the beach or rocks - skegging as we call it in north Cornwall, but with the *Agnes* we only tapered the key piece.

Several other big jobs we did afloat. To the *Ceres* we fitted a greenheart hog-piece and an oak archboard. To do this we tipped her down by the head and the stern post an old archboard were taken out. The new timber, a baulk salved from a wreck, was brought up astern on the deck of the *Ant* and launched into the *Ceres* underdeck. It dropped down exactly into place and never moved again. The archboard was made from a board of great width specially obtained by the owners. See figure 2B

The planking across the stern above the archboard was another feature needing a lot of skill to make or repair. With the *Ceres* and other 'square sterned' craft the planking was horizontal. It was rabbetted, but not caulked, having to be fitted very carefully so that it never leaked. In the 'elliptical' type of stern the planking was up and down, but old ship-wrights would still plank them horizontally if allowed. There was a great art in this as the planks leaned outwards, tapered, had a lot of *sni* as we described the curved shaping, so that it ran into the vessel's sheer in a sweet line.

RECOVERY OF SALVAGE CHARGES

Repeatedly, following a wreckage, goods were able to be salvaged and once a notice of auction was published this allowed for the recovery of salvage costs or other expenses.

Here are three such examples of the varied produce being sold at local auctions:

Wreck of the ‘Santa Anna Y Santa Joseph’ in 1790, wrecked just south of Bude near Upton on her way from Lisbon to St. Petersburg under Captain Antonio da Fonsera Rosa.

(Extract: *Sherbourne Mercury*): 21st February 1791

Wines, etc., for sale by auction at the Bude Inn, in Bude, on Wednesday the 2nd day of March, by 10 o'clock in the forenoon; 27 Pipes of Lisbon Wines, 65 Small Casks of Ditto, 77 Brazil Planks, 1 Box Sanchong Tea and 12 small Casks of Fine Lisbon Oil. Samples of the wines may be seen on the day preceding, or on the morning of the sale, at the above Inn; and further particulars known on applying to Edward & RW Fox of Wadebridge, agents for the concerned. NB: A part of the wines will be sold duty free to defray the salvage charges and the remainder for exportation, or home consumption, as may be agreed at the time of the sale. Dated 1st February 1791

Wreck of the sloop ‘Price’ in 1810, wrecked south of Bude near Efford Cliffs

(Extract: *Royal Cornwall Gazette*): 19th January 1811

Waterford Butter and Sloop's materials. For sale by auction at the cellars at Bude, near Stratton, Cornwall, on Friday 25th day of this inst. January, by 10 o'clock in the forenoon; 13 full Casks and about 25cwt in broken Casks and loose of Prime Waterford Butter; also a Sloop's boom part of a mast; two anchors; 14cwt of Cordage and sundry other Articles saved from the sloop 'Price', Captain F Richards, burthen per register, 54 tons, lately wrecked near Bude on her passage from Waterford to Chichester. For further particulars apply to Mr John Heard, at Bude, or Messrs Thomas Rawlings & Son, Padstow. Date 10th January 1811

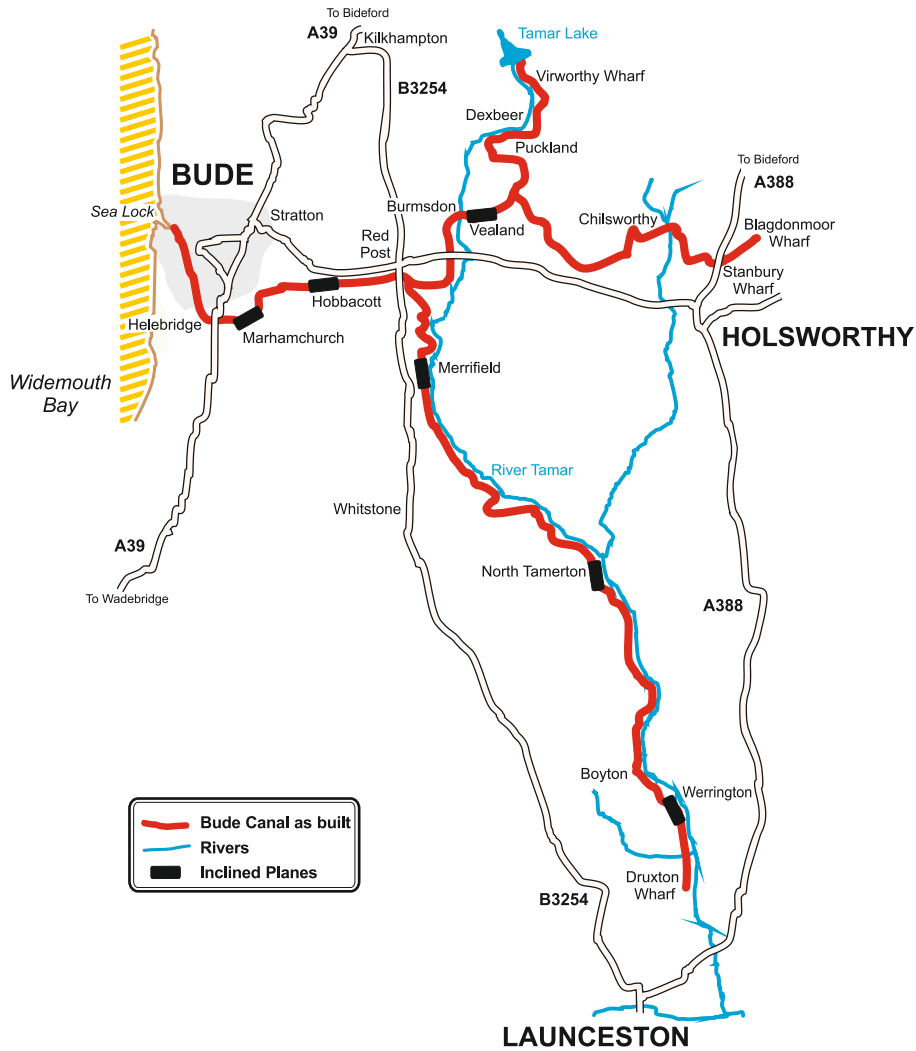
Sale of the ‘Mary’ and the sloop ‘Barum’ in 1820

(Extract: *Royal Cornwall Gazette*): 11th November 1820

To be Sold by Auction. At the Canal Inn, in Bude, in the Parish of Stratton, Cornwall, on Thursday November 16th 1820 by four o'clock in the Afternoon. The Handsome Brig ‘Mary’ as she is now lying within the Port of Bude aforesaid. She measures per register, 75 50/94ths tons, is new built and of easy draught of water. Also, The Sloop ‘Barum’, likewise lying within the said Port of Bude and admeasuring, per register, 43 tons. These vessels are well worthy the attention of Merchants and may be seen on application to Mr R. B. Bray of Upton, near Bude aforesaid, and further information obtained of him; or of Mr Symons, Solicitor, Wadebridge. (Letter must be post paid.) Dated: 8th November 1820

Such is the power of the Atlantic Ocean!

BUDE CANAL as completed



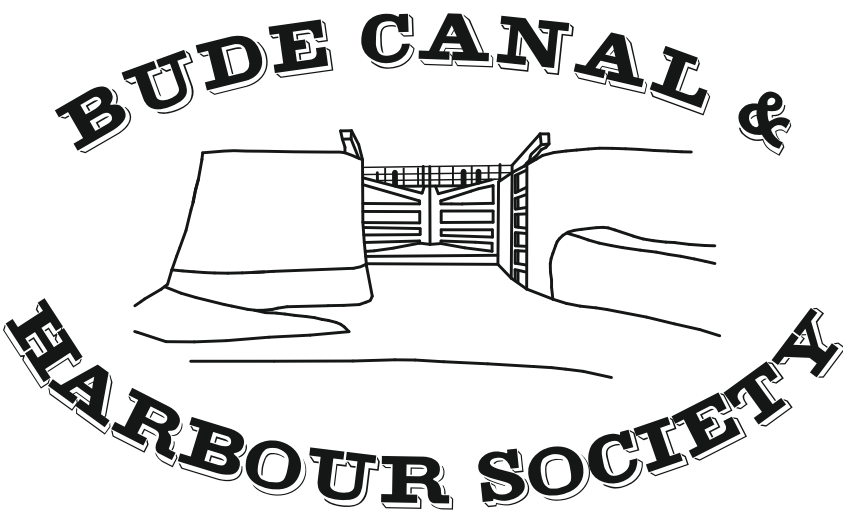
Bude Sea Lock & Breakwater 2018

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