

# THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 69

Autumn 2014



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### Forthcoming Events:

Saturday 6th December Deadline for articles for inclusion in Tub Boat No 70 to reach the editor Clive Horton [cshorton23@btinternet.com](mailto:cshorton23@btinternet.com)

Thursday 1st January 2015 Publication of THE TUB BOAT No 70

Sunday 22nd February Provisional date of BCHS AGM at Falcon Hotel Bude

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Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to [cshorton23@btinternet.com](mailto:cshorton23@btinternet.com) or copied onto a USB memory stick or CD and send to Mike Moore (Tel: 01288 361878) to reach him by 1st December 2014.

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<b>Trustees:</b>	Chairman	<i>Vacant</i>
	Vice-Chairman	<i>Vacant</i>
	Secretary	<i>Vacant</i>
	Treasurer	Chris Jewell
	Events Secretary	Betty Moore
	Minuting Secretary	Jill White
	Other trustees	Anne Longley Stan Noakes Vacant Vacant
	Membership Secretary	Mike Moore ( <i>non-trustee</i> )
	The Tub Boat Editor	Clive Horton ( <i>non-trustee</i> )

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The views expressed by the contributors to this newsletter are not necessarily those of the Bude Canal & Harbour Society which does not accept responsibility for them.

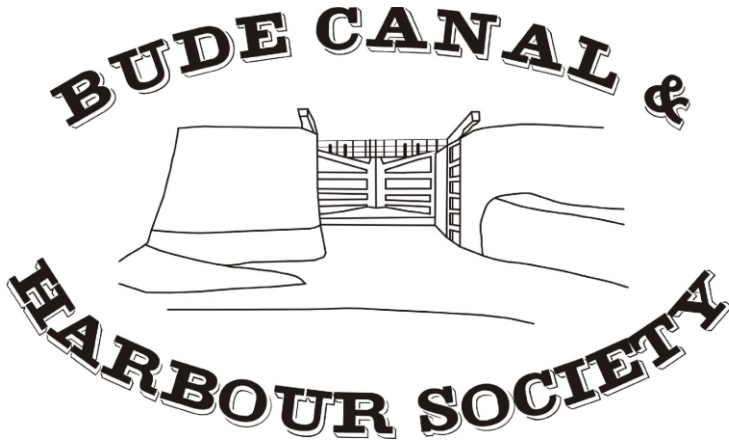
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Cover: The new bridge built over the river on Bude's multi use trail.  
 Photo: Mike Moore

## Creaks from an empty Chair



Following the publication of the plea from the Trustees for new trustees in two local weekly newspapers, we received one direct response from someone living in Bude who is liaising with us regarding the position of trustee. Two current members have also contacted us prior to the newspaper appeal but discussions with them have not been fruitful as neither of them live in the Bude area therefore they were unable to give the commitment needed to fulfil the position. One other member has shown an interest but we have not yet had any further discussion about the level of active support needed.

So the search continues. Any member in the Bude area who is interested in becoming a Trustee, please make contact with us either at [info@budecanal.co.uk](mailto:info@budecanal.co.uk) or by telephone 01288 352298. Thank you.

Chris Jewell

## Membership Report

Again we have to report that no new members have joined since the last edition of the Tub Boat which means that we have still had no new members at all in 2014. Perhaps existing members could encourage their friends to join as the membership numbers have been declining yet again recently due to the loss of more long serving members. We have unfortunately lost three more well established members. Tony Harrison passed away on 31st July, Brendon Parsons on 3rd August and our Vice-chairman, David Phillips on 20th August.

Tony Harrison was a Consultant Engineer of the Inland Waterways Association specialising in hydraulics and hydrology which benefited numerous restoration projects and navigable waterways alike. He joined the original Bude Canal Society following a visit by the IWA Restoration Committee to Bude in the 1990's. He continued as IWA Consultant Engineer and as a member of the society until 2013 when he decided to

withdraw from waterways activities.

Brendon Parsons joined us before the formation of the BCHS and supported us through very generous donations over a long period. See separate obituary by Cllr David Parsons.

And finally David Phillips who joined us as a life member in 2002 and served as a trustee and Vice-Chairman until his death on 20th August. His help and assistance throughout this period has been really appreciated and he will be sorely missed. See separate obituary by Chris Jewell

We pass on our condolences to the families of Tony, Brendon and David.

As many of you will realise, this is the time of the year when I have to remind you that subscriptions were due on 1st September for all members except those who joined after 1st May. Renewal forms (where appropriate) are included with this newsletter. Members are encouraged to return the Standing Order Form to me as it is a more efficient method of payment for the society and avoids your renewal being overlooked. Membership cards will automatically be sent to members who have already completed Standing Order Mandates and whose payments have been received. Can I also remind those members who are taxpayers and who have not completed a Gift Aid declaration that they can obtain a copy from the Treasurer.

Thank you for your continued support

Mike Moore

Membership Secretary

Brendon Parsons

Brendon was born in Jan 1922 on the family smallholding in Black Torrington where his family also ran a bakery business.

The family moved to Bude in the mid 30s and set up Duchy Bakeries.

He volunteered for the airforce in 1940 with the intention of becoming a pilot but his health prevented that and he worked in signals in Canada and West Africa for the rest of the war.

He returned to work in Duchy Bakeries but in the early 50s decided to try and make a new start in Canada. When that didn't work out as he had hoped he returned to Bude and worked in Duchy Bakeries until the business closed in the 1980s.

Apart from his family his passions were photography and music. He always had to have the latest equipment and he took and developed his own pictures, both colour and black and white. His home had a music room as well as a darkroom and could often be found listening to his large record collection.

He also travelled extensively and after he retired took part in an expedition to the foothills of Everest.

Cllr David Parsons

David Edwin PHILLIPS (13th April 1940 - 20th August 2014)

David was born in 1940 in Romford, Essex and on leaving school at 17, he started work at the Corporation of Lloyds in the City of London. He worked in the Marine Cargo Claims Department where he rose to a senior position as an investigator. During his career he handled many interesting cases of marine cargo claims. He retired early in 1993 and came to live in Bude in 2001 with his partner, Anne Longley. They lived in Breakwater Road right beside the canal and about 100 yards from the Sea Lock and harbour.

He joined the Bude Canal & Harbour Society as a life member in 2002 and later became a trustee holding the position of Vice-Chairman. He was an active member of the committee right up to the end of the Summer of 2013 when his illness made it impossible for him to take part in the physical aspects of the society's activities. He remained as a trustee until the time of his death.



Photo:  
M.Moore

David was a good man and a friend to all of the trustees - a private man, but when it mattered he would be there doing his bit to help. Rest in peace, our friend David.

Chris Jewell, Trustee

### **Bude Canal Trust Report**

JUNE 2014 - Half way through June we supported the DWT Open Day with a conducted walk from the Dunsdon Nature Reserve through to Vealand before returning to the normal work routine a few days later to

finish clearing overhanging branches presenting a potential threat to the footpath walkers near Puckland.



### Conducted walk to support Devon Wildlife Trust Open Day

Work continued during the month using the new mower to clear the vegetation from the Incline Plane, the picnic bench area and the footpath back to Vealand Bridge.

JULY. - A concerted effort was made on the footpath and canal bank top edge between Vealand Bridge and the southern end of DNR plus the section between Virworthy Wharf and Virworthy Mill.



### Improvement to clearing footpath and hedges

AUG.- Early this month 400yds of the permissive path from Burmsdon Bridge was successfully cleared of low overhanging branches and a long section of brambles.



Burmsdon Bridge



Overgrown permissive path



Path after clearing



Clear view of Burmsdon Bridge

A survey of the work done on the section near Puckland was carried out with the help of Neal Reeve of the South West Lakes Trust for which we are very grateful confirming that the work carried out had in fact improved the habitat for insect foraging by bats.

Two of our volunteers used scrap material from earlier bridge repairs to make several bench seats which have been located at suitable resting places along the aqueduct between Dexbeer, Dunsdon and the Holsworthy Branch.

Following the footpath work the adjacent hedge line has also been cut back to the main stock stems from Vealand Bridge to DNR.

Both gate posts at Gainsmoor Bridge rotted off at ground level and

following a delivery from the Devon footpath officer the stumps were removed, replaced and the gate re-hung.



### Removing gate post stumps

### Job completed

SEPT. - Nine members of the Cornwall Wildlife Trust (Tamar Group) took part in the second of their conducted walks with a round trip from Vealand through to Burmsdon Bridge, back to the picnic bench at Moreton Bridge before returning to Vealand. The much improved weather compared to the first walk and with resting points on the new bench seats made this a totally enjoyable day with several late flowering plants still attracting many insects.



### Enjoying a rest on one of the new seats at Dunsdon nature reserve

Last week, follow up hedge cutting to the previous grass cutting was completed between Vealand Bridge and Brendon Bridge and two more bench seats were also completed.

All text & Photos Mike Degnan

## Bude and Stratton Heritage Day

Bude and Stratton celebrated their Heritage in glorious sunshine on Sunday 27th July.

Hundreds of families came to the area to enjoy entertainment supplied by local performers and community groups. There were local brass bands and community choirs, and performers from the Big Up Bude talent show. Bude Wave Riders ran a surf simulator, and the Surf Life Saving Club an inflatable slide. Local food producers tempted visitors with all their delicious wares, whilst Made with Love provided an excellent Hog Roast and Paella.



Visiting boat "Ocean Boulevard"



Canal information Display

The weekend also marked the opening of The Cone, a new ice cream and milkshake bar in The Castle, and also gave many more people the chance to try out Cafe Limelight and see the latest exhibitions in the galleries.



Society Stall at Heritage day all photos M.Moore

On the wharf the Canal Societies presented some fascinating information boards, and heightened awareness about the fabulous Bude canal, as well as raising money to ensure it's future. There were also an abundance of steam and traction engines, with many enthusiasts enjoying the knowledge of skills of their owners. The Trevithic Society was on hand to inform people of the history of engines as well.

Andrew Medland brought a brilliant selection of traditional farm machinery. The Bude Motor Society brought a host of amazing cars,

which some of the visiting mayors and dignitaries had the pleasure of a tour round town in.

The Parkhouse Centre was buzzing and full to the brim with community groups, displaying their wares and recruiting new members.

If anyone didn't know about the fantastic community which there is in Bude, then they'd certainly know about it now.

### **BCHS visit to Falmouth Tall Ships Regatta on Saturday 30th August**

This year the society's annual outing was to Falmouth to view the Tall Ships Regatta fleet gathered in the port prior to the start of the race to Royal Greenwich, London.



Bude Canal and Harbour Society  
Tall Ships excursion to Falmouth.  
Photo: Mike Moore

Leaving Bude at 9am our coach had a smooth and quick journey to Falmouth where we arrived at about 10.30am. We dispersed in our groups of family and friends and after coffee and snacks we made our way towards Falmouth Docks where the tall ships were moored for viewing. Local charter boats were taking passengers on regular half-hour trips for a

close-up view of these beautiful and majestic vessels. One of these was the Polish Sail Training vessel "DAR MŁODZIEZY" which was one of six sister ships built for the Polish and Russian Navy and launched in 1982 in Gdansk. It is 108.81 metres long with 62 metre high masts. A very impressive sight when in full sail.



Polish Sail Training vessel Dar Młodzieży  
Photo: M Moore

In total there were 47 vessels ranging from small vessels of 13 metres up to the largest vessel, The "KRUZENSHTERN" which is a four-masted Barque 123.74 metres long. It was built in Bremerhaven-Wesermunde, Germany and on 12th January 1946 she was surrendered to USSR as war reparation and integrated into the Baltic Fleet of the Soviet Navy. Between 1968 and 1972 a full modernisation took place including new engines and its current hull paint - black with a wide white stripe with black rectangles to give the illusion of gun ports. Currently she is the second largest traditional sailing vessel still in operation. All the ships had their national flags flying as well as Tall Ship pennants recording their previous visits to this event.

The weather was perfect and the whole town was buzzing with thousands of visitors enjoying the whole experience, a day to remember and recall. All of our group of fifty members and friends had a good day with many memories to share. Leaving Falmouth at 6pm with a short stop for our annual on-board raffle, we arrived back in Bude at about 7.50pm.

Acknowledgement - details of the ships mentioned above were taken from the Tall Ships Regatta Official Souvenir Programme.

Chris Jewell

### **Handwritten Notebook**

The following is taken from a handwritten notebook

'Bude canal works information 1830 – 1843'

Author not known but obviously an officer of the Company

Dimensions of boats and Barges

Barges

Average length 50 feet, breadth in the middle 14 feet, breadth at each end 12 feet, depth 4 feet in middle and 4 feet 4 inches at each end.

Note if a barge is more than 14 feet wide it will not pass the locks.

Boats

Average length 20 feet

Breadth 5ft 6 inches

Depth 2ft 10 inches

Draught of water of the boats and barges trading on the Bude canal

Boats

An empty boat draws about 6 inches of water. When loaded with its proper cargo of 4 tons it draws 22 inches – that is 6 inches for the boat (about 1 ½ tons) and 16 inches for the cargo.

Barges

An empty barge draws about 7 ½ inches of water.

When loaded with a cargo of 45 tons, it draws 37 ½ inches, that is 7 ½ inches for the barge and 30 inches for the cargo.

NOTE

Every inch that a barge is loaded shallower or deeper makes 1 ½ tons difference in the cargo.

For, if a barge is loaded with a cargo of 42 tons, it will draw out 35 ½ inches of water.

Extract from the Clerk's Record Book for Stratton Magistrates. July 1869, P.C. Cory on 4th June last. On duty near the Canal Towpath. Two men were working a horse towing 6 boats on the Canal at Rodd's Bridge Lock toward Helebridge. Horse had two bad wounds under its collar and other wounds along the backbone. The men were John Kerslake and James Palmer. The horse was in great pain.

I took the horse to Mr. Wright's at Marhamchurch and told the men not to work the horse again.

Next day found the horse dead at Marhamchurch Incline; Kerslake in service of Mr. Barrable who ordered them to work the horse despite their objections, it had several bad scuds from old wounds. Kerslake and Palmer set out on their "boating" journey from Boyton. At Bude locks the horse lay down. Palmer said that Kerslake kicked it to make it get up but did not hit its head with his stick.

In his defence Barrable claimed the horse was not wounded when it left home.

Fine and Costs £ 5-0-0.

Discovered by R.Mike Heard, Kilkhampton.

### Acknowledgement.

With reference to TTB No.68 and the feature on pages 6-10 "Stories from a Working Canal", the name of the contributor was mistakenly omitted. The article was written and given to BCHS for publication by Mrs Phillipa Fitzpatrick of Bude so our thanks to you, Phillipa, for this interesting insight.



Barge workshop, Hele Bridge



Bude Carnival stall

Photos: M. Moore

## View from the North



Whenever you come to a crossing point in life, like the one shown on our front cover, there will often be mixed emotions. Here on this side you may feel on safe ground surrounded by the familiar whereas to cross the bridge will often take you into uncharted territory and a sense of uneasiness about the unknown. I feel our Society (BCHS) is at one of those points at the moment with a lack of a Chairman to give clear direction on how to move forward, a lack of new members to breathe fresh impetus and possible new directions. It may be that there is a current member who feels that they could “give it a go” but is worried that all those serving on the committee currently have been there for so long that they wouldn’t fit in. As one who’s been in that position in the past my encouragement is that not to try can result in a sense of regret when the body you support has to close, or even worse stagnates and drifts like a ship without a rudder. However, when I took my courage in both hands and volunteered I was welcomed, the elder members of the committee were reinvigorated and developed a new sense of purpose under “the angelic upstart” and now today the body continues to thrive and I am able to take a supporting role knowing that a new generation is now at the helm.

So please all current members make it your goal to recruit one more to BCHS before the end of 2014 and also please examine yourselves and see whether you can take your courage into your own hands and volunteer for one of the currently vacant positions.

Clive Horton Editor

