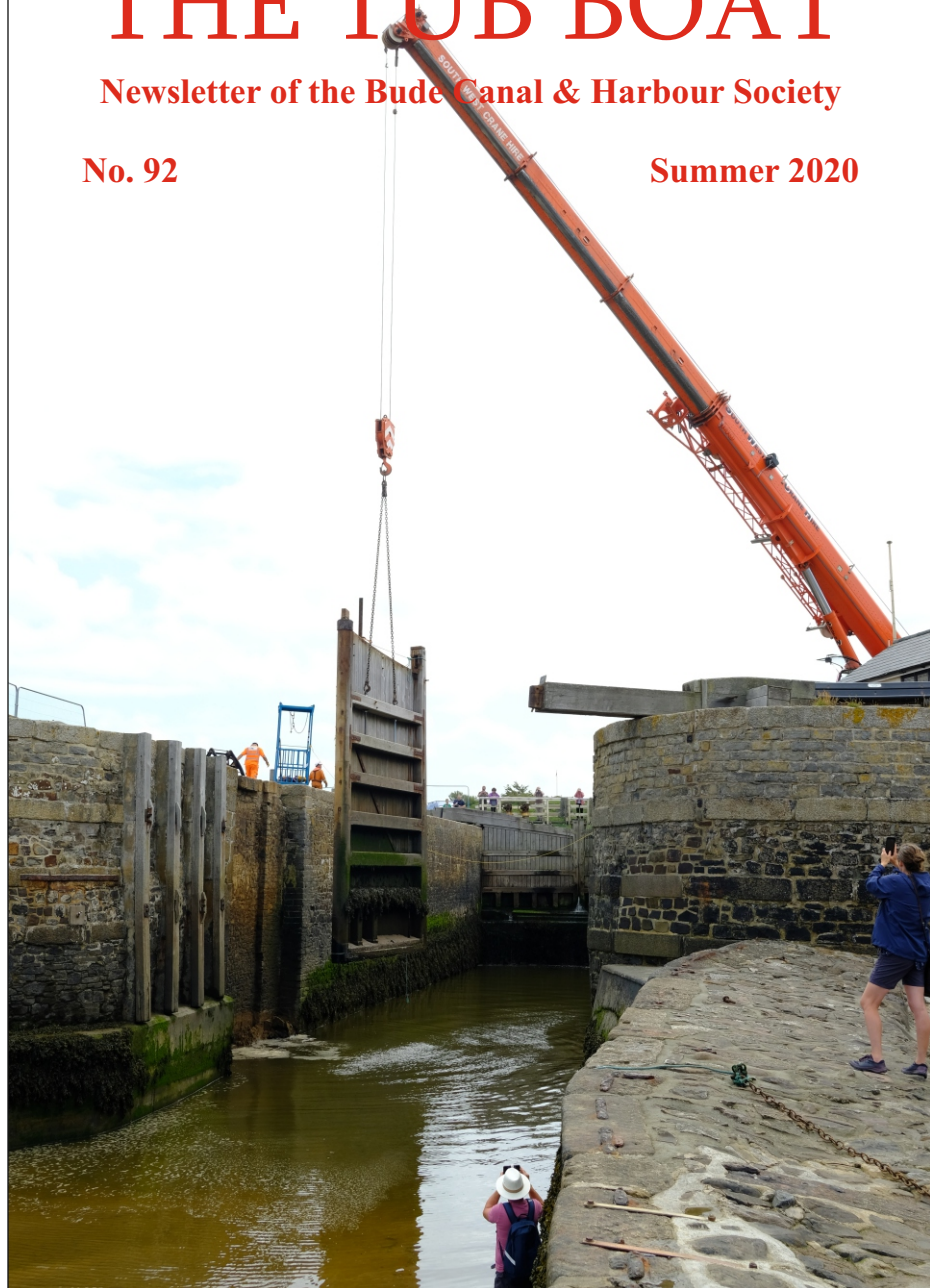


# THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 92

Summer 2020



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## Newsletter of the Bude Canal & Harbour Society

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### Forthcoming Events:

- Sunday 19<sup>th</sup> July      Bude Stratton Heritage Festival been formally cancelled but the organisers have asked the exhibitors to submit contributions to create a virtual festival on-line.
- July, Aug & Sept      Our plans to have a stall at the Bude Farmers Market on The Barkhouse Green on Fridays 10<sup>th</sup> July, 14<sup>th</sup> August and 11<sup>th</sup> September have now been cancelled.
- Autumn 2020      Under the present circumstances it is most unlikely that we will be able to organise our Annual Coach Trip this year but we hope to return to normal next year. At the moment our preference is for a boat trip on the River Tamar visiting Cotehele House and gardens.

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Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to [bude.canal@gmail.com](mailto:bude.canal@gmail.com) or copied onto a USB memory stick or CD and sent to Mike Moore (Tel: 01288 361878) to reach him by 15th September 2020.

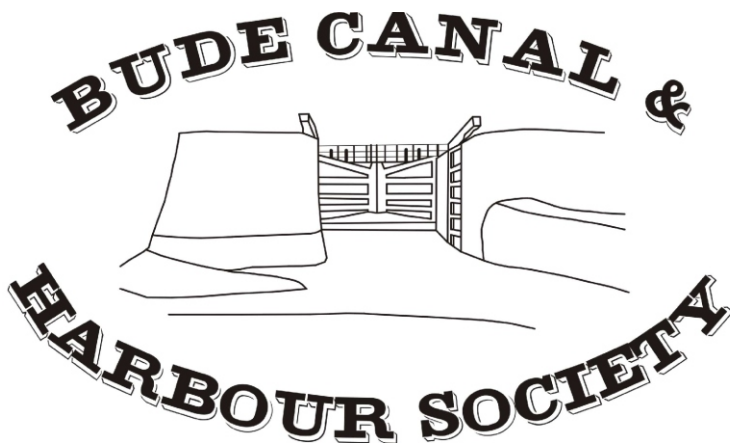
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<b>Trustees:</b>	Chairman	Chris Jewell
	Vice-Chairman	Lesley Moores
	Secretary	Peter Daniel
	Treasurer	Martin Shannon
	Membership Secretary	Martin Shannon
	Events Secretary	Betty Moore
	Minuting Secretary	<i>Vacant</i>
	Other Trustees	Lucille Opie,      Anne Longley
	The Tub Boat Editor	Mike Moore ( <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 Photo: Lifting out one of the gates at the Sea Lock on 22 June 2020

## **Creaks from the Chair**

First of all I send the best wishes of myself and my fellow Trustees to all of you, and we hope that you and your families are well and coping during this terrible time of Covid-19.

As you might imagine, Bude is a different place compared with what was normal. Social distancing is properly practised in general, and being an area of comparatively low population in a rural and coastal setting, there is not a lot of open activity. The car parks are basically empty, the canal and beaches are unused. Only essential businesses are open, so it's all a bit surreal, but fortunately the weather has been kind making the unreal more bearable, but how we long to be able to indulge in our gregarious human nature.

Our heroes in the NHS and all the core frontline services, who do their best to ensure our survival will leave a debt that we may not be able to repay, unless this experience of Covid-19 has changed all of us to be kinder and take a different view of our fellow humans and seek a more worldwide aim of cooperation in the way we live on our home, the planet earth.

Bude Stratton Town Council have cancelled their Heritage Day on 19th July 2020. It is very likely that the Barge Workshop at Helebridge, Marhamchurch, which BCHS normally man on Sunday afternoons from July to the end of September will not be opening this year. Apart from any social distancing, virtually all of our volunteers are over 70 and several are in the high risk category. Whilst this is all necessary, both activities provided opportunities for low key fundraising which adds some extra income for the Society to maintain its profile where possible.

Some members will be receiving a letter from our new Treasurer and Membership Secretary, Martin Shannon. These members, 27 in number, are not paying the correct annual subscription for the class of membership they chose on joining. I would ask them to read the letter and hopefully increase the Standing Order to maintain the class of membership which they chose originally. Some of this group are still paying £5 per year which was the former rate for Senior members and which since 1/9/2019 was increased to £10 per year. To all of these members I thank you for your past support and ask you to seriously consider increasing your Standing Order to the appropriate amount for the class of membership you chose when you joined originally. Member's subscriptions are a valued source of income and greatly appreciated. Thank you.

*Chris Jewell*

## **Treasurer and Membership Secretary - Introduction**

I am very pleased to introduce myself as the new Treasurer and Membership Secretary of the Bude Canal & Harbour Society having taken over these roles from Mike Moore at this year's AGM.

My professional background is as an accountant in a Leicestershire practice and my wife and I moved to the area following our retirements in the Autumn of 2017.

Having now settled in Stratton I was very keen to become involved with a local organisation which both suited my interests and allowed me to make use of my experience, so when I saw that BC&HS was looking for new trustees was immediately keen to register an interest. It was inevitable that I would take on the role of Treasurer as that seems to be the lot for retired accountants!

My pastimes include cycling, running, bird-watching, travel and motorcycling. I am fortunate to be able to combine some of these locally notwithstanding the lack of travel possibilities at the moment.

I look forward to becoming more involved in the activities of the society and meeting my fellow members.

## **Membership Report**

I am very pleased to welcome new member Julia Adams from Bude who joined the society in April.

Unfortunately, I also have to report the loss of a member. Stanley Sherrell's daughter Alison recently wrote to inform me that sadly her father passed away in April. She said that although he was not an active member of the society he remained interested in our work and to read our magazine. Despite not being in great health he and his wife always enjoyed a short walk along the canal when visiting Bude. The family very kindly made a donation and we extend our sincere thanks and condolences.

Following my appointment earlier this year one of my first tasks was to review membership subscriptions and in doing so identified that there are a few valued members who have not increased their standing order to reflect the new rates introduced on 1st September 2019. I have now been able to write to those concerned and am pleased to report that there has been a positive response from a few members including some additional donations for which we are very grateful. If you received my letter but have yet to respond I would implore you to do so.

As you will appreciate, this year will see the society facing a shortfall in its annual revenue as a result of fundraising events being cancelled. In an effort to limit the financial impact we have applied for a grant of £200 under Section 137 of the Local Government Act 1972. At the time of writing we have yet to receive a response from Bude-Stratton Town Council.

Although our events calendar and therefore the opportunity for members to meet has been severely disrupted by the pandemic we look forward to life returning to normal soon. In the meantime, thank you all for your continued support.

If any members require information regarding the society please visit our website or contact me directly on 01288 356367.

*Martin Shannon, Honorary Treasurer and Membership Secretary.*

### **'Bude Harbour and Canal – The Early Years'**

As you will know this is the title of a new display of 18 x A2 panels which was created as part of the Bicentenary celebration in 2019. The display is now also available in “pdf” format on our website so can be viewed on your phone, tablet or PC. However, some of you may not be able to access the website or be able to see it at Heritage Day due its cancellation. To that end, whilst the Covid-19 restrictions are in place and possibly afterwards we intend to publish in The Tub Boat various sections of the display, either in full or suitably abridged.

The first contribution is in this edition on pages 7 to 10 and is entitled 'John Panchen'. This is followed by his journals on pages 11 to 15. It is worth a read.

*Chris Jewell*

### **Future of Bude Canal – Correction**

In issue 91, on page 10, item 4 line 3 – 'the £60,000 set aside by Cornwall Council is for dredging and not for lock repairs. It is set aside from an earlier grant which included the works on the inland locks. This was an error on my part which I failed to notice when proof reading the text. Apologies.

*Chris Jewell*

### **Repairs to the outer gates of the Sea Lock**

We can confirm that the works on the Sea Lock have now commenced with the balance beams being lifted off on 18<sup>th</sup> June followed by the arrival of the big crane on the 22<sup>nd</sup> to lift out the lock gates to allow a survey to take place. Repairs will follow in due course.



The rotten mooring bollards along by the old museum building have been replaced and quotations are being obtained to replace the railings on the lock gates as they are beginning to rot out. We are pleased that Cornwall Council have finally been able to organise these repairs which are very much overdue.

*Chris Jewell*



New mooring bollards along by the old museum building



The balance beams resting on the piers of the Sea Lock

A heron resting on the cill of the inner gates of the Sea Lock after removal of the balance beams



Crane used to lift off the balance beams.  
Photo by Jeff Dover



A selection of photographs showing the removal of the outer gates of the Sea Lock on 22 June 2020.  
Photos by Mike & Betty Moore



## **Repairs to the Inland Locks on the Barge Section**

The Countryside Officer has confirmed that the works on the Inland Locks are due to start in Autumn 2020 subject to satisfactory control of the water voles. Again, we are pleased that Cornwall Council has been able to confirm that these repairs, which are very much overdue, will take place later in the year.

*Chris Jewell*

## **John Panchen - Master in the Royal Navy, Bude Harbour Master, Inspector for the Bude Harbour & Canal Company**

The earliest confirmed record of John Panchen so far discovered is of him in 1803 as an Able Seaman in HMS Thunderer, a 74-gun Ship of the Line that took part in the Battle of Trafalgar. The ship's Muster Books and Pay Books show that he had allotted some of his pay to his mother, to be paid in Bridport, and that his place of birth was in Dorset. Those records also indicate that in March 1803 his age was 25. There is support for the recorded age being fairly accurate, because there is a record of a John Panchen being baptised on December 13th 1778 in Bridport, and no other children of the same name were baptised within two years of that date. The Panchen family had been in Bridport at least since the early 1600s and were probably of French Huguenot origin.

John was transferred to HMS Hibernia, another Ship of the Line, about six months before the battle of Trafalgar took place, and he remained in Hibernia until 18 July 1806 when he was again transferred, this time to HMS Contest, a Gun-Brig operating in The English Channel and along the French and Spanish coasts. From then on his career and personal life can be followed with a high degree of certainty.

On 7th September 1807, having passed the examination for the rank of Master, he joined HMS Thais as Acting Master on 8th of October 1807. HMS Thais was built as a fire ship in 1806, but was converted to a sloop in 1808. In the two years John Panchen was with Thais he travelled widely to the West Indies, Brazil, and the Cape of Good Hope, as well as in the North Sea.

His promotion to Master was confirmed on 23 May 1809, by which time he was with HMS Narcissus, a 32-gun frigate commanded by Captain Aylmer. In the course of the next two and a half years his sea-going experience widened with travel to Labrador, Newfoundland and the Canary Islands.

A further year (1812-13) was spent as Master of the frigate HMS Phoebe under Captain Hillyer. Had he stayed with her longer he would have taken part in a maritime epic of the so-called 1812 war with America in which, after escorting a

convoy to Rio de Janeiro (March-April 1813) Hillyer was ordered to sail round Cape Horn to hunt down and capture the American frigate Essex that was attacking and capturing British shipping in the Pacific Ocean west of South America. Essex was finally caught at Valaraiso Chile, overcome after a fierce engagement, and captured.

As it was, John stayed behind in Plymouth when Phoebe sailed for Brazil in March 1813. He was posted to a newly launched frigate HMS Creole. There were two main aspects to the duties of a Master RN. They were navigation and maintenance and repair of the ship's navigation and sailing equipment. As he was with Creole in Plymouth for only three months while she was being fitted out, it seems likely that his role on Creole was one of supervising the rigging-out of the ship.

His next ship, the frigate HMS Pactolus, was also a newly built ship that was being fitted out when John Panchen was appointed Master in September 1813, his commanding officer once again being Captain Aylmer. In June 1814 the 1812 war with America was still in progress and Pactolus embarked troops and set sail for America. Once there Pactolus joined a squadron commanded by Captain Hardy (of Trafalgar fame) and they proceeded to the town of Stonington, Connecticut which was alleged to be engaged in the manufacture of "torpedoes" (called "mines" nowadays) being used against British ships.



HMS Pactolus

On arrival off Stonington on 9th August 1814 Hardy made a request that the town be evacuated. The request was refused and there followed three days of bombardment of the town by Hardy's squadron, with counter fire from the local militia. There were conflicting reports from the two sides as to how successful the British operation had been.

Pactolus remained in North American waters for some time after the Stonington affair, only returning to Portsmouth in April 1815, a couple of months before Napoleon's final defeat at Waterloo. Pactolus was subsequently deployed in the River Gironde giving support to a French Royalist movement and, incidentally, assisting in a blockade of the French coast aimed at preventing Napoleon's apparently planned escape to America hidden in a barrel aboard a merchant ship.

With the war with France over, and the war with America having been settled by agreement, Britain drastically reduced the size of its Navy and many of its sailors found themselves ashore. John Panchen appears to have been one of them. He was replaced as Master on Pactolus in February 1816. Over the next couple of years he found employment for himself as Master (and Captain) of a number of merchant ships, and of at least one warship that was destined for a breaker's yard.

John had married Mary Langman in Plymouth shortly after his promotion to Master RN was confirmed in 1809. They had at least four children born in Plymouth in the years up to November 1819, and two more born in Stratton, Cornwall between 1821 and 1824.

That brings us to the final chapter in the life of John Panchen. By November 1821 John had become Harbourmaster at Bude and had an association with the Bude Harbour and Canal Company, on occasion acting as Clerk to the Company. He also acted as inspector for the Company when work began on the construction of the canal, a position which his experience of overseeing maintenance and repair work in the Royal Navy would no doubt have stood him in good stead. As inspector he frequently walked along stretches of the canal route, sometimes in the company of the Chairman, and reported on the progress of the work.

Sadly John was never to see the completion of the canal works, even in its curtailed form, because he died on 19 March 1824. He was buried in a corner of the churchyard of Stratton parish church.

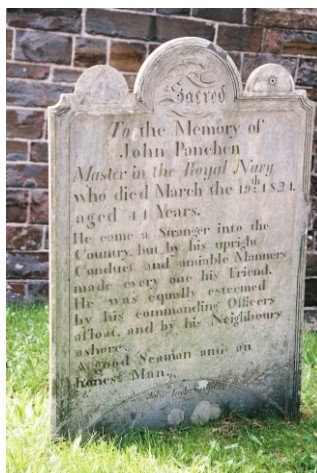


St Andrews Church, Stratton

The inscription on his headstone says that he was aged 44, but the recently discovered evidence suggests that he was 45 or 46. The inscription also contains the epitaph reproduced below, which is fully supported by character and professional references written by his previous Commanding Officers Captain Aylmer and Captain Hillyer:

*He came a stranger into the  
Country. But by his upright  
Conduct and amiable Manners  
Made every one his Friend.  
He was equally esteemed  
By his commanding Officers  
And by his Neighbours  
ashore.  
A good seaman and an  
honest man.*

*Ken Panchen, August 2018*



The Bude Canal & Harbour Society are most grateful to Ken Panchen for allowing us to use the results of his research into the life of John Panchen.

**The following are a selection of the entries from John Panchen's journal:**

Thursday 19th October 1820: In company with the Chairman walking to the tunnel, near Hammett's Lane, and inspected the whole of the line of the Canal from that point back to Roydon Moor. Some few of the fences out of repair but in general the whole was in good order. No workmen on this part of the line.

Sunday 22nd October 1820: Remained at Bude, in company with the Chairman, watching the effect of high tide and seas on the Breakwater and Sea Locks. Counted on the work 340 men.

Wednesday 1st November 1820: Found it impractical to cross the Tamar, the waters being so much out.

Here the Journal was approved by G. Call (Chairman)

Monday 6th November 1820: Engaged a cart to carry 20 hurdles to Bude from 'Whalesboro' where they are not wanted. Returned them into Mr Green's store. Rec'd £2 from Mr Waddington to pay carriage of hurdles, fencing, etc.

Friday 10th November 1820: Parties working on 'Obbacott Downs. House on that part of the work in progress. The culvert at the foot of the Great Incline finished. Paid Thos. Baker 5 shillings for drawing 20 hurdles from Bude to Anderton.

Thursday 16th November 1820: The work from Bude to Helebridge proceeds rapidly - Wm. Bray not at work this day on the Canal.

Monday 20th November 1820: Inspected the line from Breakwater to Marhamchurch in company with the Chairman and Engineer. Discharged Wm. Bray having no longer occasion for him on the Line of Works.

Sunday 26th November 1820: Remained at Vacy with the Chairman.

Monday 27th November 1820: 24 men employed deepening the Channel from the entrance of the Sea Lock to the Great Chapel Rock.

Wednesday 6<sup>th</sup> December 1820: Placed 12 marks in the sand at Bude per order of the Chairman. Party of masons building a bridge near the Hele Bridge where the course of the stream is turned. The work from that point downwards going on quickly. Parties at work on 'Obbacott and Marhamchurch Incline Planes and about 40 men excavating the Sea Lock Channel.

Monday 11th December 1820: Waited on the Revd. John Kingdon and on Messrs Kingdon and Shearm on Canal business. Went to Bude to make observations on the sand but found all my marks, 12 in number, taken up.



Tuesday 12th December 1820: Mr Green's foreman and party of men setting gear ready for working shafts on 'Obbacott Down.

Sunday 24th & Monday 25th December 1820: At Vacy on Canal business.

Tuesday 26th December 1820: Work open on this section as follows - walked from Vacy to the tunnel. Inspected the line from that point to Burmsdon. On the whole of this line there are but 17 men employed. Not at work owing to the state of the weather. Work on this section as follows. Canal cut from west end of tunnel, say 1 mile or within 300 yards of the road near Stanbury Cross. Manworthy Valley culvert built and embankment about half filled.

Wednesday 27th December 1820: Walked to Burmsdon. Inspected line thence to Bude. On the whole of the line about 60 men. Owing to frost work can only go in deep cutting. One of the whims at 'Obbacott at work and one shaft expected to be clear of water this night. Plane partly forward and each shaft sunk about 70 feet and the adit driven about 60 feet from the foot of the Plane. To Cann Orchard the ground open but no part can be said to be completed. From below Cann Orchard to the Marhamchurch Incline the Canal is open and in some parts finished, excepting deep cutting in Marshall's field now in progress. Four men employed sloping garden near the bridge at Marhamchurch and a few more at Hele Bridge filling course of old River. The work from this point to Bude may be said to be nearly complete. 6 men excavating the Basin and some getting ready Sea Lock Gates and about 30 men on Sir T.D. Acland's work at Efford Bridge. In Whalesboro' Meadow complete and at Rodd's Bridge partly so. Whims on 'Obbacott working day and night.

Friday 29th December 1820: Walked from Bude to Holsworthy with letter from G.C. Call to Earl Stanhope and returned to Canal Office with his Lordship's answer.

Wednesday 3rd January 1821: Work stopped by snow and hard weather.

Wednesday 10th January 1821: Inspected Breakwater found sea had breach in facing and hove rubbish over.

Thursday 18th January 1821: Hands employed boating materials from Whalesboro' Meadows.

Monday 22nd January 1821: Took the Lanson Line from Little Bridge to Red Post and from that point to Bude. 14 men working along Thurlibeer and Mead Park, some puddling the bank and others throwing up the fences. Some at Cann Orchard and some at Marhamchurch, some at the Inclines and some

on Whalesboro' Meadows where the course of the river is turned into the Canal. Many men employed boating down stuff for raising the Towing Path below and Masons on the waste weir at Whalesboro' and some on the lock at Rodds Bridge. Another party on Sir T.D. Acland's works and some on the Breakwater. The bridge at Red Post again repaired. Paid Wm. Bray 2s 6d for drawing 12 hurdles from Hele Bridge to Cann Orchard on the 17th instant.

Thursday 25th January 1821: Counted on this line from Bude (to Cann Orchard) 140 men, 30 of whom are working on the Breakwater and the Quarry. The masons building the Basin wall at Efford. Mr Whitewood has informed me that sand may be sent up the Canal to Hele Bridge in the course of 1 month from this date.

Saturday 17th February 1821: Plenty of masons building a Bridge at Anderton and others raising stones from Quarry, others puddling the Canal.

Thursday 22nd February 1821: Inspected the line from Bude to Cann Orchard and counted, on this length, 189 hurdles. Some men working on the Sea Lock, others building the Lighter. Men at work at Efford Basin. One gang at work cutting towards the Incline. Received 50 hand bills from the office. Post 12 about Marhamchurch.

Friday 23rd February 1821: Circulated handbills as to damage arising from trespass of cattle.

Saturday 24th February 1821: Total hurdles in whole line of Canal 750.

Monday 5th March 1821: A large number of men at Efford. The water is let into the Basin; high tide this day.

Thursday 22nd March 1821: Saw Mr Whitewood inspecting Wharf at Hele Bridge and saw Mr Waddington as to stores for barge.

Saturday 24th March 1821: Balance Beams on the Sea Lock upper gates; the Swivel Bridge getting on.

Friday 30th March 1821: Employed at Bude on launching Lighter No.1 when put on board 35 tons sand in 2 hours 20 minutes by 3 men. Loaded barge drew 2 feet 10 inches water. Empty, 1 foot 3 inches aft and 9 inches forward.

Tuesday 17th April 1821: Employed at Bude getting the barge ready and laying down stones for the moorings, etc.

Saturday 21st April 1821: Took the barge No.1 out the Sea Lock and put on board her about 24 tons of sand. P.M. At tide time got her into the Basin, the barge drawing 3ft 6ins aft and 2ft 10ins forward.

Laid down two buoys with mooring stones to place barge on sand. The easternmost buoy 100 yards from the narrowest part of the channel.

Friday 4th May 1821: In company with the Chairman examined the Breakwater and the works at Bude preparatory to laying down the moorings for the barges to load sand. Painters and carpenter working on the barges.

Tuesday 19th June 1821: Canal almost dry from Anderton to Shernick.

Wednesday 11th July 1821: The Vealand Incline and Burmsdon embankment getting on briskly. They expect to carry the water across in about three weeks.

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.

*Chris Jewell*

**BUDE HARBOUR and CANAL.**  
**N**OTICE 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 and 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 SANDENS, Esq. Banker, in Exeter, Treasurers to the Company.

JOHN PANCHEN, Acting Clerk.

Approved,  
GEORGE THORN, Dep. Chairman.  
Canal Office, 7th Nov. 1821,

## Bude Canal Trust Report on the Bude Aqueduct

### March (continued)

Into the second week of the month with repairs to the planking of the old section of boardwalk beyond the Incline Plane before dealing with a large tree that had collapsed across the canal near the site



of the long gone water diversion weir at the far end of Vealand section little knowing what was coming before we could return the following week to finish the job.

16th March, Corona virus stops all work on the canal. However two exceptions were granted for our two regular ride-on mower operators to continue mowing which means the full length of the footpath will be maintained in a walkable condition. Some small branches were removed on route. Rotting timbers on the DNR footbridge were booked in for replacement and to bring Broomhill Accommodation Bridge into line, replacement self closing gates are due to be installed.

### April and May

Apart from the concessionary mowing to keep the footpath open for walkers, all other maintenance operations were stopped throughout these two months.





## June

The Ash Die Back problem has reached trees close to, and along some sections of the footpath. An initial inspection has been carried out on one short section, confirming the presence of the disease and a full length survey will now have to be carried out along the length of the canal to establish the degree of severity throughout its trees.

The following photos were taken by the cavers who visited Vealand Incline Plane in a bid to establish if there were any remains of the wheel pit. They started by entering the adit at the bottom of the incline but they were only able to go so far as the roof of the adit had collapsed before they reached the end.





## Update regarding access to the Bude Aqueduct

Notices have been put up on all gates on the road access bridges travelling south also indicating that although the main footpath remains open, a decision was taken to close the access along the Permissive Path (not a public footpath but, owned by The Trust) approaching the River Tamar and the gate has been officially padlocked in the closed position. The Permissive Path is still closed to visitors but the remaining part of the towpath (the Public Footpath) is still open. Although SW Lakes and SW Water initially closed the car parks at Upper and Lower Lakes, both of these have now been re-opened. At the time, there seemed to be an influx of thoughtless and selfish drivers using privately owned verges and access gateways regardless of the inconvenience caused to the farmers and private properties in order to gain access to the footpath. As you can imagine, I received some complaining phone calls.

*Mike Degnan, Bude Canal Trust*



Part of the wall next to the Barge Workshop has recently collapsed and the Town Council have positioned barriers to keep visitors a safe distance from the debris.

On closer inspection the collapse appears to have been caused by the large tree which is very close to the wall.

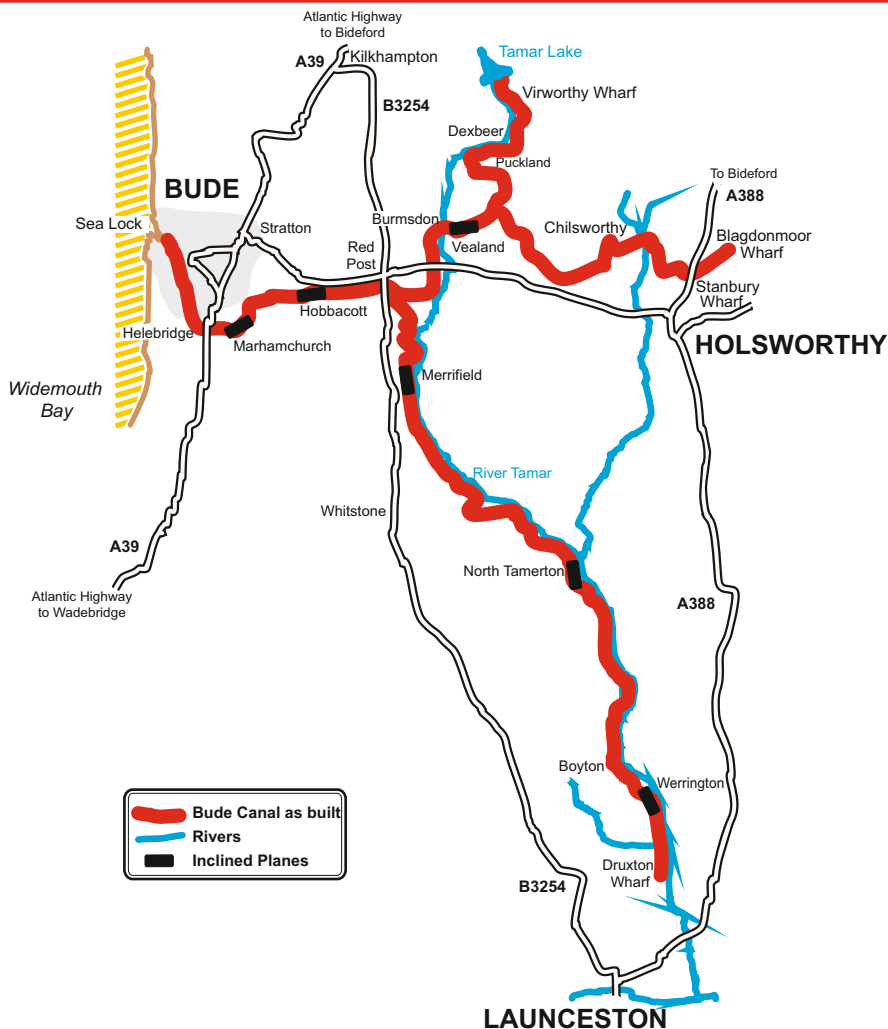


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# THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

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Published by **BUDE CANAL & HARBOUR SOCIETY**

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Registered Charity Number 1086646

Printed by Parish Magazine Printing 01288 341617

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