

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 105

Autumn 2023



THE TUB BOAT

Forthcoming Events for 2023:

Sat 7th Oct Two canal tours by minibus with lunch at the Red Post Inn.
& Sat 21st Oct (See page 7)

Forthcoming Events for 2024:

Sunday 21st Feb BCHS AGM at The Castle Heritage Centre, Bude

Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to editor.bchs@gmail.com or copied onto a USB memory stick or CD and sent to Mike Moore (Tel: 07790 744823) to reach him by 15th December 2023.

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Registered Charity No.1086646

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Cover photo by Jeff Dover: "Boni " leaving Bude on 22 August 2023

Creaks from the Chair

Well, we successfully celebrated the 200th Anniversary of “the start of trading on the canal between Bude and Holsworthy on 8th July 1823” at The White Hart Hotel, Holsworthy last month. Despite the horrendous weather, about thirty hardy and hungry souls turned up with Mayoral chains, suits and best dresses including me with my brand-new Cornish tartan waistcoat.



Left - Mike Degnan with the Mayor of Holsworthy, Cllr Nigel Kenneally



Above - Chris Jewell with the Deputy Mayor of Bude, Cllr Philippa Purchase

The food was served and eaten; presentations were made; a delicious madeira sponge cake iced and decorated was cut and served to all present and my dear cousin and her husband from Brighton attended.

The evening was rounded off by “Cousin Jack” a Bude based singing group all in good voice. They sung well known and well-loved songs with a strong Cornish flavour as well as other songs. This was rather ironic – all this Cornishness in a restaurant in dear Holsworthy, the Devon town closest to Bude both bound in history by the Bude Canal and now in friendship, marriage, and enterprise.



Above - Entertainment provided by “Cousin Jack”

On Saturday 2nd September 2023, I attended the service of thanksgiving and celebration of the late Andrew Michael Barnard at St Olaf's Church, Poughill, Bude.

Andrew had been a longtime member of BCHS but his passion was as a supporter of Bude RNLI to which he made many generous donations so there were many local RNLI volunteers in attendance and the collection was for the benefit of the RNLI. I attended the service representing BCHS with former BCHS Trustees Mike and Betty Moore and Ralph and Pam Daniel. After the service we walked to Andrew's home in Poughill for refreshments and a chance to reflect on life in general. Rest in peace Andrew.

The summer is almost over and BCHS have been able to attend events and celebrate the 200th Anniversary of trade starting on the canal on 8th July 1823. However, whilst we have been opening the Barge Workshop at Helebridge, Marhamchurch for Bude-Stratton Town Council, it is noticeable that the number of attendees this year is down on last year.

This may be due to the 20% reduction in the number of tourists visiting the West Country – a knock on effect of the current cost of living crisis.

Right - Chris Jewell and Martin Shannon on duty on the final day at the Barge Workshop



Finally, by the time you read this it will be about 2½ months or less to Christmas – perhaps I should wish you all a Merry Christmas or is it too soon? Anyway, until next time, take care and be kind to each other – well at least try. Best wishes.

Chris Jewell, Chairman

National Heritage Day – 8th September 2023

Hobacott Inclined Plane on the Bude Canal was the site chosen in the Bude area. BCHS agreed to man the site between 10am and 4pm on the 8th September. In total there were only four visitors but, as usual, they were all interested with this site being the largest incline on the Bude Canal with a length of 935 feet and a rise of 225 feet. It had the “bucket in a well” system rather than the waterwheels found on the other five inclines which drove the continuous chain to which the tub boats were attached one by one.

Chris Jewell, Chairman



Hobacott Boat Bays in 2009

Canal Guided Walks

The canal walks which were organised in collaboration with the Tourist Information Centre in Bude on Fridays 14th July, 18th August and 15th September, proved to be very popular so that we hope that they will be repeated in 2024. I am happy to continue to help.

Peter Daniel

Canal visits on 7th and 21st October 2023

Full details are shown below of the two minibus tours to visit selected sites on the route of the former canal. Places are still available on both tours so, if you are interested, please return your booking form by return or ring 01288 352298 to secure your place.

- 9.30am Meet at the Sea Lock
- 10.30am Board Minibus in the Crescent Car Park
- 10.45am Arrive at Helebridge to walk to Whalesborough Lock
- 11.30am Visit the Barge Workshop at Helebridge and the Marhamchurch Incline
- 12.30pm Board Minibus to visit Hobbacott Incline
- 1.00pm Arrive at The Red Post Inn for lunch
- 2.00pm Board Minibus to visit Lower Tamar Lake to walk to Virworthy Wharf
- 3.00pm Visit Pancrasweek to view junction with the main line
- 3.30pm Visit Chilsworthy to view embankment and canal at Cottage Farm
- 4.30pm Continue to Holsworthy to view canal buildings at Stanbury Wharf
- 4.40pm Return to Bude arriving at 5.00pm

All times are approximate.

Chris Jewell



The Holsworthy Branch of the Bude Canal looking back towards the junction with the feeder arm on the Aqueduct Section

Membership Report

It's that time of year again and I would like to thank all members who have renewed their annual subscriptions on 1st September, particularly those who pay by standing order. Please do consider paying this way as this prevents the payment being overlooked and also saves time for you and the society. Membership cards are enclosed for those members who had renewed at the time of writing this report and will be issued upon receipt of payment going forward.

Details of our bank account as required to set up a standing order can be found on the renewal form (copy enclosed as appropriate) and also on our web site at the bottom of the Members page by clicking on the quick RENEWAL link. The web site address is <http://www.bude-canal.co.uk/Members.html>

If you are an eligible taxpayer and have not previously completed a Gift Aid declaration please look at "The Way Forward" document located via a link titled NEW MEMBERSHIP FORM on the aforementioned Members page of our web site. The Gift Aid Scheme significantly increases the value to the society of your subscription. This year we received £290 from H M Revenue & Customs which is equivalent to 29 Senior annual membership subscriptions!

We have enjoyed a full summer of events and the Barge Workshops in Helebridge have been well attended. I enjoy attending these and speaking to visitors and locals alike. Please come along and meet our volunteers if you have the chance.

Thank you all for your continued support and should anyone require any further information or forms by post contact me directly on 01288 356367 or bude.canal@gmail.com.

Martin Shannon, Honorary Treasurer and Membership Secretary

Bude Valley Management Advisory Group (BVMAG)

On Monday 25th September, I attended a meeting of BVMAG held in The Conference Room at The Parkhouse Centre, Bude. Also present were the following members of the group:

- Charlotte Evans, Countryside Officer, Cornwall Council
- Gareth Cann, Cormac Countryside Senior Sites & Trails Officer
- Tracey Gliddon, BSTC Minutes Secretary
- Guy Pessell, Secretary, Bude Canal Angling Association
- Adrian Gannon, BCHS Trustee
- Neil Hutson, Sustrans

Shown below are the main points relating to the Bude Canal:

- The chamber of the Sea Lock was late being cleared of sand but, eventually, 466 tons of sand were removed and taken away due to a directive from Natural England therefore no sand was laid on the moorings. This will not occur again in the future.
- The following lockings have taken place between May and Sept 2023:
 - June 2nd, Lock out - "Mantis" and "ChugChug"
 - June 16th, Lock in - "Lady Gwyneth", "ZezyToo", "Bobik" and "Best Endeavour"
 - June 19th, Lock out - "Lady Gwyneth", "ZezyToo", "Bobik" and "Best Endeavour"
 - August 15th, Lock in - "Voltaire" and "Boni"
 - August 22nd, Lock out - "Boni"
- The Sea Lock was closed from 26 June until 12 July due to issues with water supply.
- Dredging from Peter Truscotts Bridge down to the Lower Basin is due to commence at the beginning of November. The dredgings will be stored in bags in The Crescent Car park to drain before disposal.
- Two new racks for the paddles on the Sea Lock have been ordered to replace the worn racks.
- Dredging between Rodds Bridge Lock and Whalesborough Lock (the quiet zone) will not be done at the present time. I established that, in future, when it needs to be done that Cornwall Council would consider seeking appropriate funding.

Chris Jewell

Further updates from the BVMAG meeting

The following topics were also covered during the meeting:

- Vegetation Maintenance
- Abstraction of water - Magflow (see below)
- Welcome Signage
- Structural Maintenance (see below)
- Control of encroaching reeds
- Temporary Launch Areas
- Himalayan Balsam Control

The penstock culvert at the weir has been desilted as part of long-term silt build-up mitigation. It will also help with supplying water to the onward river at times of low-flow. Water topping up the canal is currently measured through a fixed discharge pump (see below) rather than the magflow meter, as the magflow is awaiting new cabling to the meter display unit cabinet.



Bank repairs adjacent to the Crescent Car Park are on track for delivery following on from the dredging.

Bude Harbour update - July to September 2023

Sadly, on the 26th June, a LNTM had to be issued advising of the temporary sea lock closure due to a prolonged dry spell affecting water levels in the canal. This was lifted on the 12th of July after levels had returned to normal.

Rough seas and weather conditions prevented any visiting yachts from entering Bude over the following few weeks with yacht “Voltaire” being berthed in Penzance until conditions allowed us to lock him in on the HW along with yacht “Boni” on the 15th August (see below).



After a short stay, on the 22nd August, “Boni” departed on route to Swansea via Lundy.

Projects

The long-awaited dredging of the canal is programmed to start in Mid-October to include an area to be dredged adjacent to the museum and craft studios in the lower basin.

Repairs and Maintenance

Our dive contractors have been back to repair one of the sea lock outer sluice paddles and have been tasked with manufacturing two new rack to paddle parts to replace worn ones. I have replaced the cooling fan in the ice machine room.

Our volunteer group have been onsite on two occasions helping out with general weeding of the harbour along with painting.

Michael Vanstone Groundworks, another of our preferred contractors, have been on site replacing some of the old rotten oak bollards on the Wharf with new ones to remain in keeping, and I am seeking quotes from them to repair some minor damage on the breakwater.

A new pay and display machine has been installed on the Wharf car park with contactless payment capabilities.

We had the Blessing of the Sea event on the quay on the 13th August with Bude Life boat weekend, August bank holiday, then the Ocean BMW Motorrad bike event on the 3rd September. Events still to come include the Round Britain Triumph Reliability run on the 8th October.

As we progress through September, we are now preparing for the coming winter with hopefully one more lock movement to come, locking in “Mistral” and two local boats for the winter. Once in, the lock will be winterised and storm chains fitted as normal and the local boats will slowly filter in and onto the winter storage area on the Wharf.

Risk Assessments

- All risk assessments and mandatory training are up to date.
- 5P oil spill commander course completed early this year.
- Violence and conflict management training completed.

More false Social media comments

Sadly, again, over the last year, a lot of time has been wasted investigating false social media comments and unnecessary FOI requests from the same individuals with their own personal agendas. This is having an impact on the day to day running of the harbour, as the time could be spent more constructively. They are in fact themselves, slowly creating more obstacles preventing the harbour from operating as it should.

On a happier note, I would like to give my thanks to Gareth, the boat owners, Lock crew and Duncan’s group of volunteers who are always on hand to show their support and help in keeping the harbour operational.

Paul Vincent, Harbour Master Bude

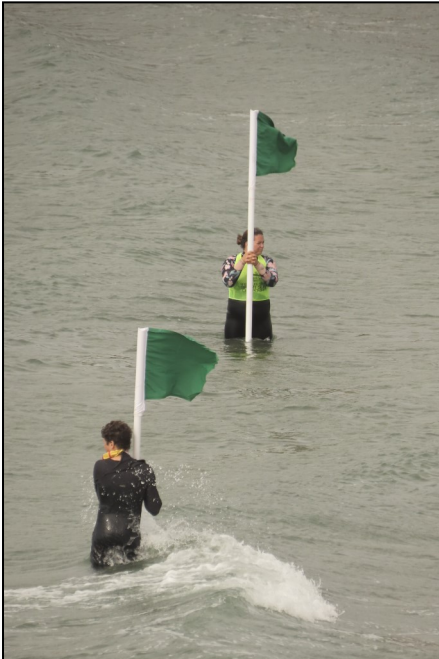
Sea Lock activities

After a quiet period in July when the canal was closed for a brief time when there were concerns about water levels, there was more activity during August. Two yachts came in on 15 August - "Boni" and "Voltaire" (see photos of the locking in on page 11). I was away at the time but Jeff Dover was also able to get some shots of "Boni" leaving on 22 August (see below and front page). We understand that "Voltaire" will be staying in Bude over the winter to allow the owner to carry out some maintenance on the vessel.



Cornish Masters

Bude Surf Life Saving Club hosted the Cornish Masters Surf Championships on 27 July which they won. Two weeks later, BSLSC also went on to become "The National Masters Surf Champions" after winning at Branksome Chine, Bournemouth.



Photos of activities at Summerleaze Beach by Jeff Dover

Work begins on the Bude flood scheme improvements

The Environment Agency reached a milestone in the improvement of the £1.45m Bude flood alleviation scheme this week with work starting to prepare for the construction.

The Crescent Flood Defence and River Restoration Project is expected to be completed next April and will better protect 22 homes and 15 commercial and community properties on The Crescent and Ergue-Gaberic Way, between the River Neet and the Bude Canal.

Site set up and pre-commencement work got underway this week ready for the main works to begin on 29 August. Nanny Moore's Bridge and Ergue-Gaberic Way will be closed from 29 August until the end of October for heavy construction works. Erque-Gaberic Way will then have partial closures until April 2024, with access maintained for local premises.



Drilling in operation



Decking to protect road surface



Close-up of drilling

Tony Rago, Asset Performance Advisor at the Environment Agency said:

"The new works will strengthen the existing flood scheme and better protect the local community and economy from flood events, predicted to increase in the near future as a result of climate change."

When the construction work has been completed, the Environment Agency will replant the embankment with native species of local provenance. This will provide enhanced foraging and habitats and will act as an important green corridor. Some non-native and ornamental species will also be planted to maintain the river character.

Environment Agency, 25 August 2023

Additional update from The Kier Group

I have worked on a number of flood defence schemes with the Environment Agency throughout the South West region over the past five years. Now moving on to Bude, The Crescent Flood Defence and River Restoration Project since its conception, progressing early contractor involvement, design and pre-construction elements of the scheme.

Once underway, I will manage all site works from sheet pile installation, to the embankment reinstatement. I am looking forward to delivering this scheme as efficiently and effectively as possible with minimal disruption to the surrounding Bude community.

Jack Walker, Site Agent, Kier Group

Compass Point Project update

Storm Tower relocation reaches new milestone as reassembly begins.

We're thrilled that another significant milestone has been reached with the relocation of the Storm Tower at Compass Point. With the dismantling phase now concluded and the groundwork for the new foundation set, the team have taken the monumental step of placing the first stone as we commence the reassembling process.



Each individually numbered stone will be methodically reinstated in the precise sequence it originally occupied within the tower. You may have seen the stones arranged on pallets, each assigned to its specific section and meticulously labelled for accurate repositioning.

Certain stones will require restoration, while some others will require to be completely replaced to ensure the tower's structural integrity. In instances where repairs or replacements are needed, it is a requirement that the new elements are matched as closely as possible to the original stones.

As the reassembly phase advances, the pace is anticipated to be more rapid than the initial dismantling. Let's keep our fingers crossed that the September weather is kinder to the team as we watch the tower begin to rise from its foundations.

Connecting Generations:

Time Capsule to Feature in Rebuilt Storm Tower

In a move to celebrate our shared history and strengthen community ties, we are excited to announce an addition to the Storm Tower rebuilding project. As we diligently piece together the Storm Tower at Compass Point, we're taking a step forward into the future by placing a time capsule within it.

Capturing Today for Tomorrow - The aim is to capture the essence of our present era and encapsulate it for future generations. Just as the Storm Tower has stood as a sentinel to the passage of time, the time capsule will carry echoes of our community's spirit, accomplishments, and dreams.

Your Role in Creating History - We'd love you to share your ideas to help shape the contents of this time capsule. What items, messages, or symbols would you like to see within it? This is a wonderful opportunity for all of us to come together and create a capsule that reflects the values and hopes of our diverse community.

How to Contribute - Please submit your ideas to office@budestratton.gov.uk or in person at our offices at the Parkhouse Centre. Your creativity and input will shape a time capsule that spans generations, bridging the past and the future, and reflecting our vibrant community spirit.

Bude-Stratton Town Council, 30 August 2023

The Sand Railway

The latest information which we have is that Cornwall Council are awaiting the results of the Geophysical Survey before deciding how to proceed. A Topographical Survey has revealed voids in the harbour embankment. The design solution will need to take these findings into account. Meanwhile a section of the Sand Railway remains closed off for safety reasons.

Peter Daniel

Without the Canal – Part 1 - Before the Canal

From our vantage point, some 200 years later, we take for granted the transformation brought by the Bude Canal. The harbour and the town of Bude were created, the Tamar was dammed, Holsworthy had a link with the outside world, and large areas of agricultural land were improved. What may not be quite so obvious, however, is what the area was like before the Canal and what it might have been like if the Canal had never been built. This is the purpose of these articles.

In the late eighteenth and early nineteenth centuries, the area to be served by the Canal was a remote and sparsely populated area. It was Cornwall's forgotten north – a long way from the mining riches further west and south. It was Devon's empty quarter – a long way from the previously prosperous woollen towns to the east and the ports along the coasts. It was an area of poor communications, largely cut off from the rest of the country, and with no substantial market towns.



Figure 1 - The remote area in which the Bude Canal was built

It was a large area - the map in figure 1 shows an area of some 700 square miles enclosed by the pink line which had no substantial settlements, and which was largely a landscape of scattered hamlets and isolated farms. This was the area into which the Canal was built and which it was to serve. It went well inland; don't forget the original proposals had it extending to a point between Hatherleigh and Okehampton (see the map in Bude Heritage Centre for the full extent).

So why was this area so sparsely populated and remote? Parts of it, in Devon, are now marketed as the Ruby Red country (after the local Devon cattle), but long before that it was known as the Cold Clay country. The reasons are the geology and the topography; geologically it is mostly Culm Measures which weather to a heavy yellow clay, and topographically it is an upland plateau, around 500 feet above sea level, with high rainfall and exposed to the west winds. The area has a shorter growing season than the rest of the south-west, apart from the high moors. There is an old quote, repeated in W G Hoskins book on Devon, which describes the Cold Clay country as 'where every green thing is crushed between the hammer of the west wind and the anvil of the yellow clay'. We'll all be familiar with the signs of this shown in figures 2 and 3 – poorly drained fields full of rushes and windswept hedges. It was never a prosperous area agriculturally – even when the canal brought sand to break up the heavy clay soils.



Figure 2 - a field of rushes - typical landscape features of the 'Cold Clay Country'



Figure 3 - a windswept hedge - typical landscape features of the 'Cold Clay Country'

Communications were also poor. Turnpike Trusts had been set up from the mid seventeenth century onwards over virtually all the country. Road users paid a toll at a turnpike gate and the tolls went to improve and maintain roads that were used by through travellers. But maps of Turnpike Trusts in Devon and Cornwall show big blank areas in the Stratton and Holsworthy areas (Figures 4 & 5); there simply wasn't enough through traffic to warrant setting up Turnpike Trusts – the roads remained unimproved and maintained by the parish.

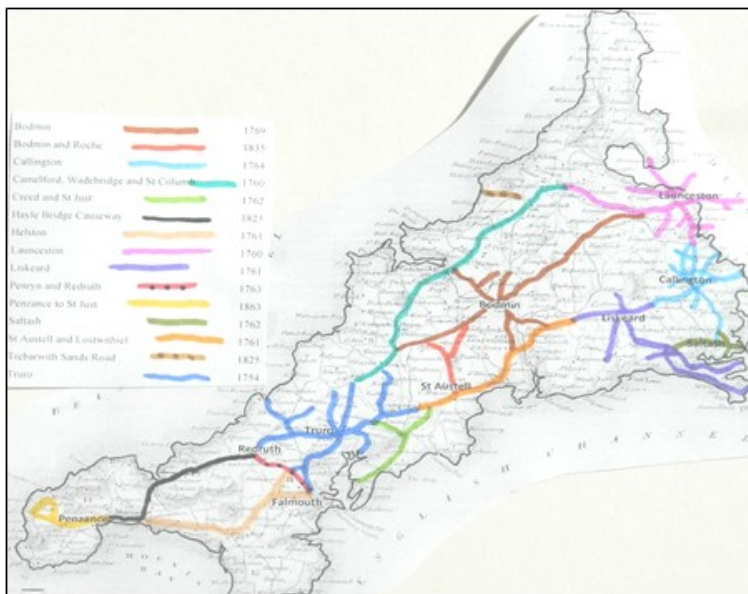


Figure 4

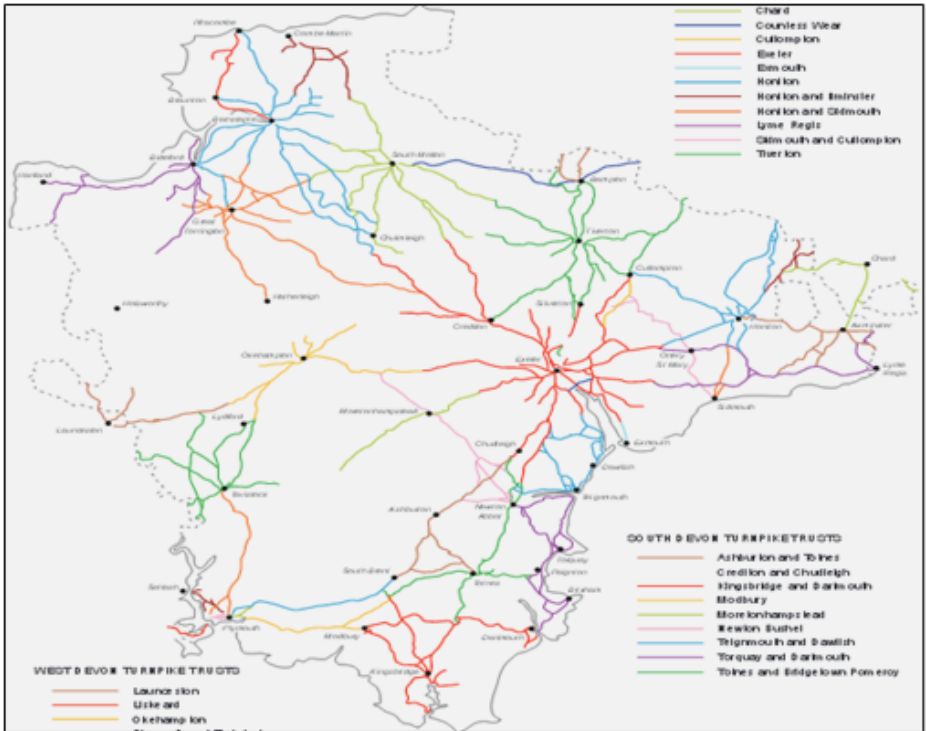


Figure 5

Figures 4 and 5 – showing the turnpike roads of Devon and Cornwall coloured. Note the lack of such roads in the Stratton and Holsworthy areas. (From www.turnpikes.org)

Later, Highways Boards were set up in both Holsworthy and Stratton, perhaps as Districts under the 1835 Highways Act, and the main roads were improved. By the 1850s it was reported that the main roads were in good condition. But this was all in the future when the canal was built. In the 1820s good roads did not exist in most of our area, and, in Devon and Cornwall more generally, many commentators reported that wheeled traffic was very rare until well into the nineteenth century.

Until roads were improved, transport by water was the most efficient.

We regard the sea as a barrier but in earlier centuries it was a transport thoroughfare – provided there were safe anchorages. But the north Cornish coast was inhospitable in sailing ship days, with prevailing winds onto the shore and very few ‘havens’ where a ship might have any chance of surviving. As the old saying puts it ‘From Pentire Point to Hartland Light is a watery grave by day or night’. Even the obvious safe refuge of the Camel estuary had the Doom Bar (a sand bar) across its entrance and on which many ships came to grief. At Hartland they were so desperate for a connection to the commercial highway of the sea that a quay was built on exposed coast in the 1590s – but it was progressively destroyed by storms in the late nineteenth century, and by then the railway had arrived in Bideford and it was no longer worth the effort in repairing. There were other places that could be used in calmer summer weather – principally for exporting slate from places like Port Gaverne or the exposed moorings between Tintagel and Trebarwith. But, by and large, the area we are talking about was poorly connected by sea, especially in winter.

As already noted, the Culm Measures clays and the poor communications had produced an area with no sizeable towns. In the early nineteenth century Holsworthy, Hartland and North Tawton were the biggest in population, but no more than about 2000 people each, and Hartland and North Tawton subsequently decreased substantially. Elsewhere there were a number of settlements that had some history as markets or towns – Hatherleigh, Kilkhampton, Boscastle, Bradworthy, Sheepwash, Winkleigh, Week St Mary, and Stratton – but none developed to anything significant.

Given the poor-quality land, the poverty and sparseness of the population, and the remoteness of the area, the building of the Bude Canal in 1819 to 1825 was an amazing undertaking. Surveying the route, acquiring the land, getting labour and the necessary skills together, procuring stone and brick and ironwork for structures, would all have been on a much greater scale than anything previously done in this area. The impact was tremendous, but what if it had never been built? That is the subject of a second article in a future edition of *The Tub Boat*.

Peter Daniel

Bude Canal Trust – Executive Report

As far as the land transfer is concerned, it continues to grind on extremely slowly. The latest information we have is that a draft transfer document that has been approved by the Trust's Committee as a suitable basis for discussion is with the Devon Wildlife Trust's solicitors, and has been so for some weeks. As background information, DWT now have a new Chief Executive. You may be aware that the previous one was very keen on the transfer and had committed the DWT to retaining the canal to a suitable standard to maintain its heritage importance. I have now contacted his successor, who seems to be equally keen, and who has promised to make enquiries of DWT's solicitors to determine whether the current delay can be addressed.

As far as the Tamara Coast to Coast Trail is concerned, as you probably know this was formally publicly launched at Bere Ferrers in Devon on 11 July, with considerable successful publicity. I understand nearly 1,000 copies of the guidebook have been sold. I believe that signing and waymarking of the route has largely been completed, though there is no signing of the links from the route to Bude or Kilkhampton. I can confirm that the Planekeepers Path at Hobbacott remains unavailable to the public, though the length at Cann Orchard is part of the Coast to Coast route. It is hoped that the landowner at Hobbacott may be approached again in due course, but the current lack of funding to undertake the repairs to the bridges and walkways remains a problem.

Steve Church, Chairman, Bude Canal Trust

Only IWA – Protect Our Waterways

STANDFIRST

The Inland Waterways Association (IWA) is the only independent, national charity dedicated to supporting and regenerating Britain's navigable rivers and canals as places for leisure, living and business.

By Sarah Niblock, CEO of Inland Waterways Association

IWA was formed to protect our inland waterways in 1946 at a time when they were under threat. As a result of IWA's work many navigations that would have closed remained open. Appreciation of the value of our waterways began to grow and restoration schemes got under way. We can now say proudly that since IWA was formed 500 miles of waterways have been restored and another 500 miles are under restoration.

But, gravely, the clock is starting to turn backwards. The government has announced it's cutting its grant to the Canal and River Trust, putting the network's future in peril. IWA is very concerned that without adequate funding our waterways will again face closures and the millions of hours of volunteer time spent restoring and protecting waterways will be lost.

We launched the "Protect Our Waterways" campaign in March 2023 and, by joining IWA, you will strengthen our voice.

Your society is doing a sterling job of restoring your stretch of the navigation and IWA is proud to support the work of societies across the country. Our support includes:

- Educating politicians about the many and varied benefits of our waterways
- Access to expertise to guide your projects through the planning system
- Engineering and heritage expertise to call upon
- Practical Restoration Handbook - the 'go to resource' for all volunteers involved in waterways restoration.
- Help with construction costing and planning
- Help with construction projects through WRG camps and weekends
- Sharing knowledge and ideas through the Restoration Hub
- Technical expertise – engineering, planning and heritage etc.
- Provision of cost-effective insurance for restoration projects

Only IWA provides this range of support to the waterways family, but now we need every member of this society to help to reverse this damaging decision. Restoration projects will become untenable. You know better than anyone that it is far more costly to repair and restore than to prevent decline in the first place. Here is how you can – and should – support our campaign:

As well as being an individual society member, please join IWA. You will have access to all the benefits above and more. Your membership will help strengthen our voice to protect the network and ensure another 500 miles are restored.

Make a one-off or regular donation to IWA towards our campaign costs. Sign up for our mailing list where you'll find links to our petition and how to write to your MP.

Spread the word – please use your communication channels to engage as many of your local waterways users as possible and direct them to our website.

It will only take you a few minutes via our website www.waterways.org.uk but could put the waterways on the right path for years ahead.

Latest update - Sarah Niblock has resigned her position as Chief Executive of the Inland Waterways Association. IWA is extremely fortunate to have the interim support of some highly experienced volunteers who, along with an enthusiastic Trustee team, will cover the position in the short term.

The Inland Waterways Association



Dee Lock in its present state



Old Tram Bridge, Lancaster Canal



**INLAND
WATERWAYS**
ASSOCIATION

Painting of the Sea Lock on The Rolle Canal by Pete Newell

The well-known local professional artist Pete Newell has generously donated to the Rolle Canal Society a painting of Sea Lock, near Bideford, valued in excess of £300. The Society are offering it for sale by sealed bid, the process to run until 30th November 2023, just in time for Christmas. The framed and ready to hang acrylic painting is on canvas, with good quality stretchers 45cm by 30cm.

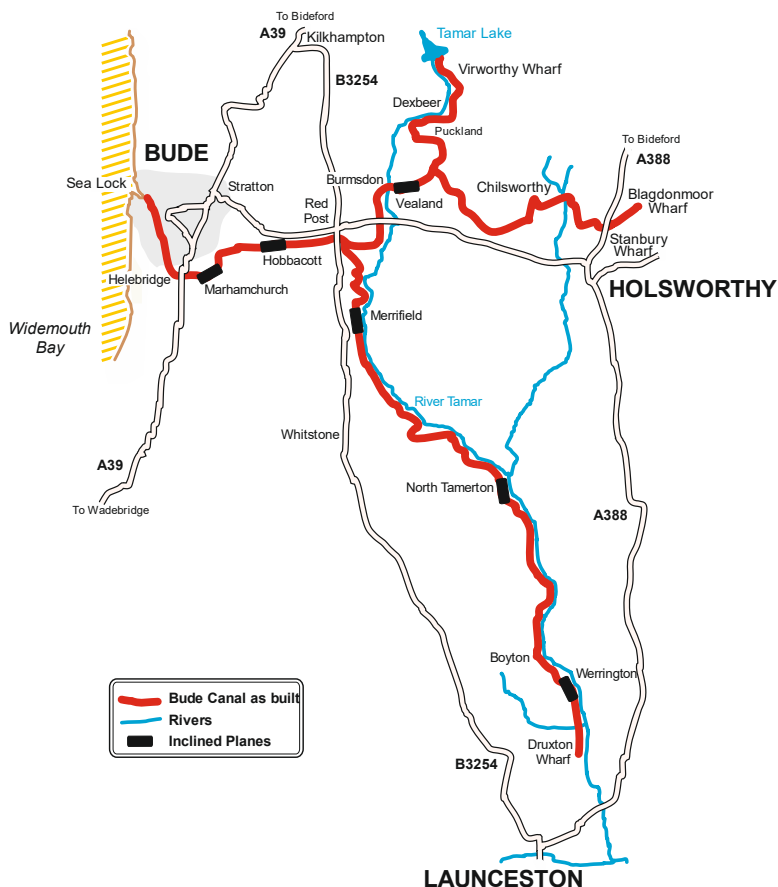


Sealed bids marked 'Painting' should be sent to the Society Secretary: Tony Nicholls, Valderia, Torrington Lane, Bideford, EX39 4BT. Don't forget to include your contact details with the amount you are willing to pay in your envelope. Pete exhibits widely, including at the Burton Gallery in Bideford and recently had a one man show at RHS Rosemoor. Pete's website can be found at www.petenewellpaintings.uk

The Rolle Canal & Northern Devon Waterways Society

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