

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 93

Autumn 2020



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Forthcoming Events for 2021:

Sunday 28th Feb AGM at The Castle Heritage Centre, The Castle, Bude. This is provisional only and will depend on the regulations which will be in place at that time. Further details will be published in the next edition of The Tub Boat.

Under the present circumstances we are unable to plan any events during 2021 but we will give a further update in the next edition of The Tub Boat.

Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to 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 December 2020.

| | | |
|------------------|----------------------|-----------------------------------|
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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: Pumping in progress at Whalesborough Lock

Creaks from the Chair

Here we are at the end of the summer season of 2020 and the requirements for safety because of Covid-19 has made it the most unusual summer season which all have experienced. Here at Bude there have been plenty of visitors so the pubs, cafes and shops have been able to have some trade, and to some extent, caravan and camping sites have operated on a reduced scale, as have guest houses and hotels. The question is, will it be enough to carry them through the winter period, one can only hope so but I have my doubts. The 'new normal' which we have to follow for our own and other's safety is an uncomfortable bedfellow to live with. So be safe, social distance, wash hands and pray that an effective vaccine is found and the winter does not bring a severe bout of influenza. Book your flu jab, mine was booked for mid-September.

You may recall that as part of the Bi-centenary celebration 1819-2019, BCHS had a glass plaque created which we then had framed. On 23/7/2019 it was presented to the Bude Stratton Town Council for display in the Castle Heritage Centre. However there were a few problems before the final version could be fixed for display. Thanks to Seventh Wave Gallery and Sign O'Times, both local businesses, for their perseverance.



The framed plaque is now on display in the Heritage Centre, in the area adjacent to WWII Rangers display and the two canal maps.

Finally, our thanks to Bude Stratton Town Council for the Section 137 grant, because BCHS has not been able to carry out our usual fund raising events during 2020. It is much appreciated.

Chris Jewell

Membership Report

Subscription renewals were due on 1st September and thank you to the members who have a standing order in place. For those of you who do not currently pay using this method please consider doing so as it not only prevents the payment being overlooked but also saves considerable time for the society. Membership cards will be issued once payment is received and will be enclosed as appropriate.

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 membership page by clicking on the quick RENEWAL link. The web site address is www.bude-canal.co.uk/membership.htm. If you do not currently pay by standing order please complete the renewal form and return to me. I will be happy for this to be sent by email to members@bude-canal.co.uk to save postage costs.

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 at the top of the membership page of our web site. The Gift Aid Scheme significantly increases the value to the society of your subscription.

In the last edition of Tub Boat I mentioned that we had identified a few valued members who have not increased their Standing Order to reflect the new subscription rates introduced on 1st September 2019. I am pleased to report that several members have subsequently made the necessary change and the recent Standing Order payments have been increased accordingly.

However, there are still a few members who are paying at previous rates some of which are below the current minimum for any of the membership categories. If you are in this position please do make the necessary change to your subscription level. The committee will be reviewing what action to take regarding members who continue to pay at these historic rates and I will report our decision in the next edition of Tub Boat.

As mentioned by the Chairman, I am pleased to report that we were successful in our application for a grant of £200 under Section 137 of the Local Government Act 1972 and have written to the Bude-Stratton Town Council expressing our gratitude.

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 members@bude-canal.co.uk.

Martin Shannon, Honorary Treasurer and Membership Secretary

Inland Locks

Cornwall Council, through Cormac Solutions, are doing the work on the inland locks at Whalesborough and Rodds Bridge during September/October which has been on hold for a number of reasons. The work includes finding and stopping leaks into the lock chambers and re-pointing some areas of the lock chamber walls.

As you may know neither of the locks are used on a regular or irregular basis by boats which means that both sets of bottom gates are now dry and have been drying out since 2010. BCHS have tried to encourage a regime of filling the locks with water and leaving them full for long periods to keep the gates 'plim' or watertight especially in the summer months. However, this is difficult as those gates leak. This condition will only get worse and needs to be rectified. With that in mind BCHS made an offer to Cornwall Council of up to £1500 to be used towards the costs on condition that they took up one of the solutions to 'plim' up the gates, and then adopted a proper programme of keeping the locks full of water, especially during the summer months. This would ensure that when (or if) the canal at last allowed navigation by suitable boats the locks will work as needed and not waste water by over use of the pound paddles to counter the leaks. Cornwall Council have acknowledged our offer with thanks but currently are not willing to take up one of the options suggested. BCHS had received technical information from a colleague, Alistair Ogden, a retired former British Waterways and Canal & River Trust employee and currently BCHS are endeavouring to get Mr Don Martin, the Cornwall Council Officer responsible, to have an email conversation with Mr Ogden to discuss the cost effectiveness of the suggestions. We await the conclusion, if any, of this email conversation. The £1500 offered would come from funds already allocated in the BCHS Project Fund.

Chris Jewell

Inland Lock Repairs – update

Contractors started work on Whalesborough Lock on 24 August by installing stop boards just above the upper gates and setting up pumps to drain the water from around the upper gate to allow an examination of the gates and surrounding stonework. This would enable them to assess what remedial work would be required.



*Positioning pipes
to pump out from
behind upper gates*



*Lower gates closed
(a very unusual state)*

*Lock almost full
(again a very unusual state)*



Visiting the site a month later the bottom gates of the lock had been closed allowing the lock to fill with water. Although it was only half full there were still leaks around the upper gates. By then the contractors had left the site but returned early in October. Work continues to deal with the outstanding issues as outlined in the following update from Gareth Cann, Cormac Senior Countryside Officer. He stated that re-pointing had taken place in both lock chambers and defective paddles have now been repaired. Further works are required including dealing with leaks in the banks but this is being delayed waiting for Natural England to issue the necessary licence to carry out works in the areas frequented by water voles.

Mike Moore & Chris Jewell

Sea Lock Repairs – update

After the outer gates of the Sea Lock were removed towards the end of June, inspection revealed further rot on the base of the lock gates and failure of the fittings on the bottom of the gates. Further inspection of the pintles, which the gates sit on, indicated that these were at the end of their working life and to re-install the gates onto them would lead to damage of the new fittings and at worst result in failure of the gates whilst in use. Work commenced in early July to dam the lock and inspect the cill which, on investigation was found to be in good condition.

The next stage will be to commence the process for design and Listed Building Consent for replacement pintles and associated fittings for the gates. As this is likely to take some time, it has been decided to de-mobilise the work site until the contractors are in a position to re-commence these works with suitable consent in place. The Sea Lock is now in “Winter” mode with the storm chains attached to secure the gates and will remain so until at least March next year.

This update was based on information supplied by Paul Vincent, Bude Harbour Master, Chris Jones, Maritime Manager, Cornwall Council and Cllr Peter Labroy. We thank them for their contributions.

Mike Moore



Bottom of gate



Top of gate



The Sand Tramway

During earlier storms some sand and rubble in the area of the Sand Tramway had been displaced revealing more of the rails which, allowing the area to become uneven, was seen as a trip hazard. Repairs have now been completed which involved laying concrete on the river side of the tracks whilst trying to retain or restore some of the heritage stonework on the canal side of the rails. Based on information supplied by Cllr Peter Labroy.

Mike Moore



Holes on Tramway



Raised plugs

Advertising Sign on the Barge Section of the Canal

In early August one of our members reported that an advertising sign had been erected on the offside of the canal between the Bird Hide and Rodds Bridge. I understand that Gareth Cann who is responsible for that section of the canal, has been made aware of this. Obviously, from our point of view this is not desirable and we were uncertain whether it contravened any local or national government regulations. There is no evidence that a Planning Application had been submitted to erect the sign. Subsequently Gareth advised us that he had raised it with Cornwall Council Planning Department as did others. He said that it did contravene planning regulations and the owners of the property were asked to remove the sign which they have now done.



Sign with text removed

Mike Moore

DAVEY FAMILY

Kept in the Archive Records at Heritage Centre, Bude, is a handwritten record of wrecks at, or near, Bude from 1824 to 1897, compiled by Oliver Davey.

During the whole of the 1800s the Davey family were significant in the trading and shipping activities at Bude. The family operated a warehouse and coal yard in the area where the current Bude Social Club is situated.

In 1830, William Davey (b:1792) had taken over the business known as 'Wm. Davey & Co'. The 1841 census shows William and wife Maria with 7 sons and 1 daughter, the eldest son, Oliver, aged 23½ years, being a Master Mariner. In 1842 Oliver married Betty Whitefield of Clovelly, the 1851 census showing that Oliver had 2 sons, Oliver aged 8 years and William 6 years.

By 1871 Oliver junior had taken over the running of the family business which, by the early 1900s, seems to have ceased trading.

However the records of the wrecks compiled by Oliver Davey makes interesting reading and between 1824 and 1897 shows details of 103 wrecks (*see page 10*).

Between 1824 and 1848 there were 31 wrecks and 11 where the whole crew were drowned.

From 1850 a greater proportion of crews were saved, either by use of the ships own boat, the Rocket Apparatus or the official Lifeboat.

AUCTION OF BANKRUPTCY PROPERTY:

Sale of bankrupt goods and property in July 1829. This relates to William Davey of Bude. This unfortunate event is believed to be connected to a fraud by John Tredwen, shipwright of Padstow, against William Davey. Commissioners were appointed to investigate this claim in May 1829. The result of the investigation is at this time unknown.

(Extract: Exeter & Plymouth Gazette): 11th July 1829

Bude, Cornwall. To be sold, by auction, on Thursday the 16th day of July next, precisely by eleven o'clock in the forenoon, by Mr Thomas Best, auctioneer, by the direction of the assignees under a Commission of Bankrupt, awarded and issued forth against Mr William Davey, of Bude, aforesaid merchant, dealer and Chapman; all the Farm Stock; and implements of husbandry, of the said William Davey situate at or near Bude aforesaid; comprising 10 horses, some of the largest size of waggon horses, 13 bullocks, pigs, carts, waggons, and various implements of husbandry, gig

and harness, wheat in the mow, reed, straw, and hay, two acres and a half of wheat in the ground, four acres of barley, half an acre of potatoes, and also the growing crops on Hangers Binhamy near Bude, aforesaid. Also the right, estate, and interest, of aforesaid assignees in a tenement at King's Hill, near Bude, aforesaid, subject to the rents, heriots, covenants, conditions and agreements, in the original indenture of lease mentioned. Also the following shares in the under-mentioned vessels, of and belonging to the port of Padstow, 56/64th shares of and in the fast sailing newly built smack called the 'Bude Packet', comprising about 40 tons burthen, Joseph Tucker, master; 48/64th of and in all that tight built smack called the 'Lanson Castle', comprising about 40 tons burthen, Nicholas Tucker, master; 48/64th shares of and in that well found Smack called the 'Eleanor' comprising about 41 tons burthen, Thomas Drew, Master. The said vessels are well found in materials and ready for sea, and lying in the bason [sic] of Bude for Sale, at Bude, aforesaid.

On the 17th day of July next, will be offered for Sale, at Bude, aforesaid, and following days, until the whole be sold; about 40 tons of bar and other iron of various descriptions, several chests of tea, coffee and soap, barrels of sugar, and an immense quantity of Groceries, of every description. A very large assortment of hardware, 12tons of salt, several tons of smith and other coals, culm, etc a large quantity of nails, shot, gunpowder, timber, paints, oils, pitch, tar, barrels of beer, porter, and vinegar, rosin, earthenware of all description, iron chest and office furniture, counters, building materials of every description, carpenters and masons tools of every description, anvils, axle arms and cases, knives and forks of every description, writing and other paper, chains of various sorts, cast and foreign steel, old and new casks and the various other articles of the immense stock in trade of the said William Davey.

The whole will be put up in small or other lots as the public may desire. The whole assortment is of the most superior quality, and deserves the attention of all wholesale and retail dealers.

For viewing the same apply to Mr Jose Langman, on the Premises, at Bude aforesaid; and for further particulars to Mr George Jones of Bristol, iron merchant; Mr John Tredwen, of Padstow, Shipbuilder, or Mr Henry James of Bude, aforesaid, merchant, the Assignees; or to Mr Edward Shearm, Solicitor, Stratton. Dated 29th June 1829

The CRO has a writ (BRA833/432) appointing commissioners to investigate a claim of fraud by John Tredwen, shipwright, of Padstow, against William Davey, merchant, dealer and chapman, of Bude. It is dated 21st May 1829 and must be connected to the above bankruptcy.

The record shows date, type of vessel, name, cargo, route of vessel, location of wreck and comments.

The following are a sample of the wrecks recorded between 1824 and 1848.

| Date | Vessel type/name | Cargo | Route | Location | Remarks |
|----------------|----------------------------|------------------|---------------------|-----------------|--|
| Jan 24th 1824 | Spanish Patriot | Wine | Not specified | Duckpool | None |
| Jan 24th 1824 | Dutch Galliot | Oranges | Not specified | Maluke | None |
| Sept 1825 | 'Ability' | | Not specified | Off Chapel Rock | All crew drowned |
| 3rd Feb 1825 | 'Unity' | Wheat & Flour | Not specified | Coach Rock | None |
| 24th Nov 1825 | 'Happy Returns' of Lyme | Irish Provisions | Not specified | Widemouth | Crew found huddled together, dead, under the cliff |
| 7th Sept 1826 | 'Esther' | Bathfree stone | Bristol/Margate | Widemouth | Cargo for Margate Church. Crew drowned |
| 4th March 1831 | 'Union of Whitby' | Timber | | Bude harbour | Driven into harbour with no-one on board |
| 28th Feb 1833 | 'Minerva' of Milford | Oats & Butter | Waterford/London | Notspecified | Crew all drowned |
| Aug 1834 | 'David' a sloop | Ballast | Not specified | Widemouth | None |
| 22nd Oct 1835 | 'Lanson Castle' Bude sloop | Bristol Goods | Bristol/Bude | Bude | None |
| 29th July 1837 | 'Sally Ann' a sloop | Coals | Not specified | Northcott Mouth | Crew all drowned |
| 29th July 1837 | Barque | Salt | Not specified | Maluke | None |
| 8th Sept 1837 | 'Caledonia' | Wheat | Odessa | Morwenstow | 1 saved 15 drowned |
| 5th Feb 1840 | 'Hero' barque | General cargo | Liverpool/London | Efford Cliff | Crew left on board Vessel struck rocks. All drowned. Cargo valued at £10,000 |
| 17th Oct 1842 | 'Haven' brig | Coals | Not specified | Maluke | None |
| 17th Oct 1842 | Sedulus' barque | Iron | Not specified | Maluke | None |
| 22nd Oct 1842 | 'Alonza' | Iron | Not specified | Maer Lake | All crew drowned |
| 10th Oct 1844 | Lifeboat upset at Bude | | | | 2 men drowned |
| 9th Dec 1845 | 'William & Ann' brig | Stone & Coal | Not specified | Maluke | 7 men drowned, 2 saved |
| 22nd Oct 1846 | 'Eliza' | General cargo | Liverpool/Vaiperaso | Stowe Cliff | Cargo worth £80,000 |
| 12th Dec 1848 | 'William Elliot' | Coals | Not specified | Widemouth | 10 men drowned |

The reference to Maluke is Milllook and Maer Lake is Crooklets

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.

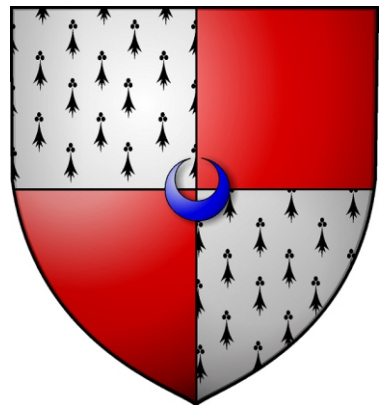
He died in 1591 in such a skirmish aboard his ship 'Revenge', off the Azores, and was buried at sea. He was grandfather to Sir Beville Grenville, famed for his activity during the Civil War of the 1640s, notably the Battles of Stratton and Lansdown, near Bath.



STANHOPE

Charles Stanhope (1753-1816), the 3rd Earl Stanhope, was extremely well educated and had a huge interest in all aspects of scientific topics. He was also 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 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. He was succeeded by his eldest son, Philip Henry Stanhope, the 4th Earl of Stanhope, who 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.



Bude Canal Trust Report on the Bude Aqueduct

Here is further clarification on the adit tunnel explored by the cavers in the last issue of The Tub Boat. The tunnel itself had been dug through approximately 185yds of clay and shale material with some parts having a reinforced stone lining construction to prevent the softer sections collapsing (*Photo 1*). The cavers did find two sections where part of the unprotected shale had collapsed during the last 200 years which they successfully cleared before venturing on. At the end of their exploratory visit they did reach the remains of an archway, beyond which was the compacted soil and rubble infill material from the time the wheelpit workings had been removed and the roofing brickwork with other material was collapsed into the empty chamber.



Photo 1



June and July.

Covid 19 continued with the lockdown procedures, only allowing for mowing and small tree and branch removal by hand saw to keep the footpath open (*Photo 2*). However with the pending ash dieback problem we were allowed to continue with the tree survey. Fortunately, we were lucky enough to have been offered the help of a qualified arboriculturist who completed the first three sections between Lower Tamar Lake and Dexbeer Bridge before having to return to Bristol University. Having shared her valued experience on the completed sections we are hopeful of continuing the survey along the remainder of the canal to the same standard.

Photo 2

August

After almost five months to the day we received the clearance to resume our work, still following the distancing and face protection guidelines when it became necessary.

With so much to catch up on, a decision was made to start at Virworthy Wharf clearing the vegetation round the basin and the sides of the path back towards the Lower Lake. Up to the night before, thunder storms and heavy rain had been forecast but with a last minute change to dry weather we went ahead. It turned out to be one of the hottest days of the month (*Photo 3*).



Photo 3

One of the deep water signs had rotted away and was replaced but unfortunately others are following suit. The following week again was forecast to be wet and work was cancelled. In the last week of the month, and with ideal weather conditions the remainder of the replacement signs were put in place round the Wharf area (*Photo 4*).



Photo 4



Photo 5

The footpath from the Wharf to Lower Tamar Lake and south to the Mill was cut and the overgrown hedge vegetation was strimmed half way to the Lake. The first of the identified dead branches caused by the ADB and overhanging the footpath were removed with a borrowed extending (4 mtr) pole saw (*Photo 5*). This one proved a success so a new pole saw was purchased.

A worrying situation occurred on the last day when it was reported that three of the footpath gates had been crudely and illegally locked (*Photo 6*) and in the process we found that a lady walker had found herself hemmed in between two of the gates. All three gate's latches were eventually released later in the day, notices put up apologising to genuine walkers and advising the perpetrators that the matter had been reported to the police.



Photo 6

September

Returned to Virworthy this month to complete the hedge trimming and to remove the excess vegetation on the top of the canal bank through to the Lower Lake (*Photo 7*) generally tidying up the Wharf building displays (*Photo 8*) and immediate area.

Mike Degnan, Bude Canal Trust



Photo 7



Photo 8

Planning Application at Blagdonmoor Wharf

In early July a planning application was submitted to Torridge District Council for the erection of a dwelling on land adjacent to Blagdon Wharf Barn. The application site includes part of the historic Blagdonmoor Wharf which is at the far end of the Holsworthy branch of the Bude Canal. The line of the canal runs through the site which, until recent years, had been used for agricultural purposes but part of the site had subsequently become derelict following the refurbishment of the adjoining barn.

Many objections to the application were received by Torridge District Council mostly based on the unsuitability of a new building among the existing traditional buildings which had been refurbished. There was also concern about the additional traffic along the access lane which was already unsuitable for the existing traffic.

Our secretary, Peter Daniel, also sent in an objection on behalf of the Society explaining that the application took absolutely no account of the historic location and features which may exist below ground. Our points of objection are shown below:-

1. The application site includes part of the historic wharf of the Bude Canal and there is likely to be important archaeological evidence which needs to be investigated, assessed and possibly preserved. This has not been addressed in the application.
2. The application does not include a Heritage Impact Assessment as required under the National Planning Policy Framework. The proposed development clearly has impacts on non-designated heritage assets listed in the Devon Historic Environment Record - namely MDV118 Blagdonmoor Wharf, MDV5 Bude Canal Holsworthy Branch, MDV120698 Blagdon Wharf Barn.

On 17 September Torridge District Council refused to give planning permission for the following reasons:

1. The proposed development would result in a detrimental impact on an existing designated heritage asset and no public benefit would be gained from the development against which this harm could be weighed.
2. The proposed development is considered, due to its nature and siting, to result in an unsustainable form of development set at a distance to the settlement of Holsworthy.
3. Insufficient information has been provided in relation to the ditch into which the discharge from the sewage treatment plant would be directed to allow a full assessment of the foul drainage provision.

This refusal was a good result both for the local residents and those of us who care about the protection of our heritage assets. We were fortunate that the Council's Conservation Officer agreed that any new structure on the application site would obscure the evolution of the unusual cluster of buildings in this area and should be resisted. As the site forms part of the Historic Environment Record then it should be treated as a Heritage Asset. As a result he felt that the harm to the significance of the heritage asset would be great therefore the application should be resisted.

Mike Moore

Boat washed ashore as reported in the Cornish & Devon Post on 03/07/20

A flooded engine left a boat stranded on a Bude beach, washing up along the shore.

Bude Coastguard Rescue Team were paged at 8.14am on Friday, June 26 by Falmouth Coastguard Operations Centre to the report of a vessel in difficulty not far offshore from Summerleaze Beach. Bude Lifeboat was also tasked.

As rescue officers arrived on the scene, the boat (which was suffering from engine trouble) was seen drifting close to Cross Rock, with its anchor only slowing its progress toward the beach slightly.

As the lifeboat pulled alongside, both persons on board were quickly and safely removed from the drifting vessel and secured in the lifeboat, which then made its way back to Summerleaze and deposited the gentlemen on the beach and into the care of Coastguard officers. Meanwhile, Bude Lifeboat returned to the boat, but decided against an attempt to retrieve it due to the potential for injury.

Under the watch of the Coastguard Team, the boat was allowed to then drift toward the shore, where it came to rest at the high tide mark. A spokesperson from Bude Coastguard Rescue Team said: "A good outcome to an incident that could have been far more serious."



This new takeaway has been converted from part of the boathouse on the Lower Wharf, Bude

Survey Ships

At the end of July, Google announced that it would be building a new trans-atlantic cable to connect New York with Bude and on to Bilbao in Spain. This would be its first privately-owned cable linking the UK and should be completed by 2022. As part of this project two vessels visited Bude during August to carry out survey work.



In the early part of the month, a smaller vessel “Wessex Explorer” arrived off Bude and these images were captured by one of our members, Jeff Dover. We understand that this vessel was surveying the Widemouth Bay and Crooklets areas.

However, later in the month a much larger vessel the “Ridley Thomas” arrived to continue the survey work. This was registered at Majuro in the Marshall Islands. Again the photos were provided by Jeff.

Mike Moore



Workman's shed at Rodds Bridge

I have recently been taking some photographs along the canal locally and became curious about the workman's shed next to the canal at Rodds Bridge - see photos.



The shed was constructed of corrugated iron sheets but is now partly covered by vegetation and does not appear to be used at the present time although it does seem to be securely padlocked.



I made enquiries with the local branch of the Old Cornwall Society to see if they had any information about when it may have been erected and whether it has any historical significance in terms of the local history of the area. Examination of old maps show that it was erected on land originally owned by the Canal Company so we assume that it is currently owned by Cornwall Council.

However, there is nothing on the maps to indicate that the shed existed at that time i.e. 1904 and the use of corrugated iron may indicate that it was erected in the middle of the 20thC. The Old Cornwall Society's reply revealed that they did not have any records in their archives relating to the shed.

In order to get a up-to-date perspective on this, I contacted Gareth Cann, Cormac Senior Countryside Officer responsible for that section of the canal, and he said that he had spoken to Jan Stedwill, a former employee on the canal who said that the shed was built in the 1980's as a store, apparently before that they used an old beach hut. Gareth added that they were hoping to level the area next to the hut to provide an area to store the weed which they were in the process of removing from the canal.

Mike Moore

Paddle Boarding on the canal



*Damaged rails
on Rodds Bridge*

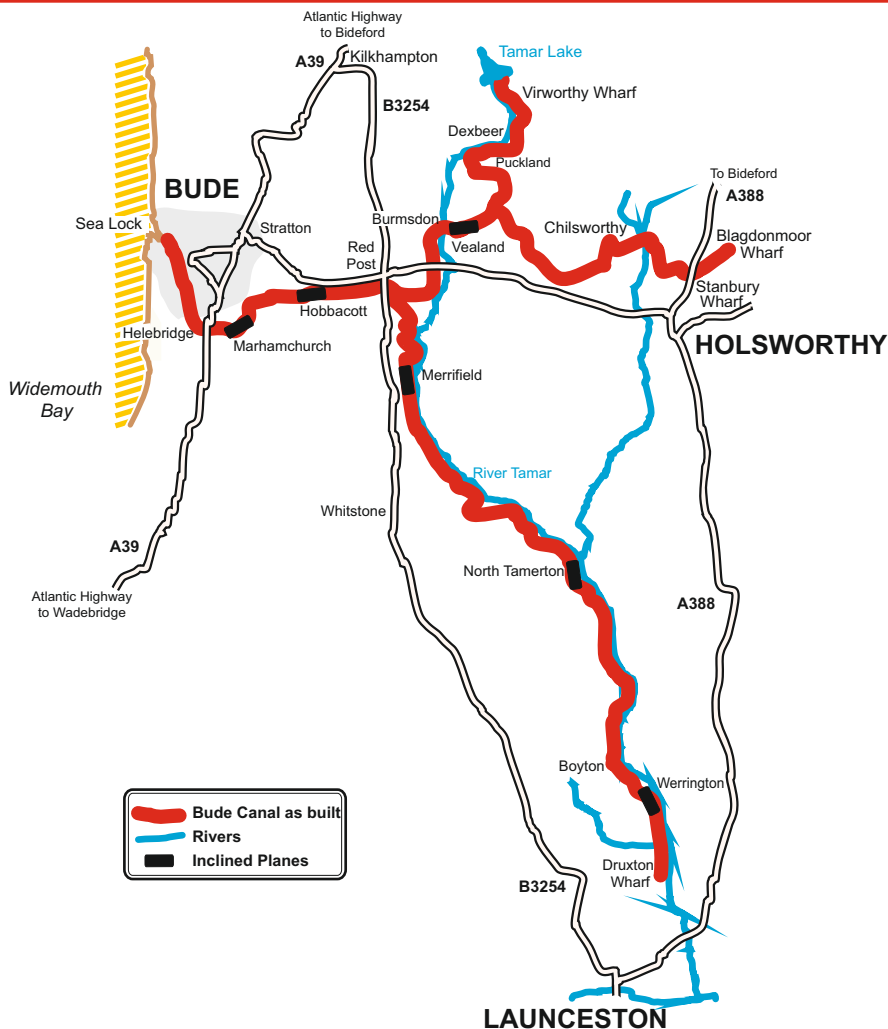
Apology

I am sorry about the silly glitch on page 15 in the printed copy of the last edition of The Tub Boat. Unfortunately the picture on page 15 had moved slightly to the left allowing the first letter of each line to appear to the right of the picture and I don't understand why this happened. I hope that it did not spoil your enjoyment of the newsletter.

Mike Moore

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society



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