

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 94

Winter 2020/21



THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

Forthcoming Events for 2021:

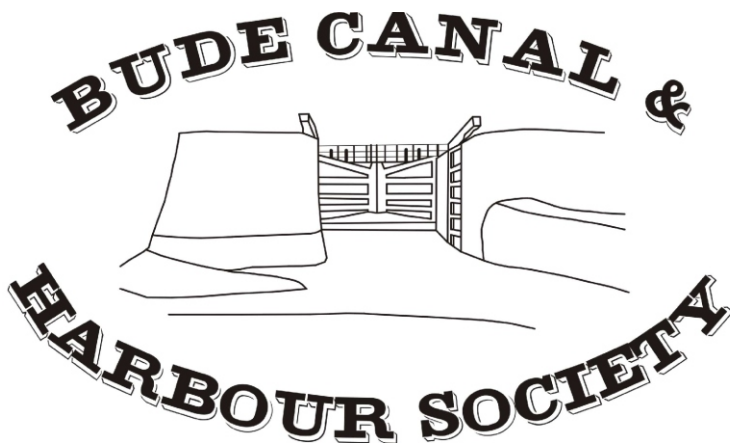
Sunday 28th Feb We are unable to go ahead with the AGM which was provisionally planned for this date due to the ongoing restrictions which may still be in place at that time. Obviously we hope to return to our usual arrangements in 2022.

Under the present circumstances we are unable to plan any further events during 2021 at this stage but we are aware that the Tall Ships will be visiting Falmouth in August 2021 so a coach trip to Falmouth may be possible if Covid regulations allow and it can be organised safely. 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 March 2021.

Trustees:	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>)

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.



THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 94

Winter 2020/21

CONTENTS

Forthcoming Events	Inside front cover
Creaks from the Chair.	2
Membership Report	2
Webmaster's Report.	3
Canal Stakeholder Meeting	5
Inland Locks - update	6
The Hobbacott Boiler	8
John Honey.	12
Joseph Stannard	13
The Hobblers	14
Bude Canal Trust Report.	16
Flooding alongside the towpath.	19
Notice of AGM	20
Summer Activities on the Bude Canal	20

Cover Photo: A sunny Higher Wharf by Chris Jewell

Creaks from the Chair

The New Year is here and there is light at the end of the tunnel as various vaccines come to fruition. Trust the science and when your offer comes please take it, I know I will. It is the only way to avoid the spectre that is Covid-19.

May be later in 2021 BCHS will be able to do some low-level fundraising.

I understand that 'The Tall Ships' race is starting from Falmouth in 2021. It is always worth a visit to see the competitor's vessels congregating and/or the actual start.

So, as I write this in mid-December 2020, I wish you the best for the imminent Christmas period and a Happy New Year for 2021, which is where we will be when you read my 'creaks'.

Finally, thank you again to all members who have renewed their subscriptions during September and October and with the donations you make, it is a valuable source of income; and with the Gift Aid Refund on some of that total it is just enough to allow us to fulfil our annual/monthly obligations as a charity.

Let us hope that 2021 is a better and kinder year in so many ways.

Chris Jewell

Membership Report

Membership cards have been issued to all renewing members so if you have not received yours please let me know. We are very grateful for your continued support in what has been a challenging year.

A small number of individuals have yet to renew and to maintain your support and ensure that you continue to receive newsletters please visit our web site at the bottom of the membership page and click on the quick RENEWAL form link. The web site address is <http://www.bude-canal.co.uk/membership.htm>. If you are not able to access the internet then please contact me directly (see opposite) and I will be happy to provide a paper version of the renewal form. If you do not currently pay by standing order please consider doing so and details of our bank account can also be found via the quick RENEWAL link.

In the last edition of The Tub Boat I mentioned that a few members who pay by Standing Order have renewed at the previous subscription rates, some of which are below the current minimum for any of the membership categories and that the committee would be reviewing what action to take regarding these members. The decision has been made to again attempt contact with those concerned before the next renewal date but if this fails to produce a response and the 2021 renewal standing orders remain below the current rates then memberships will be reviewed and if possible amended but if this is not possible then to be fair to all our members, as a last resort regrettably membership may be cancelled.

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

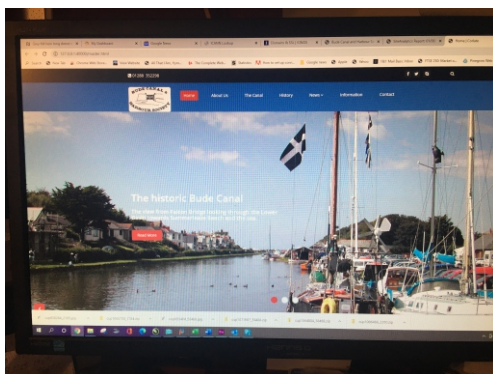
Martin Shannon, Honorary Treasurer and Membership Secretary

Webmaster's Report

It has been a while since we updated you all on the website so as we approach the end of a very strange year it seemed a good time to let you know how it has been performing. I have been maintaining the website for the Society since 2003 – yes you did read that right although what started as a simple site with a few pages and monthly Tub Boat newsletters now has over 9,000 files and some quite complex sections for a local charity site!

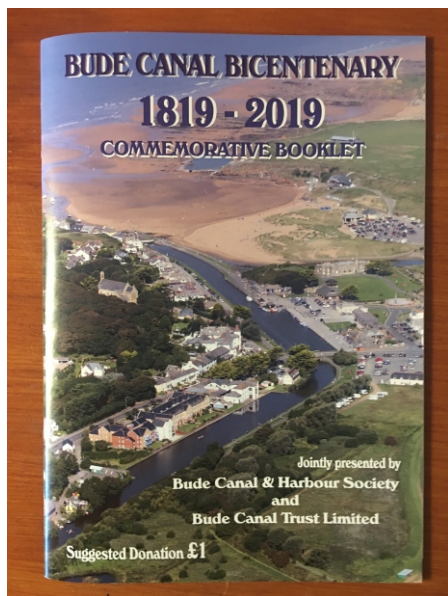
www.bude-canal.co.uk has received over 1,100 or so unique visitors each month this year but in a more normal year like 2019 monthly visitors were in June 2,315, July 2,518, August 2,747 and September 2,323. Over the years the most popular sections have always been:

- the Regeneration Project which boasts over 400 scanned photographs taken by our own Chris Jewell, often very early in the morning and charting the history of the regeneration of the canal – a priceless archive;
- The 1904 Maps – eight detailed and printable maps together with carefully transcribed Surveyors' Notes – another priceless archive;
- Editions of The Tub Boat from 2003 to the present day – 19 of which are as web pages but those since Winter 2007 are in the “new” .pdf format;
- In the last year I have put up the eighteen A3 Panels produced for the Bicentenary of the Bude Canal – these have been reduced in file size to show thumbnails and also printable A4 formats. The History section is also well read.



*The new home page
being developed
for the re-designed website*

For two years over the Bicentenary I set up an additional domain and designed and hosted a responsive site showcasing the events for the Centenary which also included events by the Bude Youth Theatre. This site, which itself attracted roughly 100 visitors a week, has now expired but I will bring elements of it into the main site in the coming year.



To support the 200-year celebrations the Society and also the Bude Canal Trust, produced a Commemorative Booklet with a detailed history and many lovely photos. I was honoured to design this for the Society – it was great to do and to contribute to the historic publication.



So – there you have it – a little stats heavy but it does give an idea of the work which goes into the site which you will see has just grown and evolved somewhat organically – it is detailed and complex and due for a complete overhaul. I am partway through totally redesigning things (see image on previous page) so the whole site is modern and responsive but this takes time given the number of separate files involved which all need to work together!

So – watch this space and wish me luck. I welcome any thoughts on other things which should be included on the site moving forward please. Keep safe everyone and let's hope that 2021 is not only a much better year but that we ourselves have learnt what is important and precious and can support each other better in the future.

Jacki Stephens, Webmaster
jac@jacdesigns.co.uk

Bude Canal Stakeholder Meeting on 14th December 2020

BCHS were invited to take part in an online meeting of stakeholders on 14th December and Peter Daniel, BCHS Hon Secretary, took part. The meeting had been instigated by Cornwall Councillor David Parsons, who chaired the meeting. The purpose of the meeting was to update those involved and to seek views on the future management and maintenance of the Canal. Over 30 stakeholders were invited although only 15 took part.

One of the key items to discuss was the dredging proposals which are currently in hand, and a briefing document setting out Cornwall Council's current plans for dredging was circulated beforehand. Cornwall Council have allocated a capital budget of £300,000 towards dredging of the Canal. The intention is to reinstate a depth of 1200mm to 1400mm as a navigable channel with an absolute minimum of 900mm, being the required depth for current users such as activity providers and anglers. Based on current rates of accumulation it is likely that the lower part of the canal will need dredging on a ten-year cycle, and the upper reach (above Whalesborough Lock) on a 3 to 5 year cycle. In the short term it is not intended to dredge the central section between the two inland locks.

There are a number of constraints as to timing of the works. These include analysis of the silt, a Waste Management Licensing Exemption will need to be in place, further work on siltation rates is planned, fisheries restrictions to be complied with, and a licence to do the work in the presence of water voles. Given the constraints the dredging work has to be carried out between October and March inclusive and the programme that Cornwall Council are working to is to start the work in October 2021.

The first part of the meeting recapped on the dredging proposals and emphasised that the budget is fixed and that silt disposal is the most expensive part of the operation. Cornwall Council are interested in alternative uses of silt (as suggested by Simon Browning of the West Country Rivers Trust, and Bude Stratton Town Council's representative on the BCHS Committee) as practised in Holland where polymers can be added to silt to solidify it so that it can be used for bank protection.

The 2009 Management Plan is to be revisited and a complete new plan drawn up that will be a living document that will guide management of the Canal and its maintenance. This will include a review of infrastructure and assets such as banks, structures, equipment and the long-term control of silt. On the latter point this may include the restoration of more of the natural hydrology of the catchment area, informed by the resilience studies of the catchment, as described by Simon Browning. It will also include its role as a flood management asset.

The maintenance of assets may include the low-cost remediation of the water tightness of the lower inland lock gates as suggested by Alistair Ogden through BCHS. Don Martin of Cornwall Council confirmed that he is still in conversation with Alistair about this.

The final part of the meeting concentrated on the long-term ambitions for the Canal. David Parsons was keen to stress that nothing was ruled out or in at this stage – and that includes restoration to navigation by trip boats. Use by trip boats would depend on construction of a slipway, use of water by locks being acceptable within the water abstraction licence, and there being no risk of transfer of invasive species between waterways. A number of other suggestions were made including a purpose-built electric boat that would go under Rodds Bridge, and regular use of the locks for navigation events. Cornwall Council will be consulting with the wider community about what they want from their canal, perhaps through the Bude Area Community Network Panel.

Finally, it was agreed that this stakeholder forum would take place on a regular basis, probably every three months.

In my view the meeting was a major step forward in determining a coherent future for the canal and its management and maintenance; for too long it has suffered from the lack of such a plan and from maintenance being purely reactive.

Peter Daniel

Inland Lock Repairs – update

Since our last report, contractors have left the site at Whalesborough Lock although there still appears to be evidence of leaks in the lock walls. The far bank above the lock has also been cleared and strengthened.



*Whalesborough
Lock*



Inland Lock Repairs – update (cont'd)

In November temporary bunds were constructed either side of Rodds Bridge Lock and pumps had been installed to remove water from the lock chamber and pump water around the lock. These have now been removed following completion of repairs including repointing the wall of the lock chamber.

Mike Moore



Rodds Bridge Lock

The new boiler at Hobbacott in 1837

The inclined plane at Hobbacott was always the weakest link in achievement of trouble-free operation on the Bude Canal. This was recognised early on and a standby small steam engine of 16hp was installed at the top of the incline by the time the canal was opened in 1823. It was only intended as a standby, for those occasions when the usual bucket-in-a-well mechanism had broken down. Use of the engine was avoided as much as possible since, not only did it use expensive coal, it also took twice as long to raise boats up the incline. Nevertheless, there were many times in the early years when chains broke or some other mishap occurred with the buckets and the steam engine had to be pressed into service.



Top of the Hobbacott Incline showing the engine house on the right.

By 1831 however, the Clerk to the Company, John Honey, was reporting that the boiler was rusted through in many places and could not be used. His investigations showed that water from the Engine House was accumulating between the boiler and the wall and causing the boiler to rust externally. Honey reported that he had earlier enclosed the problem area and that once repairs were done and the engine adjusted it should be in good condition. Repairs to the boiler were put in hand later in the year.

In 1835 the Engineer, James Rendel, was employed by the Canal Company to report on the condition of the canal and its infrastructure. It was not favourable and the Company's Committee of Management seemed to have asked James Green, the original canal Engineer, to comment on the report. There was discussion about whether a new, more powerful, steam engine was required at Hobbacott. But in the event, before any recommendations were implemented, the old Committee resigned and a new regime took over. The new Committee decided to engage James Green to repair the Hobbacott bucket machinery at a cost of £300, to maintain it for a year at a cost of £260, and to recondition the existing small steam engine at a cost of £100. Note that Green did not have enough confidence in the bucket machinery, even after reconditioning, to dispense with the steam engine entirely.

The above background history of the steam engine at Hobbacott is based on the book "The Bude Canal" by Helen Harris and Monica Ellis. Originally published in 1972, this book is regarded by many people as the standard work on the Bude Canal. In the book, Appendix 12 consists of excerpts from various letters and reports about the inclined plane at Hobbacott, dating from 1820 right through to 1893. An extract from a letter of May 25th 1837 to Harvey's Hayle Foundry refers to a new boiler being required for the 16hp engine. The impression is given that in 1837 a new boiler was purchased from Harvey's. However, a recent new publication sheds further light on this.

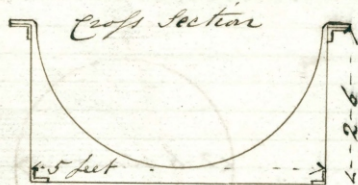
Bristol Industrial Archaeological Society (BIAS) has just published a hardback reprint of the sales ledger of Rogers & Co, Boilermakers of Bristol, covering the years 1830–1866. The original was discovered, mis-catalogued, in an antiquarian bookshop, by the late Robin Stiles, and has been edited for publication, with an introduction, by Steve Grudgings. Rogers & Co's customers covered a wide area and a great variety of plate ironwork was produced for all sorts of uses – not just boilers but also mine kibbles, evaporating pans, open boilers for sugar or wool, domestic back boilers and iron plates for specific uses. A modern index of customers is included.

The main part of the book consists of facsimile reproductions of the actual order book pages. The book is hardback, has 192 pages, and costs £25 post-free from Folly Books of Monkton Farleigh, Bradford on Avon.

As far as the Bude Canal is concerned the principal interest is an entry for June 1837. This is for the replacement boiler at Hobbacott, as illustrated overleaf.

The boiler was a waggon boiler, 14 feet long by 7 feet 6 inches wide. It was made up of 77 plates of iron, of $\frac{5}{16}$ " and $\frac{3}{8}$ " thickness, and the detailed dimensions of the plates are given. Since it was a replacement for a previous boiler it is likely that the dimensions are also those of the old one. The customer is given as the Bude Harbour & Canal Co.

Order Book June 1837

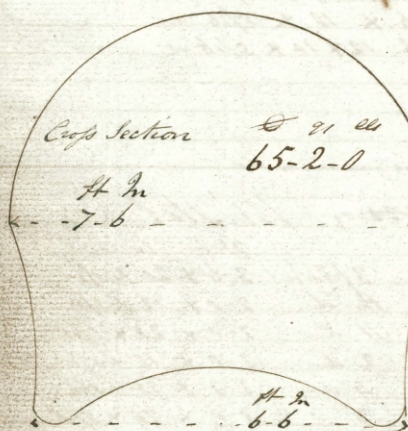


Guppy Brothers, Bristol

2
15 plates 2-9 x 24 x 1/4 } Inside
2 d IR 5-0 x 32 x 1/4 } pan
the plates put edge to edge
and the holes counter sunk
10 feet Long

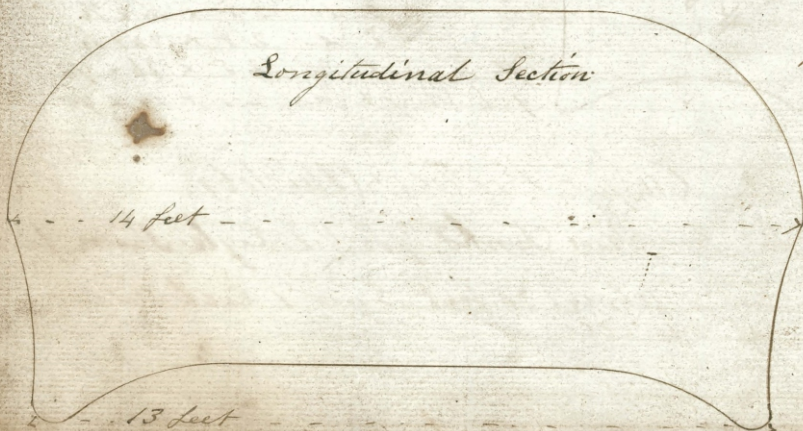
The Outside pan was an old thing which Mess Guppy
brought of Me and the Circular part put to it

The Bude Harbour Canal Co



2
3 plates 9-6 long 26 wide 3/4 thick
8 d 2-3 d 22 d 3/4 d
14 d 2-3 d 20 x 12 d 3/4 d
2 d IR 3-6 d 26 d 3/4 d
6 d 3-8 d 26 d 3/4 d
16 d 3-8 d 21 x 19 d 3/4 d
14 d 4-3 d 23 x 14 d 5/16 d
8 d 4-3 d 22 d 5/16 d
2 d 4-3 d 22 d 5/16 d
1 d 4-3 d 26 d 5/16 d
1 d 4-3 d 20 d 5/16 d
2 d IR 4-3 d 26 d 5/16 d
77 Total

Longitudinal Section



The new boiler must have done its job in providing steam for the standby engine at the top of Hobbacott Inclined Plane since it does not seem to have been a significant issue again; although it must have been pressed into use fairly regularly as the bucket chains continued to break from time to time. But by the 1870s, with the prospect of declining trade as railways arrived, and perhaps improving reliability of the chains at Hobbacott, when the boiler again reached the end of its life, it was decided not to replace it. In 1877 it was recommended that the engine and boiler be sold while they still had some value and thereafter haulage up the incline relied solely on the bucket system.

It is interesting to speculate why in 1837 James Green, who was arranging the boiler replacement on behalf of the Canal Company, went as far afield as Bristol to get it. There were a number of steam engine and boiler manufacturers in Cornwall including Harvey's of Hayle; Copperhouse Foundry, Hayle (otherwise known as Sandys, Carne & Vivian); the Perran Foundry (established by the Fox family but later run by Williams); and Nicholas Holman at Pool, near Camborne. Alfred Bodley, at the Old Foundry in Exeter, was probably providing steam engines at this stage, also. Transport may have been one consideration, since the boiler would have had to have reached Bude by sea, although that would not rule out the Hayle foundries. It could be that Rogers were specialised boiler makers rather than a general foundry or steam engine maker. It may simply have been that Rogers provided the cheapest price. However, James Green had ordered work from Rogers before and maybe he had found they provided a good service and workmanship. He had previously ordered from them in 1831 when he ordered a boiler for a 'dredging barge' at Exeter, presumably on the Exeter Canal, and in 1834 he had ordered the water buckets for the inclined plane at Wellisford, on the Grand Western Canal. Green had done a lot of work on the Exeter Canal and was Engineer for the Grand Western.

For those familiar with later boilers, the peculiar shape of the new waggon boiler at Hobbacott perhaps needs some explaining. When steam engine boilers were first produced they were not much more than low pressure 'kettles' heated by a fire underneath. Gradually they became more sophisticated circular 'haystack' boilers with a concave base, and then the designs were lengthened in one direction to give the 'waggon' shape. They still had an external fire underneath with the hot gases flowing up around the boiler between the metalwork and the brick supporting chamber. As boiler pressures increased, after the work of Richard Trevithick, the waggon or haystack boilers were not strong enough for significant internal boiler pressures and 'egg-ended' boilers were produced. Later the fires were placed in tubes within the boiler, a single fire-tube in the classic Cornish boiler or two tubes in the Lancashire boilers. Given its shape, the Hobbacott boiler was clearly of low pressure.

Peter Daniel

JOHN HONEY

John Honey was appointed Clerk to the Bude Harbour and Canal Company in 1824, living in a house built by the Company at the top of the Great Incline at Hobbacott Down. This was the largest and longest of the Canal's inclines, with a slope of 935 feet and a vertical rise of 225 feet. In addition to his clerical duties he was also responsible for ensuring that the bucket and well machinery, providing the power to lift the tub boats up the plane, on the rails, was in good working order.

He frequently reported that the machinery was not in working order as shown in the excerpts below:

- 27th December 1826: Both chains of one of the buckets at Hobbacott Down had broken and the bucket had fallen from halfway to the bottom of the pit.
- 10th May 1827: The main chain of the Inclined Plane at Hobbacott Down broke when taking up a boat of Mr King's laden with sand. This would have been the continuous chain that provided the power and drive to which the tub boat would be attached to be pulled up the plane.
- 4th June 1827: The main chains in the west pit at Hobbacott Down broke and the bucket went to the bottom, resulting in much damage that the expense of repairing will not be less than from £20 to £25.

Mr Honey also observed; 'Today, I have some reason to fear that the extensive and complicated works at Hobbacott Down will always be a mill stone on the Company's neck. Had this plane been made in two, in different directions and worked by two water wheels, almost all of the former enormous expense would have been saved.'

This is a very fine observation and added to it is the metal technology of the early 19th century which could not cope with the forces being placed upon it. Additionally, the Hobbacott site was the crucial point in the canal system. If it was out of action for whatever reason, whether it be chain breakages, excessive weather conditions, resulting in too much or too little water, or freezing temperatures, then the whole system of transport on the Canal came to a standstill.

The Canal Company overcame the malfunction of the machinery, by way of the breakages of the pit chains, by installing a steam engine at the head of the plane. Positioned close to the machinery, this allowed the steam power to drive the continuous chain, therefore transporting boats up and down the plane, allowing trade to continue. For more details see the article starting on page 8.

JOSEPH STANNARD (1797-1830)

An artist of note who lived in the Norwich area had pictures displayed in the British Museum. He is credited with the painting below, entitled 'Bude Haven'.



It shows a view of Bude looking westwards from what is now Granville Terrace. It is an interesting view as it shows Nanny Moore's Bridge and dilapidated cottages with a clear view out to sea, showing a lot of activity on the beach. The Breakwater is almost a silhouette of a form that was probably the original Breakwater. The Castle is shown as originally built with the Storm Tower on the cliffs above the Breakwater.

However, this picture reveals two anomalies; Stannard died in 1830 from tuberculosis but the building of the Castle was not started until 1830 and the Storm Tower was not constructed until 1840. It has been suggested that the painting was finished after his death. His wife, daughter, brother and niece were known to be competent artists. The other question is why did Stannard paint this scene? Here is a remote Cornish coastal image whereas his other works were of eastern England. Did he perhaps have a sponsor, maybe of noble birth, who had a connection or interest in this place.

The painting is the property of Newport Museum and Art Gallery in South Wales and is currently on loan to Bude-Stratton Town Council, on display in the Gallery at The Castle Heritage Centre, Bude.

HOBBLERS

'Hobbler' is probably a local corruption of 'Hoveller', defined as unlicensed pilots, longshore men or one who assists in saving lives or property from a wreck.

At Bude there were Hobblers who operated as a commercial activity. There was an open rowing boat, owned by local men, with an employed Master and crew. The rowing boat was broader in beam and had raised sides to cope with big seas, with four oars fitted into the sides for better control, including a rear oar to assist in steering. The bows were also strengthened to endure the violent crashing waves in rough seas.

There are records held in the Archive at The Heritage Centre, Bude, under the control of Bude-Stratton Town Council, which relate to the activity and rules governing the use of the 'Bude Pilot (Hobblers) Boat 1836-1847'.

The following is taken from those records:

Memorandum

A meeting of the proprietors of the Bude Pilot Boat was held at the Bude Inn on 3rd January 1839

FIRSTLY: George Hambly's appointment as Master of the Boat which was made some time since is this day confirmed.

SECONDLY: The Master is fully empowered to appoint his own crew (subject to approbation of the owners of the Boat) and he is hereby authorised to discharge any man who neglects his duty.

THIRDLY: It is imperative upon the Master to enforce fines of 1 shilling and 6 pence for non-attendance, neglect of orders and drunkenness — and he is requested to keep an account of the dates and names of parties and to deliver the same to the owners of the Boat with the half-yearly accounts.

FOURTHLY: Each man of the crew is in turn to keep a good and sufficient look out at time — the arrangement to be under the discretion of the Master. The subject of the amount of Pilotage and the necessity of charging Dead Hobbles in particular cases having been discussed, it is resolved — that to give the Master time for preparing a list of ships, with the old and new admeasurements of each.

That this meeting be adjourned to Monday the 7th Instant.

Proprietors: Signed by John Hockin, J. S. James, Davey pps J. T. Davey

At a meeting held at the Bude Inn on Monday 7th January 1839

Resolved that the Pilotage on vessels entering Bude be on the following scale, according to the New Register.

Tonnage:

Below 20 tons -	5¾p per ton
Below 25 tons -	5½p per ton
Below 30 tons -	5¼p per ton
Below 35 tons -	5p per ton
Below 40 tons -	4¾p per ton
at all above 40 tons -	4½p per ton

The foregoing scale is for the Pilotage In and Out and to be paid before the vessel enters the Sea Lock on her departure.

In case a vessel should not get into the lock (on) the tide she enters the harbour, the Hovellers (Hobblers) are bound to attend two extra tides if necessary, but if further attendance still should be required the vessel will be subject to a Dead Hobble of one shilling and six pence for each tide.

Any vessel going out of the locks and not putting to sea on the same tide to be subject to a Dead Hobble of one shilling and six pence for every tide the Hobblers may be required, before she leaves port.

Proprietors: Signed by John Hockin, J. S. James, W.M. Davey, Daniel Lane

Entry to the Bude Harbour was often hazardous due to the prevailing westerly winds. Vessels had to wait until the flag on Compass Point indicated that the harbour was safe to enter. The flag was controlled by an official known as the 'Tide Waiter'. It is not known if this person was an employee of Bude Harbour and Canal Company or perhaps one of the Hobblers.

It was rare for boats to enter harbour without assistance from the Hobblers in their open boat, acting as pilots, taking ropes from vessels and making them fast to the Warping Posts along the channel to the sea lock. Warping Posts were opposite mooring buoys and allowed ships to pull themselves up the channel, from post to post, assisted by the Hobblers.

The income and expenditure of the Hobbler's Pilot Boat were recorded in a simple form, for example:

6 months - 21st April to 19th September 1836.

Total income = £81 0s 3d ⅛th boats share = £9 0s 1½d

Disbursements to crew -

Veal	£0 9s 9½d	Robinson	£0 5s 9d
Grotch	£0 1s 8d	Wills	£0 11s 6d
Moor	£0 2s 0d	Knowles	£0 1s 4d
Total:	£1 12s 0½d		
Net boats share	£7 8s 1d		
Wharf Account	£5 10s 6d		

It is not clear how the boats share of $\frac{1}{8}^{\text{th}}$ was calculated as £9 0s 1½d, as $\frac{1}{8}^{\text{th}}$ of £81 0s 3d is £10 2s 6d, even if the expenditure of the Wharf Account of £5 10s 6d was deducted from the total income.

Bude Canal Trust Report on the Bude Aqueduct

October 2020

Due to the predicted further rise in the Covid virus infection rate and the vulnerability of our volunteers, a further three-week break was considered the best option.



Marked replacement boards



Fixing the non skid pads

Unfortunately the third work day of October was forecast to be extremely wet so the work day was switched to the Thursday. Despite only two volunteers being available over 80 non skid pads were fitted to the original boardwalk planks (now 20 years old). A new supply of planks were also provided by P3 and 12 of the original ones were marked for replacement. Frustratingly, the following week was also forecast for heavy rain showers which did materialise along with strong winds.

November 2020

We met the contractor to discuss the removal of the trees affected by the Ash Dieback disease which had been selected as needing severe cutting work and to discuss the outstanding replacement gates. This was followed by the collapse of the supporting gate hinge post at Lana Bridge.

A dry day provided an opportunity to finish repairing the old boards on the boardwalk. The second lock down was introduced shortly afterwards stopping all canal work without the hands, masks and space rules applying.



Lana gate collapse



Tidying the old wire netting



Nailing down the new boards



Completed boardwalk

The current lockdown was due to be relaxed in Cornwall on the 2nd December and although the work meant venturing across the border, the initial tree felling had been arranged for the 15th and 16th with the outside rules still applicable.

December 2020

The further tiering system was still in place but with a really fine day and suitable masking, the outstanding clearance of dead or dying Ash trees was mostly completed.



Preparing rope pull through pulley system



Rope in place to ensure direction of fall



Toppled tree



Rotting centre of main trunk

The majority of branches shattered on impact with the ground and the remaining stumps gave some indication of the extent to which the infection had affected the trees.

Looking forward to 2021 when the introduction of the vaccine gives us a chance to resume something like our normal work schedule.

Mike Degnan, Bude Canal Trust

Flooding alongside the towpath



On a recent walk along the canal between Rodds Bridge and Whalesborough locks there was significant flooding in the lower part of the fields alongside the towpath. Although there had been heavy rainfall, it usually drains away through culverts under the canal but on this occasion it was not coping with this amount of rain. The flooding had caused damage to the boadwalk where the footpath from Widemouth Bay joins the canal towpath. See below and opposite.



Notice of AGM

As mentioned in the “Forthcoming Events” at the beginning of this newsletter, we are unable to go ahead with the AGM which was provisionally planned for Sunday 28th Feb 2021 due to the ongoing restrictions which may still be in place at that time. We considered arranging a virtual meeting but felt that it would not be appropriate as it would exclude a significant proportion of our members. I hope to be able to include the Officers' reports which are normally presented at the AGM in the next edition of The Tub Boat.

Mike Moore

Memories of Summer activities on the Bude Canal by Jeff Dover



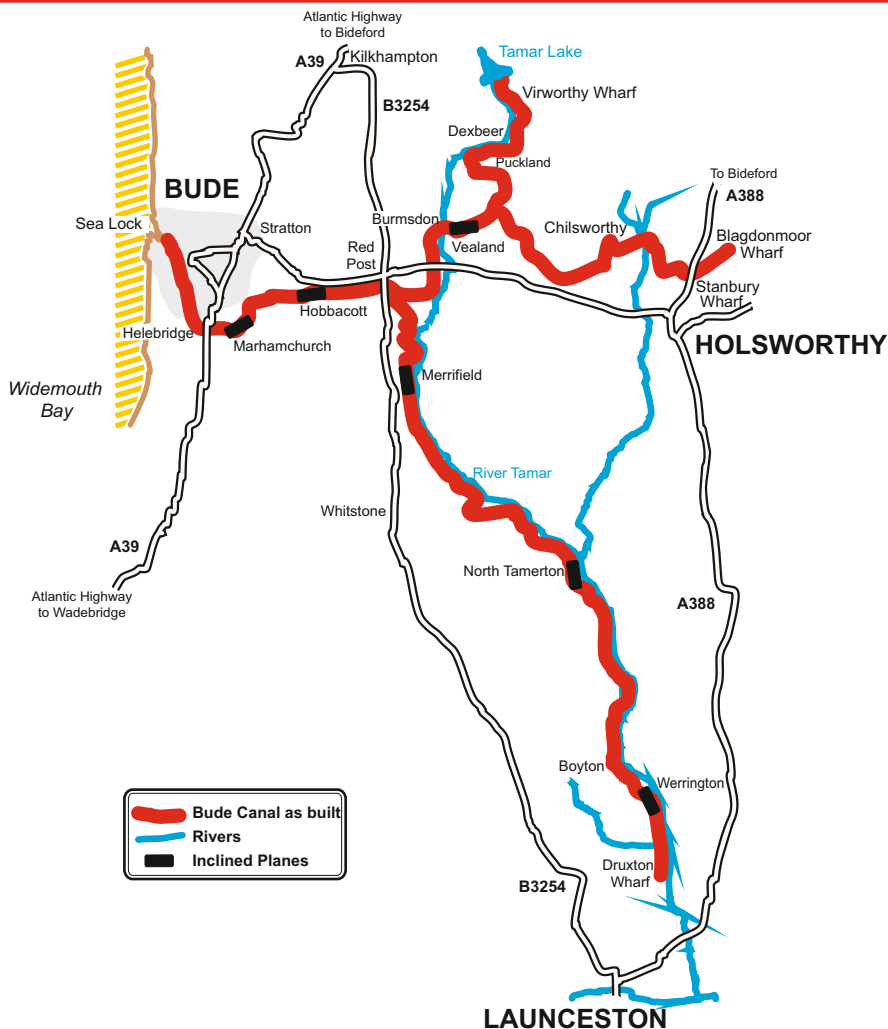
More memories of Summer activities on the Bude Canal



*And finally
the Heron
going fishing
under
Nanny Moores
Bridge*

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society



Published by **BUDE CANAL & HARBOUR SOCIETY**

Enquiries to the Hon. Secretary (Tel 01288 341653)

New Inn House, Week St.Mary, Cornwall EX22 6UZ

www.bude-canal.co.uk · info@bude-canal.co.uk

Registered Charity Number 1086646

Printed by Parish Magazine Printing 01288 341617
