

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 95

Spring 2021



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Forthcoming Events for 2021:

Sunday 28th Feb We were unable to go ahead with the AGM which was provisionally planned for this date due to the ongoing restrictions which were still 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 June 2021.

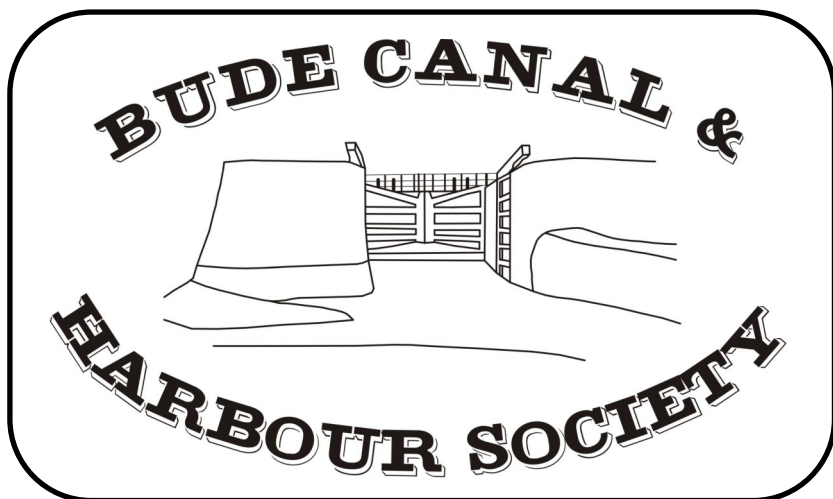
Trustees:	Chairman	Chris Jewell
	Vice-Chair	Lesley Moores
	Secretary	Peter Daniel
	Treasurer	Martin Shannon
	Membership Secretary	Martin Shannon
	Events Secretary	Betty Moore
	Minuting Secretary	Vacant
	Other Trustees	Lucille Opie, Anne Longley
	The Tub Boat Editor	Mike Moore (<i>non-trustee</i>)

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Cover photo: Clearing sand from the Sea Lock to allow investigations to take place

Creaks from the Chair

Well, at last, the start of returning to a more normal way of life. I hope that if you have been offered a Covid vaccination that you have had it and will take up the offer of the second dose of vaccination in due course.

As you will see BCHS have not been able to have the AGM in February 2021 because of the necessary Covid restrictions currently in place. This means that I will not have done a Chairman's Report for the AGM. So having thought about what a disaster 2020 was for everyone I think what I would report is that the last official meeting of BCHS was the AGM of 2020 in its usual format. Since then, the Trustees have not met for face-to-face monthly meetings. Officers have submitted reports circulated by email, which have covered matters of interest or requiring specific actions. No events were organised or attended although we did prepare a virtual presentation for Bude Stratton Town Council's Virtual Heritage Day in July 2020. We also did not open the Barge Workshop at Helebridge for BSTC so that the public were unable to view the Tub Boat and other artefacts kept there. This lack of public involvement has had an effect on income from events, etc. However, BSTC agreed to give us an s138 grant of £200 which helped to balance finances to some extent, and we are very grateful to them for that.

You may ask why not have 'Zoom' meetings? This is a fair point, but the reason is twofold.

1. BCHS did not have public talks etc or other events in the public arena.
2. I, as Chairman, do not have the IT equipment to do 'Zoom' meetings which sometimes makes me wonder if I should give this up and retire from being active in the BCHS. But 'Zoom' meetings are surely temporary for local groups and one day we will be able to meet again for face-to-face meetings, won't we?

There are two things that occurred during 2020 which are really important and which BCHS must encourage to continue:

1. The new 'Bude Canal Stakeholders Group', which met on 14th December 2020. This is an important step and should evolve to see proper management of the Canal and eventually proper navigation by trail boats on the canal from Falcon Bridge to the A39 Road Bridge at Helebridge. Well, that's what I see as a working objective for the future.

2. BCHS have offered Cornwall Council £1,500 towards works which will return the outer gates of the two inland locks to water tightness on the understanding that once that is achieved, it is maintained by keeping the locks full of water especially during the summer months. This is necessary because the locks are not used enough to ensure that the gates remain watertight. Fortunately, Cornwall Council are interested in pursuing this offer. The works necessary to obtain the water tightness of these gates are cost effective and make use of volunteers.

So enough of these reflective considerations. I wish you all a better 2021, and the possibility to move out of these difficult but necessary restrictions to something more normal.

Chris Jewell

The Sand Railway

Cornwall Council and Cormac are looking at the sand railway ramp on the north side of the Canal embankment (see below) and how it might be made safer for pedestrian access and reduce future maintenance liabilities. I have had phone conversations with Martin Clemo of Cornwall Council and Jon Walters of Cormac. They were aware that the area has heritage value, but I am not sure that they realised there are the remains of two railway systems, one 100 years old and the other 200 years old. I have tried to persuade them to keep as many of the stone blocks of the original plateway as possible and I have offered a site meeting. I will remain in contact and keep up the pressure for a satisfactory outcome.

Peter Daniel



The Sand Railway

Secretary's Report in lieu of 2021 AGM

It has not been possible this year to hold our AGM as scheduled in February. When the Trustees are allowed to meet again in person, we will consider how to deal with the overdue AGM covering the calendar year 2020. In the meantime this is my Secretary's Report on the last year.

The Society has had seven Trustees throughout the year, of which Chris Jewell and Lucille Opie were re-elected at the 2020 AGM and Martin Shannon was elected for the first time at the same meeting. The normal March meeting of Trustees was cancelled due to the pandemic but via email and correspondence the following officers were elected during March/April – Chris Jewell, Chairman; Peter Daniel, Secretary; Martin Shannon, Treasurer and Membership Secretary. Simon Browning continues as Bude Stratton Town Council's representative. Betty Moore and myself are due for re-election at the 2021 AGM but will continue until such time as an AGM can be scheduled and re-election can take place formally.

The January and February meetings of Trustees took place as normal although since then there have been no physical meetings, but officers have circulated monthly reports to all Trustees and have dealt with other matters as they have arisen.

The Charity Commission returns were updated in June 2020 and are therefore now up to date. There have been no fund-raising or other events during 2020 and no summer opening of the Barge Workshop at Helebridge.

The Society continues to be a part of the Bude Canal Trust Partnership and BVMAG (Bude Valley Management Advisory Group) although no meetings have taken place – only written reports.

The most significant event has been the establishment by Cornwall Council of the Bude Canal Stakeholders Group, meeting by Zoom. This has had one meeting in December which was reported in the last Tub Boat and at which I represented the Society. The next quarterly meeting is scheduled for March and will be reported on in due course – see page 11.

Peter Daniel

Treasurer's Report for 1st Jan – 31st December 2020 in lieu of 2021 AGM

A summary of the annual financial statements of the society, which have been independently examined by Leonard & Co, are shown on the next page.

ACCOUNT 1

£

Balance as at 1 January 2020	1,647.06
Add Income	1,909.06
Less Expenditure	<u>(1,939.13)</u>
Balance as at 31 December 2020	1,616.99
Add Cash in hand	<u>88.00</u>
Total of Funds available for Acct 1 on 31 Dec 2020	<u><u>1,704.99</u></u>

ACCOUNT 2 - EDUCATIONAL FUND

£

Balance as at 1 January 2020	453.90
Add Income	189.95
Less Expenditure	<u>(394.93)</u>
Balance as at 31 December 2020	<u><u>248.92</u></u>

ACCOUNT 3 - PROJECT FUND

£

Balance as at 1 January 2020	4,621.31
Add Income	4.92
Less Expenditure	<u>0.00</u>
Balance as at 31 December 2020	<u><u>4,626.23</u></u>

ACCOUNT 4 - COMMEMORATIVE EVENTS

£

Balance as at 1 January 2020	1,403.58
Add Income	57.56
Less Expenditure	<u>(10.95)</u>
Balance as at 31 December 2020	<u><u>1,450.19</u></u>

ACCOUNT 5 - ARCHIVE PROJECT

£

Balance as at 1 January 2020	379.51
Add Income	0.00
Less Expenditure	<u>0.00</u>
Balance as at 31 December 2020	<u><u>379.51</u></u>

The notable points to report are as follows:

1. The main elements of income for the year were membership subscriptions and donations with accompanying Gift Aid. There was no income from fundraising activities and we are very grateful to Bude-Stratton Town Council for the payment to the society of a grant for £200 to reflect the loss of this income due to Covid-19.
2. The only significant expenditure was in the following areas:
 - a. The production and distribution of the quarterly newsletter "The Tub Boat"
 - b. Annual public liability insurance
 - c. Web site updating and maintenance
 - d. 2020 AGM expenses

The magnitude of these expenses is in line with previous years although due to the timing of payments there were two public liability insurance premiums paid and some arrears of web site hosting costs. On a positive note, we have moved insurers and secured a reduction in our annual premium.

3. The Project Fund includes £3,500 committed to future works.

Membership Report

	Number
Paid Memberships as at 15th March 2021	
Life Members	27
Annual Members	85
	<hr/>
	112
Additional family members	9
	<hr/>
Total members	<hr/> <u>121</u>

We are extremely grateful to have received the continuing support of the majority of our membership during a year when it has not been possible to enjoy the full benefits of the canal and its environs. However inevitably there has been a reduction due to non-renewals and sadly two members have passed away during the year under review, as reported previously and elsewhere in this newsletter. We welcomed one new member in April but overall suffered a net reduction of 11 paying members.

Any members whose subscriptions have not been received will regrettably no longer receive newsletters. There do remain a very small number of members who have renewed at previous subscription rates whom I have contacted to set out our proposal for them to remain members of the society. If you are in this category I would implore you to respond to my communication.

Thank you all for your continued support and should anyone require any further information please contact me directly on 01288 356367, bude.canal@gmail.com or visit our web site <http://www.bude-canal.co.uk/>.

Martin Shannon
Honorary Treasurer and Membership Secretary

The Storm Tower, Compass Point, Bude

If you live locally you may be aware that this iconic structure is in danger of collapsing into the sea due to coastal erosion in the next several years. There is a local campaign supported by Bude-Stratton Town Council and Cornwall Council both of whom have pledged funds for it to be moved to a safer location. An application by BSTC is to be made to the Heritage Lottery Fund for a grant towards the estimated cost of removal of £350,000.

In addition a crowdfunding site was set up for donations from the general public which closed on 4th April having raised an impressive total of £59,522.

Further donations can be made by contacting BSTC on 01288 353576 or office@bude-stratton.gov.uk.

I would ask that if you have a care, a fondness or love for Bude that you consider making a donation to save this structure. I have, and I hope many of you will feel the same.



The structure was erected in about 1835 for Sir Thomas Dyke Acland, the 10th Baronet, and undoubtedly the benefactor of what is now known as Bude. Sir Thomas was only seven years old when his father died in 1794. His mother, Lady Henrietta Acland ensured that Thomas had a good education, religious principles, was punctual and diligent, and have an outward manner towards society. In 1808 he reached majority at 21 years and became the 10th Baronet and inherited all the estates and property held by the Acland family. He also married Lydia Hoare, his 3rd cousin. They made their home at Killerton where they had nine children.

When, in 1819, the Bude Harbour and Canal Company obtained the Act of Parliament to build the Bude Canal, Sir Thomas would have been 32 years of age. As the landlord of large estates of about 37,000 acres, he had £10,000 income at his disposal to do whatever he wanted with that amount and not be answerable to anyone. The canal was the catalyst for this decent man to invest into the area that is now known as Bude. He did this with good grace, building houses, providing land for a church, school, and rebuilding what is now the Falcon Hotel.

If we speculate that had Sir Thomas been like his father and not looked after his estates then he would probably not have taken any interest in the prospect of a canal being built in 1819 and it may not have been built which would have changed the future of the Stratton Parish where Bude now exists. However, he was a good man and did good things and the area flourished and we have the Canal, the church and the other infrastructure created by Sir Thomas Dyke Acland. The Acland family had the good fortune of being always able to have male heirs who married well and this increased their estate holdings. The Dyke prefix was as a result of a marriage in the eighteenth century which added three large estates in Somerset, namely Holnicote, Pixton, and Tetton ie the marriage of Elizabeth Dyke to Sir Thomas Acland in the mid 1700s.

Sir Thomas was well respected and liked by the people of the Bude Stratton area and he had some warehouses converted into dwellings for his and his domestics use, these are now known as 'Efford Cottage, and 'East and West Cottages'. He liked Bude and found peace being by the sea. 'Efford Cottage', adjacent to the Sea Lock, remained the Acland base in Bude until 1944.

Chris Jewell

(Main source – 'The Aclands and Budehaven' by Kathleen Beswetherick, 1995)

Canal Stakeholder Meeting - 17th March 2021

This quarterly meeting concentrated entirely on current maintenance of the Canal. Peter LaBroy chaired the meeting but there were not many attendees. There was no discussion on the Survey of Assets or the long-term ambitions for the Canal. A spreadsheet was circulated which showed current progress on the dredging, lock maintenance and treatment of invasives.

The dredging is on course to start as planned in October. I asked about the £60k previously allocated for dredging. Don Martin said that was the internal Cornwall Council budget when he was first involved, it was not external money, and has now been increased to £300k. Leakage around inland locks has been substantially reduced but they had to pull off because of bad weather. They will be coming back to do trenches filled with puddled clay to reduce the piping, plus a few other minor works. *(See full report in the BVMAG update on the next page).*

There was discussion about control of Himalayan Balsam, pond weed, algae, zebra mussels - Gareth Cann seems to be making progress or be monitoring all of these. They are looking at artificial burrows for the voles.

The next Canal Stakeholder Meeting is scheduled for 16th June.

Peter Daniel



*Workman's Shed at Rodds Bridge
following recent clearance work*

*Compare these with photos on
page 20 of Tub Boat No.93*



Bude Valley Management Advisory Group (BVMAG) update

Work started on the repairs to the inland locks in the autumn and this continued until just before Christmas when the gang had to pull off site due to the extremely wet ground conditions.

Whalesborough Lock, completed work - the water leak between the inner gates has been sealed. The inner and outer lock walls have been pressure washed and re-pointed. Silt and debris have been removed from the sill of the outer gates. The pins attaching the gearing shaft to both paddles had both sheared off and were replaced.

Whalesborough Lock, still to be completed - leaks from around the locks to be sealed. A trench is to be excavated and filled with puddle clay which will reduce water piping. Platform on outer gate (far side) to be lifted to prevent dragging on the granite coping stones.

Rodds Bridge Lock, completed work - paddle on the tow path side was falling through and not sitting on its seat as it had disintegrated. Repairs were carried out. The inner and outer lock walls have been pressure washed and re-pointed. The outer walls of the By-Wash have been repaired.

Rodds Bridge Lock, still to be completed - leaks from around the locks to be sealed. A trench is to be excavated and filled with puddle clay which will reduce water piping. Back filling of shallow voids behind walls of paddle chamber on tow path side of lock.

The picture opposite shows the flooding of the canal whilst the work was being undertaken on the lock. A decision was made to pull off site once the coffer dam was not needed as the ground conditions were so wet. Unfortunately, the work had to be undertaken during the winter months to comply with the legislation regarding the protection of Water Voles.



Coppicing - the woody vegetation in the hedges alongside the canal tow path had started to grow in and in some cases cause problems for access. This has been sensitively cut back and will cause less problems, particularly in the summer when the trees and bushes are in leaf and the branches tend to drop towards the tow path.

Flooding/Culvert – it has been good to have some frosty weather this year as well as some very wet and windy weather. As usual the wet weather caused us problems with flooding. There is also the issue of having to clean up the silt which deposits in the A39 underpass, on the wooden landing platform and at various points along the tow path. This can be very time consuming and is a regular occurrence.

The ditch which runs alongside the towpath between Rodds Bridge Lock and Whalesborough Lock had started to flood and water has been flowing across the tow path into the canal.

(See picture opposite)

This is caused by a blocked culvert which runs from this ditch underneath the canal



and empties out on the far side into a marshy area. The culvert has blocked before and we have cleared it manually using draining rods with some success. Extra water also seems to be flowing through the ditch which could be due to an adjacent land-owner undertaking drainage work in his fields. We will arrange for a drainage company to clear it mechanically during the summer when ground conditions are dry enough, hopefully this will cure the problem.

Zebra Mussel Control - the Bude Canal contains a population of the invasive Zebra Mussel (*Dreissena polymorpha*). Records show that Zebra Mussels are currently very rare in the southwest. However, there is potential for them to spread from the Bude Canal, causing wider risk to biodiversity, recreation and water supply.

The Community Invasive non-native Group and South West Water have obtained funding to undertake a feasibility study to investigate whether it is desirable and practical to consider an eradication attempt in the Bude Canal and to also review the existing biosecurity measures.



Zebra Mussel (Dreissena polymorpha)

An online meeting will be arranged to allow CINNG and SWW officers to discuss the issue with the wider stakeholder group.

Canal Bridge at Rodds Bridge - over the past few years the bridge has been damaged numerous times by vans and lorries which are generally too wide to fit across the bridge, possibly sent across it by sat nav's? The rails on either side of the canal bridge have now been replaced. Hopefully, they will remain undamaged for a while!



New rails installed at Rodds Bridge. The photo on page 21 of Tub Boat No.93 shows the damage

Tow Path patching – it is nice to have the tow path lined with trees but these can occasionally cause problems either through vegetation encroachment as mentioned earlier or root heave. Some of the tree roots grow quite close to the surface of the path and sometimes push up through the tarmac as they grow. This can become a trip hazard and a defect which needs to be rectified by cutting out the root and re patching the path.



Over the last few years we have had to deal with this issue on several sections of the tow path, and more patching work is programmed to be undertaken in the next month.

Bude Marshes Local Nature Reserve - the reed cutting of the dykes in the marshes has been completed again this year (despite H&S issues causing a few problems!). Since the winters seem to be becoming wetter and windier, the opportunities to burn the reed as we have traditionally done are getting fewer. This combined with EA regulations and concerns with air pollution has prompted me to make the decision to mulch the reed up rather than burn it. We have investigated how the reed could be used in other ways such as thatching, but apparently the type of reed we have in the marshes (*Phragmites australis*) is not thick or robust enough and would not be suitable.

Himalayan Balsam - I recently contacted CABI who are the organisation tasked by the government to investigate the biological control of Himalayan Balsam. A few years ago, they released a strain of rust fungus into the marshes to try and control the balsam but unfortunately, they have since found out that there are 3 species of balsam. The fungus that was released was not effective against the species we have in the marshes.



Following further enquiries, I received this reply from Dr Sonal Varia of CABI:

“The trials are still ongoing with the two rust strains that we have although we are currently working towards importing new rust strains from the native range which will infect a wider range of Himalayan balsam populations in the UK. Research has suggested that plants in Kashmir are the most closely matched to plants in the south east and south west of England but due to unrest in the region, there are some challenges in exporting material from there. If I remember correctly, the Bude site was not susceptible to either of our strains but we plan to test plants from unsusceptible populations against any new strains we receive from the native range”. This is welcome news and hopefully a control can be found in the near future!

Sluice Clearance - as part of our maintenance agreement with the Environment Agency we have to clear three sluices within the Pethericks Mill flood storage area regularly. During a flood event these sluices allow water in the River Neet to enter the storage area to prevent flooding in the town, this is especially relevant on a high spring tide when there is a large swell and heavy rainfall. This defence was implemented after the 12th June 1993 flood when properties were inundated along the Strand and the Crescent. Maintenance includes: reducing vegetation encroachment, keeping the sluices clear of debris, maintenance of fish screens and non-return flaps and clearing out of the feeder channels.

Rare Bird Sightings - some of you may be aware already but we have had some unusual visitors to the Marshes this winter. Between Christmas and the New Year, you may have noticed quite a few bird watchers in and around Pethericks Mill. The reason for this is the appearance of a “Sociable Plover” which is a critically endangered wader in the Lapwing family.



The Sociable Plover

It breeds in the open grassland of Russia and Kazakhstan and is a very rare visitor to Northern Europe.



The White Tailed Eagle

Another unusual visitor in the Autumn and over Christmas time was a White Tailed Eagle which was spotted flying around the Canal and Marshes. This bird is almost certainly one of four that were released on the Isle of Wight in August 2019 as part of a reintroduction programme. The birds are being tracked and Alan Rowland kindly told me about a mapping system which shows the routes the birds have been taking. The map shows the routes of two birds that have visited Devon and Cornwall in the last few months. If anyone is interested in more information about the reintroduction visit Roy Dennis Wildlife Foundation website by clicking this link: [Isle of Wight Sea Eagles Archives - Roy Dennis Wildlife Foundation](#).

Bude Valley Volunteer Group/Events - due to the ongoing Covid pandemic we have had to suspend all volunteering activity in line with government guidelines. However Alan Rowland and Duncan Ball did undertake some bird transects up until Christmas, they are hoping to resume again in March. Alan was concerned that we had no new species in 2020 and that species and numbers are dropping. Whether this is climatic or due to the numbers of locked down people walking the canal, it is not possible to say. However in January we have added new species from the records. That is, Barn Owl and Cattle Egret as well as the welcome return of Curlew, Shelduck and Madarin Duck. We do plan for a 2021 Spring transect in March - but we'll see if this will be allowed.

Capital Funding update from Cornwall Council, Dredging - our programme is to primarily target safety matters arising from the water depth across the inland sections of the Canal. However, this project has now been extended to consider a wider review taking into consideration the seaward “Maritime” extents, where the silt accumulations within the harbour have restricted use of the harbour impacting on capacity and ability to attract visiting vessels. The intention will be to begin works by October this year. Due to the likely costs of removal, all opportunities to retain the extracted material on site should be explored. The intention is to dredge each section as necessary, and as far as possible, minimise the need to dispose of, or transport the waste material.



This work requires careful consideration of:

- The level and nature of any contaminants within the waste material, ensuring compliance with all relevant statutory licensing.
- The process for removing and disposal of any additional waste material produced.
- Consideration of temporary working methods, dealing with existing water flows and minimisation of downstream contamination.
- Ecological constraints to include water voles and fisheries

Key project outcomes are to provide water depth to specifications below:

Upper Basin:

Desired water depth required for activity providers 900mm approx.

Vicarage Wharf inland to Whalesborough Weir:

Dredge to 1200mm as a central channel profile only– targeted along high-use length using existing HLF channel profiles as a guide.

Wildlife Zone

No dredging of mid-section

Whalesborough Lock to Whalesborough Weir

Dredging of upper section target depth still to be agreed

Capital Funding update, bank erosion - in parallel with the dredging programme, Cormac are being commissioned to explore design options for repairs along damaged sections. These projects can be coordinated to be delivered under the same licensing/permission notices and there is potential to make use of dredged material as part of the repairs.

Licensing - as a result of the impacts of the Covid-19 pandemic a decision was made to extend the licences on both the Bude Canal and on the beaches where the Waterbased Activity Licence Scheme is considered for a further season. All the licenced businesses were contacted on the 18th December and were asked;

1. Whether they wanted a licence extension
2. Whether they wanted reduced or additional capacity

Responses were due by 31st January so that the Council can consider the requests made. The Council has received feedback from all the businesses licenced to operate from Bude Canal and we are now working through the responses and will be in contact with all businesses in the very near future.

Information provided by Gareth Cann, Countryside Officer, Cormac; Donald Martin, Cornwall Council Countryside Team Leader; Duncan Ball, Volunteer Co-ordinator and Alan Rowland, Cornwall Wildlife Trust.

Bude Canal Trust Report on the Bude Aqueduct

January/February

Unfortunately, the third lockdown was introduced on the 5th January before we had even got over the Christmas break. However, the contractor, working alone repaired fencing at Brendon Bridge and replaced the gate at Lana Bridge (*see photo opposite*).

March - No further progress due continuation of lockdown.

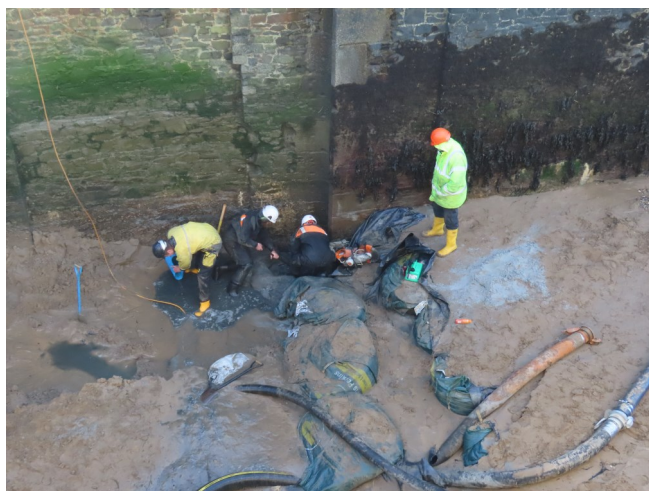
Mike Degnan, Bude Canal Trust



Bude Harbour update from Paul Vincent - February 2021

The Maritime Manager and I have been working hard behind the scenes to get the harbour sea locks operational again for this year. It has been a very trying time with what has been a constant number of obstacles put in our way. Not only have we had to secure extra funding to allow the unforeseen work to the pintles to be carried out, we have also had to have metallurgy samples taken to enable us to source a foundry that can produce new ones to the required standards. Also, permissions have had to be sought from Historic England amongst others including the MMO and IFCA. Unbeknown to us the whole harbour to the lock gates and across the beach including the sea pool is now within the Tintagel to Hartland Marine Conservation Zone making any digging, sand removal etc no longer possible! After consultation Cornwall Council as the Harbour Authority have now got the powers to dredge and “redress” the moorings if and when required. With all this and the current Pandemic, with most staff working from home, progress has been understandably slow.

This month we intend to have the contractors back onsite removing the pintles. Once out, we can have technical drawings developed and the new castings forged. Providing COVID restrictions allow, we intend to be operational by May/June. This will include new hinge straps fitted on the inner gates and I am seeking quotes to replace the railings across the bridge. Obviously, we will need cranes onsite again users have been asked to keep an eye on the notice board. We apologise for any inconvenience caused and will keep access as clear as possible.



*Removing pintles
for assessment
on 26th February*

Photo by Jeff Dover

*Work taking place on
26th February to remove
pintles for assessment*



There is also more good news on the horizon! After a 6-year battle, the Wharf car park will finally be handed over to the Maritime section on the 1st April this year. This will, for the first time, allow the harbour to turn a profit. Obviously, the lock gate repairs will eat into the first year's income but once cleared we can start to improve the harbour with some much needed tlc. Work will also start shortly on the sand railed embankment surface between the canal and river and I note staff have been onsite this last week taking levels.

The Maritime section is currently working on a new Web page which will include information on all of our Cornwall Council owned harbours. This will allow us to promote the harbour for visiting sea farers and also allow us to add any updates, notices and events taking place in the harbours.

*P Vincent, Harbour Master, Bude
Cornwall Council Maritime Section
Paul.Vincent@cornwall.gov.uk*

Clive Horton 1959 - 2020

Unfortunately, we have to report the sad news that Clive Horton, who had been a member of the society from the very early days has recently passed away suddenly.

Clive was born in the heart of England at Seisdon and grew up in Wolverhampton. After school he attended the Nautical College in Plymouth training as a deck cadet and he then joined Shell Tankers UK which took him worldwide serving as a navigation officer. He then continued his career with Maersk, as a second officer in charge of navigation, again travelling the world on large oil tankers.



Clive and Rosemary at the wedding of their daughter Fiona and Paul in 2018

Having met and married his wife Rosemary in the early 1980's he came ashore and retrained as a teacher taking up a post in Launceston. During this period, they had two children, Fiona and Craig. In 1996 promotion took him northwards to Lincolnshire and then in 2000 he achieved one of his life's ambitions of living and working on a small island when he became Head Teacher of Shapinsay Community School in Orkney.

After retirement from teaching in 2011, he moved to Mainland Orkney and for two years ran Appie's Tea Room & Craft Gallery in Sandwick with Rosemary. Whilst running Appie's he was able to share his knowledge and love of Orkney with guests on a daily basis, so taking over ownership of Wildabout Orkney seven years ago was a natural progression. He enjoyed not just talking to visitors but to be able to get out into the wonderful countryside and show the guests just what makes Orkney so spectacular. Wildabout Orkney specialises in unique personal guided tours, holidays and cruise ship shore excursions for groups and individual travellers.

Clive had always been actively involved in nautical charities such as the Uganda Society (School at Sea) or inland waterways groups wherever he was based. When he was living in Launceston in 1990 Clive joined the original Bude Canal Society when membership was a mere dozen or so, and two years later he upgraded his membership to become a Life Member. Clive played an important role in setting up The Bude Canal Trust Ltd which was established to enable the Aqueduct section of the canal to be purchased from North Cornwall District Council. He served as a director of The Bude Canal Trust Ltd from 1996 until 2002. In 2011 he took over as editor of The Tub Boat and after he handed over to Chris Walton in 2016, he continued to produce his "View from the North" for a few more years.

He passed away peacefully in his sleep on 11 December and the post-mortem revealed that he had suffered a heart attack. Rosemary has not been able to organise any funeral or memorial service yet due to limitations on travel and numbers of people allowed to attend. Clive's wish was for cremation so that was conducted in Inverness and the ashes returned to her for safe keeping until they can organise a family get together sometime later in the year.

Condolences to Rosemary, Fiona, Craig and the rest of the family on such an unexpected loss.

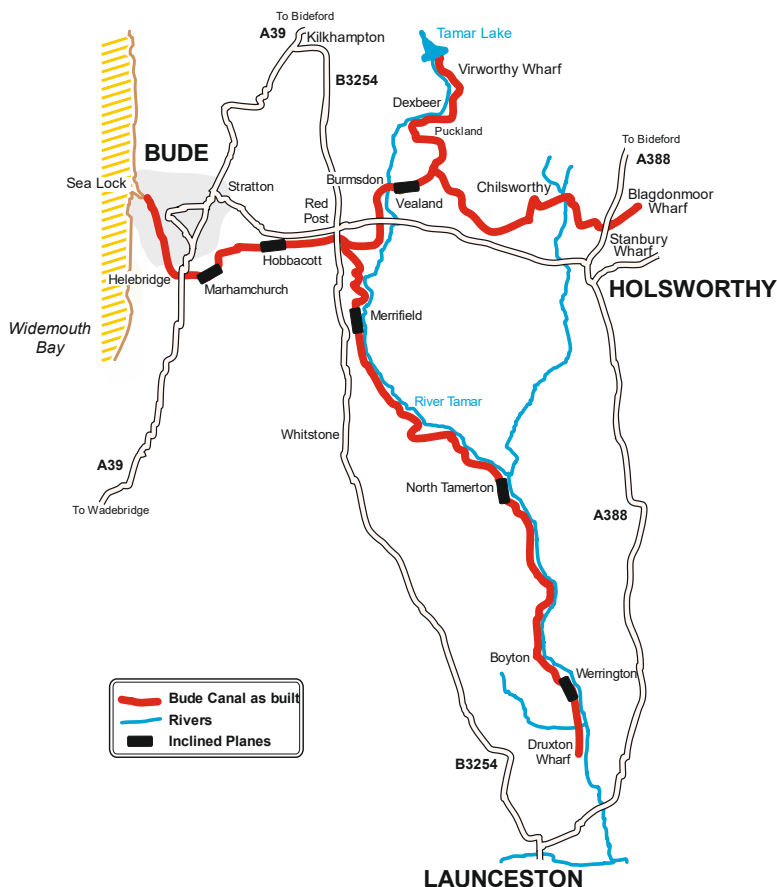
Mike Moore



Clive's daughter Fiona launching the BCS Trip Boat in the early 1990s with former BCS Chairman, Robert Harris

THE TUB BOAT

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