

# THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No.108

Summer 2024





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# THE TUB BOAT

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## Forthcoming Events for 2024:

7th July to 29th Sept - opening of The Barge Workshop at Helebridge every Sunday from 2pm to 5pm.

Sunday 21st July Bude-Stratton Heritage Day at The Parkhouse Centre and on the Castle Grounds, Bude from 11am to 4pm.

Friday 26th July Canal Guided Walk from Bude TIC at 10.15am.

Friday 23rd August Canal Guided Walk from Bude TIC at 10.15am.

Saturday 24th Aug BCHS tables in the RNLI Marquee on the Castle Grounds, (TBC).

Friday 13th Sept Heritage Open Day at Hobbacott Incline from 10am to 4pm.  
This event has been requested but not yet confirmed.

Friday 27th Sept Canal Guided Walk from Bude TIC at 10.15am.

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Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to [editor.bchs@gmail.com](mailto:editor.bchs@gmail.com) or copied onto a USB memory stick or CD and sent to Mike Moore (Tel: 07790 744823) to reach him by 15th September 2024.

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### Officers

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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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Registered Charity No.1086646

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*Cover photo: The refurbished Landing Stage at Helebridge*

## Creaks from the Chair

Well it's here, sort of, Summer that is. At last longer, warmer and drier days and, of course, more people, cars and queues. We can barely live with the tourists but we can't live without them is how most people feel. I am fortunate in that I have two modest pensions which allow me a reasonable life, so long as I take my tablets. Life is good to me but I remember that when I was a young probationary Police Officer in the Cornwall Constabulary in the mid 1960's. At that time you were expected to take and pass an educational examination in maths, English and general knowledge. Part of the English exam was to write an essay on "The effects of tourism". I remember writing about how Cornwall needed the tourists to provide income for many businesses and their employees to survive and the conclusion was that maybe they could all stay away and just send their money. This could just be a form of tax. Later, of course, promotion exams were taken on the knowledge of law and procedures which I successfully passed. However, there follows on another story from that which I may relate some time in the future.

Now for an update on Bude Canal matters:

1. The Bude Valley Management Advisory Group met on 26th June and my notes on the main points relating to the Canal are reproduced on page 7. The next meeting will be in Spring 2025.
2. At the Castle Heritage Centre, there is a new exhibition about the Storm Tower which is very good. I was rather disappointed that there was no mention of the 'Hobblers' or the 'Hobble Boat' which operated at Bude. The Storm Tower was built for 'Watchers' of shipping movements. Hobblers were a private enterprise controlled by a 'Master' who had complete control over the Hobblers and failing to do a duty and being drunk meant dismissal. The Hobblers Boat was a stronger boat with a reinforced bow and stern. Very few vessels entered or left Bude without the assistance of the Hobblers. A failure to get a vessel to a safe haven was known as a 'Dead Hobble' and entitled a half-price assistance on the next tide. Many of the mooring posts in the harbour were used for warping a vessel to a mooring or to the Sea Lock. The Hobblers would attach a rope to the vessel and manually pull it to a mooring or the Sea Lock using the mooring posts as guides.
3. A new book, 'The Castle' by Mark Berridge has been published and is available from The Castle gift shop at £10.95 and it reveals all you need to know about this iconic building. See page 23 for further details.

*Chris Jewell*



## Membership Report

Paid Membership 15 <sup>th</sup> June 2024	Number
Life Members	26
Annual Members	<u>86</u>
	112
Additional family members	<u>9</u>
Total members	<u>121</u>

Since my report in the Spring 2024 edition we have welcomed one new annual member and received a further late renewal.

As this is the last newsletter before annual subscriptions fall due for renewal on 1st September, I take this opportunity to remind annual members that our subscription rates are increasing this year to the following:

Adult	£20
Senior (over 60)	£15
Corporate	£40
Family	£30
Junior (18 and under)	£5

The cost for anyone wishing to become a Life Member will be £240.

I should be very grateful if existing standing order mandates could be changed to the new rate and enclosed with the newsletter is a membership renewal form which includes a mandate for use when online banking is unavailable.

Please note that I only require the Membership Renewal Form returning to me if you are paying by cheque otherwise simply quote your name and membership number as the reference when paying by direct bank transfer or standing order.

If any members require information regarding the society, please visit our website or contact me directly on [bude.canal@gmail.com](mailto:bude.canal@gmail.com) or 07952 142372.

Thank you for your continued support.

*Martin Shannon, Honorary Treasurer and Membership Secretary*

## **GUIDED WALKS - starting 21 June**

Join the Bude Canal & Harbour Society on a guided walk to see historic features along the lower two miles of the Bude Canal, including the sea lock, wharves, inland locks, and preserved items in the Barge Workshop at Helebridge.

The walk is led by Peter Daniel, Secretary of the Bude Canal & Harbour Society. The walks start at the Bude Tourist Information Centre in the Crescent Car Park at 10.15 prompt. The route is to the Sea Lock and then back up the canal to Helebridge where the Barge Workshop will be open, and a preserved canal tub-boat and various other artefacts relating to local industries can be seen. There will be explanations, with illustrations, at each point of interest along the way. At Helebridge there is a choice of returning with Peter along the canal (getting back at about 1pm), having lunch at The Weir or in Marhamchurch, or making your own way back. The total there and back distance is four miles.

Walks will be on 21 June, 26 July, 23 August and 27 September - and we are planning for good weather! Start Time: 10:15am. End Time: 1:15pm. Meeting Location: Bude Tourist Information Centre. Route Overview: The route is 4 miles in total with flat, hard terrain. Walking shoes advisable and dress for all conditions. Price: Adult £10 / Child £5. Buy your tickets at the Bude Tourist Information Centre.

*Bude Tourist Information Centre*



*The Crescent Car Park being cleared ready for re-opening*



## **Bude Valley Management Advisory Group**

I attended the BVMAG meeting on 26th June at 2pm in the Conference Room at The Parkhouse Centre along with Viki Herbert-Coulson, Vice-Chair of BCHS who is also a BSTC Councillor. Also in attendance were the following:

Charlotte Evans,	Cornwall Council Officer
Gareth Cann,	Cormac
Paul Vincent	Bude Harbourmaster
Guy Pessell,	Bude Canal Angling Association
Neil Hutson,	Sustrans
Harry McConville,	Crescent Residents

The main points relating to the Canal and Harbour were as follows:

- The landing stage near the A39 has been restored.
- Rodds Bridge Lock - one paddle repaired.
- During the winter due to persistent rain, the upper section of the canal regularly flooded.
- The culvert under the canal between Rodds Bridge Lock and Whalesborough Lock had problems dealing with the excessive rain during last winter.
- There is good biodiversity with flowers etc.
- The culvert near the Weir needs to be repaired.
- The Marshes are cut in line with recommended practices.
- There were 18 Bee Orchids this year. The area probably needs two cuts per year and possibly earlier.
- There is still a problem with Himalayan Balsam.
- The embankment repairs are complete with the new launching slipway. THIS MUST BE USED and all users should have a permit.
- The issues with the Sand Railway have not yet been resolved.
- Cornwall Council has invested £1.8 million in the canal at Bude using grants and it's own funds.
- The water vole population is greatly reduced due to predation by various species which are their natural predators.
- The amount of dredged material removed from the canal was approximately 6,200 tonnes.

*Chris Jewell*

# Bude Valley Management Advisory Group



## Management Update - Bude Canal

- Platform – new deck fitted
- Whalesborough Paddles – new brackets fitted
- Flooding – severe flooding during the last winter
- Ditch Clearance – ditch beside the canal to be cleared out in the autumn after bird nesting season
- Vegetation – ongoing trimming around structures and along tow path during the summer. Coppicing in the winter
- Culvert – sink hole has opened in track next to Whalesborough pond. Old culvert – repairs being undertaken

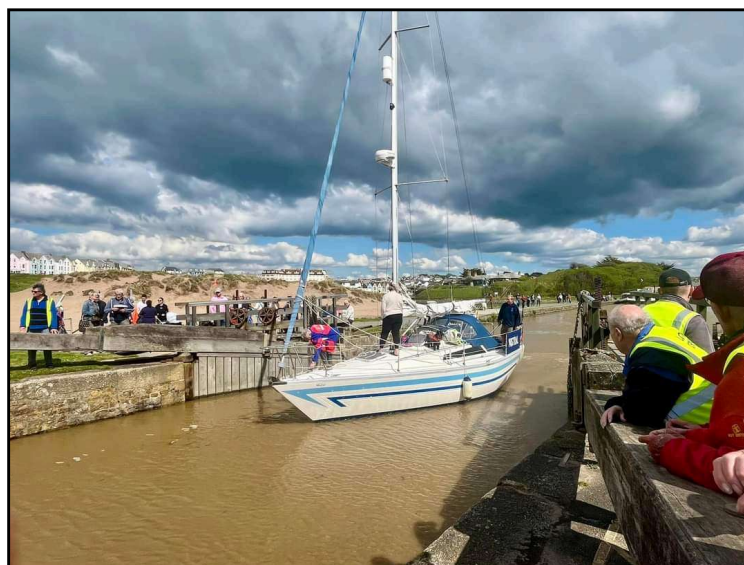


[www.cornwall.gov.uk](http://www.cornwall.gov.uk)



## Harbour Master's Report

The Sea Lock was open for use in May 2024 and following a couple of “dummy runs” to test the lock operation, the first lock out of the season was on the 4th May with local boat “Lily May” and yacht “Mistral”, successfully passing through the lock to sea.



*Mistral entering the Sea Lock on 4th May  
Photo: Paul Vincent*





*Preparing for the lockout.*

*Crews waiting to leave the Sea Lock on 4th May*



*Lily-May & Mistral waiting to leave the Sea Lock on 4th May*

*Photos: Jeff Dover*





*Mistral leaving the Sea Lock*  
*Photo: Jeff Dover*



*Lily-May & Mistral leaving  
the Sea Lock*







Later, on 26th June, two yachts, 'Grace Note' and 'Boni' were locked in. (Photos by Jeff Dover).

As Bude Harbour is in a Maritime Conservation Zone, dredged material from the lock chamber cannot be used to dress the outer

moorings. This restriction has allowed bedrock to be exposed causing damage to four local boats and made other moorings unusable. A long-winded battle with the Marine Management Organisation and Natural England is expected.

Sections will have to have cut out of the south inner gate balance beam and replaced with new wood. This will be done in the coming months. The paddle on the south side inner gate is out of use due to the failure of the shear pin. Cornwall Council is exploring the use of a company who can provide a temporary dam inside the inner canal gates which would allow a small volume of water to be drained so that a full inspection of the gates and paddles can be done without removing the gates.

Volunteers have been weeding around the harbour area.

The navigation aids passed an inspection in February.

With the dredging completed, a full Bathymetric Survey will be carried out of the inner harbour basin as a reference.

*Paul Vincent, Bude Harbourmaster*

## **Our Appeal - an update**

Dear members. Your society needs you.

We are disappointed in the response to our appeal in the last edition of The Tub Boat and, as we are trying to plan events for the society for 2024 and 2025, we really want to engage with our members to ensure they have a say in what we do. It would be very helpful if you could find the time to complete the short online survey of ideas which can be found on:

<https://www.surveymonkey.com/r/RMZ3QGM>

Many thanks in advance

*Stuart Spooner CMIOSH, Events Secretary*

## **The Barge Workshop**

This is a reminder that the Barge Workshop at Helebridge will be open on Sunday afternoons from 2pm to 5pm for the summer period starting on the 7th July with the final opening on the 29th September. Please take advantage of this opportunity to see one of the unique Tub Boats which operated on the canal and other interesting artefacts including the cradle which was mentioned in the last edition of The Tub Boat.

*Mike Moore*

## **Dredging and Bank Repairs**

Work on the canal is nearly complete. Dredging from Whalesborough to the Sea Lock is done, with all dredgings removed from site. The bank repair with 10m steel pilings and cast coping stone edges will last for many many years. In the photo is Sam Roberts of Atlantic Pursuits and Phil Wooster of Cormac. Sam was visiting to see the launch zones for activity providers. Two 10m sections of Oak capping have been laid on the bank to give a safe area from which to launch watercraft. Interesting little fact; the oak cost £2,300. The site is hoped to be fully cleared by the end of next week, with everything looking sparkly clean just in time for the summer season.

*Cllr Peter La Broy, 21 June 2024*





*Above - Sam Roberts of Atlantic Pursuits (L) with Cllr Peter La Broy and Phil Wooster of Cormac.*



*Left - Bank repairs during work and when completed*

**The Sand Railway (Bude Canal walkway - surfacing and higher retaining wall). Précis of the Stakeholder Engagement note from Cornwall Council dated 18 June.**

### **Further developed concept proposals**

The proposal needs to ensure the structure is robust to the impacts of a changing climate, but also to take account of the heritage nature of the structure. It is key to note that the current proposals have been developed with longevity, cost, aesthetics & heritage implications in mind, and it is key to ensure whatever proposal goes forwards does so in a timely manner to prevent further damage and potential further losses of heritage items.

The scheme will aim to draw upon capital funding from Cornwall Council however there may be the option to access additional funding through the Bude Coastal Transition Accelerator Project (CTAP) which is focused around embracing adaptation in light of climate change in Bude. This may allow the delivery of some improved elements, in excess of those proposed under the

package of baseline works under the Council capital funds. It is key to note that this funding is not finalised or fully secured at this point, so these additional works are aspirational at this point. Items that may be included under the Bude CTAP funding are noted as *CTAP option*.

With all of these proposals it is key to note that this is a concept design that may change as the scheme progresses and presented ideas will be subject to detailed design so some elements may evolve due to technical limitations or practicalities. Secondly, the underlying makeup of the historic structure is unknown due to its age and evolution, and designs may need to be adapted once on site in accordance with any archaeological guidance if new features are found.

### **Extended Access landward and seaward of walkway**

If CTAP funding is accessible it is proposed to undertake remedial works to the lower walkway to the beach which has an uneven surface due to defects in the original wet concrete. There is also scope for improving the accessway that spurs off the upper canal walkway.

*Maxwell Needham-Bailey, Flood and Coastal Erosion Risk Asset Manager,  
Environment Service, Cornwall Council.* 19 June 2024

### **Bude Canal Walkway & Retaining Wall - Design proposals for comment**

The above update came soon after our meeting last week. It is the latest design proposals from Cornwall Council re the sand railway ramp. They seem to have taken some of our comments into account eg about conserving the low retaining wall which marks the original passing place on the plateway. However, I cannot see that they have addressed the issue of deteriorating gabions and mattresses giving rise to projecting wires.

*Peter Daniel, 26 June 2024*

### **Rodds Bridge**

This letter was received from Cornwall Council on 20 May following our previous response to their proposals for replacing the bridge over the canal.

*Dear Peter,*

*Thank you for bearing with us whilst we have given the matters around Rodds Bridge raised in your letter of the 4th March due consideration. This has involved integrating perspectives from the Environment Service, Cornwall Harbours and Cornwall Highways, hence we hope you can understand why it has taken time to draw these together.*

*Firstly, to address any perception that there remains an obligation to implement a barge canal or any outstanding conditions of the Bude Canal Regeneration Project, we have reviewed the funding contract between The Trustees of the National Heritage Memorial Fund, North Cornwall District Council and the Bude Canal Trust Ltd, dated November 2006, and found no outstanding conditions in relation to Rodds Bridge, or otherwise.*

*Turning to the plans to reopen Rodds Bridge, the current proposals will increase headroom by 200mm by removing existing steel beams. This will restore the bridge to an original 3 feet headroom. Cormac Structures are designing the bridge deck so it can be reused, and the modifications to the abutments so that they can be built off should there be an opportunity and desire to raise the height further in future. Cornwall Highways will review these plans to ensure that the headroom provided during the upcoming works is maximised within the current design proposal and existing limitations in terms of space, traffic/access safety and budget. We will reach out to let you know if there is any further height that can be gained, though we expect this to be minimal, if at all. The additional headroom gained will make it easier for small, non-motorised recreational light craft (canoes, kayaks, SUP, small rowing boats etc.) who are the primary users of the canal to traverse under the bridge.*

*As you will be aware, the canal and harbour perform a number of functions, including flood defence, amenity and economic value and as being a valuable habitat in their own right. It is also a complex asset to maintain, being a c. 200-year-old constructed waterway with several features that present risk and limitation, particularly in the modern context of climate change, sea-level rise, pressure on water-resources more generally and stretched Council finances. Hence, whilst we recognise that the concept of opening the canal to a barge may have been explored in the past, there is now a general feeling between all of the Services involved in managing this integrated asset that the Council's current focus should remain on safeguarding the sustainability of the canal for the existing mix of users.*

*The Council hope that this commitment is demonstrated through a number of recent projects, including extensive dredging and restoration of a damaged section of embankment, which alone represent over £1.5 million investment. As well as this, the Council have recently undertaken repairs to paddles at the inland locks, maintained the flowmeter, undertaken de-silting to enable operation of the sluice at Whalesborough weir and replaced the launch platform at Helebridge.*



*Looking forward, the Environment Service have secured a small amount of funding for bank repairs using green methods and is working with Bude Angling Association to restore fishing platforms.*

*Finally, we want to take this opportunity to acknowledge the passion and commitment held by the members of the Bude Canal and Harbour Society, not least in recognising the offers of financial contribution that have been made. We appreciate your feedback and suggestions and look forward to continuing a dialogue with the Society as we look to the future of the canal and harbour.*

*With this in mind, whilst we hope that this letter responds to your comments, we would be very willing to facilitate a follow-up meeting, should you wish to discuss anything further, please do just let us know.*

*Yours sincerely*

*Dhywgh hwi yn hwir*

*Charlotte Evans, Countryside Officer, Environment and Connectivity Service*

*Tel: 07749712452*

*Email: [charlotte.evans@cornwall.gov.uk](mailto:charlotte.evans@cornwall.gov.uk)*

*In response, the following reply was received by Peter Daniel on 17 June from the West Country Branch of the Inland Waterways Association.*

*Dear Peter,*

### **Rodds Bridge – letter from Cornwall Council 20 May 2024**

*The Inland Waterways Association has reviewed the letter dated 20 May 2024 from Charlotte Evans regarding Rodds Bridge and our comments are as follows:*

- 1. We think it is a great pity that Cornwall Council hasn't got the vision to take the opportunity provided by the replacement of Rodds Bridge to enhance the potential uses of the Bude Barge canal and to thus reap the benefits that full navigation could produce for the current generation of local residents and visitors to the region. This seems to us to be a wasted opportunity which just shouldn't be allowed to happen.*
- 2. Raising the headroom of Rodds Bridge by 200mm, whilst useful, is neither here nor there in the context of what is needed for full navigation and achieves significantly less than the 5 foot that you stated was mentioned at the recent public meeting and which you may wish to remind the Council of.*

*The Example Air Drafts of other canals in the UK, that we previously forwarded to you (see below) illustrates that anything exceeding 5 foot 4 ins. could bring considerable gains, although still with some constraints at the lowest levels, with anything in excess of, say, 6 foot 6 ins. being more acceptable.*

- 3. We should like to know how Cllr Peter La Broy, who we met along with Chris Jewell in early February this year, views the situation as set out in the Council's letter.*
- 4. IWA would support BCHS in continuing to lobby on this and we would normally suggest trying to gain some strong political support at this stage; however, the current election and subsequent commencement of a new Government seems to rule this out for the time being. We therefore think the time may be fast approaching to reluctantly accede to the proposals made by Cornwall Council – but in doing so it will be absolutely essential for BCHS to establish a process to check that the proposed 200mm (or better) headroom increase, the design of the bridge deck so that it can be reused, and the proposed modifications to the abutments so that they can be built off, are all achieved in practice. It will also be essential for all this to be properly documented and not lost sight of in order that future members of BCHS and others can take up matters again with Cornwall Council in the future, when the new time is right.*

*Yours sincerely,*

*For and on behalf of the Inland Waterways Association*

*Ray Alexander*

*IWA West Country Branch*

The IWA also sent this information about air drafts on other canals in England.

The following table sets out the air drafts for a sample of canals in England. It does not cover rivers which often have significantly greater air drafts than canals. The air draft shown relates to the bridge(s) having the lowest air draft. The information has been extracted from "Inland Waterways of Great Britain" 8<sup>th</sup> edition, published in 2009.

The IWA recommended standard air draft for narrow canals is 9ft 2”(2.8m) although a reduced air draft of 8’ 3” (2.5m) may be acceptable. For broad canals it is slightly greater.

	Feet/ins.	Metres
Ashby Canal	6’ 6”	2.0
Ashton Canal	5’ 4”	1.6
Basingstoke Canal	5’ 10”	1.7
Birmingham Canal Navigations	6’ 6”	2.0
Bridgewater Canal	8’ 6”	2.6
Bridgwater & Taunton Canal	7’ 1”	2.1
Caldon Canal	6’ 6”	2.0
<i>Froghall Tunnel is 5’ 0”, thus many boats excluded</i>		
Chesterfield Canal	7’ 6”	2.2
Chichester Canal	7’ 0”	2.1
Coventry Canal	6’ 6”	2.0
Derby & Sandiacre Canal	7’ 0”	2.1
Droitwich Canals	8’ 0”	2.4
Exeter Ship Canal	3’ 6”	1.1
<i>All the bridges are swing bridges with the exception of the M5, which has an air draft of 33 feet.</i>		
Grand Union Canal	6’ 6”	2.2
Grand Western Canal	7’ 3”	2.2
Grantham Canal	8’ 0”	2.4
Herefordshire & Gloucestershire Canal	8’ 0”	2.4
Huddersfield Broad Canal	9’ 4”	2.8
Huddersfield Narrow Canal	6’ 2”	1.8
Kennet & Avon Canal	7’ 8”	2.3
Lancaster Canal	8’ 0”	2.4
Leeds & Liverpool Canal	8’ 0”	2.4



Shown below is the latest reply sent to Cornwall Council by BCHS on 25 June 2024.

*Dear Charlotte*

### ***Rodds Bridge Rebuilding***

*Thank you for your letter of 20<sup>th</sup> May concerning the above. As usual, we are disappointed but not surprised by your reply.*

*We fully accept that Cornwall Council has no outstanding contractual or legal obligation to restore navigation to the Barge Canal, and we have never argued that you have. What you do have, however, are moral and political obligations to complete the work started under the Regeneration Project. When Cornwall Council was formed you inherited a policy of restoration to navigation from North Cornwall District Council. This policy has been altered by yourselves without any political decisions at member level ever having been made. Similarly, you have made a decision to waste all the money that has already been invested in restoration to navigation; surely the Council is under a moral obligation not to waste public assets.*

*We are rather confused by the section about proposed headroom. The current bridge has a sign saying headroom 3 feet 1 inch. Removal of the strengthening beams should increase headroom and in previous discussion there was a suggestion that the headroom may be increased to 5 feet; this was the figure mentioned at the BSTC public meeting. In your letter you now say that headroom will be increased by 200mm to 3 feet. Either way, the proposed headroom is nowhere near the intended 7 foot headroom for navigation that was achieved when Whalesborough Bridge was raised during the Regeneration Project.*

*We would be grateful if you could arrange to forward the drawings for the bridge rebuilding to us when design is complete. We would wish to see evidence of the small increase in headroom, the abutment modifications, and the provision for the deck to be lifted out in future.*

*We welcome your commitments to other works on the Canal as listed in your letter and recognise the improvements in maintenance that are now being made. However, these should be regarded as normal prudent management of a public asset and form part of a long-term asset management plan, something that we were promised some years ago.*

*We would also welcome better regular engagement between us on the future of the Canal. It is clear that our vision of what the canal could be is different to that of the Council but it would be very useful to explore the differences and to see what we can agree on in terms of a long-term strategy. Perhaps a meeting with you and local Councillors would be useful in the first instance.*

*As a supplementary point, I do regular guided walks along the Canal, attended by both residents and visitors, and when I explain the work that has been done to restore navigation and what our vision is for a regular trip boat everyone expresses amazement that Cornwall Council could be so opposed to the idea.*

*Accordingly, we will continue to press for completion of the Regeneration Project and restoration of the Barge Canal to navigation, and we still maintain that the rebuilding of Rodds Bridge is an opportunity missed, an opportunity that will not occur again for a long time.*

*Yours sincerely*

*Peter Daniel  
Secretary, BCHS*

Finally, the following letter was sent by the IWA to Kate Kennally, Chief Executive, Cornwall Council on 5 July 2024.

*Dear Ms Kennally,*

### ***Bude Barge Canal – Rodds Bridge***

*The Inland Waterways Association (IWA) is working with its corporate member, the Bude Canal & Harbour Society (BCHS), to press for full advantage to be taken of the current requirement to replace Rodds Bridge on the Bude Barge Canal, so as to produce an outcome that benefits the area economically.*

*In our view, clear opportunities exist to enhance the use of the canal, which would bring additional revenue to the area through attracting more visitors and creating new jobs. However, the current headroom of 3 foot at Rodds Bridge acts to restrict this because boats with cabins are unable to pass beneath it. Effectively, Rodds Bridge cuts in half the otherwise navigable 2.0 mile length of canal from Bude's Falcon Bridge to Helebridge. The low headroom also creates difficulties for the paddle craft that currently use the canal. BCHS has expanded on these points in its letter to Cornwall Council's Countryside Officer, Charlotte Evans, of 4<sup>th</sup> March, 2024.*

*Simply by installing a moveable bridge rather than another fixed one with low headroom, the Council would benefit the Bude area by:*

- opening up a waterway that is sufficiently long to attract people with trail boats to visit and stay for several days, bringing in new visitor income;*
- creating a viable length of canal for a trip boat and associated businesses to be established; and*
- creating a new visitor attraction; moveable bridges have a fascination in their own right.*

*IWA appreciates the time and effort that Charlotte and her colleagues have devoted to the Rodds Bridge project to date. However, we believe that the current plan not to replace the bridge with a navigable version would do a disservice to the area and it is an opportunity that should not be lost.*

*By going the extra mile to install a moveable bridge now, rather than another fixed one with low headroom, the Council would not only generate the benefits identified above but also help justify the £3.8m that was previously invested in restoring the canal in 2007-09.*

*The principal forms of moveable bridge are either swing or lift bridges, to allow boats to pass beneath. We supplied Charlotte with information on the new lift bridges recently installed as part of the restoration of the Wey & Arun Canal in Surrey; this is IWA's preferred solution.*

*Commercial use of much of the canal network declined after World War II but from the 1970s leisure activities started to grow and today there is a substantial leisure boating industry, including many trail boats and trip boat operations, in addition to canoeing, kayaking, paddleboarding and other water-borne activities. Many local authorities support the restoration to full navigation of their local canals and significant investments are being made throughout the country, funded by both public and private resources. Examples include the Wendover Canal, Pocklington Canal, Montgomery Canal, Cotswold Canals and the Chesterfield Canal.*

*Whilst we respect the decisions reached by Charlotte and her colleagues, we firmly believe that the Bude area would miss out on significant opportunities presented by the current need to replace Rodds Bridge. It will be a lifetime before such an opportunity presents itself again, so we ask the Council to reconsider and to take the opportunity to install a moveable bridge now.*

*Yours sincerely, For and on behalf on the Inland Waterways Association  
Sue O'Hare, Chair, IWA Navigation Committee, IWA Trustee*



## **George Casebourne's family**

George Casebourne was Engineer to the Bude Harbour and Canal Company from 1832 until his death in 1876. We know a fair bit about his life locally, including where he lived and his marriages, one of which was to Jametta Hawker, the sister of the famous Rev Hawker of Morwenstow. Until recently, however, we knew very little about his family and origins other than that he been born in Hemel Hempstead, in Hertfordshire.

Quite out of the blue we received an email from Sally Deacon-Donald who has been researching her family tree and was thoughtful enough to send the information on to us. Sally is descended from George's elder brother, Thomas, and so George was her great, great, great uncle. The family tree is too large to reproduce here but it, and some other information Sally provided in her email, have given us a better picture of George Casebourne's family.

George was the second son of Adam and Sarah Casebourne who were married in Hemel Hempstead in 1797. They had four children. The eldest, Thomas, was Thomas Telford's assistant/chief engineer and was responsible for building the harbour at West Hartlepool in County Durham, as well as drainage works in the Lincolnshire Fens. He also supervised the construction of the Ulster Canal. He was a member of the Institution of Civil Engineers (equivalent to Fellow today). At least one of his sons was also a Chartered Civil Engineer.

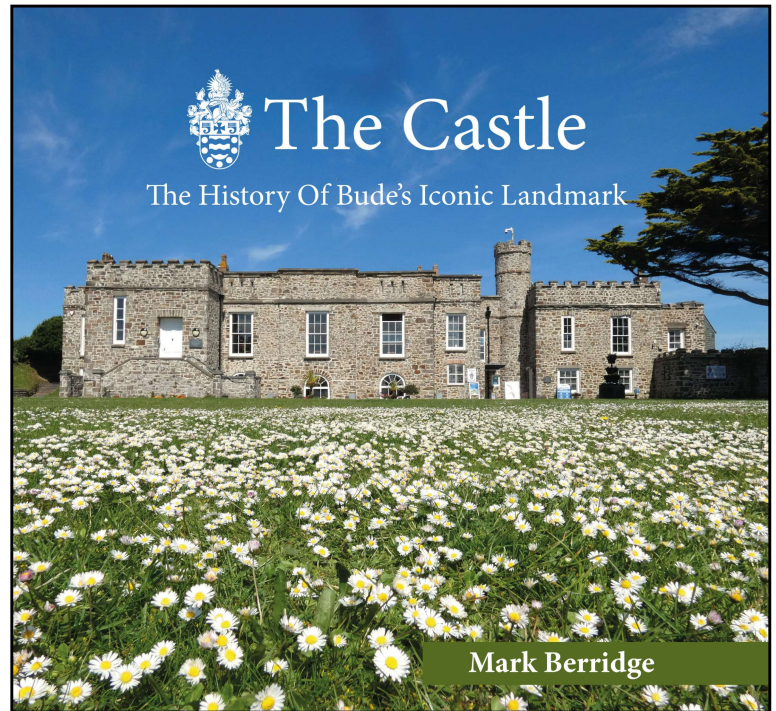
George's younger brother, Charles, also moved to the north-east and set up a cement works at Greatham, just outside Hartlepool. Their cement was used in the building of St Pancras station and hotel. The cement works of Casebourne & Co eventually became part of ICI.

It is interesting to find out that George Casebourne came from a family of Civil Engineers. It is also interesting to note two of his siblings, and many of their descendants lived near Hartlepool, at the opposite end of England from where George settled. The other piece of information that I hadn't known before was that George Casebourne had 11 daughters and no sons by his two successive wives. That seems remarkable, to say the least.

*Peter Daniel*

## The Castle - a new book

The new book which Chris referred to in his report on page 4 was written by myself and is solely sold from The Castle gift shop at £10.95. The book traces the history of The Castle from its inception under Sir Goldsworthy Gurney through to the present day. It looks at all the main previous residents, their lives and what they did for Bude whilst they were at The Castle.



There is a brief history for the war years and leads into when the council then took ownership. It covers what happened at The Castle during the council years, Project Limelight to convert it to the Heritage Centre and finishes on what happens at The Castle today. There are lots of pictures to help depict the history of one of Bude's iconic landmarks. I have researched, written, designed and set the book myself, the only thing I didn't do was print it! I sourced a local printers, just under 20 miles away, to print the book to keep it local and in turn reduce the carbon footprint in the printing process and delivery.

*Mark Berridge, Castle & Culture Manager, BSTC*

## Bude Canal Trust - Executive Report

**Bude Canal Aqueduct land transfer to DWT** - Still going ahead, with progress glacially slow. It seems there has been a hold-up regarding maps suitable for the Land Registry but this is (hopefully) now in hand.

**Tamara Coast to Coast Trail** - Nothing further to report locally, other than to say that sales of the Guidebook have been unexpectedly high. Towards the southern end, negotiations have started on the re-establishment of the Calstock ferry across the Tamar, but this is unlikely to be finalised this year due to the complexity of licensing and Health & Safety requirements.

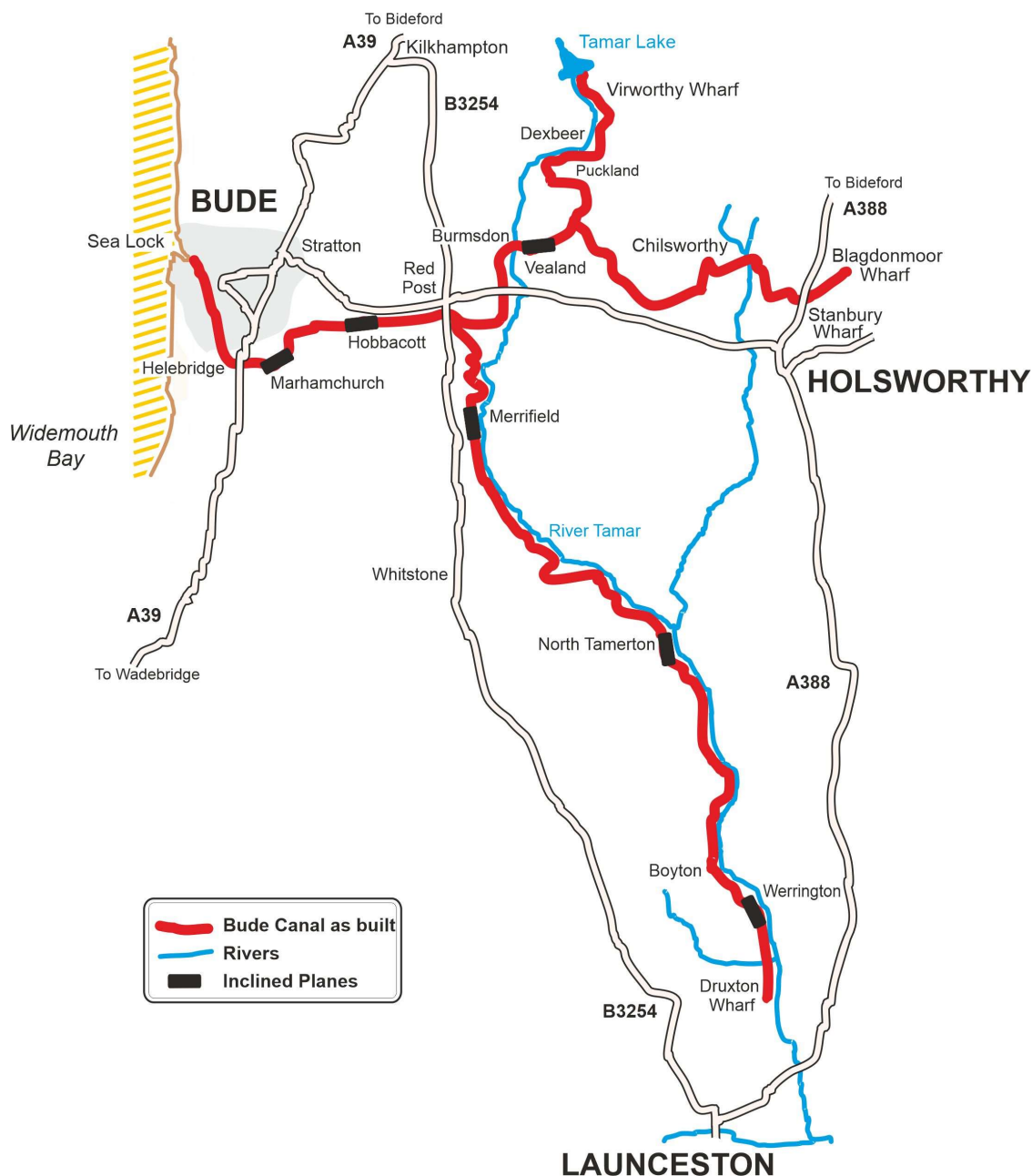
*Steve Church, Chairman, Bude Canal Trust*

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# THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

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