

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 70

Winter 2014/15



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Forthcoming Events:

Sunday 22nd February AGM at 2.30pm in The Efford Room, The Falcon Hotel.
DVD by Coastwatch and BCHS presentation

Saturday 7th March Deadline for articles for inclusion in Tub Boat No 71 to
reach the editor Clive Horton cshorton23@btinternet.com

Wednesday 1st April Publication of THE TUB BOAT No 71

Sunday 17th May Stall at Bude Motor Classic event

Saturday 15th August Bude Carnival

Saturday 29th August Table in RNLI Marquee

Events to be arranged for 2015

July Bude Stratton Heritage Day

Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to cshorton23@btinternet.com or copied onto a USB memory stick or CD and send to Mike Moore (Tel: 01288 361878) to reach him by 1st March 2015.

Trustees:	Chairman	<i>Vacant</i>
	Vice-Chairman	<i>Vacant</i>
	Secretary	<i>Vacant</i>
	Treasurer	Chris Jewell
	Events Secretary	Betty Moore
	Minuting Secretary	Jill White
	Other trustees	Anne Longley Stan Noakes Lucille Opie Grahame Stockton Peter Daniel
	Membership Secretary	Mike Moore (<i>non-trustee</i>)
	The Tub Boat Editor	Clive Horton (<i>non-trustee</i>)

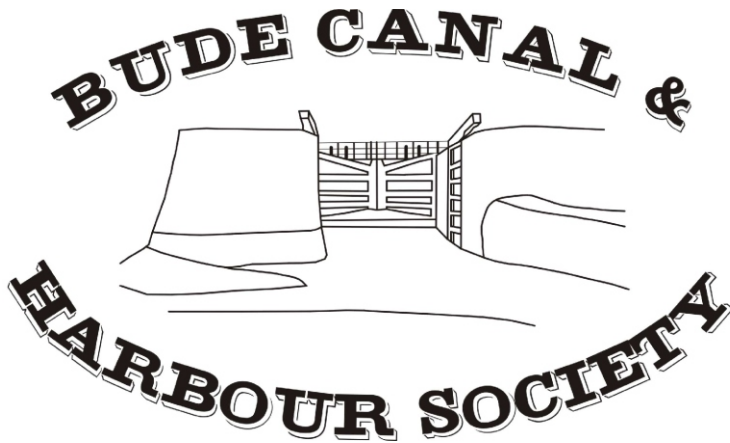
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Cover: The Barge Workshop at Helebridge during reroofing.
Photo: Mike Moore

Creaks from an empty Chair



The Trustees wish all members and friends a Happy Christmas and a Prosperous New Year. There is still much to do on the Bude Canal particularly the provision of a slipway and dealing with the restriction to navigation due to the low headroom at Rodds Bridge. The society continues to pursue these objectives by actively considering all options and pressing for a prompt resolution of these issues.

Membership Report

We welcome the following new members who have joined the society since September:

Mr A. Tilley, Bulleid Way, Bude

Mr G. Stockton, East Fairholme Road, Bude

We are also grateful that in response to our earlier appeals, Grahame Stockton has agreed to be co-opted as a Trustee along with existing society members Peter Daniel and Lucille Opie.

We have unfortunately lost another well established member recently, Beryl Harper from Kilkhampton who I understand passed away in October. We send condolences to David and his family.

Many thanks to those members who have already renewed their subscription for 2014/2015 and particularly to those who have given additional donations. However, some members have still not renewed. Would they please complete the enclosed renewal form by return to maintain their support for the Bude Canal & Harbour Society and receive future newsletters. Remember that only fully paid up members can vote at the AGM in February.

Can I also remind those members who are taxpayers and who have not yet completed a Gift Aid declaration that they can obtain a copy from the Treasurer.

Thank you for your continued support and have a Happy New Year.

Mike Moore

Membership Secretary

Bude Canal Trust Report

WORK IN PROGRESS REPORT FOR WINTER TUB BOAT

On the next three consecutive work days in September work concentrated on the hedgeline and canal bank between Vealand Bridge and base of the Incline Plane to make clear viewing of the various historic elements along this section.

SEPTEMBER

Work commenced along the section between Vealand Bridge and the Filter Beds. The Hedgeline growth was cut back quite hard to remove the majority of the potential overhanging of new branches and the top of the bank cut back. The canal profile was cleared adjacent to the bridge to open up a clear view. A glorious day the following week enabled the work to continue in this section creating a lot of brash to be collected together for burning later. Some clearing was started round the site of the old Weir and its associated overflow culvert plus the entrance to the Filter Beds. Strimming of the area round the picnic table cleared the recent growth of grass.



Vealand Bridge at start



After work finished



Entry pipe to filter bed



Remains of weir & overflow culvert.

At the end of the month contractors were brought in to straighten the stream into the culvert at Cape Horn and the undercut bank that had suffered considerable erosion of many previous years was reinforced with sleepers.

OCTOBER.

Work continued on the Vealand to Filter Beds section.

Tidying up was carried out at the Moreton Bridge picnic area in readiness for the official presentation of the picnic table / benches in memory of the late Devon Councillor Ray Shadrick before making a start on clearing the canal profile towards Dexbeer Bridge.



Moreton Bridge Picnic Table & Seats.

Unfortunately forecast bad weather cancelled the planned work day on the 15th.

The following week work continued clearing willow trees out of the canal profile beyond Moreton Bridge towards Dexbeer Bridge and stacking up the brash.



Moreton Bridge to Dexbeer brash



Exposing water under the cleared vegetation

This continued on the same section into the last week of the month and a

walking survey of the canal was carried out between the end of the permissive path beyond Burmsdon Bridge through to Wooda Farm Bridge to provide a formal report and photos to start compiling a work program to add to the Management Plan into 2015.

NOVEMBER.

Continual heavy showers during the last week had raised the water level along several sections including the Puckland to Broomhill section preventing the burning of brash cut earlier but with the Vealand section remaining dry, the brash along the whole section was successfully burnt.



Burning brash on Vealand Section

The second walking survey completed the report and photos through to the Lower Tamar Lake.

Work commenced on cutting out willow trees, three dead wild cherry trees and canal bank top vegetation between Brendon Bridge and Beckley Accommodation Bridge and new willow growth from previously untreated stumps was cut back and the stumps both re-cut and treated or where possible pulled up. Cutting out the 2014 growth on the banks and in the immediate proximity of the south side of Brendon Bridge improved the view on this side.



Exposed water after clearing vegetation

26th. Nov. Attention to the clearing out of the area of the Holsworthy Branch junction and approaching canal profile was partially completed.



Clearing approach to Holsworthy Branch

All text & Photos Mike Degnan

Barge Workshop, Helebridge, Marhamchurch, Bude

This building, an original canal company premises circa 1840, is currently owned by Bude Stratton Town Council and houses the wooden tub boat recovered from the canal in 1976, as well as many other interesting heritage artefacts.

Currently the roof and parts of the wooden roof structure are being renewed and provision made for bats to continue to use the roof structure. BCHS are pleased that at last this important work is being done. As I recall, it was about 2004/05 when the condition of some of the roof timbers was reported to BSTC. There are various reasons why it has taken so long to achieve but I won't bore you with them. The next step is for BSTC to bring the premises into more regular use and access by developing the local heritage interest in the artefacts stored therein. BCHS would support such a project as a useful way for residents and tourists to appreciate the agricultural and industrial past of Bude and its adjacent parishes.



Photos: Chris Jewell

Apart from the Tub Boat and the Engineering Worksop which are secured for the future there are the timbers recovered from the River Neet near Nanny Moore's Bridge, Bude in 1996 when flood alleviation work was being carried out by the Environmental Agency. The timbers bear carpentry marks ie mortice holes, rebates, pegs and peg holes. In all 10 pieces measuring between 2.18 m and 4.60 m with cross sections of 400 mm x 190 mm , 390 mm x 180 mm or thereabouts down to 180 mm x 120 mm. The initial survey by the Cornwall Archaeological Unit together with historical records of the Bude area suggested that these timbers may be part of a tide mill which was built in this area in 1589 by John Arundel. Part of the timbers were similar to a Hurst frame which would have supported the principal gearing and the millstones. BSTC agreed to keep the timbers for proper examination in the future to establish their age.



Photos: Mike Moore

During 2013 BCHS enquired of BSTC whether they would consider a proper examination and testing of the timbers to establish their likely age. Eventually they agreed and samples were taken for dendrochronology testing (tree rings). Unfortunately the tree ring patterns were not sufficient to give a date. However BSTC agreed to have the timbers Carbon 14 dated. This has now been done and the results show that a date range for the timbers being felled is between 1534 and 1640. This covers the date when the tide mill was constructed in 1589 and these timbers therefore have a significant importance in the development of Bude. Additionally the families associated with this part of Bude in the 16th/17th centuries were of national importance. The Arundells had close associations with the Royal Family and the Grenvilles whose land bordered the River Neet to the East. At the time of the enterprise of constructing a tide mill, the Grenville of note was Sir Richard Grenville of "The Revenge" who died in a

sea battle off the Azores fighting the Spanish in 1591.



Photos:Mike Moore

BCHS have expressed to BSTC their view that these timbers should now be developed to provide the basis of a specific display about the tide mill and the existing heritage items kept at the Barge Workshop.

Finally BCBS manned the Barge Workshop on Sunday afternoons from 2 pm to 5 pm between 27th July and 28 September this year (2014) to allow the public access to the premises. The total number of persons who attended were 151 which is fractionally higher than in 2013.

Chris Jewell

HiWAG

There have been some interesting but not necessarily helpful developments with this project. Cornwall Council, who own the site on Higher Wharf, have raised concerns about the ownership of the access road and also the use of this road by vehicles with boats on trailers entering/leaving the site. Additionally the HiWAG committee have had to rationalise their plans for the site on the basis that the income needed to make the project viable is not achievable from the local groups who would be the natural users. In reality this project needs a long term backer who has the resources to ensure that it will function and continue. This is not going to be Cornwall Council as their only real interest is to capitalise on the land's value for development. Ideally this should be Bude Stratton Town Council but I have my doubts as to whether this would happen. To add to the mix Cornwall Council has suggested having a slipway on the towpath side just above Falcon Bridge adjacent to the Crescent Car Park and the possible rationalisation of the Visitor Centre to make space for showers/toilets, meeting rooms and use of part of the overflow car park for

boat storage. HiWAG and BCHS have raised concerns about this site as it is the point with a very high footfall including cyclists. BCHS has obtained Ordnance Survey maps of the relevant sites on 1:500 scale and sent them to the IWA's Hon. Engineer, Roy Sutton, to superimpose a scaled representation of the recommended style of slipways to aid in the consultation. This information and other data re use of slipways has yet to be shared with Cornwall Council. The next HiWAG meeting is on 28 January 2015.

Chris Jewell

Other Canal News

Planning Application – see the newspaper cutting below

Barge restaurant bid

backed by town council

by Luke Smith

THE location on Bude Canal of a proposed barge restaurant 'should not be an issue', says the applicant.

Mat Sampson has applied to moor a 60ft by 14ft barge, to run as a restaurant by the overflow on Lower Wharf—the application, submitted for the second time, was discussed last week by Bude-Stratton Town Council's planning committee.

The previous application, submitted earlier this year, was withdrawn after the Environmental Agency determined a Flood Risk Assessment — to demonstrate that users of the proposed restaurant would be safe during coastal storms and flooding events — was necessary.

Bude Canal and Harbour Society Trustee Chris Jewell had previously expressed his concerns regarding the barge's location on the waterway, and reiterated

these points at the planning committee meeting.

The water on the Breakwater Road side of the canal — opposite that of the barge — gradually decreases in depth approaching the bank, meaning that some vessels may struggle to overcome the four or five foot of clearance, rather than the eight or nine foot expected.

The boat would also occupy a space wider than the barge's 14ft width, he added.

"It won't be moored dead tight — there's going to have to be a gap of at least two feet — and that might effect navigation of the canal."

Having spoken to people in the area regarding the restaurant, Mr Sampson said there had been very little negative feedback, with the harbourmaster and several residents along Breakwater Road expressing their approval of the project.

The barge's location 'shouldn't be an issue', he added, with it being situated

on one of the widest parts of the canal: "We hope we've got everything covered. It's been done diplomatically for the area — we don't want something out of proportion."

He believes the restaurant will be an 'asset for Bude', and has his fingers crossed that the application is given the green light.

"I'm hopeful — the Flood Risk Assessment is done, so we're just waiting for the go-ahead. If the application had gone through the first time,

we'd have been looking at Easter — though that may have been pushing the boat out too far!

"We have to complete building the boat from scratch, and complete kitting it out and getting it ready to float."

The planning committee recommended the application for approval, but objected to tables and chairs being placed on the Wharf — as pictured in diagrams provided for the councillors' consideration.

Update on Trustees

I am pleased to report that the situation has in recent months improved. Two former Trustees Mr Stan Noakes and Mrs Jill White have been co-opted with other local members showing interest in becoming Trustees. The three new Trustees are Mr Grahame Stockton, Mr Peter Daniel and Mrs Lucille Opie. This brings the total number of Trustees to eight.

This improves the Trustee base BUT we still need more new Trustees – ideally in the 40 to 50 year old bracket as it were BUT all members are welcome to apply! All the co-opted Trustees will be formally elected at the AGM in February 2015.

Bude Harbour

Cornwall has nine harbours which are the responsibility of the Harbour Board. The Board is funded by Cornwall Council and has Cornwall Council Councillors as members but the income is ring fenced and cannot be used elsewhere. Bude is one of the nine harbours but it has very little income. It has been suggested that the harbour should include the canal below Falcon Bridge and become part of the Harbour Board's responsibility and also that the Lower Wharf Car Park becomes an income source. The car park has an income of £60,000 and the canal has a loss of £20,000 per year. Apparently this idea has the support of some senior councillors. It has also been suggested that the rest of the canal up to the Helebridge Basin should also be transferred to the Harbour Board. If this was agreed and adopted it would ensure there was a better stream of funding to allow repairs etc to be carried out when necessary. All will be clearer when a report is published for the Council on this matter – so don't hold your breath on this inspired idea.

Chris Jewell

Bude Valley Management Advisory Group – 22 September 2014

At the last meeting of BVMAG the main points relating to the Harbour and Canal were covered by the Harbourmaster's Report and by the Ranger for the Valley.

Harbour Update

Storm damage to Breakwater – repairs now completed.

Sea Lock gates painted.

Lockhouse painted and new fascia and guttering fitted.

Handrail from lock down steps to access beach replaced.

Slipway pot holes earmarked for repair.

Canal/Bude Valley

Minor revetment repairs to banks.

Spillway at Whalesborough – test pits done. Funds have been allocated but date for work not yet set.

Dredging on Upper Canal – a quote re costs has been submitted but no decision received.

Back pumping station – during summer this was vandalised when it was forced open. £400/£500 work of damage was caused.

Water Voles

These have been introduced to the Valley and River Strat. They are found in the River Strat. They are found in the River, Canal and Helebridge Basin but not in the Marshes.

Activity Provider Licensing

These are due for renewal in April 2015. Awaiting the Council's decision as to how to proceed

The day licences at £5 per canoe have been needed this year with about 240 issued which doesn't seem to cover the number of private canoes and kyacks seen by BVMAG members.

The next meeting of BVMAG is due in March 2015 – date to be advised.

Chris Jewell

Handwritten Notebook

Another interesting item has appeared in the Stratton Magistrates Court Note Book.

John Neal versus John Cowling.

Neal was at Hele Bridge 21 May 1869, loading sand from barge to boat.

Defendant came down just as I was starting and jammed my boats with his. I told him not to do so, asking to give me room. He would not.

Deft. Jumped into my boats, started to unhook my boats from my line, then he took my horse by the head.

I went forward and took my horse and asked him to go back !

He would not and took hold of me by the hair of the beard and threatened to buddle me in the canal (or bundle). He knocked me about and I tried to keep me from falling in the Canal. We separated and Cowling came back again to me, and caught me and threw me into the canal. I went into about 4 or 5 feet of water head foremost- I was not out of my depth- I had not a dry thread about me.

Deft ;- I took hold of the horse when I came up to you !

William Davey, clerk of the Helebridge Works gave evidence ;- I was on the wharf by the Company Office when I saw these men on the towing

path. Plaintiffs boats were laden; defendants boats were empty. I saw Cowling stop Neal's horse, then Neal went up to him. They handled each other rather roughly. After a few minutes had elapsed Cowling ran to Neal and threw him into the canal head foremost.

Davey did not see Neal strike Cowling.

Fine 3s. 0d. Clerks 9s.0d. Constable 5s. 6d. Capt.Davey 5s. 0d. Wm.Badcock 2s.6d.

Total £ 1-5-0 or 2 months prison with hard labour.

The following were of interest to me;- the fact that sand was still being trans-shipped from a barge to a tub in 1869; such entanglements must have been common; the participants names; and I guess Badcock was lawyer for Neal. Neal gets nothing unless he receives the 3/-. But Wm. Davey as witness gets 5/- !!

Michael Heard

Lower Wharf Visitors



If you thought Rodds Bridge was low what about this canal bridge in Portsmouth. All Photos:Mike Moore

View from the North



As the year draws to a close and the family arrives for what will probably be the last family Christmas all together for some time, due to our son Craig's imminent move to America to marry his fiancée Fiona, my thoughts turn to hopes for the coming year.

For BCHS I hope this is the last edition I have to put Vacant next to the roles of Chairman, Vice Chairman and Secretary.

For the members I hope you send in articles and/or photos for future editions and that your numbers are swelled by your proactive recruitment of friends and neighbours.

For myself I hope that the task of raising £1,000,000 in the coming year as newly appointed Director of the Orkney Creative Hub Community Interest Company still allows time for leisure pursuits like editing *The Tub Boat*. Of course the editing is made much easier if articles arrive before the deadline which for the next edition is 1st March 2015.

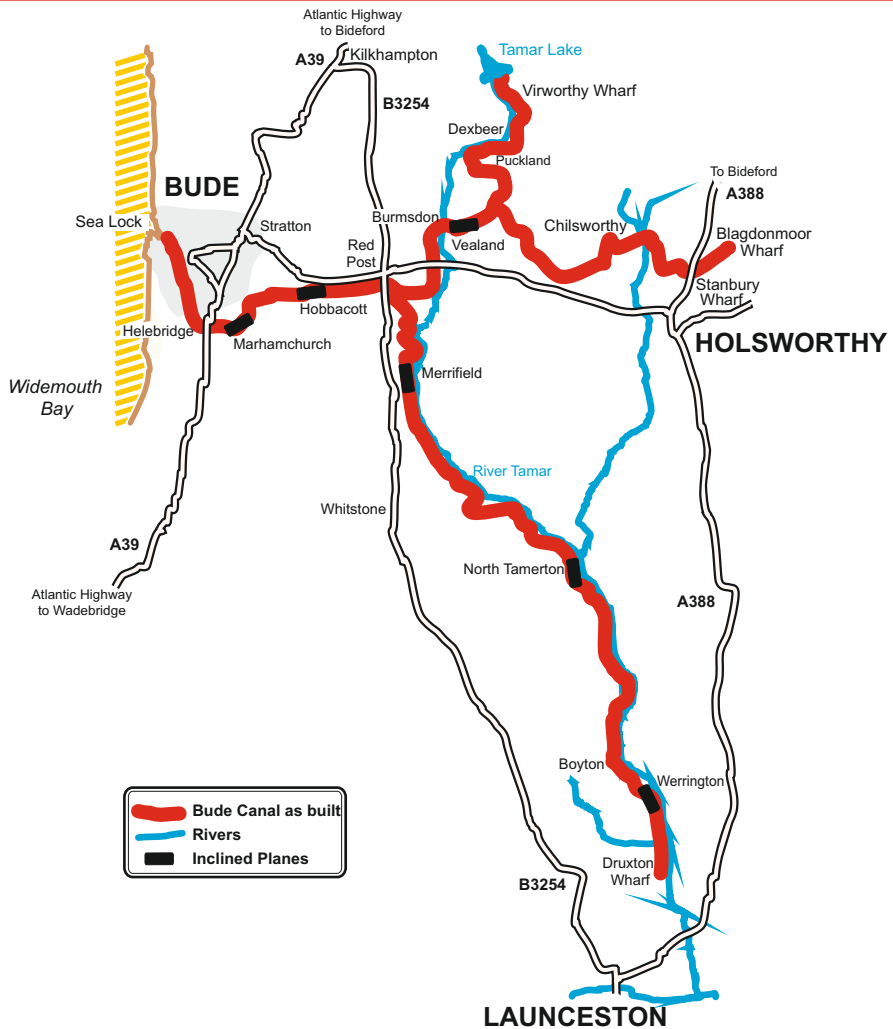
Clive Horton Editor

STOP PRESS

Cornwall Council have now approved a Planning Application to convert the semi-derelict building which was originally Box's foundry at Marhamchurch for use as a residential property. This follows the failure of the original Planning Application for the use of the building for multiple occupation including a holiday let. See *Tub Boat* No. 64 & 66.

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Published by **BUDE CANAL & HARBOUR SOCIETY**

Printed by Parish Magazine Printing 01288 341617

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Registered Charity Number 1086646
