

# THE TUB BOAT

**Newsletter of the Bude Canal & Harbour Society**

**No. 100**

**Summer 2022**



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## Forthcoming Events for 2022:

Saturday 2nd July Bright Futures Festival organised by Bude Climate Partnership from 11am to 5pm in The Castle and The Parkhouse Centre where we will have a table in The Ivor Potter Hall

Sunday 17th July Bude-Stratton Heritage Festival from 11am to 4pm where we will have tables in The Ivor Potter Hall in the Parkhouse Centre.

We have not yet planned any more events during 2022 but we will give a further update in the next edition of The Tub Boat.

## Forthcoming Events for 2023:

Saturday 8th July 200th Anniversary of the opening of the Bude Canal between Bude and Holsworthy.

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Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to [editor@bude-canal.co.uk](mailto:editor@bude-canal.co.uk) or copied onto a USB memory stick or CD and sent to Mike Moore (Tel: 01288 361878) to reach him by 15th September 2022.

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### Officers

Chairman:	Chris Jewell
Vice-Chair:	Vicki Herbert-Coulson
Secretary:	Peter Daniel
Treasurer:	Martin Shannon
Membership Secretary:	Martin Shannon
Events Secretary:	Vacant
Minuting Secretary:	Vacant
The Tub Boat Editor:	Mike Moore ( <i>non-trustee</i> )

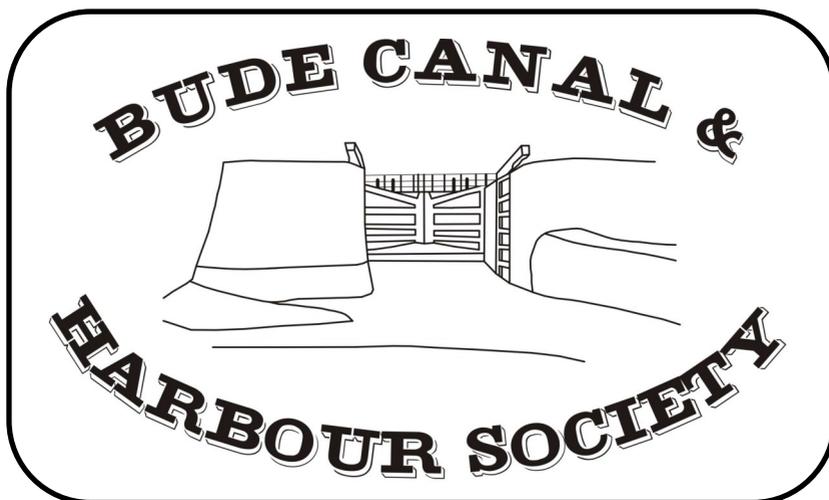
### Other Trustees

Lesley Moores
Lucille Opie
Michael Coulson
Sandy Faulkner
Stuart Spooner
Tim Martindale

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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: Mistral waiting to lock out on 30 April*

## Creaks from the Chair

Saturday 21st May 2022 was the 21st Anniversary of the formation of BCHS as a registered charity and to recognise this important event former and current trustees visited the Falcon Hotel for a celebratory luncheon at their own expense.

Those present were some of the current trustees including myself, Mrs Lesley Moores, Mrs Viki Herbert-Coulson, Mr Mike Coulson and Mrs Sandy Faulkner with former chairman, Mr Stan Noakes and his wife Dee and former trustees, Mr Mike and Mrs Betty Moore.



A special cake was cut to celebrate the anniversary. The event was a very pleasant experience with many memories of past friends and hopes for the future of the Bude Canal.

Next year will be the bicentenary of the opening of the canal for trade between Bude and Holsworthy on 8th July 1823. Plans are being formulated for a suitable celebration with special events.

We have now finalised arrangements to open the Barge Workshop at Helebridge for the summer season. It will be open from 2pm to 5pm every Sunday from 3rd July until 25th September. We look forward to seeing any members who are able to visit us during this period.

*Chris Jewell*

## **New Branding and Digital Makeover for the Bude Canal and Harbour Society**

An exciting plan to re-brand the Society, and raise its profile, has been hatched. With the aim of reaching out to, and informing, a new generation, the Society is set to embark on a series of projects to achieve a much higher public profile. At the top of this list is a brand-new logo which will provide a visual link between all our new and existing activities. This will be followed by a relaunch of the website to give it broader visual appeal as well as provide appointed trustees the ability to add their own content directly which will keep the information bang up to date, and thus rank more highly with Google. In addition, the website will have a search function to allow users to immediately find the topics of interest to them. This will also provide an ideal platform to add more functionality as time goes on.

Coinciding with the launch of the new website will be our first foray into the world of social media - the essential form of modern communication! We will be establishing a Facebook Page which gives us the opportunity to feed news, information, photos, and video to the public in general. Hopefully this content will be shared by community pages and on individuals own profiles to further help distribute our messages. In addition, there will be a Facebook Group. This differs in as much as it will be much more of a discussion forum for those interested enough to participate (or to simply view the discussion). The content of this group will not be viewable by the general public, only those who are interested enough to join the group. Lastly, there will also be an Instagram page which is primarily for sharing photos and videos along with snippets of text. Much of this will be selected content from the Facebook Page.

Other plans up for discussion are to create a series of interpretation panels at key locations between the Breakwater and the Marhamchurch inclined plane. Incorporating our new branding, these panels would help establish and consolidate our new identity. With the inclusion of QR codes, smartphone users will be able to be immediately taken to the relevant page on our website for much more information, photos, and videos, to provide a near-interactive experience.

Next year (2023) sees the 200th anniversary of the opening of the canal so the plan is to tie-in the launch of all these projects to coincide with that, in order to maximise the impact. Watch this space!

*Tim Martindale*

## Membership Report

	Number
Paid Membership 12 <sup>th</sup> June 2022	
Life Members	27
Annual Members	85
	<hr/>
	112
Additional family members	7
	<hr/>
Total members	119
	<hr/>

Since my report in the Spring 2022 edition of The Tub Boat we have welcomed a new Life Member but sadly lost one who passed away, as reported elsewhere. Within the Annual Membership category, we have welcomed six new members but again sadly lost a long-standing member who passed away. The trustees offer their sincere condolences to the respective families.

In September annual subscriptions fall due for renewal and I would urge members to maintain their financial support so that we can continue with our work in helping to conserve, preserve and restore the canal and with education of the public of the former use and history of the canal and its environs.

Whenever possible payment by standing order is preferred and if you are eligible a Gift Aid declaration increases the amount that we as a charity ultimately receive with no additional cost to the member. Our web site membership page <http://www.bude-canal.co.uk/Members.html> contains all the information necessary.

If any members require information regarding the society, please visit our website or contact me directly on 01288 356367.

*Martin Shannon, Honorary Treasurer and Membership Secretary*

### Profile – Tim Martindale

I'm a Bude boy through and through. I actually now live in the house I was born in! My professional background is in marketing; as a creative. Fresh out of art-school this was initially as an illustrator before market demands led me more towards graphic design within, primarily, the tourism sector.

This was initially for print but with the advent of the internet, became far more website-based.

Throughout all this time though, photography always had a major role and in the latter stages of my career, I have focused solely on this. The fast-pace of change with web-technology was more than my ageing brain could cope with! You might have come across one of my ever-popular Bude calendars!



Outside of work, I am the Deputy Station Officer of the Bude Coastguard team. A voluntary role which involves being on call 24 hours a day. Prior to that I was a member of the Bude Lifeboat crew for a number of years - a combined total of nearly 25 years service helping people in trouble on the coast.

I have had a keen interest in the canal for even longer, in fact I was around at the inception of the Bude Canal Society when Robert Harris was the chairman; the late Audrey Wheatley the secretary; and Ken Bennett was a main mover and shaker. At around the same time I also worked with the late Bill Young to produce his various books: initially 'Walking the Bude Canal' then 'Bude Canal Past and Present' and 'Bude's Maritime History, Past and Present' amongst others. These projects gave me a good working knowledge of the workings and history of our amazing canal and also the need to help spread the enthusiasm for a new generation to enjoy and adopt.

Other than the above, my main interests are hill-walking and classic British motorbikes. Most of my social media photos tend to involve being up a mountain in the Lake District or messing about with one of my little collection of bikes!

*Tim Martindale*

## **Profile – Sandy Faulkner**

I was born and brought up in Bude, spending my childhood playing along the towpath and on the boats on the canal. I left Bude when I was 18, ending up with a career as a legal consultant with a London law firm. I visited Bude several times each year to see my family and returned permanently three years ago and now live in Marhamchurch. I wanted to be a part of something that is important to Bude and feel that the work the Bude Canal and Harbour Society does is definitely that.

*Sandy Faulkner*



## **Obituary - Audrey Wheatley**

We are saddened to report that Audrey Wheatley, a Life member, who was a former secretary of the Bude Canal Society and chairman of BCHS, passed away on 10 April 2022.

She was born on 18 April 1926 in East Dulwich, London. Her mother had been brought up in Holsworthy, North Devon until her marriage to a Londoner, so her ties with this area of Devon and North Cornwall were strong and the family spent many holidays over the years there.

At the outbreak of war in 1939 Audrey was evacuated with her school to Surrey but returned to London after 2 years to finish her schooling and 'do her bit' for the war effort by joining the Civil Defence as a messenger during the Flying Bomb and V2 rocket raids. She trained as a teacher in 1944 and took up teaching after the war, first in Middlesex and then in Croydon where she met her future husband Lawrence, another teacher.

They married in April 1949 and lived in a small 2nd floor flat in Lambeth, where their two children, Philip and Teresa, were born and from which Lawrence cycled daily to and from his Croydon school for work. Five years later the family moved to Welwyn Garden City in Hertfordshire where they remained for more than 33 years.

All this time the ties with Holsworthy and Bude were unbroken, most holidays, both Easter and summer, being spent at Audrey's mother's retreat in Widemouth where the next generation in turn got to know and love the area. Throughout the Hertfordshire years Audrey, who was an accomplished amateur soprano, continued her choral singing, joining choirs and consorts in her own town and St Albans.

After her younger child, Teresa, had begun school Audrey returned to teaching on a supply basis but after two years took a permanent but part-time post in which she remained for the next 27 years, retiring eventually in 1987 at the age of 61. Lawrence had retired four years earlier and they made the decision soon after to move to Bude.

Audrey was also an enthusiast about anything to do with canals, and the Bude Canal in particular. In 1990 she helped in the foundation of the Bude Canal Society of which she was the secretary for the first six years of its existence, and in her latter years she was the society's Chairman (she would never have used the term 'Chairperson"! ). Her enthusiasm for canals has rubbed off on several of her family who have discovered that a Narrowboat holiday is a brilliant way to keep children and dogs alike occupied! Her husband, Lawrence, who died in 2014, was editor of The Tub Boat for 13 years until 2009.



*Audrey & Lawrence*

I met Audrey for the first time in December 1992 when I joined the committee of the Bude Canal Society, and she was the secretary. A kind and forthright person, she loved her family, the Bude Canal and Bude in equal measure and clearly saw the wide benefits of a rejuvenated canal. Over the following years, I called at her home Tregea many times – a homely and friendly place. On one occasion several years later, I called to deliver her copy of *The Tub Boat* proudly wearing a new baseball cap to protect my head from the sun. Audrey said, “What have you got on your head?”. When I told her she replied, “Do you know how ridiculous you look?”. We then had a conversation about something else before I went on my way. There was no malice just a forthright comment which does not seem to be permitted these days. I still wear baseball caps and my hair is now even thinner on top.

The society was represented at her funeral which was held on 9 May at Cambourne Crematorium by myself and Mike & Betty Moore. It was good to share our memories of Audrey with the family. Bude Canal lost a true friend and champion when Audrey passed away. Rest in peace.

*Chris Jewell (from information supplied by Philip Wheatley)*

## **Bude Harbour update**

Over the early May Bank Holiday weekend, we undertook the first lock movement of the year with three vessels locking out on 30th April in front of a large audience (thanks to ‘The Beach Haven’ for the drone picture shown opposite). This followed the annual sand clearance and dressing of the mooring area by our contractor, Teignmouth Marine Services, who were heavily involved in restoring the lock to working order in 2021. The decision was made to delay this work by three weeks to allow the worst of the winter storms to pass and maximise the benefit of the sand clearance for users. Many of the boats have now returned to their moorings which we hope will continue to be well covered by sand for the season ahead.

With the lock now operational enquiries have been coming in from vessels wishing to visit the harbour during the season and we are hoping to have a 40’ Dutch built 1964 Yawl in for a few months.

We have noticed a significant increase in trailered boat traffic and remind users to make themselves aware of the local conditions, tidal limits etc. and to contact the Harbour Master prior to launching who will advise you accordingly.

There is also an information sign as you go down the slipway advising any regulations etc. Trailered vessel users are reminded that once launched, vehicles and trailers should not be left in the spaces by the lock house which are for permit holders only. Vehicles and trailers should be parked along the road (if available) or in the nearby pay and display car parks.

As many of you will already be aware Storm Eunice took its toll on the Breakwater causing a number of granite slabs to drop on the far end between Tommy's Pit and Barrel Rock. Sadly "Tommy's Pit" is now leaking and talks with contractors regarding repairs are ongoing. Due to the location of the required work and access restrictions this is likely to be a costly repair and we are seeking external funding to assist with this.

*Paul Vincent (Harbourmaster)*



*Drone photo of the lock out on 30 April by Tim Martindale, "The Beach Haven"*

# A photo montage of the locking out on 30 April

- a successful test following the lock repairs carried out in 2021



*Mistral entering the Sea Lock*

*Photo: Jeff Dover*



*Mistral, Tina Maria and a local boat in the Sea Lock*

*Photo: Jeff Dover*



*Mistral and Tina Maria leaving the Sea Lock*

## Locking out on 30 April – continued



*Mistral & Tina Maria  
on their way  
Photo: Jeff Dover*

*Tina Maria rounding  
Barrel Rock*





*Mistral rounding Barrel Rock - Photo: Jeff Dover*



*Tina Maria*



*Mistral*

## Locking out on 30 April – continued



*Mistral & Tina Maria out to sea*



*Tina Maria with sails set*

## Bude Canal Trust Work Report on the Bude Aqueduct

### March (continued)

On our way to the four large trees that had been blown across the footpath at the northern end of Dunsdon Nature Reserve the contractor dealt with a number of smaller trees and branches between Puckland Farm and DNR (*Photo 1*). The missing pipes have now been found although some assistance will be required to relocate them to the Cape Horn culvert.



*Photo 1 - Refuelling*

### April

Shortage of volunteers occurred at the start of the month although the trees that had been reported down at the bottom of Vealand Incline Plane and boardwalk were dealt with, off the line of the footpath (*Photos 2 & 3*).



*Photo 2 - Logged*



*Photo 3 - Cleared up*

### At the end of April and into May

The donated picnic table and seats needed some urgent TLC. It may shortly need replacing with a weather resistant recycled plastic construction (*Photo 4 overleaf*). Several planks on both ends of the sloping surfaces of the footbridge at DNR had rotted through and were replaced (*Photo 5 overleaf*) and a start was made to clear the accumulated vegetation between Virworthy Mill and Wooda Bridge.



*Photo 4 - Repairs to picnic table*



*Photo 5 - Replacing rotten planks*

Two new self-closing gates were installed at the Brendon road Bridge and the mowing cut was completed along with some branch removal (*Photo 6*).



*Photo 6 - Mowing cut*



*Photo 7 - After clear up*



*Photo 8 - Mown walking paths*

## At the end of May and into June

Another two consecutive weeks were spent clearing vegetation from the canal profile between Virworthy Farm and, beyond Cape Horn to the Aldercott Bridge remains heading for Wooda, a lot of hard brush cutting, raking and stacking brush for burning later (*Photo 7 opposite*). Into week three and a change of location to Virworthy Wharf.



*Photo 9 - Clover with butterfly*



*Photo 11 - Orchid*



*Photo 10 - Ox Eye Daisies & Buttercups*

The grass in front of the Wharf building has been left as a re-wilded meadow with mown paths (*Photo 8 opposite*) giving access to clover with a butterfly (*Photo 9*), Ox Eye Daisies & Buttercups (*Photo 10*) and a couple of orchids (*Photo 11*).

An area was strimmed for the picnic table along with the grass round the old bridge support beams. Excess vegetation was removed from the road bridge, the new edge wall in front of the Wharf building and round the perimeter of the unloading bay.

*Mike Degnan, Bude Canal Trust.*

## **Bude Canal Trust – Executive Report**

As far as the proposed land transfer to the Devon Wildlife Trust is concerned, there is nothing more to report other than to say that negotiations are ongoing, and no negative issues have been raised on either side to date. We are still hopeful of a successful conclusion in due course.

With the proposed Coast to Coast Trail, currently a start date of spring 2023 is still being proposed. One thing to note, however, is that it appears the project will not have sufficient funds to regenerate the Planekeepers Path in the first instance, and the current thought is that to get the Trail started it will have to use the parallel Public Right of Way over Hobbacott Down. The cul-de-sac element of the Planekeepers Path from the top of the incline to the boat bays will be highlighted. At present, the hope is that there may be underspent funds from other elements of the project which may be able to cover work on the Planekeepers in due course. See

<https://tamaralandscapepartnership.org.uk/tamara-coast-to-coast-walk/>

*Steve Church, Chairman, Bude Canal Trust.*

## **Letters to the Editor**

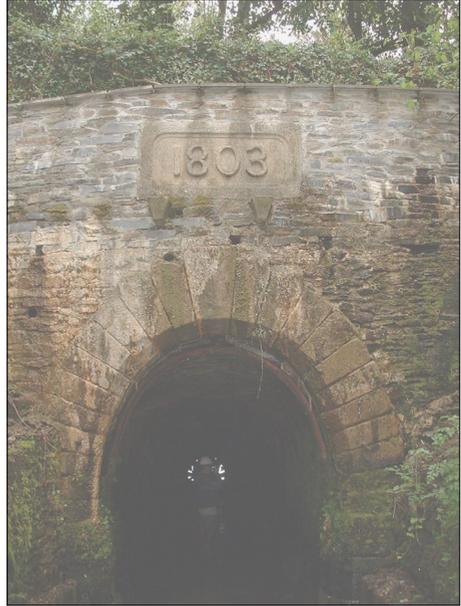
We received the following message from a member, John McCleod, in response to Peter Daniel’s article on the unfinished canal east of Blagdonmoor Wharf in the Spring edition of The Tub Boat. He said that the statement in Peter’s final paragraph that “Morwellham Down Tunnel on the Tavistock Canal remained the only canal tunnel in Devon and Cornwall” was incorrect as Waytown Tunnel on the Grand Western Canal was just inside the Devon border near Holcombe Rogus. Although this is correct, as Peter later pointed out to me “In my defence it is very short, only about 35 yards”.



*Northern portal of  
Waytown Tunnel*



*Southern portal of Waytown Tunnel*



*Southern portal of Morwellham Tunnel*

Waytown Tunnel is a Grade II listed building first listed on 17 March 1988. The following information was taken from the National Heritage List for England produced by Historic England:

*“Waytown Tunnel taking the Grand Western Canal through a ridge. Circa 1814. Grey-coloured limestone ashlar. Either end of the tunnel the canal is running through a deep cutting. Here however a ridge carrying the then main road to Wellington was left and a tunnel excavated through it. Either end is a low round-headed arch, and the lower sides of the ridge are revetted with a projecting band across the top. The towpath ramps up to the road and down the other side. The barges were presumably pushed through by walking along the low roof of the tunnel. This section of the Grand Western Canal was opened in 1814.”*

*Mike Moore*

N.B We would welcome more letters and contributions from our members so that we can re-introduce the “Letters to the Editor” section of The Tub Boat which was very interesting when it was in operation in the past. This would be an opportunity to celebrate the 100<sup>th</sup> edition of The Tub Boat.

## Helebridge Wharf

During a visit to Helebridge in April I saw a couple of things which I had not noticed before. Looking under the bridge which takes the old A39 road over the canal, I wondered what was the purpose of this curious piece of equipment.



I sent an email to Gareth Cann, the Countryside Officer, to ask what he knew about this. He explained that it is a Mink Raft and it was placed there to monitor if there were Mink in the area before they released the Water Voles several years ago.

I also asked him about the rubbish which had been dumped on the piece of land nearby between the river and canal.



He said that the land in question isn't owned by Cornwall Council. He thought that he knew the owner and he approached them a few years ago when some rubbish was dumped there but he didn't get very far and he was basically told that it was their land and they could do as they pleased with it.

*Mike Moore*

## What price restoration?

### A letter to the Bude & Stratton Post circa 1996

From Cllr Stephen Tindall:

At the last full meeting of the Bude-Stratton Town Council, we were given a presentation by the Bude Canal Trust Ltd. Mrs Bradley told us that in 'very rounded figures' the cost of restoring a canal is £1million per mile. Mr Wood said £1million per kilometre. The Bude Canal's full 46 miles will therefore either take £73million or £46million to restore.

Talking to my wife on return from the meeting it struck us what an astronomical sum of money this is. We got to thinking what better use all this money could be put to. Our immediate thought was to restore Bude's Railway. This, we thought, had several advantages over restoring the canal.

1. It actually goes somewhere – it connects to the national mainline network.
2. It could create jobs – in much the same way as the canal.
3. It would probably only cost about £ half a million per mile to restore.
4. It would get more cars off the road rather than creating a need to travel by car to see an attraction.
5. It would benefit the local population who could use it for travel and who would welcome the new tourists it would bring.

Whilst welcoming the efforts of the Bude Canal Trust, I'm only sorry that there isn't a similar group of people investing as much time and effort in reinstating the railway – a rather more useful piece of our industrial heritage.

*Cllr Stephen Tindall, Bude-Stratton Town Council*

(Additional note: Connect Bude was established 20 years later in 2016 with the aim of reconnecting Bude to the national railway system. See <https://www.connectbude.uk/> - Better late than never!)

