

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society

No. 79

Spring 2017



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Forthcoming Events for 2017

- Sunday 14th May Bude Motor Classic event with BCHS stall. From 10.00am.
- Sunday 21st May Visit to Bude Canal by the Rolle Canal Society meeting at 10.30 at the Sea Lock with walk to Helebridge. Carvery lunch available at The Bullers Arms, Marhamchurch followed by a visit to Hobbacott Incline and the Bude Aqueduct. BCHS members are invited to join this event.
- Saturday 10th June Annual Coach Trip to Fowey with a boat trip to Lostwithiel for a tour of the town. See insert for further details and final costs.
- Sunday 30th July Bude-Stratton Heritage Day from 10.00am.
- Saturday 26th August RNLI Weekend with BCHS tables in the marquee. To be confirmed.

Contributions for the next edition of the Tub Boat should be sent as an e-mail attachment to walton50@btinternet.com or copied onto a USB memory stick or CD and sent to Peter Daniel (contact details on back page) to reach the Editor by 1st March 2017.

Trustees:	Chairman	Chris Jewell	
	Vice-Chairman	Stan Noakes	
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		Lesley Moores	
	Membership Secretary	Mike Moore	
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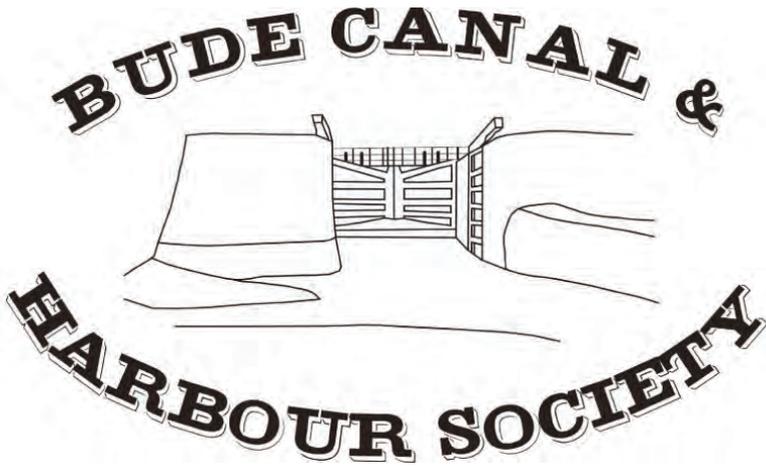
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“Creaks from the Chair”

Since the last edition the year has moved on as it does. Spring is around the corner. The 2017 AGM has come and gone and its new format has in general been well received and reasonably successful. Likewise our 2017 exhibition on the ‘Bude Canal Regeneration Project 2007-2009 – The Implementation Phase’ has been on public display in the Gallery at Castle Heritage Centre, Bude for about one week. The displays showed all the works done much of which cannot be seen now as it is under the waters of the canal. The extensive dredging of the lower basin, repairs to banks and walls, the refurbishment of the two inland locks, and the dredging of the Helebridge basin, all now out of sight. One of the main associated developments that gives a definite public safety benefit was the A39 underpass at Helebridge, near Marhamchurch, which allows the public to safely cross under the A39 rather than chancing their luck by crossing the main road.

The exhibition has been well received and over the open period has had well over 200 ‘viewers’. Whilst it is always good to see what has been achieved, and it was a major achievement, what is needed now is the realisation of the original aims of the BCRP. That was and is the return of navigation on the canal by replacing Rodds Bridge with a suitable bridge that will allow boats to pass through up and down the canal, and also for a slipway above Falcon Bridge to be provided for boats to use the canal and thus add to the tourism profile of the Bude area.

If that could be achieved by July 2019 what a fitting acknowledgement it would be to celebrate the 200th anniversary of the start of construction of the canal on 23rd July 1819. On that day great crowds celebrated this bold initiative which was the catalyst that brought about the Bude that we know and love.

Chris Jewell

Membership Report

We welcome the following new members who joined the society since our last newsletter:

Gillian Taylor, Stapleton Road, Bude

Cora Stam, Seawell Road, Bude

Lea Deely, Fosters Way, Bude

Ali Rowe, Ashwater, Devon

Although there have been a few more renewals some members have still not paid up for 2016/17.

Could members who have given us their e-mail addresses please remember to send any updates or amendments to members@bude-canal.co.uk so that we can continue to notify you when the newsletter is available on-line and for us to send any other notifications or booking forms etc.

Thank you for your assistance and for your continued support.

Mike Moore

Membership Secretary

Bude Canal Trust Report
Work in Progress from Dec 2016 to March 2017

The winter session continued with cutting, stacking and burning of brash



Following evidence of illegal horse riding occurring on the footpath at Brendon Bridge an additional notice was placed on the gate.



Work started to cut down the plantation trees in Brendon Wood which despite opening up new views across the countryside also unfortunately removed some 40 yrs shelter from the prevailing winds on the footpath tree line with some serious problems occurring.



These were to continue right through into the end of March, catching up with the removal of random trees that had not withstood the wet and windy conditions. With a great deal of help from an experienced hedge layer work started to lay those that were still standing but under threat, to create new replacement vertical growth over the coming years.



A survey of the work on the four accommodation bridges designated for restorative rebuilding of the lead-in walls and re-pointing of the stonework where needed highlighted the vastly improved visual appearance of them all as well as the strengthening of the structures.



Work will be needed to clear accumulated silt and vegetation from the canal profile on either side of each bridge to complete this project.

A long neglected section towards the end of the Permissive Path was cleared of trees and branches growing in the canal profile and threatening the field fencing. These were all removed following discussions and assistance from the adjacent land owner.



Vegetation growing in and around the Aqueduct over the Tamar and adjacent footpath were successfully removed, continuing to give easy access to the flush of wild daffodils just beyond Burmsdon Bridge. The old water supply building near Vealand has been vandalised so work is now required to prevent future access.

Work is continuing in the Brendon Wood section with both felling and creation of a new hedge by laying.



Presentation to Jill White at AGM

At the end of our AGM, Chris Jewell presented Jill White with a framed photograph of the canal and sea lock at Bude taken on 27th August 2016 during the arrival of the lifeboat for the RNLI Weekend. This was presented in recognition the contribution she has made to the society while serving as a trustee. She has now resigned due to an impending move out of the area.



L-R (back) Audrey Wheatley (former Chairman), Betty Moore (Events Secretary) Jill White (retiring trustee) & Chris Jewell (Chairman). L-R (front) Lucille Opie (Trustee) & Peter Daniel (Secretary)



Jill White and Chris Jewell

Day visit to Bude Canal, 21st May 2017

BCHS are hosting a visit to the Bude Canal by our friends, Rolle Canal and Northern Devon Waterways Society, RCNDWS.

The visit starts at 10.15am at Sea Lock and moves up the canal arriving at Helebridge by 11.45am to look at that end of the canal including the Barge Workshop. At about 1pm the group will attend the Bullers Arms, Marhamchurch for lunch. Being a Sunday there is only a carvery at £9.95 available. In the afternoon we will visit Hobbacott Down Incline and then on to Vealand to view Vealand and Burmsdon with Mike Degnan of Bude Canal Trust. This section will involve more walking, of about 2- 2½ miles.

If you would like to take part please complete the enclosed booking form. Indicate if you wish to have a carvery meal and enclose £2 per adult as a fee for the walk, cheques made payable to Bude Canal & Harbour Society. Please wear sensible shoes and be aware that we will need to keep the number of motor vehicles to a minimum to allow for restricted parking after we leave Marhamchurch. Please book by 14th May 2017 so that we know the numbers involved and how many require lunch.

Thank you, I hope to see some of you on 21st May 2017.

Annual General Meeting – 26th February 2017

This year the AGM had a different format than in previous years, in that it was much more of a day event than in other years. The day was held in the Willoughby Gallery at the Castle Heritage Centre and commenced at 10am with access to BCHS's exhibition on the Bude Canal Regeneration Project and a full background explanation of the display and project by Chris Jewell. A small number of members attended this part of the day but by 12 noon there was an attendance of over 20 when our guest speaker Mr Graham Wills attended to give his illustrated talk about 'Pinkery Pond', the enigmatic water feature on Exmoor.

Mr Wills explained the actual reason for the man-made pond was not clear but it did have water channels or canals associated with it. There were various theories on the purpose of the constructions, from providing water for the motive force to drive inclined planes to being a back-up supply of water for watermills in the valley which provided power to four farms belonging to the landowner. Mr John Knight owned 20,000 acres of Exmoor which he enclosed with a stone wall of 29 miles in length. His apparent intention was to improve the land for grazing and arable crops and to build a large mansion within this land. But none of the possibilities ever came to fruition although there remains Pinkery Pond which was and is an enigmatic statement of intent. Mr Wills presentation was well received by those present and some queries about the possibilities were raised and answered.

At about 1pm those present enjoyed a pleasant soup and cold buffet lunch which set us all up for the business meeting of the AGM.

The officers reported on various aspects of the Society's activities which are reported elsewhere in the newsletter. At the end of the meeting the Chairman asked members for their comments, likes, dislikes on the new format for the AGM. In general it was agreed that the format was good, and the display was interesting and well presented, and that the buffet was good. It was suggested that the AGM could start at 12 noon with a presentation and buffet, leaving the 10am to 12 noon period available for the public to view any exhibition element. Also to consider a proper press release about any exhibition that BCHS may organise. The Trustees will consider all of these elements when planning the AGM for 2018.

Finally, Mrs Jill White retired as a Trustee at this AGM. Mrs White had served as a Trustee for two separate periods and had supported the Society activities during these times. The Chairman presented her with a framed photograph of the canal to note her retirement and thanked her for her support over the years.

Chris Jewell

Treasurer's Report at the AGM on 26th February 2017

The balances on the accounts at the end of each year were as follows:

	2015	2016
	£	£
Account 1 General Account	1,980.88	1,967.64
Account 2 Educational Fund	724.44	760.99
Account 3 Project Fund	2,812.75	3,327.24
Account 4 Canal Day	450.93	451.03
Account 5 Archive Project	444.64	655.61
TOTAL	6,413.64	7,162.51

The financial activities for 2016 followed a similar pattern to the previous year with no exceptional items. The accounts were agreed and approved by members present. The accounts for 2016 had been inspected and approved by Leonard & Co. The proposal to appoint Leonard & Co as the Inspector of Accounts for 2017 was approved by members.

Mike Moore, Hon. Treasurer

AGM – Chairman’s Report

To start, the Chairman gave an update on the current situation as to the future of Bude Canal. Following the Community Network Panel meeting in October 2016, BCHS had managed to clarify with Mr Jon James, a senior officer of Cornwall Council, that the comments expressed by him about future navigation on the canal were his own and not those of the Cabinet of Cornwall Council.

With this clarification in mind BCHS Trustees intend, after the imminent Council elections in May 2017, when the new Council has been elected and the new Cabinet is known, to ask the new Cabinet the following questions

- i. Can they confirm that the intention to achieve navigation for the Bude Canal is still a future intention
- ii. With reference to the land at Higher Wharf will they make it a condition of sale to a developer that a public slipway is provided on that site for suitable boats. Towing vehicles and trailers to be parked elsewhere
- iii. Will they instruct that the two inland locks at Rodds Bridge and Whalesborough have the outer gates closed and the lock chambers filled with water and left for long periods. This is to prevent the gate structure from drying out because they are not used frequently enough under normal circumstances.

Continuing, the Chairman reported that with regard to HiWAG this group was being wound up due to various difficulties and lack of support. The £2,700 held by the group was being distributed to the original donor groups in proportion to the remaining balance. BCHS had received £500. This was now part of a set aside sum of £1000 in the new slipway project fund held in Account 3.

Finally, the Chairman asked the members to consider the new AGM format and at the end of the meeting he would like to hear their views and comments.

Chris Jewell

AGM – Secretary’s Report

After the Chairman’s report, the Secretary then reported on the activities of the Society during the last year. The Society started the year with 10 Trustees, four of which were elected at the 2016 AGM. Since then one has resigned for health reasons. At the March Trustee meeting Chris Jewell was elected as Chairman, Mike Moore as Treasurer, and Peter Daniel as Secretary. The Charity Commission returns are up to date. The Secretary summarised the year’s activities including 12 Trustee meetings; sales stalls at various events; talks and visits for other groups; representation on BCT Partnership and BVMAG; the summer coach trip to Tiverton and the Grand Western Canal and the manning of the Barge Workshop at Helebridge on Sundays from the beginning of July until September. The Society has also been pressing BSTC to improve the display and interpretation of the artefacts at the Barge Workshop, and as reported last year, have identified a mills expert to assist with interpretation of the tide mill timbers recovered from the river. A preliminary report has been received and a further report is awaited.

Chris Jewell and Lucille Opie were due, on rotation, for re-election as Trustees and were duly elected. Jill White is standing down as a Trustee and was thanked by the Chairman for all she had done for the Society.

Peter Daniel
Hon Secretary

Bude Valley Management Advisory Group

On 13th March 2017, the Spring meeting of the Bude Valley Management Advisory Group was held in the Canal Suite, T.I.C, Bude and the following are the main items of interest to BCHS.

1. Gareth Cann, Ranger, Cormac Solutions reported that:
 - Himalayan Balsam Control – this year CABI are returning to treat the Himalayan Balsam again with a virus which can control and reduce its spread.
The virus can now be sprayed which will increase the area treated. It is possible that the Bude Marshes may have two different strains of Himalayan Balsam and tests are being carried out to determine if this is the case.
 - Water voles are well spread between Bude and Helebridge Basin causing damage to canal banks. Natural England are to be contacted about the control of water voles as they are restricting Cornwall Council's ability to carry out dredging and maintenance of banks and ditches.
 - Dredging is needed urgently above Whalesborough Lock and in the Upper Basin.
 - At Whalesborough Lock, water is leaking through the banks around the offside paddle due to the use of poor quality materials in the bank.
 - Occasionally the fish pass at Whalesborough Weir gets blocked with debris which should be cleared by the Environment Agency but they have now refused to do this.
 - The boardwalks on the section of The Planekeepers Path between Cann Orchard and the Hobbacott Incline need repairing or possibly replacing. Coralie Barrow of the Environment Service, Cornwall Council will check details of the service agreement for the Permissive Path which is now 10 years old to establish responsibilities for maintenance. However, Cornwall Council and Cormac may find it difficult to fund this work so Cllr Paula Dolphin said that it may be possible to obtain funding from her grant if it was applied for by a local constituted group. On the basis that BCHS will not have to make any financial contributions or do any paperwork for the grant and only agree to be the "Vehicle" for an application, I have said that we would consider being involved in applying for funds for this important work.

2. Paul Vincent, Harbour master, Bude reported that:
 - The lockhead at the Sea Lock has been tidied up
 - The lockgates and the former lifeboat house will be painted this spring.
 - The Sea Lock chamber will be dredged and masonry re-pointed when the weather improves.
 - Quotations are being obtained for replacement of the gearing on the paddles.
 - Service bollards on the Wharf are being replaced.
 - The leak in the lock chamber is to be filled by the injection of filler and then sealed.

Chris Jewell



The area around the old lifeboat station which has recently been cleared of rubbish



No Fool Like an Old Fool (continued from issue 78)

North Devon and North Cornwall harbours cater predominantly for small fishing vessels, moorings for larger vessels are scarce. The only mooring available to us was tying up to a large boat that sails between the mainland and the isle of Lundy, the Oldenburg. This was about to become a sleepless and stressful night. The harbour dries out completely; the draft on The Oldenburg is 1.5mtr. The draft on Orbis much less! Consequently I was up all night adjusting the mooring ropes, as the tide waxed and waned. On our passage down we had been continually checking the sea state both visually and by the shipping forecast. This we continued to do, but when the morning came the Oldenburg was so high in the water, we could not get off the boat to visually check the sea! We had to leave the Oldenburg as it was due to sail to Lundy.

We decided to rely on the shipping forecast. On leaving the harbour; once past the sea wall our hearts sank, the sea was rough (for a narrow boat!) 1 to 1.5 metre waves. We knew that it was too much for Orbis. To say nothing of us. I knew that we had to turn round and go back to the sanctuary of the harbour, this however could not be done immediately and we were too close to the rocks. We headed out to sea, crashing through the waves for about a quarter of a mile before we attempted the turn. I was dreading the turn; the incoming waves would now be beam on. Halfway through the manoeuvre, I noticed a rope on the roof starting to uncoil (I had not made a good job of securing the centre rope, due in part to a sleepless night) in the blink of an eye it was round the prop.

We were now dead in the water, beam on to the 1.5mtr waves. I have a heel meter in Orbis, it read 45 degrees to starboard and port. Everything on the boat was dislodged; knives that were in a magnetic holder in the kitchen were breaking free and sticking in the laminate floor. One could hardly remain upright; my wife was wedged between two lockers in the wheelhouse holding the dog, who was so frightened he wet himself. We rang 999 and asked for the coastguards, within a few minutes a rib carrying four RNLI chaps came to our assistance. The look of astonishment on their faces would have been amusing under different circumstances. They threw a rope around the bow and towed us bow to, into the waves. The rib, however was too small to tow us in. Within ten minutes a large Shannon class life boat came to our rescue and towed us in to the harbour. They pulled us right up to the top of the harbour where it completely dries out, so we could untangle the prop.

I am neither articulate nor eloquent enough to express the fear and relief of such an experience. My wife and I both thought that the boat was going to roll over and that we would die. The sea is cold and survival is estimated at 17 minutes. The heroes that came to our rescue, they truly are heroes. Praise is insufficient and words cannot express our extreme gratitude...

Little did we know that the voyage was to become even more challenging! Once again we had little sleep due to the rising and falling tide adjusting the ropes. We could at least this time visually check the state of the sea. Which was calm. However due to the pitching and rolling of the boat the previous day, we had lost some equipment including a chart that we needed for the last leg of the journey: Hartland Point to Bude. There was nowhere in Ilfracombe to replace the much needed chart. All we had was a road map, which luckily had Easterlies and Northerlies so a route could be plotted. Although no record of sea hazards are present on road maps!



No Fool Like an Old Fool (continued from p.11)

We had to leave at 08.00 at the highest tide. Another £50.00 in harbour fees were collected by the harbourmaster. Once again getting out the harbour was a challenge. Once outside the harbour we made 8kn, the sea had a good swell, the wave's small. The swell was coming over the bow and covering the stern with the rise and fall of the boat. A standard narrow boat would have been swamped. The tide caused the boat to crab. We were three miles from shore. Vicki became sea sick from the pitching movement. We had been making headway for about two and a half hours and were at a right angle to Hartland Point, where the Bristol Channel crashes into the Atlantic. I was expecting a rough sea at this point. The sea did not fail to live up to my expectations, and more. The bow was going completely under water, water cascading down the roof and hitting the windscreen. I can only describe the sea as a bubbling cauldron. Waves from every direction, once again we nearly rolled. My nerves were at this point completely shot, I started to panic and regrettably put out a SOS. Within 15 minutes we were past what we now know to be called the Races. I tried to cancel the SOS but to no avail. They came anyway, along with a local fishing boat, which they must have summoned to our assistance.

The RNLI decided to escort us to Bude about an hour away. No doubt fearful that both the vessel and crew were ill equipped. They were right! An hour later we arrived at Bude Haven. Six hours too soon for the correct tide. We once again deployed the anchor one mile off shore. The inshore life boat came out to check we were ok. The Shannon class life boat departed back to Appledore. Whilst at anchor it pays to align with a land mark to check for drift. This we did during the long wait I had paid out about 60foot of warp, forty foot being chain, the rest rope. The swell became ever greater and we noticed that drift had occurred. I made my way to the bow to reset the anchor. I was astonished to find we had lost the anchor. The rope had been chaffed through. It was now 18.00 the lock would not have enough water until 19.00 we had to head out to sea and circle till 19.00. Both the Harbour master and the RNLI were paragons of reassurance. Once again my words fail me. I was by now a complete wreck incapable of coherent speech, let alone actions. Vicki, my rock stepped in and piloted the boat and tried to reassure me, her sea sickness was set aside and she truly took the helm. The harbour master had requested that the RNLI pilot us in to the harbour and lock, not an easy task. The surf in Bude is a magnet for surfers, the entrance to the harbour is very narrow, jagged rocks one side and sand banks the other. After three attempted approaches we were lined up crashing through the surf. Perfect helmsman-ship from Vicki. We sailed into the lock, a safe haven at last! The sea lock at Bude opens very few times per year, consequently it attracts many spectators. There is a volunteer crew who man the lock with resolve and pride. The spectacle of a sixty foot Narrow Boat looking to all intents and purposes like a submarine, attracted many spectators along with the local media.

Bude is a very special place; everyone has made us feel most welcome. I owe a debt of gratitude to the RNLI at Ilfracombe, Appledore, Bude, to the Harbour-Master and all others connected. But most of all to my wife Vicki, who through my naivety and arrogance nearly died.

Do not put to sea in a narrow boat.

Lee Bond
N/B Orbis.

Orbis safely at Bude



Bude, my home Town

The Cornish seaside town of Bude where I live sits on the edge of the beautiful coast of North Cornwall facing the Atlantic, from where the westerly wind hits hard in winter twisting the trees to sinister shapes.

The Atlantic surf crashes onto Crooklets and Summerleaze beaches where recently, many brightly coloured beach huts have been installed. Under the whole of the Crooklets area is a petrified forest that, very infrequently, every forty years or so, due to heavy seas and storms, becomes exposed. The trees look like rocks, but when touched will splinter.

The rock strata that run from Boscastle to Hartland are awesome and bring many geologists from all over the world to study. Between the two beaches is a natural sea pool that was built by joining the huge rocks eighty years ago; wonderful for children to learn how to swim before venturing into the mighty surf! And of course Bude was the first in the country to have a Surf Life Saving Club. Built in 1952 the club is still thriving, though it is in dire need of a new clubhouse. Local children and visitors are taught to swim, surf, save lives and, very importantly to respect the sea. Visitors come all year round specially to surf.

The history of the town is short, less than four hundred years, but there is evidence of prehistoric man, the proof being several tumuli. Along the cliff top that was originally Sir Thomas Acland's land, are the breathtakingly beautiful Summerleaze and Efford Downs, where, it is said, gaily coloured wild flowers grow because of the pure oxygen in the air. One can sit watching the cricket on Summerleaze Downs listening to the crack of the bat or the bowler shouting 'Howz-at!' The local community is indeed very grateful that its' benefactor left the Downs to the people of Bude to be used for leisure, part of it being the golf course. This, mercifully, has saved the Downs from the developers.

Come the Spring the local fishing boats are put into the canal. They are brought down through the lock gates and moored in the lee of the Breakwater, built in 1823 to give shelter to the great vessels so they could come safely through the Lock Gates into the canal. Shipwrecks can still be seen scattered along the north Cornish coast at low tide.

The Canal is unique because it locks to the sea. It runs two miles inland from Bude where originally barges were filled with sand and other commodities, pulled along by horses to Hele Bridge where the cargo was transferred onto tub boats that were carried up the steep Inclined Plane to Marhamchurch and beyond. Alas no more! Recently however, the canal has been regenerated and now people can walk or cycle along to Marhamchurch, a tourist's favourite. On the way they may scan the Bude Marshes, watch the wildlife and admire the wonderful wild flowers too. On the north side of Bude is yet another favourite feature, Maer Lake, where migrating birds swoop and soar, their murmurings watched by both birdwatchers townsfolk.

The rivers Strat and Neet sweep and surge to the sea along the Strand, the lower end of town. The two main streets, Belle Vue and Queen Street run parallel. Both have a number of interesting shops, a supermarket and a wide variety of first class restaurants and cafes. There are also several large hotels, camp sites and numerous B & B guest houses.

The Falcon Hotel is situated in the hub of the town beside the canal, the most scenic area and where Sir Goldsworthy Gurney's unique castle, the first house to be built on sand now houses an excellent museum with some fascinating artefacts. The castle cafe has wonderful views of the sea and sand hills and the gallery is continually busy holding exhibitions. In the front of Gurney's castle stands majestically Bude's millennium Heritage Monument, the Bude Light, in honour of one of Gurney's many inventions. The Light he designed for the Lighthouses around Britain is still used today.

Sport abounds and includes an International Sports centre, housed in what was Bude's largest Victorian built hotel. One can surf, swim, cycle, play rugby, soccer, cricket, hockey, netball and more and there are many really wonderful scenic walks...

Is there a perfect place to live? The negatives are that the nearest railway station is more than thirty miles away, the bus service is poor, and with the population set to expand by 1,500 people in the next fifteen years it will need more infrastructure. Of course Bude isn't perfect! But - it is a delightful rural town way out in the sticks, It's bush telegraph is second to none and there a strong friendly community spirit.

Lucille Opie

Bude Canal, then and now

Looking back from the Castle at the Canal Basin



View from the North



Well as winters go up here it's been pretty benign. There was the Christmas/New Year storm with winds in excess of 100mph and then recently Storm Doris took away our chimney cowl and smashed a barn door but apart from that it's been drier than previous years warmer than previous years and sunnier than previous years. So we find ourselves preparing for our spring visit to Brittany with a sense of expectation as they've apparently been having the wind rain and grey days we normally get.

Talking of expectations the gossip in Bude 200 years ago will no doubt have been focussed on one James Green and his plans for the Bude Canal. Some no doubt will have said that nothing would come of it since they'd been talking about a canal since 1774. Others will have been uneasy about the proposed changes the canal could bring, but for some the following two years until 1819 will have involved a whole lot of excitement and opportunities and no doubt the germs of ideas for the 200 anniversary celebrations are starting to form.

Clive Horton

Life Member

View from the Bay



It was good to see all those that attended the Trustees meeting back in November and to introduce myself and take the opportunity to request how copy for the magazine should be presented so as to make the editing much easier.

There have been many days this past three months when I opened my curtains and the weather has been so bad that the ocean, just a few hundred yards away has not even been visible and the rain gauge in the garden has needed constant emptying.

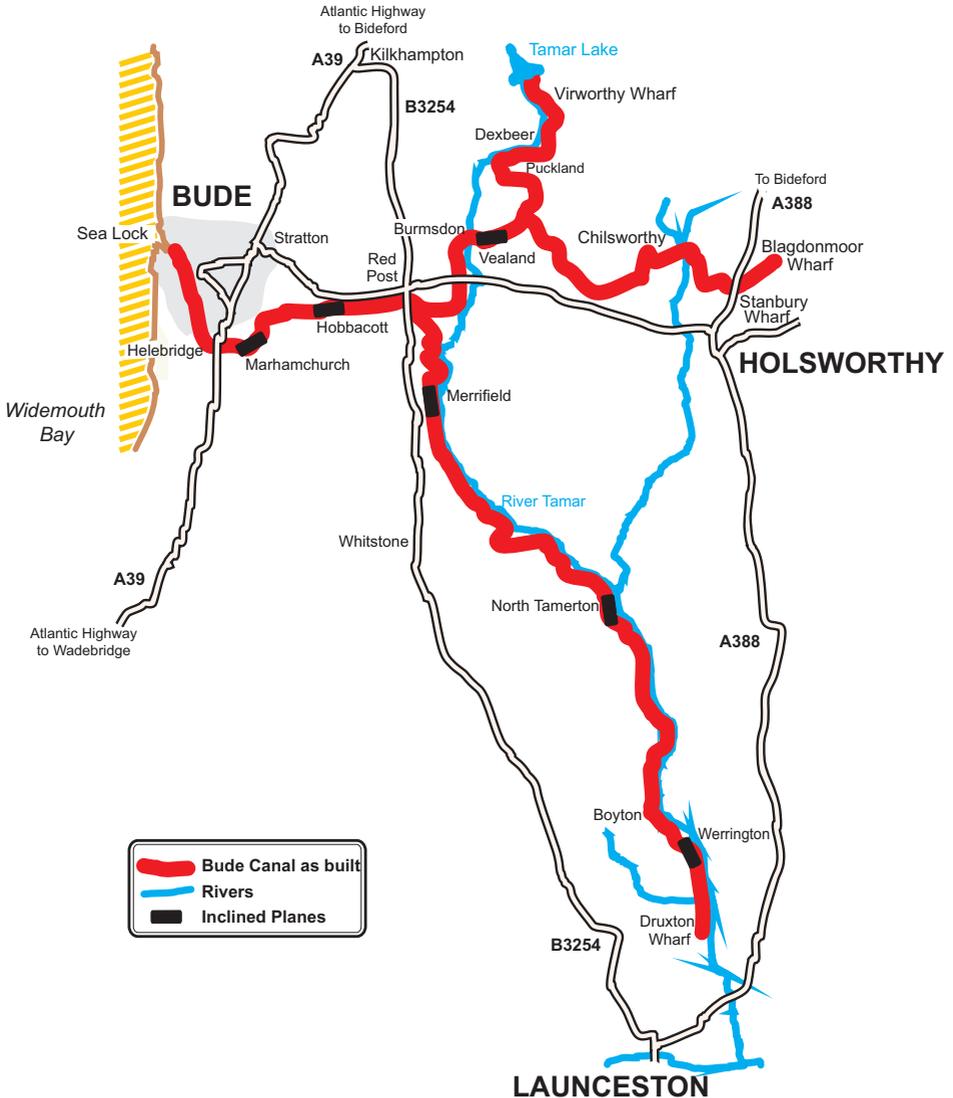
I am really looking forward to the summer months, the time I get many visitors including the part of my family who still reside back up in Lancashire and of course my friends too.

Chris Walton

Editor

THE TUB BOAT

Newsletter of the Bude Canal & Harbour Society



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Enquiries to the Hon. Secretary (Tel 01288 341653 New Inn House, Week St Mary, Cornwall, EX22 6UZ)

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

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