CORNWALL COUNCIL
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Tide Tables 2025

Bude Harbour

Photo: © Tim Martindale

Cornwall IFCA General Information

Fish and Shellfish Minimum Sizes

www.cornwall-ifca.gov.uk

Fish minimum sizes

The following apply to both recreational and commercial sectors.

Bass	42cm
Black Seabream*	23cm
Brill*	30cm
Conger Eel*	58cm
Dab*	15cm
Flounder*	25cm
Grey Mullet*	20cm
Hake*	30cm
Lemon Sole*	25cm
Megrim*	25cm
Red Mullet*	15cm
Turbot*	30cm
Witch Flounder*	28cm

The following size applies only to recreational fishing.

Red Seabream*	25cm

* This minimum size is prescribed by a legacy byelaw inherited by Cornwall IFCA. There are some small areas within the Cornwall IFCA district where this byelaw does not apply. Please contact us for more information.

Minimum sizes that apply to only the commercial fishing sector. The Landing Obligation may require vessels to retain fish smaller than are listed.

Anchovy	12cm
Blue Ling	70cm
Cod	35cm
Haddock	30cm
Herring	20cm
Horse Mackerel	15cm
Ling	63cm
Mackerel	20cm
Plaice	27cm
Pollack	30cm
Red Seabream	33cm
Saithe	35cm
Sardine	11cm
Sole	24cm
Whiting	27cm

Crustacea

	Carapace
Crawfish*	110mm
Edible Crab female*	150mm
Edible Crab male*	160mm
Spider Crab*	130mm
Lobster*	90mm

Applies to both commercial and recreational fishing

The following sizes apply to commercial fishing only.
Velvet Crab: 65mm
Deepwater Rose Shrimp: 22mm (carapace)
Norway Lobster: 85mm overall length, or 25mm carapace or tails 46mm

Shellfish

Bivalve molluscs and whelks shall be measured across the longest part of the shell. The following sizes apply to commercial fishing only.

Bean Solen	65mm
Carpet Shell	38mm
Clam	40mm
Donax Clam	25mm
Hard Clam	60mm
Grooved Carpetshell	40mm
Queen Scallop	40mm
Razor Clam	100mm
Scallop	100mm
Short Necked Clam	35mm
Surf Clam	25mm
Whelk	45mm
Octopus	750g

The commercial harvesting of bivalve molluscs for human consumption is subject to them being taken from a designated area where water quality is monitored and classified as suitable by the Foods Standards Agency. For local information on harvesting areas and shellfish depuration please contact the Port Health Authority on 01872 323090.

Mussel (Fal Fishery) - A person must not remove from the Fal Fishery Area any mussel less than 50mm in length.

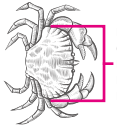
Native Oyster (Fal Fishery) - A person must not remove from the Fal Fishery Area any native oyster which will pass through a circular aperture of 67mm diameter when the shell is laid flat across the aperture. (Please note a Fal Fishery licence is required to remove the above two species. See reverse for more details.)

Cockles in estuaries - No person shall remove from Cornish estuaries any cockle that will pass through a space of 20mm width. This applies to both commercial and recreational fishing.

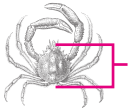
Winkle - A Cornwall IFCA code of practice requests that winkles should only be retained if they fail to pass through a riddle constructed of rigid mesh or bars spaced at least 16mm apart.

Information correct as of 1 June 2020, please check website or contact our office for the latest information.

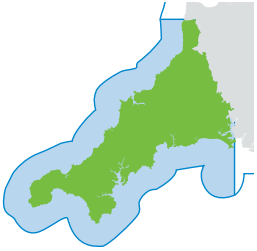
The Cornwall IFCA District extends from Marsland Mouth on the north coast of Cornwall, around to the western end of the Plymouth Breakwater in Plymouth Sound on the south coast. This includes the rivers and estuaries up to tidal limits, and all waters out to six nautical miles. The District is extended by many exposed rocks including the Eddystone rocks.



Edible Crab
Cancer Pagarus
Minimum size
Male: 160mm
Female: 150mm

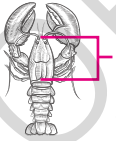


Spider Crab
Maja spp.
Minimum size, both male and female: 130mm

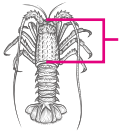


Scallop
Pecten Maximus
Minimum size 100mm

All fish species to be measured from the tip of the snout to the end of the tail fin.



Lobster
Homarus Gammarus
Minimum size 90mm (carapace)
Lobsters which are 'berried' (carrying eggs) are protected and must be returned to the sea. Lobsters with a 'V' notch or a mutilated tail flap must be returned to the sea.



Crawfish
Palinurus Elephas
Minimum size 110mm (carapace). Crawfish which are 'berried' (carrying eggs) are protected and must be returned to the sea. Crawfish with a 'V' notch or a mutilated tail flap must be returned to the sea.

Crawfish – measured as the length of the carapace from the tip of the rostrum to the midpoint of the distal edge of the carapace

Edible Crab – measured as the maximum width of the carapace measured perpendicular to the midline

Lobster – measured as the length of the carapace, parallel to the mid line, from the back of either eye socket to the distal edge of the carapace

Spider Crab – measured as the length of the carapace, along the midline, from the edge of the carapace between the rostrums to the posterior edge of the carapace

Velvet Crab – measured as the width of the carapace across the broadest part of the back (excluding spines)

Cornwall IFCA River and Estuarine Fishing Nets Byelaw: It is an offence to use a net for sea fish in any of the rivers or estuaries within the Cornwall IFCA district, this does not apply to various low impact nets such as; landing nets, sand eel seine nets used under a permit issued by Cornwall IFCA and ebb nets used under a permit issued by Cornwall IFCA. Please visit the website or contact the office for more information.

Shellfish permit: An annually renewable permit is required for any person fishing from a vessel and removing more than five animals from the species of lobster, crawfish, edible or spider crab (with no more than two from the species of lobster and crawfish) per day. Shellfish permits are only issued for licenced and registered fishing boats.

Fal Fishery: The native oyster and mussel fisheries in the Fal are under the management of Cornwall IFCA. If you wish to dredge for, or hand-gather oysters or mussels from within the area covered by the Fal Fishery Order you will need to apply to Cornwall IFCA for a Fal Fishery licence.

www.cornwall-ifca.gov.uk **t: 01872 324284**

Cornwall IFCA, Chi Gallos, Hayle Marine Renewables Business Park, North Quay, Hayle, Cornwall TR27 4DD

Information correct as of 1 June 2020, please check the website or contact our office for the latest information.

Corrnwall Harbours Board and Harbour Authority

In 2023 the Cornwall Harbours Harbour Revision Order was made bringing together all of Cornwall's Municipal Harbours under one legal structure. Through an MOU, with Cornwall Council, Cornwall Harbours Board was formed in September 2023. Cornwall Harbours Board, a Harbour Management Committee, is responsible for the operation of all of the municipal ports and harbours in Cornwall which includes Bude, Newquay, Portreath, St Ives, Penzance, Prince of Wales Pier (Falmouth), Penryn, Truro, Portscatho and Portwrinkle. Other assets that the Maritime Service are responsible for include Saltash and Downderry.

Cornwall Harbours Board consists of 12 members, with six being Councillors and six Independent Board members who are appointed following a skills audit. There are also non-voting, co-opted members, who are stakeholder representatives, appointed to it. Cornwall Harbours Board reports to the Full Council who are the Duty Holder.

Our harbours are of a varying size and operation, with some offering commercial facilities and others more related to the fishing industry or leisure market. The principle of the Harbour Revision Order is to create a self-sustaining portfolio of harbours. Our harbours are financed through income generated within the boundaries established in the Harbour Order of each harbour. Any surplus generated across the harbours is deposited into a reserve account that is ring fenced, meaning this can only be spent within the statutory harbour areas.

Those functions that fall within the duties of a Harbour Authority include:

- General duties and powers: For the purposes of the Code, the duty holder should ensure that the harbour authority or organisation discharges its responsibilities for:
- Safe and efficient port marine operations: Having regard to the efficiency, economy and safety of operation of the services and facilities provided as well as ensuring that appropriate resources are made available for discharging their marine safety obligations.
- Open Port duty: Taking reasonable care, so long as the harbour or facility is open for public use, that all who may choose to navigate in it may do so without danger to their lives or property.
- Conservancy duty: Conserving the harbour or facility so that it is fit for use; this duty also includes providing users with adequate information about conditions in the harbour or facility.
- Revising duties and powers: The harbour authority should keep its powers and jurisdiction under review and take account of the various mechanisms, such as harbour orders, which are available to amend statutory powers in an authority's local legislation.
- Environmental duty: Exercise its applicable functions with regard to nature conservation and other environmental considerations.
- Civil Contingencies duty: Take account of the organisation's responsibilities under the Civil Contingencies Act 2004 including planning, preparing and co-ordinating responses to emergencies which threaten serious damage to human welfare, the environment or security.
- Harbour authority powers: Harbour authorities must be aware of their statutory powers and responsibilities under both primary and secondary legislation.
- Powers of Direction: Powers to direct vessels are available and should be used where appropriate to support safe navigation.
- Regulation of dangerous vessels and substances: Dangerous vessels and dangerous substances (including pollution) must be effectively managed.
- Pilotage: A pilotage service must be provided if required in the interests of safety as determined by risk assessment.
- Local lighthouse authorities: All statutory harbour authorities and some other organisations have duties and powers as local lighthouse authorities. Aids to navigation must be provided (as necessary), properly maintained and any danger to navigation from wrecks, obstructions or changes in the navigable waterway managed effectively.

For more information on Cornwall Harbours Board, including regular news updates please see: www.cornwallharbours.co.uk

Maritime Section, Town Quay, Truro, TR1 2HJ t: 01872 224231 e: harbouroffice@cornwall.gov.uk

History of Bude Harbour

Bude Harbour and Canal: In the 18th century, Bude had a small unprotected tidal harbour. The Bude Canal Company built a canal and improved the harbour. Around thirty small boats use the tidal moorings in the harbour during the summer months. Most are sport fishermen, but there is also some small-scale, semi-commercial fishing for crab and lobster.

There as a wharf on the Bude Canal about half a mile from the sea lock that links the canal to the tidal haven. North Cornwall District Council administered the canal until its abolition in March 2009. Bude Harbour is now managed by Cornwall Council's Maritime Department.

The canal is one of the few of note in south-west England. Its original purpose was to take small tub boats of mineral rich sand from the beaches at Bude and carry them inland for agricultural use on the fields. A series of inclined planes carried the boats over 400 vertical feet (120m) to Red Post, where the canal branched south along the upper Tamar Valley towards Launceston, east of Holsworthy and north to the Tamar Lakes that fed the canal. The enterprise was always in financial difficulty, but it carried considerable volumes of sand and also coal from South Wales. The arrival of the railway at Holsworthy and the production of cheap manufactured fertiliser undermined the canal's commercial purpose, and it was closed down and sold to the district municipal water company. However, the wharf area and the harbour area enjoyed longer success and coastal sailing ships carried grain across to Wales and coal back to Cornwall.

The canal was regenerated in 2009 by North Cornwall District Council which brought it back into a good state of repair and it is now used by people for leisure activities such as fishing, canoeing, walking and running etc.

Bude Sea Lock: The sea lock, which allows vessels to enter the sea from the canal and vice versa, is one of only two working manually operated sea locks in the UK. Built in 1823 and reconstructed in 1835, it is an iconic feature in the town.

The Breakwater: The first breakwater was constructed in 1819 to protect the Bude Canal but was destroyed by a storm in 1838. The present structure dates from 1839-43, and was built by George Casebourne, engineer to the Bude Harbour and Canal Company. The low wall with its sloping seaward side stands only 4 feet above the high water mark of Spring tides.

Chapel Rock: Bude is said to have originated at Chapel Rock, where a chapel was built in the Middle Ages. This hermitage, dedicated to the Holy Trinity and St Michael in 1400, housed a light than was used to guide vessels safely into the harbour.

The name Bude, originally recorded as 'Bede's Haven' is thought by some to have derived from 'bede', an old Saxon word for 'prayer'

Tommys' Pit: On the seaward side of Chapel Rock is Tommys' Pit, Bude's first bathing pool. Originally for gentlemen only, on payment to the attendant of 2d, the ladies were confined a safe distance away at 'Maer Ladies Bathing Beach', present day Crooklets Beach.

Barrel Rock: Barrel Rock stretches out to sea and is so called after its beacon, a barrel supported on a metal pole. This is used to guide shipping around this dangerous rock.

Cornwall Council - Maritime Department

Directions for Entry to Harbour Bude Cornwall

The approach to Bude, either from the north or south, should be made from a south westerly direction in line with the first pair of leading marks.

The Outer Pair of Beacons, Bearing 075 30 (T) Consists of:

Front mark: White spar with yellow diamond top mark.

Rear mark: White flag staff, both on cliff top on north side of harbour.

Immediately on passing Barrel Rock (half cable north of Chapel Rock and marked by a beacon barrel) turn to starboard and pick up the inner pair of leading marks from which the sea lock is clearly visible.

The Inner Pair of Beacons, Bearing 131 30 (T) Consists of:

Front mark: White spar with yellow triangle top mark.

Rear mark: White spar with yellow triangle top mark, placed half cable west of sea lock entrance.

Entry to the harbour is made by leaving Chapel Rock (linked to the mainland by a Breakwater) to Starboard. Head towards the Lock in the Channel marked by two pairs of leading beacons.

Entry to the Harbour at night is **not** recommended.
Heavy ground swells and breaking seas may prohibit entry and exit.

The Harbour dries out at each tide and entry to vessels is normally restricted to two hours either side of high water.

For locking, a minimum depth of 2.4m over the lock sill is required. A heavy ground swell may also prohibit the operation of the lock.

Prior notification of arrival should be made to the Harbour Master who will require 48hrs notice for locking.

Radio - VHF call sign – Bude Harbour

Listening channel 16 when vessels expected

Working frequency channel 12

Contact:
Harbour Master: Paul Vincent
Bude Visitor Centre, The Cresent, Bude, Cornwall EX23 8LE
t: 07816 077 755
e: paul.vincent@cornwall.gov.uk

Bude Harbour information

Slipway Users – Advisory Information

Bude Harbour consists of two parts, the Haven where moorings are located and the lower wharf on the canal beyond the Sea Lock gates. The haven is defined on the northern side by the River Neet which forms a channel out to the sea and is protected from south westerly swells by the breakwater which runs across the front of the haven. Due to its westerly facing direction the harbour is open to large groundswells and storms, this can make it difficult to exit and enter so care should be taken.

Exiting the Harbour

If the sea is flat calm boats can leave the harbour as soon as they are floating. If there is a small ground sea running boats can leave the harbour approximately one and a half hours before high tide. When leaving the harbour boats should keep to the natural channel created by the river avoiding mooring chains and buoys. Boats should head straight out to sea keeping as close to barrel rock as possible, do not attempt to cut across Summerleaze beach and be aware of other water users and anglers fishing off the breakwater. Please note that waves breaking around the barrel can seem smaller from the shore than they actually are.

Do not attempt to leave the harbour if there is a large ground sea running and large waves are breaking around the barrel. If you are unsure call the Harbour Master 07816 077 755. If no other boats have left the harbour then this is a good indication that it is too dangerous.

Entering the Harbour

The harbour can be entered up to one and a half hours after high tide. When entering the harbour please use the navigation aids. Care must be taken if entering when groundswell is running. **Do not enter from a northerly direction** i.e. across Summerleaze beach as you will leave the boat open to the possibility of being hit broadside by a wave. Always enter from a southerly direction i.e. preferably from the back of the breakwater. Again be aware of other water users and fishermen.

VHF Radio

The use of VHF radio is strongly advised.

Barrier/Parking

A barrier is located at the entrance to the Sea Lock Gates. A key will be issued and the barrier must be kept locked at all times. The key should be returned to the Harbour Master or to the council office located in the TIC building next to the crescent car park.

Useful telephone numbers and addresses

Cornwall Council
Bude Harbour Master: 07816 077 755
Truro & Penryn Harbour: 01872 224231

H.M. Coastguard
Emergency: 999
Falmouth Coastguard: 01326 317575

H.M. Customs & Excise
National Yachtline: 0300 123 2012
Switchboard: 0300 123 2012
Emergency General Aviation Report: 0845 723 1110

Cornwall Port Health Authority
t: 01872 324277

Police
Emergency: 999
Non-emergency: 101
Crimestoppers: 0800 555111

Hospitals
NHS advice: 111
Royal Cornwall Hospital: 01872 250000
Stratton Community Hospital: 01288 287700 or 01288 287722

Tourist Information
Bude: 01288 354240

Environment Agency
Incident: 0800 807060
For advice on 'salmon fishing' regulations within the river Fal, please telephone: 03708 506 506

The Royal Yachting Association
RYA House,
Ensign Way, Hamble,
Southampton, SO31 4YA
t: 023 8060 4100
e: enquiries@rya.org.uk
(Addresses of sailing schools, yacht clubs and windsurfing centre)

Ofcom
Riverside House,
2a Southwark Bridge Road,
LONDON, SE1 9HA
t: 0300 123 3333 or 0207 981 3040

Marine Management Organisation (MMO)
Office 1, Chi Gallos
Hayle Marine Renewables Business Park
North Quay, Hayle
Cornwall, TR27 4DD
t: 0208 026 9060
e: western@marinemanagement.org.uk

Inshore Fisheries and Conservation Authority (IFCA)
Office 2, Chi Gallos,
Hayle Marine Renewables Business Park,
North Quay, Hayle,
Cornwall, TR27 4DD
For advice on 'sea fishing' regulations within the river Fal, please telephone:
t: 01872 324284
e: enquiries@cornwall-ifca.gov.uk

Mooring and Anchoring Chain

The best choice for anchoring and mooring chain is short link chain. This is, excluding stud chain, the heaviest and strongest of chains as well as being the most flexible. By definition, short link chain has a link of outside dimensions not exceeding 5 times the material diameter in length and 3.5 times in width necessitating the fitting of large end links by the manufacturer. It should be noted that these are maximum dimensions only and if chain is needed to fit a windlass gypsy wheel it is unlikely that the short link will be suitable. Calibrated chain is designed to be used with a windlass, a manufacturing process involving making the chain deliberately short and then stretching it to its final dimensions.

Additional components: There is a wide range of other components which could be used in a mooring system and it is important to ensure that those used are of equivalent strength to the chain. Using components which will fit a chain, with no regard to relative strengths is all too common. As an example, given similar materials, a conventional shackle which will fit directly into short link chain can at best be only ahout half the strength of the chain. Compatibility of materials is vital too - the problems of dissimilar materials and electrolysis are only too well known.

Shackles: By far the most popular shackle types are the dees and bows. Dee shackles are usual where two components are to be connected, whereas bow shackles are most suitable as three way connectors. Needless to say, all shackle pins should be 'moused' using galvanised seizing wire.

Swivels: There are various designs available and the user should ensure that the swivel chosen will accept the correct size shackle or shackle pin. Like shackles, there are two popular types: the chain swivel for joining two components and mooring swivels for joining three. Mooring swivels are designed to take a shackle pin at one end and shackle eyes at the other.

Maintenance: Although maintenance should be based on regular inspection, the precise procedure to be followed for any mooring depends on local conditions. If a mooring is exposed to strong tidal conditions and rough weather it will naturally wear more quickly. Normal wear and tear is not, however, the only cause of damage to mooring components. Corrosion, erosion and electrolysis can all be responsible for rapid and dramatic removal of metal. Consequently moorings on new sites need to be monitored carefully until a wear pattern can be established.

If possible moorings should be lifted for winter storage, or alternatively the riser may be sunk and marked with a buoy. Either of these procedures can double a moorings effective life. Another useful tip is to position the swivel, which wears rapidly, at the top of riser, where it can be inspected in situ. Finally, no time should be lost in making an inspection of a mooring where movement has been detected or suspected.

The degree of wear that can be safely permitted before replacement again varies with individual circumstances. A ground chain will often be far larger than strength requirements dictated, as it is bought primarily for its weight. Risers, however, have to be supported by a buoy and so tend to be nearer to the minimum acceptable size. As a guide one should not allow more than 15% reduction below the chain diameter. Remember that the ends of a link wear more rapidly. Badly rusted chain should never be used, particularly if the surface has heen removed to expose the grain of the metal.

Information supplied by Seaware Ltd., Penryn

Meteorology Beaufort Wind Scale

Beaufort Scale Number	Description and limit of wind speed in knots	Sea Criterion
0	Calm Less than 1	Sea like a mirror.
1	Light air 1 - 3	Ripples with the appearance of scales are formed but without foam crests.
2	Light breeze 4 - 6	Small wavelets, still short but more pronounced, crests have a glassy appearance and do not break.
3	Gentle breeze 7 - 10	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.
4	Moderate breeze 11 - 16	Small waves, becoming longer; fairly frequent white horses.
5	Fresh breeze 17 - 21	Moderate waves, taking a more pronounced long form; many white horses ar e formed. (Chance of some spray).
6	Strong breeze 22- 27	Large waves begin to form; the white foam crests are more extensive everywhere (Probably some spray).
7	Near gale 28 - 33	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind (Spindrift begins to be seen).
8	Gale 34- 40	Moderately high waves of greater length; edges of the crest break into spindrift. The foam is blown in well marked streaks along the direction of the wind.
9	Strong gale 41 - 47	High waves. Dense streaks of foam along the direction of the wind. Sea begins to roll. Spray may affect visibility.
10	Storm 48 - 55	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shocklike. Visibility affected.
11	Violent Storm 56 - 63	Exceptionally high waves. (Small and medium sized ships might be for a time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.
12	Hurricane 64 - 71	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.

UK Shipping Forecast Areas

with effect from 4 February 2002

Lifeboats

If you're struggling in the water ...

Tilt your head back with ears submerged

Relax and move your hands to help you stay afloat

Remember it. Share it.

FLOAT TO LIVE

#RESPECTTHEWATER

Photo: RNLI

SWIMMERS - BE SEEN BY BOATS

The sea is shared

Wear a bright swim hat

Consider a towfloat in high boat traffic areas or when swimming off shore

Swim happy, swim safe.
Let lifeguards know your swim plans for longer swims.

www.outdoorswimmingsociety.com/survive
#outdoorswimmingsociety #sharetheswimlove

The Outdoor Swimming Society

Port Marine Safety Code

The Port Marine Safety Code ("the Code") sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment. It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply. The Code is intended to be flexible enough that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate to local requirements.

As required by the Port Marine Safety Code (PMSC), Cornwall Council publishes its policies, plans and periodic reports, setting out how they comply with those standards found below:

- Cornwall Council as the SHA and CHA is committed to providing and operating their ports safely and efficiently for the benefit of all users and staff.
- Conduct regular reviews of all its activities and safety provisions to ensure that they remain the most appropriate and continue to be carried out to the highest standards.
- Ensure that the best standards of good governance and management current at any time are applied to their ports.
- Ensure authorised officers are aware of their environmental commitments and strive to ensure that their ports are managed in accordance with best practice.
- Continue to ensure that standards within their ports meet the demands of Government Policy and Regulation.

Incident Reporting

A 'Hazman Incident Report' should be completed for any occurrence involving marine matters. These reports feed the Maritime Safety Management System and ensure Harbour Masters are aware of any arising actions.

Report incident –
https://uk.hazman.org/incidentjRn73JtxM7DhylZw69MI3Gx0N0rXaAqUBbgRyxS2

Reports should be made in the following circumstances;

- An incident or accident of any description that affects, or may affect, Maritime operational safety, security or efficiency;
- Whenever a near miss occurs;
- To report vessel defects of any description that are not pre reported by the ships agent/master prior to arrival/departure;
- Whenever there is a berth issue i.e. faults, fendering, mooring difficulties, General observations that affect operational safety or efficiency;
- If a procedural system failure occurs;
- Complaints may be detailed on this form, however they must be significant;
- Whenever a vessel causes, or is suspected of causing, any damage to Maritime property;
- When a vessel is damaged in any way;
- Whenever oil pollution is caused or observed;
- For any other reason where it is felt that the Maritime Management should be aware or may need to take action.

Bude Harbour

Use of Jet Ski's (Pwc) and Power Boats
Operating rules you should know

PWC's. Jet Ski's etc. can be launched from Bude Harbour subject to:
Paying launch fees and having insurance cover.

All vehicles and trailers must be parked within the carparks and not left at the lock gates. All PWC's must proceed at a speed no greater than 4 knots between the Sea Lock and Chapel Rock.

Please be aware of other harbour users including swimmers, anglers etc. and stay well away from the bathing areas and public beaches.

All PWC users are strongly advised to follow all the recommendations from the RYA. Riding a PWC between sunset and sunrise is prohibited.

Don't drink and drive a PWC.

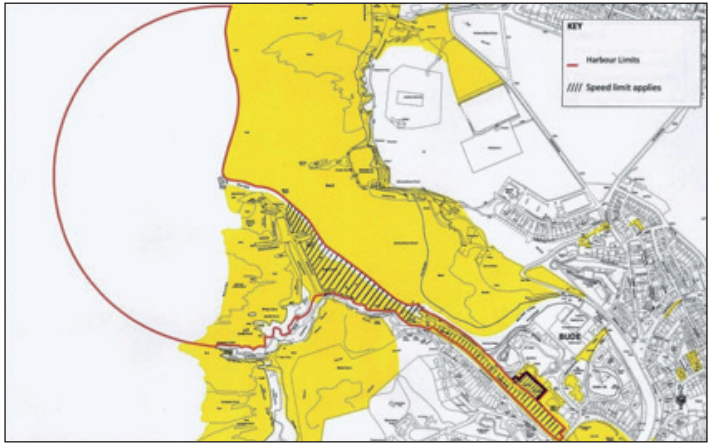
Bude Harbour limits range from Falcon Bridge to 400yards out to sea in an arc from the low water line at Barrel Rock. Any activity within that area is the responsibility of the Harbour Master.

Any misuse of a PWC should be reported to the Harbour Master.

P Vincent - Bude Harbour Master

e: paul.vincent@cornwall.gov.uk m: 07816 077 755

Always wear your Kill Cord and ride responsibly



CORNWALL COUNCIL
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Bude Canal Code of Conduct - For waterway users

Permits are required on the canal:
For boating contact, 01288 354240 or 01288 353162 for angling.

- **Avoid crossing the bows of oncoming craft at close quarters.**
- **Beware of beginner canoeists.**
- **Launch and recover craft from designated areas only.**
- **Ensure your boat is free from weed and wash down equipment after use to prevent spread of invasive species.**
- **Give way to those engaged in organised competitions, please note angling competition every Sunday morning 9am - 1pm.**
- **Pass anglers in single file at a steady speed, passing along the centre of the canal channel.**
- **Angling from boats is not permitted.**
- **Carry all craft around the inland locks using designated portage points only.**
- **Ensure there is no damage to the canal or its banks and nuisance is not caused to residents, other canal users or wildlife.**

- **Do not swim, due to underwater hazards.**
- **Ice is never safe, keep off.**
- **Do not approach Weir, keep to far side of bank.**
- **Beware of waterborne diseases, wash hands before eating.**
- **Cornwall Council recommends you wear lifejackets or buoyancy aides while on the water.**

Note: Cornwall Council will not be held responsible for any loss or damage to any craft or contents, whether caused by negligence or otherwise, boaters bring their craft to Bude Canal do so at their own risk.

JANUARY 2025 **BUDE**

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	W		06 19	4.0	18 40	3.8
2	TH		06 59	4.0	19 21	3.8
3	F		07 42	4.0	20 03	3.7
4	SA		08 25	4.0	20 48	3.6
5	**SU**		09 11	3.8	21 35	3.3
6	M	☽	10 01	3.6	22 26	3.1
7	TU		10 56	3.3	23 25	2.9
8	W		11 59	3.1		
9	TH		00 34	2.7	13 11	2.9
10	F		01 48	2.8	14 24	3.0
11	SA		02 59	3.0	15 32	3.2
12	**SU**		04 02	3.3	16 32	3.4
13	M	○	04 56	3.7	17 23	3.6
14	TU		05 44	3.9	18 09	3.8
15	W		06 27	4.0	18 49	3.8
16	TH		07 06	4.0	19 27	3.7
17	F		07 43	3.9	20 02	3.5
18	SA		08 17	3.7	20 36	3.3
19	**SU**		08 51	3.5	21 09	3.0
20	M		09 25	3.2	21 44	2.7
21	TU	☾	10 02	2.8	22 25	2.4
22	W		10 47	2.5	23 18	2.1
23	TH		11 46	2.2		
24	F		00 31	2.0	13 06	2.0
25	SA		01 55	2.1	14 27	2.2
26	**SU**		03 04	2.4	15 31	2.5
27	M		03 57	2.9	16 21	3.0
28	TU		04 43	3.4	17 06	3.4
29	W	●	05 26	3.8	17 48	3.7
30	TH		06 07	4.1	18 28	4.0
31	F		06 48	4.3	19 09	4.1

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

FEBRUARY 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	SA		07 28	4.4	19 49	4.1
2	**SU**		08 09	4.4	20 29	3.9
3	M		08 51	4.1	21 10	3.6
4	TU		09 35	3.7	21 55	3.2
5	W	☽	10 23	3.3	22 47	2.8
6	TH		11 24	2.8	23 56	2.4
7	F				12 42	2.4
8	SA		01 26	2.3	14 13	2.4
9	**SU**		02 55	2.6	15 33	2.7
10	M		04 02	3.0	16 31	3.1
11	TU		04 52	3.5	17 16	3.5
12	W	O	05 35	3.8	17 56	3.7
13	TH		06 12	4.0	18 31	3.8
14	F		06 46	4.0	19 03	3.8
15	SA		07 17	4.0	19 33	3.7
16	**SU**		07 47	3.8	20 02	3.5
17	M		08 15	3.6	20 30	3.3
18	TU		08 44	3.3	20 59	3.0
19	W		09 14	3.0	21 31	2.6
20	TH	☾	09 49	2.5	22 12	2.2
21	F		10 37	2.1	23 15	1.9
22	SA		11 54	1.7		
23	**SU**		00 56	1.8	13 47	1.8
24	M		02 33	2.1	15 08	2.3
25	TU		03 35	2.7	16 02	2.9
26	W		04 22	3.4	16 46	3.4
27	TH		05 05	3.9	17 27	3.9
28	F	●	05 46	4.3	18 08	4.3

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

MARCH 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	SA		06 27	4.6	18 47	4.4
2	**SU**		07 07	4.7	19 26	4.4
3	M		07 47	4.6	20 05	4.2
4	TU		08 27	4.3	20 44	3.8
5	W		09 09	3.7	21 27	3.3
6	TH	☽	09 56	3.1	22 18	2.7
7	F		10 57	2.4	23 30	2.2
8	SA				12 26	2.0
9	**SU**		01 16	2.1	14 12	2.1
10	M		02 51	2.5	15 28	2.5
11	TU		03 51	3.0	16 18	3.0
12	W		04 36	3.4	16 57	3.4
13	TH		05 13	3.7	17 32	3.7
14	F	O	05 48	3.9	18 04	3.8
15	SA		06 18	3.9	18 34	3.8
16	**SU**		06 47	3.9	19 01	3.8
17	M		07 14	3.8	19 28	3.6
18	TU		07 41	3.6	19 55	3.4
19	W		08 08	3.3	20 22	3.1
20	TH		08 36	3.0	20 52	2.8
21	F		09 09	2.5	21 29	2.4
22	SA	☾	09 53	2.1	22 27	1.9
23	**SU**		11 07	1.7		
24	M		00 05	1.7	13 05	1.6
25	TU		01 55	2.0	14 36	2.2
26	W		03 02	2.7	15 32	2.8
27	TH		03 51	3.4	16 17	3.5
28	F		04 36	3.9	17 00	4.0
29	SA	●	05 19	4.4	17 41	4.3
30	**SU**		06 01	4.7	18 21	4.5
31	M		06 42	4.7	19 01	4.4

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

APRIL 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	TU		07 24	4.5	19 41	4.2
2	W		08 05	4.1	20 22	3.8
3	TH		08 49	3.5	21 07	3.2
4	F		09 38	2.8	22 01	2.6
5	SA	☽	10 43	2.2	23 18	2.1
6	**SU**				12 15	1.8
7	M		01 00	2.1	13 54	2.0
8	TU		02 27	2.4	15 03	2.4
9	W		03 23	2.9	15 50	2.9
10	TH		04 06	3.2	16 28	3.2
11	F		04 43	3.5	17 01	3.5
12	SA		05 16	3.6	17 32	3.6
13	**SU**	O	05 46	3.7	18 02	3.7
14	M		06 15	3.7	18 30	3.7
15	TU		06 43	3.6	18 57	3.6
16	W		07 11	3.4	19 25	3.4
17	TH		07 40	3.2	19 55	3.2
18	F		08 10	2.9	20 27	2.8
19	SA		08 47	2.5	21 09	2.5
20	**SU**		09 35	2.1	22 08	2.1
21	M	☾	10 48	1.8	23 36	2.0
22	TU				12 26	1.8
23	W		01 10	2.3	13 52	2.3
24	TH		02 20	2.8	14 52	2.9
25	F		03 14	3.4	15 42	3.5
26	SA		04 03	3.9	16 28	3.9
27	**SU**	●	04 49	4.3	17 12	4.2
28	M		05 34	4.5	17 55	4.4
29	TU		06 19	4.5	18 39	4.3
30	W		07 04	4.2	19 22	4.1

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

MAY 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	TH		07 49	3.8	20 07	3.7
2	F		08 36	3.3	20 56	3.2
3	SA		09 28	2.7	21 52	2.7
4	**SU**	☽	10 31	2.2	23 02	2.4
5	M		11 49	2.0		
6	TU		00 25	2.3	13 11	2.0
7	W		01 40	2.4	14 17	2.3
8	TH		02 39	2.7	15 08	2.7
9	F		03 25	3.0	15 49	3.0
10	SA		04 05	3.2	16 25	3.2
11	**SU**		04 40	3.3	16 58	3.4
12	M	O	05 13	3.4	17 30	3.5
13	TU		05 46	3.4	18 02	3.5
14	W		06 17	3.4	18 33	3.5
15	TH		06 49	3.3	19 05	3.4
16	F		07 21	3.1	19 39	3.2
17	SA		07 57	2.9	20 17	3.0
18	**SU**		08 39	2.6	21 03	2.7
19	M		09 31	2.4	22 02	2.5
20	TU	☾	10 36	2.2	23 13	2.5
21	W		11 52	2.2		
22	TH		00 27	2.6	13 06	2.5
23	F		01 36	2.9	14 10	2.9
24	SA		02 36	3.3	15 06	3.3
25	**SU**		03 30	3.7	15 57	3.7
26	M		04 22	3.9	16 46	3.9
27	TU	●	05 12	4.1	17 34	4.1
28	W		06 02	4.0	18 23	4.1
29	TH		06 51	3.9	19 10	3.9
30	F		07 39	3.6	19 58	3.7
31	SA		08 27	3.2	20 47	3.3

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

JUNE 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	**SU**		09 16	2.8	21 38	3.0
2	M		10 09	2.5	22 33	2.7
3	TU	☽	11 08	2.2	23 35	2.5
4	W				12 13	2.1
5	TH		00 40	2.4	13 17	2.2
6	F		01 42	2.5	14 14	2.4
7	SA		02 36	2.6	15 04	2.7
8	**SU**		03 23	2.8	15 47	2.9
9	M		04 05	3.0	16 27	3.1
10	TU		04 45	3.1	17 04	3.3
11	W	O	05 22	3.2	17 41	3.4
12	TH		05 59	3.3	18 16	3.5
13	F		06 35	3.3	18 53	3.5
14	SA		07 13	3.3	19 32	3.5
15	**SU**		07 52	3.2	20 13	3.4
16	M		08 35	3.1	20 59	3.3
17	TU		09 23	2.9	21 50	3.1
18	W	☾	10 17	2.8	22 47	3.0
19	TH		11 17	2.7	23 49	3.0
20	F				12 23	2.7
21	SA		00 56	3.1	13 30	2.9
22	**SU**		02 02	3.2	14 34	3.2
23	M		03 04	3.4	15 34	3.5
24	TU		04 04	3.6	16 31	3.7
25	W	●	05 01	3.8	17 24	4.0
26	TH		05 54	3.9	18 15	4.1
27	F		06 43	3.9	19 02	4.1
28	SA		07 28	3.7	19 47	4.0
29	**SU**		08 12	3.5	20 30	3.7
30	M		08 54	3.3	21 12	3.5

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

JULY 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	TU		09 35	3.0	21 54	3.1
2	W	☽	10 19	2.7	22 40	2.8
3	TH		11 08	2.4	23 32	2.6
4	F				12 07	2.3
5	SA		00 34	2.4	13 13	2.3
6	**SU**		01 40	2.4	14 17	2.4
7	M		02 42	2.5	15 13	2.7
8	TU		03 36	2.7	16 02	3.0
9	W		04 23	2.9	16 45	3.3
10	TH	O	05 05	3.2	17 25	3.5
11	F		05 45	3.4	18 04	3.7
12	SA		06 24	3.5	18 43	3.8
13	**SU**		07 03	3.6	19 22	3.9
14	M		07 42	3.6	20 02	3.9
15	TU		08 23	3.6	20 44	3.8
16	W		09 05	3.4	21 29	3.6
17	TH		09 51	3.2	22 18	3.4
18	F	☾	10 43	2.9	23 14	3.1
19	SA		11 45	2.7		
20	**SU**		00 21	2.8	12 58	2.6
21	M		01 37	2.8	14 15	2.8
22	TU		02 53	2.9	15 27	3.1
23	W		04 01	3.2	16 28	3.5
24	TH	●	04 58	3.5	17 20	3.8
25	F		05 47	3.7	18 06	4.0
26	SA		06 31	3.8	18 48	4.1
27	**SU**		07 11	3.8	19 27	4.0
28	M		07 47	3.7	20 03	3.8
29	TU		08 22	3.4	20 37	3.6
30	W		08 55	3.2	21 11	3.3
31	TH		09 30	2.9	21 46	2.9

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

AUGUST 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	F	☽	10 08	2.5	22 27	2.5
2	SA		10 55	2.2	23 20	2.1
3	**SU**				12 01	2.0
4	M		00 36	1.9	13 30	2.0
5	TU		02 06	2.0	14 46	2.3
6	W		03 15	2.3	15 42	2.7
7	TH		04 06	2.7	16 27	3.2
8	F		04 49	3.1	17 07	3.6
9	SA	O	05 29	3.5	17 47	3.9
10	**SU**		06 07	3.8	18 25	4.2
11	M		06 45	4.0	19 04	4.3
12	TU		07 23	4.0	19 43	4.3
13	W		08 01	3.9	20 22	4.1
14	TH		08 41	3.7	21 03	3.8
15	F		09 22	3.4	21 49	3.4
16	SA	☾	10 11	3.0	22 44	2.9
17	**SU**		11 13	2.5	23 57	2.4
18	M				12 40	2.3
19	TU		01 30	2.3	14 15	2.5
20	W		02 58	2.6	15 30	3.0
21	TH		04 03	3.1	16 25	3.5
22	F		04 52	3.5	17 10	3.9
23	SA	●	05 34	3.8	17 50	4.1
24	**SU**		06 11	3.9	18 26	4.2
25	M		06 45	3.9	18 59	4.1
26	TU		07 16	3.8	19 30	3.9
27	W		07 46	3.6	20 00	3.7
28	TH		08 15	3.4	20 28	3.4
29	F		08 44	3.1	20 58	3.0
30	SA		09 16	2.7	21 33	2.6
31	**SU**	☽	09 56	2.3	22 18	2.1

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

SEPTEMBER 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	M		10 55	1.9	23 31	1.7
2	TU				12 37	1.8
3	W		01 31	1.7	14 19	2.1
4	TH		02 53	2.2	15 18	2.7
5	F		03 44	2.8	16 03	3.3
6	SA		04 25	3.3	16 43	3.8
7	**SU**	O	05 04	3.8	17 21	4.2
8	M		05 43	4.1	18 01	4.5
9	TU		06 20	4.4	18 39	4.7
10	W		06 58	4.4	19 18	4.6
11	TH		07 36	4.3	19 58	4.3
12	F		08 15	3.9	20 39	3.9
13	SA		08 57	3.5	21 26	3.3
14	**SU**	☾	09 47	2.9	22 24	2.6
15	M		10 56	2.4	23 48	2.2
16	TU				12 37	2.2
17	W		01 35	2.2	14 18	2.6
18	TH		02 58	2.6	15 23	3.1
19	F		03 52	3.1	16 11	3.6
20	SA		04 34	3.6	16 50	3.9
21	**SU**	●	05 10	3.8	17 26	4.1
22	M		05 44	4.0	17 58	4.1
23	TU		06 14	4.0	18 28	4.1
24	W		06 43	3.9	18 56	3.9
25	TH		07 11	3.8	19 24	3.7
26	F		07 38	3.5	19 51	3.4
27	SA		08 06	3.3	20 20	3.1
28	**SU**		08 37	2.9	20 52	2.6
29	M	☽	09 14	2.5	21 35	2.2
30	TU		10 09	2.1	22 46	1.8

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

OCTOBER 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	W		11 47	1.9		
2	TH		00 46	1.7	13 39	2.2
3	F		02 18	2.2	14 42	2.8
4	SA		03 11	2.8	15 29	3.4
5	**SU**		03 54	3.5	16 11	4.0
6	M		04 34	4.0	16 52	4.4
7	TU	O	05 13	4.4	17 32	4.7
8	W		05 53	4.6	18 14	4.8
9	TH		06 33	4.6	18 55	4.6
10	F		07 13	4.4	19 37	4.3
11	SA		07 55	4.0	20 22	3.8
12	**SU**		08 41	3.5	21 13	3.1
13	M	☾	09 36	3.0	22 16	2.5
14	TU		10 51	2.5	23 43	2.1
15	W				12 29	2.4
16	TH		01 23	2.2	13 57	2.7
17	F		02 36	2.7	14 58	3.2
18	SA		03 26	3.1	15 44	3.5
19	**SU**		04 06	3.5	16 22	3.8
20	M		04 41	3.7	16 56	3.9
21	TU	●	05 13	3.9	17 27	3.9
22	W		05 44	3.9	17 57	3.9
23	TH		06 13	3.9	18 26	3.8
24	F		06 41	3.8	18 55	3.6
25	SA		07 10	3.6	19 24	3.4
26	**SU**		07 39	3.3	19 55	3.1
27	M		08 12	3.0	20 30	2.7
28	TU		08 52	2.7	21 15	2.3
29	W	☽	09 48	2.3	22 23	2.0
30	TH		11 11	2.2	23 57	1.9
31	F				12 43	2.4

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

NOVEMBER 2025 — BUDE

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	SA		01 26	2.3	13 54	2.8
2	**SU**		02 27	2.9	14 48	3.4
3	M		03 16	3.5	15 36	3.9
4	TU		04 01	4.0	16 22	4.3
5	W	O	04 45	4.3	17 07	4.6
6	TH		05 29	4.5	17 52	4.6
7	F		06 12	4.5	18 38	4.5
8	SA		06 57	4.4	19 25	4.1
9	**SU**		07 44	4.0	20 14	3.6
10	M		08 34	3.6	21 07	3.1
11	TU		09 31	3.1	22 08	2.6
12	W	☾	10 38	2.8	23 21	2.3
13	TH		11 57	2.6		
14	F		00 42	2.3	13 13	2.7
15	SA		01 51	2.6	14 15	3.0
16	**SU**		02 46	2.9	15 05	3.2
17	M		03 30	3.2	15 47	3.4
18	TU		04 08	3.4	16 25	3.5
19	W		04 43	3.6	16 59	3.6
20	TH	●	05 16	3.7	17 32	3.6
21	F		05 49	3.7	18 04	3.6
22	SA		06 20	3.7	18 36	3.5
23	**SU**		06 52	3.6	19 08	3.3
24	M		07 26	3.4	19 43	3.1
25	TU		08 02	3.2	20 21	2.9
26	W		08 44	3.0	21 07	2.6
27	TH		09 36	2.8	22 05	2.4
28	F	☽	10 40	2.6	23 15	2.3
29	SA		11 52	2.7		
30	**SU**		00 29	2.5	13 02	2.9

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

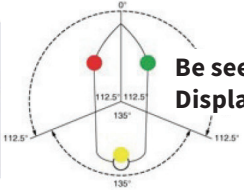
DECEMBER 2025 **BUDE**

Date			DEPTHS AT SEA LOCK SILL (3.6m ABOVE CD) High Water			
			Morning		Afternoon	
			Time	m	Time	m
1	M		01 37	2.8	14 05	3.3
2	TU		02 36	3.3	15 02	3.7
3	W		03 30	3.7	15 55	4.0
4	TH	O	04 21	4.0	16 47	4.2
5	F		05 11	4.3	17 38	4.3
6	SA		06 00	4.4	18 29	4.2
7	**SU**		06 49	4.3	19 18	4.0
8	M		07 38	4.1	20 07	3.7
9	TU		08 27	3.9	20 56	3.3
10	W		09 18	3.5	21 47	3.0
11	TH	☾	10 11	3.2	22 43	2.6
12	F		11 09	2.9	23 44	2.4
13	SA				12 13	2.7
14	**SU**		00 50	2.4	13 17	2.7
15	M		01 53	2.5	14 17	2.7
16	TU		02 48	2.8	15 10	2.9
17	W		03 36	3.0	15 56	3.1
18	TH		04 18	3.3	16 37	3.2
19	F		04 57	3.5	17 15	3.4
20	SA	●	05 33	3.6	17 51	3.4
21	**SU**		06 08	3.7	18 26	3.5
22	M		06 43	3.7	19 01	3.5
23	TU		07 19	3.7	19 37	3.4
24	W		07 56	3.6	20 15	3.3
25	TH		08 36	3.5	20 56	3.1
26	F		09 20	3.3	21 42	3.0
27	SA	☽	10 10	3.2	22 36	2.8
28	**SU**		11 08	3.0	23 39	2.7
29	M				12 14	3.0
30	TU		00 50	2.8	13 25	3.1
31	W		02 01	3.0	14 34	3.3

All times are G.M.T. for non-shaded areas add 1 hour

Time Zone UT(GMT)

Use the water safely!



Be seen at night.
Display navigation lights

Wearing a killcord saves lives

Be considerate.
Don't be a hazard to others with speed or wash

Lifejackets are useless unless worn

Car or boat - Don't drink and drive

Bude Harbour Authority
T: 07816 077 755
VHF: 12

If you would like this information in another format or language please contact :
Cornwall Council, County Hall, Treyew Road, Truro, TR1 3AY
e: customerservices@cornwall.gov.uk t: 0300 1234 100

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