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# The Quay Sailing Club St. Germans



December 2020

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How lucky we are ! There are few places so beautiful and tranquil as this.



Photos from: Cornwall - Tide's Reach



How to help yourself and others during Coronavirus (COVID-19)

## Commodore - Steps Down

It is with great regret that we have to announce the resignation of **John Barnes** as our Commodore. John had intended to step down at the next AGM and so he will be a sad loss as Commodore to the club. John has held that position for **over six years** and has put much of his time and energy into the role. I cannot recollect any time on the quay when he was not there making sure that all was shipshape. John will be sorely missed on the Committee and I hope he will still be able to contribute to the running of the club. So, thank you John for all your effort over the years. We would also like to express our thanks to John's wife Linda, for all of the time and effort she has also given in support of the club, including her excellent organisation of the annual Gala, the many dinners she has organised for club social evenings and the numerous other events she has been involved in, raising considerable sums of money for various charities over the years. So, thank you John and Linda for all your efforts over the years.

Ken Gurr



John & Linda Barnes

## Band on the Quay

"**Hopping Hares**" the local smooth jazz quintet with Geoff on keyboard Felicity on Sax & flute, Mark on Bass, Trish on vocals and Dave on drums. This was the 5th of our Sunday on the quay events which has proved to be very popular with members and visitors arriving by sea. It is also raising essential funds for the club during the Covid Shutdown of the indoor bar facilities

Bill Woods





## 'Lift Out'- 2020

"The lift out this year took place on 21st October.

Our thanks must go to Gerald Willis for the planning and preparation of this evolution.

The lift out was completed smoothly and safely and within time.

So, equal thanks must also go to the boat owners for working together, socially distanced and within the constraints of the covid 19 restrictions, for obeying the guidelines imposed and thereby keeping themselves and each other safe.

**As a footnote, the Acting Commodore and Acting Moorings Officer would like to remind boat owners that all boats will be required to lift in and occupy their moorings during 2021 with no exceptions. Any member foreseeing difficulty complying with this requirement must submit reasons in writing to the committee through the club secretary as soon as possible.**

*Chris Masterson, Acting Commodore/Acting Moorings officer*

Jennifer didn't want her husband's work and involvement within the group to be forgotten. So she presented a trophy to the club and to the rowing group in particular, as a reflection of Franks involvement with the starting up of the rowing group, which was to be presented to a member of the rowing group, who in the groups perception had made an impact within the group that year.

For what ever reason, little rowing took place during the 2018 season. But Jennifer still wished for the trophy to be presented.

So it was decided to present it to the hard working chaps who had made such an impact in the reconstruction of the toilets.

This year with the dreaded covid no rowing has taken place.

So who will receive the trophy? Well, John Barnes has just retired from being Commodore, so his name was suggested, put forward to the committee and approved. So there we have it, another new name on the trophy.

*Colin Wood*

## Trees on the Quay

Some trees near to Rose cottage, the lime kiln and foreshore have been assessed by Savills who have given approval for work to be carried out but work on some of the trees cannot be carried out until approval is given by the relevant authority. It is understood that in due course the dead trees near Rose cottage will be removed by a local contractor and any further oak tree work will be dealt with by the estates tree surgeon. Work will be undertaken when boats are cleared from the area, probably after lift in. Unfortunately, some fallen tree branches have already caused damage, which is very regrettable. The oak trees had previously received tree surgery a few years earlier, and they will be further reassessed as soon as is practical. Meanwhile please remain aware, as is the case in all wooded areas, when weather is wet and windy, or stormy there is some risk of falling trees and branches. With this in mind, please remain vigilant with your own personal safety when moving around the tree lined areas on the quay.

*Cheryl Manley*



*Intrepid 'Mask Man', ready for 'lifting out' action*

## The Frank Morley Trophy

As with all sailing clubs there are trophies to be won during the sailing season, and here at St Germans we are no different, with a variety of cups to be won. The most famous of all is the "GOTCHA TROPHY" which every one who takes to the water tries not to win.

Frank Morley was Commodore of the Quay sailing Club from 2010 till 2013. He passed away in March 2014.

Early in 2012 a group of Club members were looking at the possibility of starting a Flash Boat Rowing section within the sailing club, and approached Frank for his support within the committee, this he did with great enthusiasm, we were also able to obtain finance from the club, to purchase a flash boat, trailer and associated kit.

Such was the interest in rowing within the club, that Frank gave us permission to hold our own flash boat regatta at St Germans, which we held in August of that year, with several other flash boat clubs competing. Unfortunately Frank spent most of the event signing winners certificates, and didn't see much of the racing.

Both Frank and his wife Jennifer followed the groups progress till he passed away.



*Photo: Cheryl Manley*

## The River Tiddy at Night

The other night I happened to be on the quay when it was dark, but there was a beautiful moon reflected on the river. Almost all of the pictures you see are of the boats moored in the river with the viaduct as a background. I took this photograph using my mobile phone.



Photo: Ken Gurr

As I stood there I thought back to where I was born and what it was like. I was born in Bow in East London immediately after the Second World War and was surrounded by bomb sites – this was my playground. I hope we never have to go through those days again as my parents did, but the playground was a happy place because, as with most children, I knew no different.



I then ask myself where I would rather be, and the answer is not back in London. We are so privileged to live in such a beautiful area.

It then brought to mind **A E Houseman's** poem **A Shropshire Lad** which contains the following extract:

*Oh fair enough sky and plain,  
But I know fairer far:  
Those are as beautiful again  
That in the water are;*

*The pools and rivers wash so clean  
The trees and clouds and air,  
The like on earth was never seen,  
And oh that I were there.*

*These are the thoughts I often think  
As I stand gazing down  
In act upon the cressy brink  
To strip and dive and drown;*

*But in the golden-sanded brooks  
And azure meres I spy  
A silly lad that longs and looks  
And wishes he were I.*

A Shropshire Lad is a lovely poem and there is an edition beautifully illustrated by Agnes Miller Parker – well worth getting and reading. *ken Gurr*

## Flash Boat Rowing - Come and join the fun

Hello all,

Following on from the narrative of a **"Weekend at a Calstock Regatta"** (see next page), which I hope will create a little smile, I just wondered how many of our club members, and in particular those of you who have joined in the past two or three years, are aware that there is a thriving flash boat rowing community here in Cornwall.

This is called the **Cornwall Rowing Association** (CRA) and we row flash boats and skiffs. A flash boat is 18 feet long rowed by four oars and coxed, not to be confused with gigs. Skiffs are 15 foot long and can be rowed in three configurations, and are a lovely craft to row.

There are nine clubs in the CRA, stretching from Calstock down to Mousehole in the west.

With each club putting on a regatta throughout the summer, so venues can be on the sea, rivers or reservoirs, all are varied and challenging.

For some twelve years we competed in regattas throughout Cornwall, but for whatever reason and covid, we have not rowed for a couple years now. I suspect you have noticed, as you have ambled down the quay, trailing your canoe or ka-yak, one boat numbered 35, this is our training flash boat, our other flash boat is a superfast race boat, and our skiff is the best built skiff in Cornwall. To go with our boats we have a full and excellent complement of oars, and all the required equipment, which really does need using.

So what I am really saying is, that if you feel that you would like to try rowing a flash boat, then I don't mind you giving me a ring.

A gentle row up to the Lyhner and back or just up the Tiddy, might be a good way to start and have some fun, it isn't going to cost you anything.

*Colin Wood*



*A typical sight at a flash boat regatta*

Keys in a Barbequed Sauce.  
or, a Weekend at a Calstock Regatta.

*A Rhythmic Narrative.*

The rowing's tough on the Tamar at Calstock,  
You are agin the flow, which ever way you row.  
Keep clear of the reeds on the Devonshire side, and the viaduct too.  
I say, COX! WATCH OUT! the Plymouth tourist boat is due!

*Poop Poop.*

The racings over, the day is done.  
Rowers leaning with beer in hand, talking as to how they had rowed.  
If only this, and only that, I'll beat you tomorrow, the banter quips.  
My beer drunk, cheerios said, the sun shining still, t'will be a pleasant drive home  
to a bottle of red, and steak and chips.

Packed up my rucksack, folded the chair, picked up the coke can and left the ground bare.  
Got to my car looked for the keys, Gordon Bennet! where can they be.  
Thrice through my pockets I looked, but all in vain.  
Tipped out my rucksack again and again.

*What a pain!*

Back to my pitch to scour around.  
I kicked and searched the grass for yards around, but no keys were to be found.  
And then a lift home I had to find,  
to get the spare key, and back the following morn.

Over my dinner with wine so red, I pondered even more.  
Come half past ten the red is dead, and the Irish drunk,  
I ambled off to find my bunk.  
T'is in the next room I think.

At "AM THREE" I sat up in bed and said, Aaah, I know where they keys be,  
Aaah Jim lad. I do know where they be, Aaah.  
And with that, I fell back down and went to sleep.

Back at Calstock the following morn, from the car hell bent to the BBQ tent I went,  
and hanging over the back of the chair,  
all full of gash, the smelly rubbish bag t'was still there.  
I pulled out cans, over cooked burgers, squelchy serviettes and lots of other hash.  
The bag almost empty, I began to despair, the Whiskey had said that they were there.

And there under the coke can they lay,  
all smothered in "TOMATO and BARBEQUE" sauce.  
They looked up at me and said,  
THIS ISN'T MUCH FUN,  
get us out of this half eaten bun, and as it happens,  
"WE ONLY LIKE HP"

Then a shout went up, the KEYS, the KEYS are found.  
Hoorah Hoorah.  
And well went the day, from then on in.  
It's finals day, and the atmosphere is great,  
well done that crew you give a shout.  
Lunch time has arrived and the menu can only be!  
a double sausage hot dog, with a squidge of HP!  
Then follow it down with a pint of Calstocks best.  
Now, m'thinks, its time for a little rest.

The sun is high, I need my cap  
to shade my eyes whilst I have nap.  
At the end of this race, amongst the cheers,  
I'll take a squint to see which colour won,  
"Oh it's them again" by just one stroke.  
So its the cox to buy the beers!

*Five pints at the bar please*

The regatta over, The trophies won.  
Colourful flash boats on their trailers stowed.  
And still more banter from rowers as to how they had rowed.  
See you next time I said, so with bag and keys in hand, safely held,  
to the car I make my way, via the cake stand, to buy a bun or two.  
Then at the car, well I'll be blowed the keys are not to hand.  
But, Aaah, I know where they be!

On the cake stand by the fruit cake, at a slice for 23p

*Toodle Pip*

T'was true. ??



## The St.Germans Quay Tramway- Michael Messenger

In the 1960s and 1970s, before work took me out of Cornwall and the west country, I spent a good deal of time researching, both on the ground and in archives, the minor and industrial railways of Cornwall and other south western counties. One major result of this was my contribution to the historical notes of the Industrial Railway Society's Handbook Industrial Locomotives of South Western England (1977). Inevitably with such a subject many questions remained unanswered and only now am I finding time to return to them.

One line that was a puzzle for too long was that linking St Germans Quay with the Cornwall Railway station. I first heard of it when told of a painting owned by a Quay resident showing a wagon on a tramway at the Quay. On interviewing the gentleman I found that he had painted the picture himself and a belief that a tramway serving the 'old mines' once passed his cottage was the sole authority for what he had illustrated. Nearby a low bridge passing under the road and a very modest cutting through a garden were evidence enough of a tramway. Beyond the road bridge there was no trace of a trackbed running across the fields in any direction so the problem remained of where the tramway came from, or went to, and what it carried.

For many years St Germans Quay had been the point of import for supplies for Liskeard and district but its use had declined following the building of the turnpike from Torpoint and still more after the Liskeard & Looe Union Canal opened in the late 1820s. The nearest mines were north of Menheniot - Wheal Mary Ann and Wheal Trelawney, both lead, were the most important - six or seven miles distant and it was inconceivable that a tramway of such length through rural Cornwall could leave no trace.

There the matter rested until, quite a time later, when researching the Liskeard & Looe Union Canal for my book, Caradon & Looe; the Canal, Railways and Mines (1978), the then Lord Eliot permitted me to examine the papers of the Earls of St Germans, at nearby Port Eliot. I came across a fragment of a 6 inch Ordnance Survey map of the area showing a mineral line curving down to the quay from the station. I found no other reference in the estate papers to the tramway. Later, when it became easily available in Cornwall, I was able to confirm the route and precise layout on the first edition 25 inch Ordnance Survey plan and this map provided the most useful clue to the purpose of the tramway.

Because of the fortifications being built to protect the Naval Establishment at Plymouth, from the French, this corner of Cornwall was surveyed for the large scale plans some 25 years before the rest of the county and the survey showing the complete tramway is dated 1857. However, the Cornwall Railway with which the tramway connected in St Germans goods yard was not opened until May 1859.

The broad gauge Cornwall Railway obtained its Act in 1846 and construction work started soon after but lack of funds following the 'Railway Mania' caused construction to take place in fits and starts commencing at the Truro end. By 1853 the line was complete from Truro to Liskeard and the contract for the section from Liskeard to Saltash was let following a guarantee from the Associated Companies (that is the GWR, Bristol & Exeter and South Devon). By February 1859 the Albert Bridge at Saltash was half erected and only the section of main line between St Germans and Saltash, with six timber viaducts, was incomplete.



Penlee 01- From Papa Dale's postcard collection 1930s

As the link to the rest of Britain was the last to be constructed, materials that could not be supplied locally had to be brought in by sea. Only at Par and Lostwithiel did the line come close to, and on a level with, the sea or a navigable river, and a locomotive was landed at Par, for example. At Truro the standard gauge West Cornwall Railway could have provided a link at Newham with the Truro River and the only other established quay, apart from Saltash which would be reached too late to be of use, was St Germans Quay, on the Lynher River and only some seven miles by water from Plymouth Dock.

The Cornwall Railway Directors' Minute Books and surviving Engineer's Reports make no mention of St Germans Quay but despite the Ordnance Survey plan of 1857 apparently being its only documentary evidence the tramway was obviously built to aid construction of the Cornwall Railway. There can have been no other purpose for it, least of all two years before the main line opened for traffic.

There is now no trace of it adjacent to the railway, where there was a simple exchange siding, and the fields between there and the river have now been built over. The quay itself is private property and, remarkably, has remained totally undeveloped since 1857. The road bridge is now filled in on both sides and the route of the siding along the quay is grassed over but at the rear of the cottages runs a ledge on which ran the siding to the top of the lime kilns. This would have carried limestone and culm to charge the kiln while the lower line took away the lime to be used, amongst other things, for mortar for the construction work.

I have not researched other aspects of St Germans Quay sufficiently to know what other influences the Cornwall Railway construction work had there. It would not be unreasonable to assume that the substantial lime kilns to the north of the quay, served by the tramway, were built for the work by the contractor. Other industrial features on the 1857 map were a sawpit, a smithy and another bank of limekilns.

The gauge, of course, is unknown but the lack of a physical connection means it was less than broad gauge. A narrow gauge is probable and, at that date, one of three feet is most likely. The total length of the tramway was no more than a third of a mile and the gradients were quite severe. The original St Germans Viaduct was 106 feet high and the tramway had to reach this level from the riverside. The mean gradient between Ordnance Survey contours is about 1 in 21, 1 in 16 at the steepest, but the curvature alone would have ruled out cable haulage. Horses would have been the motive power.

After the opening of the Cornwall Railway on 2 May 1859 the St Germans Quay tramway would have had little purpose and a GWR map of St Germans dated 1873 does not show the tramway or its interchange. Local traffic at the quay would have declined still further with a through main line railway so close and there would have been no call to interchange traffic. The line had certainly gone by the Second Edition O.S. of 1908.

I am indebted to R. J. Woodfin's Centenary of the Cornwall Railway (1959) for background information, to the staffs of Redruth Local History Library and the Public Record Office (now The National Archives) at Kew and to the Lord Eliot for their assistance.

(C) Michael Messenger, 2019



A delightful shot of a train of empties returning to the quarry from the pier at Newlyn



## Tide Tables

With the uncertainty of being able to open the club during 2021 due to Covid 19, it is unlikely that we will stock 2021 Tide Tables for purchase in the bar.

Members will still be able to purchase Tide Tables directly from St Germans community shop".



## Abandoned Outboard Motors

We have two very unloved outboard engines with no membership numbers on them that have been stored in Bernies shed for many years. If the owners are still around they have not responded to repeated requests for them to be identified both with signage on the engines themselves and regular reminders via club notices. Both engines owe a substantial amount in unpaid storage charges and with their history in mind we can only assume that both engines have been abandoned.

The engines in question are a 2hp Mariner and a Seagull, see attached photographs. If you are the owner or have any knowledge of the owners of these engines can you please contact John Barnes on email: [richard.barnes100@btinternet.com](mailto:richard.barnes100@btinternet.com)

If we are unable to trace the owners the by the new club year on the 1st February 2021 they will be disposed of with any monies raised put to defray storage charges.

*John Barnes*

## Internal Dinghy Storage

We have vacant internal storage facility for one inflatable dinghy in Bernies store. Would not be suitable for inflatables with very large diameter tubes. For further information email John Barnes on email. [richard.barnes100@btinternet.com](mailto:richard.barnes100@btinternet.com)

*John Barnes*

Dear Members,

## Message- from the Editor

Well! what a year, 2021 can only get better, when we can get back to some sort of normality, having had to have put up with such constraints, we will certainly appreciate what we have at QSC even more, not only the beautiful location the great facilities but of course the people. Let's look forward to a great new year and with luck 'Lift in' time might bring with it happier times.

As the QSC Newsletter Editor I am always looking for interesting articles and photos to include in each issue, without you we would not have a newsletter, so if you have anything, whether it is to do with club activities, regattas, day or over night trips, interesting places you have been to, special places to paddle, recipes, jokes, historical articles of interest to do with boats/canoes/kayaks, poems or stories, then e-mail them to [markhors58@btopenworld.com](mailto:markhors58@btopenworld.com)

Many thanks to all who provided articles and photos for this newsletter..

*Mark Horsfield (QSC Newsletter Editor)*

## Keep safe !

**Not Receiving the Newsletter by e-mail?**

If you or anyone you know isn't receiving the newsletter and/or other club news by email, please email Hon. Secretary Ken Gurr at: [QSCSecretary@mail.com](mailto:QSCSecretary@mail.com) giving us permission to email you club news.

## Flash Boat - Rowing

This is a reminder to all our members both old and Predominantly New Members who paddle canoes/ kayaks, paddle boards etc, that the club have most excellent rowing boats, for members to use in the way of, FLASH BOATS, THE BEST SKIFF IN CORNWALL, and all associated equipment.

Learn to row these boats, and enjoy a new leisurely way of seeing our local rivers.

Or, if you have a competitive streak, the "Cornwall rowing Association" hold Flash Boat regattas throughout CORNWALL during the summer.

Should you be interested, then ring or email me,

*Colin Wood*

01503 [250504](tel:250504).....or.....[c.wood8240@btinternet.com](mailto:c.wood8240@btinternet.com)

