

# THE QUAY SAILING CLUB

## St Germans



A HISTORY  
Compiled by D. E. Luff

1973-2009



# The Quay Sailing Club



Ken Perratt 1921 - 1995

This booklet is dedicated to the memory of Ken Perratt, a founder member and Trustee whose early vision has been realised in the shape of the Club as it is today. How he would have enjoyed celebrating in 1998 the fruits of his endeavours.



## **President**

The Earl of St Germans

## **Commodores**

1973-1975	Lord Eliot
1975-1977	John Rampling
1977-1979	K.A. Perratt
1979-1981	C.W. Coffin
1981-1982	G. Smith
1982-1985	E. T. Clarke
1985-1988	V.G. Stimson
1988-1992	R.P. Bulpitt
1992-1995	V.G. Stimson
1995-1999	N.K. Witton
1999-2003	R.P. Bulpitt
2003-2006	N.K. Witton
2006-2008	R.P. Bulpitt
2008-	D.T. Parry

A note about the design of the burgee

Bernie Skuse, a long time resident of the quay and a very colourful figure, proposed that the Club should have a burgee with some local significance. The emblem of the ancient Priory and Church of St Germans was of the three bells.

The design is perpetuated in the magnificent cope that is in a glass case in St Germans Church. It was a gift from the Eliot Family and is worn by the Parish Priest on special occasions.

## THE FIRST TWENTY FIVE YEARS

The Committee decided that one of the ways in which the Silver Jubilee should be marked would be by a short history of the Club over the past twenty five years. As with any publication of this nature it is always a problem to know what to include and what to leave out. Also apart from a few people mentioned in the notes of the early period names have been omitted deliberately from the narrative. It is nevertheless hoped that all those members who have contributed to the success of the Club so far will be able to recognise and recall with pleasure the parts they have played. Although the Club came into being with the signing of the first lease in September 1973 it is thought that members present and future might be interested in the negotiations prior to that date. My own memories only go back to 1974 so I am grateful for the help from Alan Broad and for the material provided by the late Ken Perratt. From a very small beginning and with many hours of voluntary work we have a Club with a proud reputation - long may it continue.

D.E.L. 1998

## IN THE BEGINNING

In the late sixties a few future founder members were fortunate to have moorings off or alongside the quay which, with the passing of the years, had become the worse for wear and several sections were very much in need of substantial repair.

It must be remembered that the quay had been a major base of maritime and industrial activity which included the carrying away of locally quarried stone for London Bridge, the bringing in of coal and lime and a means of transport to Plymouth for the local population. In addition the local village residents had for generations the use of the quay for recreational purposes.

During 1971 a group including Alan Broad, John Rampling, Tony Spiller, Alan Crago, John Prudden and Len Cradick assessed the possibilities of the quay from the point of view of forming a "boat club" and the following proposals were made. An extract from the minutes of the day reads:-

## PROPOSALS

- i) Take on the tenancy of the North Quay, St Germans on a sub-let basis.
- ii) Maintain the access and Quay environs in a good state of repair.
- iii) Seek permission to build a slipway at the north end of the Quay.
- iv) Build a hard beyond that slipway (as a dinghy park).
- v) Build a clubhouse:-
  - a. over the lime kiln,
  - b. in the upper floor of the warehouse (seaward side) or
  - c. another place that was acceptable to the owner and tenant
- vi) Re-surface the road to the end of the quay.
- vii) Keep tidy the grass and Quay environs.
- viii) Dredge the quayside channel.
- ix) With the permission of the River Authorities, re-buoy the channel.

## CONSTITUTION AND AIMS

- I) Maintain a high standard of seamanship.
- II) Train members to R.Y.A. Helmsman standard.
- III) Hold rallies (for members).
- IV) Hold regattas.
- V) Purchase and compete in the Flashboat series.
- VI) Provide sailing instruction for young people (of St Germans).
- VII) Provide lectures during the winter months.
- VIII) Provide limited facilities for storage and maintenance.

Discussions took place with the residents on the quay and they accepted assurances that the possible development would be achieved with minimal disturbance to their lives. It was also felt that an organised approach was probably preferable to the indiscriminate use of the quay by boat owners 'going it alone'. Having a fairly clear idea of what was required a meeting was arranged and a small group consisting of those already mentioned met Lord Eliot and Mr Cradick on the 18th May 1972.

Both Lord Eliot and Mr Cradick expressed their interest and support in such a scheme and agreed, subject to a satisfactory plan of construction and organisation, the lease of the Quay could be vested in the Committee of the St Germans Boat Club. They were also both adamant that any such Club should respect the privacy and convenience of those living on the quay.

On 11th June 1972 a further meeting took place with Lord Eliot as a result of which his agent was instructed to draft a lease for the quay.

At the time also considerable discussions were taking place with the Caradon planners, the Water Authority and The Queen's Harbour Master. September 1972 saw the formal offer by the Estate to let St Germans Quay to the 'St Germans Boat Club' and a letter from the Estate Agent Mr Williams dated the 20th setting out the terms was received by the Committee. It is reproduced on the next pages.

PORT ELIOT ESTATE OFFICE

Four Mables Ltd  
Port Eliot House Farm  
Golfcourse Green Farm

14, ST GERMAN'S RD  
STO 00045 20

ST GERMAN'S  
SALTASH  
CORNWALL  
PL18 3ND  
20th September, 1972

V/SJT

Dear Sirs,

Re: Boat Club, St. Germans

Further to our meeting of the 12th September, I confirm that Lord Eliot will let the St. Germans Quay to the St. Germans Boat Club on the following conditions:-

1. The rent to be £10.00 per annum for three years. If the club fulfills its obligation as a club a further lease of fourteen years with an option for an additional seven years to be granted. The rent for the fourteen years to be not less than £50 per annum, the exact rents, number of reviews, or method of calculation of rent have not yet been finalised, but will be agreed during the three year lease after experience has been gained.
2. The three year lease to commence from Michaelmas, 1972.
3. During the first three years the Club must carryout the installation of the slipway and repairs to the Quay wall, they can also start the laying of the moorings and tidying up the Quay generally.
4. The area to be leased is shown edged red on plan and includes the North Quay and adjoining mud at St. Germans.
5. Access to all cottages to the Quay is not interfered with subject to agreement being made with each and every owner and tenant on the Quay and adequate alternatives being made available.
6. That all drainage and other existing rights were not interfered with and also that if in the future any drains are put onto the main drainage system, the estate reserves the right to go across the Quay and build a pumping station if need be, the site to be mutually agreed.

/Contd.

7. Pedestrian access together with pram and push chair should be allowed at all times for the general public and no charge made.
8. The Club may not assign, sublet or part with possession of the whole or any part thereof they may however hire out the boating on an annual or shorter term basis. Also the tenants may sublet part of the Quay to the owners, tenants and/or occupiers of the cottages on the Quay, this is to be only land situated to the east of each cottage and to be not more than 8ft. in width.
9. All pontoons, slipways, hards, buildings must first receive Landlords consent and also Landlords consent has to be given in respect of approval of design, construction and finished appearance.
10. Sporting - no boats from the Club or using the Quay are to go up stream towards Tideford or up stream towards Polbathic for the purpose of shooting or taking and or killing game.
11. The membership of the Club is not to be necessarily restricted to people living in the St. Germans area, it was also discussed and no figure was put on it, that a nominal amount should be charged for membership thereby granting easy membership for all income groups. It will be up to the Club to charge relevant mooring charges in respect of various length boats.
- ± 12. Compensation - It was pointed out by the estate that as the rent for the Quay and car park is low that the difference between this rent and a true rent must be deemed to be the Landlords contribution towards the cost of carrying out works on the Quay.
- ± 13. This was not discussed at the meeting, but the Landlord reserves the right to onload and offload his own boats - family only.
14. The club must in no way create a nuisance particularly to the residents of the Quay and to exercise all care and consideration during the use of the Quay.
- ± 15. The Car Park to be part of O.S. No. 3905 edged blue on plan. This is at present in Mr. Craddicks tenancy and the Landlord will have to get surrender of the same. When the car park is in use no cars except resident's cars may be kept on the Quay, Club members may take their cars to the Quay to on and off-load and the general public are to be persuaded to leave their cars in the car park and walk down to the Quay. The exact method of dealing with cars is to be gained during the three years tenancy.

16. Licensed premises - should a licence be granted to the Club to sell alcohol for social purposes an additional rent will be required particularly if this should take place on some boat moored in the river. The exact rent and other clauses relating to this to be negotiated, as when and if this occurs.

17. Warehouse - part of the warehouse to be let to the Club as a separate letting from the Quay and the Car Park at a rate of £1 per annum on a yearly tenancy. The area to be let to be the second floor only, for such a low rent repairs and alterations to be carried out by the Club at their own expense subject to no compensation from the Landlord at the end of the tenancy. This having been deemed paid by the Landlord during the tenancy because of the low rent. All improvements to the warehouse to be approved by Lord Eliot. The tenancy to commence from Michaelmas 1972. The warehouse is shown coloured green on plan.

If the above terms and conditions are abided by, the Landlord gives you peaceable occupation of the property.

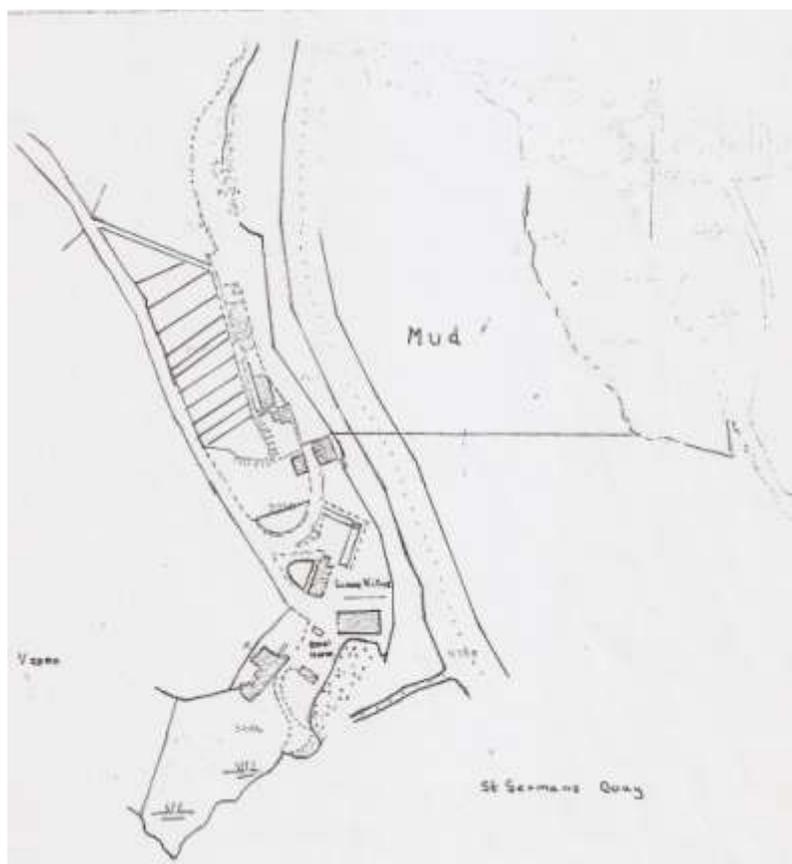
If the above terms are acceptable to you would you please sign the enclosed copy and return it to this office.

I regret that at present Lord Eliot is away and will not be returning until the last week of September. I would therefore think it unadvisable to fix the meeting for that week.

Yours faithfully,

  
J.P.F. Williams  
Agent

The St. Germans Boat Club,  
c/o Dr. A.F. Broad,  
6 Eliot Drive,  
St. Germans.



The period up to September 1973 saw the negotiation of the terms of the lease and Lord Eliot gave every encouragement to the Club to start developing the Quay and to lay moorings. A second-hand caravan was purchased for £60 to act as a temporary Clubhouse which was sited to the north side of the existing kilns. During the ensuing months much was accomplished drafting a club rule book, the laying of the first mooring trot to accommodate ten boats, and the provision of some rubbing posts along the quay wall. In October 1973 a lease was duly signed by the first Trustees John Rampling, Alan Broad, Ken Perratt and Esmond Friend.

The first AGM of the Club was held in the 'long room' of the Eliot Arms on the 29th April 1974.

Prior to 1974 only a mud slipway had existed and the last 20 feet of the north end of the quay wall had subsided into the river. Appreciation was expressed to Mr Ken Searle who provided the heavy equipment to scrape the loose surface off the slipway and to lay 100 tons of hardcore, the only cost to the club being a £4 tip to the driver involved!

The meeting then agreed that it would be desirable to have the warehouse (the present Clubhouse) added to the lease so that over a period of time it could be converted into a clubhouse and a licensed bar installed. The proposal was accepted and acted upon by the Estate. A three year lease was granted on the warehouse (excluding the west end of the ground floor, which was rented by a Mr George Newman for building dinghies etc) at a rental of £104 per annum, with the option of renewal at the end of three years.

An apt description of the warehouse might have been 'The Black Hole of Calcutta'. The ground floor had an old door overlooking the lower quay, and there was only a ladder leading to the first floor. On the first floor itself there was a door on the riverside but no windows, and an old door outside Ferry Cottage with no steps outside, a case of clambering up to gain access.

An architect friend of Alan Broad kindly offered her services free and drew up a comprehensive plan for the conversion. During the next twelve months every effort was made by Alan Broad and John Rampling to obtain a grant from the Local Authority.

This resulted in numerous meetings but in the end the proposal was abandoned on the grounds that it was not thought to be a viable proposition.

The task ahead was daunting, with a membership of 25 and little or no money. However by the end of the year water and electricity had been laid on and a second hand staircase fitted (purchased for £5). Three windows overlooking the river had also been installed.

About this time the decision was made to rename the club as 'The Quay Sailing Club' to take account of the increasing number of sailing craft coming on to the quay. (As a matter of interest the quay had for many years been the home of the 'Falcon', a 100 foot ketch operated by the owner/master as a holiday venture. There are pictures and a history of the vessel in the clubhouse. Unfortunately she came to an untimely end in Cawsand Bay in the seventies).



The Falcon in happier times tied up at the quay

The first year's accounts of the club were presented at the AGM in 1974 and they are reproduced here to illustrate how things have moved on since those early days:-

THE QUAY SAILING CLUB, ST. GERMANS

INCOME & EXPENDITURE ACCOUNT for the period from  
1st August, 1973, to 31st January, 1974.

TO	Rent & Insurance	16.92	BY	Entrance Fees	92.00
	Moorng Equipment	73.42		Subscription & Mooring Fees	149.52
	Boldest & Cement	10.10		Choosa & Wine Event - Net Receipts	62.61
	Caravan Towing	11.00		Donations	3.00
	Printing & Stationary	2.26			
	Sundry Expenses	1.18			
	Excess of Receipts over Expenditure	108.16			
		<u>336.14</u>			<u>336.14</u>

BALANCE SHEET as at 31st January, 1974.

ACCUMULATED FUND

Excess of Receipts over Expenditure 108.16

CREDITORS & ACCRUALS

Subscriptions & Mooring Fees in advance 149.52  
336.68

ASSETS

Cash at Bank 336.16

DEBTORS & PREPAYMENTS

Rent & Insurance prepaid 13.58  
336.68

Prepared from the books, information and vouchers submitted and certified correct in accordance therewith.

Calmar Rock,  
Day View Road,  
East Loos, Cornwall.

A. Felton,  
Chartered Accountant.

25th February, 1974.

The second AGM of the Club took place in 1975 and was the start of the protracted negotiations to convert the warehouse into the beginnings of the clubhouse we know today. Temporary planning permission for a three year period was granted in the spring of 1976 but then followed efforts to provide adequate toilet facilities. Any member who was around at this stage of the Club's history will remember the attempts that were made to make provision for their comfort by way of an electric disposal unit and portable conveniences. The Cornish Times under the heading 'St Germans Quay Clubhouse poses many problems' in February and March 1976 provided coverage of the Club's attempts to persuade Caradon District Council to accept its proposal for the disposal of sewage. Fortunately for the future of the Club a compromise was reached by which the use of an existing septic tank was accepted by the Council.

The years 1975 and 1976 also saw a gradual increase in membership, additional moorings were laid and with a view to obtaining permanent planning permission and a liquor licence an extensive plan of action was drawn up for the Clubhouse to comply with building regulations and to satisfy the Fire Authority. At the same time work had proceeded on renovating the quay. The lower quay had already been infilled and made safe, whilst the quay wall adjoining the slip had also been backfilled by Ken Searle and completely rebuilt by Edgar Angove and a willing band of workers who toiled in the evenings over a period of many weeks to complete the work.

Subsequently the slip was concreted and things were beginning to improve. Meanwhile more moorings had been laid and were gradually occupied and the quay itself was full of dinghies and small sailing craft. Accommodating some 30-40 dinghies almost created a parking problem however over the years the emphasis has been on larger craft - perhaps a sign of more affluent times.

The moorings have been increased in number over the years, the original ground chain having been replaced where necessary and new moorings utilising tyres filled with concrete have proved very successful. All present and future boat owners with mid-stream or mud moorings should be grateful for the time and effort which has gone into the planning and laying of moorings in conditions which at best can only be described as difficult!!

In addition to the considerable time which had been put in on the moorings and the quay, conversion of the Clubhouse tended to dominate the thoughts of the Committee. It was obvious that if the Club was going to be in a position to afford the expenditure involved in developing and extending its activities then a comfortable Clubhouse and a bar would be essential pre-requisites. The Fire Authority and Council Planners had indicated what was required in order to have planning consent on a permanent basis but funds were low and were in no way sufficient to cover all the expenditure involved in the work if it were not to be done on a 'do it ourselves' basis.

1976 was a make or break year, the Committee supported by a small band of volunteers attacked the task of renovating the building. For the record a summary of the work which was carried out as an immediate measure is detailed below:-

1 The Main entrance doors on the ground floor were re-hung to open outwards. (33 years later they are still in sound shape.)

2 Fire doors (presented by a member) were fitted at entrances as required by the Fire Authority.

3 A new staircase was constructed and fitted.

4 An emergency exit door was fitted to give access to an exterior platform and steps to the adjoining lane.

5 Emergency lighting was installed.

6 The ceilings to the basement (the ground floor) area were specially lined to comply with the Fire Officer's recommendations.

7 Replacement of the floorboards in the bar area with chipboard panels. The boards had rotted and were obviously incapable of supporting the weight of the bar and equipment which had recently been acquired from a hotel being demolished in north Devon.

8 The toilet areas were constructed and flush toilets were fitted.

In November 1976 to the immense relief of the Committee which had campaigned hard to achieve it, a liquor license was granted for a twelve month period. Up to this time our functions has been catered for by an occasional licence granted to the then landlord of the Eliot Arms.

We were now set to go and aided by gifts of a cash register and £250 in cash from Westward Foods the future started to look more secure. Bass Charrington had also been approached and supplied us with the necessary equipment to start the bar. They also let us have an interest free loan of £500 over three years which incidentally was eventually written off.

The Club's run of luck continued when Eric Hambly volunteered to be our first steward (this post being subsequently filled with much enthusiasm by Joyce Peters and John Hookway). It was stated in the preface that names would be kept to a minimum but it is impossible to ignore the contribution made by the bar to the Club's funds over the years as a result of their efforts.

With the setting up of the bar, security became an immediate problem if the Clubhouse was to be available to members out of bar hours. Fortunately for the Club a quantity of chipboard flooring had been delivered which did not marry with the previous batch. The suppliers were not interested in its return so it provided an immediate solution in as much as it was constructed into a moveable partition capable of being dismantled easily for functions. The first position of the partition provided a suitably 'cosy' bar and allowed access from the stairs to the toilet areas. The stairs were open and the area away from the bar was particularly draughty (Later the stairs were enclosed and the partition removed following a review of the security arrangements.)

Flooring the area adjacent to the toilets was then undertaken, the decision being made that the chipboard be laid on top of the existing floorboards which were judged to be reasonably sound. This accounts for the slight step between the two areas. Carpeting was solved by a member's gift of unwanted covering.

With increased subscriptions and revenue from the bar the work of consolidation dominated the following five to ten years which in a way could be called the first phase of the club's existence, many of the original members were still actively engaged in improving the facilities.

The slipway was laid with concrete providing easy access for dinghies at all states of the tide and a much needed winch was

installed. Rubbing posts were placed along the quay wall and a small pontoon constructed to lay alongside the lower quay.

The immediate area outside the Clubhouse had always caused problems because of mud being carried into the Clubhouse so with some surplus funds the decision was made to have it asphalted and the lane entrance gate renewed.

As stated earlier the portion of the basement of the Clubhouse adjoining the lane was occupied by a boat builder (George Newman) and despite all the efforts made to stop fumes from penetrating our portion of the premises we were never successful in overcoming the problem. His relinquishing of his tenure was greeted with relief by the Club. We subsequently took over the basement so gained control of the whole building.

Although around the start of the eighties a great deal of work had been done on the Clubhouse the Club still relied on the generosity of members in providing 'creature comforts'. Gifts of curtains, carpets, pictures and general fitments gradually transformed the first floor area. Stacking chairs for functions were obtained, bar stools had been donated already by the Eliot Arms and some tables and chairs in a somewhat neglected state were obtained from a well known supplier of second hand chandlery in Plymouth. It was still a very draughty place however and despite the acquisition of Calor Gas heaters most of the warmth at functions was generated by the presence of members and their guests.

The basement on the river side was a scene of desolation, a wall had been erected to safeguard the bar stock, but the floor still had to be fully concreted. One of the problems was the opening to the lower quay protected only by an ages old door. The remedy was to half block up the opening and provide it with a window. This in itself however presented a problem in as much as water on occasions entered the building from other sources and the previous opening had allowed water to leave as well as enter. A one-way valve was installed in the floor under the window and in keeping with the modest spending of the time the valve was nothing more ambitious than a rubber ball in the piece of piping forming the outlet - the device appears to have survived.

The kilns at the end of the quay were handed over by the Estate about this time; previously they had been occupied by Mr

Newman, only a trivial matter now but the space was useful with the increase in small boats - mostly dinghies.

The Tariff board had now begun to show signs of disintegration and at Lord Eliot's request the Club was entrusted with its preservation. Initially it was placed at the foot of the stairs having been patched up where necessary. Some years later it was thoroughly repaired, put in a hardwood frame and protected with a plastic front. After several moves it was finally placed in its present position.

The Clubhouse wall on the river side was in urgent need of repairs and members rendered the lower part to form a plinth which has survived despite the considerable wear and tear from high tides and the weather. The pathway to the loft was also rebuilt in 1981.

A new pontoon was constructed which was to last for the next seven years and a Mirror dinghy acquired to give sailing instruction to children of the village. The scheme never really got off the ground due to lack of support and the difficulty of providing qualified instructors who would be available at a time when the tides were suitable.

It was in January 1983 that we took over the tenancy of the remainder of the basement for storage purposes, as it was obviously desirable to have complete control of the building having been considerably inconvenienced by the previous tenant.

In May of the same year the roof of the clubhouse was seriously damaged by strong winds. Tarpaulins were hastily acquired from various sources and an estimate of £3800 was obtained for re-slating. It was agreed with the Estate that the cost be shared and steps were taken by the Treasurer to raise a loan from members rather than approach the bank. The response was excellent and with the sale of the Mirror dinghy it was sufficient to tide the Club over a difficult period. Despite expenditure incurred in quay maintenance all loans were repaid by the end of the year but it had been very much a 'touch and go' period for the Club.

Some years later further re-slating took place to complete the whole surface of the roof and the considerable expense was met out of income, in indication of the progress the Club had made in being able to pay its way.

Substantial renovation of moorings had taken place with renewal of chain and sinkers and the reallocation of small boats to the moorings nearer the bridge.

In the following year the Club was able to install electric heating, lay carpet tiles in the bar area and reposition the partition.

In 1987 a decision was made to purchase some ex-Admiralty pontoons from the Dockyard. In due course a small flotilla arrived at the quay to the dismay of some and the delight of others. Discussion took place as to the best use to which they could be put but eventually, after some work of renovation had taken place, it was agreed that they were an environmental disadvantage and should be disposed of. The Club was fortunate enough to find a market for the pontoons and gradually they were towed away with the exception of one which had been secured to the lower quay by the Clubhouse. It provided an excellent embarkation point but was eventually held to be the cause of some serious silting up adjacent to the neighbouring quay and it was agreed that it should be disposed of.

A burglary in 1989 prompted the committee to review its security arrangements, a safe was installed, metal grills were fitted to all accessible windows and door locks updated. Prior to this all cash apart from a small float had been removed from the premises and taken home by the treasurer after each bar opening.

Improvements and alterations to the Clubhouse were continually taking place; new doors had been fitted to the entrance to the loft, an outboard locker constructed in the basement and space created in the loft for winter storage of masts and other equipment.

A new lease was signed in 1991 for a further 21 years, so the foreseeable future of the Club was secured.

It was decided to replace the admiralty pontoon in order to try to alleviate the silting problem and another pontoon was constructed after considerable thought had been given to the design. After the initial launch stability was much improved by securing the pontoon to risers attached to the lower quay wall.

A subsequent improvement was the construction of wooden steps and a platform providing access at all states of the tide.

The interior of the Clubhouse was being altered, the stairs had been enclosed some time previously and the partition had been moved. New locks and security arrangements had meant that the

partition could be dispensed with altogether. Curtains were made and the whole of the first floor area was updated. New carpet tiles were laid over the complete area and a servery constructed to assist the social section at functions. As mentioned elsewhere insulation between the floor joists had been installed gradually, which quite apart for the obvious advantages has also solved the problem of dust dropping from the loft area above. A pay phone was installed for the convenience of members and to comply with the Fire Authority an alarm system fitted. The toilet areas were refurbished, a new ceiling fitted and new carpet tiles laid, a much overdue improvement. The walls of the first floor have been adorned with wall lights and donations including ship's wheels, maps, clocks, paintings and illustrations, burgees and flags. The bar area had in earlier days been provided with a wrought iron surround used over the years for anything from fairy lights to a wooden spoon! More recently tongued and grooved panelling has been fitted to match the backing on the furniture; attention has also been given to the appearance of the shelving behind the bar. More recent years have also seen dramatic moves to extend the facilities offered by the Club so far as boat owners are concerned. The following is an attempt at chronicling the very considerable efforts put in by a select band of volunteers.

The Club has always maintained the pathway leading past the quay cottages to the slipway which was itself extended to above the mean high water mark. The steps at the end of the quay leading to the slip were repaired, whilst new bollards had been made and installed along the quay wall, together with life saving equipment at either end.

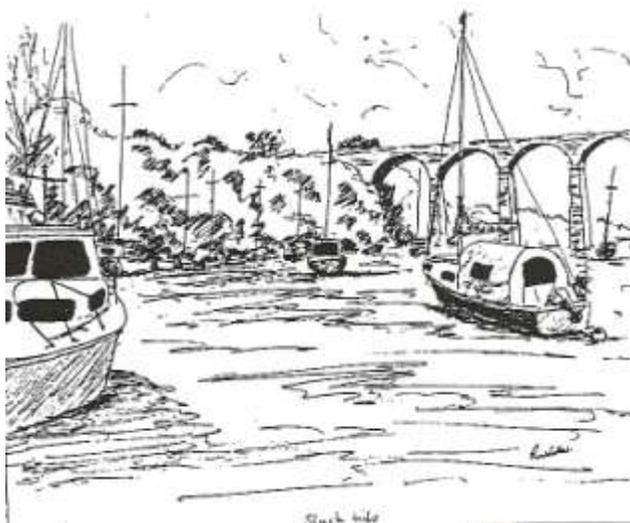
A long awaited amenity was the provision of water and electricity to the dinghy pound area. A small machine was hired to dig a trench from the Clubhouse to take the supplies to two suitably housed outlets. This was quite an undertaking and fortunately was completed without damaging the terrain in front of the cottages.

The tenancy of the area known as Bernie's Yard (after the late Bernie Skuse) was offered to the Club and the Committee decided that it would be advantageous to have control over the whole area rather than risk sharing the quay with someone unknown. The Estate was in agreement and a suitable rent was negotiated; the extra cost to be met by letting the space for storage of members'

equipment. The first hurdle was the repair of the rundown buildings. The interior was stripped, the roof was strengthened, the old mezzanine floor replaced and racks provided for inflatables and canoes. New doors and a window were installed. The walled area outside had already been cleared and laid with fine screed and covered with a membrane, a land drain being provided to carry away surplus spring water.

A further small adjoining building also became vacant and this was in due course taken over thus giving the Club possession of all rentable storage property on the quay. This final acquisition has been fitted out as a bosun's locker, an extra outboard store and workshop thus providing far more suitable accommodation than had previously existed in the Clubhouse basement.





### Boating and recollections of "messaging about on the River"

The Club has always involved itself in making sure that the channel as far as the Lynher entrance is properly marked. The early posts were in fact withies, carrying on the tradition of earlier river users; subsequently the Club experimented with weighted buoys but these were found not to be accurate enough and were in fact the cause of a few groundings. Hard wood posts sunk in concrete filled tyres provide a more durable solution although they have to be maintained by hardy volunteers from time to time.

The course of the channel has changed in recent years, a change for the better in fact as the original course opposite the Lynher entrance was exceedingly narrow and demanded accurate navigation at half tide; the area now known as Broad Bank was aptly named!

One of the earliest trips was a simple picnic at Dandy Hole. This soon became a barbecue and an annual event. Some years it was held by the Lynher, at Ince and at Antony and was very popular. Guests were often invited and were taken for short trips in

members' boats. The St Germans Wine Circle joined in the fun often with predictable results.

The season opened with an outing up the Lynher to the pub at Notter Bridge. This has always been well attended, although as the river had become more and more overgrown it was like penetrating the Amazon Forest. It would have been impossible first time had it not been for Tony Spiller and the author of these notes who cut a way through with the aid of a chainsaw. The remains of their efforts still have to be negotiated in certain parts upstream.

Other outings included visits to the Spaniards at Cargreen and to our affiliated Club there and a visit to Kingfisher Quay near Calstock. A bell bearing the name Kingfisher Quay given by a former resident of that quay and a QSC member now hangs in the Club's bar area. On other occasions trips have been arranged to Cawsand Bay.

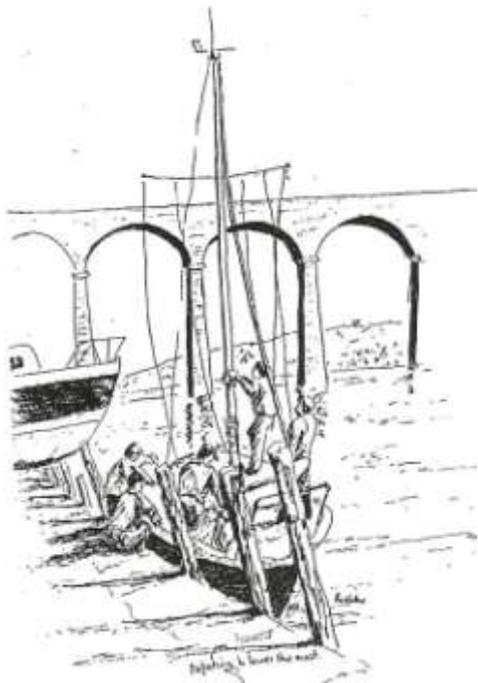
Meanwhile the larger boats were able to venture further afield and there were visits to Newton Ferrers, Salcombe, Fowey and further west. Individual members of course went off as they pleased, some disappearing for the whole of their holidays. Older retired members have been able to go out whenever the tide suited and have taken full advantage of the opportunity.

The Lynher yielded some good bass for the fishing enthusiasts in the early days but alas no longer. There are salmon in the river which are caught by licensed netmen; two members reported the time when a salmon jumped right over the cockpit and back into the water. A pity it jumped so far, had there been proof the report might not have been dismissed as another 'fishy story'. Some members had good catches of mackerel, pollack and bass in the deeper water outside the breakwater.

Involuntary dips in the river have occurred occasionally fortunately without real harm. Safety must always be a priority and the attention of all members is drawn to the various items of life saving equipment on and around the quay.

The Club was affiliated to the R.Y.A. soon after the first AGM and has been an active member of the P.P.S.A. for many years. Our representatives have provided a very effective liaison and thanks are due to them for the time they have given up to express the views of the Club.

Visitors and members of Stonehouse, Torpoint and Weir Quay Clubs have been welcomed on the quay, Stonehouse in particular being regular visitors both outside and in the Clubhouse.



Finally, a word of praise to Ron Cradick who has so successfully launched and retrieved the Club's larger boats throughout the years - where would we have been without him!

## The Social Side

Throughout the history of the Club (and no doubt in future) social activities have, and will, run in parallel with boating. It has always been realised that the acquisition of a clubhouse and bar would play an essential part in the future of the Club. It would not only act as a base for boating activities during the summer but also provide a place for members to meet and for the Club to organise events during the winter.

As early as January 1975 it was proposed that an entertainments committee be formed calling on the ladies for assistance. A cheese and wine party together with other events was run producing a profit of over £200 during the first year. The records show that 150 tickets were sold for the party. It has been stated elsewhere that sheer numbers were responsible for the early heating in the Clubhouse!

Our first Gala in 1976 produced an enormous profit of £250. This was not surprising as 350 tickets had been sold for the event. The barbecue equipment in those days was somewhat primitive and consisted of a heavy metal frame and corrugated iron fuelled by any wood that happened to be available. Cooking on our present equipment can be a smoky affair but the early working arrangements were even more so.

For some years it was the practice to enter a float in the Village carnival procession - photos in the albums in the Clubhouse are witness to one magnificent effort when a mock up of an early American style river paddle boat was entered.



It is worth mentioning that from those early days the Club has always contributed generously to the R.N.L.I. with galas, harvest festivals and other functions providing the means.

1977 was the first and only occasion we went outside the Clubhouse for our 'lay-up' function. A dinner-dance at the Lord Eliot Hotel in Liskeard was attended by 68 members and voted a success.

From this time onwards the social committees were responsible for widely different programmes during the winter months and apologies are made if any events have been overlooked. Some however are recalled - first and foremost must be the launch and lay-up suppers over the years. The ladies, and there are many, who have provided the gastronomic feasts must come in for a special mention. In common with other things in the early days much of the catering was done free by the members, requests for cakes and other goodies were the order of the day prior to an event. Subsequently it was felt, quite rightly, that this was too much of a burden on the few and other methods were adopted to assist in the provision of fare.

Dartboards were purchased and matches with other clubs and internal tournaments became features in winter programmes.

The participants in the photographic and talent competitions, old time music hall and quizzes will no doubt remember the pleasure these events provided. Valentine nights and murder evenings have also added to the variety of entertainment provided.



Recent years have seen much greater comfort in the Clubhouse. The acquisition of new seating, the filling between the floor joists, curtains, carpeting, adequate heating and draught prevention, smoke extractors and a new kitchen unit and counter provided facilities for washing up and keeping food warm all made for a more attractive and effective Clubhouse.

The extras referred to have also enabled members to derive more comfort during the talks given over the years on travel, flowers and birds to name but a few.

The boating side has been catered for by evenings devoted to maritime law, first aid, diving, knots, navigation, boat handling and courses on V.H.F.

The installation of a public address system linked to strategically placed speakers has greatly assisted the acoustics especially for those who, shall we say, are 'hard of hearing'.

Despite doubts expressed at the time about the cost, the purchase of a pool table has been an enormous success. The revenue derived has not only paid for the table but has also financed the Children's Christmas parties for a number of years.

More recently a table tennis table has been acquired which no doubt will add to the enjoyment of members using the Clubhouse.

Congratulations are due to all those on the social committees past and present, their efforts in early years helped the Club to survive whilst latterly the money they have generated has been put to good use in providing the extra amenities everyone can now enjoy.

### Some final thoughts

In retrospect the Club's progress may be seen to be divided into three periods, beginning with the early days and the efforts of the then members to set the wheels in motion followed by the consolidation years of the eighties. During the whole of this time money spent had to be hard earned and it is only during the last ten years that increased revenue has enabled the various committees to authorise expenditure on the improvements to the boating and social facilities which members now enjoy. The Club's appreciation is due to the quay residents for their tolerance over the years and most of all to the Earl of St Germans and his management team without whose encouragement and interest it would never have happened.

The story as I remember it is now complete. I hope that my recollections do justice to all the hours put in by willing workers during the Club's first 25 years. The next 25 will be a tale for someone else to tell. My thanks to Charles Coffin for all his help in the preparation of these notes, to Ron Walker for his drawings and to Philip Blamey for the production of the finished article.

D.E.L. September 1998.



## 1998 - THE STORY CONTINUES

The Club is now well established and plays a part in the life of the village. It is affiliated to the Village Hall Committee and is grateful for the help from that committee at Gala times.

The Clubhouse is probably one of the most pleasant in the area and is always favourably commented upon by visitors. The various pictures, charts and other memorabilia provide an ongoing interest whilst the decorations at Christmas add to the spirit of the Season and are much appreciated by those who regularly use the Clubhouse. The period has been one of consolidation improving on the facilities available to members. This process will undoubtedly carry on in the future, although to the older members the events of the early years will never be forgotten. The Commodore commented in a letter to all members in June 2000 that the club has grown over the years and that they should respect the lessons learned. He went on to suggest that it is not what the club can do for members but what they can do for the club. A well worn phrase but appropriate in any organisation relying on voluntary assistance. We have been saddened by the deaths of club members, some of whom played a large part in the formation of the club. In particular mention must be made of John Rampling,

Esmond Friend and Alan Broad founder members and the first Trustees.

The club is now building on the experiences learned over the years and it may be that new ideas will take over and present changes in the way in which the club proceeds both in respect of the clubhouse and control of the moorings. It will be in future committee's hands however to ensure that the club respects the wishes of its members, acts within the constraints of the law at all times and maintains the friendly relationship enjoyed with Port Eliot Estate.

The upkeep and redecoration of the clubhouse is mainly the responsibility of the club and the committee relies on the help given by members. Volunteers continue to be needed to assist in this work. The occasional smoky atmosphere has attracted comment and further extractors have been installed in an attempt to combat the problem.

The building is now protected by an integrated fire and burglary alarm system. Some false alarms were experienced early on but the faults were identified and corrected.

A complete rewiring has been carried out much to the relief of everyone who remembers the moments when the fuse boxes decided they had had enough and plunged the bar into darkness. Extra equipment comprising an ice making machine, a glass washer, a microwave oven and additional wall lights have been installed providing improved facilities for members. Detailed plans were submitted to the committee with the idea of creating an improved layout in the toilet area and incorporating a shower unit. The idea was put on hold however as it was felt that the power supply to the clubhouse would not be adequate to cope with the additional loading.

Outside the building the provision of a ramp for the disabled to enter continues to be a subject for discussion and it is hoped that construction and planning problems will be resolved to enable the work to proceed.

The approach to the steps leading to the lower quay has been renewed with non-slip timber making it far safer to use although care must still be exercised whilst negotiating the steps and ladder to the new pontoon – accidents must not be allowed to happen!

The problem of dog fouling on the quay has been reduced by the cooperation of most dog owners and by the provision of bins and appropriate notices by the Council. The club has always requested that dogs be kept on a lead whilst on club premises. The parking of cars on the quay is a privilege granted to club members by the Estate and should not be abused. Over the years the committee has requested that members away cruising should park their cars in the lane away from the quay to avoid congestion, especially during busy periods.

Silting of mud against the quay wall is an ongoing situation and various ideas have been put forward, but any substantial attempts to alter the river bed could have serious implications for the wall. In the circumstances no action for the time being was agreed by the committee.

The major work undertaken during in recent years has undoubtedly been the rerouting of surface water from the lane into the river. For some time it had been apparent that there was a serious ingress of water into the basement of the premises. Various theories as to the cause were put forward and trial holes were dug and it was established that the culprit was a fractured drain pipe running across and beneath the road to the side of the clubhouse.

After advice taken from a civil engineer member a decision was taken to install a new sump by Ferry Cottage and run a new drainage system via a trench along the front of the cottage taking care not to undermine the footings (in the event it transpired there were no such footings!) From a point inside the quay gate entrance the piping was carried under the road to the corner of the clubhouse where provision was also made for water from the roof to flow into the river.

The drainpipe was then continued in a trench across the front of the clubhouse to the quay wall, surplus surface water being collected in an open gully fully covered by metal meshing lengths running to the quay wall. As stated this was a major exercise that called for heavy work to excavate the trench in very stony ground. Care had to be exercised whilst negotiating several mains water pipes feeding the clubhouse and the quay cottages. Thanks are due to Nigel Witton and his helpers for a successful conclusion to the undertaking which had involved many hours of work.

There has been a noticeable increase in the number of sailing vessels on the moorings with a corresponding increase in boats requiring winter storage on the quay. Malcolm Graham has continued to plan and accommodate them and with the help of Ron Cradick and his crane most, if not all, have been found a place. Ron's skill and patience during launch and lift out is much appreciated and these events provide great interest for the many onlookers plus, of course, the anxious boat owners. As mentioned before where would the club have been without him?

Annual boating programmes have continued to receive support although weather and tides play an important part in their success. Overnight stays at Fowey, the Yealm and the marinas at Plymouth have been enjoyed by a few while the day trips and BBQs are the attractions for the majority. As a Commodore commented 'the club is for going out, fishing, pottering on the river or for venturing forth alone or in small groups'. One member decided however that the canals of France presented a greater attraction and deserted our moorings for a number of years. Visits to the clubhouse continue to be made by members of neighbouring sailing clubs, whilst the occasional visitor from further afield has been pleased to utilise a spare mooring for a night.

The PPSA and the RNLi have had the occasional use of the clubhouse for their meetings and have expressed their thanks for the facilities provided.

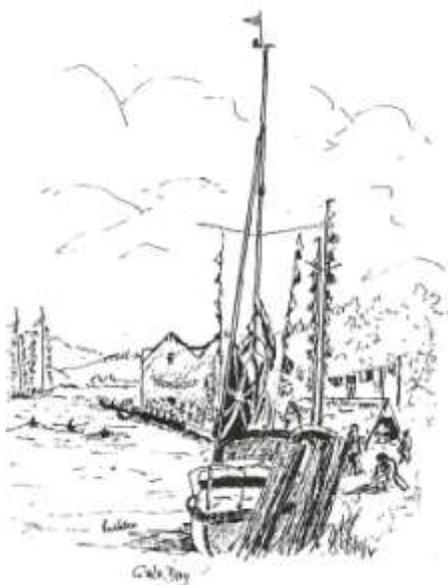
In the river new risers for the moorings have been fitted, sometimes in very difficult weather conditions and mid stream boat owners who have not participated should be aware of the hard work involved. The renewal of quay wall posts and channel markers is an ongoing task that tends to be taken for granted but is very necessary nevertheless.

Some members were witness to the sinking of a motor cruiser in mid stream during adverse weather conditions and this does emphasise the need for regular checks to be made by members on their vessels, particularly when high winds and tides are forecast. This point has been stressed over the years but it appears that the advice is not always taken.

The village carnival procession has been reinstated and the club has again entered a float and been awarded a prize for the ingenuity and effort put in by those responsible.

The annual gala is still the major event in the summer boating programme and its total success owes much to the work of Daphne Shotton. She has been helped by the many willing hands who transform the quay and clubhouse in the hours prior to the afternoon activities. It is only right to record the efforts she has made over many years, assisting and latterly organising the gala which has always attracted visitors and helped cement the relationship the club has with the village. The recent purchase of a large gazebo will provide

welcome cover in future should the weather be unkind. The number of tents and other forms of cover has increased and the quay is made all the more attractive by the flags and decorated stalls offering entertainment for grownups and children alike. Rowing races catering for all ages are well supervised, whilst trips down river are arranged for passengers in some of the cruising boats. The



duck races now seem to have a regular place in the programme enabling the betting fraternity (and others) to have a flutter. The barbecue, more sophisticated than in early years is a very important part of the proceedings and is of course a source of revenue to swell the profits of the day that are donated to organisations nominated by the main committee.

Over the years the club has been a very generous supporter of the RNLI as its main charity, whilst the brownies and guides, the village hall, the play group, the Jubilee Sailing Trust and the

doctors' surgery have also benefitted from the proceeds of the gala.

The social side has been well served by a series of volunteers, although it would appear that the important work of keeping things together falls on a select few who have worked very hard to produce programmes of events that have generally been very well attended.

Talks have been held on local wild life and coast walks whilst first aid classes have been arranged. The Harvest Festival in the clubhouse was held once again after a gap of several years. Evenings devoted to the Jubilee and the millennium were celebrated in robust fashion whilst Christmas parties for the children have continued. Impromptu (it is hoped the organisers will excuse the word) Indian evenings for limited numbers proved to be very popular.

The dart board and the pool table seem to have lost some appeal although they come into use when neighbouring sailing clubs spend an evening with us. The table tennis table however has not proved to be the success intended.

A German film company used the quay and surrounding properties for the filming of a drama production. The resulting donation from the producer enabled the club to purchase an extension for the pontoon.

The club has been pleased to become a corporate supporter of the Cornwall Wildlife Trust which is appropriate since we are in an Area of Natural Beauty and within a designated Site of Special Scientific Interest. The trust has been represented by a stand at the gala. There is now a new community nature reserve on Churchtown Farm downstream from Forder Creek that includes the foreshore.

A phonographic license has been obtained which will enable the club to keep within the law with regard to the playing of music. Concern has been expressed in the main committee over the shortage of volunteers to serve on the social committee and also about the apparent lack of general support for the bar. As a result a very detailed questionnaire was sent to all members with a view to obtaining their opinion on the way in which their wishes could be best served. Only forty replies were received which was

disappointing in view of the time and effort put into the exercise. However some of the comments were considered to be helpful and have or will be acted upon. There were some suggestions, which although well intended, were impractical and could not be entertained. A comment 'I wish I knew more people' resulted in a cheese and wine party being held which was reasonably well attended.

The bar now stocks a wider choice of drinks than ever before and a variety of frozen food is available for heating up in the microwave. The bar is a very valuable asset and much thought has been devoted to making it more attractive for a wider number of club members. The earlier notes on the history of the club drew attention to the potential of the clubhouse and bar as a base for boating activities and a place for members to meet. John Hookway's efforts have been a large factor in the success of the bar in recent years and his diligence and skill of extracting money for the weekly draw has proved to be a useful addition to the takings. His knowledge of the licensed trade is invaluable without which prices would have to be much higher.

The last two years have seen the club involved in three further projects. Firstly it was necessary to improve the kitchen facilities to comply with the regulations involved in the provision of food.

The old kitchen has served us well for over ten years but it was obviously in need of a facelift and the Committee decided on a layout which has the approval of the hygiene officer. The club members who assisted in putting the various



components together are to be congratulated on the finished result which not only looks attractive but is also completely functional and should serve the club for many years.

The other projects were the upkeep of the quay wall and the construction of a ramp for disabled persons. The wall has always been a matter of concern for the club and the new poles which have been securely fixed to the top stones will provide a degree of support for the wall as well as giving protection to the boats moored alongside.

The ramp was completed by willing and obviously experienced helpers. Here again many hours of work were involved and those who witnessed the progress of the construction will have appreciated how much hard work had been put in.



A fresh look has been made at Safety especially at launch and lift out times and strict guide lines are now in force. Lifelines have been fitted on the pontoon whilst other safety devices already exist on the quay.

Club members have had their attention drawn to the rules for the storage of fuels and to the NO SMOKING areas and also to the need for care on the edge of the quay where mooring lines or chains are involved.

Speed limits and thought for other users of the river must also come under the heading of safety.

The Gala continues to support the R.N.L.I. and in 2004 made a contribution towards the refurbishment of the St Germans clock whilst a Harvest Festival held in the clubhouse raised money for the Air Ambulance.

The posts supporting the gate leading on to the quay finally expired after many years of heavy service and were duly replaced at great effort once again thanks are due to those involved.

At the Committee's discretion members are now allowed to hold birthday and other such parties in normal opening hours with the bar being open for all members.

It was decided that the proceeds of the Gala on the quay, money should be allocated towards sailing training for local children. This was a new venture in as much as the cooperation of the Saltash and Tamar River Sailing Clubs enabled the Club (with the blessing of the Headmistress) to provide practical dinghy training for senior pupils from the local school in the autumn.

The reports not unnaturally indicate that for the children the venture was a great success!

The storage and transportation of fuel on the premises received attention and a new Bye Law was passed.

The Earl, as President of the Club, made his Drascombe Longboat available to the Club, which, after maintenance will be used for sailing training for members. The Committee is to decide on the best way in which this should be carried out.

Following John Hookway's retirement after many years service to the Club the bar has been run on a voluntary basis pending a decision for the future.

New food and hygiene regulations have meant that more changes will be required in the running of the bar and for food prepared in the Club. Smoking is no longer permitted in the Clubhouse (AGM2006)

The regular and informative Newsletter started in 2003 continues to be circulated to members. It serves a very useful purpose so long may it continue! Philip Blamey has once again helped me out with these notes and I am grateful to him for his assistance.



D.E.L. 2006

## THE LATEST CHAPTER

Future progress has been considered and a plan has been drawn up to form a basis for the development of the Club.

A bequest of £1000 from the estate of the late Sheila Perratt has been set aside for possible improvements to the bar area.

A new Club Lease is in hand, securing the future of the Club for a further twenty years.

Saturday evening openings have again been made possible and social events have figured regularly in the Club's calendar and these events are popular occasions within the licensing laws.

The Earl's Drascombe Longboat continues to be used and, with the recent purchase of an outboard engine, remains a favourite with all who go out in her.

The visit of the National Shrimpers Association gave us the opportunity to host a National Sailing Club event at which the Club was pleased to provide hospitality.



Another first for the Club was its recognition by the Port of Plymouth Sailing Association. The Association presented their 'Molly Harvey Rose Bowl' to Daphne Shotton as a reward for her Gala fund raising activities which has resulted in money being available for, amongst other things, the RNLI, The Jubilee Sailing Trust and for instruction/experience in dinghies for local school children.

After much discussion, a Safety Boat and outboard engine have been acquired. This was a sensible move and in line with other Clubs in the area.

Sadly we have lost four of our long standing members in Edgar Angove, Ron Walker, Alan Watty and Paul Wheeler, all of whom have contributed to the Club's progress through the years.

The use of 'e' mail to keep members informed has proved to be a real success, quite apart from the great savings to the Club's finances.

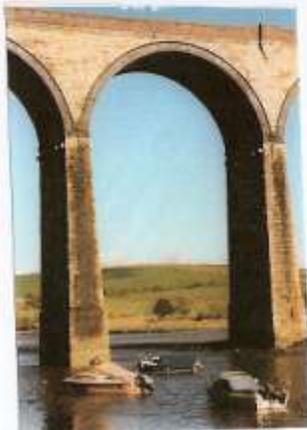
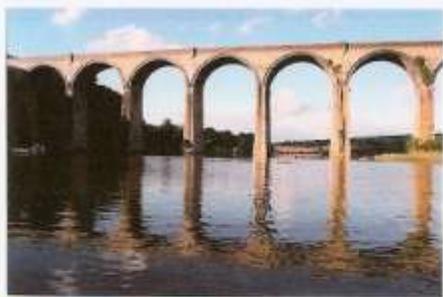
In this connection, the Newsletter, started in 2003 and now master minded by Phil Ovey, has transformed the way in which Club news is made available to members. Phil, in addition to his other duties, shows prodigious flair and energy in presenting and editing the various items sent to him on a monthly basis.

What of the future? Carols on the Quay at Christmas, Father Christmas by river, Burns Night ...who knows?

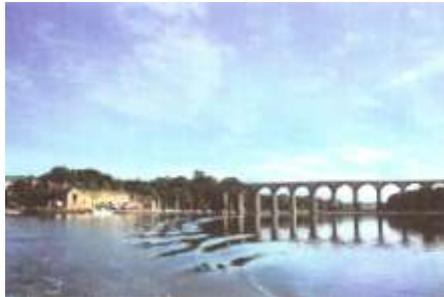
One thing is certain, the Club continues to flourish, patterns will change and future Committees will be entrusted with the task of maintaining the ideals on which the Club was formed.

I have previously referred to the assistance given to me by Philip Blamey in the production of this narrative. His help has been invaluable together with that of Phil Ovey, whose skill will be apparent from this latest edition.

D.E.L. October 2009



Various photos taken over the years by QSC members



Compiled by Don Luff, additional material by Philip Blamey. Line drawings by Ron Walker. Photographs from the Club archive and various QSC members.

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