



# Cowethas Kernewek Loundres

## London Cornish Association Newsletter



[www.londoncornish.co.uk](http://www.londoncornish.co.uk)

Spring 2011

The Chinese Year of the Tiger certainly went out with a roar, leaving several areas of the world, particularly the antipodes, reeling from the shock of natural disasters: floods in Queensland and Victoria during January were followed in February by a terrible earthquake in Christchurch. These are areas where we have many Cornish cousins and our thoughts go out to them at this challenging time. You can read a couple of their stories in this newsletter.

The daffodils are starting to show their heads, a most welcome sign after the very cold winter we have had. In the past few years, we haven't had much snow around London, but nature more than made up for this at the end of November. In his Meanderings, our 'Mem Sec' tells how he became snowed in and was prevented from going down to Cornwall, and my plans to take my son and his wife on a candlelit tour of Warwick Castle were thwarted by a jack-knifed truck which caused a 2 hour traffic jam on snowy roads.

We hope that the warmer weather will encourage members to come along to some of our social events in the next few months. You will see them listed on page 2. With visits to the Houses of Parliament and museums as well as a Family History Day there is something for everyone. Could I just remind you that if you are planning to come to the Family History Day, and would like a pasty for lunch, you need to let us know? Each of our events has a coordinator so if you have any queries, please feel free to contact them.

One of the highlights of our social calendar is the Trelawny lecture which follows the AGM. This year the lecture will be given by our Chaplain, Malcolm White. He is an excellent speaker, so this is bound to be a most enjoyable event. We hope many of you will attend.

A few days after the AGM, some of our members will head across the Tamar to the Royal Cornwall Show. If any other members or friends are going down, do visit their stall.

And, if you are able to help man it for an hour or two, I know that would be appreciated.

Have you thought about getting more involved in the LCA? We are always looking for people with new ideas. Whatever your talents and interests, we have a place for you. There are opportunities to help organise events, assist with catering at Family History Days and join Council. If you are interested or would like to find out more, please speak to a member of Council or contact me at the address on the back page.

In this newsletter, you will find two flyers. One is a subscription renewal form which needs to be completed and sent to the Membership Secretary. If you pay by standing order, please ignore this form.

The other flyer is a call for nominations for the prestigious Paul Smales Award. This Award is presented to a Cornish person, not currently living in Cornwall, who has contributed in an outstanding way to the enhancement of the common good and welfare of Cornwall. In the last two years, the recipients have come from Australia and New Zealand. We are currently looking for nominations for 2011. Please send them, together with a motivation, to the Hon Gen Sec by 30<sup>th</sup> April.

On a sad note, we have heard of the death of Mary Brunst, winner of the Paul Smales Award in 2007. Amazingly, she kept two associations – the Vancouver and Okanagan Cornish Associations going, despite major geographic obstacles. She will be missed.

There is just space for a quick reminder that we are always looking for copy for the newsletter – a few words describing some item of interest or an article on some aspect of Cornwall or Cornish life. Please send them in to the address at the back of this newsletter.

Till next time...  
*Kernow bys Vyken*

### Dates for your diary ...

**16th April**  
Family History Day

**26th April**  
Visit to Houses of Parliament

**14th May**  
Cornish Curiosities in the Science and Natural History Museums

**1st June**  
AGM and Trelawny Lecture

**9th July**  
Annual Picnic  
Holland Park

**Informal Lunches**  
21st March  
18th April  
23rd May  
20th June

*Further details of these events can be found on page 2*

**Deadline for the Summer Newsletter is**

**5th May**

**Please send all contributions to The Editor at the address on the back page**

### Subscription reminder

**Subscriptions for 2011 are due for renewal on 1<sup>st</sup> April. You will find a renewal form included in this newsletter. If you pay by standing order, please ignore this, otherwise, please send the completed form and fee to the Membership Secretary - Graham Pearce, 17 Trellyn Close, Barming, Maidstone, Kent ME16 9EF.**

# Forthcoming events

***A warm welcome is extended to non-members who would like to attend any of the London Cornish Association events.***

## **Family History Day - Saturday 16<sup>th</sup> April**

See below for details of this event.

Early booking is recommended as spaces may be limited and will be allocated on a first come/first served basis. Details on how to book are given below.

## **Visit to the Houses of Parliament – 26<sup>th</sup> April**

A guided tour of the Houses of Parliament for LCA members and their friends.

Meet at the entrance to St Stephen's Tower at 10.15am.

**Booking essential.** If you would like to attend this event, please let Rhoda Riddette-Wynton know as soon as possible. She can be contacted at:

72 Stour Road, Christchurch, Dorset BH23 1LW.

Tel: 01202 484501

Some members will end the morning with lunch at Central Hall, Westminster. All are welcome to join them. No booking needed.

## **Cornish Curiosities at the Science and Natural History Museums – Saturday 14<sup>th</sup> May**

Meet 11.00am outside the self service cafe at the Science Museum.

This outing will be in 2 parts, starting at the Science Museum and ending at the Natural History Museum. There will be time for a lunch break.

**Science Museum** – A brief tour of the ground level, before lunch. After lunch we will visit the upper floors where we will see models of different kinds of ships as well as some watches and chronometers.

**Natural History Museum - 1.30pm (approx)** – Visit to the minerals and precious stones sections to see some Cornish minerals. We will also see a lamp made of Cornish copper as well as some (un-Cornish) dinosaurs.

### **Getting to the Science museum:**

Exhibition Road is currently being redeveloped. It is recommended that you use the subway from South Kensington station rather than walking along the street-level pavement which is closed and narrowed in some places.

### **By Underground**

South Kensington (*District, Circle and Piccadilly lines*) - 10 minutes walk. A pedestrian subway runs directly from the ticket barrier at South Kensington station to the Main Entrance of the Museum.

Gloucester Road (*Circle, District and Piccadilly lines*) - 15 minute walk

### **By Bus**

Bus routes 14, 49, 70, 74, 345, 360, 414, 430 and C1 stop outside South Kensington Underground Station, from where it is a short walk north to the Museum's Main Entrance.

**Contact:** Tony Wakeham – Tel: 020 77037378

## **FAMILY HISTORY DAY Saturday 16<sup>th</sup> April 2011**

### **Speakers:**

Susan Soyinka: *From East End to Land's End – The Evacuation of Jews' Free School, London, to Mousehole in Cornwall during World War Two*

Dean Evans: *The Passmore Edwards Legacy*

### **Venue:**

Bloomsbury Central Baptist Church, 235 Shaftesbury Avenue  
(nearest underground stations Holborn or Tottenham Court Road)

### **Time:**

10am to 4.30pm

### **Fee:**

£15 for members (including LCA-affiliated societies and Cornwall Family History Society) and £20 for non-members. This includes coffee, pasty/saffron cake lunch and cream tea.

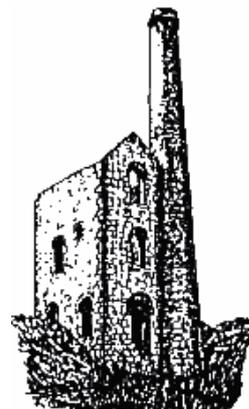
Vegetarian pasties can be provided **if ordered in advance**.

### **Please note:**

Places may be limited and will be allocated on a 'first come/first served' basis, so early booking is strongly recommended.

### **Contact:**

Francis Dunstan (01494 531703/cornish@francisdunstan.plus.com)  
or Lorna Leadbetter (0208 989 7634/leadbetter@lineone.net)



## **AGM and Trelawny Lecture – Wednesday 1<sup>st</sup> June, 3 - 5pm**

*Speaker:* Rev Dr Malcolm White  
Hon Chaplain of the LCA

*Venue:* The Naval Club, 38 Hill Street, Mayfair, London W1J 5NS  
(Nearest tube: Green Park on the Piccadilly, Victoria and Bakerloo lines.)

**Please let the Hon Gen Sec know if you are coming:**  
Contact: Francis Dunstan – Tel: 01494 531703 or Email: [gensec@londoncornish.co.uk](mailto:gensec@londoncornish.co.uk)

## **Annual picnic – Saturday 9<sup>th</sup> July 12 noon**

*Venue:* Holland Park, London W11  
Meet in car park at 12 noon.

### **Getting there:**

Nearest tube stations – Holland Park (*Central line*) – 10 minute walk, Notting Hill Gate (*District and Circle or Central lines*) – 20 minute walk or High Street Kensington (*District & Circle line*) – 20 minute walk.

Holland Park has large areas of woodland and also a Japanese garden. There is a cafe on site for those who want a hot cuppa after the picnic.

## **Past Events**

### **New Year's Lunch - 15<sup>th</sup> January**

Twenty four members braved cold weather and engineering works on the tube to meet up for a meal to welcome in the New Year. The venue for this event was the *Knight's Templar*, the eatery which proved so popular last year. And, like last year, it was greatly enjoyed by all.

We were, once again, put in a separate area of the pub (for their benefit or ours?) and this made it easy for everyone to sit together, to circulate and to catch up on news.

There is something about the format of this event that makes it popular with our members and so, as usual with these pub lunches, we had a very happy and successful event. Our thanks go to Tony for organising it.

There was one sad moment during the afternoon when Francis, our Secretary, told us of the recent death of one of the LCA's Honorary Vice-Presidents, Dennis Matthews. Tributes can be found elsewhere in this newsletter.

### **Rugby match - 22<sup>nd</sup> January**

Six members and friends of the LCA braved a bitter wind when they mustered to support the London Cornish Rugby Football Club in their match against Guildford on 22<sup>nd</sup> January. A delicious pub lunch at the *Telegraph Inn* beforehand and a glass of something warming did little to help keep out the cold!

This was a great match to watch – very exciting to the end, but sadly, we did not bring 'our' team the luck they needed. They lost to Guildford, but the score was very respectable. We hope that, the next time we gather to give our support, it will be 'third time lucky' and they will be the winners!

## **Royal Cornwall Show – 9<sup>th</sup> to 11<sup>th</sup> June**

*Royal Cornwall Showground, Wadebridge*

The London Cornish Association will, once again, have a stand at the RCS. Please do visit if you are going to the show this year. And, if you have some spare time, those manning the stand would appreciate some help – and a chance for a break.

## **Informal Lunches – 12 noon**

21<sup>st</sup> March  
18<sup>th</sup> April  
23<sup>rd</sup> May  
20<sup>th</sup> June

Methodist Central Hall, Westminster (*Nearest tube station – St James's Park, Circle and District Line*)

Contact: Francis Dunstan  
Tel: 01494 531703

## **Dinners of Other Associations**

Tunbridge Wells – 5<sup>th</sup> March (St Piran's Lunch)  
West Glamorgan – 5<sup>th</sup> March  
Bristol and District – 27<sup>th</sup> March  
West Somerset – 2<sup>nd</sup> April (St Piran's Dinner)  
West Kent – 5<sup>th</sup> June

## **The Reform Club honours Cornwall**

On Thursday 25<sup>th</sup> November, the Reform Club held a dinner for Members and their guests to celebrate Cornwall and the Cornish. This event was inspired by two patriotic Cornish Members of the Club who were both born in Penzance.

We were not at all sure of success when we first proposed this event but we were encouraged by the Cornish Chairman of the Reform Club, Anthony Cardew of Falmouth.

On the day we had 42, and a glittering company they were: Lady Mary Holborrow, DCVO, JP, the much loved Lord Lieutenant of Cornwall; our own Sir David Brewer CMG, JP, Mrs. Pat Harvey, Chairman of Cornwall Council plus a Trevelyan, a Bolitho, and a Rear-Admiral. We should have had our LCA Chairman, Liz Broekmann but, alas, a previous engagement prevented this.

Our chef entered fully into the spirit of the occasion and the menu was Cornish from the start - even to the finishing tot of rum: Lemon Hart was a Penzance merchant!

Our Chairman, who welcomed the guests, talked amusingly about election practices in former days in Cornish constituencies. In those days we had no difficulty in returning coachloads of MPs!

We listened with great attention as the principal speaker, Miss Carleen Keleman the Director of the Convergence Partnership of Cornwall and the Isles of Scilly, told us the good news of economic development, diminishing unemployment and the fact that over half of the new graduates from our own University College had found jobs without crossing the Tamar.

Your reporters ended the evening tired, happy and with the words of our Chairman ringing in our ears, 'We must do this again next year!' We liked his word 'we' and maybe we will.

*Barbara Hosking CBE and Graham Gendall Norton*

# CORNISH ENGINES\*

By Michael G Gichard - Toronto Cornish Association

The application of steam power was a major technological development which drove a fundamental change in society in the 18<sup>th</sup> and 19<sup>th</sup> centuries. Steam power was the catalyst for the industrial revolution and much development took place in Cornwall where steam engines were used to pump water out of mines.

## **Early Developments**

The first substantial application of steam power was by Thomas Newcomen whose first beam engine may have operated at Huel Vor tin mine as early as 1710, although this is not well documented. Another of his engines, erected at Dudley Castle in Staffordshire in 1712, is generally taken to be the first application in Great Britain.

There were many earlier developments which led up to this first practical application of steam power:

In the first century AD Hero of Alexandria built a device known as the Sphere of Aeolus which consisted of a rotating ball which was spun by steam jets. At the time this was regarded as a curiosity rather than something which had practical application.

In the 17<sup>th</sup> century there were important discoveries about atmospheric pressure. Evangelista Torricelli who was an assistant to Galileo found that atmospheric pressure was only able to support a column of water of 10m in height and for more dense liquids this height was proportionally reduced.

In 1654 Otto Von Guericke demonstrated a device which consisted of a piston in a cylinder. The piston was connected to a rope and a team of 50 men tried to raise it against the pressure exerted on the top of the piston by the atmosphere. They managed to raise it half way but were unable to hold it up. Some of the elements of a steam engine were already in place!

There were several further steps toward building the first practical steam engine, the most important being in 1698 when Thomas Savery was granted patent rights for '*An invention for raising water and occasioning all sorts of mill work by the impellent force of fire*'. Savery's device consisted of a chamber which was filled with steam from a boiler. A pipe ran from the chamber down into the water which was to be sucked up. The steam in the chamber was condensed and water was sucked up by the resulting vacuum and prevented from returning by a valve. Steam was then admitted into the chamber which forced the water up a delivery pipe. Savery described his pump as 'the miner's friend' but it does not seem that it was used to pump water out of mines.

Denis Papin working in France had built an experimental engine in 1690 which operated by allowing steam inside a cylinder underneath a piston to condense as it cooled. As it condensed the pressure of the atmosphere forced the piston down.

## **The First Commercial Engines – Thomas Newcomen**

The next development was by Newcomen who was probably aware of these previous developments and which we may presume informed his efforts.

Newcomen served an apprenticeship as an iron monger and blacksmith in Devon, probably Dartmouth, where he spent about 10 years developing his engine. This consist-

ed of a vertical cylinder with an inverted piston which was connected to a pivoting beam.

Steam was admitted to the cylinder which allowed the weight of the pumping rods connected to the other end of the beam to raise the piston. Water was sprayed into the cylinder when it reached the top of its stroke and this condensed the steam creating a vacuum under the piston. The pressure exerted by the atmosphere on the top of the piston forced it down, the piston pulled down on the pivoting beam, and the other end of the beam lifted the pumping rods. This was the power stroke of the engine.

A Swede named Martin Triewald later recorded that the condensing water spray had been discovered by chance when a solder joint in a cooling water jacket around the cylinder failed. The resulting spray accelerated the condensation of the steam and greatly increased the speed of the engine.

The engine was typically located in an engine house with the beam pivoting on a gudgeon located on the massive front wall of the engine house. The beam projected out of the front of the engine house and as has already been explained is attached to the pumping rods.

In retrospect Newcomen's developments can be seen as just one step in the evolution of steam power but are of great significance since they represent the first practical widespread application of steam in an industrial setting.

There were several technical problems to be solved in the design and operation of these engines. Ensuring an adequate seal between the piston and cylinder was a challenge, especially since some of the cylinders were to become as big as 70 in (1778mm) diameter and accurate boring at this diameter was impossible with the equipment available at the time. (1/16 in was considered an accurate bore). Later, engineers achieved a tighter fit by shrinking a wrought iron piston ring onto the piston just as a rim was fitted to a wagon wheel.

Boilers were similar to those used by brewers and generated steam at a pressure only slightly greater than that of the atmosphere, about 2-3 psig (14-21 Kpa). At first these were made of copper with a lead top, then all copper and finally of iron. Massive wooden blocks wrapped with old rope served to stop the travel of the piston at the end of its stroke.

Initially the engines cycle was controlled by manual valves. The repeated heating and cooling of the cylinder caused problems with maintaining an adequate seal and also represented an efficiency loss.

Details of Newcomen's Dudley Castle Engine of 1712 were well documented. It had a cylinder bore of 21in (533 mm), a stroke of 6 ft (1.8 m) and operated at 12 strokes per minute. At each stroke the pump raised 10 gallons of water 153 ft.

A major benefit of the steam engine was that by facilitating the removal of water from mine workings, it was possible to exploit deeper deposits of ore.

As we have seen, there were reports that the first Newcomen engine in Cornwall ran at Wheal Vor near Breage from 1710 until 1714, but this cannot be confirmed and the veracity of this claim has been called in to question. But

despite the uncertainty about the first steam engine in Cornwall it was probably operating by about 1715.

In 1727 there were only 5 Newcomen engines operating in Cornwall. Their slow acceptance was entirely due to prohibitive fuel costs which were due to three reasons: taxation on coal, the cost of transporting coal to Cornwall and the high coal consumption of Newcomen's engines. Finally, as the result of petitions from Cornish mine adventurers, the tax on coal was abolished in 1739, by which time there was only one engine working. By 1758 at least twelve engines were at work, this number being increased by a further sixty when Pryce, writing in 1778, stated that *'Mr. Newcomen's invention of the fire engine enabled us to sink our mines to twice the depth we could formerly do by any other machinery.'* Whilst Newcomen's engines had enabled the mines to reach depths which had been unthinkable seventy years earlier they continued to be very expensive to operate.

John Smeaton, who is best known as a civil engineer responsible for among other things, the Eddystone Light House and Charlestown Harbour, devised a performance measurement for steam engines – 'duty'. This was defined as the number of pounds of water which could be raised a distance of one foot by burning a bushel (94 lbs) of coal. Newcomen's early engines had a duty of 2 to 3 millions. Smeaton's part in the development of the steam engine was in refining the proportions of the Newcomen engine to increase the duty. He found the major impediments to performance were poorly designed boilers, ill fitting pistons and faulty valve gear. By 1775 there were 60 engines working in Cornwall and 100 in the Tyneside area and the duties of the best performing engines had been improved to between 10 and 12 millions.

The pumps used for dewatering mines were called *bucket pumps*, which we recognize as lift pumps. Their pistons were known as buckets. They pumped on the up-stroke, when a clack or valve in the bottom of the pipe opened and allowed water to enter beneath the piston. At the same time, the piston lifted the column of water above it, which could be of any distance. The piston could only 'suck' water to a theoretical maximum of 33 ft (10m) which was the height of a column of water which could be supported by the pressure of the atmosphere, but this only occurred at the bottom of the shaft. On the down stroke, a clack in the bucket opened, allowing it to sink through the water to the bottom, where it would be ready to make another lift.

### **Watt's Developments**

The next important developments in steam engine technology were initiated in 1763 when James Watt, an instrument maker who had a workshop in the University of Glasgow, was asked to repair a model of Newcomen's engine used at the University. By 1765 he had recognized that a major source of inefficiency was the heating and cooling of the piston and cylinder on every stroke and he developed an elegant solution in the form of a separate condenser. In his own words: *'If a communication were opened between a cylinder containing steam and another vessel which was exhausted of steam and other fluids, the steam, as an elastic fluid, would immediately rush into the empty vessel, and continue to do so until it had established equilibrium or otherwise, more steam would continue to enter until the whole was condensed'*. He patented this concept which gave the company of Boulton and Watt a virtual monopoly on the manufacture of engines until the patent expired in 1800.

An early benefactor was Dr John Roebuck who had Watt build an engine for his coal mine at Bo'ness. Watt lacked practical experience with large scale machinery and the engine which was started in 1768 did not run well. Roebuck experienced financial difficulties and work on the engine was abandoned in 1770. At this point Watt occupied himself with other work until a second benefactor, Mathew Boulton owner of the Soho Works just outside Birmingham offered him a partnership. The Soho works manufactured all kinds of metal goods such as door knockers and corkscrews and had hitherto been powered by water. Boulton recognized the potential for the steam engine, both as motive power for his own endeavours, and for industry in general.

By 1778 the first Watt engine had been installed at the Chacewater Mine, later part of Wheal Busy. By 1783, 21 Watt engines were at work in Cornwall with only one Newcomen engine left. By 1790 there were 45 Watt engines.

Watt's next development was to make a double acting engine in which steam was alternately supplied to each side of the cylinder while the other side exhausted to the condenser. This doubled the power output of the engine. Remember that these engines operated with low pressure steam, very close to atmospheric pressure, so that for a single acting engine, on the inlet stroke the piston was raised by the force of gravity acting on the other end of the beam, or the momentum of the flywheel in the case of a rotary engine. The power was generated by atmospheric pressure on one side of the piston vs. the reduced pressure created by the condenser on the exhaust stroke. In a double acting engine each stroke was driven by the steam pressure (only slightly higher than atmospheric pressure) acting against the reduced pressure created by the condenser.

The double acting engine required a new means of transmitting the motion from the piston rod to the beam. For a single acting engine this had been accomplished by a chain linkage under tension which converted the linear motion of the piston rod to the rocking motion of the beam. On the inlet stroke, the weight of the pumping gear pulled the beam down at the outdoor end and the indoor end pulled the piston rod up as steam was admitted to the cylinder. On the exhaust/power stroke the piston rod pulled the indoor beam end down and the outdoor end in turn pulled the pump rod up.

Watt devised a linkage which would transmit power both pushing and pulling and this was known as his parallel motion. Writing to his partner, Boulton he says: *'I have started a new hare. I have got a glimpse of a method of causing a piston rod to move up and down perpendicularly by only fixing it to a piece of iron upon the beam without chains or perpendicular guides or untowardly frictions, arch heads or other pieces of clumsiness. I think it a very probable thing to succeed and one of the most ingenious simple pieces of mechanism I have contrived.'*

Commercial engines which had been built so far only created reciprocating motion, but in 1780 James Pickard used a crank in conjunction with a Newcomen engine and immediately patented his idea. Boulton could see the utility of steam powered rotary motion. His Soho works complex had used water power. Watt's solution ( quite possibly invented by William Murdoch but patented by Watt) to the problem of converting reciprocating motion to rotary motion was by means of an arrangement known as

a sun and planet gear. A stationary gear attached to the end of a connecting rod engaged with a similar gear on the drive shaft. As the other end of the connecting rod moved up and down the planet gear end moved around the sun gear; for each revolution of the planet gear the drive shaft makes two revolutions.

Watt's first crank engines were built in 1794, the year Pickard's patent expired, but he continued to build sun and planet gear engines until 1802.

Watt also developed the application of a pendulum governor to his engines. This had previously been used to regulate the speed of windmills. A set of weights were individually suspended from a point on a vertical rotating shaft. Centrifugal force tended to pull the weights outwards from the shaft while gravity tended to pull them downwards and when these forces were in equilibrium the weights assumed a certain position relative to the shaft. If the shaft sped up the centrifugal force increased but of course the gravitational force remained the same so the weights assumed a new position, higher and at a greater distance from the shaft. A linkage attached to the weights could be used to regulate a steam valve. This could obviously only be applied to the new rotative engines.

Watt is also credited with devising the horsepower as a definition of the rate at which an engine was capable of doing work. It has been alleged that Watt inflated the value relative to the actual power output from a horse to avoid any negative comparisons of engine performance. In other words a 50 HP engine would have more power than 50 horses! A horsepower is 33000 ft-lb/min, so it is the power required to raise 33000lb one foot in one minute or to raise 1 lb 33000 ft in one minute or anything in between.

Boulton and Watt's business practices were just as savvy as Watt's inventiveness; first the patent which effectively denied the right of producing external condenser engines to the competition, second the way in which engines were sold such that the customer paid for the materials and provided the labour for erection to engineering specifications set out by the Company and third a royalty of one third of the value of coal saved compared with an atmospheric engine and which was paid on an ongoing basis.

Watt is one of the most significant figures in the development of steam power, but there is also a strong case for saying that his patent stifled development by competitors for 30 years. Fortunately for his competition the patent expired in 1800 and an application for its extension was denied.

Although Watt certainly understood the potential benefits of increased steam pressure, and his patent included expansive working whereby the steam valve was shut off part way through the stroke, he refused to design and operate engines at any pressure higher than 3 psig, which was a major impediment to improving performance.

### **The Cornish Engine**

In 1781 Jonathan Hornblower patented a 2 cylinder engine and in 1782 installed the first one at Radstock Colliery in Somerset. Several more Hornblower engines were installed in Cornwall, but the owners ended up paying royalties to Watt under his patent. Steam expanded in the smaller high pressure cylinder, was exhausted into the larger cylinder where it expanded further to do more work. The high pressure cylinder was attached to the beam closer to the fulcrum than the low pressure cylinder and had a shorter stroke. These engines were operated at

pressures close to atmospheric and because of this were unable to derive much benefit from the compound arrangement.



*Engine house at The Crowns, Botallack*

Cornishman Richard Trevithick pioneered the next major development which was the use of high pressure steam. His first high pressure application was a beam winding engine installed at Cooks Kitchen (later part of South Crofty) mine in 1800 which did have a condenser. Another high pressure engine at Dolcoath exhausted to atmosphere and earned the nickname of 'the Valley Puffer'.

Trevithick's boilers were cylindrical with a cast iron shell and an internal wrought iron fire tube with the fire grate at one end of the flue and the chimney at the other and they operated at pressures up to 50 psig (345 kPa). This would become known as a Cornish Boiler. (A later twin flue variant would be known as the Lancashire Boiler). He replaced traditional wagon style boilers with his new design at Dolcoath in 1806.

A major benefit of high pressure steam engines was that they could do about 4 times as much work as could be done with a Watt engine of similar size. Also, because there was no need for a cumbersome condenser, it made for a very compact unit with a much higher power to weight ratio. This enabled it to be used as a source of motive power for transportation.

The first steam locomotive was built by Trevithick in 1802 and ran on a railway at Coalbrookdale in Shropshire (where Abraham Darby had first pioneered the smelting of iron with coke in 1709). There was an unfortunate accident, somewhat surrounded by mystery, and it seems that the world's first locomotive ended up as a stationary engine.

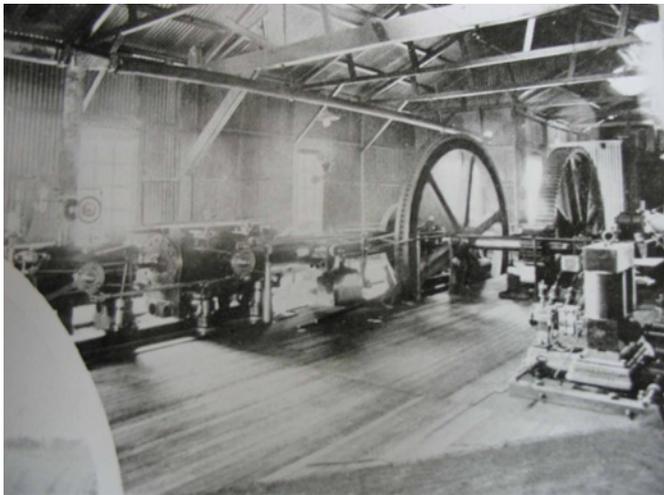
Trevithick went on to many great achievements in the field of steam powered transportation including the steam carriage of Camborne Hill fame in 1801.

Once Watt's patent had expired the stage was set for using high pressure steam in combination with a condenser. This combined the work available from the expansion of the steam and that from condensing the expanded steam. In practical terms it allowed the steam to be cut off early in the stroke, initially one of Watt's ideas but which had resulted in negligible benefit in an engine which

worked close to atmospheric pressure with what was essentially 'kettle steam'.

In 1812 he built a single acting high pressure (40 psig 275kPa) condensing beam engine at Wheal Prosper Mine near Gwethian which achieved a duty in excess of 30 millions. This was the Genesis of the Cornish Engine Era.

What is known as the Cornish Engine was a simple single acting beam engine which used the expansive power of the high pressure (40 – 60 psig, 275-415 kPa) in combination with a separate condenser. Steam was admitted to top of the cylinder for between 1/5 and 1/10 of the stroke after which it was shut off and the remainder of the stroke was driven by the expansion of the steam. As the piston reached the bottom of its stroke the equilibrium valve (known by engine men as the Uncle Abram valve) opened which allowed the vapour from the top of the piston to enter the chamber below the piston and at the same time exhaust to the condenser. The weight of the pump rods drove the up or equilibrium stroke. As the piston approached the top of its stroke the equilibrium valve closed and the steam valve opened slightly before the top of the stroke to allow a live steam cushion to reduce the shock of the change of direction.



*Cornish pump at Nourse Mine (Witwatersrand, South Africa) Source: SA Archives*

In 1801 Joel Lean, manager at Wheal Crenver and Oatfield, Crowan was the first to replace bucket pumps with plunger pumps except for the very lowest level, and the arrangement of plunger pumps spaced at an average of 30 fathoms (55m) operated by a single acting beam engine became standard Cornish practice.

At about this time engineering works and foundries were established in Cornwall for the manufacture of engines and mine related equipment. The most well known was Harvey's of Hayle, also Copperhouse Foundry of Hayle and Perran Foundry of Perran's Wharf.

These engineering works built Cornish and other design engines, pumps and other heavy equipment for the thriving Cornish Mining Industry and also for mines around the world. There were many famous personalities associated with them. Arthur Woolf from Illogan was an engineer for Harvey's who made important contributions with his compound engine and also in the design of high pressure boilers. His engines were two cylinder double acting beam engines and this design became popular later in the 19<sup>th</sup>

century and the Hamilton Water Works Engine is of this type.

William Sims was another respected Cornish Engineer who contributed to the improvement of engine efficiencies.

In 1810 Captain John Davy commenced publication of the 'Engine Reporter' with Joel Lean as registrar and reporter. The duty figures for operating engines were published allowing mine owners and operators to compare performance and also leading to healthy competition and improvement. In 1825 the average duty for the 56 engines reporting was 32 millions (remember the duty for Newcomen's first engines was 2 – 3 millions). The same year Samuel Grose, Engineer at Wheal Hope Gwinear, built a 60 in(1524mm) engine which reported a duty of 45 million. Publication of the 'Engine Reporter' continued for over 100 years.

In 1834 William West's new 80in (2032mm) engine at Fowey Consols achieved a duty of 125 millions operating with a steam cut off of 1/10 the stroke.

Steam power was used for duties other than pumping and these usually involved rotative engines. In 1813 the first steam stamps were installed at Wheal Fanny (Carn Brea). In 1835 the first steam capstan was installed by William West at South Hooe and in 1842 the first man engine was installed at Tresavean by Michael Loam.

In Cornwall the beam was known as the Bob. Engine houses were of a rectangular plan. The front wall was of massive granite construction to support the weight of the bob and withstand the stress due to the rocking of the bob; it is known as the bob wall. The cylinder was bolted down to a plinth within the engine house. The chimney was situated at one of the rear corners of the engine house and the boilers were located in an adjacent boiler house. Engine ponds were located nearby to store water for the condenser. The pump rod shaft was located immediately in front of the engine house directly below the outdoor end of the bob. The pump rods were made of Scandinavian or Canadian timber up to 24 inch square at the upper end. It was quite usual that the water would not be pumped all the way to the surface but it would be raised from the lowest levels of the mine to an intermediate point and discharged through an adit to the surface or the sea.

In addition to Cornwall there were many Cornish Engines built for English Collieries and also for various mines around the world particularly in Australia, South Africa and Mexico.

The largest engines ever built were three annular cylinder compound engines built by Harvey's of Hayle and installed to drain the Haarlem Mere in Holland between 1845 -9. Each had an 84 in (2134mm) inner cylinder and an outside annular piston 144 in (3657 mm); one of them operated 11 radial beams, the other two 8 beams each. One of these has been preserved there is an excellent web site with animated simulations of different parts of the engine – [www.cruquiusmuseum.nl](http://www.cruquiusmuseum.nl)

The final chapter of the Cornish Engine story is associated with what is reckoned to be the most significant improvement in human health to date, the provision of clean water and sanitation. As these developments gained rapid acceptance in the 19<sup>th</sup> century, a further application of the Cornish Engine was for water pumping duties and there were many fine examples of these efficient engines installed in water works and sewage pumping stations.

There were 70 engines pumping water in the London area alone.

Finally here is a table which traces the increase in efficiency as the steam engine was developed. This shows the considerable improvements which were made and shows the tremendous achievement of the Cornish Engine.

Approximate Coal Consumption of Steam Pumping Engines Per Water Horsepower Per Hour			
		lb	kg
1725	Newcomen	31.9	14.5
1775	Smeaton	17.0	7.7
1800	Watt	8.8	4.0
1840	Cornish	3.1	1.4
1870	Horizontal Compound	2.0	0.9
1885	Vertical Triple Expansion	1.5	0.7
1900	Steam Turbine	1.0	0.5

\* This article is based on a talk given at the Hamilton Museum of Steam and Technology in April 2007. This museum is North America's only exhibit of totally restored Cornish style tandem Beam Engines, with boilers supplied by Harveys of Hayle. The pumping system was opened in 1859 and supplied all the water for the City of Hamilton until 1910.

## Facts and Figures from south of the Tamar

As the date of the 2011 Census draws near, it seems a good time to reflect on some statistics from the past....

*Extracted from the West Briton of 10th Feb 1854 as found on Cornish-Gen. Thanks to Julia Mosman's team of transcribers for doing the work and to Lorna Leadbetter for sending this item to us.*

STATE OF THE PUBLIC HEALTH - There died last quarter in England and Wales 103,341 persons. The period was unhealthy, and a greater number of lives were lost in the population than in any other autumnal quarter of the last thirteen years, with only two exceptions - the fourth quarter of 1846, when the deaths rose to 108,937; and that of 1847, when they were 103,479. The annual mortality has been at the rate of 2.252 per cent in the ten years 1843-52; it was 2.186 in the last quarters of those years; and the last quarter it was 2.272. Cold weather towards the close of the year thinned the ranks both of old and young, and the latter class have also suffered much from fever, especially scarlatina, in many parts of the country. The returns from Cornwall show the number of deaths in the last quarter of 1853 to have been 1,899; in the corresponding quarter of 1852 the number was 1,851. The births in the last quarter of 1853 were 2,700; in the last quarter of 1852 they were 2,871.

The following are the reports of the district Registrars in different parts of this county, for the quarter ending 31st December 1853:

**Kea** - Births, 30; Deaths 30. Measles and scarlatina have prevailed in part of my district.

**Constantine** - Births 20; Deaths 28. Scarlatina raged in this district during the last three months, and has been very general in Constantine; about 100 cases, and 16 deaths, have occurred from this epidemic, principally in

the dwellings of the poor. The dungpits of cottagers in general are so badly arranged in this parish, that the effluvia arising therefrom will ever be a feeder to such cases until better arrangements are carried out.

**Crowan** - Births 26; Deaths 30. The births are below the average, and the deaths above it. There has been much sickness, and several persons have been attacked with bowel complaint.

**Gwennap** - Births 84; Deaths 76. Four deaths from cholera. Bronchitis prevalent amongst children.

**Redruth** - Births 70; Deaths 161. The deaths are 103 in excess of the corresponding quarter in the last year, and 107 above the average of three years; viz, 1850, 1851, and 1852. This great increase is accounted for by the prevalence of the epidemics cholera, diarrhoea, scarlatina, measles, and whooping-cough. There had been also an unusual mortality amongst aged persons, 16 of advanced age having been registered. Cholera 28, diarrhoea 16, scarlatina 15, measles 27, whooping-cough 7. I am glad to state that the health of the district is greatly improved, only one new case of cholera having occurred in the week, which I have heard has terminated fatally, but is not yet registered. The births are 14 below those of the corresponding quarter in 1852, and 24 below the average of three years. I would account for this great decrease principally by the great number of families, and men leaving their wives at home, who have emigrated to Australia and America during the present year.

**Illogan** - Births 85; Deaths 59. Scarlatina has been prevalent during the last three months, 12 of the deaths being from that disease.

**Camborne** - Births 109; Deaths 89. The number of deaths is considerably above the average, the increase being attributable to the prevalence of scarlatina; 17 deaths have been registered from this disease during the quarter, and 10 from dropsy following it, making a total of 27 from scarlatina and its consequences.

**St. Ives** - Births 46; Deaths 36. The births in this quarter are very much below the average. About 150 individuals have emigrated to different parts during the last three years.

**Marazion** - Births 36; Deaths 20. The only epidemic prevailing in the district is measles of a very mild character.

**Penzance** - Births 145; Deaths 122. Deaths are above the average, owing principally to the prevalence of whooping-cough and measles, from which causes 27 have been registered.



### Pewas Map Trevethan Award (Paul Smales Award) 2011: Call for nominations.

The Paul Smales Award is given to a Cornish man or woman, not currently living in Cornwall, who has made an outstanding contribution to the enhancement of the people and her-

itage of Cornwall. In 2010, the award was made to Julie Wheeler (Australia).

**Nominations are invited for the 2011 award.** Nominations, with supporting evidence should be sent to the Hon Gen Secretary of the LCA by 30<sup>th</sup> April 2010:

*Dr Francis Dunstan, 26 Sharrow Vale, High Wycombe, Bucks, HP12 3HB*

## Condolences

Three members of the London Cornish Association have passed away in recent few months. We offer condolences to their families and friends.

### Syd Dudley

Syd, originally from Camelford, was one of the founding members of the West Somerset Cornish Association. He joined the LCA in 1995.

### Donald Eddy

Donald, an Helstonian and long-time member of the LCA, passed away in the latter part of last year. For 35 years he was on the Helston Town Council and was elected mayor three times.

### Dennis Matthews

1922 - 2011

*The following tributes were given at the recent funeral of LCA member Dennis Matthews by his son David and LCA Vice-Chairman and Hon Gen Sec, Dr Francis Dunstan:*

#### **From David Matthews**

Dennis was born in 1922, and together with his brother Harry grew up in the fishing village of Newlyn near Penzance, Cornwall. His birthday was the 23rd April, St George's Day, which he was proud of sharing with William Shakespeare!

His mother's family, the Stricks, were fishermen, and Dennis' great uncle was harbourmaster at the time of the notorious Newlyn Riots when local men clashed with the crews of visiting East Coast boats who insisted on fishing on the Sabbath, something the strongly Methodist Cornishmen found unacceptable.

Dennis' father, John Henry Matthews, became Honorary French Consular Agent for the south Cornish coast and was responsible for rehousing the many Breton and Belgian refugees who had escaped the advancing German army in 1940 and sailed across the English Channel to seek sanctuary with their fellow Celts. The post-war De Gaulle government subsequently decorated him for his services to French civilians.

Dennis attended the local village school and then went on to Penzance County School at the same time as Dudley Savage, a notable cinema organist who sprang to fame as presenter of the BBC Radio programme 'As Prescribed'. Another of his best friends was the renowned D-Day veteran Ken Lakeman, whose grandson is the contemporary folk singer Seth Lakeman.

Dennis was just 17 when the Second World War broke out. His own war experiences took him to Belgium where he served with R.E.M.E. working on radio communications and early forms of Radar. One of the highlights he recalled was seeing Montgomery addressing massed allied troops at Luneburg Heath after the German surrender. He later enjoyed learning to ride on German cavalry horses, but was thrown at least once by a stallion he remembered as 'Herman'.

Once demobbed he returned to work for the insurance brokers Alexander Howden, where he had started in 1940, before being called up for military service. This necessitat-



ed his living in London, but he kept in touch with his Cornish roots through joining the London Cornish Association, a cultural and social organisation for expatriate Cornish men and women.

It was through this that Dennis met his wife, Mary, who was also a member. They got married on 2nd July 1951 at Perranporth Methodist Church in north Cornwall. In 1953 they came to Otford, buying one of the newly built houses in Tudor Crescent. This was a convenient location for commuting into London. Dennis lived in Otford for the next 56 years.

Dennis stayed with Alexander Howden for all of his working life. He had joined for a trial period of 3 months as a junior clerk at a salary of 20/- a week. By the end of his career he was a director of the company. He officially retired on 22nd April 1982 but stayed on part-time for a couple of years as a consultant. He worked principally as a

broker in marine insurance. He did much of his business at Lloyds of London, and he was always happy to show people around if he happened to have guests staying.

Dennis maintained various interests. He was a great enthusiast for Rugby Union. He regularly went up to see matches at Twickenham, particularly on the occasions when Cornwall made it into the County Finals which were held there.

In earlier years Dennis was an enthusiastic home wine maker and he was a member of the Otford and District Wine Makers Club. One memorable brew was a batch of elderflower champagne which he poured into bottles with screw tops rather than corks, with the result that some exploded in the shed where they were stored, scattering glass and spilling champagne on the floor.

Dennis was also a member of the Otford Historical Society. In later years, from 2004 to 2008, he was a volunteer for the National Trust, working as a Room Steward at Ightham Mote. He enjoyed all the training involved, learning, as he did, about the history of the property. It was one of his and Mary's favourite nearby properties, and they had regularly visited from the early 1950s, long before the National Trust took over its ownership, when the then owners held open days in aid of local charities.

Dennis was a keen Rambler. He would lead walks for the Sevenoaks Probus Club, until well into his 80s.

Many of these interests he has passed on to his son, David. For example, Dennis took David on his first fell walk, climbing Helvellyn in the Lake District, and David continues to enjoy fell walking. Dennis was also a keen photographer, and he developed an interest in cine film. His son, David, has continued this interest and now works in television.

Many family memories are associated with Cornwall, with family holidays there every summer, and in earlier years, trips also at Christmas and Easter to see Dennis's mother in Penzance and Mary's parents in north Cornwall.

Dennis was Chairman of the London Cornish Association on two occasions, from 1959-60 and 1975-76.

### **From Francis Dunstan, Vice-Chairman of LCA\***

Dennis joined the LCA in 1946 and just 3 years later was elected to its Council. At his death, Dennis was the third longest serving member.

By 1952 reference is also made to Mrs. Mary Matthews. Brian Reed, the second longest serving LCA member remembers that he introduced Mary and Dennis on the train from Penzance to Paddington

Again in 1952, Dennis was elected to serve on the Benevolent Fund Committee and he remained an active member of it until the fund was closed, much against Dennis's wishes, a few years ago.

In 1950 The LCA sports committee asked Dennis to report on his attendance at a County Rugby Match in Reading where he had gone to see Cornwall play Berkshire. He was glad to say that Cornwall won by 29 points to nil! Latterly Dennis has supported the London Cornish Rugby team from time to time.

In 1958 Dennis was elected Vice Chairman of the LCA, and a year later, became its Chairman. During his Chairmanship, the Trelawny Club was founded to cater specially for members under the age of Thirty. To mark Dennis' contributions to his long and distinguished service, he was appointed an Honorary Vice-President of the LCA in 2003.

I was reminded by Osborne Williams, formerly of Newlyn, and his wife Ruth (currently President of the Thames Valley Cornish Association) that Dennis was sometimes known as Mark. The story goes that he and his friends were playing marbles, and one game involved 'Matthew Mark Luke and John', (continued with, in Cornish playgrounds, 'ate a pasty 3 feet long') and the name Mark stuck.

David tells me that Dennis had a great regard for the LCA, and that his long membership of 65 years meant very much to him

I will finish with two of the many comments that I have received from LCA members - '*Sad news about a lovely Cornish gentleman*'. '*Dennis was a lovely man and I really liked and respected him and enjoyed being in his company*.'

We all did.

\* Also Treasurer and Chairman, Thames Valley Cornish Association

### **A message from the LCA Membership Secretary...**

One of our senior and well respected members, Dennis Matthews, who was born on 23<sup>rd</sup> April 1922 sadly died this year on 7<sup>th</sup> January. He had been a member for 63 years, joining in August 1947. It was here that he met his wife to be, Mary Tremewen, who had joined in the previous year, 1946. They married in 1951 and I have been told that he was introduced to her on a train by another LCA member when travelling up from Penzance.

Dennis was a very active member of the London Cornish Association. In fact he was elected onto Council only two years after joining the LCA and then served on all Committees over the years. His particular interest was the Benevolent Committee on which he served from the time he joined the Council until it was closed in 1994. He served two terms as LCA Chairman, 1959/60 and again 1975/76. It was during his first term as Chairman that the Trelawny Club for the under 30s was formed. Dennis stood down from Council in 2002 after serving over 50 years and then in September 2002 he was awarded Honorary Vice-President of the LCA as acknowledgement for all that he had done over the years.

He will be sadly missed and our condolences go to his family.

Graham Pearce, Membership Secretary

### **And from Norman Bunney of the Homecomers**

Dennis was among the influx of new members once the LCA became active again following the war years. He was soon known for his enthusiasm and as a result, was elected to Council. He was a keen supporter of the Sunday rambles which went out into the country month by month, and did his share in preparing and leading the walks. In the late forties fares to stations nearest starting points were reasonable and on occasion up to fifty of us would follow the leader's chosen route, stopping at a pub for lunch and casting envious eyes on pasties which the more domesticated members had made. Tea had been ordered near the station from which we had set out in the morning. A consequence of the LCA rambles was that Dennis met and married Mary Tremewen who came from Perranporth.

Dennis was always there when a London Cornish Contingent supported a Cornish club, or the County team was playing anywhere in Greater London. On one occasion we found the Isle of Sheppey where Saltash were involved in a minor cup competition.

For a number of years, Dennis was seriously involved, as LCA Chairman and with the Benevolent and Homeland Fund Committee which could be called on when a Cornish person in London was in urgent need of some support.

Drawing on his experience in the City, Dennis had useful advice for Council where matters of finance and insurance were concerned.

Twice, in '59 and '75, he was Chairman of the LCA and was welcomed as a guest at dinners and other social events of the affiliated Cornish Associations up and down the UK. On the more mundane level, members of Council appreciated Dennis as Chairman because we knew that we were sure of being home at a reasonable hour!

It is sad that he is no longer with us, but we are grateful that it was through the London Cornish Association that he was our friend.

## Follow-up from railway article which appeared in the last issue

The article on 'Cornwall's Railway Stations and Halts' by Mike Oakley which appeared in the Winter edition of the newsletter elicited the following responses:

**From Fay Binns (Southern Sons of Cornwall, New South Wales) who will be visiting Cornwall in May...**

We've really enjoyed reading about the history of Cornwall's railway stations in your Winter Newsletter. We'll be going down to Cornwall by train so will be able to see some of the differences for ourselves.

**And, from member Val Harris...**

I was disappointed to see Penmere Platform dismissed so brusquely in the article. It only commented on the modern structure being in the style unique to Cornwall. It failed to mention the improvements being made by the dedicated 'Friends of Penmere Platform'.

I should declare my interest in this tiny Halt. For over 20 years the station was manned by my father, Len Grose and Bobby Lamport from Penryn. Although only a halt, it was the station of choice for the majority of residents of Falmouth. The town station tended to serve the docks.

Len and Bobby's duties covered all aspects of railway work, not only selling and collecting tickets, but also working with local groups in the planning of their trips, dispatching racing pigeons and generally acting as a Tourist Office for locals and visitors alike.

They were both dedicated and loved their job and were well known and appreciated by the community. Of course, there were many long periods between trains and Dad filled the time by tending the ground that flanked the path from Penmere up to the platform. He took great pride in setting up and maintaining the garden beds and his flowers and shrubs were much appreciated by the locals and was also a good introduction to Falmouth for the visitors. Eventually, British Rail decided that they did not need to man the station. Inevitably, the land became overgrown and vandalised. It was not a good first impression and was a source of shame to everyone and it would have broken Dad's heart to see it in such a state.

Steve Lloyd and his friends decided something had to be done. They set about the daunting task of restoring order to the approach to the station. When I went down to Falmouth to attend the first Dehwelans gathering, the people we were staying with took me along to see what *The Friends of Penmere* had done. I was thrilled and moved to write to them, through the Tourist Office, to thank them for their tremendous effort. The contact has led to a firm friendship with the group.

They acknowledge the considerable help they received from the local populace with builders materials, plants etc freely given. The approach to the station and its platform are now a credit to both the 'Friends' and all who played their part in the project. I was honoured to be invited to unveil a platform seat and also to attend the installation of a new Running Board (station name board). I was also pleased to be present at a reception that was given to thank all those who were involved in any way. The latest project has been to install a steam engine ornament which was made, free of charge, by the apprentices at Pendenis Shipyard. A wonderful example of co-operation and pride in their town.

The 'Friends' go from strength to strength. My father would be so proud of their achievements at the Halt he loved. Perhaps their example might stimulate other groups to set about making improvements to their local environment.



*Tending the garden next to the apprentice's train at Penmere Halt. Note the running board (name board) in the background*

## Young bell ringers of Liskeard spread a little festive cheer

The St Cleer Belles', and 'Darite Primary School Handbell Bands', were busy over the Festive Season, ringing a medley of seasonal music at concerts and at services in St Cleer Parish Church, on Bodmin Moor.

On Fri 17 Dec 10, Members of this intrepid Band, Abbie, (aged 10 yrs) Courtney, (13 yrs) Ellie, (11 yrs) and Ethan, (4 yrs), trekked two miles in the dark, across moorland and in falling snow, to get to their handbell ringing practise on time. Loyalty indeed and quite beyond the call of duty. Dads must be given credit for accompanying them and for waiting at the local hostelry until they were ready for their late evening trek home.

Later in the week, Courtney, gave five hours of her time to help deliver Christmas hampers to the visually impaired in East and North Cornwall, on behalf of Cornwall (Conversation) Tapes for The Blind.

On Friday 27 May 11, the children will take part in the third Annual Well Dressing at St Cleer. The service will be led by Rev Keith Lanyon Jones.

On Thursday 30 June the annual Trelawny Day will be held in Pelynt. This event, which will be attended by the 14<sup>th</sup> Baron of Trelawne, will include a talk, supper, a service and a concert by the Pelynt Male Choir

*Duncan Paul Matthews, Liskeard Old Cornwall Society*

## Can you help?

Dr Garry Tregidga, Assistant Director of the Institute of Cornish Studies is trying to find information about a former member of the London Cornish Association. The gentleman he is interested in was born in Plymouth and was of Polish extraction. He became a vicar and served in Cornish parishes where he developed a passion for the Cornish language and music. He later came to a church in London.

Do you know who this might be? If so, please contact Garry at: The Institute of Cornish Studies, The University of Exeter - Cornwall Campus, Penryn, TR10 9EZ

# News from other Cornish Associations

## USA

The big news from the US is the 16<sup>th</sup> Gathering which takes place in Mineral Point in August. There will be a very full programme including a production of *'The Cry of Tin'* which uses folk songs to tell the story of tin mining in Cornwall, and an evening of Cornish films. There will also be a chance for personal contributions in a *Cornish Have Talent* session. More details of the event can be found in the Spring newsletter of the **Cornish American Heritage Society** and on their website, [www.cousinjack.org/](http://www.cousinjack.org/)

The newsletter of the **California Cornish Cousins** reminds us that the 20<sup>th</sup> Annual Gathering will take place in Placerville early in June and a busy programme has been planned for this event. The theme of the Gathering is *Hearth and Home: Cornish Women in the 1800s*. The programme will include visits to museums and to the Gold Bug Mine. Lunch on Saturday will include a pasty, eaten on the banks of the American River.

On March 12<sup>th</sup>, Grass Valley will celebrate St Piran's Day with the annual Pasty Olympics.

## CANADA

The **Toronto Cornish Association** held a very successful Christmas party in mid December. After the business part of the meeting had been completed, members tucked into a delicious lunch, washed down with Sleeman's Beer! John Webb provided the quiz which tested everyone's knowledge of Cornwall. There was also a talk entitled *'Carryin's on' of some wild gals of Cornwall*, which was given by Ann Burke. The afternoon ended with Celtic Christmas songs from Heather Dale.

The TCA has some exciting meetings planned for the coming months, including a lesson on pasty making which will be given in April.

## AUSTRALIA AND NEW ZEALAND

We have all been shocked at the terrible things which have happened 'down under' in the past few months. The TV coverage of the Queensland floods revealed some of the extent and horror of that situation, and then, hot on its heels were the awful floods in Victoria and now more recently, the earthquake in Christchurch. We are obviously very concerned about our 'cousins' as well as others caught up in these disasters and they will be in our thoughts for some time. We have received the following emails from the affected areas which give some idea of what people have had to endure.

### **From Trish George, President of the Cornish Association of Queensland**

Fortunately, most of our CAQ members live around Brisbane and have been spared from the dreadful floods, but in North Queensland thousands have been evacuated and many have lost all their possessions. It really is a very sad sight to see on the TV here all the time.

### **From Margart Morrish, Editor of the Ballarat Branch of the Cornish Association of Victoria**

Fortunately here in Ballarat we had only minor flooding. Creswick (a small town near here) had its second serious flood in six months and bad as it is for those individuals affected, as a small community it does not involve big

numbers. Brisbane and particularly the Lockyer Valley suffered the most, but it sounds as though even that is nothing to what the Category 5 Cyclone in the North Queensland area will be doing tonight. Many people and all Hospitals and Nursing Homes have been evacuated to safer areas and by about 3pm this afternoon power had already been cut in some areas. The 'Eye of the Storm' is not expected to hit till 10pm tonight! Cyclone Tracey nearly flattened Darwin a few years ago and one of the meteorologists I heard on the radio says it was 'only a baby compared with this one'!!

### **And from Jean Harry of the New Zealand Cornish Association**

We are OK, just a few crockery and glass breakages from our cabinet, a lot more than the 4<sup>th</sup> September quake, but we are very lucky compared to most people. We have water, power and telephone but a lot of people the other side of the city haven't. We have had our eighty-year-old+ friends Dorothy & Ida with us for a couple of nights because they didn't have any services and their hot water cylinder leaked through from their laundry into the kitchen. They've gone home today and Graham has taken 4 large paint buckets of water over to them. Fonterra, the big milk company, has provided lots of their milk tankers filled with water which are stationed at schools in affected areas, but people have been requested not to use the sewerage systems as lots of the drains are broken, a pit in the back yard has been recommended.

The city business district is another story. You have probably seen TV footage of that and the rescue attempts of all the trapped people. The treasurer of the Christchurch Branch of the Cornish Association has lost her son Matthew. He was in the CTV (Canterbury Television Building) where he works as a Presenter/Interviewer, a lovely young man, kind, thoughtful and the apple of his mother's eye, an only child, and preparing for his wedding later on in the year. His mother, Jeanette will be absolutely devastated, inconsolable, but we haven't been able to get hold of her by phone and the streets around her are not accessible because of liquefaction.

Photos of the church show that the roof has collapsed into the centre and 3 workmen who were removing the pipes, etc of the organ were trapped and killed, 4 managed to escape, one with some injuries that are not life threatening.

All in all it's a very sad time for the city and it will take years to recover. Christchurch is renowned for its Heritage buildings, most of which have been destroyed. Help is arriving from all over the world. There is concern that the Hotel Grand Chancellor, a modern multi storey building is about to collapse. It is a tribute to modern engineering and earthquake proofing regulations that it is still standing, but liquefaction under one corner has made it tilt and another big aftershock will probably bring it down. This is hampering rescue and recovery attempts in the collapsed buildings around it.

I will be contacting members of the Christchurch Branch of the New Zealand Cornish Association today if their phones are working. We were planning a St Piran's Lunch on 5<sup>th</sup> March but have decided to cancel in respect for our Treasurer.

On a happier note, things are gearing up for the bi-annual Kernewek Lowender Festival which will take place from 11

to 15 May. The programme will include a variety of cultural activities as well as the lessing of the graves and a Bardic Gathering. More information about the Festival can be found on their website [www.kernewek.org](http://www.kernewek.org).

The **Cornish Association of NSW** will hold a St Piran's Day lunch on 5<sup>th</sup> March. In April, they will visit the Symbio Wildlife Park which is known for its 'hands-on encounters with fascinating creatures from Australia and around the world'.

Members of the Association attended the Celtic Australia Day in January and participated in the opening parade and Celtic wrestling. They met some new Cornish people at the event.

Thirty members of the **Southern Sons of Cornwall** gathered for their Christmas party in December. There was a 'scrumptious lunch' and a Cornish quiz. The quiz was organised by Julie Wheeler who visited us in London last year. 'This caused lots of fun, especially when some of the Cornish born had trouble with the answers.'

The **Cornish Association of Victoria** will celebrate its 25<sup>th</sup> anniversary on 16<sup>th</sup> April. The programme of events to mark this occasion includes the Oakleigh City Band and community singing. Patron Bill Phillips will launch his book *A Short History of Cornish Associations in Victoria* on the day. The results of an essay competition with the theme 'Bringing Cornwall to Australia' will also be.

The Association has a new website which can be found at <http://www.cornishvic.org.au>.

Over 40 people attended the Annual Dinner of the **Gee-long Branch** of the CAV in November. Guest Speaker was Colin Schulz who spoke of his wife's Cornish ancestors. They were pioneers of the Bellarine Peninsula in Victoria.

**Ballarat Branch** will celebrate St Piran's Day with a flag raising ceremony near the town hall. A wreath will be laid at the Gold Monument.

The **Casterton Borderers Group** held a successful afternoon in November, with guests Ted and Beryl Curnow who spoke on their two years in Cornwall. Betty Johns produced a knitted pasty which she had made while recovering from a broken ankle!

The **Cornish Association of South Australia** will mark St Piran's Day with a lunch. On 21<sup>st</sup> March they will attend a reception for Commonwealth Day. They are currently busy with preparations for Kernewek Lowender in May.

The November meeting of the **Taranaki Branch** of the **New Zealand Cornish Association** went for a trip on the Waitara Railway Preservation Society train. The line they were on was originally built using Cornish labour.

Thirty two members attended the Christmas meeting of the **Christchurch Branch** of the **NZCA**. The entertainment was let by the St Alban's Choir. Their first meeting in 2011 was a picnic at Woodham Park.

## UK

After several years of the very chatty 'Tag', the **Thames Valley Cornish Association** now has a new editor and a new newsletter. We wish editor Mark Symons all the best with his new venture.

**Bournemouth Cornish Association** have, for some time, been involved in the St Piran's Day celebrations in Bodmin. They will be taking part again this year.

The **West Somerset Cornish Association** has a busy year ahead - *As we head into a new year after a very enjoyable Christmas meeting, we hope that 2011 will be as good as the past year.*

*We had to make our own entertainment for the November meeting after cancelling the speaker because of bad weather and sickness. At the Christmas meeting, we had a talk on 'Steamers of the Bristol Channel'. Some Great Western Society members joined us for that meeting at which we also had a bring-and-share supper.*

*We have a full programme for 2011. By the time you read this, we will have enjoyed our after-Christmas meal at the Anchor Inn with 30 of our members attending.*

*Several of us went down home last year to visit family and friends and our Chairman spoke to the Cornwall Railway Society in Redruth (his birthplace) during December.*

*Our membership has dropped slightly to 35, most of them regular and active. Our Vice President is now back with us after a long spell of illness during 2010.*

In between a series of pub lunches, members of the **Gloucester and District Cornish Association** will be enjoying talks on *To Cornwall and Back* and *Railway Journey Across Canada* in the next couple of months.

## New Member

We welcome the following new member to the LCA:  
Miss Betty Leese who is living in London SW5.



## Don't miss out on your newsletter

We want to make sure you get your newsletter so please make sure you let us know if you change a your contact details – either email or mail address. Contact the Membership Secretary: **Graham Pearce, 17 Trellyn Close, Barming, Maidstone, Kent ME16 9EF.**

AND, don't forget to send in news which you think would be of interest to others. Please send your items to The Editor at either of the addresses on the back page of this newsletter.

## Opportunity to meet Australian cousins in May

Fay Binns, Secretary of the Southern Sons of Cornwall, and her husband David will be visiting the UK for a couple of weeks towards the end of April. They will be in the London area during the week of 16<sup>th</sup> to 19<sup>th</sup> May and we propose meeting them for dinner at *Coast*, the Cornish restaurant in Camden (<http://www.coastdining.co.uk/>). Anyone who would like to join us is most welcome. Please let the Editor know if you are interested (contact details on the back page) we can ensure you have all the details in good time and book enough places. The restaurant has a special deal for diners who are seated by 7pm. We will take advantage of this, so it will not be a late night.

# Rugby

First of all, two apologies! I did not know a group of you attended our home league match against Guildford in January until Liz pinged me to thank me for the 'entertainment'! We lost the match and I did not even get to commiserate with our supporters so I am sorry if you were amongst them – next time, please grab me and introduce yourselves! Secondly, I must apologise for the newsletter being delayed of late – I fear this is down to me too, because my job is forcing me to travel so much more and I have not had quite as much spare time as I did. Hopefully, I can put this to rights asap and I hope the articles are worth waiting for!

I am writing this article on the eve of our match against the league leaders Guernsey, a match to be played on St Piran's Day in front of BBC Radio Cornwall and our Vice Presidents, who have travelled from around the globe to attend the match. Our 1s are current placed 6<sup>th</sup> in the league, but the top places are so tightly packed that a win may take us up a few places at once, hence the interest. I think we may just fall short of promotion this season, but if we do I am keen we attain our highest ever position in the leagues, which would mean finishing above 5<sup>th</sup>. Watch this space!

Speaking of St Piran's Day, I have just returned from the inaugural Cornish MPs Westminster St Piran's Day Celebration, which took place in the Jubilee Rooms at The Houses of Parliament. I met more Lords and Ladies than I have ever done before, and a few distinguished Committee Members of the LCA too! Pasties were served along with Tribute Ale, but such was the interest in all things Cornish there was really very little time for those of us manning a stand to eat or drink, so I have returned home happy, hungry and thirsty!

The late 'Janner' Dyer was a long standing stalwart at LCRFC, who held many of the posts at the club. On his death, he left a sum to the club to buy a Trophy Cabinet for our Club Room at The Telegraph. We have had the cabinet made by a former player in Truro, and this week we took delivery of it so we can erect it on St Piran's Day in Janners honour. I believe in his last weeks he attended an LCA event in London, and took the dance floor by storm in the process! This was typical of him and his larger than life attitude will live long in those that remember him, his name also now immortalized on the Trophy Cabinet he bequeathed LCRFC. Look out for it next time you are at The Telegraph Inn on Putney Heath in London.

In the last edition, I noted an interesting article on Cornish railway stations and a photo of my home town station in Redruth. It brought back a memory that, though a digression, may be worth sharing. We always used to travel from

Redruth to school in Penzance on the train each day, and from time to time there would be high jinks on the journey to school. Word reached my mother who threatened to chaperone us on the journey in if we did not behave. Can you imagine the shame and loss of face for us amongst our friends one day when she carried out her threat?!! I still remember the looks of my friends faces on that south-bound platform at Redruth when they saw me cross the bridge being towed by a stern looking mother. Ah well, not sure people would do similar today.

As mentioned above, the 1s are currently 6<sup>th</sup> in our tight division, but we are also still in the National Cup competition as it enters its later rounds. We visit Rochford Hundred in deepest Essex on March 19<sup>th</sup> and if we can win that, host Trojans from Southampton on April 2<sup>nd</sup> before the next rounds follow on April 16<sup>th</sup>, 23<sup>rd</sup> and 30<sup>th</sup>. Win those, and we will have a Twickenham date on May 14<sup>th</sup>. This presents a slight challenge for me, for I have booked a holiday in Tresco on the Isles of Scilly at the same time as the final. I will let you know what transpired in the next edition. Our 2s have fallen off the pace in the promotion hunt in RugbyTech Shield Div 3 and now sit in 4<sup>th</sup> position, though having played significantly more games than sides around them. I think a top 6 finish would be a great achievement in our first ever season at that level, though I know our players were angling for another promotion. Our Choughs have now played 8 friendlies in the season as we seek to protect the impact of the greater number of fixtures being played by the 2s by not forcing a Choughs out every week. I suspect we will re-enter a league with The Choughs next season as it will force us to build more depth at the club. Our Dukes have also just edged off the pace in their promotion race in Surrey Combination Division One. I feel that this division is about the right level for our capabilities at present, so a promotion challenge may need to wait another season.

I have started campaigning to try and attract a series of Cornishmen playing decent standards of rugby in London for other clubs to 'come home' to London Cornish. Whilst we are an open club, I believe it is very important that we retain a core of players who understand what the badge means and appreciate what an honour it is to be able to pull on the shirt. I am concerned that we are a few players short of the number of Cornishmen I would like to have at the club and am putting words into action – again, I will update you on progress in the next edition.

All that remains for me to write for now is the last matches of the season – it is still freezing as I write so wrap up and hope to write again in the warmth of our summer.

Kernow Bys Vyken!  
*Dickon Moon, Coach*

Sat 12 <sup>th</sup> Mar	Tottonians	Away	London 2 South-West
Sat 19 <sup>th</sup> Mar	Rochford Hundred	Away	Int Cup Round
Sat 26 <sup>th</sup> Mar	Gosport & Fareham	Home	London 2 South-West
Sat 2 <sup>nd</sup> Apr	Trojans (tbc)	Home	Int Cup 4 <sup>th</sup> Round
Sat 9 <sup>th</sup> Apr	Effingham & L'head	Away	London 2 South-West
Sat 16 <sup>th</sup> Apr	tbc	H/A	League Play Off or Int Cup 5 <sup>th</sup> Round
Sats 23 <sup>rd</sup> Apr and 30 <sup>th</sup> Apr	Int Cups Q/F Round and S/F if LCRFC still involved		
Sat 14 <sup>th</sup> May	Int Cup Final if LCRFC still involved		

## Mem Sec's Meanderings...

Once more Christmas is behind us and as this is my first 'Meanderings' of 2011 I take the opportunity, although it may be a bit late, to wish you a very happy New Year. We are now approaching spring and hoping for a nice, sunny and pleasant summer but not too hot!

The November snow was early and not what we wanted before Christmas; I won't say we were snowed in, but journeys were restricted and had to be very carefully planned. How were you affected? At the end of November, as the roads from Kent were gridlocked with snow and stranded traffic, we had to abort our planned trip to Cornwall followed with the weekend in Torbay where we would have enjoyed our usual attendance to the Torbay Cornish Association Annual Dinner on the first Saturday in December. We always look forward to that weekend as we have been doing it now for over 20 years. Hopefully next year the weather will not be so harsh.

Sadly I have to report that one of our Hon Vice-Presidents, Mr. Dennis Matthews, who joined in 1947, died in January. He was a very active member for many years. He married his wife Mary (née Tremewan) in 1951 but, after 48 years of marriage, she died in 1999.

Also, Donald Eddy, an Helstonian and former Mayor of Helston, passed away just before Christmas. This was particularly sad considering the Association's historic connection with Helston and the original formation of the LCA. Our condolences go to the families of both Dennis Matthews and Donald Eddy.

On a happier note I am very pleased to be able to welcome the following new member:

Miss Betty Leese who is living in London SW5.

The Association membership, as at early February, is now 247. We do need more new members, so please do what you can to encourage other people to join. You may think that 247 is a lot of members, but if you take a look in your Brochure (The Yellow Book) you will see that our membership is not just London, it is spread across the country and include members who have retired and returned to Cornwall. There are those who have retained their membership because of their loyalty and pride in Cornwall, their Homeland.

104 of our members have given me their e-mail address but I have been told that some of them are in fact not valid, or are unrecognised! If you change your e-mail details please let me know, this is the same as changing your postal address or telephone number.

Most of us nowadays have central heating in our homes. I thought this was for greater warmth throughout the house and less bother than the old coal fires, but I had different ideas after reading the following from a book of Cornish superstitions '*If fire won't kindle your husband is in a bad temper*' could also be wife! Various other sayings in the book include: '*If a pig runs round the townplace with straw in its mouth a storm is approaching.*' '*Rain is imminent when cattle keep close together by a hedge.*' Perhaps we should use animals to give us our weather forecasts!

We often think back to when Cornish towns and villages were self sufficient communities, when if you wanted something, be it food, groceries, clothes, decorating materials, gardening tools, electrical goods, or even furniture items, you could go to your local shops which in many cases were, 'just down the road', probably family owned,

and selling what the local people wanted or needed. Not like today's supermarkets and large stores whose interest is to try and sell you what they want you to buy not what you really wanted, often pre-packed in quantities that are twice as much as you really needed! I am sure we all look back over the years comparing 'today' with 'yesterday': the older you are the farther you look back. You may agree or disagree with these comparisons, but whatever, I suspect you still look back on your schooldays whether you enjoyed them or not!

How often do you go back to Cornwall for a holiday or to visit old friends? With today's roads the travelling time has been greatly reduced provided you pick the time of travel and don't go in 'the rush hour' or on 'summer Saturdays'! Costs though have greatly increased over the years. I remember that a train journey was about £4 return and if you had a car the cost of the petrol was considerably less. But we all love our homeland and, as I mentioned above, a number of our longer serving members have actually retired back to Cornwall. This, of course, means that they are no longer able to physically support the LCA, but they do remain as members and we are pleased to see them on occasion.

Don't forget the Association's 125<sup>th</sup> Annual Dinner this year on 12<sup>th</sup> March. Tickets can be bought from the Treasurer (74 Sandmere Road, London SW4 7QH) until early March. You will be very welcome to join us and celebrate 125 years of the LCA. A hundred years ago, when our membership was in the order of 800, two to three hundred people attended the Annual Dinners. With our membership now down to about 30% it would be nice to have the equivalent attendance at the Dinner. Unfortunately though, I don't think the Hotel would be able to accommodate those numbers, so please book your tickets early to ensure a place. We look forward to seeing you there.

Why is it that food is such a great attraction? This is really noticeable with the smaller Cornish Associations, where their programmes have regular pub lunches or food at a member's house. Even the LCA has regular 'informal lunch meetings' which are popular with those who attend. Do you do a lot of your own cooking? Well I read the other day that '*it encourages bad luck to keep onions in the house after cutting them*'. Is this a genuine superstition or the aftermath of onion aromas spreading through the house and the subsequent reaction of the non-cook (husband or wife) to whom the response could be '*Well you do the cooking next time*'? I have no objection to onions! Now for a Cornish remedy: '*A boiled onion placed in a stocking will cure earache*'. If we believe everything we read, or are told, wouldn't we have a boring life? We would have no comparative discussions, no minor disagreements. Well that's life 'read it or don't read it, believe it or disbelieve it' yours is the choice!

As I have said before we continue to hear of Cornish Associations that are suffering from reduced membership and are consequently struggling to continue because they seem unable to attract new members and particularly members who are willing and able to participate in helping to organise functions. We don't like seeing memberships declining and still hope that Cornish Associations, particularly ours, will continue. So once again I ask that if you know of any Cornish people or descendants of Cornish

people living near you who may be interested in joining the LCA and becoming one of our new members, to give them details and suggest they contact me at the address below or, alternatively, send me their names and addresses so that I can send them a Membership Application form.

*Kernow bys vyken*

Graham Pearce, 'Pengwyth', 17 Trellyn Close, Barming, Maidstone, Kent, ME16 9EF. Telephone (01622) 727167

## Crowdy Crawn

### Cornish cheese sees off the rest!

It was announced at the end of December that:

*'A little cheese from Cornwall has beaten off les grand fromages from France, Italy and even Switzerland to win the World Cheese Awards.*

*The Cornish Blue is the first British winner for a decade -- triumphing over two thousand other cheeses.'*

The cheese was made by the Cornish Cheese Company.

<http://www.bbc.co.uk/news/uk-12085178>

### If it's not made in Cornwall, it is not a CORNISH pasty!

Finally, nine years after the Cornish Pasty Association (CPA) applied for special protection, the Cornish pasty has been granted protected status. This means that only pasties using a traditional recipe and made in Cornwall can be called a 'Cornish' pasty.

A Cornish pasty has a *'distinctive D shape and is crimped on one side. The filling should be chunky and have no less than 12.5% meat, potato, swede, onion and light seasoning. The pastry must be 'golden in colour, savoury, glazed with milk or egg and robust enough to retain its shape throughout the cooking and cooling process without splitting or cracking'.*

Another Cornish product - clotted cream also has protected status.

### Camel Valley Tours Raise Funds For Air Ambulance

The Lindo family of Camel Valley Vineyard have raised £550 for the Cornwall Air Ambulance by introducing a special offer to their visitors. Visitors to the vineyard near Bodmin pay for a personally guided tour of the vineyard and winery which includes a glass of still wine, but for an extra pound they can now 'upgrade' to a glass of bubbly which can be enjoyed on the terrace. Those extra pounds have made up the donation to the Cornwall Air Ambulance Trust.

Bob Lindo, whose own daughter has been helped by the Air Ambulance said, *'Everyone wants to try our famous Cornish fizz, people like to be generous and often give more than the pound.'*

### ShelterBox responds to New Zealand earthquake

Shortly after the New Zealand earthquake, the local Shelterbox response team was working with authorities to assess needs. 120 ShelterBoxes were sent from Australia and a further 200 tents were air-freighted from the UK.

John Leach, Head of Operations at ShelterBox, said: *'It's difficult during the early stages of a disaster such as an earthquake to fully assess the need for our aid. The Christchurch quake has caused extensive damage to the area's buildings and infrastructure so we are preparing to respond with whatever the authorities require'.*

### Geffrye Museum in London has a Cornish connection

Sir Robert Geffrye was born in Landrake, near Saltash in 1630. At 16 he left for London where he was apprenticed to a Master Ironmonger and eventually became Master of the Worshipful Company of Ironmongers. In his will, he bequeathed 14 almshouses, mainly for widows of ironmongers. The almshouses were built in 1715 and now house the Geffrye Museum which specialises in the history of the English domestic interior.

This museum is well worth a visit, especially at Christmas time when the houses are decorated according to the traditions of the period.

You can find more information on the museum on their website - <http://www.geffrye-museum.org.uk>

### Did you know that it was a Cornishman who saved the Cutty Sark?

The Cutty Sark, a three-masted clipper, was launched on the Clyde in 1869. Between 1870 and 1877 she made 8 trips bringing tea from China and then, between 1883 and 1895, she carried out 12 journeys taking wool from Australia to England. When this service was no longer profitable, she was sold to a Portuguese firm which used her to transport goods across the Atlantic. They renamed her Ferreira.

On one of her journeys, in January 1922, she sought refuge in Falmouth to avoid a storm. While there, she was spotted by a Cornish mariner, Captain Wilfred Dowman who had admired her when, as a young apprentice, he first saw her. He negotiated a deal with the owners and purchased the ship for £3750. He spent the rest of his life restoring her and after he died, his widow sold the Cutty Sark to the Thames Nautical Training College.

When the ship was no longer needed for training, it was taken to a dry dock at Greenwich where, in 1957, the Queen opened it as a museum. Since then, it has been visited by over 15 million people.

The Cutty Sark is, once again, going through major restoration following a fire in 2007.

*Tony Wakeham*

**The deadline for the next issue of the  
LCA Newsletter is**

**5th May**

*Please send all contributions to:*

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*Or email to [editor@londoncornish.co.uk](mailto:editor@londoncornish.co.uk)*