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Est. 1962
Founder: Cliff Trevelyan
Trevelyan an Tyrnoweth

Kowethas
Kernewek Mordir
Nowydh

N E W S L E T T E R

L y t h e r - n o w o d h o w

My travels

This newsletter is later than usual because I have been travelling. I spent four weeks exploring Canada and, as always, I was looking out for references to Cornwall.

The trip started with a five-day train journey from Vancouver to Toronto. Each carriage had a name - one was called Cornwall Manor. It is one of 40 stainless steel sleeping cars used on the cross-Canada service. They were built in the 1950s and recently refurbished. Many were named to commemorate early public figures in the colony however 'Cornwall' may relate to the city of Cornwall, Ontario.



While planning the holiday, I 'discovered' Cornwall, lying on the banks of the St. Lawrence River. It was named in 1797 in honour of Prince George who was then Duke of Cornwall and later became George IV. It had been settled a few years earlier by soldiers loyal to Britain but escaping the US following the War of Independence. The



city of Cornwall remains an important port and administrative centre.

Time was limited so we didn't stop but drove past signs to Cornwall on our way north from Toronto. Our short stay in Toronto regrettably did not give us a chance to connect with our Cornish cousins there.

The reason for making the drive north was personal. Bear with me while I share an outline of the story.

My father, George, and his two brothers were brought up by their grandmother. Three teenage boys were probably a handful for the aging lady. In 1928 George, the middle brother, was bundled off on a Salvation Army scheme that sent young men

to work in the colonies. Some went to Australia, New Zealand and Canada. It was a major adventure (not to say terrifying) for a country lad to leave home in [Knave-Go-By](#), near Camborne to attend a training course on a farm in Essex, northeast of London.

From there, kitted out with new clothes and tickets for train and ocean passage, he left for Canada on the RMS Montclare which sailed from Liverpool a few days after his 16th birthday. The cost of £27/8/5 (27 pounds 8 shillings and 5 pence or around NZ\$3,000 today, allowing for inflation) was funded by the British and Canadian governments. George's monetary contribution was just two shillings and sixpence although he undertook to repay another £5 to be deducted from his wages.

George next appears on the farm of Mr Freeman in Forfar, a tiny settlement in Ontario, and there he stayed (as far as I know) for over five years. He returned to Cornwall in 1933 disembarking from RMS Ausonia in Plymouth. It was his one and only big trip. I did not know him to venture further than about 100 miles from home.



I pieced together some of this story from old family photographs and postcards but reached out through Facebook to a group involved in the history of the area around Forfar. Two lovely people responded and were of enormous help fitting the pieces together. During my trip, I visited one of them, Julia, who then took me to the farmhouse where George had lived. Julia had used family connections to identify it from a 1920s photo. Although many of the outbuildings had gone, the house itself was still standing and unmistakeable. I had also contacted the British Salvation Army who provided details of the cost of George's training and travel along with a copy of a note he wrote

in 1928 outlining the journey to Canada.

George died in 1997 and I wish now that I had asked him to tell me more about his Canadian experience.

In French-speaking Quebec, I got talking over a cup of coffee to a local man who had visited Cornwall many times with his wife. In only slightly faltering English he told me they loved [Penzance](#) and had walked most of the coastal footpath.

Later in our trip we visited the Canadian Rocky Mountains. Possibly the most visited spot is Lake Louise in the Banff National Park. To escape the crowds, there is a steep climb to Mirror Lake. Reflected in its waters is a modest mountain that reaches 2,649m. It was given the name Mount St Piran in 1894 by Samuel Allen. He was a pioneering American who was among the first westerners to explore the area so enjoyed the ability to give English names to many peaks.



C Cornish alphabet

In the third instalment of the Cornish alphabet, the topic is one that defines Cornwall in many ways – its **Coast**. It is such a huge part of our psyche that it is hard to know where to start or end.

As a peninsula projecting into one of the world's great oceans, Cornwall boasts a coastline of around 640 km (400 miles) according to Cornwall Council's official measurement. It is bordered on the north by the Celtic Sea, an area of the Atlantic Ocean that also touches Ireland, Wales and Brittany. To the south lies the English Channel. The local geology creates contrasting coasts. In the north, the wild rolling sea results in high vertical cliffs the highest of which, suitably named High Cliff between [Boscastle](#) and [Crackington Haven](#), measures 223m (735 ft). The open-ocean exposure has made some of the north coast beaches (such as Fistral beach in [Newquay](#), [Gwithian](#) and Porthmeor beach in [St Ives](#)) centres for the surfing community. The relatively calm and enclosed waters off the south coast give rise to more sheltered harbours and easier navigation. [Falmouth](#) Harbour is the third largest natural deepwater harbour in the world by depth and surface area.

Gravity and interplay of the sun and moon create tides where sea level changes on a twice-daily cycle. In Cornwall the differences in sea level changes from as little as 2m to 9m on extreme tides with the coast around [Bude](#) experiencing

some of the greatest differences. Until researching this article I had not heard of ocean tide loading. Initially sceptical that it existed, I have been convinced that, due to the weight of additional water as the tide comes in, the coastal land is weighed down and can 'sink' by up to 15cm. The shape and size of the North Atlantic basin make the flexing of the earth's crust more noticeable along western European coastlines like Cornwall than in mid-continent regions. Who knew?

The sea also influences Cornwall's climate. Despite the winds that can roar in from the Atlantic, Cornwall has, on average, a temperate climate with milder winters, cooler summers and lots more sun than the rest of the UK thanks to the effects of the Gulf Stream. It brings warm waters from the south but the uplifted temperatures can also create wetter conditions. As I write, the UK and Europe have been suffering from an extreme heat wave that resulted in Cornwall being officially declared as in a "flash drought". Then, on 31 July the British Met Office issued a heavy rain warning for Cornwall.

Its maritime location and abundance of safe harbours have played a big role in the history of Cornwall. Early trade with mainland Europe may well have been based on close ties with Brittany, a sister Celtic nation, just across the English Channel. Cornwall's mineral wealth, mainly its tin, was highly valuable. The sea gave Cornwall its second economy – fishing. Pilchards long formed an important export.



Porthcurno

There were other less legal activities based on the coast. Smuggling took advantage of the numerous small inlets and coves to avoid customs officers. The salvage of wrecks and their cargoes after vessels fell foul of dangerous rocks and currents during storms helped support local communities but led to the

deliberate wrecking of ships.

The collision of the seas around the southern tip of Cornwall, particularly the [Isles of Scilly](#), generated notoriously dangerous conditions. There is a long list of shipwrecks in the area. One, dubbed the shipwreck that changed the world, involved HMS Association and three other ships in her fleet that went aground on the Gilstone Rocks near the Isles of Scilly in 1707. 1,450 sailors lost their lives but it led to Queen Anne and her government offering a reward of £20,000 for the invention of a chronometer accurate enough to calculate longitude and improve navigation. The prize was won by a carpenter, John Harrison, and world shipping

was made forever safer.

Cornwall is now home to nine lighthouses many of which were built in the 1800s. The exceptions were the [Lizard](#) light which dates back to 1619 and [Tater Du lighthouse](#) which is comparatively modern, having been built in 1965. One of the better-known lights sits on the Eddystone Rocks 14km south of [Rame Head](#). The perilous reef including the base of the lighthouse tower are submerged at high tide. It now sports a helipad to make access easier for maintenance crews, is fully automated and runs on solar power.



The coast features strongly in folklore with a range of mermaids, sea monsters and the sunken land of Lyonesse. Fishermen are famously superstitious. They have been known to leave some of

their catch on the shore to appease the Bucca, male sea spirits who could help or, if displeased, hinder the fishermen's livelihoods. It is unlucky to mention rabbits while at sea and pasties are not allowed onboard. Stories

and legends grew to glamourise pirates and smugglers despite their wicked ways – think novels like Jamaica Inn and Frenchman's Creek.

Large tracts of the coast are included in the Cornwall National Landscape or Area of Outstanding Natural Beauty. These areas supplement and sometimes overlap with properties owned and managed by bodies such as the National Trust and English Heritage so are carefully maintained and protected from development. No article on the Cornish coast would be complete without mention of the coastal footpath that, as part of the South West Coast Path, covers the whole of the coast of Cornwall. It is managed by a dedicated charity and was recently given a high profile following the (now debunked) 'Salt Path' book and film.

All these factors have built a status for Cornwall and have given it its present-day primary industry – tourism. The climate, beaches, history and charm make it world-famous and an attractive destination. Visitors (not always welcome) flock to Cornwall in summer months. Even some in the royal family chose Cornwall for their holidays.

Royal holiday

To Mark Prince George's 13th birthday, his parents, the Duke and Duchess of Cornwall, released video footage of him on a beach and clambering over rocks on the Isles of Scilly while the family was

taking a break during the Easter school holidays.

The Isles of Scilly are held by the Duchy of Cornwall so it is fitting that this should be used as the setting. Prince George, as second in line to the throne, will very likely become Duke of Cornwall in his own right when his father accedes to the British throne.



Made in Cornwall

Have you sat down in an airport, a transport terminal, a waiting room or other public seating area recently? You may well have been sitting on something made in Cornwall.

For over 50 years Zoeftig has been making public seating in Bude, their world-wide headquarters. They also have offices in USA, Dubai and Singapore. Specialising in airport seating, their award-winning products can be found in airports all over the world from London Stanstead to Delhi, Los Angeles, Sydney, Auckland and Wellington. There are Zoeftig



seats in Marylebone and Finsbury Park stations in London.

Next time you take the weight off your feet in public check the end of the bar under the seats to see if it says Zoeftig.

Are you a surfer? If you are, you may be familiar with GUL wetsuits. In 1967 Dennis Cross, a Cornish surfer, decided to make clothing that would protect surfers from the frigid waters of the Atlantic on the coast of Cornwall. Through a process of trial and error he refined his wetsuit designs to suit all sorts of conditions and water sports other than surfing.

His first two-piece wetsuit is rumoured to have been made in the back of his split screen VW campervan at Fistral Beach in Newquay. GUL has gone on to make over 4 million wetsuits and is particularly known for the warmth and flexibility of its one-piece 'Steamer'. It got its name from the steam that rises when it is taken off following cold winter surfing sessions (what dedication!). GUL now sponsors some of the highest profile athletes in the world of surf and sail.



Although manufacturing may have moved

overseas, GUL keeps its global head office in [Indian Queens](#).

Meetings

Ten members attended in Christchurch on 13 June. Heather taught them a Cornish song from the Fisherman's Friends movie: Keep Hauling. This was sung enthusiastically by everyone.

Following this, Heather regaled the group with ghostly happenings from the 1800s of Gershal's Hat and Gershal's Gug in [Port Gaverne](#). The word 'gug' comes from an old local north Cornwall word meaning cave or cleft in the rocks on a beach.

There were Cornish phrases to be learnt and a good time was had by all, asking questions and receiving the relevant reply. There were two Cornish recipes of the month and discussion on who might bring along samples in the future.

Jeanette showed the group a book which had been left at the church by an anonymous gentleman whose late wife requested the volume be given to the Association.

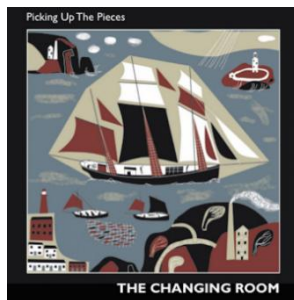
The afternoon continued with a DVD of Great Asian Railway Journeys hosted by Michael Portillo. This was followed by the usual afternoon tea and a chance for members to catch up on their news.

Thirteen met online on the evening of Wednesday 17 June. It was good to meet from the comfort of our own homes. No need to go out in the cold or use precious petrol.

We heard about recent successes of Cornish rugby teams – men and women. To recognise Speak Cornish Week the meeting was dotted with Kernewek and dialect. Next was a presentation on Cornish festivities with details of the Knill Celebrations that take place in St Ives once every five years.

Another talk went into the history of Cornish saints and the annual [St Day](#) Feast. There was a video by the Cornish Record Office about a 1688 manuscript written by William Scawen who was concerned by the decline of the Cornish language – even back then!

We finished by listening to 'Gwrello Glaw', (Let it Rain) a beautiful song in Kernewek by The Changing Room. The song is on their album 'Picking up the Pieces' available on Spotify.



The Duke of Gloucester Restaurant in Taradale, Hawkes Bay hosted 26 members for lunch on 18 June.

Lunch was followed by a presentation about 10 Cornish gardens, with maps for everyone locating the gardens.

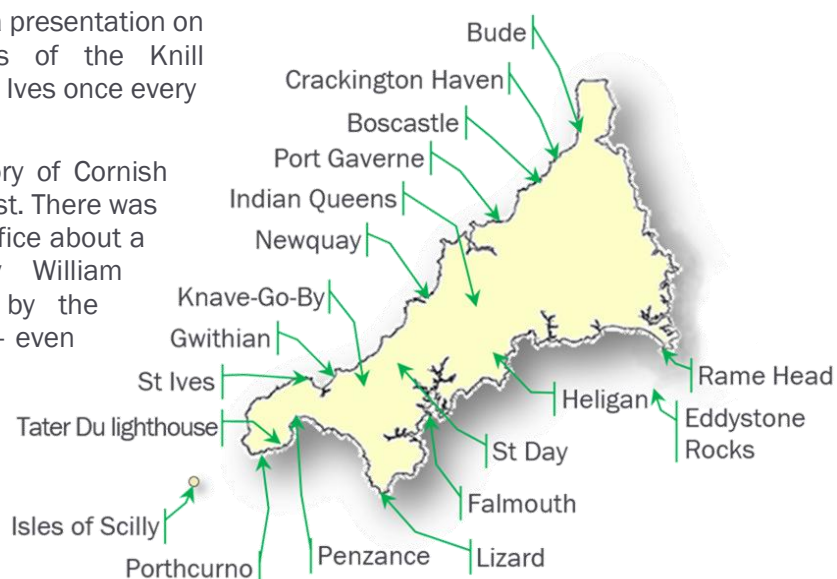
Most of the gardens were close to the south coast. Set in temperate rainforests and a mild maritime climate, a sub-tropical paradise. There were lots of woodland gardens, large trees and rhododendrons, magnolias and camellias.

Judith Bell spoke about the lost Gardens of [Heligan](#). Many of the other 9 gardens had "Champion Trees". In the UK 150,000 champion trees have been catalogued. They are either old trees, tall trees, big trees or have a large girth.

There was a meeting in New Plymouth on 27 June where members were asked to bring and talk about a small item that gives them joy.

Hawkes Bay members met for another lunch at the end of July at Hygge Café at Clifton Bay. Discussion after the meal concentrated on some interesting statistics. The population of Cornwall, at around 590,000, is comparable to that of greater Christchurch. Cornwall's only city, Truro has a population of only 23,000 which is similar to Masterton, Richmond or Taupo. Several members also shared memories of visits to Cornwall and their favourite places there.

Places mentioned in this newsletter



That's it for this newsletter my 'ansomes. See 'ee again dreckly!

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