

afterwards was proudly carried at the head of the annual procession on tea-treat days, bore the wording, worked in blue and gold lettering on a cream background, "Penpoll Wesleyan Sunday School. Established in 1869", but in tribute to the first Methodists in Penpoll, it should be remembered that the school had, in fact, already been in existence for a number of years under the name, "Feock Lead Works Sunday Schools", its actual date of origin, like that of the Society itself, now being unknown. At the time of the transfer, the school consisted of 111 scholars, and 33 teachers. The Methodist premises at Penpoll must have seemed uncomfortably crowded in those days!

The schoolroom of 1870 continued in use until 1960, when it was demolished and the present larger and more attractive building was erected on the site. Its cost inevitably far exceeding that of both the previous erections, would have been much larger still, had it not been for the very considerable amount of voluntary labour given once again so readily and gladly. The dedication of this building took place on April 22nd, 1961, the opening ceremony being performed by Mrs Simmons of Saltash. Later a generous gift to the Trustees of a plot of land adjoining the new schoolroom made possible the provision of both kitchen and toilet accommodation.

The property is now held on freehold tenure, the Trustees securing that interest under a generous offer by the then owners. The cost of the transaction only was to be regarded as the purchase-price, and this amounting only to the sum of £15, the freehold interest became virtually a gift to the Methodist Church. The Conveyance is dated 12th March, 1921.

Renewal of the Trust, following this acquisition, took place on March 7th, 1930, when for the first time in the history of the chapel, women were appointed Trustees, a precedent which quite properly in an enlightened age, set the pattern for all future appointments!

As a village community, the Church is proud of its premises, its members' devotion being shown in their use of these in worship, in service to the community, and in the care by which they are so well maintained.

BARGES

Until the second World War, there were a number of barges based on Restrouguet and often crewed by men who lived in Feock and Devoran. These barges were used mainly for carrying stone from the quarries at St Keverne, but they also loaded a great deal of sand from Restrouguet Creek and were employed in general cargo work as required. For instance, they often carried corn or bricks. They frequently worked up to Truro, Tresillian, Penryn, Point, Perran-ar-worthal, Gweek, and Ruan. Usually the crew consisted of two men who normally had to discharge the cargo and sometimes to load it as well, so the work was extremely hard.

In those days ships used to work up to Devoran and it was necessary to keep the channel clear, so the barges were usually moored under Harcourt or under Tregunwith Wood. At that time there was much more water in the creek and Mr W. Trebilcock says that in his grandfather's time, the Norwegian timber ships could lie afloat off Marblehead. There were two pilots based on Devoran and, when a ship was due to come up the river at night, they would row down and place a lantern on each of the posts that marked the channel.

There were two classes of barges; the 'outside barges', which were fully decked and had bulwarks, and the 'inside barges' which had no bulwarks. Some of the latter were completely undecked and some had narrow coamings. The 'outside barges' carried mainsail, staysail, jib and topsail with a standing topmast and crosstrees. The 'inside barges' carried only mainsail and jib and only one of them carried a small bowsprit, the jib being taken to the stemhead.

Some of the best known barges were the following:

Outside Barges

| | |
|----------------|---|
| Eve | Built at Plymouth Owned by Pierce of Falmouth Captain R. Phillips |
| William & John | Built at Penryn Owned by H. T. P. Rebuilt by W. Dunstan at Chycoose Captain W. Dunstan (not the same man) Carried corn to and from Plymouth |
| H. T. P. | Carried corn from Truro to Falmouth |
| Dorothy | Captain E. Burley and J. Lewarne |

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| Sillex | Captain T. Allan Usually carried stone |
| Mary | Built at Devoran Captain C. Trebilcock Sennr., considered to be the best sailor of all the barges |
| May Blossom | Built at Plymouth Captain C. Trebilcock and R. Ferris |
| Shamrock | Built at Plymouth |
| J & R | " " |
| Mystery | " " |
| Emma | " " Captain E. Burley |
| Winifred | Built at Penryn |
| Border | Built at Plymouth |
| Kate | " " Usually carried bricks |
| Regina | Built at Milford Haven |
| Helford | Captain C. Webber |
| Sweet May | Captain T. Lewarne |
| <u>Inside Barges</u> | |
| Clipper | Owned by Redruth-Chasewater Railway Carried tin from Devoran to Plymouth |
| Marion | Captain A. Opie Carried tin from Point to Falmouth & corn to and from Penryn |
| Daisy | Built by Burts of Falmouth Captain W. J. Opie |
| Maggie | Captain J. Nichols Carried sand and grain |
| Bessie | |
| Industry | |
| Topsy | Carried beer between Truro and Falmouth for Carne's brewery |

This note is compiled from information supplied by Messrs W. Trebilcock, R. Michell, H. Bersey, A. George and R. Ferris.

ROWING RACES AT CARNON MINE

In the days when there were many fishing boats and other working boats located in the river and owned by people in the Devoran area, rowing races were held on most evenings in the summer when the tide served. Crews and individuals used to race against each other and would often change boats to eliminate any advantage since some boats were well known to be faster than others.

The course was usually from Carnon Mine, round an old hulk off Devoran lower quay, down to the channel post off Chycoose and back to finish off at Carnon Mine.

The boats were usually the 15 foot skiffs or the 15 foot oyster dredging punts with a crew of three, two with an oar and one with two paddles. A number of boats were built with racing specially in mind and one builder of fast boats was Mr Fred. Bryant who still lives at Carnon Mines.

Some of the best known boats were:

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|------------|---|
| Evelyn | designed by Mr Charley George and built in Wales. She was brought to Devoran on board either the Erimus or the Trefusis, the steam boats that worked between Wales and Devoran. She is still owned by Mr F. Bryant. |
| Kitty | Built by Mr F. Bryant |
| Maid Nancy | Built by Mr T. Hichins at Carnon Yard |
| Flip Flap | Built by Mr T. Hichins at Carnon Yard |

Among the keenest rowing men were Messrs Dick, Tom and Charlie Trebilcock, who rowed the Maid Nancy and the Kitty; Messrs Dick and John Ferris with Mr Gordon Martin of Falmouth; and Messrs Fred and Dick Bryant with either Mr Dick Trebilcock or Mr Dick Jackett of Falmouth.

There was great rivalry between crews from Devoran and Coombe and races were held at Coombe, Pill, Restronguet, Point and Devoran and Feock. However the men from Coombe and those of Devoran used to join forces to send crews to compete at Hayle Regattas and were very successful.

Compiled from information supplied by Mr R. Michell, Mr R. Ferris and Mr A. George.