

April 1973

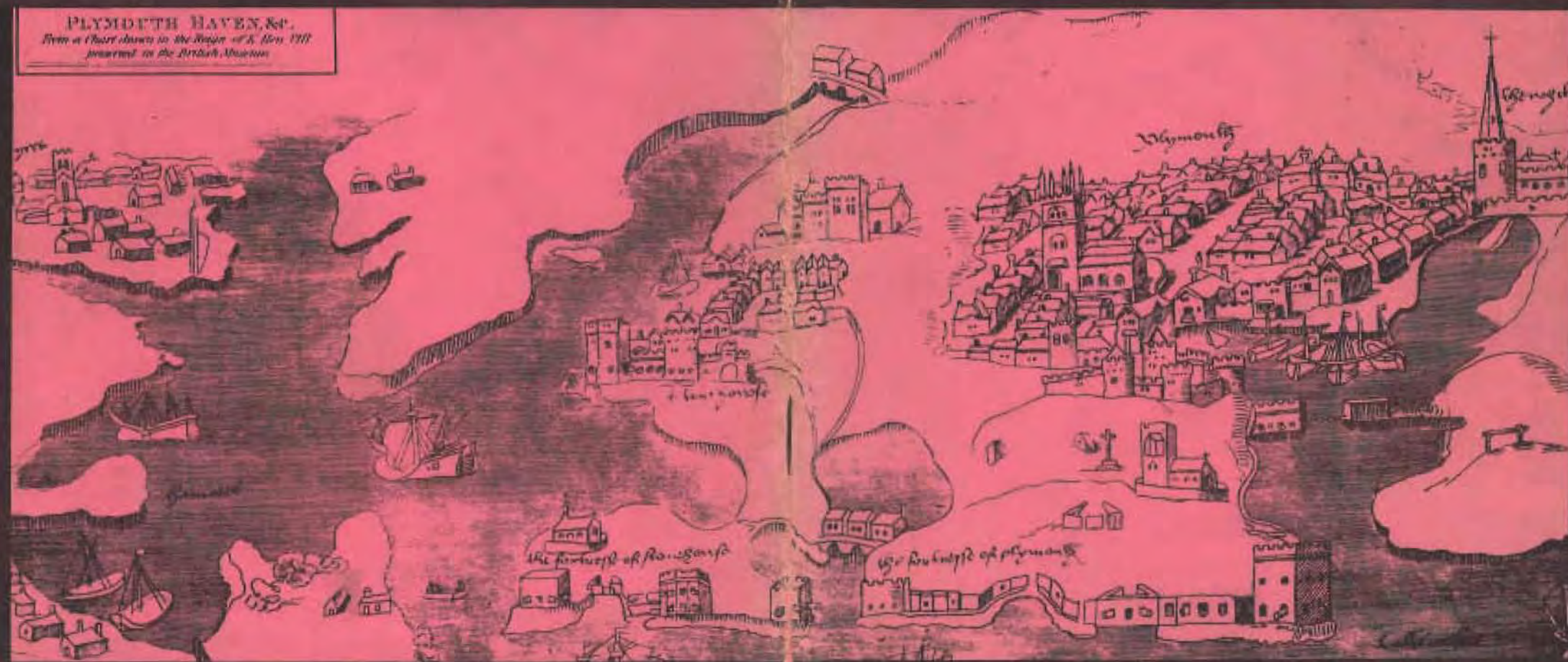
# The Devon Historian

6

The magazine is available free to all members of the Standing Conference for Devon History. Membership may be obtained on application to the Secretary, c/o The Community Council of Devon, County Hall, Exeter, EX2 4QD and costs 50p per annum for individuals, £1 for schools, libraries and museums, and £2 for Societies. Members may obtain further single copies of the magazine for 20p, and copies are available to non-members for 30p.

## PLYMOUTH HAVEN, &c.

*From a Chart drawn to the Order of K. Hen. VIII.  
preserved in the British Museum*



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Correspondence relating to the Devon Historian or for possible publication therein or contributions for publication should be sent to The Editor, The Devon Historian, Culver House, Payhembury, Honiton. Contributions for the next issue should be sent to the Editor by 1st August, 1973.

The map on the cover is Plymouth Haven from a chart drawn in the reign of King Henry VIII, preserved in The British Museum. Reproduced in Lysons' 'Devonshire' part II, (1822) facing page 399.

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## CONTRIBUTORS

Frank Booker is News Editor of the Western Morning News and author of the Industrial Archaeology of the Tamar Valley.

Dorothy Bowhay comes from Plymouth and is a professional writer interested in local history.

Tom Griffiths is warden of the Devon Centre for Further Education at Dartington Hall, and was a naval officer.

Ken Hunt is Reference Librarian at the Devon County Library Headquarters at Barley House.

David Murch is a member of a well-known Salcombe Family and a retired naval officer.

Mr. T. L. Stoaate qualified medically but is now farming near Bristol. With Mr. A. J. Howard he is editing the Protestation Returns for Devon and Cornwall and these are to be privately printed.

The Annual General Meeting of the Standing Conference for Devon History will take place at Exeter University on Saturday 12th May, 1973. In the morning the speaker will be Basil Greenhill on 'Some aspects of Maritime History in Devon'. The business meeting will take place in the afternoon.

## NEW ADDRESS

The address of the South Western District of the Workers' Educational Association is now:-

Martin's Gate Annexe, Bretonside, Plymouth, Devon, PL4 0AT Telephone 64989.

## WRECKS ON THE SOUTH DEVON COAST

David F. Murch and Tom A. Q. Griffiths

The most southerly point of South Devon is Prawle Point, where the sheer rock face rises a hundred feet straight out of the sea and acts as a buttress to the prevailing south-westerly wind which blows in from the North Atlantic. Four miles away to the ENE across Lannacombe Bay is Start Point, where the jagged rocks sweep down to the sea and then continue in the same direction out into the English Channel with outcrops which lie just submerged at low water waiting to claim any vessel that ventures too close. Northwards from Start Point the coastline, starting as steep cliffs as far as the deserted village of Hallsands, gradually gives way to a pebble beach which stretches for nearly five miles to Pilchard Cove; the high cliffs return for nearly a mile and then retreat again to produce the coarse sands of Blackpool; they reimpose themselves and continue in a north-easterly direction to the mouth of the River Dart. Three miles NNW of Prawle Point is the entrance to Salcombe Haven. Except for Gammon Head the coastline to the eastern side of the Haven entrance is not very sheer, the wave-lashed rock rising some fifty feet or so and then a layer of soil and stones is exposed: this is topped by the grass and bracken-covered slopes which rise quite steeply to approximately 200 feet. To enter the haven it is necessary to cross the bar, a sand shoal on which the sea will break and roar at the slightest provocation. Protecting the western side of the entrance to the haven are Bolt Head and its higher neighbour, Sharpitor, the latter rising majestically to 406 feet. From Bolt Head the coast lies north-west to Bolt Tail, just over four miles away. With one exception the coast line is sheer cliffs rising to over 300 feet: the exception is Soar or Sewer Mill Cove with its lonely sentinel, the Ham Stone Rock, half a mile out to sea. From Bolt Tail the coast line runs north-east into Hope Cove and then curves away to the westward in a long stretch of golden sand to the mouth of the River Avon. Much of this coast is protected by a long group of rocks known as The Books which are covered at high tide.

Very few summer holiday-makers who use this part of the south Devon coast realise that it can be a hazardous and dangerous place for even the most experienced sailor. Few of those who visit the ruined and deserted village of Hallsands and wonder at the force and power of destruction of the sea know that six miles north, at the other end of the shingle beach, another village, Street Under Cliff, lost its battle against the sea early in the eighteenth century.

The earliest regulations dealing with matters connected with the sea were made in 1070. In 1340 the nautical regulations were separated from the Common Law and came under the Court of Admiralty. In 1375 these regulations were extended to cover vessels in harbours and bays. Later they were incorporated in the Black Book of the Admiralty which was amended and brought up to date on numerous occasions, the most important alterations being made during the reigns of Edward VI and Elizabeth I. Many of these regulations were included in the Merchant Shipping Act of 1854. Unfortunately for the mariners and passengers of long ago

one regulation which constantly reappears states that 'If any man or living thing escapes to shore alive it is no wreck'. This regulation was the death sentence of many a survivor who struggled ashore.

The right to wreckage on the coast was originally vested in the Crown but in most cases it was made over by special grant to the Lords of the Manor whose lands abutted the sea. The earliest local record for this part of the coast is in 1253 when a Portuguese vessel was wrecked on Slapton Beach and the goods were seized by Sir Guy de Brian, Lord of the Manor of Slapton. Sir Guy proved his rights and the unfortunate merchant obtained no redress. The Courtenay family eventually claimed the rights to wreckage from the east side of the River Avon to the west side of the River Dart. They were first called upon in 1341 to enquire into a case of piracy against a French vessel. In 1362 Hugo de Courtenay and others were appointed to hear and determine a case relating to the seizure of a wreck.

One notable exception to the effective exercise of manorial rights was in 1588 when one of the ships of the Armada, having sailed up the Channel and circum-navigated the British Isles, was driven ashore at Hope, possibly just north of the Shippens. This vessel was one of two hospital ships attached to the Armada, San Pedro el Major, of over 500 tons. On leaving Spain her crew consisted of thirty seamen, a hundred soldiers of various nationalities and fifty others for hospital duties. It is not known how many were killed or died during the voyage but only 140 were saved from the wreck. As usual the local population were soon on the scene and quickly removed all items of plate and treasure and even the seamen's chests. However, it was not Sir William Courtenay who took charge but the Deputy Lieutenant of the County, George Cary, who came to the scene and found that the vessel was full of water and on the point of breaking up. In the holds drugs and 'potecary stuff' to the value of 6000 ducats had been spoilt by the sea water. Cary appointed two head constables to secure all that was found from the wreck, including the ordnance, and to prevent local people from removing the remaining flotsam. Cary took the apothecary and the surgeon to his residence at Cockington near Torquay. Eight officers were sent to Sir William Courtenay at Ilton Castle and a further ten to Kingsbridge; 120 men were located in one unspecified house. As the prisoners, with the exception of the two at Cockington, were placed under the charge of Anthony Ashley, who took up residence at Ilton Castle, it is possible that all the prisoners were eventually sent there. Orders were given for the Spanish prisoners to be executed but these were countermanded and the names and quality of each prisoner were taken to assess their ability to purchase their liberty. The number of those who purchased their liberty is not known, nor is the fate of the remainder.

Just over a century after the wreck of the San Pedro el Major, a local Quaker and merchant of Kingsbridge, Henry Hingeston, was so appalled by the action of the local population that he published a pamphlet in 1703 containing 'Sundry warnings and admonition to the inhabitants ... of the town of Kingsbridge ... and ports adjacent'. 'I have been deeply affected to see and feel how sweet the report of a shipwreck is to the inhabitants ... and what running there is on such occasions, all other business thrown aside, and away to the wreck ... more sweet to hear

that all are drown  
vexed that ev  
that so  
be



1. SS Olive stranded near Thurlstone Rock, 1904, cause uncertain



2. Schooner Ensign wrecked at entrance to Salcombe Harbour through error of navigation, 30 January 1915



3. Salcombe lifeboat William and Emma lost on Salcombe Bar, 27 October 1916



4. Finnish barque Herzogin Cecilie stranded in fog near Sewer Mill Cove, 25 April 1936

... or living thing  
... sentence of

that all are drowned and so a proper wreck ... than any are saved ... I am really vexed that ever my country should be guilty of such devilish actions'. It is assumed that some time just prior to the publication of Hingeston's pamphlet there must have been at least one wreck which excited the local population but there are no known records which report such an event.

In 1753, a Dutch galliot of about 100 tons was wrecked on Thurlestone Sands. The vessel, bound from Nantes to Hamburg with wine, brandy, coffee and indigo to the value of £3000, was driven ashore about 10 pm on a Wednesday night, without any loss of life. On the Thursday and Friday a large portion of the cargo was saved by the crew, assisted by the Customs House officers from Dartmouth, Salcombe and Plymouth, and George Taylor, who acted for Sir William Courtenay. But it was with great difficulty that the local inhabitants were kept from plundering the goods. On the Saturday numerous people arrived with the sole purpose of obtaining what remained of the cargo. They were, however, kept at bay by the timely arrival of a party of soldiers from Plymouth. The drunken ringleader of the crowd died through injuries he received when he fell on to the bayonet of one of the soldiers. It was said that this incident and the presence of the military allowed more goods to be saved from this vessel than from all the ships that had been wrecked on Thurlestone Sands for the previous fifty years.

It was also on Thurlestone Sands that the most infamous act recorded about the south Devon coast took place. In 1772 when returning from the West Indies the Chantlope was driven ashore. On this vessel was a lady who donned her best clothes and bedecked herself with jewellery in the hope that someone would save her with the expectation of a large reward or that she could use her jewels to buy her life. But this lady and one seaman were the only persons thrown ashore alive and instead of being protected by her magnificence it attracted the wreckers who fought each other to possess her jewellery. She had her ear-rings pulled from her lobes and her fingers cut off to secure the rings. Her mutilated body was buried but subsequently exposed by a dog digging in the sand, Mrs Ilbert of Horseywell House, South Milton, had the body decently interred. The burial of the body of a shipwrecked person in the sand was not in itself illegal and appears to have been normal practice before the passing of the Burial of Drowned Persons Act in 1808. As soon as the wreck of the Chantlope was known in London, Edmund Burke came down to Devonshire, stating that a relative of his had taken passage on this vessel. But whether the lady in question was his relative is not known.

This hazardous coast has claimed many naval vessels in peace as well as in war. Among the worst of these naval tragedies was the wreck of HMS Ramillies on the night of 15 February 1760. The Ramillies, a 90-gun second rate ship of the line commanded by Captain Taylor, was one of Admiral Boscawen's fleet making for Plymouth. Out of the crew of 734 only 26 were saved. On the evening of 14 February the Ramillies lost contact with other members of the fleet. In worsening weather she took in sail and at the same time sprang a leak. The following morning Borough Island was mistaken for Looe Island and Bolt Tail for Rame Head. Too

late, it was realised where they were. Two anchors were let go and the vessel held, although they cut away the fore-mast which in turn carried away the bowsprit. The deteriorating weather was taking them nearer the cliffs. In the evening they let go a sheet anchor but it was too late and the ship struck with her starboard quarter. William Wise 'let go the stern ladder and went down it and threw himself on the rocks, where the ship fell on his right leg and bruised it, when he looked back the ship had gone', or so the statement taken at the time relates. Wise was was one of the lucky 26 because he was found next day with a broken leg on a ledge which is still known as Wise's pit.

Two hundred men were lost when HMS Crocodile, 24 guns, was wrecked near Prawle on 9 May 1784. This three-year old vessel was homeward bound from the East Indies. Bolt Head was the graveyard for the military transport Providence, which was lost in November 1808 with all her crew and troops, while Thurlstone Sands was the final resting place two days later for another military transport, the Selina. Once again there were no survivors. Eight years later yet another transport, the Betsy, returning ex-prisoners of war to France, was wrecked on Thurlstone Sands: this time 42 managed to scramble ashore though some were severely injured. Another two hundred lives were lost in 1854 when HMS Favourite and HMS Hesper collided while trying to avoid Blackstone Rocks at Start Point.

The first person to receive the Albert Medal for gallantry in saving life at sea was Samuel Poppleson of Start Farm. On 23 March 1866 he saw a vessel standing into danger during a southerly gale and promptly sent messages to the coastguards for help. He took a coil of rope and went along the rocks to try to contact the now stranded vessel. A wave washed him off the rocks but he managed to regain his footing by the aid of another wave and from this perilous position he succeeded in saving the lives of the mate and one of the crew of the Spirit of the Ocean; the remaining 28 of the crew were drowned.

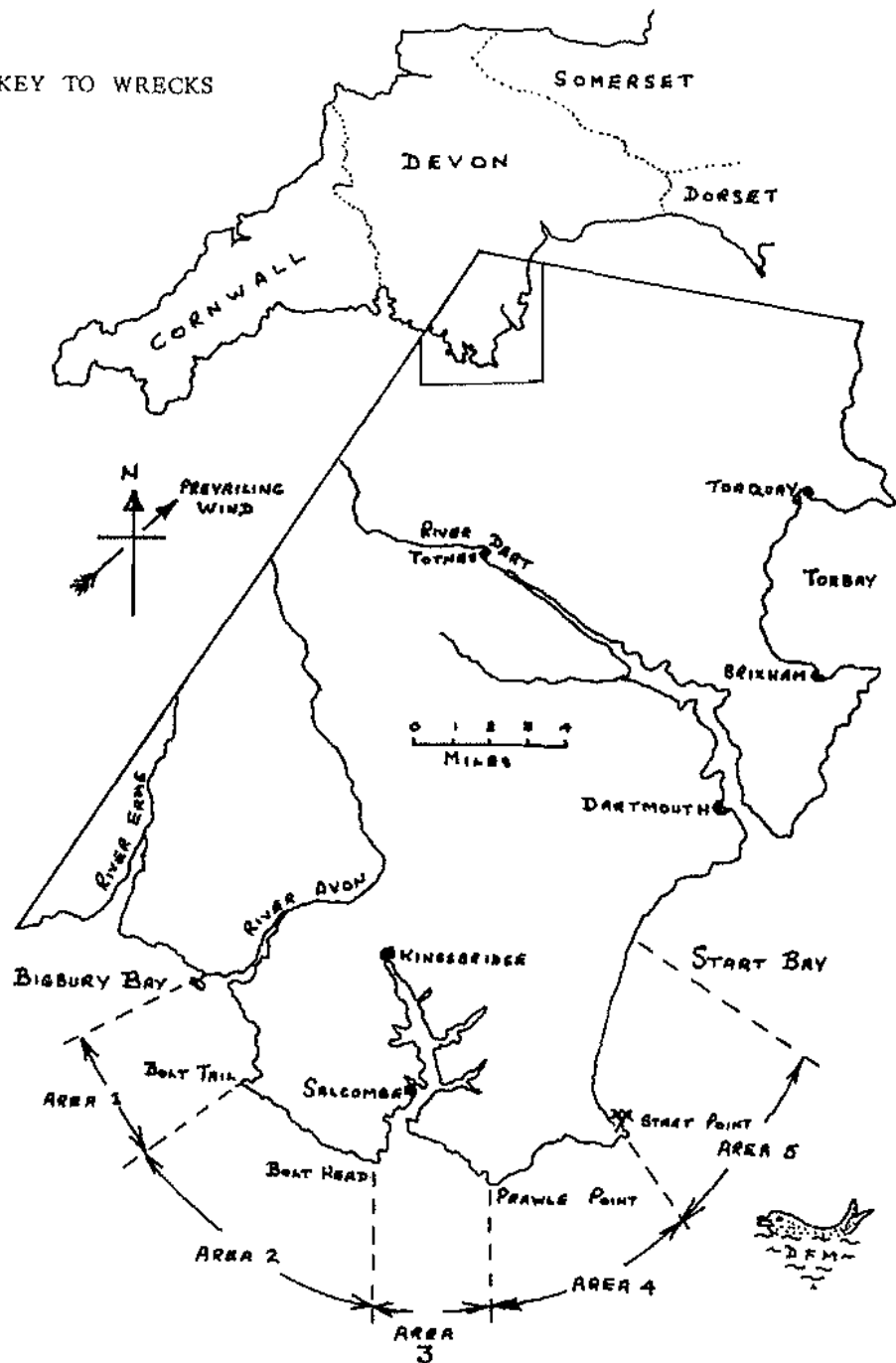
During an easterly gale and blizzard on the night of 9-10 March 1891 five vessels were wrecked near Start Point. The first was the 1692 ton SS Marana bound from London for Colombo with a cargo of railway sleepers which was swept onto Blackstone Rocks at 5.30 pm. The crew of 26 managed to get away in a lifeboat and a smaller boat before the vessel broke in two. Because of the weather the boats made for the westward, past the surf of Lannacombe, only to be washed onto May Ledge where they were smashed to pieces. Only four survived to tell the tale; several of the others did reach the shore but died of exposure in the snow. A few hours after the Marana went aground the 1035 ton barque Dryad of Liverpool ran ashore just north of Start Point. In spite of searches by the lighthouse keepers and coastguards from Hallsands none of the crew of 21 could be found. At daybreak one unfortunate was seen clinging to a rock but he was washed away before help could reach him. While the lighthouse keepers and coastguards were busy at Start Point the local fishermen at Hallsands were lowering themselves down the rocks near their village to get a line to the third vessel, the 73 ton schooner Lizzie Ellen of Chester. Through their efforts the mate and a seaman were saved. The master was drowned trying to persuade a boy to jump into the sea. About the same time the

141 ton schooner Lunesdale of Barrow went ashore near Beesands. Five of the crew were lost but the master was saved by the efforts of a local fisherman named Roper. He braved the surf to carry a light line which was fastened to a lifebuoy to the stricken vessel and this was used to haul the master ashore. The following morning wreckage bearing the name Nymph of T... was washed up on the Start but no survivors were ever found.

The bar was breaking far worse than anyone could remember on the morning of 27 October 1916 when a call came from the Prawle coastguards for the Salcombe lifeboat to say there was a vessel ashore just to the east of Prawle. Eddy Distin of Salcombe recalled that 'In spite of the conditions the lifeboat William and Emma was pulled out over the bar without much difficulty, although there was a very nasty sea'. The lifeboat then set sail with two reefs in the main, a reef in the foresail and a close-reefed mizzen. Upon reaching Prawle they saw that the vessel, a schooner, was close in shore and help from the lifeboat was not possible or required. The lifeboat turned for home and as there was no recall signal from the wrecked vessel they continued on their way. As they sailed homeward conditions became even worse and heavy seas broke over the lifeboat continually. It was suggested as they neared the bar that a crossing should not be attempted but a majority were in favour of trying. Twice the lifeboat approached the bar but turned away. Then a suitable opportunity seemed to come so the sails were taken in, the drogue put out and when they were in the act of unshipping the masts and getting out the oars a tremendous sea struck and capsized the lifeboat. Twice a number of the crew managed to clamber onto the bottom of the upturned lifeboat only to be washed off again. All that was left of the lifeboat when it was washed up under Rickham Common was a splintered mass of wreckage. Of the crew of fifteen only two were saved; one was Eddy Distin, who subsequently became cox'n of Salcombe lifeboats until his retirement in 1957; the other was W. Johnson who, it is said, never put his foot in a boat again.

Early in the morning of 25 April 1936 the Hope coast guards saw distress flares and called the Salcombe lifeboat, Alfred and Clara Heath. The lifeboat searched the coast westward from Bolt Head in thick fog until, just to the east of Sewer Mill Cove, she found the 2786 ton Finnish barque Herzogin Cecilie. In the fog she had struck the Hamstone and then grounded at Water Cove. The lifeboat took off 22 of the crew and the Hope coastguards established rocket apparatus communication. After seven weeks the Herzogin Cecilie was got off and towed to Starehole Bay where it was hoped that repairs could be effected but on the night of 18-19 July a sudden south-east gale broke her back. Work was then started on removing all portable items, such as anchors and chain, top gallant yards, companion ways and the figure-head. Finally on 4 September 1936 the last hand, Dick Southern, was signed off and the ship's log closed. Spasmodic salvage operations over a two-year period gave the Herzogin Cecilie a forlorn appearance and then on 18 January 1939 her masts gave way; by the end of the second world war she was no longer a tourist attraction.

KEY TO WRECKS



Of the 77 wrecks of which the cause is known, 40 were caused by gales (of which 24 were forced ashore by south-westerly and eight by easterly winds, the remaining eight being unspecified). Fourteen were shipwrecked during war and 13 in fog. Of the remainder, navigation errors were admitted in three cases, the crew were under the influence of drink in two cases, there were defects in two vessels while two others drifted ashore. Thus south-westerly gales were by far the greatest hazard to vessels traversing this coast. And the following table shows that while March was the month that took the highest toll of vessels, the winter months from December to March are the time when vessels should avoid this coastline.

TABLE 1

DISTRIBUTION OF WRECKS BY MONTH 1700 - 1972

	J	F	M	A	M	J	J	A	S	O	N	D	Unknown	TOTAL
1700-99	1	1	3	-	1	1	-	1	-	-	-	1	9	18
1800-49	3	2	-	2	1	-	-	-	1	2	6	5	2	24
1850-99	7	1	12	1	-	2	3	-	2	3	3	4	8	46
1900-49	4	7	6	2	3	2	2	3	4	4	1	5	6	49
1950-72	-	-	-	1	-	1	-	-	-	-	-	-	-	2
	15	11	21	6	5	6	5	4	7	9	10	15	25	139

TABLE 2

DISTRIBUTION OF WRECKS BY AREA (see map on p. 10) 1700 - 1972

	1	2	3	4	5	Unknown	TOTAL
1700-99	7	8	1	2	-	-	18
1800-49	6	7	4	1	4	2	24
1850-99	6	7	11	10	10	2	46
1900-49	6	17	14	5	7	-	49
1950-72	1	1	-	-	-	-	2
	26	40	30	18	21	4	139

Only a few of the 148 vessels known to have been wrecked around this coastline have ever been salvaged: the remainder have gradually been broken to pieces. With the passage of time their individual stories, and even their exact location, are not always remembered; but with the increased interest in underwater archaeology and co-ordinated effort it is hoped that more information will emerge.

1. Reginald G. Marsden, ed. 'Select pleas in the Court of Admiralty, vol. 1. The Court of the Admiralty of the West, 1390-1404, and the High Court of Admiralty, 1527-1545' (Seldon Society, 1894); Sir Travers Twiss, ed. 'Monumenta juridica: the black book of the Admiralty' (4 vols., Public Record Office Rolls Series, 1871-6).
2. James Fairweather, 'Guide to Salcombe and neighbourhood' (Salcombe, 1875).
3. Charles G. Harper, 'The South Devon coast' (Chapman & Hall, 1907).
4. Report to the Admiralty on the loss of the 'Ramillies' by Admiral Boscawen, quoted in Roger Jefferis and Kendall McDonald, 'The wreck hunters' (Harrap, 1956).
5. Michael Oppenheim, 'The maritime history of Devon' (University of Exeter, 1968), p.121.
6. See Pamela Eriksson, 'The Duchess: the life and death of the 'Herzogin Cecilie' (Secker & Warburg, 1958).

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 'Western Weekly News', 1916  
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## B Secondary

James Fairweather, 'Salcombe and neighbourhood' (Salcombe, 1909)  
 S.P. Fox, 'Kingsbridge and its surroundings' (Plymouth, 1874), a revision of  
 S.P. Fox, 'Kingsbridge estuary, with rambles in the neighbourhood' (Kings-  
 bridge, 1864)  
 Michael Oppenheim, 'The maritime history of Devon' (University of Exeter,  
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## SINGLE FAMILY SURNAMES IN DEVON

T. L. Stoaie

There is a growing interest in surname studies, particularly, perhaps, since the publication of English Historical Demography in 1966. Writing in The Genealogists Magazine D.J. Steel has proposed the value to demographic studies of an investigation of single family surnames and Devon should be well placed for this since it has a large number of its parish registers transcribed. The recent announcement by the Devon and Cornwall Record Society that all its register transcripts are to be indexed is very much to be welcomed here. At the minimum such a study could show the distribution pattern over 600 years of a whole group of people originally stemming from a single place, or at least a localised area, within a generation or two of the beginning of hereditary surnames.

Two criteria need to be laid down. The first is the selection of the surnames. These would have to be sufficiently rare for them not to be duplicated as unrelated families in another part of the county, or preferably in adjoining counties either. A locative surname peculiar to Devon, at least out of the four south western counties, would be ideal. Almost certainly the Challacombe family of North Devon is such a one but there are probably many families who would qualify even if this is not apparent at first sight. As an example I think that the Mitchelmore family, if it is not solely derived from Devon, must be very uncommon elsewhere. It cannot be assumed, however, that because a name is a single family one at the present day it was necessarily so in earlier times. The second criterion is the amount of searching that is necessary before the study can be accepted as complete. I shall return to this point later but for the moment give an example of a study I have done on my own name which follows roughly the line proposed by D.J. Steel.

According to Reaney the name Stoaie, Stote or Stott is a nickname surname from Old or Middle English stot, a horse or bullock. In fact Stott is very common in the north of England, where stot is a dialect word, but however spelt there are only three families to-day originating in the south, one coming from the greater Exmoor area, one from Hampshire and one at Wookey, Somerset, who have been farming there for over 500 years. The basic work involved in the study comprised:

1. Standard genealogical sources at the Public Record Office for the mediaeval period together with manorial material where indicated.
2. Examination of the baptismal registers of all Devon parishes from the earliest date to 1700 using either the transcripts of the Devon and Cornwall Record Society or the Bishop's Transcripts in the County Record Office. Registers in which the family name occurred during this period were searched to 1837.
3. Somerset House registers for Stoaie names 1837-1900 with the tracing back of all families to their original parish as far as possible, using census returns where necessary. Stote and Stott names were examined for locality to at least 1870.



4. Writing to others of the same name found in overseas telephone directories. From personal experience I can put this forward as a most rewarding exercise.

The result of this work was to show that, leaving aside the north country Stotts and the Hampshire and Wookey families, who are clearly not related, all people of this name living to-day came originally from Braunton and Shirwell Hundreds in Devon and were basically Exmoor yeomen farmers. I believe that this area in particular would be a fruitful source for surname studies. It is well documented, nearly all the parish registers have been transcribed and the nature of the area with the widely spaced market towns which served it, the practice of agisting sheep on Exmoor from quite distant villages, and the Swainmote Court and its customs, could lead to a particular surname being found throughout the area stretching from Bideford through to West Somerset.

It is possible that the name in this area is a locative one from Stoodleigh manor in West Buckland (D. B. Stodlei, Estotleia). There are instances in the 1332 Subsidy Roll of a similar dropping of the last syllable of a name and the family were well established in the adjoining parish of Stoke Rivers in 1510. The period between the 1332 and 1524 subsidy rolls is the most difficult to investigate and I am not aware of very much work done on migration patterns during this period, particularly for the small farmer class, and this might turn out to be one of the more interesting results of a widespread surname study. The Exmoor Rawles had a family of the same name near Boscastle by 1460 and there was a single Cornish Stoate family which could probably be traced back to Bodmin in 1401 (Feet of Fines) but I would hesitate to claim that they came from North Devon and this illustrates one difficulty in the selection of names for study.

In the 16th and 17th centuries there were Stoate families in 28 parishes in the greater Exmoor area from Braunton to Selworthy in Somerset and in the early part of the latter century the first reasonably definite migrations outside the area occurred, to North Tawton and Chagford in Devon and to Rhossili in the Gower peninsula. In the 18th century there begins a rapid run down in the number of families. These families did not migrate elsewhere, they simply died out and only those families which migrated outside the area in the 17th century have survived, with the exception of Selworthy and one family from Pilton who moved to Topsham and then to London. Of course there may have been some migration overseas but all these enquiries led back to Selworthy. Migration from this parish, from which the majority of people with the name Stoate to-day derive, started about 1800 and was first to the Watchet area and then predominantly to Bristol. Migration to Canada, Australia, India and America was more common than elsewhere in the United Kingdom. One boy emigrated on his own to Australia in 1880 at the age of 16.

Apart from a distribution map such a survey may throw a light on a number of matters of interest to local historians and others such as the extent to which parish priests were natives of that parish, as happened in my own family at Ashford in

1540, and perhaps on genetic and medical matters. A member of a family derived from Selworthy was mistaken for myself from across the street by a bank clerk who knew both of us. The two families have had no connection with each other since at least 1742. Dr Pinsent has analysed the Somerset House returns 1837-1964 of a single family Devon surname from a medical standpoint and has suggested that it might be possible to demonstrate that members of such a group had a resistance or a susceptibility to a particular form of disease. Lack of medical records before 1837 would seem to preclude going further back except in the case where a disease had some sort of hereditary basis. It seems to me that a condition such as asthma, in which there is often a family history, might be investigated along these lines.

A study such as this involves a good deal of work and where the object is simply a distribution map I suggest that reasonable accuracy could be achieved by using material which has already been printed, or transcribed in typescript or MS form. Thus the work could be done in a few days and without any palaeographic skill. This material will in the main consist of lists of parish inhabitants, covering the whole county, taken for taxation or other purposes, and although they will not constitute a complete census they are still of considerable, though varying, value in assessing the families residing in a parish at a given time. For instance there are in existence for Brendon in the year 1542 two entirely separate lists, taken by different people for different reasons. One is a list of all the tenants of the manor, the other the roll of those liable to taxation under the subsidy of that year. The two lists agree very closely.

My own view is that a survey such as this should take in the adjoining counties of Somerset, Dorset and Cornwall in order to show to what extent migration took place across these borders; at the Somerset House stage it will cover the whole of England and Wales. An outline of the best available material is given below for each century. Some of it is not yet available in transcript form but I hope it will be so within a few years as Mr A. J. Howard, who has already done considerable early transcription work, and myself have embarked on a plan to provide some or all of the missing links. Both the Devon and Cornwall Protestation Returns should be published towards the end of 1972 and subsequently A. J. Howard has kindly undertaken to transcribe the 1524 Subsidy Roll for Devon.

The Exeter City Library, including the collection of the Devon and Cornwall Record Society, will have many of the printed works or transcripts mentioned. Otherwise they will be found in the appropriate county record office or library.

14th. 1327 or 1332 Subsidy Rolls. Devon and Somerset have been printed and there is an MS transcript for Dorset.

15th. There is unfortunately nothing available in the form of parish lists during this century. The best alternative is Feet of Fines which have been printed to 1485 for all four counties except Devon (to 1369) although there is an MS index to 1485 in the Public Record Office. Inquisitiones Post Mortem also cover this period and have been printed but are generally outside the class I have in mind.

- 16th. Either the 1524 Subsidy Roll or a Muster Roll 1540-1569. The Muster Roll for Somerset has been printed and there are typescript transcripts of Muster Rolls for Dorset and Cornwall, and of part of Devon.
- 17th. The 1642 Protestation Return which lists all adult male inhabitants of each parish. The Dorset returns have been printed and part of the Somerset ones transcribed. The Somerset returns are not in any case extant for the whole county but the Hearth Tax Returns for 1664 and 1670 have been printed.
- 18th. One will have to fall back here on will indexes and Boyds marriage index which should also be checked for the two preceding centuries but valuable as the latter is, it does not by any means cover all parishes, and stray marriages which do not indicate a family history in the parish will have to be eliminated. Clues to distribution in this century should also be picked up from Somerset House returns. Two printed works well worth consulting are "The Inhabitants of Bristol in 1696" and a similar work for London.
- 19th. There is no real substitute here for spadework at Somerset House. A run through of the birth registers for a complete generation 1837-1870 for locality alone could be done in a day and yield considerable information.
- 20th. Professor Hoskins' suggestion of telephone directories, in the first number of the Devon Historian, is probably best here. In his presidential address to the Devonshire Association in 1901 (Vol. 33 of the Transactions) Sir R. Lethbridge gave the history of many Devon families in the U.S.A. and Dominions together with a list of 300 names obtained by means of circulars and press publicity in these countries.

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#### INDUSTRIAL ARCHAEOLOGY AND THE COUNTY COUNCIL Frank Booker

County councils and their planning departments come in for some hard knocks, particularly from those of us concerned with preserving archaeological and industrial remains. It is to the credit of Devon County Council and their planning officer, Mr Phipps Turnbull, that they have at least sought advice when buildings or sites of historic interest have been threatened and whenever it has been possible they have been ready and willing to act on that advice. I feel that some of the credit for this must go to the present county council chairman, Colonel Eric Palmer, who has evinced a genuine and refreshing sympathy towards conservation work and his impending departure from the chairmanship of the county council is a loss which some of us feel as a personal one. The attitude of the new county council towards conservation must remain for the moment an enigma but at least one hopes that it will take notice of the precedent that has been set in the immediate past.

In Devon this precedent has been established by Lady Aileen Fox who has acted as consultant to the county council on archaeology and by Professor W. G. Hoskins who has kept a vigilant eye on scheduled buildings. It was at the latter's kind suggestion that I was asked to act as consultant on industrial archaeology.

This was some two years ago and although the achievements so far as I am concerned have been modest I think they have been worthwhile. It has been possible, for example, to modify the siting of a public convenience at Bucks Mills which in its original form would have been a garish modern intrusion on a coastline which has historic links with the lime-burning industry in North Devon. In the last century small sailing vessels ran in on the tide depositing on the foreshore cargoes of limestone and coal from South Wales for lime-burning on the site. A group of massive and finely-sited limekilns, together with an inclined plane for hauling coal and lime to the settlement above, remain as substantial evidence of this long vanished industry. As it was originally planned the siting of a convenience here (and there were cogent hygienic reasons for it) would have involved the destruction of some old fishermen's stores which, while of no great merit in themselves, had weathered into the side of the cliff to complete a picture of a self-contained little harbour serving the needs of the immediate neighbourhood. Through consultation on the spot with the surveyor of Bideford Rural Council and members of the county planning department, it was possible to get the convenience incorporated with these old buildings even to the extent of using some of the original weathered timbers. A spirit of compromise is essential in an exercise like this. There were many (among them myself) who would have preferred the building in the village itself leaving the beach as it was but there were engineering difficulties and the possibility of an ugly pipe down the hillside. Perhaps the ultimate solution is not ideal but at least something of the remoteness and bygone atmosphere of the site has been preserved while at the same time coming to terms with the needs of an area increasingly sought out by holidaymakers.

It was a simpler, but in its way no less worthwhile task, to obtain a grant for the repair of a fine iron water wheel dating from the beginning of the century. This had originally been used to generate electricity for a house near Honiton. Rather than sell the wheel off as scrap, the owner was willing to repair it himself, leaving it in place with the water source and leat course clearly defined.

This is work which takes time, sympathy and patience. Thus it was necessary to have consultations with five separate authorities and a long talk with the chairman of the parish council to ensure that an historic china clay dry on Dartmoor was left intact and the public convenience it was proposed to turn it into, sited less obtrusively and with scarcely any extra effort elsewhere. It seems increasingly to be the fate of old industrial buildings sited in what were once remote areas to be turned into public toilets.

A particularly satisfying achievement was the scheduling of Ashburton's now disused railway station. This is perhaps the last remaining example in the west country of one of Brunel's overall-roof stations besides being a remarkably compact illustration of a late Victorian broad gauge branch line terminus. Scheduling does not afford it complete protection, alas, but it at least ensures that it cannot be externally altered without an inquiry or the raising of objections which would at least attract public interest to it.

In each of these cases the planning department through the county planning officer made the initial approaches to me, generously supplying maps and plans and any relevant correspondence.

There is also scope for individual action. For sometime now there has been concern at the increasingly rapid disappearance of engine houses, stacks and buildings which make up the nineteenth-century mining story of the Devon bank of the Tamar between Tavistock and the Bere Alston peninsula. Encouraged by the direct interest of Colonel Palmer, I persuaded two members of the planning department to spend a day with me in the area looking at two of the more important sites. For various reasons it would be unwise at this juncture to name them and there are certain practical difficulties in designating entire sites. But at least attention has been called to them; their existence and the importance of the buildings on them known and understood and any development threatening them would be subject to special scrutiny. Indirectly through this and an earlier approach, it has been possible to schedule an unusual arsenic flue and stack, one of the few reminders left on the ground of the important arsenic industry in the Tamar Valley.

I have held this appointment for a mere two years; but for the last few months it has to be recorded in all honesty that the upheaval and uncertainty of local government re-organization has pre-occupied the county planning department. It is my hope, however, that once the re-organization has been carried through, the scope for liaison with the department will widen rather than diminish. It should be possible for example to take a much more active interest in the fate of industrial remains in

Plymouth, Exeter and even the Torbay area which are at present outside the jurisdiction of the planning department. If much has disappeared there is still much to be saved. The complete destruction of some remarkable brick kilns in the Newton Abbot area - a link with over a century of brick making in that area - remains a thing to be deplored. It is certainly not for me to say that I could have preserved any of them had I then held my present appointment but at least it is possible that in the future there may be less likelihood of such things happening without an attempt to salvage something before the demolition squads move in.

Devon is a big county, the third largest administrative unit in the country. It is impossible living at the extreme western end of it to know about everything happening all the time. For this reason I should be very grateful for early information about development threats to industrial remains. With the active and sympathetic help of the planning department, and this has always been forthcoming, a surprising amount can be achieved if steps are taken in time.

## DEVON NEWSPAPERS

Local Newspapers are an indispensable source of local history. It is, however, not always easy to discover what newspapers have existed in the past or where they can be seen now. This problem has now been overcome by the publication by the Standing Conference for Devon History of its first occasional publication:

### DEVON NEWSPAPERS - A FINDING LIST

This lists all Devon Newspapers alphabetically, includes their later titles with cross references where appropriate and indicates where they can be seen and what issues survive. The compilation has been done by Lorna Smith of Torbay Public Library and the publication and compilation made possible by John Pike, Torbay Borough Librarian.

Copies may be obtained by members for 10p on application to the Secretary, c/o The Community Council of Devon, County Hall, Exeter, EX2 4QD. To non-members the price is 20p.

The Standing Conference for Local History is of course the parent body of the Standing Conference for Devon History. It may be remembered that it was in part due to the Standing Conference for Local History and the National Council of Social Service that this organisation came into existence. The purpose of both organisations is the same, that is to draw together all those interested in Local History, the one within England and Wales the other within the County of Devon. Both have annual Conferences and the Standing Conference for Local History publishes the 'Local Historian' which appears four times a year and costs £1. 05p. This is devoted largely to methodological articles appropriate to Local History. At present two series are in progress, Sources for Urban History and Sources for Church History. The last number also contains articles on the Census enumeration books and on compiling a genealogy before the Parish Registers came into existence.

Perhaps the most startling thing about the present number of the 'Local Historian' is the list of books and periodicals that were put on show at the last Annual General Meeting of the Standing Conference for Local History. These were mostly recent books and number no less than 514. Journals and magazines numbered 62. Such is the scope of Local History to-day.

This Conference was notable for other reasons. As the 'Local Historian' says:

"This year marks the twenty-fifth anniversary of the Standing Conference for Local History. The organisation's primary object, unchanging since the Conference was formed in 1948, is to encourage the study of local history in England and Wales and the provision of necessary services for its furtherance. A leaflet is being prepared for publication which will reflect the work of SCLH over its twenty-five years.

Having in mind the country's increasing commitment to Europe, the Executive Committee of SCLH feels that the organisation should celebrate its anniversary year by looking beyond matters of immediate concern and has decided that a conference on European local studies should be held. This will be a residential conference and will take place in London on 15th and 16th December, 1973. It will be preceded by the annual meeting of SCLH on Friday, 14th December. Further details will be given in the May issue of the journal.

1973 is also the twenty-first year of publication of 'The Local Historian'. To mark this occasion, and the twenty-fifth anniversary of SCLH, one number of the magazine will contain articles drawing on past experiences in local history studies and pointing to likely future trends in the work."

This elegant late 18th century house, high up in the St. Thomas district of Exeter, will be well known to many readers of the Devon Historian. The fine ceilings and staircase are fitting companions for books, but this is no mausoleum of ancient texts. The Georgian building, with its modern extension, is the nerve centre of a library system which encompasses some 50 branch libraries (18 built since 1960), 14 mobile libraries, 500 schools, a large number of old people's homes, prisons - even lighthouses. Some 7 million issues will be recorded this year from our stock of a million volumes. In the new extension at Barley House is one of the largest units in the country of electrically operated book stacks, which allow a total of 100,000 books to be accommodated in a space which would shelve only 30,000 on conventional bookshelves.

The first library in the south west to install Telex (10 years ago), Devon sends books from its many specialised collections all over the British Isles in answer to urgent requests received on the teleprinter. Some of these are from the local studies library and I hope the following notes on the scope of this collection may be of interest.

As libraries go we are of tender years, started only in 1924, by which time many of the great 18th and 19th century works of genealogy and history were becoming difficult to acquire. However, continuous efforts have resulted not only in a fine library of Devon material, but the acquisition of vast numbers of duplicate copies for lending and circulation among the branch and mobile libraries. Nearly a thousand volumes are made available each winter on long loan to evening classes on local studies organised by the W. E. A., University, etc. A static collection in one spot is of little use to our readers in the more remote parts of the county, and books have been sent by post on request for many years. The interest in local studies in Devon of course, is immense, and even our ten complete sets of the Devonshire Association Transactions are not sufficient to place one within easy reach of every reader.

Apart from a sprinkling of valuable manuscript material, the Devon Collection consists of about 6,000 printed books on all aspects of Devon life, maps, prints, clippings, post cards and microfilms. There are lending copies of the Devonshire Association Transactions and its counterparts in Dorset and Somerset, Devon and Cornwall Notes and Queries etc. The county directories run from 1791 to 1939.

Every local collection has to make provision for accommodating non-book material - clippings, illustrations, etc. We have filed these, in the main, topographically, using a folder (or folders) for each Devon parish. They contain newspaper clippings, old post cards and in most cases a partial record of farm sales from around 1900-1940 (any recent farm purchaser, especially if he is of

Scottish origin, is warned not to consult these if he has a weak heart). Cuttings of a general nature are filed in a subject sequence (e.g. materials on all the rail closures, shipbuilding, folklore, etc.).

Most librarians, when the time allows, construct indexes of one sort or another in order that specialised collections may be fully exploited. It is a task which can never be complete, but even a simple alphabetical author index of articles in local transactions like those of the D. A., Plymouth Institution, Torquay Natural History Society, etc., can save librarians and researchers a great deal of time. A much used aid at Barley House is a typed slip index of Devon farm names.

I think we have copies of all the Devon maps of the 16th - 20th centuries, an incomplete set of the various editions of the 1880 - 1890 six inch survey and a set of six inch maps issued so far of the National Grid edition, as well as soil survey, land utilisation and geological maps.

Manuscript items which are not archives find their way into local studies collections - parish histories, theses, notes reflecting a reader's (often) lifetime interest and those unexpected windfalls sometimes found at auctions. Three interesting examples of this kind of material are the Dartmoor collections of Mr Hamlyn Parsons, which passed to us on his death, and have been classified and bound in subject volumes, a Crimean War diary of a Devonshire Regiment officer, and a magnificent, lavishly illustrated meteorological and geological record of shoreline and cliff evolution at Sidmouth for the years 1922 - 31.

Many were the miles travelled by researchers before microfilm and microfilm readers were in general use in libraries. Although Devon's collection of microfilms is small, the items are significant and it would be impossible to compute the amount of time and money they have saved local historians wishing to consult items like the Muster Roll of 1569, Protestation Returns 1641/2, the Hearth Tax of the 1660's and 1670's, Dean Milles' manuscript of c.1750, the topographical notebooks of people like the Lysons brothers, John Skinner and David Powell. By the time this issue is circulated the library will have on microfilm the first nineteen volumes of minutes of the Bath and West and Southern Counties Society, which date from 1770 to the mid-nineteenth century.

Newspapers deteriorate with constant handling and a general programme of microfilming local newspapers will be a matter for urgent discussion before very long. We have the North Devon Journal Herald on film for the years 1941 - 1972 (continuing) and the important West Country newspaper The Sherborne Mercury, which reached down into Cornwall, filmed from 1740-1862.

Local Studies, as all readers will know, cannot be confined to a locality or subject - economics, genealogy, history reach out far beyond a local studies collection. Often significant information is found in non-local material - e.g. the extensive Agricultural Collection at Barley House has proved of great value to local museums collecting farm implements. Important serial publications like the Gentleman's Magazine, Naval Chronicle and the Illustrated London News, always repay study.

Photocopying facilities are available at Barley House (Rank Xerox) and material may be photographed, although no equipment is made available for this purpose. The Headquarters library is open from 9 - 5.30 daily, 9 - 12 on Saturdays, car parking is quite painless and any regular researcher with a sufficiently thirsty look is guaranteed a cup of tea.

When the reader grows weary of his self-appointed task, all he has to do is raise his eyes from his books. Spread out before him, looking like an eighteenth-century print, is the City of Exeter, from the University campus to Turf Locks, in the background Woodbury, beyond that Gittisham Common and over all, a sky of East Anglian magnitude.

Come and see us.

## CONFERENCES

### TORQUAY CONFERENCE, November 4th 1972

Some 60 members attended this very successful Conference in the pleasant surroundings of Torre Abbey. The programme included a talk by Miss Hilda Walker on the history of Kingskerswell (illustrated by transparencies of particular interest to those concerned with vernacular architecture), a tour of the Abbey premises and ruins and a well-mounted exhibition of local records and prints, and a talk by Professor Dyos of Leicester University on the use and interpretation of visual evidence for the realities of nineteenth century urban life (with profuse and various illustrations).

Thanks are particularly due to Mr. J. R. Pike, Borough Librarian, who made all the local arrangements, and to the Mayor who provided a generous tea.

R. R. Sellman

### OKEHAMPTON CONFERENCE, February 17th 1973

This Conference, held in cold windy weather with vestiges of snow still very evident, attracted no less than seventy to eighty members and guests. People from Plymouth, the South Hams, Torbay, Honiton, Ilfracombe, Barnstaple and Bideford were evident. One of the functions of the Standing Conference, that of drawing together people interested in local history from all over the County, seems to have been achieved here.

Dr. Taverner, our Treasurer, spoke entertainingly on 'Okehampton in the seventeenth Century' in the morning. Afterwards members dispersed to see either Finch's Foundry at Sticklepath where the water wheels were turned on for our benefit, or to Okehampton Castle, or for a conducted tour of the town and a visit to an exhibition of Okehampton documents.

After lunch Neil Cossons of the Ironbridge Gorge Trust spoke of the varied activities of the Trust, which was set up largely by Allied Ironfounders, to preserve as a source of interest and education, the considerable industrial remains of the Ironbridge Coalbrookdale area, with its memories of Darby and Wilkinson and others. Mr. Cossons showed fine slides of this and other industrial remains and interest was shown in his explanations of how such Trusts run and are financed.

This was a very successful Conference and many thanks are due to Dr. and Mrs. Taverner who made the local arrangements.

Robin Stanes

## A REPLICA OF HISTORY

Dorothy Bowhay

In June this year, during Plymouth's Elizabethan fortnight, a replica of Golden Hind, the famous ship in which Sir Francis Drake, the first English man to circumnavigate the world, made his epoch-making voyage, will be moored in the historic seaport, and is expected to prove an enormous attraction both to local history lovers and to the many tourists who visit Plymouth during the City's annual festival.

During his famous voyage around the world, Drake landed in June, 1579, on the West Coast of North America, close to the present site of San Francisco, the first white man ever to set foot there, and it is a corporation based in San Francisco which has provided the funds (which have been privately donated) for building the replica of Drake's famous ship.

The replica, which is nearing completion, is due for launching on the fifth of April. It is being built at the yard of J. Hinks and Sons in Appledore, chosen because of Drake's connection with Devon, and also to strengthen an existing link between our County and Marin County in California.

The ship will carry out sea trials before arriving in Plymouth, and will then be open to the public for the first time. When Golden Hind leaves Plymouth, it will be to sail to London, where she will be on show at Tower Hill from July to September, returning to Plymouth to fit out before crossing to America by Drake's own route to Panama and thence to her final berth at San Francisco. It is rumoured that the ship will have a Devon master; a fitting tribute to England's famous mariner.

The full size replica is the first authentically historic one ever made upon such a scale, and fitted out in such exact and meticulous accord with the time in which Drake lived. Three years' research was made before the building plan materialised, no plans or blueprints of such vessels being in existence, which meant long and careful study, both of accounts of the voyage, and of contemporary paintings. The result has been termed a classic example of a warship of the mid-16th century, a transition from the carrack to the galleon.

The ship's length will be over 100 feet, its breadth 20 feet, and it will weigh a little over 100 tons. It will have 3 masts and 5 decks, the lower (gun) deck, main deck, half deck, quarter deck, and poop deck. Eighteen cannon(s) are being specially cast upon the Isle of Wight, and these will be provided with all loading and priming gear. Internationally known marine carvers have been employed upon a figurehead of the Golden Hind, and also upon a carved lion for the top of the rudderpost. The timbers of the ship, of course, are English, being oak and elm with fir for the masts, while hand-sewn flax cloth is being used for the sails; all authentic materials in use in the 16th century. The design for the vessel did not end the research, for the ship is to be fitted out as a floating museum, its interior complete in every appropriate detail, and containing furniture made from English oak hand-carved to authentic Tudor patterns.

The ship's two cabins will be furnished with absolute authenticity to the period, even to a complete silver table setting with Drake's coat of arms. There will also be his sea charts and his portraits, and also a copy of Foxe's "Book of Martyrs", favourite reading of staunchly Protestant Drake.

Also to be seen will be powder and shot casks, hammocks, lanterns, leather buckets, tools, small arms, and armour; a truly remarkable reconstruction of the atmosphere of the period upon a vessel in which Drake himself would have felt completely at home.

It is said that for several weeks Drake rested the crew of the Golden Hind in the area of San Francisco, and that before he left America's western coast, he erected a brass plate (which was subsequently rediscovered in 1936 on a headland overlooking San Francisco harbour) upon which he recorded his visit, and laid claim to the area for his Queen under the name of "Nova Albion". It is highly fitting, therefore, that the final landfall of this remarkable replica will be close to Drake's landing place in far past centuries, where a man of the old world made his claim to the new.

PUBLICATIONS OF THE STANDING CONFERENCE FOR LOCAL HISTORY, 26  
Bedford Square, London, W. C. 1.

Crafts, Trades and Industries: A Book List	13p
A Directory for Local Historians	13p
Hedges and Local History (illustrated)	50p
The Historian's guide to Ordnance Survey Maps (illustrated)	50p
How to read a Coat of Arms (illustrated)	30p
Local History Exhibitions: How to plan and present them	12p
Maps for the Local Historian: A guide to the British sources	90p
A Medieval Farming Glossary of Latin and English Words	80p
Tape recording of Local Dialect	7p
Ways and means in Local History (illustrated)	55p
Quarterly Journal: The Local Historian (Annual postal subscription)	£1. 05

PLYMOUTH'S SHIPS OF WAR: A HISTORY OF NAVAL VESSELS BUILT  
IN PLYMOUTH BETWEEN 1694 AND 1860, National Maritime Museum, Maritime  
Monographs and Reports, No. 4. by K. V. Burns, 1972, 152 pp, 85p.

In the course of his work in the 1900s on the chapter on the maritime history of Devon for the Victoria County History of Devon, Michael Oppenheim compiled a list of men-of-war built in Devon between 1694 and 1860. Then after the first world war Commander John Rupert-Jones worked through the Navy Lists to compile lists of warships built at various ports in England. His lists for Plymouth and Devonport, which covered the period from 1694 to 1927, were published in 'Notes and Queries' in 1927. Nearly twenty years later, Victor Millard published his account of Plymouth and its ships in the 'Mariner's Mirror' in 1946. From Rupert-Jones and Millard's work and from his own researches Grahame Farr compiled an additional list of men-of-war built in Devon between 1694 and 1860 which together with Oppenheim's

shire, Bedfordshire, Northamptonshire and the surrounding counties together with some account of the lace industries of Devon and Ireland. But he also includes some interesting discussion of the lace schools, of lace bobbins and of the elaborate chantings learnt to help counting known as 'lace tells'. He notes that there were two kinds of Devonshire bobbins, the Honiton lace sticks and trollies and that most of their inscriptions smack of the ocean. When published Wright's book clearly sold, for the first edition which appeared in 1919 was followed by a second edition in two parts issued respectively in 1924 and 1930 with an additional seven illustrations. Much more is now known about the history of lacemaking than is set out in this volume which is now by no means the best history of the industry. To justify republication, a new analytical introduction supplementing Thomas Wright's account and bringing it up-to-date should have been included. While it is not easy to see the justification for re-issuing Wright's book, 'The Honiton Lace Book' is a primary

Are these differences merely the exceptions that prove the rule or do they indicate that for different regions, even within Devon, different sequences and rules have to be drawn up?

It is clear that this booklet is more than its title claims. It is as good a simple introduction to the study of old houses in Devon as can be found and it provides an indication of how to undertake such a study. The many people involved in its production are to be congratulated.

R. G. F. Stanes

TOPSHAM - AN ACCOUNT OF ITS STREETS AND BUILDINGS, The Topsham Society, 1971, 40 pp.(illustrated), 80p.

This booklet is the result of two years work by eighteen members of the Topsham Society. It is basically what its title suggests, an account of the streets and buildings of Topsham. There is a description of all the streets of Topsham and a brief account of each of the buildings in the more interesting streets. There are attractive elevational drawings by Caroline Oboussier of Fore Street, High Street, the Strand, a sketch of Bridge Hill, eleven photographs and a copy of Troake's map of 1840. It's a pity that the excellent pictorial map of Topsham by Caroline Oboussier (obtainable from Leslie Fulford and Son) was not included in the book for this would have helped to provide the bones on which to hang the meat of the text.

The pictorial map is more descriptive of the character of Topsham than the booklet, though it might be added that the only way to fully appreciate Topsham is to walk round it. Each visit to Topsham reveals something new. It is a place of immense character with a variety of townscapes, landscapes and the added attraction of the boats and the birds on the estuary.

More sketches and photographs, related directly to the text, would have produced the effect of a visual conducted tour and would have helped one to appreciate the tight urban quality of Topsham, the narrowness of the streets, the congestion caused by cars, the occasional glimpse of the river, the sense of enclosure contrasting with the vast expanse of the estuary and the countryside.

The authors suggest that the booklet may prove a guide to those who plan towns in the future. They are right so far as the urbanity of Topsham is concerned but Topsham of course was not planned. Its streets and buildings evolved over several centuries. That is where its charm lies. The booklet does not mention the problem that Topsham has yet to face - the motor car. Most of its streets are littered with parked cars and very few buildings have garages. It is difficult to create an urban quality in modern development and at the same time cater for the motor car. Topsham seems to be prepared to put up with the congestion but is this perhaps because of its many other qualities?

This is an attractive and useful booklet. No other such exists in Devon. It is an example that might well be followed.

John Clark



DEVON TRANSPORT BIBLIOGRAPHY

Brian Moseley

The possible need for a Transport Bibliography for Devon had been considered by me some years ago but since the project was likely to be lengthy the idea was shelved. But in the first issue of the Devon Historian the Editor suggested that a County Bibliography should be compiled over the years. As a result I offered my help in putting together a Transport Section and immediately set about listing all the books, maps, articles, newscuttings and other documents in my possession.

However, before such a Bibliography can begin certain decisions have to be taken. What is to be listed and how is it to be done? It would be a simple task to compile an alphabetical list of transport books but would this be of much use? It would be of greater value to include newspaper cuttings, maps, timetables, guide books, advertisements, private documents, and even tickets. There are too the Railway Station name boards and their present whereabouts.

My own views are that (A) every possible documentary reference be recorded including tickets, and (B) they be listed alphabetically according to a previously agreed subject list. The latter brings complications as the Princetown Railway of 1883 becomes a branch of the GWR in 1922 and of British Railways in 1947.

To record all this, a card index is probably the best available system as the catalogue will clearly be added to for years. Any contributor to the Index will ideally record any new information on specially printed index cards, which would be stored in a central office. Access to this Index would be free. Help might be obtained from local and even national enthusiasts' societies.

Perhaps what has been said will give members some ideas. Any suggestions will be warmly received. All that is needed is for perhaps a dozen volunteers to come forward to help.

AGM 25 February, 1974  
4 May  
Group Secretary  
S.O. Thorne  
Printer Parker  
List of documents done  
SCH memos. (copy in ~~file~~ DH)  
32

9 July  
Dev historian  
Buildings  
Trust

EXETER UNIVERSITY PUBLICATIONS

Leofric of Exeter: four essays to commemorate the foundation of Exeter Cathedral Library in AD 1072, 75p.

Exeter Essays in Geography edited by K.J. Gregory and W. L.D. Ravenhill, £3.75.

Exeter in Roman Times by Aileen Fox, 30p.

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