

Plymouth's Maritime Heritage

Pamphlet No. 15

THE FAWN

The Story of the Plymouth Inn and its Maritime Connections



Dr. Charles E. Scurrall

Named after a French ship captured by the English and put into service with the Royal Navy, this well-known Plymouth inn has maintained its maritime connections throughout its 150-year history. This short account of the inn and the surrounding area also includes coverage of all the vessels of the Royal Navy to have borne the name Fawn.

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Drawing by Katrina

Cover designed by *Katrina*

Cover illustration: a life belt from the last HMS FAWN mounted on the exterior of the Fawn
(*Photograph by Gerry Lamb*)

EDITORIAL NOTE

The material included in this publication was originally intended to appear in the second volume of the Maritime Heritage Society's "Sail & Ale" Series whereby the story of a particular public house would be told together with those of Royal Navy ships to bear the same name. Unfortunately, the launching of this series has been bedevilled in a number of ways, including problems of authorship as well as financial and technical difficulties. It has now been decided to publish some of the material gathered for this project in the form you now have in your hand. We still very much hope to produce the "Sail & Ale" series although when this will be it is not possible to say. We trust, nevertheless, that the present arrangement, albeit provisional in nature, will enable both those living in Plymouth and those visiting the city to enjoy something of the story of what can be regarded as typical of the public houses built in the North Hill area of Plymouth in the mid-19th century. Anyone detecting errors or with additional information – which we trust exists in abundance – as well as anecdotes of the inns in the series or any illustrative material is requested to contact the Society at the above address. We should hope to include such material in any future edition.

ABOUT THE AUTHOR

Charles E. Scurrall, BA (Hons), Dipl. Soz., PGCE, Dr. Phil., AUSNI, has been writing on maritime affairs for more than forty years. In fact he was first published whilst still at high school. Dr. Scurrall is well known as the founder of the International Naval Research Organisation (Toledo, Ohio) and its journal "Warship International", now one of the leading naval publications in the United States. He holds a First Class Honours Degree in History as well as other qualifications in sociology, ecological studies and education. He served in the Air Force and was also a government official. From 1982-1986 he was lecturer in the Faculty of English & American Studies at Humboldt University, East Berlin. He was also American history correspondent for the leading newspaper in the German Democratic Republic, "Neues Deutschland".

A specialist in maritime aviation, he has written numerous books and articles on the subject both in English and German. He was also naval aviation correspondent to "The Navy" for several years. His recent publications in this field include "Flugzeugträger- Trägerflugzeuge" (1991), now the standard work on naval aviation in German, "Aircraft Carriers that Never Were" (three parts 1993-1995), "Little Known Aviation Ship Projects" (1994), "Aircraft Carrier Projects Between the Wars" (1994) and "Western Perceptions of Developments in Chinese Shipboard Aviation 1927-1997" (1998).

Dr. Scurrall has also written on other aspects of naval history including "Battleships of Other Nations" (1963), "Ausländische Kriegsschiffe unter dem Hakenkreuz" (1995), "HMS Amethyst and the Yangtze Incident" (1999), "HMS Warspite and the Battle of Narvik" (2000) and "HMS Ocean – the first Devonport-built Battleship" (2000). His latest publications in the maritime field include "HMS Lucia and the Devonport Mutiny of 1931" and "Early Soviet Aircraft Carrier Projects", which uses original Russian sources.

Together with Dr. Rachel Maria Silveira, Dr. Scurrall has compiled three works on the social history of Plymouth - "Aspects of Life in the Three Towns 1890-1895", "The Huddy-Trubshaw Affair" and "In the Dockyard Hot Seat", all published in 2001. His "Looe Street and the Minerva Inn" (written in conjunction with Dr. Ambrose Whittaker) has proved particularly popular. Dr. Scurrall's latest such publication is "The Fawn", a look at the Plymouth inn and its maritime connections.

Dr. Scurrall is also interested in industrial archaeology. His 1993 research paper (undertaken for the Bauhaus Foundation) on the industrialisation of the Bitterfeld-Dessau-Wittenberg region of Middle Germany and its ecological legacy has proved to be a seminal work in such studies.

Dr. Scurrall is currently active in the Maritime Heritage Society. He serves on the Executive Committee and is Vice-Chairman of the Plymouth & South West Regional Committee. He also acts as Editorial Consultant to the "Maritime Heritage Review". His wife is a sociologist with the Bauhaus Foundation and they have two teenage daughters. Apart from simply wandering the forests that surround the family home in Eastern Germany, Dr. Scurrall cannot decide whether flying, cooking or listening to the symphonies of Mahler and the operas and symphonic poems of Richard Strauss gives him the most satisfaction as relaxation.

AUTHOR'S INTRODUCTION

This volume in the "*Plymouth's Maritime Heritage*" Series has as its topic the "Fawn", one of several small inns located in the North Hill area of Plymouth. Built about 150 years ago, this part of the city has had an interesting history and has always been something of a close-knit community. Generations of families lived in the same properties for much of this time and it is only since the Second World War that there has been change on any scale. As in the majority of urban communities in western Europe, this part of Plymouth has seen the disappearance of the "corner shop", which according to both visual testimony and that of senior residents were once here in abundance. The pace of change is continuously increasing and today, the area is rapidly becoming the preserve of students. Almost daily one sees new signs announcing the imminent arrival of "student accommodation" in what had been family homes for generations. One senses that this increase in the pace of change, be it for better or worse, is to be ongoing for the North Hill area.

Although I had visited Plymouth on odd occasions it was not until 1995 that I began to discover the city properly, soon coming to realise just what an architectural and social gem it possesses in North Hill. It was love at first sight as far as I was concerned. I was fascinated and charmed by the intimacy of the maze of narrow streets that make up much of North Hill and the huddle of small, compact houses most of which dated from the mid-19th century. I suppose such feelings were natural given that for a good many years I had frequented a very different urban environment, that of the dominating, overbearing tenements of the Prenzlauer Berg area of East Berlin – the "*Mietkaserne*" as they were affectionately (or otherwise) known. (Note 1)

To those who know me it will come as no surprise to learn that I found the public houses in the North Hill area fascinating too. Thus, when Dr. Rachel Silveira and Dr. Ambrose Whittaker approached me concerning the idea of the "*Sail & Ale*" series of booklets (see above) it was but natural to insist that one of my ports of call on the "Hill" be featured early on in the series. I have chosen the "Fawn" not only because it is a particular favourite, full of interesting and fascinating people, many of whom I am proud to call friends. On top of this the name has also been applied to a number of Royal Navy ships that have had interesting careers. Indeed, the "Fawn" has had a maritime connection from the outset, a tradition that lives on as both the interior and exterior of the "Fawn" of today readily testify.

ACKNOWLEDGEMENTS

A good many people have – both wittingly and unwittingly – contributed to the compilation of this little study and I should like to acknowledge their assistance provided. In particular may I express my gratitude to Margaret and Pat Curley, present incumbents at "The Fawn". Many thanks also to Joyce Brown and her staff at the Local Studies and Naval History Department of the Central Library, Plymouth, in particular Ian Criddle, Malcolm Matthews and Margaret Willcox. Thanks too to two former staff members, Ann Landers and John Smith. My gratitude also to the bar staff at "The Fawn" and its patrons for many tit-bits of information, some of which I have been able to use here. In particular might I mention the contribution of Frank Smith who has been frequenting the "Fawn" since the 1940s. I should also like to acknowledge the use of the fine photographs of "The Fawn" by Gerry Lamb and the drawing of a fawn by "Katrina". Certain Maritime Heritage Society activists are also deserving of mention, namely Katie Lee, Dave Russell, Beatrice Skinner, T.R. Smith, Bob Stone, Mary Summers, Mike Whitmore and Dr. Ambrose Whittaker. I am particularly grateful to Vice-Admiral D.B.H. Wildish, CB, RN, who kindly allowed use of material from a research paper that together with Dr. Rachel Maria Silveira I completed on his behalf. Sadly, some of those who assisted are no longer with us: belated thanks then to the late M.J. Ball, Charles Cobb, J. J. Colledge, John Davis, the Rev. Father Patrick Kinoulty MSFS, H. R. North, L. H. Robinson and Bert Skinner. To anyone I have forgotten my profound apologies.

Dr. Charles E. Scurrall
Dessau, Germany
December 2001

THE BUILDING OF THE FAWN INN

AND THE ORIGINS OF THE NAME

Although appearances may suggest otherwise - the magnificent sign outside the establishment and Margaret Curley's collection of porcelain and art work inside - what is now the "Fawn" Private Members Club is not named directly after the young deer but a ship. (Note 2) That ship, however, used the French version of the name for a young deer, Faune. This spelling is perhaps best known to English speaking peoples through the piece by Claude Debussy, "*Prélude À L'Après-Midi d'un Faune*". (Note 3)

However, in the Anglo-Saxon world, when one mentions a fawn, it is my guess that almost invariably people think of the character of Bambi from the Walt Disney feature length animated movie of that name. The movie, which dates from 1942, features other well-known characters like Thumper the rabbit and Flower the skunk. But they were additions to the original version of Bambi. Despite the overwhelming popularity and influence of the Disney movie, Bambi is not originally American. This much loved character is in fact the creation of Austrian writer Felix Salten. (Note 4) "*Bambi*" was first published in German in 1923. An English translation by Whittaker Chambers was issued by London publisher Jonathan Cape in 1928. Since then the book has constantly been reprinted and is now an accepted classic of animal literature.

But - fascinating and interesting though these subjects are - we are here not concerned with French music, German "*Jugendbücher*" or Disney movies. Our interest has to be centred on the ship the name of which is perpetuated by that of the former public house now club. The vessel in question, a brig-sloop of 16 guns, was captured by the HMS GOLIATH and HMS CAMILLA in the English Channel, westward of Rochefort on August 15th 1805. (Note 5) The FAUNE entered service with the Royal Navy in 1806, with the English version of the name simply replacing the French.

Quite what the connection is between this vessel and the naming of the Inn remains a mystery but it has been suggested that there is some sort of family link between a member of her crew and the person behind the building of the "Fawn". If this theory is correct, and it is most plausible, the individual involved might well have been a member of the crew of HMS FAWN. Alternatively, it might have been a son or daughter or someone else with a connection either to the vessel or someone who had served aboard her.

A possible lead in the investigation into the circumstances behind the choice of name for the new inn is provided through our knowing the identity of the man who almost certainly was its first landlord, William Heywood. This gentleman is first referred to in the Plymouth Directory of 1852, by which time the "Fawn" can have been open for only a short time. If it can be shown that Heywood was a former member of the crew of the FAWN or related in some way to such, then establishing the reason for selecting the name could be taken that much further. On the other hand, Mike Whitmore makes a valid point when he suggests that whilst Heywood may have been the landlord, the property might well have belonged to someone else and that this could be the person providing the link with HMS FAWN.

As far as Heywood and the "Fawn Inn" are concerned we do know that his was but a short stay for by 1857 at latest the landlord was William T. Saunders. (Note 6) This is interesting inasmuch as in 1852 a William Saunders is listed as being the licensee of the "Pike Street Tavern" then extant at 20 Looe Street, Plymouth. It is believed that this is one and the same man. It is possible that Saunders was at back of the building of "The Fawn" and that Heywood was simply a tenant. However, it has to be admitted that this is pure speculation. (Note 7)

THE DEVELOPMENT OF NORTH HILL IN RELATION TO THAT OF THE "THREE TOWNS"

That part of Plymouth to the north of Regent Street and between North Hill and Greenbank Road - Charlestown as it was known in those days - was urbanised from the late 1840s onwards. This development was often fitful, both from the time factor and the location. It seems that streets were not completed in summary fashion and that sometimes open ground remained cultivated or unused for several years before being acquired and developed.

The establishment at the centre of this little publication dates from about 1849, being known in those days as the "Fawn Inn". Of the other public houses in the area still extant, the "Friendship" also dates from the 1840s, the "Hill Park" was built about 1850 or just after, whereas "The Wellington" did not appear until nearer 1860. This irregular pattern of development can best be illustrated by comparing the composition of streets over a ten-year period. For instance, in 1852 Prospect Street, where the "Fawn" is located, numbered 21 dwellings. The residents were as follows:

- 2 Deacon, William
- 3 Mugford, John George, Master R.N.
- 5 Pullen, William, Capt. R.N.
- 7 Pedler, John
- 8 Mainprise, Mrs. Delia
- 9 White, John
- 10 Phelps, Richard
- 11 Rowland, George, Master Mariner/ 11 Tucker, John
- 12 Foster, Mrs Mary
- 13 Giles, James, Purser R.N.
- 14 Bayley, Mary
- 17 *Fawn Inn, William Heywood*
- 18 Dodd, John
- 20 Roach, Charles
- 21 Angel, William, Master Mariner
- 22 Percy Williams (lodgings)
- 23 Toll, James
- 28 Bodley, Thomas
- 29 Cambell, Miss Maria
- 30 Thomas, Henry, Master R.N.
- 31 Ellis, John K., Commander R.N. (*Note 8*)

As one can see, five houses in the street were occupied by Royal Navy personnel, two others by master mariners, a clear indication of the even more dominant role the sea played in the Plymouth of those days than it does in our own. Ten years later there were thirty dwellings in Prospect Street.

On the other hand, in 1852, Gibbon Street was all but complete with 53 dwellings, including the "Hampton Inn" with James Sheriff as landlord. The residents were from various backgrounds:

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seven had maritime occupations, whilst there were two builders, a surgeon, an auctioneer and surveyor, an engineer, a minister of religion, a ship and house carver, a butcher, a baker, and several "beer retailers". Surely one of the more exotic residents - both from the point of view of her name and her profession - was Kezia Nankivell, a "milliner, straw bonnet and stay maker." Gilwell Street, with thirteen properties, was equally varied as far as professions were concerned. There was a surgeon by the name of Charles Giles, a greengrocer and a milliner and cloak maker. Also to be found in Gilwell Street were Thomas and James Cousins, cabinet-makers, and - hardly a surprise - two "beer retailers".

It is worthwhile commenting on the term "beer retailers". In the past different types of licences were issued to premises selling alcohol, a beer retailer being limited to the sale of beer. Practically every street seems to have had at least one such establishment. In 1862 James Bate operated as a "beer retailer" at 20 Gilwell Street, J. Hammond fulfilled the same function at 34 Gibbon Street whilst H. Browning was in trade at 10 Armada Street. The category of licence could also be changed apparently, for in 1862, the occupant of 17 Prospect Street, one W. Brees, was listed in the Plymouth Directory as a "beer retailer" whilst the name "Fawn" does not appear at all. Two years later, however, the "Fawn Inn" is once again referred to with Philip Stabb as the landlord. The property by this time had been renumbered as 15 Prospect Street. In 1867 the landlord was one Richard Brooking. That same year, Providence Street acquired its own "beer retailer", with William Roach trading from number 32.

Of the other streets in the vicinity, Camden Street consisted of six houses in 1852, the number increasing to fourteen a decade later. Located at number 1 was the "Sir Francis Drake" Inn. Mount Street had 12 dwellings in 1852 whilst in that same year Armada Street had but three houses, number 2 being taken up by George Biddick, "Shopkeeper and beer retailer". Amity Place - then consisting of four dwellings - also had its "beer retailer" in the form of James Wiblin at number 1. Waterloo Street also had only three dwellings in 1852, ten years later this having risen to seven, whilst Wellington Street could boast but two. By 1862, this had risen to 18, including the "Wellington Tavern" with Thomas Fewins as landlord.

Again the nature of this development is clearly to be seen, sporadic and drawn out and, in all probability, due to the willingness or otherwise of landowners to release land for building purposes. In 1852 there had been neither a Clifton Place nor a Providence Street, though a decade later the former numbered 46 properties whilst the latter had 28. Armada Street, on the other hand, must have been developed slowly, for by 1862 the number of properties had risen to but ten. Of these, two were "beer retailers" and two were grocers. There was also a draper and two other shops of an unspecified nature.

Of Addison Road, Marlborough Road, Blenheim Road, Mildmay Street, Deptford Place, Shaftesbury Cottages, Clifton Street, Clifton Place and Providence Street there was still no trace. These thoroughfares would not be built up until the end of the 1860s and early 1870s.

By 1890s large parts of the "Three Towns" - as Plymouth, Devonport and Stonehouse were known - in many respects looked much the same as they do today. According to the census of 1891, Plymouth had a population of 85,610. The conurbation as a whole - the "Metropolis of the West" as it was often called - numbered 155,148 inhabitants. Plymouth itself was, with few breaks, packed with streets from the Hoe northwards to the present day Victoria Park and eastwards to the main railway line.

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This is also a convenient point to say something about the living conditions to be found at this period in history. At the time the "Fawn Inn" was built, i.e. the middle of the 19th century, the "Three Towns" were overcrowded and unsanitary conditions prevailed. Diseases such as cholera, smallpox, scarlet fever, measles and diphtheria were rife. Despite improvements, as late as 1891, 134 per 1,000 of the population were still accommodated in single-room tenements. A particular

problem was presented by Plymouth's water supply and as late the 1890s this was still flowing in an open channel on the west side of Mutley Plain. In 1891, a blizzard froze the leats crossing the moor from Weir Head and as troops attempted to clear them, the people of North Hill, as elsewhere in the town, were forced to queue for water at long forgotten wells.

Some indication of the continuing problem of disease and illness related to social conditions is provided by the mortality figures for the week ending Saturday, February 6th 1892. All told there were 29 deaths in Plymouth that week, of which four were from bronchitis, one from pneumonia, two from phthisis, one from measles and three from influenza. (*Note 9*)

NORTH HILL & THE FAWN INN IN THE LATE 19TH CENTURY

Against this background, the development of North Hill continued and by the 1890s, the "Fawn Inn" along with the other small public houses in the area, had established itself as a communal centre for the neighbourhood.

By 1873, the address of the "Fawn" had been changed once more, now being 21 Prospect Street. The landlord at this time was John Physick and he was to remain until at least 1885. By this time, the area had for the most part taken on the appearance we know today. The marked social mix of the residents of Prospect Street continued. In 1877, for instance, one finds J. Symons, a shipping agent (living at no.2), Rev. B. Rounsfall (no. 12), W. Body, a commercial traveller (no. 29), Peter Wilson, ship owner (no. 30), Richard Smith, a travelling draper (no. 34), James Beer, master mariner (no. 35), T. Treloar, insurance agent (no. 36), W. Collings, H.M. Customs (no. 37), Thomas Pearn, builder (no.38) and R. Evens, Parish Clerk of Charlestown (no.40). Other professions to be found during this period included clerk, pianoforte dealer, tailor, blacksmith, dairyman and schoolmaster.

However, although many tradesmen and those in the professions would continue to be found living in North Hill, as transport facilities improved (of which more below) it would seem that increasingly employees of the many industrial or commercial undertakings in the town moved into the area. Clearly Devonport Dockyard provided work for some of these, as did Millbay Docks, then a centre for both an extensive coasting trade and for business farther afield, in Europe, America, the West Indies and Africa. The chief exports out of Millbay were various mineral products such as copper, lead, tin and manganese ores, granite, limestone, marble and china-clay as well as fish and manures. Commodities coming into Plymouth included corn, fruit, wine and timber. Other people were employed in the many warehouses in the vicinity of the docks whilst at Sutton Pool employment could be found in shipbuilding and fishing.

Yet others from North Hill were employed in what one might term non-maritime activities. There were, for instance, chemical and manure works, tar distilleries, sugar refineries, saw mills, roperies, foundries, marble and granite works, soap, candle, lead, paint, cement and ochre factories, works producing starch, black-lead, blue and washing powder, tanneries, biscuit bakeries, breweries and distilleries. The chief manufacturing district was located on the banks of the Cattewater and Sutton Pool.

The retail trade was, in the main, still in the form of small, independent, family businesses, but these too provided employment for many. Perhaps a list of some of the types and numbers and retailers to be found in the "Three Towns" in 1891 will provide some idea of both the scale of small enterprises and highlight the huge changes that have taken place between then and now. In that year there were 222 butchers, 201 bakers, 130 grocers, 79 confectioners, 25 fishmongers, 46 shoemakers, 79 hairdressers, 101 coal and wood merchants, 29 lamp and oil dealers, 11 french polishers, 44 pawnbrokers, 76 undertakers and 32 booksellers (new and second hand).

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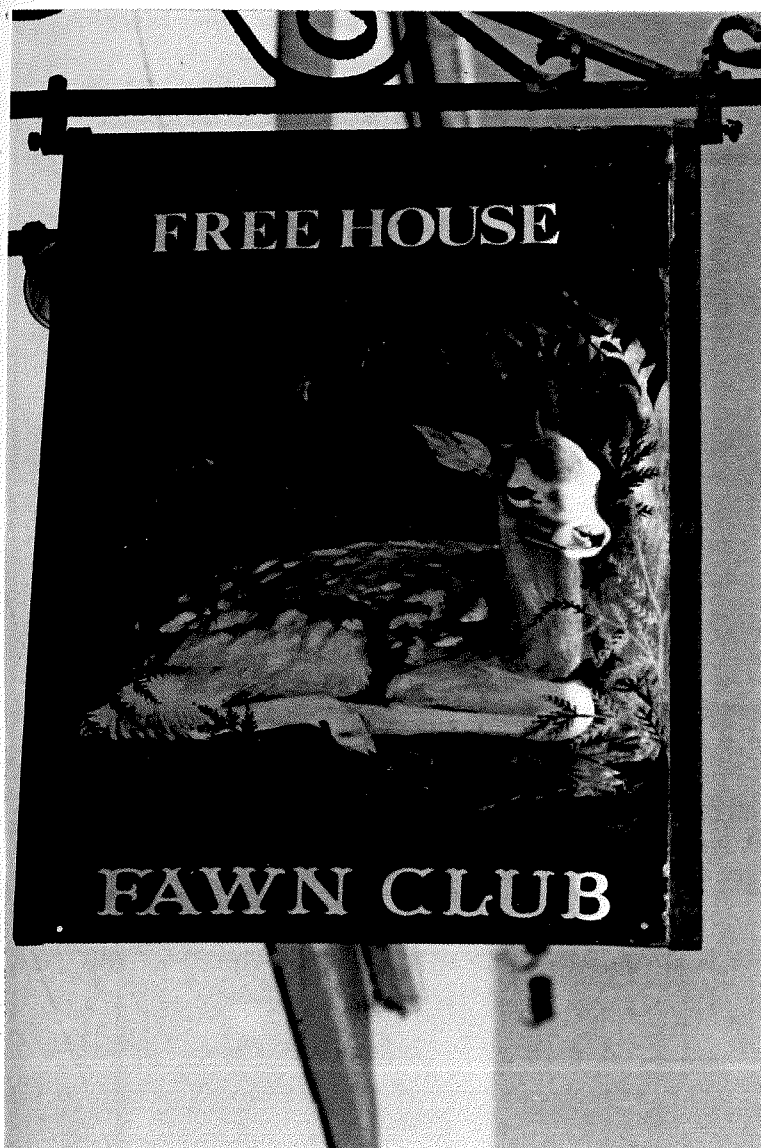
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"THE FAWN" – FOR 150 YEARS
SERVING THE NORTH HILL
COMMUNITY

A CLOSE UP VIEW OF
THE CLUB'S
SPLENDID SIGN

Commensurate numbers of fruiterers and greengrocers, tea and provision dealers, news vendors, tobacconists, milliners, dressmakers and so forth could be found. Of the trades that have disappeared, or all but gone, one of the more fascinating surely has to be that of the "ostrich feather dresser", of which establishments there were at this time eight. The continued reliance on the horse is clearly borne out by the existence of 47 coach and cab proprietors, 6 horse dealers, 14 job masters and livery stable keepers, 28 hay, straw and forage merchants and 48 smiths, blacksmiths and farriers in the "Three Towns". The maritime connections of Plymouth and her sister towns are reflected in the 11 naval outfitters, 19 boat owning firms and 8 mast, spar and block makers then operating within the conurbation.

Although, as we have seen, consisting for the most part of newer properties occupied by professional people, tradesmen and artisans, in the latter years of the 19th century, North Hill, as with other parts of the "Three Towns", benefited from gradual changes in matters such as housing and sanitation. In 1890, the Housing of the Working Class Act had been passed and local authorities were for the first time compelled to take action in this sphere. Plymouth appointed its first Medical Officer of Health and the town's Liberal mayor, J. T. Bond, had personally toured the slum areas. In 1893 the Council established the Housing of the Working Class Committee. In 1898 the new reservoir at Burrator was opened, this greatly improving the supply of water to Plymouth.

The last decade of the 19th century also saw considerable developments in transport. In 1890, the Plymouth Tramways Company operated a horse-drawn tramway on a route from Millbay to Hyde Park Corner but avoiding North Hill. In 1892, this firm was bought out by Plymouth Corporation Tramways and the line was extended at each end to the Promenade Pier and Hendor's Corner respectively. By 1895 the route had been re-aligned to include North Hill, with a third horse being provided for the climb from Sherwell. At this time too, the corporation commenced the construction of a power station, which would not only provide power to electrify the tram system but also give Plymouth its first street lighting. (*Note 10*)

FROM FAWN INN TO FAWN HOTEL

- AND THE IMPACT OF TWO WORLD WARS

Having looked at developments on a broad scale, let us now return to the "Fawn" and the surrounding area. Sometime prior to 1893, John Physick had been succeeded at the hostelry by Mrs Mary Mudge. Next door, at number 20, was to be found one William Smith whose profession was given as missionary. One suspects that he had little need other than to pop in next door to begin his "saving" work! However, his tenancy seems to have been short lived because in 1895, number 20 was occupied by Henry Harris, a ticket (presumably railway - certainly not parking!) collector.

By 1900, Mrs Mudge, had given way to A. E. Banbury. The following year the street numbers were revised yet again with the odd numbers on the right (going from Camden Street to Armada Street), even on the left. As a result of this, the "Fawn" now became number 39.

This entering of the new century provides an appropriate point to once again look at who was then in occupation of the dwellings in Prospect Street. In order for the reader to have some idea of the degree of movement in the street as well as the social mix the list of occupants for 1914 is also provided.

1906

(From Radnor Street to Armada Street)

- 1 J. Cornish (Radnor house)
- 3 W.E. Cornish
- 5 Thos. Caple
- 7 Mrs S.J. Harley
- 7 Mrs Stuart
- 9 tenanted
- 11 J. Wood, pianoforte tuner
- 13 W.H. Lacey (j) , plasterer
- 13 Miss Lacey, upholsteress
- 15 J, N. Osmond
- 17 John Lyddon
- 19 T. Lean, com. Traveller
- 21 S. Symons, carpenter
- 23 R. V. Stoye (j), mason
- 25 W. Hooper (j), plasterer
- 27 G. Endacott, plasterer
- 29 Miss Lewis, dressmaker
- 31 Mrs Simmons, milliner
- 33 vacant
- 35 Chas. Galsworthy
- 39 A. Banbury, Fawn inn
- 2 F. S. Hambly
- 4 Pearn Bros. builders & c.
- 6 tenanted
- 8 R. W. Ross
- 8A J. A. Jones, lodgings
- 10 E. Muston, assistant

1914

- 1 J. Cornish (Radnor house)
- 3 E.P. Jago
- 5 C. Rawlings; T. Phillips
- 7 Mrs S. J. Harley
- 7 Mrs Stuart
- 9 tenanted
- 11 R. Hillier
- 13 W.H. Lacey (j), plasterer
- 13 Miss Lacey, upholsteress
- 15 Mrs Osmond
- 17 W. H. Leonard
- 19 Mrs Blatchford
- 21 Cyrus Symons, carpenter (j)
- 23 R.V. Stoye, plasterer (j)
- 25 W. Hooper, plasterer (j)
- 27 W. Cawse; G. Hill
- 29 Frederick W. Lewis, joiner
- 31 H. G. Partridge
- 33 J. H. Turner
- 35 Chas. Galsworthy
- 37 H. Harris
- 39 C.H.G. Davey, Fawn Hotel
- 2 W. Henry Crocker
- 4 Pearn Bros. builders & c.
- 6 A.C. Fenn, saddler
- 8 A. J. Wheaton
- 8A Mrs Horne
- 10 T. Hart; F. J. Lethbridge

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1906
1 C. W
3 W.E
4 Mrs
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6 F. N

12 G. H. Webber	12 G. H. Webber
14 A. J. Grainger, house decorator	14 P.C. Rudall
16 tenanted	16 J. Jewell, S. Folley
18 Thos. E. Hooper, clerk	18 Thos. E. Hooper, clerk
20 W. Pawley, dockyardman	20 Will H. Pawley, dockyardman
22 W. H. Ashton (j) tailor	22 Wm. Henry Ashton, stock cutter
24 Richard Higgins, compositor	24 R. Higgins, compositor
26 John Hy. Winnicott	26 J. T. Lavers, saddler
28 F. Barrow, dairyman; Thomas Harvey	28 F. Barrow, dairyman
30 R. S. Gill	30 F. Hannaford
32 Miss Ruth Rowlands	32 W. H. Tabb
34 Wm. Ryder, clerk	34 W. Lock; H. J. Cossens
36 vacant	36 E. Beckerleg; Geo. Quarm
38	38 Sidney Newberry, upholsterer

(Source: "The Post Office Directory" 1906 and 1914)

Much could be said about this information but a detailed analysis is not within the scope of this publication. A few points however: noticeable is that in an eight-year period it would seem that no fewer than 21 properties had changed hands and this is not including changes of ownership within a family. This would support my earlier contention concerning the degree of mobility in the North Hill area. One can also point to the large number of artisans resident in Prospect Street at this time. On the other hand, one must remark on the absence of those in maritime professions, so noticeable some fifty years before. Clearly, the above lists do not reflect the total number of persons in a household: the numbers of spouses and offspring would need to be acquired from other sources. We have already referred to Armada Street, that other thoroughfare on which the "Fawn" stands. Let us compare that street for the same two years.

1906

1 C. Willis, furniture broker

3 W.B. Dean, beer retailer

1914

1 Eastman's Ltd

3 A. Hannam, beer retailer

NELSON STREET

4 Mrs Warren, general shop

5 Co-operative Soc. stores

4 J. L. Pope, general shop

5 Co-operative Soc. store

WATERLOO STREET

6 F. Nutter

6 F. Nutter

AMITY PLACE

8 W. Tucker, coal dealer

8A Thomas Saunders, confectioner & tobacconist

9 H. Forgan, cook shop

10 Co-operative Soc. stores

11 Jennings & Moyes, drapers

12 Mrs Wright, greengrocer

MOUNT STREET SCHOOL (J. Stamp Caretaker)

13 A. Frost, beer retailer

14 A. Wheaton, general shop

8 R. J. Tucker, general dealer

8A Thomas Saunders, confectioner & tob.

9 Henry Forgan, provision dealer

10 Co-operative Soc. stores

11 Jennings & Moyes, drapers

12 M. A. Richardson, greengrocer

13 Mrs Hornsby, beer retailer

14 G. E. Stone, W. J. Down

PROSPECT ST.

CHEDWORTH ST.

15 T. Westlake, boot repairer
W. S. Hannaford, grocer
H. Jane, hairdresser

15 Richard Michell, boot repairer
W. S. Hannaford, grocer
H. Jane, hairdresser

(Source: "The Post Office Directory", 1906 & 1914)

Again it is beyond the scope of this study to comment at length on the above. Clearly, however, Armada Street was a commercial thoroughfare and it is not too difficult to envisage the sounds and smells emanating from the variety of little shops and the accompanying bustle of the shoppers that must have made it a vibrant and fascinating place, far more interesting than it is today.

As far as the "Fawn" was concerned, A. E. Banbury stayed until 1908, his successor being Arnold Kneebone. It was during the latter's tenure, that the name was changed from "Fawn Inn" to "Fawn Hotel", this being in 1910 or 1911. Kneebone himself gave way to the C.H.G. Davey listed above in 1914. The latter continued to run the "Fawn" during the war years. Although Plymouth would not suffer materially in the way it did during the "Blitz", the First World War did of course leave its mark on the people of North Hill. The casualties at the front in that conflict were considerably worse than in the Second World War and even without undertaking research to back my contention, I think we can without doubt state that many households in the neighbourhood suffered the loss of loved ones and that many a drinker at the "Fawn" was destined never to return.

Davey continued at the "Fawn" for a few more years after the war, handing over stewardship of the establishment to J. R. Lavers in 1921. In the early 1930s, there was again some re-arrangement of street names and numbers and by 1932 the "Fawn" had become 14 Armada Street. Since then the numbering system has remained unchanged. Thus it is that whilst the "Fawn" itself is officially listed as being number 39 Prospect Street, that part of the building occupied by the licensee and his family is known as 14 Armada Street. Lavers took himself a partner at this time, Victor C. Day, who together with his wife Annie was destined to be at the helm of the "Fawn Hotel" for some thirty years.

We are now at a time in the "Fawn's" history when some of the more senior amongst us will recall names of both staff and customers and have their own personal memories of the establishment. By 1937, Day, who over the years became a favourite with many local residents, was sole landlord. Our older friends will not only recall him but the now long disappeared fish

shop at Number 8A on the corner of Camden Street run successively by Mrs Protheroe and (from 1938) Mrs Willis and the other various small enterprises no longer functioning.

Armada Street continued to be mainly taken up by commercial undertakings and in 1938 the properties (now renumbered of course) were occupied as follows:

(From Tavistock Road to 19A Baring Street)

(South side)

Bedford Place

7 Reeby, Mrs M.E., beer retailer

8 Stephens, Percy

9 Rockey, Stanley Geo. cooked meat shop

10 Plymouth Co-operative Society Ltd.

11 Mew, Mrs Annie Gertrude, draper

12 Hawkins, Edgar J., shopkeeper

MOUNT STREET

13 Steele, Miss C., greengrocer

14A Rendle, Mrs E. shopkeeper

15 Johnson, geo, boot repairer

15 Jane, Harry, hairdresser

(North side)

1 Eastmans Ltd. butchers

3 Charles Social Club (H. Pluckrose, sec)

WELLINGTON STREET

4 & 5 Plymouth Co-operative Society Ltd.

WATERLOO STREET

6 Saunders, Thos.

AMITY PLACE

St. Matthias Mission Church

BEDFORD COTTAGES

1 Richards, Wm. B

1A Bunt, Melville C.

1A Horne, Jas

2 Sleeman, Geo. H.

3 Symons, Fredk

Bunt, Saml Chas & Son, boot makers

Plymouth Corporation Electricity
Department

(Source: "Kelly's Directory" 1938)

Soon, of course, came the war, and as with other public houses in the area, the "Fawn" did not escape its effects. Many "regulars" of course joined the services, returning on leave - if they were lucky - after the campaigns in Norway and France, Crete and North Africa, from service on land, at sea and in the air. Uniforms, of various shades and styles now predominated in the "Fawn's" bars, including one area apparently known as the "Tram Car".

Another of the war's influences was the arrival of the Americans. As everywhere, they made a major impact on the life not only of the pub but the surrounding area. Not always for the better, sad to say, for as Frank Smith recalls on one occasion there was a pitched battle between white and black American soldiers in Mount Street. The presence of the Americans also had another influence: a number of North Hill maids fell for the new arrivals and later departed for a new life

in the United States.

The war too influenced other groups who used the "Fawn". Take, for instance, the Polish servicemen who, declining to return home after their country came within the Soviet sphere of influence, elected to remain in Plymouth, becoming valued members of the community and, in the case of some, "regulars" at the "Fawn". But, on the debit side, as after the First World War, one of course must not forget all those who did not survive the events of 1939-1945 and who never again would pipe up with "A pint of bitter, luv."

As far as the bombing was concerned, the area immediately around the "Fawn" escaped relatively lightly. There were four hits by H.E. bombs quite near the inn: one at the intersection of Nelson Street and Armada Street, one on the corner of Mildmay Street and Armada Street, one at the intersection of Prospect Street and Camden Street and one at the intersection of Plym Street and Camden Street. To the south west of course there was devastation and the area to the west of Tavistock Road (North Hill) was also heavily hit, the target in this instance almost certainly being the railway complex at North Road station. In the area between Greenbank Terrace, Greenbank Road/Tothill Road and Exeter Street around 50 H.E. bombs fell. These too the "*Luftwaffe*" probably intended for a railway target, the yards adjacent to Friary Street station. Three H.E. bombs fell on Greenbank Hospital. As far as incendiaries were concerned again the area around the "Fawn" would appear to have been little affected.

DEVELOPMENTS POST 1945

- DRAMATIC CHANGES IN THE WAY OF LIFE ON NORTH HILL

Victor Day and his wife not only remained at the "Fawn" for the duration of the war but they carried on for a considerable period afterwards.

The immediate post-war years saw much continue as it had before 1939, with many of the businesses in Armada Street continuing to flourish. In 1951, for instance, Mrs. Reeby was still dispensing her beer at number 7, whilst George Johnson continued the repairing of boots. Other retail outlets had changed hands: George Quarm had replaced Percy Stephens at the cooked meats shop, the draper's shop at number 11 was now known as "Isabel's" with Miss Isabel Leath as proprietress. At number 12 Edgar Hawkins had made way for Miss W. M. Symons, confectioner. Also listed at this number is the Technical Secondary School for Boys with E. R. Harris B. Sc. as head master. The greengrocery business at number 13 was still in existence but was now in the hands of R.M. Phillips. At number 14 Hy. Adams operated his tobacconists but next door the hairdresser had become one for ladies under the name "Marjorie's" with G. Pengelly as proprietor.

Finally, in 1960, that long serving landlord at the "Fawn", Victor Day, lived up to his name and called it a day. In his stead came William and Eileen Mason-Richards. Their stay was to be less durable and after five years at the "Fawn" they too departed. The next landlord was Richard Courtis, who arrived in 1966. However, this gentleman's tenure was to be extremely brief and later that same year, William J. Morris and his wife Mary took over. They were to run the "Fawn" for five years before they too retired.

If in some respects displaying continuity, the early post-war period also witnessed a steady change in the life style of the residents of the North Hill area, a development paralleled, of course, in other parts of Plymouth. Increasing numbers of cars appeared, adding to the problems

of often already congested narrow streets and eventually demanding the one way system in operation these days. Somewhat later, but equally influential on the situation in the area, came the impact of both the taking of drugs and the increase in vandalism and petty crime. Both these factors continue to play a major role in the lives of the residents of North Hill.

Another change that was to make an impact on the North Hill area saw the gradual demise of the small businesses that had flourished there for so long. As far as those in Armada Street were concerned although some survived for a while inevitably most faded away and today they are all but gone. Some changed hands several times, an indication of the emerging pressures from supermarkets and other outlets or changes in taste and habits. The building opposite the "Fawn" has for instance served at different times as a fish and chip shop and a bookmaker in the recent past and latterly functioned both as a video shop and as an overflow for a florist.

As far as the few small enterprises that have survived into the 21st century are concerned one can but say that fortunes vary. The fish and chip shop on the south side of Armada Street, the Small Fry at number 44, has changed hands several times in recent years and is more closed than open. Its long-term viability is clearly in question. Whilst others of the type in the area have disappeared, the "corner shop", of M.H. Tucker at 30 Armada Street continues to survive. It also functions as the Greenbank post office and is one of the few reminders of the type of business that once flourished in Armada Street – and indeed other parts of North Hill. The student population clearly helps such concerns to continue although competition is close at hand in the form of the Spar store on North Hill.

Many one time commercial premises are now used for accommodation purposes. Other older properties have been demolished and new structures erected in their stead, again with accommodation being to the fore. An instance of the latter is the small apartment block on the corner of Amity Place and Armada Street, across from the "Friendship" inn. Concomitant with these changes and as a result of social and demographic pressures there has been, and is still, increased social mobility in the area, this ensuring that a quite different mix of residents today makes up the population.

A major factor in this development has been the expansion of Plymouth University, as a result of which change has been exacerbated and enhanced. This of course results in a rapidly changing population for although properties may continue to house students the turnover is constant with most staying for only three years. Added to this, it would appear that students change their accommodation within the duration of their sojourn in the city. And, of course, as all of us who have been students know only too well, those years away from home are often spent without regard to those who were there when one arrived and will in all likelihood still be there after one has gone. I think here of the problem of noise in particular. What impact these and other factors will have on North Hill in the long term and how they will influence the settling of non-student residents in the area remains to be seen.

HAVE A YOU A MEMORY OR ANECDOTE CONCERNING THE "FAWN" OR THE SURROUNDING AREA? HAVE YOU PHOTOGRAPHS OF THE INN, EXTERNAL OR INTERNAL, OR OF THE IMMEDIATE AREA AT ANY PERIOD IN ITS HISTORY?

If so, you are invited to get in touch with the Maritime Heritage Society, the organisation producing this publication. Any material will be gratefully received and may well feature in any future edition or another publication concerned with the topic.

THE MARITIME HERITAGE SOCIETY
6 NORTON AVENUE
PLYMOUTH PL4 7PE

THE THIRTY PLUS YEARS OF MARGARET & PAT CURLEY

On September 20th 1971, the couple the vast majority of us associate with the "Fawn", Margaret and Pat Curley, together with their two young daughters Helen and Louise, moved into the North Hill hostelry. They have been "mine hosts" ever since. Mrs Curley informs me that when she and her husband moved in the average age of those drinking at the "Fawn" must have been about 70. This situation was to be found in similar small licensed premises on North Hill, indeed elsewhere in the city too, a relic of the old days of the neighbourhood pub. But by the 1970s things were changing in a number of ways as far as the brewing industry and the licensed trade were concerned with the features of the traditional inn gradually fading from the scene to be supplanted by the (supposed) requirements of late 20th century society. As far as the "Fawn" was concerned, Margaret and Pat Curley negotiated these developments successfully and soon established themselves as popular hosts - as the length of their tenure bears witness.

But the development of the "Fawn" was not only influenced by demographic and social factors for in the past thirty years there have been, as indeed there were in the past, structural changes to the building itself. These included shortening the length of the bar and the opening of a doorway to the corridor leading to the toilets. This alteration enabled customers to "relieve themselves" without requiring to exit the building - always a welcome convenience!

In the intervening years, the "Fawn" has seen countless customers come and go but, as one would expect, there are a few still drinking there today as when Mr and Mrs Curley first took charge. There have been, naturally, countless incidents, as in any public house, over the years, some funny, some sad, some pleasant, others not so convivial. In fact the "Fawn" has been in many respects a typical small Plymouth inn.

Like many public houses of its kind, the "Fawn" has hosted a good number of events such as birthday parties, wedding breakfasts and funeral wakes, giving Pat Curley ample opportunity to demonstrate what an excellent chef and caterer he is. However, one of the most notable events to be hosted at the Fawn celebrated something rather different. This was the party held to mark the final de-commissioning of HMS FAWN, the coastal survey vessel, then based at Devonport. (See part 2 for details of this ship). Earlier, their had been dinner aboard the vessel as she lay in dry dock, access to which Margaret Curley recalls was for a lady in her evening dress a nightmare! On the occasion of the party at the "Fawn", Margaret Curley was presented with a life belt from the FAWN as well as the ship's nameplate. These are both still to be seen, mounted on the exterior wall in Prospect Street. Inside, there is a splendid photograph of the FAWN underway, this surmounting a cap tally.

Perhaps the most important change in recent years was the decision taken in 1996 to transform the "Fawn" into a private members club. Some hundreds of members are currently on the books, although thankfully, given the club's limited space, only relatively small numbers congregate at any given time! There are, of course, the "regulars", the likes of "Welsh" Kath, Frank Smith, a former Great Western Railway engineer and a patron since the days of the Second World War, "Scouse" John, Harry Cason and Gordon Repper, just three of the many northerners who have made the "Fawn" their local, Nick, painter and decorator and erstwhile proprietor of a video store, Fred Tolcher (a driver with the army) and his wife Lee, Gerry Lamb, ex-*Matelot* and accomplished photographer, Gerry Gerard - a little partial to the machines, Bob Stone and Brian Aherne of the Museum staff, Gordon Middleton, formerly of the Merchant Navy and "Big" Fred Payne, just to mention a few. These are the people, naturally, who, with their different backgrounds and experiences, give to a public house its own peculiar identity, combining together with the building itself to create a distinctive atmosphere.

Sadly, but of course, inevitably, even in the comparatively short time I have frequented the

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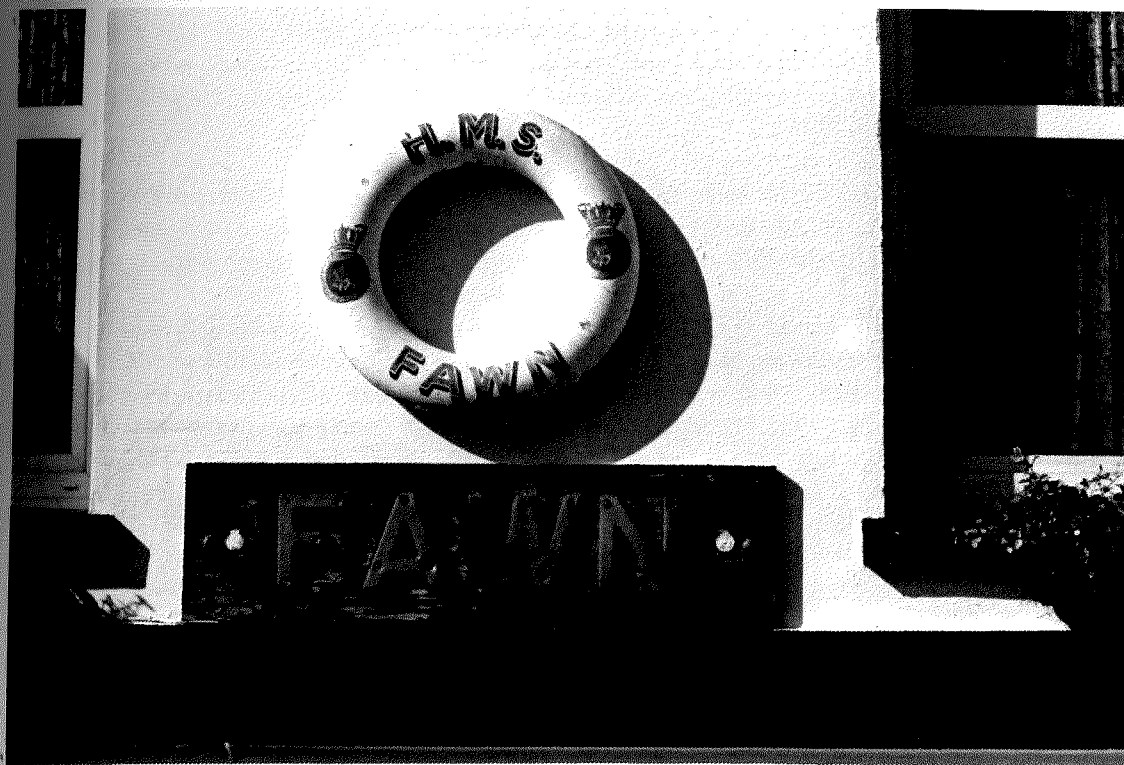
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THE NAMEPLATE AND A LIFE BELT FROM HMS FAWN ON THE EXTERIOR WALL OF "THE FAWN"



MARGARET AND PAT CURLEY AT HOME BEHIND THE BAR OF "THE FAWN"

"Fawn", many familiar and popular figures have departed, either for pastures new or that little get together with the Almighty that awaits us all. As regards the latter category, I think for instance of John Davis, Colin Harris, Roger Gilbert, Tony Cass and "Yorkie", patrons of the "Fawn" who I got to know and came to regard and who, for different reasons, I shall not soon forget.

Catering for the thirsts of these good folk and others in more recent years have been, apart from the Curleys themselves, Bob Stonehouse and Gill Ham. Bob was formerly a highly skilled boat builder and is always good for a chat, whatever the topic. Gill, who I can only describe as "*kuschelig*", can also chat a bit but her main claim to fame surely is that she is no mean dart player. Also a popular figure behind the bar, but only on rare occasions, is Louise, the (if I may make so bold) delightful daughter of Margaret and Pat Curley. One must not forget too, the other Bob, who, though not delightful - can a Sheffield United fan ever be? - does an excellent job of keeping the establishment clean. Mind you dusting Margaret Curley's collection of various renderings of fawns must be a nightmare! Bob is a switched-on guy and together with his wife Ruth - now she *is* delightful - has murdered many a crossword at the bar over the years. And if I hear correctly the couple are carrying all before them at the Monday quiz nights.

One of Pat Curley's major contributions to the reputation of the "Fawn" has been the development of its sporting activities. The club hosted pool and darts teams for many years, both being successful. Although the ~~former~~ ^{clubs} have now all but disappeared - the fact that it became increasingly difficult to find players being perhaps indicative of current tastes - the pool teams thrive. Indeed, as I write, the "A" team, the "Fawn Flyers", tops Division 1 of the Plymouth & District Pool League, being undefeated in 19 matches and with the title already secured.

AFTERWORD

This account of the "Fawn" and the immediate area is of necessity far from complete. Indeed, the purpose of this little publication is but to introduce both hostelry and the neighbourhood to those unfamiliar with either and at the same time provide those who use the "Fawn" with a little information about the club's past. North Hill has largely been neglected in studies of Plymouth and if in some measure my feeble efforts contribute towards rectifying this omission then I shall be content.

Ironically, as I pen this conclusion and read through what has gone before, word reaches me that Margaret and Pat Curley have definitely decided to call it a day and retire. I had known this was on the cards for some time but like certain others did not really expect it to happen - ever! But the day has indeed come. Let this little work then, if I might suggest it, serve as a farewell celebration to these two people who have opened their premises for the pleasure of so many folk for so many years. May their retirement be both long and enjoyable. And, equally, may one wish those who will follow as much success and similar longevity at the helm.

*Dr. Charles E. Scurrall
Serno (Fläming),
Sachsen-Anhalt
April 2002*

the exterior of the building. Inside, one finds a fine photograph of HMS FAWN underway, with, below, a copy of the ship's log.

The FAWN was sold to the Care Offshore Co., an oil offshore support firm based in Switzerland. The ship's new owners intended to employ her on survey duties off West Africa and in the South China Sea. The FAWN herself was to be renamed M.V. RED FULMAR, her port of registration being Kingstown, St. Vincent. Her new captain would be Jan Hansing. After the sale the FAWN was taken to Millbay Dock for storage. Although her hydrographic gear was removed she retained her naval survey boat.

(7) Other vessels named FAWN

In addition to the above vessels, three other craft with the name FAWN were requisitioned by the Royal Navy during the two World Wars. A trawler of the name (210 tons, built 1898 ?) was hired in 1918-1919. On December 25th 1939, a drifter named FAWN, the ex-PRIMROSE, was hired for anti-submarine duties. She displaced 89 tons and had been built in 1915. In December 1941, a trawler of the name was hired as a degaussing vessel, remaining in service until 1945. She had a displacement of 143 tons and dated from 1897.

NOTES:

(1) "*Mietkasernen*" - Miet = rent, Kaserne = barracks, so literally barracks for which you paid rent. For those of us who served in the military, the ironic humour is not without justification. These tenements, similar to those in New York and other large cities, were built for the influx of workers to the rapidly growing capital of the newly united Germany during that country's (tardy) rush to industrialisation in the late 19th century. It is a development which English cities seem largely to have escaped.

(2) The OED defines a fawn thus: "A young deer, a buck or doe of the first year." In its approximately 150 years history, the "Fawn" has been known alternatively as the "Fawn Inn" and the "Fawn Hotel". It became a private members club in 1997.

(3) This Symphonic Poem by (Achille) Claude Debussy (1862-1918), was written in 1894. Debussy, one of the greatest of French composers and a seminal force in the music of the 20th Century, fulfilled the sensuous ambitions not only of his fellow musicians but also of Symbolist poets and Impressionist painters.

(4) Felix Salten (1869-1945), original name Siegmund Salzmann, was born into a Jewish family in Budapest. As a young writer he was befriended by the likes of Hugo von Hofmannsthal, Arthur Schnitzler and Hermann Bahr. He is also well known through his story "*Florian, the Emperor's Stallion*" which dates from 1934. This is the tale of a proud Lippizaner horse reduced to pulling a cab after the First World War. In 1939 he fled to Switzerland and died in Zürich in 1945.

(5) HMS GOLIATH - a 3rd rate built at Deptford Dockyard and launched on October 19th 1781. Burthen in tons 1,604; dimensions 168 x 47 feet. In 1812 she was reduced to a 4th rate with 58 guns. She was broken up in June 1815. HMS CAMILLA - 6th rate built at Chatham Dockyard and launched on April 20th 1776. Burthen in tons 433; dimensions 108 x 30 ft. From 1814 used for harbour service. Sold April 13th 1831.

(6) See "*M. Billing's Directory and Gazetteer of Plymouth, Stonehouse and Devonport. Containing a Descriptive Account of Each Town followed by a General Directory*" Published by M. Billing's Steam-Press Offices, Livery Street, Birmingham, 1857

(7) I have to confess that I have not yet exhausted all possible avenues of research and it may well be that the answer is to be found with relative ease. The problem is that due to pressure of work, research into the "Fawn" volume in the "Sail & Ale" Series has been put on hold for some considerable time. Meanwhile, anyone with information or suggestions concerning this point is invited to contact me via the Maritime Heritage Society.

(8) Taken from "*A Directory of Plymouth, Stonehouse, Devonport, Stoke and Moricetown*" published by F. Brendon, Directory Office, Cornwall Street, MDCCCLII.

(9) Phthisis - Pulmonary tuberculosis or a similar progressive wasting disease (Source of information for the figures quoted: "*Western Daily Mercury*", February 9th 1892, p.3)

(10) The source for most of this information is Scurrall & Silveira (2001)

(11) Bastock (1988) includes a silhouette of this FAWN on page 31 and a photograph on page 33.

(12) At this time, the Mediterranean Fleet was based on Malta, Gibraltar and Alexandria. Its major units were 14 battleships: BULWARK (Flagship of Admiral Sir Compton E. Domville, K.C.B., R.N.), CANOPUS, CAESAR,

FORMIDABLE, HOOD, ILLUSTRIOUS, IMPLACABLE, IRRESISTIBLE, RAMILLIES, RENOWN, REPULSE, ROYAL SOVEREIGN, VENGEANCE and VICTORIOUS. Cruiser strength was made up of the armoured cruiser ABOUKIR and the protected cruisers ANDROMEDA, BARHAM, DIANA, GLADIATOR, HERMIONE, NAIAD, PANDORA, PEGASUS, PIONEER, PYRAMUS, SCOUT and VINDICTIVE. There were also four torpedo gunboats - DRYAD, HARRIER, HUSSAR and SPEEDY - and 24 T.B.Ds (see Note 2). Other vessels serving with the Mediterranean Fleet at this time were: Special Torpedo Vessel (Depot Ship) VULCAN, sloop CORMORANT, Special Service Vessel IMOGENE, Despatch Vessel SURPRISE, Troop Ship TYNE and the sailing sloop CRUISER (ex-LARK) used as a training ship for Ordinary Seamen.

(13) The 24 T.B.Ds were: ALBATROSS, ARDENT, ARIEL, BANSHEE, BRUIZER, CHAMOIS, CONFLICT, COQUETTE, CYGNET, CYNTHIA, DESPERATE, DRAGON, EARNEST, FAWN, FLYING FISH, FOAM, GRIFFON, KANGAROO, LOCUST, MALLARD, MYRMIDON, ORWELL, PANTHER and THRASHER

(14) Burns makes this claim in his book *"Badges and Battle Honours of H.M. Ships"*. However, Gröner (1989) says that the U 8 was sunk at 1810 on March 4th 1915 in the Channel (50° 41' N 00° 06'E) by depth charges from the destroyers HMS MAORI and GURKHA. The more recent study by Kemp (1997) says that U 8 was forced to the surface by the MAORI and GURKHA with the involvement of the newly laid indicator barrage across the Straits of Dover. The submarine's commander, Kapitänleutnant Alfred Stoss, and most, if not all, of his crew would seem to have survived.

(15) Plans of the FAWN are available in the Admiralty Collection held by the National Maritime Museum, Greenwich. These are Profile and Deck and Cross Section Plan No. 5337 and Lines Plan (i.e. shape of hull) No. 170/117.

(16) BULLDOG was launched July 12th 1967, BEAGLE on September 7th 1967 and FOX on November 6th 1967. They were also built by Brooke Marine at Lowestoft.

(17) The MYRMIDON was sold to Malaysia in 1968, entering service with the Royal Malaysian Navy as K.D. PERANTAU. (K.D. = Kapal Diraja (Royal Ship)). The MERMAID was approved for scrapping at the same time.

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 C.E. "HMS FAWN - the Career of the Devonport-based Survey Ship 1968-1991" in "The Plymouth & South West Maritime Heritage Review", No. 14 (June 2002) pages 8 - 10
 C.E. "FAWN - the Plymouth Public House and HM Ships of the Same Name" (Unpublished MS intended as Series to be issued by The Maritime Heritage Society). (The present publication is largely based upon the MS)
 D.J.: "Shipbuilding in the South West during the Napoleonic War" in "Maritime South West", VI (1993)
 D.J.: "Devon's Shipbuilding Industry, 1786-1970" in "The New Maritime History of Devon", (Volume 2), Plymouth, 1994, pages 78-90
 R.N. "Guide to the Three Towns and Neighbourhood", Plymouth, 1890
 R.N. "History of Plymouth", Plymouth, 1890
 V.H.K. "Illustrated Commercial Guide to Plymouth and District", Plymouth, 1894
 "Various editions of certain newspapers were also consulted, including copies of the 'Evening Herald', 'Naval & Military', 'Western Daily Mercury' and the 'Western Morning News'