

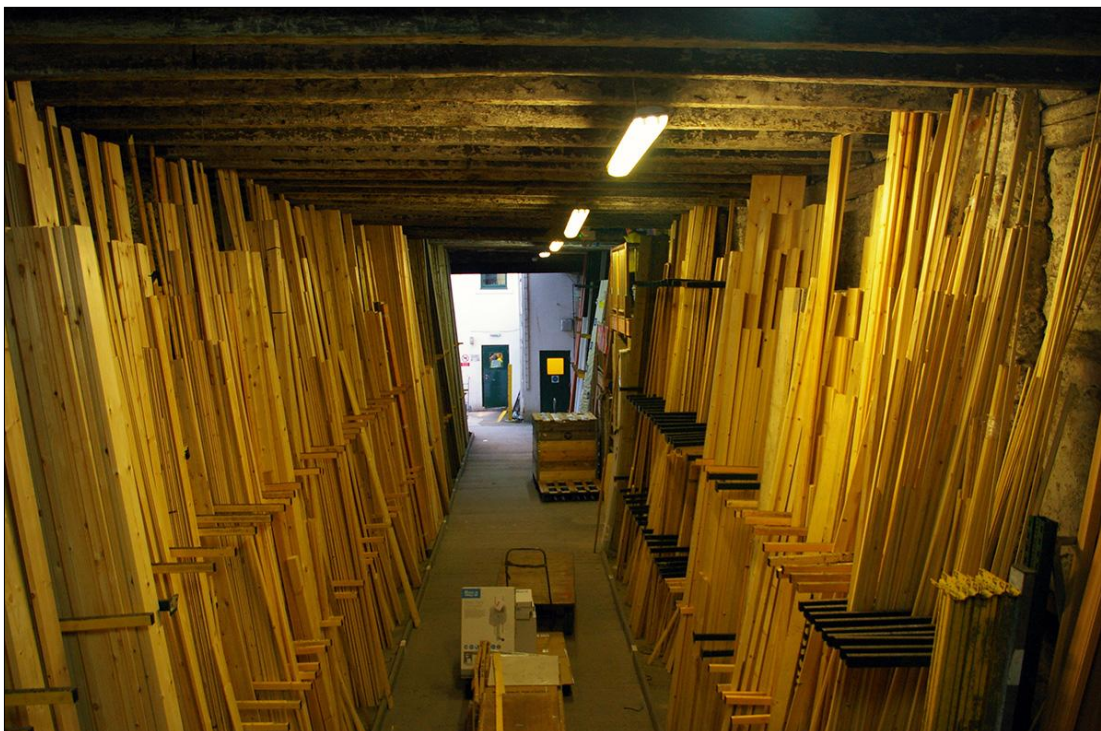
MAYOR'S AVENUE TRAVIS PERKINS

DARTMOUTH

SOUTH HAMS

DEVON

Desk-Based Assessment & Historic Building Recording



South West Archaeology Ltd. report no. 181127



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Mayor's Avenue Travis Perkins, Dartmouth, South Hams, Devon Desk-Based Assessment & Historic Building Recording

By E. Wapshott & B. Morris
Report Version: Final Draft
27th November 2018

Work undertaken by SWARCH for FD Builders Ltd.
On behalf of Travis Perkins PLC

Summary

South West Archaeology Ltd. was commissioned to undertake historic building recording at Mayor's Avenue Travis Perkins, Dartmouth, Devon. This work was undertaken in advance of the restoration of the property and to set it building in its historical and archaeological context.

Long range of three attached warehouses and the surviving north wall of an open yard, within the former historic quayside area of Dartmouth. All the buildings are upstanding but in fairly compromised condition, with significant structural cracking. In active working service as commercial warehousing for the Dartmouth branch of Travis Perkins builders merchants, these important assets have broadly retained their intended function. The site is framed to the east and west by other former quayside plots, which have been recently developed to mixed character: retail, offices, as well as a public house and small supermarket.

The warehouses have been stripped out of all but structural historic features of merchantile character, the ground floors replaced with poured cement and the second floors have lost their boards, all roofs have been replaced with asbestos corrugated sheeting, the roofline of Building 3 totally altered from double to mono-pitch. Building 4 was replaced at some point in the 20th century by a large modern concrete-framed, timber clad shed. In the late 1970s/early 1980s, the ground was dug away at the front, a small brick office building and early stone rubble building were demolished and a new office and shop structure was built of brick and concrete block, fronting onto Mayors Avenue.



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 FD BUILDERS (THE AGENT)
 THE DEVON COUNTY HISTORIC ENVIRONMENT TEAM
 THE FAMILY WHO SOLD THE PREMISES TO TRAVIS PERKINS AND PROVIDED THE HISTORIC PHOTOGRAPHS FEATURED IN SECTION 3.0

PROJECT CREDITS

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 REPORT: BRYN MORRIS; EMILY WAPSHOTT
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1.0 INTRODUCTION

LOCATION:	MAYOR'S AVENUE
PARISH:	DARTMOUTH
DISTRICT:	SOUTH HAMS
COUNTY:	DEVON
NGR:	SX 87813 51540
PLANNING REF:	2017/17/LBC
DC HET REF:	ARCH/DM/SH/31507
SWARCH REF:	DMA17

1.1 PROJECT BACKGROUND

South West Archaeology Ltd. (SWARCH) was commissioned by FD Builders Ltd. (the Agent) on behalf of Travis Perkins PLC (the Client) to undertake a programme of historic building recording at Mayor's Avenue Travis Perkins, Dartmouth, Devon, as part of a Listed building consent (LBC) condition prior to renovation works to the Grade II Listed structure, and to set it in its historical and archaeological context.

1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND

Dartmouth is located towards the base of a steep-sided valley. The Travis Perkins site is located at the base of the slope on the northern side of the valley, formerly a tidal creek, at c.3m AOD. To the rear (north) of the site the ground rises very steeply to the house along Clarence Street, a fossil cliff or quarry face. The land was reclaimed during the post-medieval period, and borehole logs within the car park to the south indicate up to 3m of made ground and a further 5m of superficial head deposits of clay, silt, sand and gravel. These overlie the sandstones of the Bovisand Formation (BGS 2018).

1.3 HISTORICAL & ARCHAEOLOGICAL BACKGROUND

The town of Dartmouth grew up on the boundary between Townstall and Stoke Fleming, along a tidal creek at the mouth of the River Dart. Its importance as a sea port is underlined by the fact that fleet embarked here in 1147 to join the Second Crusade, and Dartmouth was considered by the Navy for its new western base in the 1689. The two parts of the town – Clifton and Hardness – were separated by a tidal creek. Clifton was the more important settlement, granted a church (St Saviours) in 1286, and borough status in 1341. Hardness appears in the 12th century as a satellite to Dartmouth/Clifton. The foreshore belonged to the Duchy of Cornwall from the 14th century onwards, but was leased by Dartmouth Corporation from 1510. The structures built on reclaimed land here are referred to as *palaces*, meaning a palisaded or revetted place. The term *palace* also came to mean a warehouse or cellar, and in south Devon, a fish cellar.

The prosperity of Dartmouth has waxed and waned over time, with periods of clear prosperity – marked by investment in capital works and fine buildings – interspersed with long periods of relative decline. The main periods of prosperity were: 1152-1408 (wind trade); 1580-1640 (Newfoundland cod fisheries); 1713-1792 (cod fisheries and trade with the Colonies); 1864-1914 (railway and Naval College). The latter period saw the last part of the tidal creek reclaimed, isolating the former shipyards in Hardness from the sea and creating Mayor's Avenue.

A small amount of archaeological fieldwork has been undertaken in Dartmouth, with the most significant interventions associated with the former Bus Depot site, the former Dartmouth Motors site, and a SWW sewage treatment scheme (Henderson 1995; Reed & Sage 1997; EA 1997;

Valentin & Weddell 2016). The town has been the subject of an extensive urban survey (EUS) (Weddell 2016). All of the major intrusive investigations have taken place on Mayor's Avenue and revealed a complex succession of structures, some of which could be dated back to the 16th century.

1.4 METHODOLOGY

The assessment of the buildings was conducted by E. Wapshott and B. Morris in November 2017. The work was undertaken in line with best practice and follows the guidance outlined in: ClfA's *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (2014) and Historic England's *Understanding Historic Buildings: A Guide to Good Recording Processes* (2016). The desk-based assessment follows the guidance as outlined in: *Standard and Guidance for Archaeological Desk-Based Assessment* (ClfA 2014, Revised 2017) and *Understanding Place: historic area assessments in a planning and development context* (English Heritage 2012).

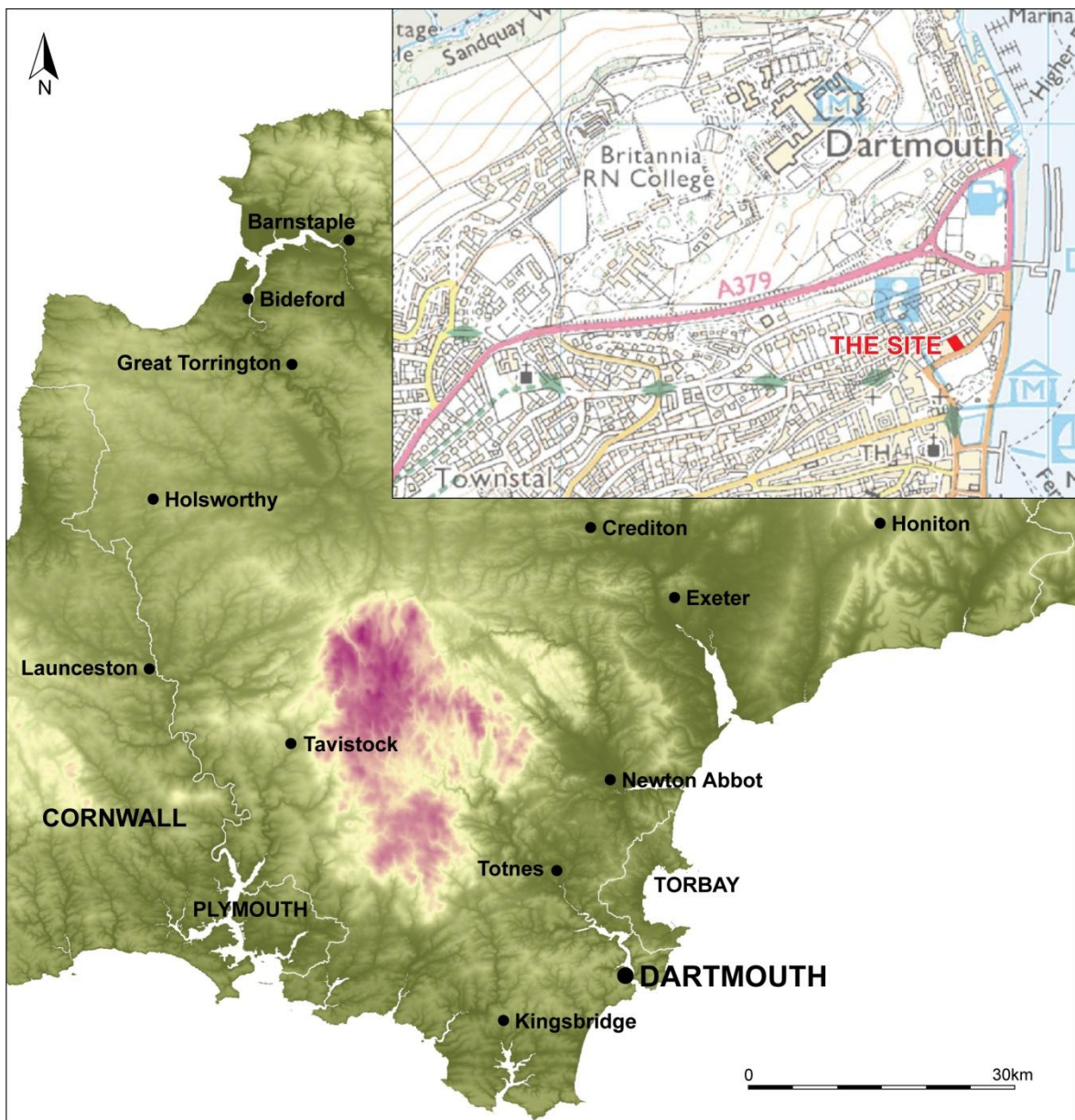


FIGURE 1: LOCATION MAP.

2.0 DESK-BASED ASSESSMENT

2.1 HISTORICAL BACKGROUND

The town of Dartmouth straddles the boundary between two early medieval estates (Townstall and Stoke Fleming) and three medieval parishes (Townstall, Stoke Fleming and St Petrox), and clings to the sides of a narrow creek on the banks of the River Dart close to its mouth. Like other settlements along this coast (e.g. Salcombe, Kingsbridge, Fowey, Looe etc.), its location relative to earlier tenurial and ecclesiastical centres indicates its later importance and belies its humble origins. However, its importance as a sea port was recognised from at least 1147, when a fleet embarked here to join the Second Crusade, and Dartmouth was considered by the Navy for its new western base in the 1689, although ultimately rejected in favour of Plymouth Dock. Dartmouth was closely associated with the town of Totnes, the latter being the more important urban centre into the late 17th century. After the 1660s, the silting of the River Dart – caused by tin streaming on Dartmoor – rendered Totnes less accessible to shipping and it evolved into a residential town.

The two parts of the town – Clifton and Hardness – were separated by a tidal creek, spanned by a single causeway (*The Foss*). Of the two settlements, Clifton was the more important, granted a church (St Saviours) in 1286, and borough status in 1341. Hardness appears in the 12th century as a satellite to Dartmouth/Clifton. The literal translation of its name indicates a firm promontory, in this instance a beach suitable for shipbuilding, and there is a reference to *the yard of the men of Hardenasse* in 1362 (Watkin 1935, 55). The Foss retained the waters of a tidal *Mill Pool*, and both the creek and the Mill Pool were reclaimed in stages during the post-medieval period; the final part in 1876-77.

The foreshore belonged to the Duchy of Cornwall from the 14th century onwards, but was leased by Dartmouth Corporation from 1510. In theory, therefore, all the tenements built below the high-water mark were to be held by the Corporation from the Duchy, but most of those reclaimed before c.1600 went into private freehold ownership. After c.1630, the Corporation was much more effective at retaining control over new tenements, which are well documented as a result. The structures built here are referred to in those documents as *palaces* (*palacium* in the medieval sources), meaning a palisaded or revetted place. The term *palace* also came to mean a warehouse or cellar, and in south Devon, a fish cellar.

The prosperity of the Dartmouth has waxed and waned over time, with periods of clear prosperity – marked by investment in capital works and fine buildings – interspersed with long periods of relative decline. The first period (1152-1408) of prosperity followed the acquisition of Aquitaine and was based on the wine trade. For the following period (1408-1580), Henry VIII noted that owing to the 'great ruin and decay of the town and port of Dartmouth' his revenues had declined by half. The second great period of prosperity (1580-1640) was linked to the cod fisheries off the coast of Newfoundland, and the triangular trade between Dartmouth, Newfoundland and the Mediterranean. The 1580s saw the first leases issued for the New Quay by St Saviour's Church, and the 1630s are noted for the expansion of the New Quay, the construction of Spithead and the Butterwalk, and the renovation of the churches of St Saviour and St Petrox. The following period (1640-1713) was blighted by the events of the Civil War and the decline of the cloth trade. The third period of prosperity (1713-1792) was linked to the cod fisheries but particularly by trade with the trans-Atlantic colonies. The port books indicate annual shipping rose from 825t in 1709 to 4492t in 1770 (a five-fold increase), falling back to 3648t in 1780 due to the disruption caused by the American War of Independence. Shipbuilding, and after 1740 privateering, also contributed to the wealth of Dartmouth. Many new houses were built, including those of Clarence Street, for sea captains and ship builders. This period ended with the disruption caused by the wars with

France (1793-1815) and conflict with the USA, although naval contracts (16 ships in 1800-1813) provided some offset. The rugged topography of the town made linking it to the emerging rail network challenging, but the last period of prosperity (1864-1914) can be linked to the arrival of the GWR at Kingswear, and the establishment of the Naval College (the HMS Britannia and HMS Hindustan in the harbour from 1863 and 1865, the College building from 1905). Many other improvements to the town date to this period; these include the reclamation of the main harbour and the creation of Mayor's Avenue (1876-1877), severing the link between many of the (former) shipyards in Hardness and the sea.

This account derived from: Freeman 2007; also, ACA 2016; EA 1995; Hoskins 1953, 382-6.

2.1.1 THE TRAVIS PERKINS SITE

A detailed account of the leaseholders of the Travis Perkins site can be found in Smart (1997), of which the following is a précis. Smart indicates that the site formed two separate yards (shipyards 94 and 95, as numbered in the 1889 schedule of the Corporation), though each one was divisible into two separate units (east and west). From the early 17th century, the two yards were held as one and leased by Cornelius Hayne, and then by Captain Edward Ashe. The lease of 1735 [DHC: SM2034.246 lists *too Courtlages, Pallaces or Lands and Cellars at Hardness*.

After Edward Ashe came Philip Lee or Leigh, Edmund Pearse Bamfil and then George Bamfil. In 1793, EP Bamfil & Co. was dissolved, with Edmund Bamfil retaining two-slip Yard 94, and John Avery (miller) holding single-slip Yard 95. George Bamfil took over Yard 94 on his father's death and continued ship building until 1814. After the death of John Avery, both yards were sold to Arthur Hunt who erected the Bonded Cellars (after 1835 referred to as the Bonded Stores). The 1814 lease [DHC: SM2034.551] states:

All that piece or parcel of land lately a Courtlege, Pallace or Shipwrights Yard together with the Spots of Land thereto adjoining on which certain Houses, Edifices, Buildings, Cellars, Lofts, Chambers and Linhays a short time since stood situate lying and being at hardness... and on part of the said Premises certain cellars, Warehouses and Lofts have been lately erected and built at the Costs and Charges of him the said Arthur Hunt.

The document is annotated in faint pencil *Supposed Bonded Cellars - 1569*. This was the second bonded cellar to be built in Dartmouth, in competition with the cellar at Coombe held by the Holdsworth family. Smart (1997, 15) speculates this was because the Corporation, dominated by the Holdsworths, had stymied an earlier business venture by Hunt.

In 1822, the Bonded Cellars were leased to Richard Langworthy Hingston, except for Yard 94 (east), which was leased to George Baker (merchant) until 1834; in the tithe apportionment R.L. Hingston is listed as the lessee of both yards. In the mid 19th century, R.L. Hingston is recorded in the trade directories as a *consul for many nations* [listed as: America, Brazil, Denmark, Sweden, Norway, Portugal, Spain, France, Hanover, Mecklenburgh, the Netherlands, Prussia and Russia], *agents to Lloyds, and receivers of Admiralty droits* (Pigot 1830; White 1850) (see Figure 2).

The next lease, for a palace, curtilage, yard and linhays (the *central portion only of Bonded Stores*), was granted in 1835 to A.B. Harris (banker) as trustee for the sons of R.L. Hingston. In 1884 Richard and Ann Hingston mortgaged the property, and in 1889 the National Provincial Bank foreclosed on the mortgage and sold it to Robert Cranford. He, in turn, sold the lease to Harry Wiles of the Thatched Barn Club in London. In 1895, the Bonded Stores were transferred by fee-farm grant to T.O. Veale (Yard 94 (west)), Harry Wiles (Yard 94 (east)), and William Ash-Hawke (Yard 95) and became freeholds.



FIGURE 2: EXTRACT FROM THE 181841 TOWNSTALL TITHE MAP, SHOWING THE LEASEHOLDERS (DHC); THE SITE IN YELLOW.

2.2 CARTOGRAPHIC RECORDS

The historic cartographic sources are fairly limited prior to the 19th century, but two exceptionally good maps were produced in 1619 during the course of a lawsuit between John Roope of Little Dartmouth and the Corporation. Figure 3 shows the town as viewed from the river, with a series of structures depicted on the coastline at Hardness; it is possible that Building 1 (described below) is shown, but the accuracy of the map leaves room for doubt.

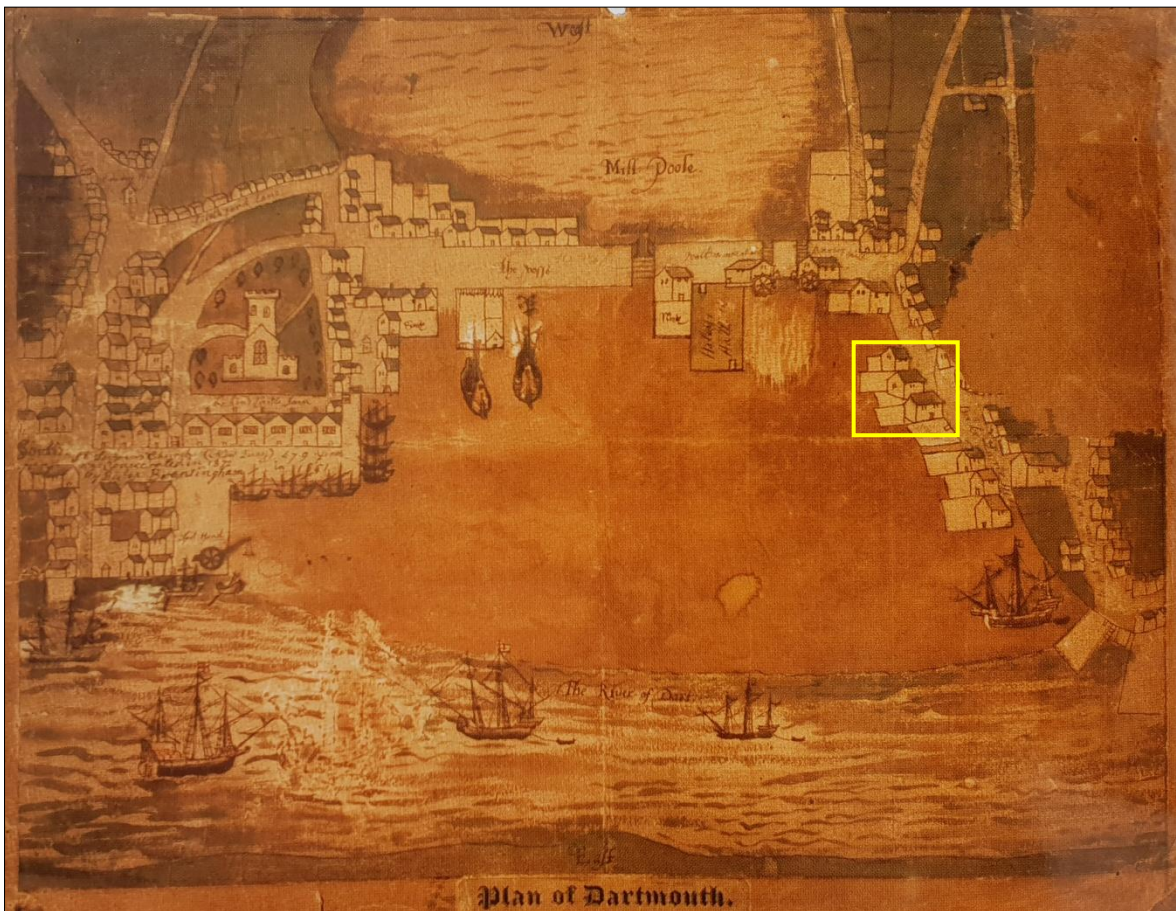


FIGURE 3: THE 1619 TOWNSEND MAP OF DARTMOUTH (DHC: R9/1/Z/33); THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.

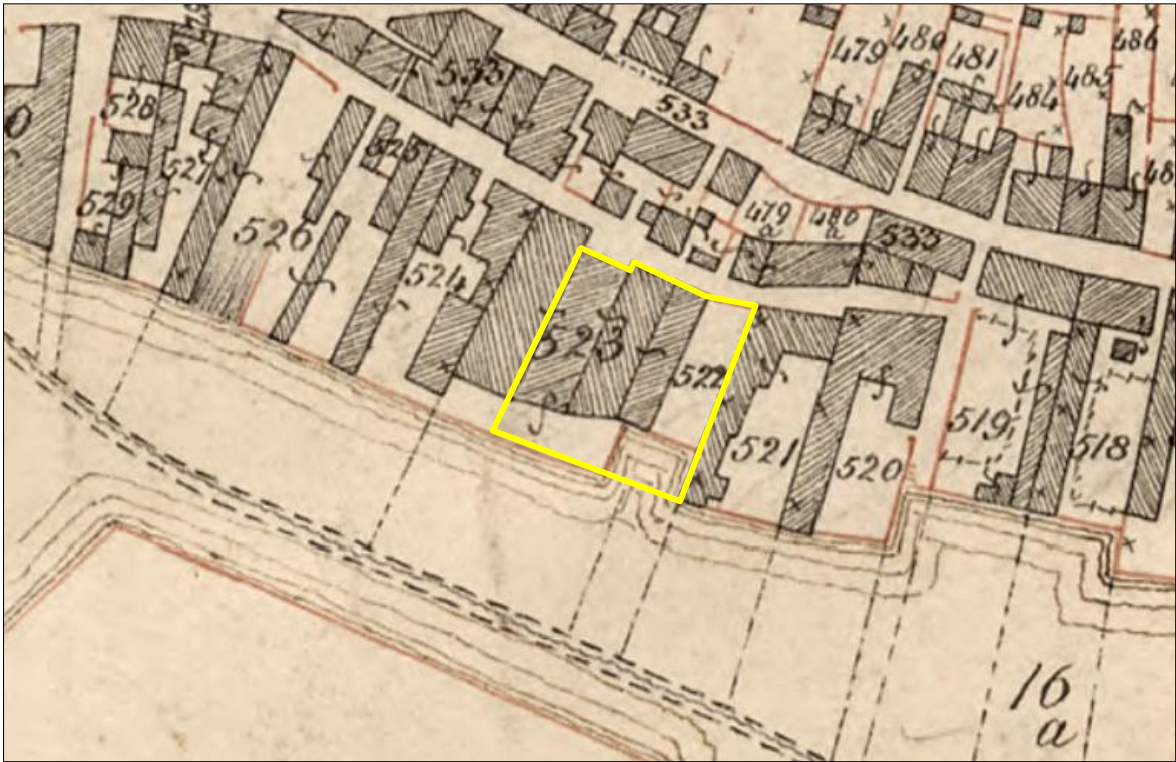


FIGURE 4: EXTRACT FROM THE 1841 TOWNSTALL TITHE MAP; THE SITE IS INDICATED (DHC).



FIGURE 5: EXTRACT FROM THE 1888 1:500 SCALE OS TOWN PLAN OF DARTMOUTH; THE SITE IS INDICATED, AS IS THE PRE-1876 SHORELINE (MAP SURVEYED 1885, DARTMOUTH SHEET CXXVII.16.10) (DHC).

Subsequent maps of the town (Figures 4-8) indicate the historic buildings on the site remain unchanged, while to the east a series of structures come and go. After 1886, a building was constructed abutting the southern end of Building 1; this was demolished in the 1980s.

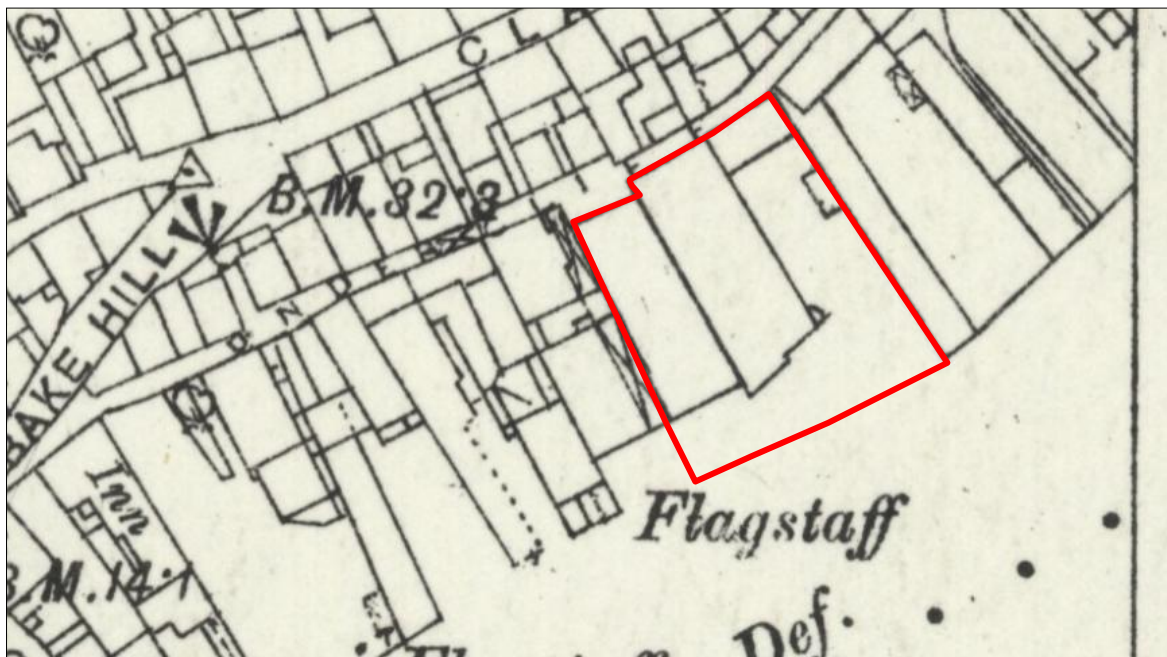


FIGURE 6: EXTRACT FROM THE 1889 1:25 INCH OS MAP OF DARTMOUTH; THE SITE IS INDICATED (MAP SURVEYED 1886, DEVON SHEET CXXVII.16) (DHC).

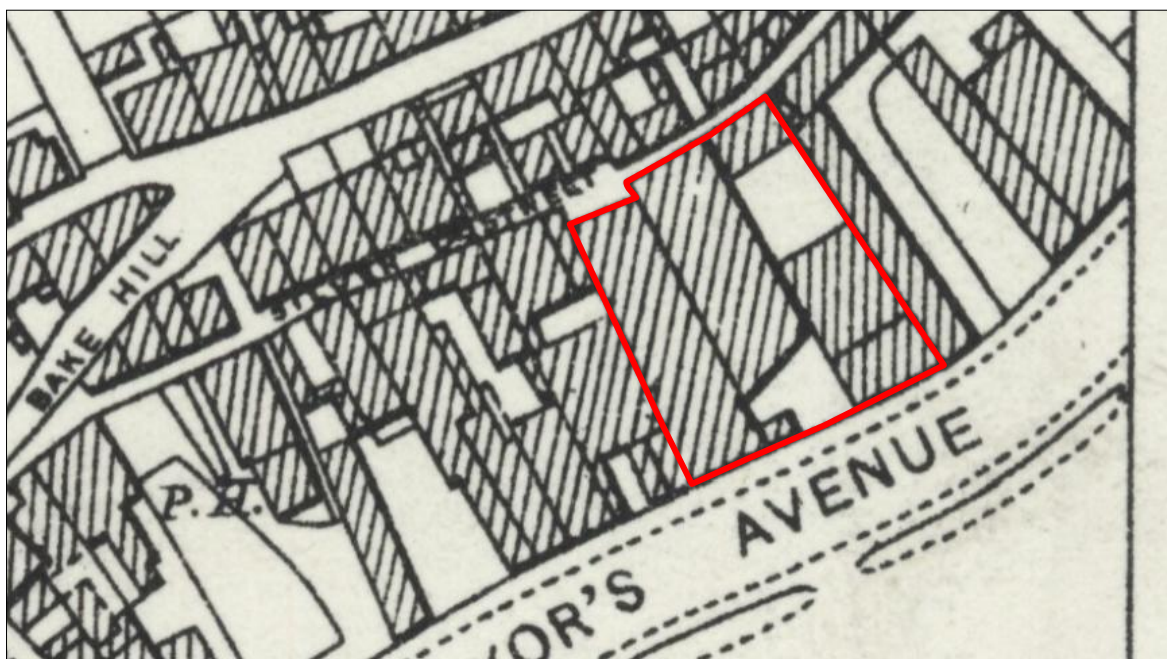


FIGURE 7: EXTRACT FROM THE 1906 1:25 INCH OS MAP OF DARTMOUTH; THE SITE IS INDICATED (MAP SURVEYED 1904, DEVON SHEET CXXVII.16) (DHC).

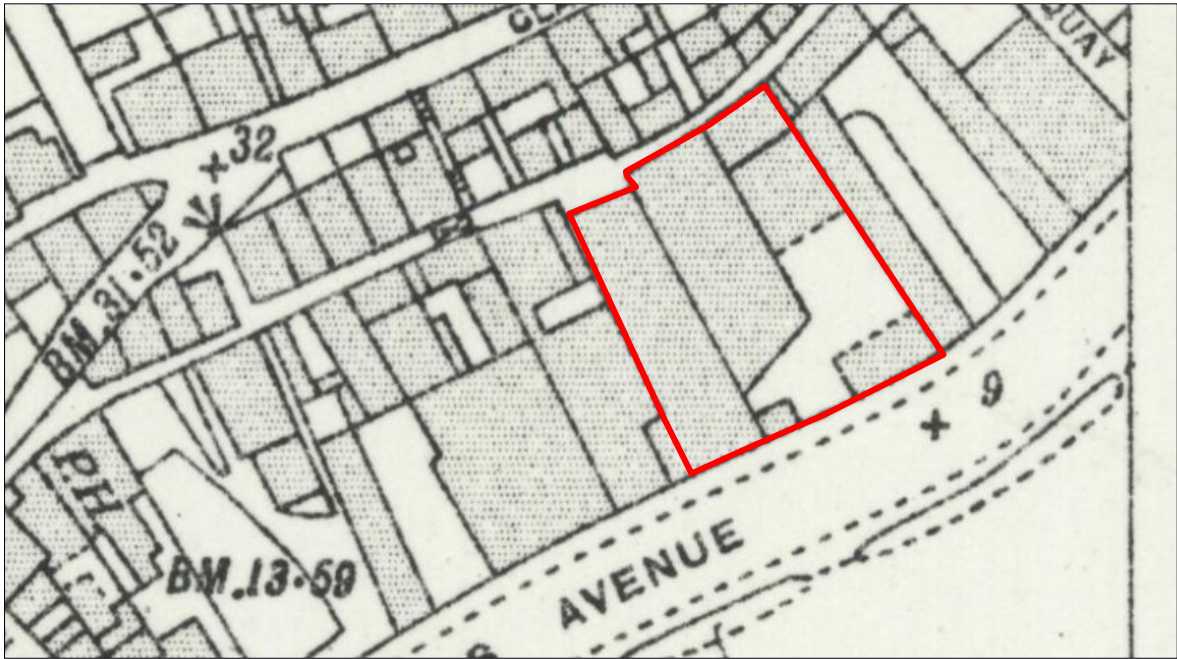


FIGURE 8: EXTRACT FROM THE 1938 1:25INCH OS MAP OF DARTMOUTH; THE SITE IS INDICATED (MAP SURVEYED 1936, DEVON SHEET CXXVII.16) (DHC).

3.0 HISTORIC PHOTOGRAPHS

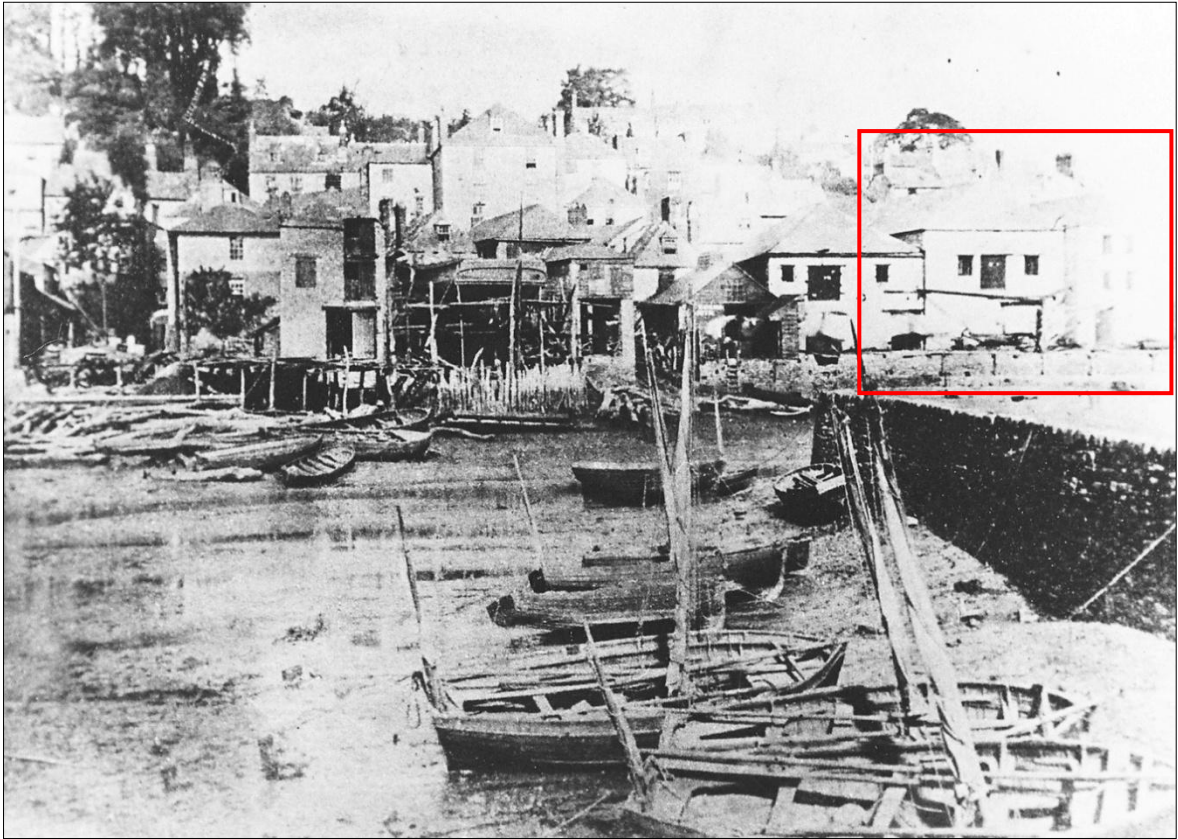


FIGURE 9: MID-LATE 19TH CENTURY PHOTOGRAPH OF THE QUAYSIDE BEFORE IT WAS RECLAIMED; BUILDING 1 AND BUILDING 2 ARE INDICATED (©TOTNES IMAGE BANK).



FIGURE 10: THE LATER 19TH CENTURY BUILDING THAT PRECEDED THE TRAVIS PERKINS DEPOT; VIEWED FROM THE SOUTH-WEST (PRIVATE COLLECTION).



FIGURE 11: THE ROOF SPACE IN THE DEMOLISHED 19TH CENTURY BUILDING (PRIVATE COLLECTION).



FIGURE 12: THE SOUTH ELEVATION OF BUILDING 1 FOLLOWING THE DEMOLITION OF THE 19TH CENTURY STRUCTURE IN FIGURE 9; VIEWED FROM THE SOUTH (PRIVATE COLLECTION).

4.0 HISTORIC BUILDING RECORDING

4.1 SITE DESCRIPTION

The Travis Perkins depot is located on Mayors Avenue in Dartmouth, on land that was reclaimed from the foreshore, in stages, from the late medieval period. The level area south of the depot is currently used as a car park with a park/recreation area beyond. This land has been reclaimed from the estuary (see above); Mayors Avenue follows the approximate line of the old quayside. Behind the depot, the land rises very steeply to the houses flanking Clarence Street; *Undercliff*, the narrow lane/footpath that runs along the base of the slope and to the rear of the depot, marks the line of the original shoreline. Individual extant and former property boundaries are defined by heavy stone walls, some of which appear to extend down from the slopes above.

The Travis Perkins depot contains six structures and a small yard; the walled yard fronts onto Mayors Avenue and is pierced by a single secure gateway with palisade fencing. From west to east: Building 1 (B1) is a large 2½ storey stone-built warehouse with a pitched roof of corrugated asbestos. Building 2 (B2) is a long three-storey stone-built warehouse with a pitched roof of asbestos. Building 3 (B3) is a narrow two-storey stone-built warehouse with a mono-pitch roof that continues the line of the B3 roof. Building 4 (B4) is a modern timber-framed shed with a pitched roof of asbestos; Building 5 (B5) is a modern mono-pitch extension to the south of B4. Building 6 (B6) is a modern (1980s) block-built and rendered structure with a pitched roof of slate. B1 and the building immediately to the east (*1-6 The Sail Loft*) are Listed Grade II; B2-B6 fall within the curtilage of B1.

The depot is a functioning builders yard, and while it was possible to *access* most areas, many of the historic features identified (and doubtless others that were not) were partly concealed behind building supplies and proved difficult to record and photograph adequately. In addition, the north end of B2 was wrapped with scaffolding at the time of the survey in preparation for repairs. This set of historic buildings is complex, with multiple phases of build and adaptation and 40+ blocked openings and numerous examples of maritime carpentry.



FIGURE 13: RECENT AERIAL PHOTOGRAPH OF HARDNESS; THE SITE IS INDICATED (© GOOGLE 2018).

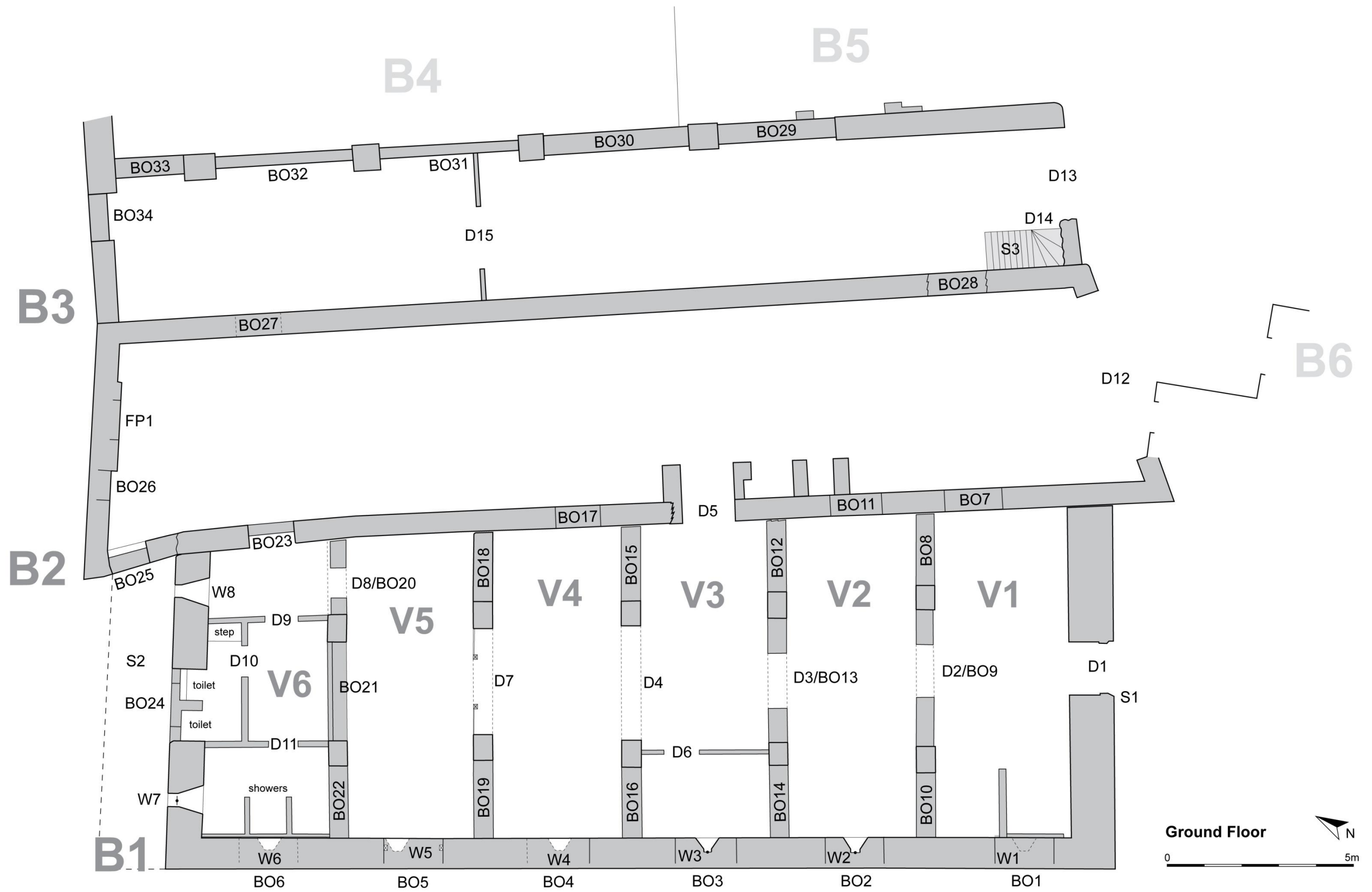


FIGURE 14: GROUND-FLOOR PLAN OF B1-B3 SHOWING DOORS (Dx), WINDOWS (Wx), FIRE PLACES (FPx), BLOCKED OPENINGS (BOx) AND SIGNIFICANT FEATURES (Sx).

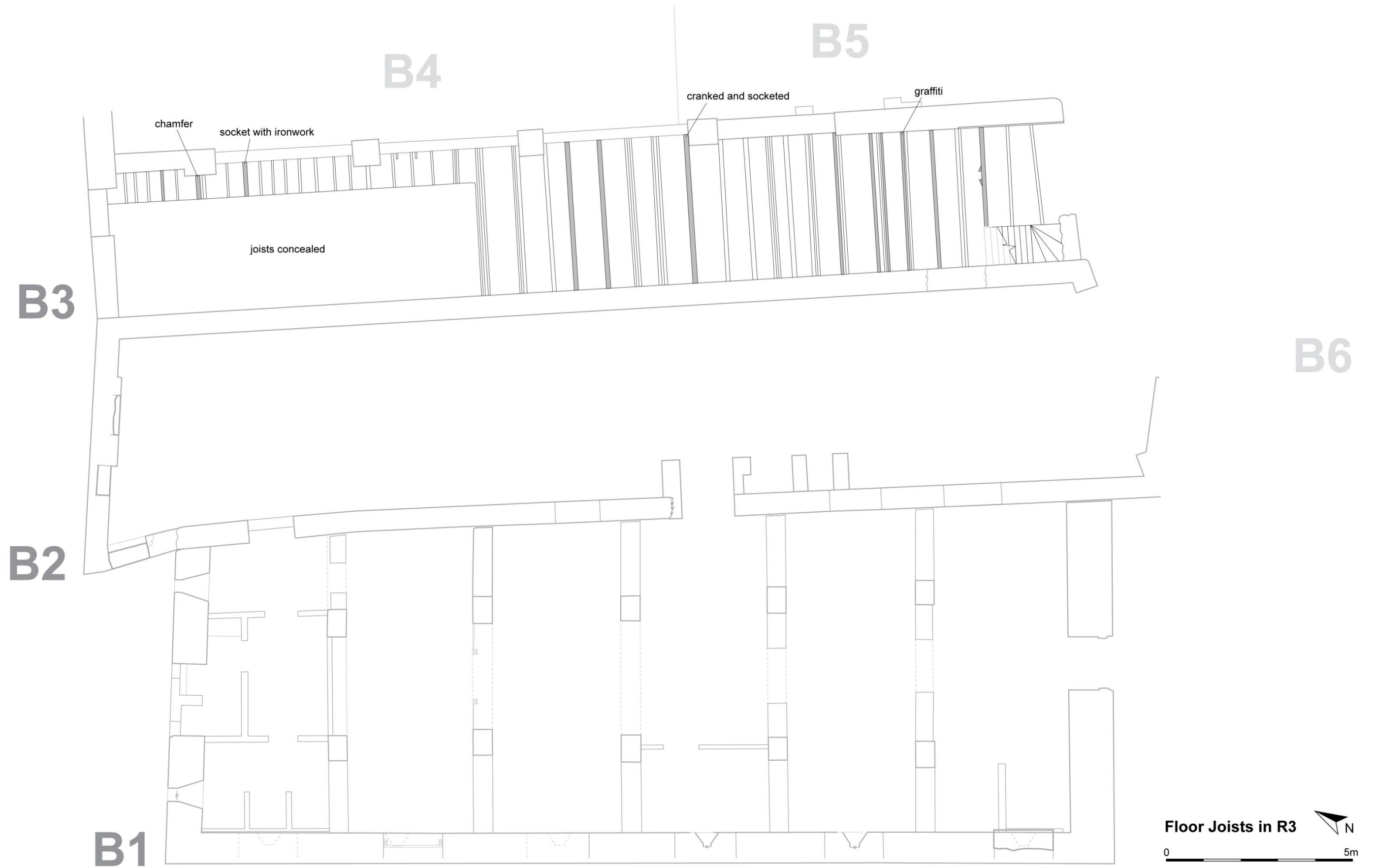


FIGURE 15: GROUND-FLOOR PLAN OF B1-B3 SHOWING THE CEILING JOISTS IN B3; THOSE IN GREY ARE REUSED SHIPS TIMBERS (MASTS) OR OTHERWISE NOTABLE.

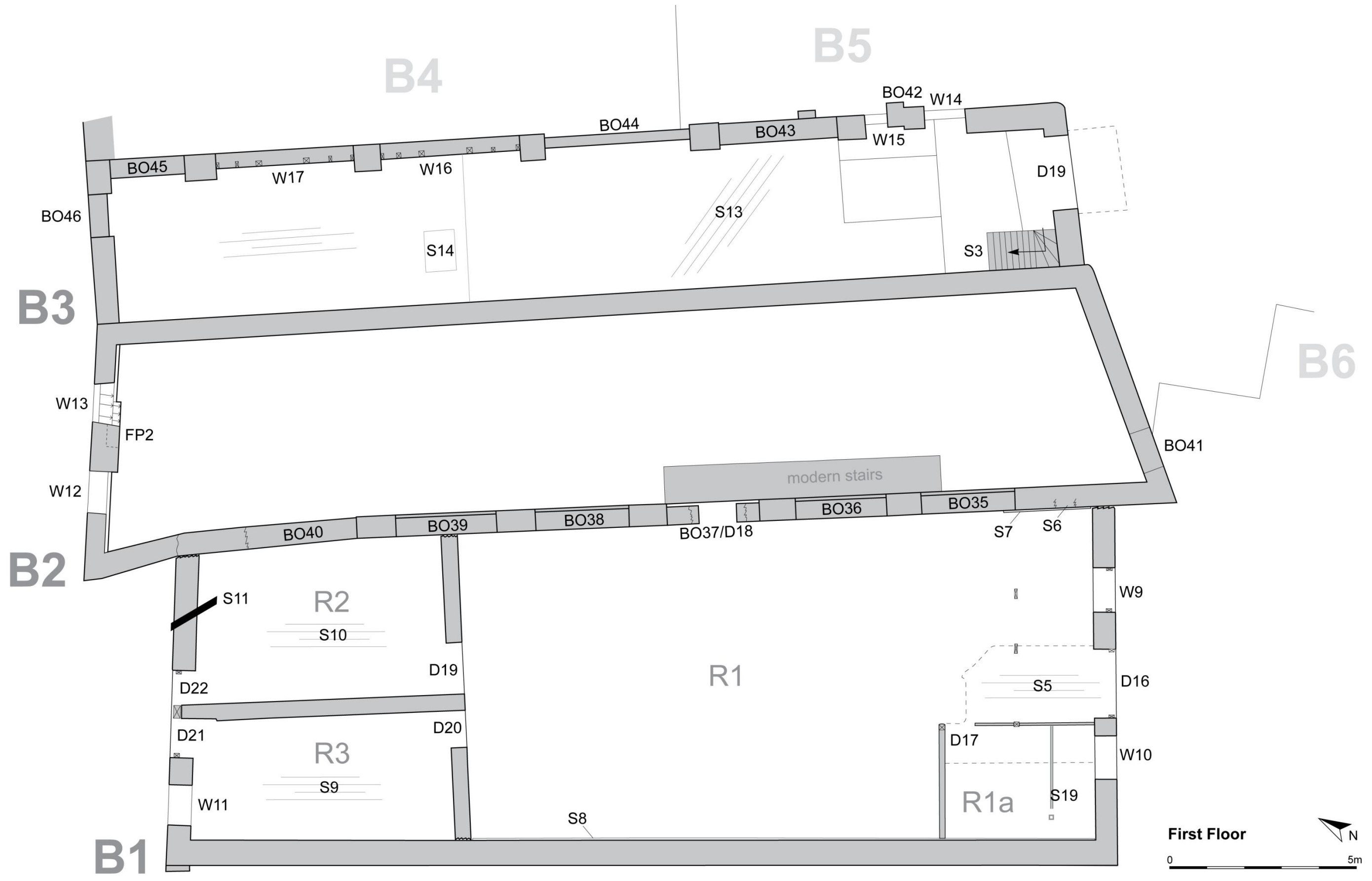


FIGURE 16: FIRST-FLOOR PLAN OF B1-B3 SHOWING DOORS (Dx), WINDOWS (Wx), FIRE PLACES (FPx), BLOCKED OPENINGS (BOx) AND SIGNIFICANT FEATURES (Sx).

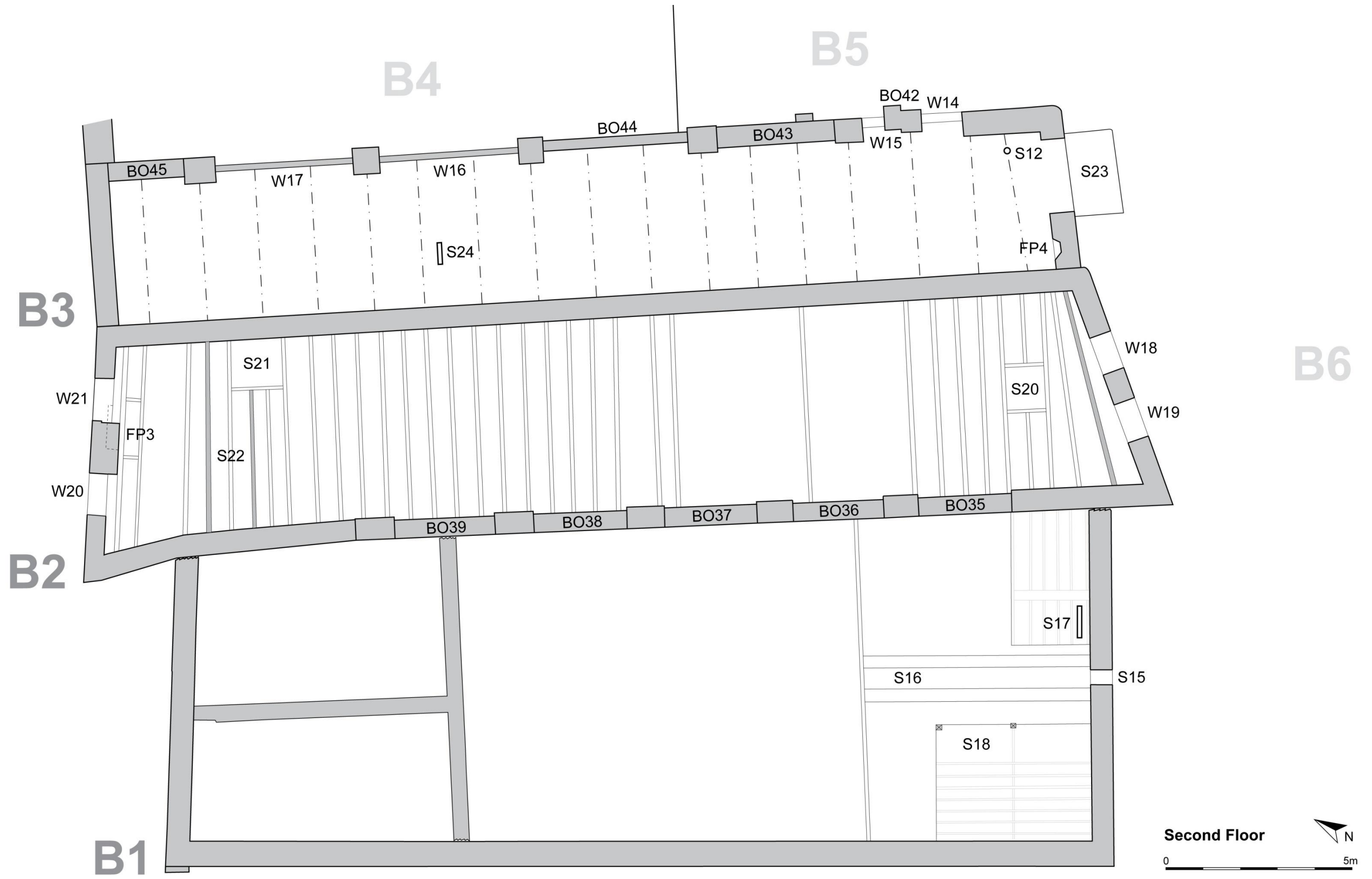


FIGURE 17: SECOND-FLOOR PLAN OF B1-B3 SHOWING DOORS (Dx), WINDOWS (Wx), FIRE PLACES (FPx), BLOCKED OPENINGS (BOx) AND SIGNIFICANT FEATURES (Sx).

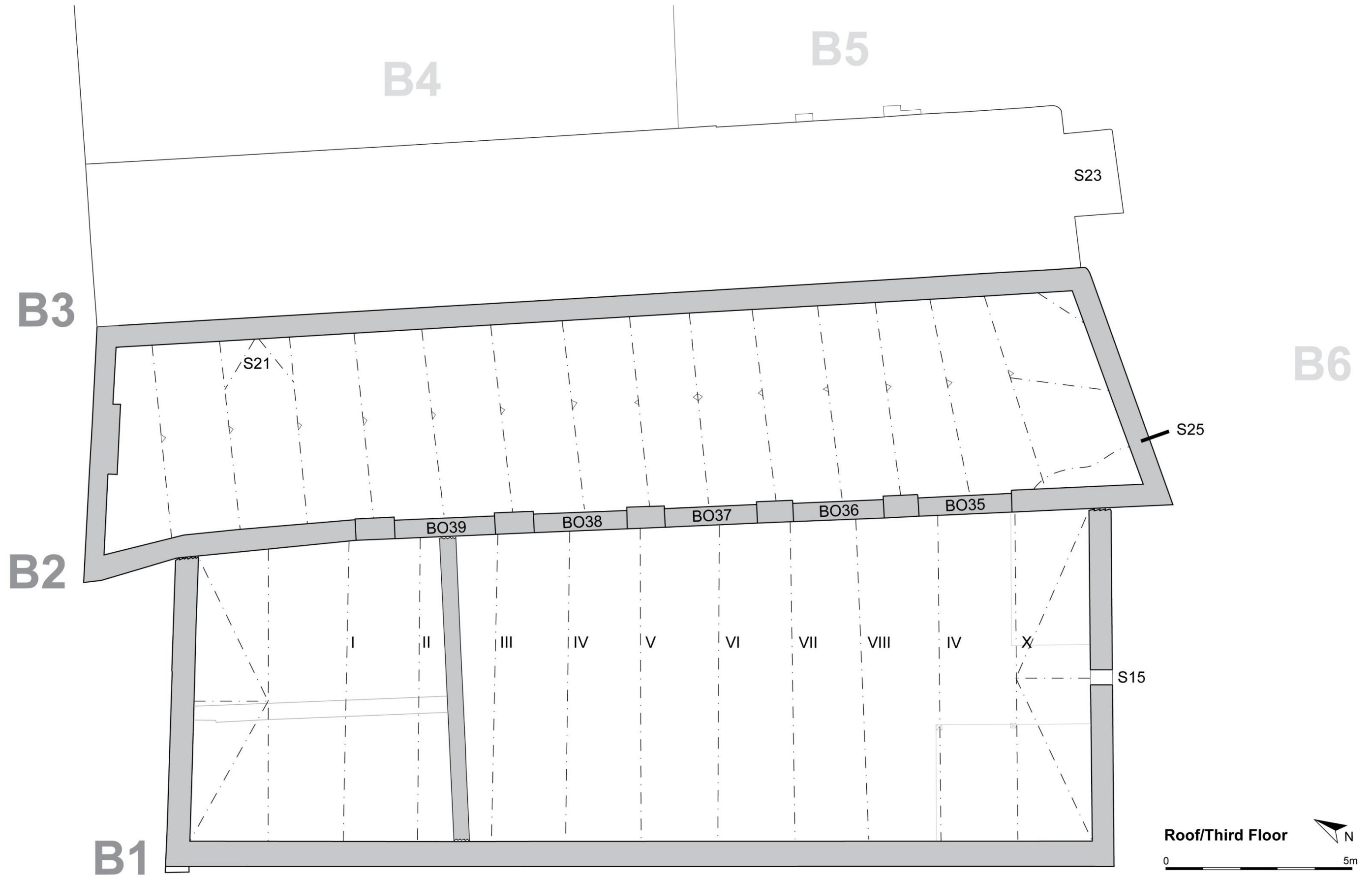


FIGURE 18: THIRD-FLOOR/ROOF SPACE PLAN OF B1-B3 SHOWING DOORS (Dx), WINDOWS (Wx), FIRE PLACES (FPx), BLOCKED OPENINGS (BOx) AND SIGNIFICANT FEATURES (Sx). THE ROOF TRUSSES IN B1 FEATURE CARPENTER'S MARKS AS SHOWN.

4.2 BUILDING DESCRIPTION

4.2.1 BUILDING 1 (B1)

Description

B1 is a 2½ storey rectangular building 25.6m long by c.10m wide, built of stone rubble with a hipped pitched roof of corrugated ('big six') asbestos sheet carried on wide late 18th or early 19th century king-post trusses. Much of the building is concealed from view (abutted by Marks and Spencers to the west, by B2 to the east and B6 to the south). This is a complex structure with five main phases of build. The ground-floor walls and vaults date to the late 16th century (1569?); the first-floor walls date to the 17th century; the east wall (ground- and first-floor) dates to the early 18th; the first-floor bays in the east wall were blocked in the late 18th century; and the internal first-floor walls were built in the later 19th century.



FIGURE 19: THE NORTH AND WEST WALLS OF B1, VIEWED FROM THE NORTH-WEST.

The ground floor is divided into six vaulted chambers (V1-V6 south-to-north), with external walls 0.75-1.3m wide. The east wall has been wholly rebuilt, and the south wall has been re-faced and widened. The original stonework is well built, of coursed roughly-shaped blocky stones, a mix of grey-blue to light buff-brown siltstone and pink/red-brown sandstone in a brown clay bond, pointed externally. The floors of these vaults are largely concrete, replacing or more likely sealing irregular stone flagstones, exposed only in V2 and parts of V1. The six chambers are separated by narrow (0.5m) internal walls that each feature a wide (c.2.85m) central arched opening flanked by openings (c.1.85m wide) to each side; these openings have deep and well-built segmental arches of slatestone. With one exception (BO19/D8) the flanking arches are now blocked with mortared stone rubble. Apart from BO20 the central arches are still open; the archway between V1 and V2 (BO9) and V2 and V3 (BO13) have been narrowed to form doorways (D2 and D3), and the archway between V3 and V4 is supported on modern steels. The archway between V4 and V5 (D7) retains its 18th century partition and doorframe. It is likely that all these openings were originally boarded and designed to manage air flow through the structure. Spikes and small sockets in places indicate where timber fitments were located, with lines of small sockets forced in the barrel vaults in some places, suggesting timber partitions once divided these vaults.



FIGURE 20: THE VAULTS ON THE GROUND-FLOOR LEVEL OF B1, LOOKING THROUGH ARCHWAY D4 TO D7, IN VAULTS V3-V5; VIEWED FROM THE SOUTH.

From the internal walls spring round-arched vaults of narrow mortared slatestone; these have deformed over time and now appear as flattened arches, with the western end of V1 supported by a brick pier. The northernmost vault (V6) is divided by narrow concrete-block walls into toilets, shower room and additional storage/welfare. This vault features a wide blocked forced opening in the north wall (BO23), probably a double-doorway matching the one above on the first floor. The entire east wall of B1 has been rebuilt at an angle to the original structure, with narrow (0.5m) mortared walls of stone rubble; this wall leans out to the east, opening large (up to 50mm) gaps between it and the roof of the vaults. V1 is currently accessed by a forced door (D1) with reset chamfered architrave (lintel re-set upside down) in the south wall from B6. V3 is accessed by a widened opening (D5) in the east wall from B2. Four of the other vaults (V1, V2, V4 and V6) have slightly-offset doorways in the east wall, but these are now blocked. When B1 was built each vault was accessed via a doorway in the west wall. These doorways are all now blocked, but feature heavy curved timber lintels and shaped quoins, with iron pintles, loops catches, spikes and sockets indicating secure door fittings. The small arched window above each door is set into the apex of the vault and was designed to throw light into the chamber; each deeply-splayed window sports *ferramenta* (chunky iron bar with saddlebar). When the bus depot was redeveloped, these blocked openings were revealed (see Figure 23). There are two similar windows in the north wall of V6, though the *ferramenta* have been lost.

On the first floor, the north and west walls represent a raise, with stonework similar to that of the ground floor, of comparable quality but slightly narrower (c.0.75m) and the average size of the stones is smaller. There are two openings in the north wall: a window (W11) with a heavy timber plank sill and lintel, chunky frame, pegged corners and diamond-set wooden bars, painted black; and a double ('in-out') doorway (D21/D22) under a heavy curving yoked lintel with exterior pulley loop. The opening has a heavy pegged timber frame and two wide uneven-width plank doors on iron pintles with reset strap hinges and bolts. Just to the east of the doorway is a hinged cast-iron sheerlegs and a large but sawn-off timber dragon tie (S11).



LEFT FIGURE 21: BO5 IN VAULT 5, WITH CURVING TIMBER LINTEL AND W5 ABOVE; VIEWED FROM THE EAST.
RIGHT FIGURE 22: DETAIL OF W2 IN VAULT 2, WITH IRON FERRAMENTA; VIEWED FROM THE ENE.



FIGURE 23: THE EXTERNAL VIEW IN 1994, NOW CONCEALED BY THE M&S STORE (HENDERSON 1995, PLATE 9).

The south wall has been rebuilt or added later, narrower than the wall below (c.0.6m), and sports three openings: to the north a window (W9) with a heavy curving yoked timber lintel and an eight-over-eight sash window in a narrow pegged frame. To the south a second window (W10) with yoked lintel has been enlarged to form a loading door; between the two is a central forced double loading door (D16) under a thin timber lintel, with a pair of boarded, ledged and braced timber doors. Above D16 is a small forced opening (S15) that contains the cast-iron mounting for a motorised hoist, and historic photographs (1980s) show a projecting housing at roof level in corrugated tin sheet. As discussed above, the whole east wall has been rebuilt; at first-floor level there were six wide open bays separated by piers of mortared slatestone rubble with timber lacing; these open bays (presumably weather-boarded originally) were later infilled in stone (BO35-BO40). This wall very clearly leans out to the east, and the ends of the tie beams in the roof have pulled out of the wall and are now carried on modern steels.

The first floor is accessed by a set of modern steps and a forced opening in the east wall (D18). Internally, the first floor is divided into three rooms (R1-R3) by later 19th century walls of mortared stone rubble; the axial wall is carried up to the roof, the wall between R2 and R3 stops at eaves height. To the middle of the axial wall two doors (D19/D20) provide access to R2 and R3; these have narrow chamfered frames and boarded and framed plank doors. Built into this axial wall is a segmental stone relieving arch designed to carry the weight of its masonry across to the east and west walls of B1. R1 (c.15×10m) is much the larger space, the bulk of which is now filled with examples of patio flooring, walling and garden sheds. A separate office/store (R1a) has been constructed in the south-west corner of R1 around the upright timbers supporting a small second-floor roof-space compartment, flywheel (S17) and plank-boarded grain hopper (S18) (not inspected). Extending from this roof-space is a pair of timbers that would have carried a trolley conveyer (S16), allowing loads to be lifted up and brought inside from D16. The ceiling of R1a featured an iron rail for a hoist, with two small square holes in the boarded unit above (one with surviving leather sleeve) at one end (S19). A section of historic floorboards (S5) survives in front of D16. The other main historic fitting in R1 is a long section of wide beaded plank boarding c.2m high fastened to the west wall (S8); a single section survives at the south end of the east wall (S7). R2 and R3 are located at the northern end of B1. These rooms are served by D21 and D22 in the north wall; the wall separating R2 and R3 has been modified around the door to facilitate this. The principal feature of these rooms is the boarded floor, of wide oak, elm and replacement pine boards, of probable 18th century date (S9 and S10).

The wide (c.10m) hipped pitched roof is carried on 11 pine kingpost trusses with secondary kingposts and two sets of queen struts; all the joints are pegged, and 10 of the trusses are marked 1-10 in Roman numerals. Kingpost roofs are normally (as suggested in the Listing) 19th century in date, but the lack of bolts and other metal fittings, and the maritime context of the port, would suggest a late 18th century date for this roof.

Function

Setting aside the documentary evidence, the structural evidence would suggest the ground floor vaults were built as secure cellars for wine and/or other products. Six vaulted cellars, accessed by six identical doors with windows above, would imply individual vaults were rented separately. The double-doors in the north wall at first-floor level would suggest the first floor was a general-purpose warehouse; the width of the building would make roofing it a challenge and perhaps it featured four roofs pitched east-west, rather than a single roof pitched north-south. The boarded floors and walls at first-floor level, together with the hopper (R1a) indicate the first floor was used for the storage of grain in the 19th century.



FIGURE 24: THE NORTH ELEVATION OF B1, SHOWING W11 AND DOUBLE-DOOR D21/D22; VIEWED FROM THE NORTH.



FIGURE 25: THE KINGPOST ROOF IN B1 WITHIN R1; VIEWED FROM THE NORTH-EAST.

Relationships

B1 is abutted by B2 to the east, and the east wall of B1 is structurally part of the wall of B2. B6 replaced a later 19th century attached to the south wall of B1, and B6 stands slightly apart from B1 with a covered void between the two.

Significant Features

- The six late 16th century vaulted chambers; if this dating is correct it would make it one of the earliest surviving structures in Dartmouth;
- The arched openings between the vaults;
- The blocked doorways in the west wall of each vault, with surviving shaped timber lintels;
- The small arched window with *ferramenta* above each door;
- The fine chamfered stone doorway in the south wall (D1);
- Tall stone 19th century piers to the first floor east wall;
- The fine 18th century plank loading doors in north wall at first floor level (D21, D22), with yoked lintel, pulley loop, sheerlegs and dragon tie (S11);
- The fine late 18th century king-post and queen strut roof;
- The 19th century beaded and moulded plank panelling (S6 and S7);
- The early 20th century grain hopper (S18), flywheel (S17), trolley conveyer (S16), and at the southern end of R1;
- The 17th, 18th and 19th century floor boards at first-floor level, all cut and reset, a mix of oak, elm and pine (S5, S9 and S10);
- The 19th century plank boarded doors to R2 and R3 (D19 and D20).
- The surviving part of the hornless sash in W10.

4.2.2 BUILDING 2 (B2)*Description*

B2 is a three-storey rectangular building up to 29.5m long and 6.4m wide; the south wall is at an angle to the rest of the building, built to respect the line of a former slipway, and the north wall extends beyond the end of B1. The walls are of stone rubble with a pitched roof of corrugated ('big six') asbestos sheet carried on A-frame roof trusses; the north wall is gabled with a stack and the south end of the roof is hipped. The floor of the building is modern concrete throughout. Much of the building is concealed from view (abutted by B1 to the west, B3 to the east, scaffolding to the north, internally by stored timber) making recording difficult and interpretation tentative. There appears to be three main phases of build and numerous alterations, as this originated as an open yard between B1 and B3. It shares a wall with B1 (described above); the ground-floor east wall dates to the 17th century, the first-floor walls date to the early 18th century, and the third-floor walls and infilled bays date to the late 18th century.

The walls of B2 are largely built of roughly coursed or uncoursed slatestone rubble in a range of clay and lime mortars. The quality of the build depends on its date, with the later walls narrower and noticeably poorer in quality. The internal space has largely been stripped out: the first floor has been lost leaving the stubs of joists in the east and west walls; the second-floor joists survive but the floorboards have been removed leaving the nails standing proud. This tall internal space is accessed from the south via a tall forced opening (D12) the width of the elevation and carried on a large steel RSJ; this opening is late (1980s) and cuts an earlier loading door with brick segmental arch (BO41). At second-floor level are two square windows (W18 and W19) with brick segmental arches and springers, with pegged wooden frames and five diamond-set wooden bars. A timber cat head (S25) with iron pulley loop projects from the roof above, the cat head running back and attached to the tie beam of the first roof truss. Just inside the opening the second-floor joists are formed around a former hatch (S20).

The east wall appears essentially featureless, and the west wall is shared with B1 (described above). The north end of the building is both the most interesting and most complicated. At ground-floor level there is a forced blocked window facing west (BO24) and a blocked doorway facing north (BO25). The north elevation has a blocked fireplace with brick segmental arch on each level (FP1-FP3), and a pair of square windows (to match those in the south elevation) at first- and second-floor level (W12, W13, W20 and W21). These windows have forced or widened, and

W13 and W21 cut the blocked fireplaces and undermine the shallow stack. With the exception of W20, these windows have recycled 17th or 18th century barred warehouse windows from B1 or B3, with evidence of peg holes and fixings for weatherboarding to either side. At second-floor level the east wall is lime plastered for a distance of 4.5m from the north gable, and at this point the joists form a hatch with a bracing beam for a hoist above (S21). The joists at this end of the B2 are noticeably larger than elsewhere in the structure, and include a reused ships mast (S22). These features would suggest the northern end of B2 once featured heated offices or accommodation, similar to the extant house (no.13) on the adjacent plot to the east; a slight curve and thickening to the north-west corner is possibly suggestive of a narrow winding stair serving these rooms.



FIGURE 26: THE SOUTH ELEVATION OF B2 AND B3; VIEWED FROM THE SOUTH-EAST.

The surviving joists (at second-floor level) are a mix of heavy square timbers with chamfers, rough embarked wood and more light weight beams, as well as at least one ships mast (S22). With the exception of the embarked examples, all of these timbers are reused and are likely to have come from other structures in the area; many of the timbers show evidence of other sockets, spikes or peg holes.

The roof is carried on 14 bolted A-frame trusses with collars and tie beams. These trusses are built with a mismatch of reused timbers; these include some fine tapered 17th century truss blades with wide shallow sockets and holes for through-and-through purlins; there is some evidence at the ridge that some of the blades were once half-lapped. Some of the timbers are spiked, indicating the use of 18th century material as well. The current purlins and ridge are relatively lightweight and the collars are of very mixed quality, with some still embarked.

Function

The structural evidence would suggest B2 was originally an open yard serving B1. Over time the yard was built over for additional warehousing, with heated offices or residential accommodation provided at the northern end; the construction of this office/house was contemporary with the rest of B2, but may have preceded it. In the 19th century the office/house was stripped out and all three floors given over to warehousing.



FIGURE 27: THE INTERIOR OF B2; VIEWED FROM THE NORTH.



FIGURE 28: THE ROOF STRUCTURE IN B2; VIEWED FROM THE SOUTH.

Relationships

B2 abuts and shares the east wall of B1; B3 abuts B2 to the east.

Significant Features

- 17th century reused truss blades in the 19th century bolted A-frames;

- 18th century reused timbers in the 19th century bolted A-frames;
- 18th century and possibly some 17th century structural beams reused as second floor joists, with cut sockets, peg holes and other details;
- At least one ship's mast reused as a joist in the second floor at the north end; the mast is of square profile to its base with heavy socket holes, the central section is chamfered, and it ends in a tapering round and finely-shaped mast (S22);
- The wall of the office/residential building has left a little scarring (the lime plaster on the east wall), but it appears there was once a large beam socketed into the wall of B1 at first-floor height that may have carried the timber frame of a wall;
- Two large square hatches with bracing for a hoist, one at the north end (S20) and one at the south (S21);
- The cat head with pulley loop above (S25).

4.2.3 BUILDING 3 (B3)

Description

B3 is a long narrow 2½ storey building 26.5m long and 6 wide, of stone rubble with a relatively-recent or significantly-altered mono-pitch roof of corrugated ('big six') asbestos sheet carried on simple timber trusses. Much of the structure is concealed from view (by B4, internally by building supplies). Compared to B1 and B2 this is a relatively-simple structure, but there are still several phases of build. It shares its west wall with B2 (described above); the stone piers along its east wall are probably early 18th century and contemporary with those of B1, infilled in stages; the north and south walls are probably 19th century in date.



FIGURE 29: THE GROUND-FLOOR INTERIOR OF B3; VIEWED FROM THE SOUTH.

The stone piers are well-built and solid blocks of slatestone masonry 0.75m wide that rise to first-floor height; these now appear mortared with lime but this is likely to be the pointing. The north and south walls are of inferior mixed slatestone rubble set in a lime mortar. The bays between each pier are infilled with stone rubble, concrete block, with framed timber weather-boarding to the two northern bays (W16 and W17). The south wall features a forced or widened opening

ground-floor level carried on a reused timber lintel (D13) with a slightly narrower loading door above (D19); above the loading door is a projecting gabled pentice of corrugated sheet steel covering a flywheel (S23); the timbers carrying the flywheel extend back to the first roof truss. The north wall has blocked doorways at ground- and first-floor level, with 17th century yoked timber lintels reused upside down (BO34 and BO46).

The ground floor is divided into two unequal parts by a modern partition with a modern glazed double door (D15); the first floor forms a single space open to the roof. However, wall scars and sockets/spikes would suggest the space was once divided into smaller units, and the presence of a fireplace (FP4) forced into the south wall at second-floor level would suggest there was once a heated loft. The ground floor is of modern concrete throughout; the first floor is of narrow equal-width pine floorboards (S13), double-boarded for strength with a long section of boards set at 45° to the main axis of the building. The first floor is accessed via a narrow winding timber stair in the south-west corner (S3); this is encased in reused planks, with plank treads and risers, one of which has 17th century scratch moulding. The wall here has been hacked back to accommodate the stair and repaired in brick; above the stair is a narrow forced fireplace with brick segmental arch (FP4).



FIGURE 30: SOME OF THE JOISTS IN B3, SHOWING THE REUSE OF SHIPS TIMBERS; VIEWED FROM THE SOUTH.

The joists supporting the first floor contain a range of reused elements, 17th and 18th century in date (S4), with larger beams with deep chamfers and partition slots, peg holes and sockets for timber framing. The heaviest beams are set into the piers in the east wall; less substantial beams, including another ships mast cut in half and another possible base of a ships mast, seen supported within the later stone rubble infill. One heavy beam has anchor graffiti imagery cut into it. The bays in the east wall between the piers are spanned by very heavy chamfered beams; these survive even in those bays now blocked. The simple roof structure or reused timber is bolted and nailed, with tie beams and rafters supported by a range of struts. At the southern end there is a shaped knuckle of wood supports a repaired rafter (S12). Towards the northern end there is a flywheel (marked TANGYES BIRMINGHAM) set into the roof (S24) over a blocked hatch in the floor (S14). The two northern bays contain timber elements, mostly concealed behind building supplies

but consisting of slender upright timbers carrying weather-boarding with a central window frame with bars.

Function

B3 has probably always been a store/warehousing or a sail loft. The presence of a fireplace in the south wall would indicate a heated office or accommodation.

Relationships

B3 appears to abut B2, but it is possible the north and south walls of B3 represent later infill. B4 has been built up against the east wall of B3.

Significant Features

- Several sections of ships mast reused as joists;
- Reused 17th century or perhaps earlier deeply chamfered beams with peg holes and sockets for styles and muntins;
- One beam with narrow chamfers and cut sockets with the carved anchor.
- The shaped knuckle of timber set into the second truss from the south end (S12);
- The heavy chamfered beams spanning the bays, and the surviving weather-boarding.
- Reset yoked lintels over the two blocked doorways (BO33 and BO46);
- Late 19th century winding stair (S3) to first floor in south-west corner;
- Small 19th century fireplace (FP4) in south-west corner at second-floor level;
- Pentice containing the flywheel over the south door (S23);
- Flywheel (S24) set over trapdoor hatch (S14) in the first floor;
- Section of raised diagonal boarding (S13).

4.2.4 BUILDING 4 (B4) AND BUILDING 5 (B5)

Description

B4 is a modern timber-framed rectangular building carrying a shallow pitched roof of corrugated ('big six') asbestos sheet. There is a single wide opening in the south wall with sliding steel doors. The floor is concrete, and the internal space is open to the roof. The north wall is the historic yard wall, of stone rubble in a lime mortar; this contains at least one blocked opening although the stonework is very disturbed. B5 is located immediately to the south of B4, and essentially consists of a shallow mono-pitch roof of corrugated ('big six') asbestos sheet carried on three heavy steel RSJs on concrete block piers. The east wall of both buildings is the blank back wall of nos.1-6 The Sail Loft; this is described in the historic sources as *recently erected* in the early 19th century. These sheds obscure other historic details.

Function

B4 and B5 are modern purpose-built storage sheds.

Relationships

B4 and B5 are set into a former open yard between B3 and the adjacent plot. The historic OS maps show structures here, but the Townstall tithe map does not.

Significant Features

- A possible blocked opening in this north wall.

4.2.1 BUILDING 6 (B6)

Description

B6 is a modern (1980s) two-storey building of concrete block with a pitched roof of fibre cement slate. The walls are rendered and painted white. It features three tall projecting dormer windows, with a gabled pentice over the main door. The doors and windows are set with modern windows.

Function

B6 is a purpose-built shop with offices above.

Relationships

B6 is built adjacent to, but not abutting, B1 and B2; D1 is open and provides access to the ground-floor of B1. The void between the buildings is covered over.

Significant Features

- None.

4.3 HISTORIC PHASING OF THE BUILDING

4.3.1 PHASE 1: LATE 16TH CENTURY

The ground floor walls and vaults of B1 dated to the late 16th century; perhaps in 1569 but investment at New Quay and elsewhere dates from the 1580s. The structure was probably built on its own section of reclaimed foreshore with quays to each side. This massive single-storey stone building functioned as a wine cellar and/or store with six secure barrel-vaulted cells. Each cell had its own door and window in the west wall. The loft would have provided additional storage or served as a sale loft.

Evidence:

- Good quality heavy and slightly battered walls;
- Barrel-vaulted ceilings to cells have dropped but all survive;
- Small windows with *ferramenta* to five of the vaults;
- Heavy shaped timber lintels to blocked west doors;
- Flagstone slate floors;
- Stratigraphical relationships.

4.3.2 PHASE 2: MID 17TH CENTURY

B1 was raised to two storeys in the mid 17th century, and in-out double doors built or forced into the north wall. The raise included strengthening the south wall, now 1.2m wide at to the ground floor, perhaps because the reclaimed land was settling. The similarity of the ground-floor east wall of B2 to these first-floor walls would suggest they are contemporary. Much building in Dartmouth took place in the 1630s, and the Corporation issued a series of leases in Hardness in 1655, so it is probable this phase of investment dates to one of these two periods.

Evidence:

- The character of the first-floor walls of B1 and the ground floor east wall of B2;
- Fine set of paired-doors under a yoked lintel with pulley and dragon tie to first floor, with the remains of a second set of doors to ground-floor level;
- Stratigraphical relationships.

4.3.3 PHASE 3: EARLY 18TH CENTURY

The east wall of B1 rebuilt from ground level, with six wide bays at first-floor level facing onto an open yard. The east wall of B2 was raised to first-floor height and the piers of B3 constructed. The bays were probably weather-boarded and inset with pegged window frames and diamond-set wooden bars. These structures undoubtedly functioned as warehousing and sail lofts. The economy of Dartmouth started to pick again in the second decade of the 18th century, so this phase probably dates to the 1720s.

Evidence:

- Well-built stone piers with timber lacing;
- Stratigraphical relationships.

4.3.1 PHASE 4: LATE 18TH CENTURY

The open bays in the side of B1 were infilled with masonry and the building fitted with a new kingpost roof that spanned the full width of the building. Kingpost roofs are usually mid 19th century in date, but this example is pegged, there are no iron fittings, and the maritime connections of Dartmouth would have facilitated the spread of innovations in naval construction. The quality of the work, and the investment it represents, would suggest B1 had become the Corporation's bonded warehouse by this date. By extension this would imply the dressed chamfered architrave around D1 was inserted – albeit clumsily – during this phase. The American War of Independence (from 1776) but particularly the wars with France (from 1793) affected Dartmouth trade, so this phase probably dates to the 1770-1780s. This would be an early date for the roof in B1, for which a date in the 1790s would be more comfortable, but similar early kingpost roofs were being built at Plymouth and Portsmouth naval dockyards at this date (see Coad 2013).

Evidence:

- Well-built stone piers with timber lacing;
- Stratigraphical relationships.

4.3.1 PHASE 5: EARLY 19TH CENTURY

B2 was created by raising the west wall of B3 to three storeys and closing in the north and south walls; a three-storey office or accommodation block was built into the north end of B2, with each room provided with its own fireplace. Openings to B1 and B3 were blocked, implying separate ownership at this time. Trade recovered after the end of the Napoleonic Wars in 1815, with naval contracts supporting the Dartmouth economy in the 1800s and 1810s, and there are references to buildings 'lately built' on adjoining plots. This phase of works probably dates to 1800-1820.

Evidence:

- The poor quality roof trusses comprised of re-used timbers;
- The use of segmental brick arches to the windows, doors and fireplaces;
- Stratigraphical relationships.

4.3.1 PHASE 6: MID 19TH CENTURY

The short north and south walls of B3 were closed in stone. The offices/accommodation at the north end of B2 were removed and the fireplaces blocked.

Evidence:

- The north and south walls abut B2 to the west;
- Stratigraphical relationships.

4.3.2 PHASE 7: LATE 19TH CENTURY

The arched openings between the vaults in B1 were closed or narrowed with mortared walls of stone rubble, and the west door to each vault blocked. On the first floor the walls separating R1 from R2 and R3 were built, and the walls of R1 boarded out to form a grain store. The second-storey grain hopper, flywheel, hoist, and trolley conveyor probably also date to this period. New windows were formed or widened at the north end of B2, hacked back into the shallow stack and its blocked fireplaces. A fireplace was inserted into the south wall of B3. Between 1885 and 1904 a structure was built abutting B1 to the south. Most of these changes may have occurred in the period 1864-1876, after the railway reaches Kingswear but before The Pool was infilled.

Evidence:

- The character of the stonework and the nature of the structural elements;
- Documentary, cartographic and photographic evidence.

4.3.1 PHASE 8: 20TH CENTURY

The roof coverings were all replaced with corrugated ('big six') asbestos sheet. The late 19th century building abutting B1 was demolished and B4, B5 and B6 constructed. A tall, wide opening was forced into the south wall of B2, the first-floor joists removed, and floorboards removed from the second floor. Openings were formed or expanded between B1 and B2, at ground- and first-floor level; that to the first floor is accessed by a wooden stair raised on concrete block piers.

Evidence:

- The character and date of the materials used;
- Documentary, cartographic and photographic evidence.

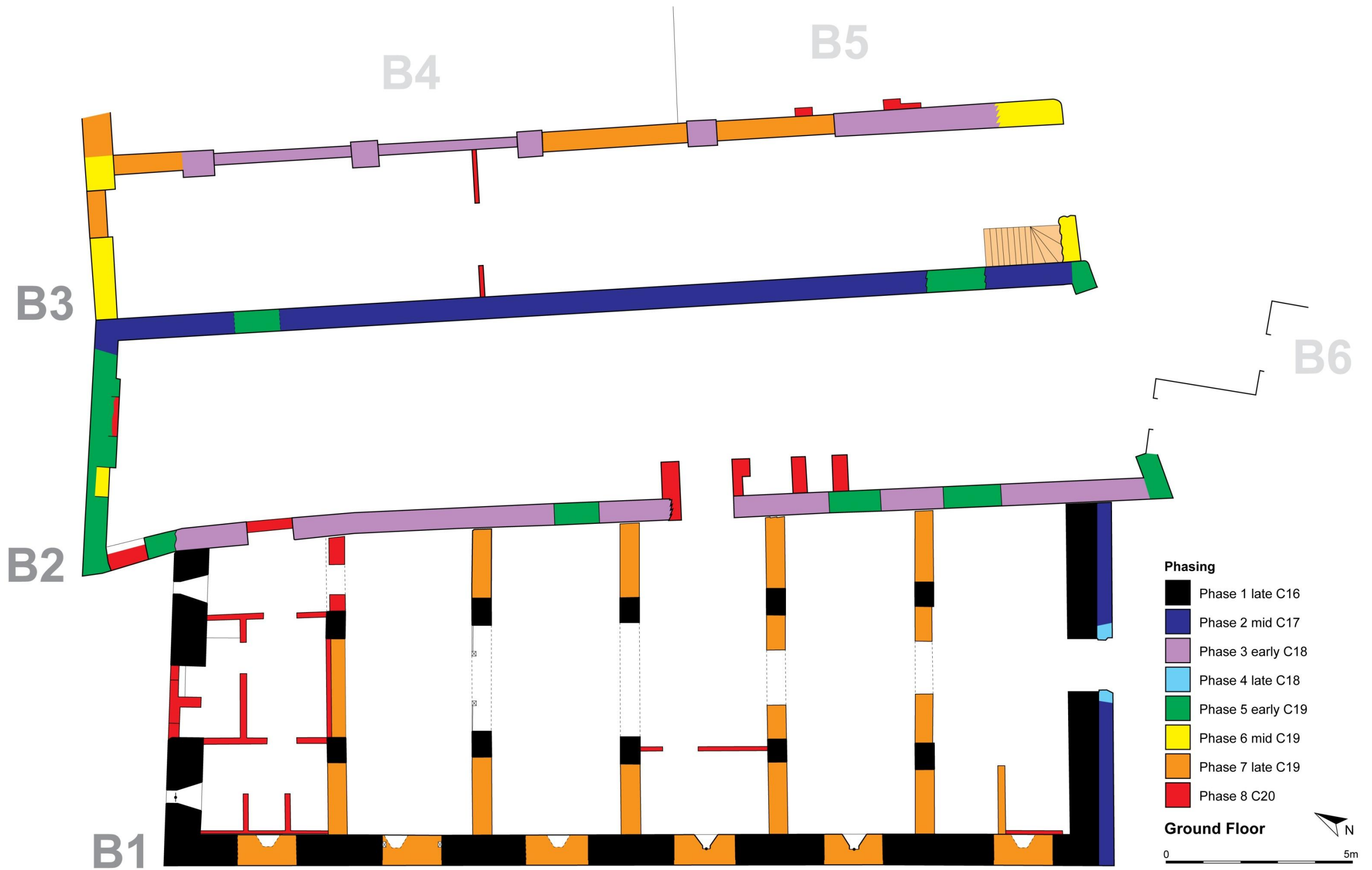


FIGURE 31: GROUND-FLOOR PHASING.

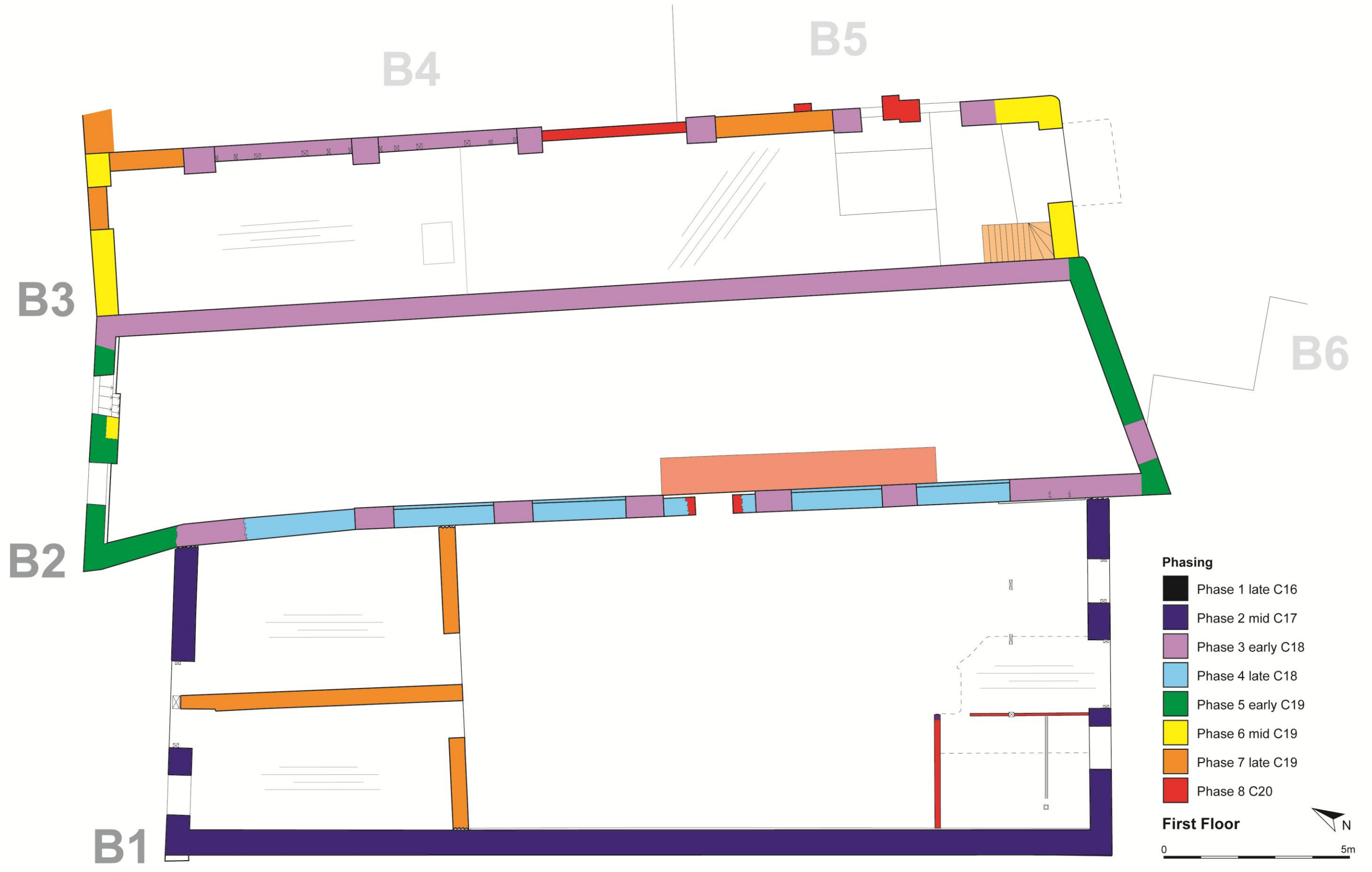


FIGURE 32: FIRST-FLOOR PHASING.

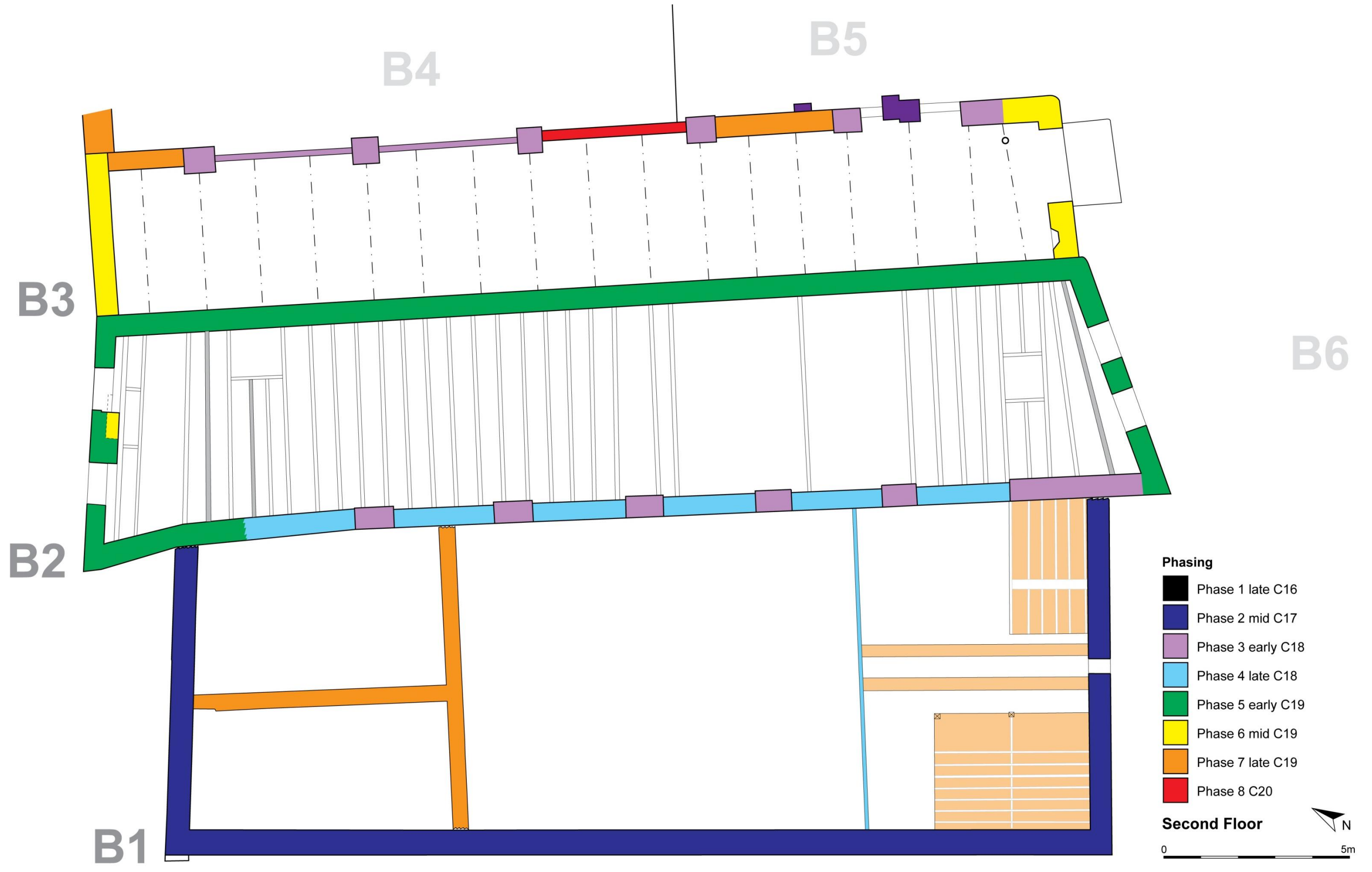


FIGURE 33: SECOND-FLOOR PHASING.

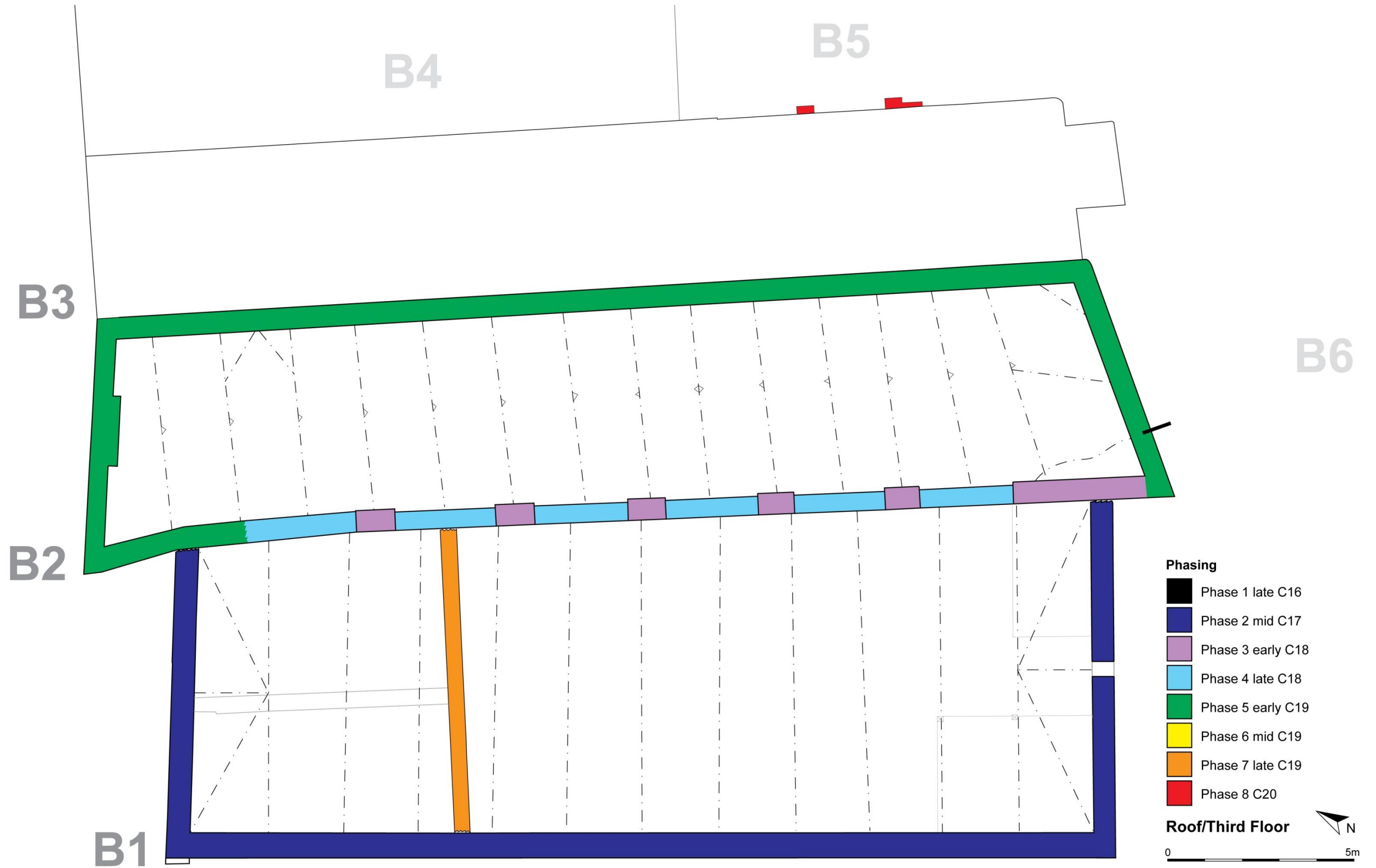


FIGURE 34: THIRD-FLOOR/ROOF SPACE PHASING.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

The historic structures at the Travis Perkins depot are complex and multi-phase, and despite their condition contain a large number of period fixtures and fittings with a strong and not unexpected maritime theme. The ground-floor level in B1 is the earliest structure on the site, and probably dates to the 1580s. This is in accordance with the archaeological evidence from the adjacent Bus Depot site, where the earliest structures were dated to the 16th century. B1 was raised to two storeys in the 17th century, and in the 18th century partly rebuilt to face onto a yard to the east; at the same time B3 was constructed on one side of the yard wall. In the 19th century the yard was raised and roofed over to form B2. In historical terms, these buildings formed part of two shipyards, each at times divisible into two parts, which accounts for the large number of forced and blocked openings between the buildings. In the early part of the 19th century the plots were brought under the ownership of Arthur Hunt and in 1814 the *Bonded Cellars* (later the *Bonded Stores*) constructed; this is taken to mean the existing buildings were repurposed and new ones (probably B2) constructed. They were later held by Richard Langworthy Hingston, part of an important merchant family, and split up in the late 19th century when they became freeholds. The site was sold to Travis Perkins in the 1980s, when the current depot (B6) was built.

5.2 SIGNIFICANCE

B1 is the only Listed structure (GII), but the evolution of the other historic structures is important to our understanding of the development of B1, and together the buildings form an important survival and testament to shipbuilding and commerce in Dartmouth. Individually, the buildings are of no great architectural merit and have been compromised by many modern alterations. However, they remain exceptionally authentic and still operate as warehouses, retaining a functional mercantile appearance with plain stone walls and exposed frames. In terms of conservation value, these structures have considerable historical [narrative/associational] value for the history of Dartmouth, and retain inconsiderable built and archaeological evidential value. The aesthetic value of the buildings would never have been particularly pronounced, and has been diminished by their use and reuse over the years. Their communal value is negligible.

5.3 RECOMMENDATIONS

Should and if the buildings are repurposed, a second phase of building recording should be undertaken to interrogate the structures more thoroughly and produce a more comprehensive set of archive photographs. Should the site be redeveloped, this should be accompanied by archaeological monitoring and recording.

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APPENDIX 1: LISTING TEXT

Warehouse. Ancient origins with C14/C17 basement; upper part rebuilt in the mid/late C19. Local stone rubble; roof of corrugated asbestos, replacing slate. PLAN: Rectangular building end onto the street. Stone-vaulted basement with warehouse above. On the upper floor, the rear 2 bays are divided off and divided axially. EXTERIOR: Front end of the warehouse is now behind a C20 building. Access to the basement and upper floor through C20 doorways in the right (east) side wall from the eastern warehouse (not included). The 6 arches of the basement vault show on the outside this side, suggesting that they were originally open. Above the bays are defined by stone piers although the gaps between were filled with stone in the C19. The roof is hipped front and back. The larger openings in the rear end wall have timber lintels. There is a blocked wide basement doorway and, above it, paired loading doorways, both containing old plank doors. Alongside to right a shuttered and barred window. Each end, at basement level, are original tiny round-headed single lights. The left one has lost its original voussoirs but both contain round-headed stone frames, each cut from a single piece of stone and each with iron bar and saddlebar. There are more of these on the west side wall. INTERIOR: Basement of 6 barrel vaults across the building. These are connected by a central wide segmental arch with flanking smaller arches. Upper-floor divisions are stone walls and the crosswall and the front end wall contain similar segmental arches (now blocked). 8-bay roof of mid/late C19 tie-beam trusses with king posts and queen struts. Most of these are set into the blocking of the eastern bays rather than the stone piers that side. HISTORY: The vaulted basement suggests it was built for the wine trade which was of most importance to Dartmouth in the medieval period rather than the C16 and C17. The warehouses on Mayors Avenue and No.26 Foss Street (qv) were built as waterfront buildings and are of great historic interest because of their associations with the maritime history of the port. Mayors Avenue laid 1876/7 on site of original waterfront.

APPENDIX 2: BUILDING RECORDING

BUILDING 1		General Description
Function/Summary:		Quayside warehouse. Several distinct phases: vaulted stores to ground floor, upper (two-storey) space has been a grain store, flour mill and possible sail loft.
Fabric Description:		Stone rubble elevation of two clear phases, heavier build of more regularised rubble to the ground floor and a more light-weight platey shale rubble build to first floor.
Roof Covering		Hipped roof, corrugated fibre sheeting, probably asbestos. Roll-moulded concrete ridge and ribs to hip. Cast iron guttering and black painted deep timber barge boards. Two large skylights to the west pitch; one smaller skylight to the east pitch.
Drainage/Guttering		Cast iron guttering and downpipes; plastic downspout to middle of west wall.
Dating Evidence:		Style and form of stonework, architectural details, physical phasing relationships of structural features and historic map regression.
B1 Exterior		
B1 Elevation NORTH		Description
Openings – Doors:	D21 D22	FF pair of openings to the centre of the elevation, positioned above BO24 on the GF. The opening has a heavy yoked lintel with an iron ring inserted into apex for hoist. Heavy pegged timber frame with central mullion post morticed into the lintel; heavy pegged doorframes serve heavy boarded doors of double-layered planks, braced with heavy bolts and strap hinges. The planks used are patched with beaded planks in places. Thick black paint. These are strong, secure doors. Attached to the wall next to D22 is a cast-iron sheerlegs. The stonework below the opening is disturbed and features inserted brick; it presumably featured projecting beams for an external platform.
Opening – Windows:	W7	GF small window; good stone voussoirs to its segmental arch. Set with <i>ferramenta</i> (vertical bar with saddle bar). Boarded over internally. Same as W8 and the windows in the west wall of B1 (W1-W6).
	W8	GF small window; as W7 but lacks a segmental arch and perhaps rebuilt. Boarded over internally.
	W11	FF rectangular window opening with timber lintels. Plains chunky pegged frame with central mullion; the side timbers feature a series of sloping sockets to carry weather boarding (therefore reused from a weather-boarded bay?). Diamond set iron security bars. Thick black paint.
Blocked Openings:	BO24	GF wide blocked opening. Forced into the elevation with rebuilt reveals; a significant area of rebuild above the regular timber lintel (opening formerly arched?). Infilled in three stages: with stone rubble up to 1.5m above ground level with 'V' of bricks to the centre; with bricks to each side of frame a smaller window; boarded over. From interior it is clear that this blocking fills a pair of small low doorways, as per the FF D21/D22.
Significant Details:	S2	The area in front is paved with irregular stone flagstones, retained by a clear narrow kerb.
	S11	A dragon tie projects slightly from the elevation to the east of D22.
Relationships:		The north end of this elevation appears to be truncated by B2.
B1 Elevation WEST		Description
Openings – Windows:	W1	GF small window in apex of vault and above BO1; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W2-W7.
	W2	GF small window in apex of vault and above BO2; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1 and W3-W7.
	W3	GF small window in apex of vault and above BO3; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1-W2 and W4-W7.
	W4	GF small window in apex of vault and above BO4; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1-W3 and W5-W7.
	W5	GF small window in apex of vault and above BO5; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame and stone sills to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1-W4 and W6-W7.
	W6	Entirely concealed behind a modern concrete-block wall. As W1-W5 and W7 and presumed to exist.
Blocked Openings:	BO1	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V1, with W1 above. Roughly blocked with stone rubble, pegged doorframe visible to north side. The reset is concealed behind a brick pillar and modern concrete-block wall.
	BO2	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V2, with W2 above. Roughly blocked with stone rubble.
	BO3	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V3, with W3 above. Roughly blocked with stone rubble.
	BO4	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V4, with W4 above. Roughly blocked with stone rubble.
	BO5	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V5, with W5 above. Roughly blocked with stone rubble. Stone rubble blocking partly fallen away to reveal timber doorframe and plank blocking survive to exterior face.
	BO6	Entirely concealed behind a modern concrete-block wall. As BO1-BO5 and presumed to exist.
Other Features:		Flashing for two other rooflines (one mono-pitch, one pitched) to north end of elevation, with three small forced brick-lined joist sockets.
Relationships:		Abutted and concealed by the modern Marks and Spencer's building.

B1 Elevation SOUTH		Description
Fabric Description:		Totally obscured by the modern shop constructed up against the elevation in the 1980s. Historic photographs show the elevation as being of one stone rubble build (re-fronted). Sockets for joists and scars/flashing for stairs and removed roofs.
Roof Covering:		As noted above; historic photographs show a tall dormer with pitched pentice clad in corrugated iron sheets projecting from the centre of the hip. This would have contained the mechanism for a hoist.
Openings – Doors:	D1	GF doorway with a heavy stone chamfered doorframe with plain cut stops; the lintel has been re-set with its lintel turned on its side. This stone chamfered lintel has a carved triangular keystone-style detail to the centre – the base of a window mullion? No frame or door survives. Around the doorway the stonework looks patched and disturbed, repaired as if the doorway was forced into a blind elevation or replaced an earlier door. The frame has deep medieval chamfers but its plainness and crisp carving may suggest a C17 date. There is scarring within the stonework for a heavy timber internal lintel and doorframe, with spikes to hold the frame.
	D16	FF set of forced double loading doors, just off-centre to the west. The west reveal between D16 and W10 has been rebuilt. A plain squared timber lintel, with a chunky pegged timber frame and two late C19 heavy framed braced and ledged plank doors. The east door has L-shaped iron reinforcing strips to the top corners; both doors have bolts and iron fittings to take a bar. This door was addressed by a set of wooden stairs within the late C19 demolished building.
Opening – Windows:	W9	FF to east of D16. Rectangular window opening yoked timber lintel; a pegged timber frame set with the remains of an eight-over hornless sash window. Partly concealed behind the flashing for the pitched roof of the late C19 demolished building.
	W10	FF to west of D16. Rectangular window opening with yoked timber lintel, forced to a FF door providing access to the FF within the demolished late C19 building.
Significant Details:	S15	TF small forced opening above D16. Reveals rebuilt in brick and containing a cast-iron mounting for a motorised hoist.
Relationships:		Formerly abutted by a late C19 building; the north end of the elevation appears to be truncated by B2.
B1 Elevation EAST		Description
Fabric Description:		Long elevation of stone rubble. Heavy regularised stonework to ground floor, with large roughly-shaped blocks of mixed stone. Clay bond with later phases of lime pointing. The FF and SF feature heavy stone piers of platey slatestone blocks with timber lacing. These define 6 wide bays later infilled with stone rubble, formerly weather-boarded; some patching with brick and concrete block.
Roof Covering		Heavy leaded valley gutter between B1 and B2 supported by pine boarding; water ingress has caused structural issues, particularly to the northern end.
Openings: Doors	D5	GF forced doorway, repaired in concrete block with a concrete lintel. Probably an opening like BO7-BO8 but much enlarged.
	D18	FF forced doorway, with reveals rebuilt in concrete block with a concrete lintel. Set into BO36. This doorway is addressed by a set of modern wooden steps carried on concrete block piers within B2.
Blocked Openings:	BO7	GF blocked doorway, serves V1 but off centre to vault. Straight timber lintel and blocked with mortared stone rubble.
	BO8	GF blocked doorway, serves V2 but off centre to vault. Straight timber lintel and blocked with mortared stone rubble.
	BO17	GF blocked doorway, serves V4 but off centre to vault. Straight timber lintel and blocked with mortared stone rubble.
	BO23	GF blocked doorway, serves V6 but off centre to vault. Straight timber lintel and blocked with concrete block.
	BO35	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO36-BO40.
	BO36	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35 and BO37-BO40.
	BO37	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO36 and BO38-BO40. Pierced by D18.
	BO38	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO37 and BO39-BO40.
	BO39	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO38 and BO40.
	BO40	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO39.
Relationships:		This elevation was built as an external wall facing onto an open yard, wholly replacing the earlier walls. Now shared by B1 and B2.
B1 GF Interior		Description
Function:		Vaulted stores/cellars, presumed for wine or spirits. Six individual vaulted cells, each with a separate door (now blocked) off a lane alley to the west.
Walls:		Six vaulted chambers; the vault springs from a height of 1.5-1.75m up to an apex c.2.2m above the internal floor level. Heavy slatestone rubble set in a clay bond, with clay lime mortar and cement re-pointing and repairs. Heavily whitewashed. Patched with brick and concrete blocks in places. The five internal walls feature a central arched opening c.3.7m across, flanked by arched openings to each side c.1.7m across. The opening have well-built segmental arches of slatestone blocks. Most are now blocked (see below).
Floor:		The floors are of concrete unless otherwise noted.
Ceiling:		Barrel-vaulted coursed slatestone roofs aligned east-west; the roofs have dropped in most places to form flattened arches. Lots of structural cracks. Heavily whitewashed.

Other Details:		Surviving iron spikes and pegs may indicate the internal arches featured timber plank boarding, allowing for air movement and temperature regulation.
VAULT 1		
Floor:		The floor is of slate flagstones patched with concrete, with a slight angled drain running east-west.
Opening – Doors:	D1	GF doorway with a heavy stone chamfered doorframe with plain cut stops; the lintel has been re-set with its lintel turned on its side. This stone chamfered lintel has a carved triangular keystone-style detail to the centre – the base of a window mullion? No frame or door survives. Around the doorway the stonework looks patched and disturbed, repaired as if the doorway was forced into a blind elevation or replaced an earlier door. The frame has deep medieval chamfers but its plainness and crisp carving may suggest a C17 date. There is scarring within the stonework for a heavy timber internal lintel and doorframe, with spikes to hold the frame.
	D2	GF door to V2, set within BO9. Modern door and frame with plasterboard.
Openings – Windows:	W1	GF small window in apex of vault and above BO1; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W2-W7.
Blocked openings:	BO1	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V1, with W1 above. Roughly blocked with stone rubble, pegged doorframe visible to north side. The reset is concealed behind a brick pillar and modern concrete-block wall.
	BO7	GF blocked doorway to B2, off centre to vault. Straight timber lintel and blocked with loose mortared stone rubble.
	BO8	GF northern flanking arch to V2. Blocked in stone rubble.
	BO9	GF central arch to V2. Partly blocked in stone rubble with brick.
	BO10	GF southern flanking arch to V2. Blocked in stone rubble.
VAULT 2		
Floor:		The floor is of slate flagstones patched with concrete, with a slight angled drain running east-west.
Opening – Doors:	D2	GF door to V1, set within BO9. Modern door and frame with plasterboard.
	D3	GF doorway to V3, set within BO13. No frame or door.
Opening – Windows:	W2	GF small window in apex of vault and above BO2; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1 and W3-W7.
Blocked openings:	BO2	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V2, with W2 above. Roughly blocked with stone rubble. Sockets and iron pintles to side suggest a heavy timber doorframe and door.
	BO8	GF northern flanking arch to V1. Blocked in stone rubble.
	BO9	GF central arch to V1. Partly blocked in stone rubble with brick.
	BO10	GF southern flanking arch to V1. Blocked in stone rubble.
	BO11	GF blocked doorway to B2, centre to vault. Straight timber lintel and blocked with loose mortared stone rubble.
	BO12	GF northern flanking arch to V3. Blocked in stone rubble.
	BO13	GF central arch to V3. Partly blocked in stone rubble with brick.
BO14	GF southern flanking arch to V3. Blocked in stone rubble.	
VAULT 3		
V3a		The southern part of the vault is enclosed by plasterboard with a modern door (D6).
Opening – Doors:	D3	GF doorway to V2, set within BO13. No frame or door.
	D4	GF central arch to V4. No frame, door or blocking. The arch has dropped and is braced with RSJs
	D5	GF forced doorway, repaired in concrete block with a concrete lintel. Probably an opening like BO7-BO8 but much enlarged.
	D6	GF modern door to V3a.
Opening – Windows:	W3	GF small window in apex of vault and above BO3; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1-W2 and W4-W7.
Blocked Openings:	BO3	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V3, with W3 above. Roughly blocked with stone rubble. Sockets and iron pintles to side suggest a heavy timber doorframe and door. The best preserved example in the group.
	BO12	GF northern flanking arch to V2. Blocked in stone rubble.
	BO13	GF central arch to V2. Partly blocked in stone rubble with brick.
	BO14	GF southern flanking arch to V2. Blocked in stone rubble.
	BO15	GF northern flanking arch to V4. Blocked in stone rubble.
BO16	GF southern flanking arch to V4 Blocked in stone rubble.	
VAULT 4		
Floor:		Concrete floor; this rises up and may therefore conceal earlier flagstones beneath.
Opening – Doors:	D4	GF central arch to V3. No frame, door or blocking. The arch has dropped and is braced with RSJs
	D7	GF central arch to V3. No blocking or door, but reduced in width by 17 th or 18 th century upright timbers, with framing and boarding to each side forming a wide doorway. Spiked joints and good carpentry. Likely confirming the idea of original planking boarding between cellars, defining separate cells but allowing for air movement and temperature control.
Opening – Windows:	W4	GF small window in apex of vault and above BO4; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame, timber lintel, and stone sill to interior; set with <i>ferramenta</i>

		(vertical bar with saddle bar). Same as W1-W3 and W5-W7.
Blocked Openings:	BO4	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Serves V4, with W4 above. Roughly blocked with stone rubble.
	BO15	GF northern flanking arch to V3. Blocked in stone rubble.
	BO16	GF southern flanking arch to V3 Blocked in stone rubble.
	BO17	GF blocked doorway to B2, slightly offset to vault. Straight timber lintel and blocked with loose mortared stone rubble.
	BO18	GF northern flanking arch to V5. Blocked in stone rubble.
	BO19	GF southern flanking arch to V5 Blocked in stone rubble.
VAULT 5		
Opening – Doors:	D7	GF central arch to V4. No blocking or door, but reduced in width by 17 th or 18 th century upright timbers, with framing and boarding to each side forming a wide doorway. Spiked joints and good carpentry. Likely confirming the idea of original planking boarding between cellars, defining separate cells but allowing for air movement and temperature control.
	D8	GF narrow doorway to V6, set within BO20. No frame or door, level steps down to V6.
Opening – Windows:	W5	GF small window in apex of vault and above BO5; good stone voussoirs to its segmental arch, inset carved arched solid-stone window frame and stone sills to interior; set with <i>ferramenta</i> (vertical bar with saddle bar). Same as W1-W4 and W6-W7.
Blocked Openings:	BO5	GF blocked wide doorway with yoked (curving) timber lintels and roughly-dressed reveals. Sockets and iron pintles to side suggest a heavy timber doorframe and door. Serves V5, with W5 above. Roughly blocked with stone rubble, with horizontal plank boarding behind using old nails and fixings.
	BO18	GF northern flanking arch to V4. Blocked in stone rubble.
	BO19	GF southern flanking arch to V4 Blocked in stone rubble.
	BO20	GF northern flanking arch to V6. Blocked in concrete block.
	BO21	GF central arch to V6. Partly blocked in rubble with concrete block above.
BO22	GF southern flanking arch to V6 Blocked in stone rubble.	
VAULT 6		
V6a-V6d:		Divided into four smaller units by walls of concrete block. The rooms to the east and south are used for storage; the room to the north is a toilet; the room to the south was a tiled shower room with 3 cubicles.
Floor:		Concrete floors at different levels; steps up to the west rooms.
Openings – Doors:	D8	GF narrow doorway to V6, set within BO20. No frame or door, level steps down to V6.
	D9	Modern door and frame.
	D10	Modern door and frame.
	D11	Modern door and frame.
Openings – Windows:	W7	GF small window; good stone voussoirs to its segmental arch. Set with <i>ferramenta</i> (vertical bar with saddle bar). Boarded over internally. Same as W8 and the windows in the west wall of B1 (W1-W6).
	W8	GF small window; as W7 but lacks a segmental arch and perhaps rebuilt. Boarded over internally.
Blocked Openings:	BO6	Entirely concealed behind a modern concrete-block wall. As BO1-BO5 and presumed to exist.
	BO20	GF northern flanking arch to V5. Blocked in concrete block.
	BO21	GF central arch to V5. Partly blocked in rubble with concrete block above.
	BO22	GF southern flanking arch to V6 Blocked in stone rubble.
	BO23	GF blocked doorway to B2. Straight timber lintel and blocked with concrete block.
BO24	GF wide blocked opening. Forced into the elevation with rebuilt reveals; a significant area of rebuild above the regular timber lintel (opening formerly arched?). Infilled in three stages: with stone rubble up to 1.5m above ground level with 'V' of bricks to the centre; with bricks to each side of frame a smaller window; boarded over. From interior it is clear that this blocking fills a pair of small low doorways, as per the FF D21/D22.	
B1 FF Interior		
Function:		Sail-loft, then grain loft, then commercial warehousing. Now divided into four rooms (R1-R3).
Walls:		As external walls, all exposed stone but whitewashed. The east wall leans out significantly and the tie beams have pulled out of the walls and are now supported on steels. Plank panelling to the west wall and part of the east wall (S7-S8). The walls of R1a are of modern plasterboard, built around the uprights for a large SF timber hopper in the south-west corner.
Roof Structure:		The space is open to the roof. 11 well-engineered king post with queen strut trusses, with side struts and bracing. Pegged with mortice and tenon joints, some later iron straps, with steels and timber reinforcing to central east side where the tie beams have pulled out of the wall. Carpenter's marks on each truss except the northernmost, marked with Roman numerals from I to X, from north to south. King-post roofs like this should be C19 in date, but the absence of iron bolts etc. and the maritime connections of Dartmouth would suggest this is a cutting-edge late C18 roof built by an engineer with knowledge of contemporary naval buildings. If so, this would be highly significant.
Room 1		
Function:		Sail-loft, then grain loft, then commercial warehousing.
Floor:		Raised concrete floor or other modern treatments (slabs, gravels etc.). A surviving patch of floorboards to south-central in front of D16 (see below), over a lime and soil fill.
Openings – Doors:	D16	FF set of forced double loading doors, just off-centre to the west. The west reveal between D16 and W10 has been rebuilt. A plain squared timber lintel, with a chunky pegged timber frame and two late C19 heavy framed braced and ledged plank doors. The east door has L-shaped iron reinforcing strips to

		the top corners; both doors have bolts and iron fittings to take a bar. This door was addressed by a set of wooden stairs within the late C19 demolished building.
	D17	FF modern door to R1a in plasterboard wall.
	D18	FF forced doorway, with reveals rebuilt in concrete block with a concrete lintel. This doorway is addressed by a set of modern wooden steps carried on concrete block piers within B2.
	D19	FF narrow doorway to R2, with a chamfered frame and a late C19 heavy framed braced and ledged plank door with heavy strap hinges and a large wooden lock.
	D20	FF narrow doorway to R3, with a chamfered frame and a late C19 heavy framed braced and ledged plank door with heavy strap hinges and a large wooden lock.
Openings – Windows:	W9	FF to east of D16. Rectangular window opening yoked timber lintel; a pegged timber frame set with the remains of an eight-over hornless sash window. Partly concealed behind the flashing for the pitched roof of the late C19 demolished building.
Blocked Openings:	BO35	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO36-BO40.
	BO36	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35 and BO37-BO40.
	BO37	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO36 and BO38-BO40. Pierced by D18.
	BO38	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO37 and BO39-BO40.
	BO39	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO38 and BO40.
Significant Features:	S5	Area of exposed floorboards in front of D16. Boards over lime and soil, the boards are a mix of wide oak, and elm, and later even-width pine; these date to the C17-C20.
	S6	A small ragged forced opening at floor level, for electricians or machinery.
	S7	One short section of beaded-plank panelling to the east wall, at the southern end, from floor level to c.2m high, mounted on battens. The plank at the top is moulded (reused C18?), with a sloping timber above to prevent grain getting down the back of the panelling. The wooden walls of a grain store.
	S8	Long section of beaded-plank panelling to the west wall, from floor level to c.2m high, mounted on battens. The plank at the top is moulded (reused C18?), with a sloping timber above to prevent grain getting down the back of the panelling. The wooden walls of a grain store. There is graffiti (e.g. 'Jim you idle slob').
	S15	TF small forced opening above D16. Reveals rebuilt in brick and containing a cast-iron mounting for a motorised hoist. This corresponds with S16.
	S16	Two parallel beams extend from the walls above S14 to truss VIII, presumably to carry a trolley conveyor.
	S17	Cast-iron flywheel set into the roof space.
Room 1a		
Function:		Sail-loft, then grain loft, then commercial warehousing.
Walls:		The walls are of modern plasterboard formed around the upright timbers supporting the grain hopper above (S18).
Floor:		Concrete, with a section of floorboards to the east.
Openings – Doors:	D17	Modern door to R1.
Openings – Windows:	W10	FF to west of D16. Rectangular window opening with yoked timber lintel, forced to a FF door providing access to the FF within the demolished late C19 building adjacent.
Significant Features:	S18	Massive timber hopper for sorting grain, with associated flywheel S17 and trolley conveyor S16.
	S19	Iron rail for a trolley/bag conveyor attached to the underside of the joists supporting S18. At the eastern end of the rail there are two small square holes in the ceiling for pouring down grain; one retains its leather sleeve.
Room 2		
Function:		Sail-loft, then grain loft, then commercial warehousing.
Walls:		The east wall shared with B2 is particularly complex, with three vertical joins in the stonework, each section of walls pulling apart. The late C19 south wall features a wide tall relieving arch of slatestone. The north wall has been truncated and is not tied into the east wall; the south wall is not tied into the east wall.
Floor:		Boards over lime and soil, the boards are a mix of wide oak, and elm, and later even-width pine; these date to the C17-C20. As S5 and S9.
Openings – Doors:	D19	FF narrow doorway to R1, with a chamfered frame and a late C19 heavy framed braced and ledged plank door with heavy strap hinges and a large wooden lock.
	D22	FF eastern door of a pair of openings to the centre of the elevation, positioned above BO24 on the GF. The opening has a heavy yoked lintel with an iron ring inserted into apex for hoist. Heavy pegged timber frame with central mullion post morticed into the lintel; heavy pegged doorframes serve heavy boarded doors of double-layered planks, braced with heavy bolts and strap hinges. The planks used are patched with beaded planks in places. Thick black paint. These are strong, secure doors. Attached to the wall next to D22 is a cast-iron sheerlegs. The stonework below the opening is disturbed and features inserted brick; it presumably featured projecting beams for an external platform.
Blocked Openings:	BO40	FF blocked bay, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO40.
Significant Features:	S10	Boards over lime and soil, the boards are a mix of wide oak, and elm, and later even-width pine; these date to the C17-C20.

	S11	A dragon tie projects into the room from the north elevation; the dragon tie has been sawn off, but features a number of pegged holes on its south-western side.
Room 3		
Function:		Sail-loft, then grain loft, then commercial warehousing.
Walls:		The west and east walls feature a deep structural crack. The late C19 south wall features a wide tall relieving arch of slatestone, and abuts the west wall.
Floor:		Boards over lime and soil, the boards are a mix of wide oak, and elm, and later even-width pine; these date to the C17-C20. As S4 and S9.
Openings – Windows:	W11	FF rectangular window opening with timber lintels. Plains chunky pegged frame with central mullion; the side timbers feature a series of sloping sockets to carry weather boarding (therefore reused from a weather-boarded bay?). Diamond set iron security bars. Thick black paint.
Openings – Doors:	D20	FF narrow doorway to R1, with a chamfered frame and a late C19 heavy framed braced and ledged plank door with heavy strap hinges and a large wooden lock.
	D21	FF western door of a pair of openings to the centre of the elevation, positioned above BO24 on the GF. The opening has a heavy yoked lintel with an iron ring inserted into apex for hoist. Heavy pegged timber frame with central mullion post morticed into the lintel; heavy pegged doorframes serve heavy boarded doors of double-layered planks, braced with heavy bolts and strap hinges. The planks used are patched with beaded planks in places. Thick black paint. The late C19 wall between R2 and R3 is built with a slight recess to accommodate the door. These are strong, secure doors. The stonework below the opening is disturbed and features inserted brick; it presumably featured projecting beams for an external platform.
Significant Features:	S9	Boards over lime and soil, the boards are a mix of wide oak, and elm, and later even-width pine; these date to the C17-C20.

BUILDING 2		Description
Function/Summary:		Three-storey warehouse building built across the former yard associated with B1; formerly with heated office space or workers accommodation to the north end.
Fabric Description:		A complex structure built into the space between B1 and B3 and sharing its east and west walls. Two phases of raise. The stonework that belongs to B2 (north and south walls, east wall at second floor height) is of slatestone rubble in a lime mortar. The stonework to the southern wall is superior in quality; presumably this was the presentation elevation.
Roof Covering		Gabled to north, hipped to south, pitched roof of corrugated fibre sheeting, probably asbestos. Roll-moulded concrete ridge and ribs to hip.
Drainage/Guttering		Plastic guttering and downpipes to south hip; cast-iron guttering to north-west part of roof. Valley gutter to west shared with B1; the east pitch continues across B3.
Dating Evidence:		Style and form of build, stonework, vernacular materials and historic map regression.
B2 Exterior		
B2 Elevation NORTH		Description
Openings – windows:	W12	FF square window opening. Forced or widened, with west reveal rebuilt in brick. Thin timber lintel, pegged frame with central mullion, pintles for shutters, set with thin modern iron bars.
	W13	FF square window opening. Forced or widened, cutting the blocked fireplace FP2. Plains chunky pegged frame with central mullion. Diamond-set iron security bars, pintles for shutters. Thick black paint. Similar to W11 and W21.
	W20	SF square window opening. Forced or widened, with west reveal rebuilt in brick. Thin timber lintel and no frame, set with thin modern iron bars.
	W21	SF square window opening. Forced or widened, cutting the blocked fireplace FP3 and undermining the remains of the stack above. Plains chunky pegged frame with central mullion; the side timbers feature a series of sloping sockets to carry weather boarding (therefore reused from a weather-boarded bay?). Diamond-set iron security bars, pintles for shutters. Thick black paint. Similar to W11 and W13.
Blocked openings:	BO26	GF blocked low (c.0.75m high) doorway to west of stack. Blocked in stone rubble.
Fireplaces:	FP1	GF fireplace with brick segmental arch; blocked in mortared stone rubble.
	FP2	FF fireplace with brick segmental arch; blocked in mortared stone rubble. Cut by W13.
	FP3	SF fireplace with brick segmental arch; blocked in mortared stone rubble. Cut by W21
Significant Details:		A shallow stack with three fireplaces rises from the GF; the chimney, truncated and brought below the level of the roof, was of brick.
Relationships:		B2 abuts/shares a west wall with B1; the north and south walls of B3 abut those of B2.
B2 Elevation WEST		Description
Blocked Openings:	BO25	GF blocked forced window. Reveals rebuilt in brick and stone with a concrete lintel, the opening later blocked in brick (exterior) and concrete block (interior). The interior corner appears to be braced by a very corroded RSJ.
Relationships:		Built up against the east elevation of B1 (described above), only a section c.2.4m projects beyond B1.
B2 Elevation SOUTH		Description
Openings – Doors:	D12	GF and FF tall wide modern forced opening, heavy RSJ lintel, with reveals patched with cement and brick.
Openings - Windows:	W18	SF square window opening, paired with W19. Brick segmental arch. The window has a heavy plain frame with pegged joints, six wooden diamond-set security bars, painted black. Covered with modern mesh to prevent pigeons.
	W19	SF square window opening, paired with W18. Brick segmental arch. The window has a heavy plain frame with pegged joints, six wooden diamond-set security bars, painted black. Covered with modern

		mesh to prevent pigeons.
Blocked Openings:	BO41	FF blocked loading doorway, cut by D12, so that only the segmental brick arch is visible.
Significant Details:		Heavy timber cat head with iron pulley loop projects from the shallow hip above BO40.
Relationships:		The south elevation fills the space between the east and west walls, closing an open yard.
B2 Elevation EAST		Description
Fabric Description:		Long three-storey stone rubble elevation, patched in places with brick. Slightly battered to base, raised in three stages, the GF wall has a clay bond, lime mortars above. Re-pointed in places with cement mix mortars. Largely obscured by shelving and stored goods.
Blocked Openings:	BO27	GF blocked doorway, heavy slatestone quoins.
	BO28	GF blocked doorway. Part of a timber lintel survives; blocked in stone.
Relationships:		The wall is shared with B3 to the east.
B2 GF-SF Interior		Description
Function:		Former open yard serving B1; roofed-in and converted to warehouse in the 19 th century. The FF joists have been lost (sawn ends visible in the east and west walls); the SF joists survive for the most part, but the floorboards have been removed. The building is now a shell, used for the storage of long timbers.
Walls		Exposed stone rubble walls, clay-bonded to GF, and range of lime mortars above. A section of lime plaster survives at the north end, at SF level, on the east wall. This extends c.4.5m from the northern end of the building, being the scar of a former partition here.
Floors		Modern concrete throughout.
Roof Structure:		14 A-frame oak and pine trusses, bolted or strapped joints. The trusses are formed from recycled timbers, some C17 and C18 in date. Some fine tapering C17 truss blades with wide shallow sockets and holes for through-and-through purlins; some evidence that the blades were half-lapped at the ridge. Some timbers spiked, indicating C18 date. Current ridge and purlins relatively lightweight. Collars bolted and of mixed quality, some still embarked. The side on which the collar is attached varies: most collars are on the south side of the trusses; on the north side for trusses 8 and 10-11 (from the north), and with a double collar for truss 9.
Openings – Doors:	D5	GF forced doorway to B1, repaired in concrete block with a concrete lintel. Probably an opening like BO7-BO8 but much enlarged.
	D12	GF and FF tall wide modern forced opening in the south wall, heavy RSJ lintel, with reveals patched with cement and brick.
Openings – windows:	W12	FF square window opening. Forced or widened, with west reveal rebuilt in brick. Thin timber lintel, pegged frame with central mullion, pintles for shutters, set with thin modern iron bars.
	W13	FF square window opening. Forced or widened, cutting the blocked fireplace FP2. Plains chunky pegged frame with central mullion. Diamond-set iron security bars, pintles for shutters. Thick black paint. Similar to W11 and W21.
	W18	SF square window opening in south wall, paired with W19. Brick segmental arch. The window has a heavy plain frame with pegged joints, six wooden diamond-set security bars, painted black. Covered with modern mesh to prevent pigeons.
	W19	SF square window opening in south wall, paired with W18. Brick segmental arch. The window has a heavy plain frame with pegged joints, six wooden diamond-set security bars, painted black. Covered with modern mesh to prevent pigeons.
	W20	SF square window opening. Forced or widened, with west reveal rebuilt in brick. Thin timber lintel and no frame, set with thin modern iron bars.
	W21	SF square window opening. Forced or widened, cutting the blocked fireplace FP3 and undermining the remains of the stack above. Plains chunky pegged frame with central mullion; the side timbers feature a series of sloping sockets to carry weather boarding (therefore reused from a weather-boarded bay?). Diamond-set iron security bars, pintles for shutters. Thick black paint. Similar to W11 and W13.
Blocked Openings:	BO7	GF blocked doorway to B1 V1. Straight timber lintel and blocked with mortared stone rubble.
	BO8	GF blocked doorway to B1 V2. Straight timber lintel and blocked with mortared stone rubble.
	BO17	GF blocked doorway to B1 V4. Straight timber lintel and blocked with mortared stone rubble.
	BO23	GF blocked doorway to B1 V6. Straight timber lintel and blocked with concrete block.
	BO25	GF blocked forced window in west wall at the northern end. Reveals rebuilt in brick and stone with a concrete lintel, the opening later blocked in brick (exterior) and concrete block (interior). The interior corner appears to be braced by a very corroded RSJ.
	BO26	GF blocked low (c.0.75m high) doorway in north wall to west of stack. Blocked in stone rubble.
	BO27	GF blocked doorway to B3, heavy slatestone quoins.
	BO28	GF blocked doorway to B3. Part of a timber lintel survives; blocked in stone.
	BO35	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO36-BO40.
	BO36	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO35 and BO37-BO40.
	BO37	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO36 and BO38-BO40. Pierced by D18.
	BO38	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO37 and BO39-BO40.
	BO39	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO38 and BO40.
	BO40	FF blocked bay to B1, formerly with weather boarding attached to timber lacing in the stone piers. As BO35-BO39.

	BO41	FF blocked loading doorway in south wall, cut by D12, so that only the segmental brick arch is visible.
Fireplaces:	FP1	GF fireplace with brick segmental arch in north wall; blocked in mortared stone rubble.
	FP2	FF fireplace with brick segmental arch in north wall; blocked in mortared stone rubble. Cut by W13.
	FP3	SF fireplace with brick segmental arch in north wall; blocked in mortared stone rubble. Cut by W21.
Significant Details:	S20	SF joists formed around a hatch.
	S21	SF joists formed around a hatch, with bracing beam for a hoist built into the roof structure above.
	S22	The joists here are formed from a recycled ships mast. Chamfered square beams, and circular tapering beams.

BUILDING 3		Description
Function/Summary:		Historic quayside warehouse, open-fronted to east elevation, sail loft to first floor, stores below.
Fabric Description:		Incorporates the west wall of B2 (described above). North and south walls for slatestone in white lime mortar, patched with cement. Piers of well-built slatestone blocks in a lime-rich clay bond; some massive timber ties in the sides, with peg holes and heavy iron and wooden spikes for timber boarding. The heavy chamfered supporting/bracing beams, with partition slots on the underside, survive to some infilled sections on the FF, throughout on the FF. Bays infilled with stone rubble and/or concrete block.
Roof Covering:		Reduced roofline, now a mono-pitch roof continuing the line B2 to the west. Corrugated fibre sheeting, probably asbestos, with concrete flashing.
Dating Evidence:		Style and form of build, stonework, vernacular materials and historic map regression.
B3 Exterior		
B3 Elevation NORTH		Description
Fabric:		Reduced on the east side, patched with brick and hard cement mortars at the eaves. Repair to the north-east corner, infilling a damaged pier at the end of the open-fronted east elevation?
Blocked Openings:	BO34	GF blocked doorway with thin timber lintel to exterior, another possible yoked lintel to the interior. Blocked in concrete block. Poor quoins suggested this is forced.
	BO46	FF blocked loading door with timber exterior lintel. Shaped lintel to interior, used upside down; this may be a reused yoked lintel, or a reused structural timber (shaped upper section with clear sockets). Blocked with stone rubble.
Relationships:		Abuts B2; abutted by B4.
B3 Elevation WEST		Description
Relationships:		Built up against the east elevation of B2 (described above).
B3 Elevation SOUTH		Description
Fabric Description:		The south-west corner has been altered to incorporate a stack; brick and cement repairs.
Roof Covering:		Projecting pitched pentice, with corrugated fibre sheeting, probably asbestos, covering a hoist.
Guttering:		Plastic guttering and downpipes.
Openings: Doors	D13	GF wide doorway, widened/forced to both sides and patched with brick with cement mortar, heavy square-profile recycled timber lintel, narrow chamfer to exterior side.
	D19	FF wide loading door. Narrow sill beam rests on the heavy inserted lintel to D13 below. Good slatestone quoins to west reveal with timber ties. Heavy reused timber lintel above.
Significant Details:	S23	Projecting pitched gabled pentice over iron flywheel and pulley system above D19. Corrugated fibre (asbestos) sheet and ridge tiles.
Relationships:		Abuts B2 to west.
B3 Elevation EAST		Description
Fabric Description:		Heavy slatestone piers, GF bays infilled with stone or concrete block, FF bays largely infilled but northern two bays still contain pegged timber weatherboarding with a central boarded panel, two cross beams and chunky plain window frames with pegged corners.
Drainage/Guttering		Plastic guttering and downpipes.
Openings – Windows:	W14	FF window within BO41. Modern fixed timber frames, glass.
	W15	FF window within BO41. Modern fixed timber frames, glass.
	W16	FF window within section of timber weather boarding. Windows central to the boarded panel, timber pegged frame with central mullion, thin iron security bars, remains of glazing with plain timber glazing bars fixed to the exterior. External face boarded over (B4). As W17.
	W17	FF window within section of timber weather boarding. Windows central to the boarded panel, timber pegged frame with central mullion, thin iron security bars, remains of glazing with plain timber glazing bars fixed to the exterior. External face boarded over (B4). As W16.
Blocked Openings:	BO27	GF blocked doorway to B2, heavy slatestone quoins.
	BO28	GF blocked doorway to B2. Part of a timber lintel survives; blocked in stone.
	BO29	GF infilled bay; blocked in stone rubble. As BO30.
	BO30	GF infilled bay; blocked in stone rubble. As BO29.
	BO31	GF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO32.
	BO32	GF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO31.
	BO33	GF infilled bay; blocked in stone rubble. As BO45.
	BO34	GF blocked doorway with thin timber lintel to exterior, another possible yoked lintel to the interior. Blocked in concrete block. Poor quoins suggested this is forced.
BO42	FF bay partly infilled in concrete block and brick, forming W14 and W15. Heavy chamfered	

		supporting/bracing beam with partition slot to the underside survives.
	BO43	FF infilled bay; blocked in stone rubble. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO29-BO30.
	BO44	FF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO31-BO32.
	BO45	FF infilled bay? Blocked in stone rubble. As BO33.
	BO46	FF blocked loading door with timber exterior lintel. Shaped lintel to interior, used upside down; this may be a reused yoked lintel, or a reused structural timber (shaped upper section with clear sockets). Blocked with stone rubble.
Relationships:		Abutted by B4 and B5.
B3 GF Interior		Ground Floor Description
Layout:		A long narrow room divided into two by a modern plasterboard partition with glazed doors. Several ceiling beams with socket and peg holes and slot cuts, as well as two cut off beams set into the heavy stone piers, may indicate former timber partitions.
Floor:		Modern concrete.
Ceiling:		Heavy first floor ceiling beams, east-west alignment. Massive scantling for most beams, chamfered to sides. Other beams are reused, with cut sockets and peg holes as well as several historic recycled ship masts. Light weight cruder beams, still embarked are replacements.
Openings – Doors:	D13	GF wide doorway, widened/forced to both sides and patched with brick with cement mortar, heavy square-profile recycled timber lintel, narrow chamfer to exterior side.
	D14	GF opening onto the stair (S2). No door or frame.
	D15	GF modern glazed double door in plasterboard partition; each door set with 15 (3x5) panes of glass.
Blocked Openings:	BO27	GF blocked doorway to B2, heavy slatestone quoins.
	BO28	GF blocked doorway to B2. Part of a timber lintel survives; blocked in stone.
	BO29	GF infilled bay; blocked in stone rubble.
	BO30	GF infilled bay; blocked in stone rubble.
	BO31	GF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO31.
	BO32	GF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO31.
	BO33	GF infilled bay; blocked in stone rubble. As BO45.
Significant Details:	S3	Stairs to FF. A short narrow turning stair at the base, then a straight flight. Forced into the stone elevation at the side. Enclosing partition wall of uneven width chunky historic boards, set on chunky plain cross-braces and uprights. Heavy reused plank treads and risers. Modern timber handrail to side.
	S4	The joists supporting the FF are a mismatch of different timbers of varying quality. Several handmade adze-cut ships masts of exceptional quality. Cut into two or three sections, starting off square with chamfers and rising to a rounded smooth-finished mast. Heavy socket fittings around the base, and through-and-through rope sockets. Some with timber pegs and braces to support wound ropes. One timber with graffiti (small incised anchor or sigil?).
B3 FF Interior		First Floor Description
Floor:		To the floor boards to the southern end are concealed beneath modern plywood. To the centre, the cut and reset historic boards run diagonally across the space; these are a second layer of boards to provide additional support. To the north, wider heavy planks run north-south directly on the joists below.
Ceiling:		Open to the roof (see below); some floorboards and planks braced between the tie beams.
Openings – Doors:	D19	FF wide loading door. Narrow sill beam rests on the heavy inserted lintel to D13 below. Good slatestone quoins to west reveal with timber ties. Heavy reused timber lintel above.
Openings – Windows:	W14	FF window within BO42. Modern fixed timber frames, glass.
	W15	FF window within BO42. Modern fixed timber frames, glass.
	W16	FF window within section of timber weather boarding. Windows central to the boarded panel, timber pegged frame with central mullion, thin iron security bars, remains of glazing with plain timber glazing bars fixed to the exterior. External face boarded over (B4). As W17.
	W17	FF window within section of timber weather boarding. Windows central to the boarded panel, timber pegged frame with central mullion, thin iron security bars, remains of glazing with plain timber glazing bars fixed to the exterior. External face boarded over (B4). As W16.
Blocked Openings:	BO42	FF bay partly infilled in concrete block and brick, forming W14 and W15. Heavy chamfered supporting/bracing beam with partition slot to the underside survives.
	BO43	FF infilled bay; blocked in stone rubble. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO29-BO30.
	BO44	FF infilled bay; blocked in concrete block. Heavy chamfered supporting/bracing beam with partition slot to the underside survives. As BO31-BO32.
	BO45	FF infilled bay? Blocked in stone rubble. As BO33.
	BO46	FF blocked loading door with timber exterior lintel. Shaped lintel to interior, used upside down; this may be a reused yoked lintel, or a reused structural timber (shaped upper section with clear sockets). Blocked with stone rubble.
Significant Details:	S3	Stairs to FF. A short narrow turning stair at the base, then a straight flight. Forced into the stone elevation at the side. Enclosing partition wall of uneven width chunky historic boards, set on chunky

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		plain cross-braces and uprights. Heavy reused plank treads and risers. Modern timber handrail to side.
	S13	Diagonal floorboards (see above) for additional strength.
	S14	Hatch in the floor below a flywheel (S24).
B3 SF Interior		
Second Floor Loft Description		
Summary/Function:		Sleeping loft?
Walls:		To the south-west corner of the building the wall a small open hearth has been inserted (see below). This would imply a heated sleeping loft or office space.
Roof Structure:		The roof structure consists of 17 triangular-framed roof trusses supported by a mixed range of support struts. All built using historic timbers with nailed and bolted joints. Some evidence for pegged joints on timbers suggests an earlier A-frame roof over the building, reduced in the C20.
Fireplaces:	FP4	SF narrow hearth forced into the south wall, with segmental brick arch.
Significant Details:	S12	A small worked timber inserted into the roof near the FF loading door D19, added to support a later rafter. Square in section, with raised pyramidal faces to each side. Presumably nautical?
	S23	Projecting pitched pentice containing a flywheel.
	S24	Two heavy timbers set into the roof carrying a cast-iron flywheel, a hoist for raising material to FF level. Corresponds with a hatch (S23) in the floor below. The flywheel is marked TANGYES BIRMINGHAM, a Midlands firm of Cornish origin.

BUILDING 4		Description
Function/Summary:		Modern shed that reuses the historic north wall of the plot.
B4 Exterior		
B4 Elevation NORTH		
Description		
Fabric Description:		1½ storey rubble stone wall of slatestone with some evidence of some phasing. The stonework is in a lime mortar bond, repointed extensively to the exterior face with hard cement mortars.
Blocked Openings:		One large possible blocked opening or gateway entrance to the west side of the elevation against B3.
Relationships:		The wall abuts the B3 to the west, and the house to the east (datestone for 1818).
Comments:		Visible only on its exterior face within the narrow lane (<i>Undercliff</i>) that runs behind the site.

APPENDIX 3: PHOTOGRAPHIC ARCHIVE



1. THE NORTH AND WEST WALLS OF BUILDING 1 (B1), VIEWED FROM THE NORTH-WEST.



2. LEFT: THE NORTH WALL OF B1 SHOWING WINDOW 7 (W7); VIEWED FROM THE NORTH.



3. RIGHT: THE NORTH WALL OF B1, SHOWING THE VARIOUS GROUND-FLOOR (GF) AND FIRST-FLOOR (FF) OPENINGS; VIEWED FROM THE NORTH-WEST.



4. THE NORTH ELEVATION OF B1, SHOWING W11 AND FF DOOR 21 (D21) AND DOOR 22 (D22); VIEWED FROM THE NORTH.



5. THE NORTH WALL OF B1, SHOWING THE SHEERLEGS AND THE PROJECTING STUB OF THE DRAGON TIE S11 (INDICATED); VIEWED FROM THE NORTH.



6. LEFT: THE NORTH WALL OF B1 SHOWING ORIGINAL GF WINDOW W7; VIEWED FROM THE NORTH.
7. RIGHT: AS ABOVE, SHOWING THE RELATIONSHIP WITH THE 1990S M&S BUILDING; VIEWED FROM THE NORTH-EAST.



8. THE NORTH WALL OF B1, SHOWING THE GF BLOCKED OPENING 24 (BO24); VIEWED FROM THE NORTH.



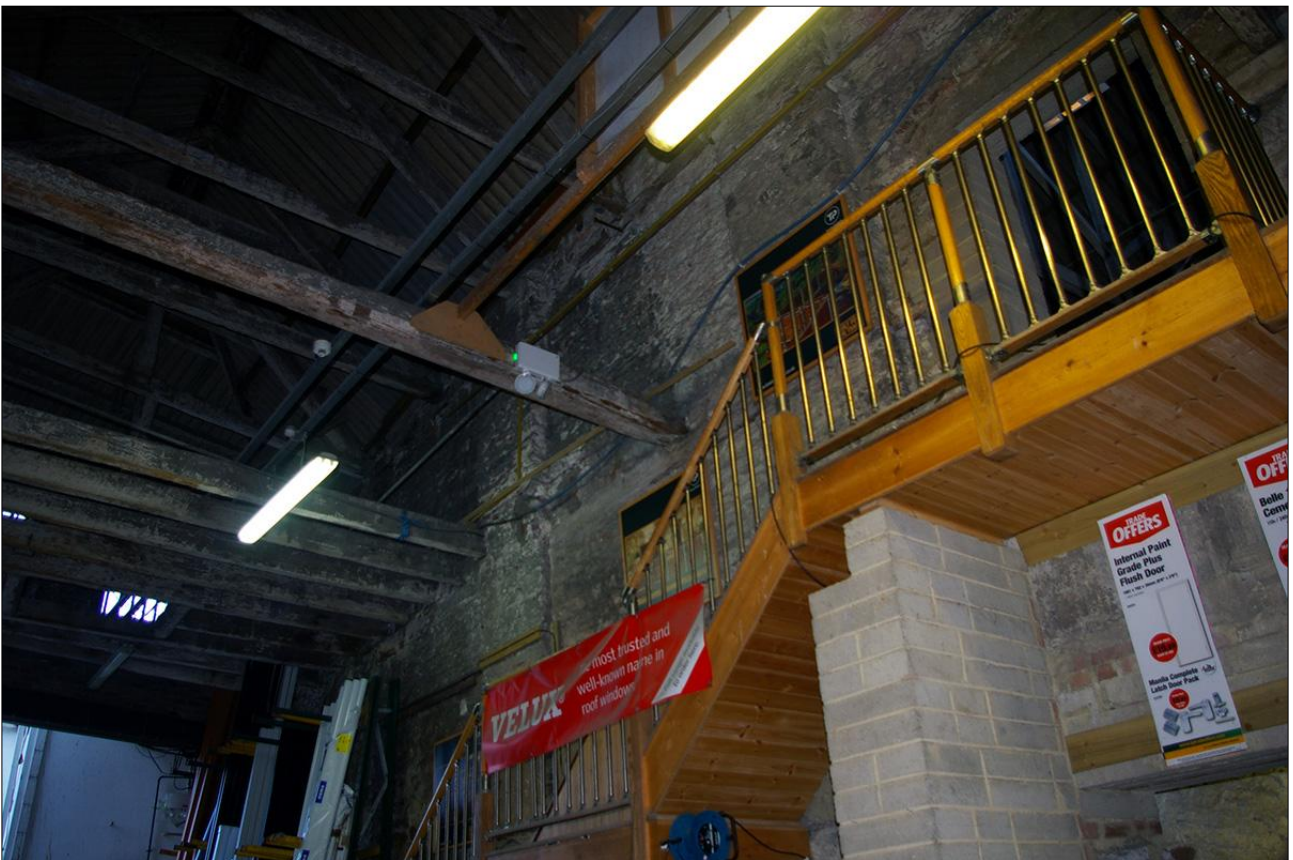
9. THE NORTH WALL OF B1, SHOWING GF WINDOW W8; VIEWED FROM THE NORTH.



10. THE PAVED AREA (SIGNIFICANT FEATURE 2 (S2)) TO THE NORTH OF B1; VIEWED FROM THE WEST.



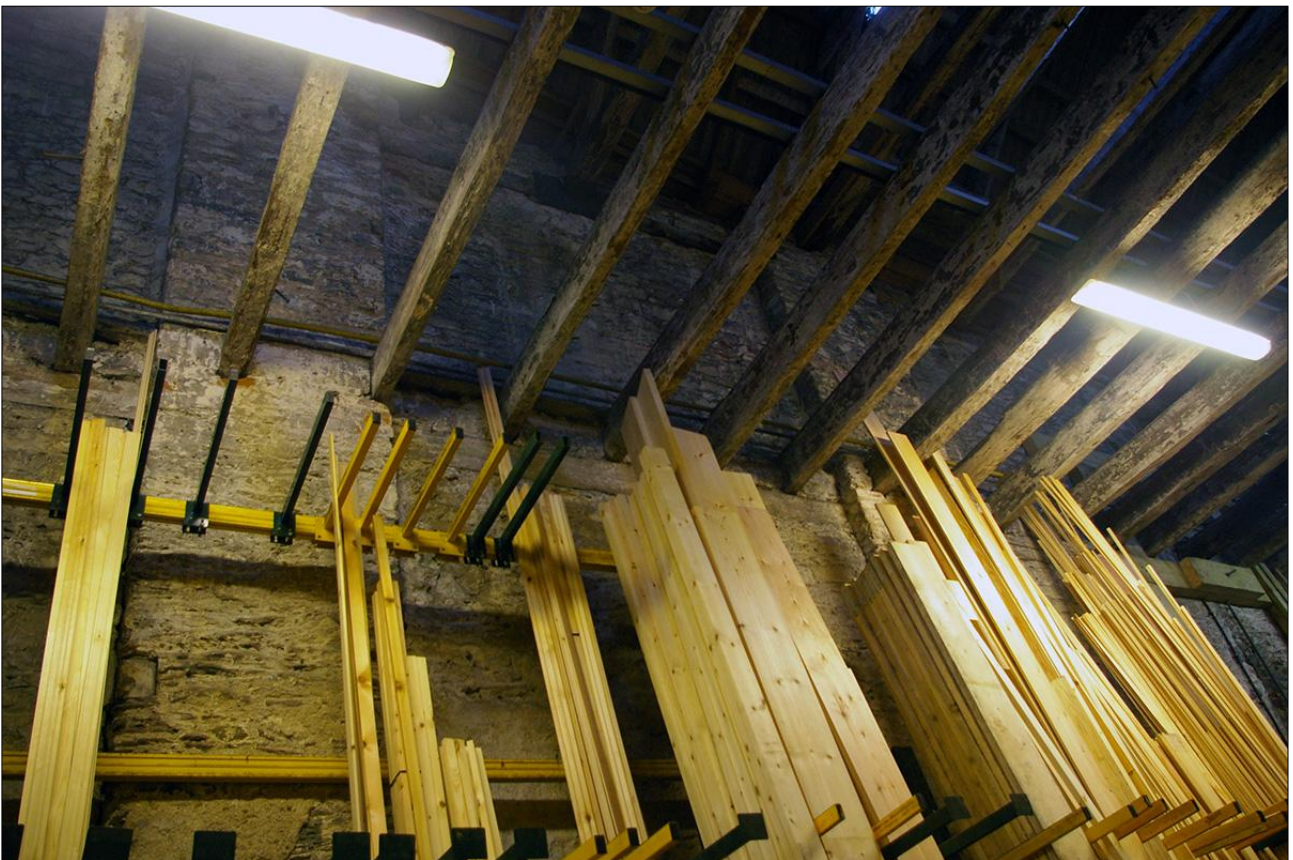
11. THE CENTRAL PART OF THE EAST WALL OF B1 (WITHIN B2); VIEWED FROM THE SOUTH-EAST.



12. AS ABOVE; VIEWED FROM THE NORTH-EAST.



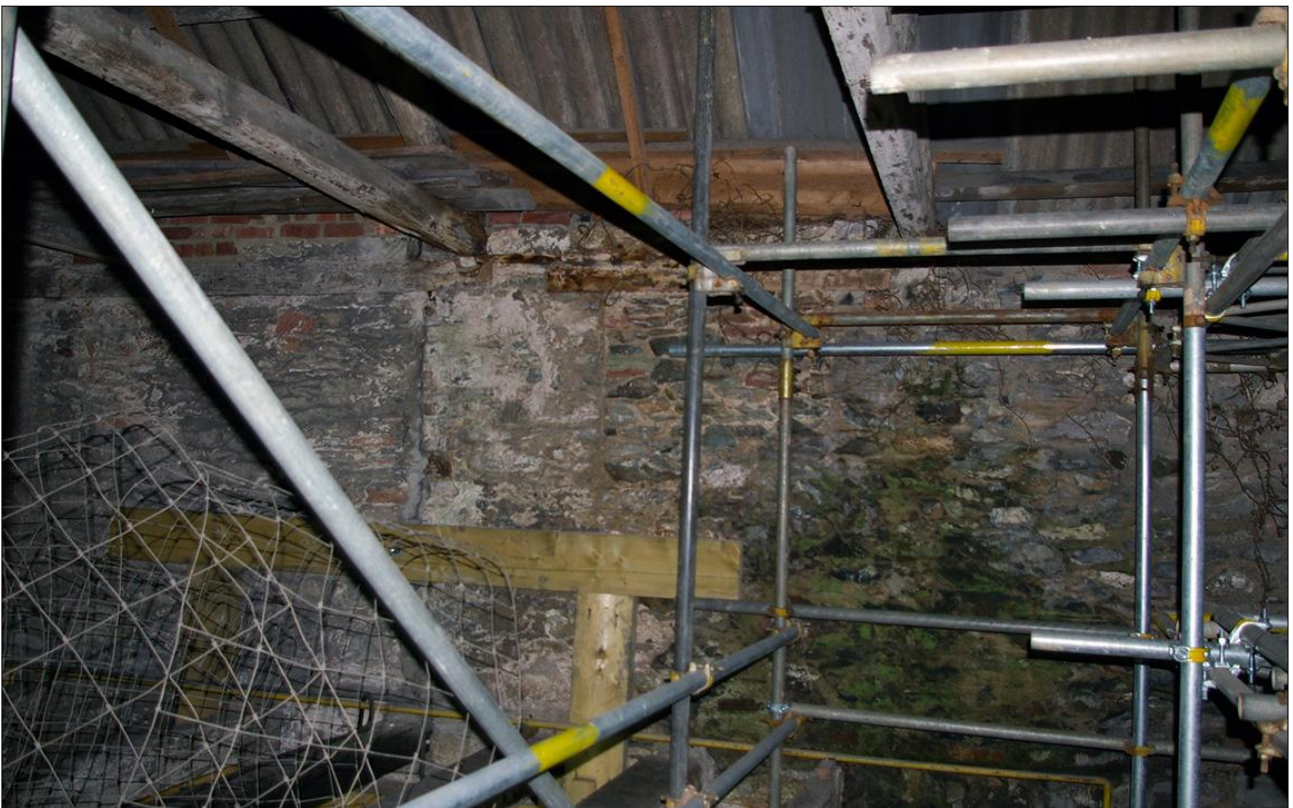
13. THE NORTHERN PART OF THE EAST WALL OF B1; VIEWED FROM THE ENE.



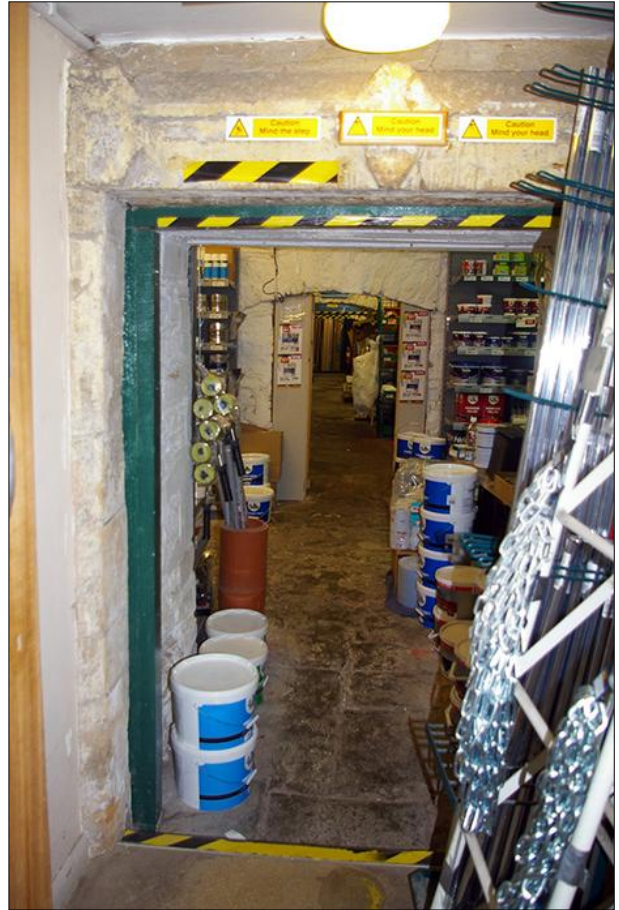
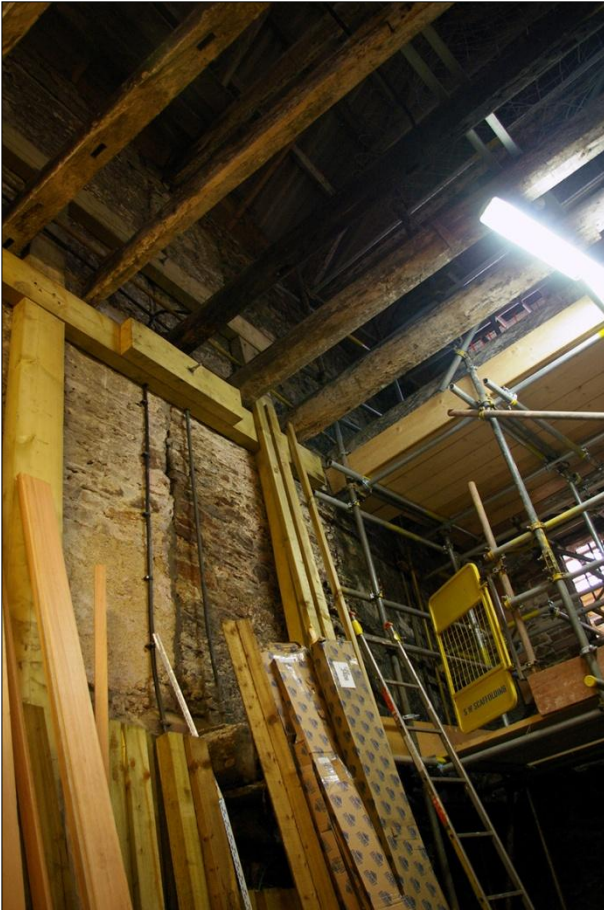
14. AS ABOVE; VIEWED FROM THE EAST.



15. THE EAST WALL OF B1 AT SF LEVEL; VIEWED FROM THE NNE.



16. THE EAST WALL OF B1 AT ITS NORTHERN END AT SF LEVEL; VIEWED FROM THE WEST.



17. LEFT: THE EAST WALL OF B1 AT ITS NORTHERN END VIEWED FROM THE GF; VIEWED FROM THE SOUTH-EAST.

18. RIGHT: B1 GF, SOUTH ENTRANCE WITH RE-USED DRESSED STONE LINTEL AND REVEALS (D1); VIEWED FROM THE SOUTH.



19. AS ABOVE, DETAIL OF THE RE-USED DRESSED STONE LINTEL; VIEWED FROM THE SOUTH.



20. LEFT: B1 GF, VIEW THROUGH D1 INTO VAULT 1 (V1); VIEWED FROM THE SOUTH.
21. RIGHT: B1 GF, THE SOUTHERN HALF OF V1; VIEWED FROM THE EAST.



22. LEFT: AS ABOVE; VIEWED FROM THE NORTH-EAST.
23. RIGHT: B1 GF V1, LOOKING THROUGH D2/BO9 TO THE SOUTH ENTRANCE (D1); VIEWED FROM THE NORTH.



24. LEFT: B1 GF, THE NORTH END OF V1; VIEWED FROM THE WNW.

25. RIGHT: B1 GF, THE SOUTH END OF V1, SHOWING THE CONCEALED BLOCKED DOORWAY BO1; VIEWED FROM THE EAST.



26. LEFT: B1 GF, D2/BO9 BETWEEN V1 AND V2; VIEWED FROM THE SOUTH-WEST.

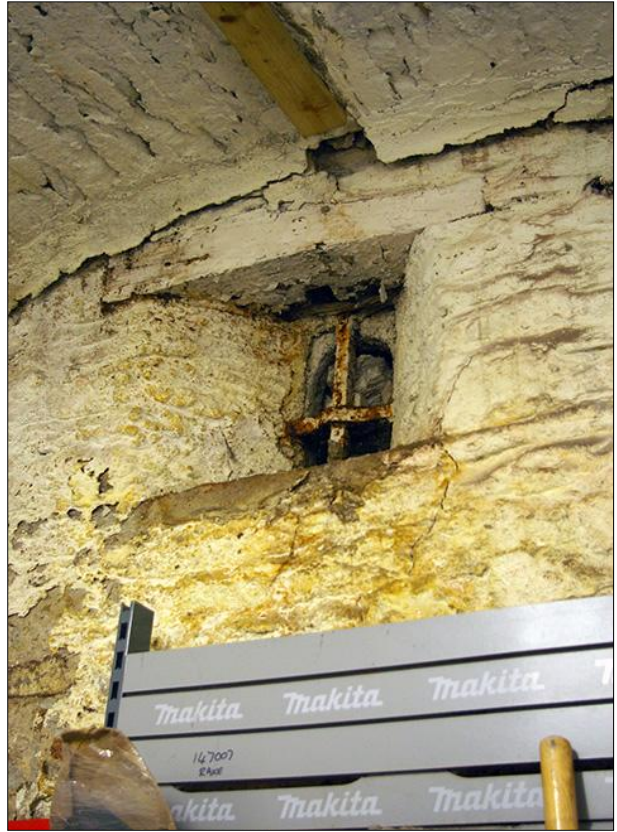
27. RIGHT: B1 GF, DETAIL OF THE STONE SLAB FLOOR IN V2; VIEWED FROM THE SOUTH.



- 28. LEFT: B1 GF V2; VIEWED FROM THE WEST.
- 29. RIGHT: AS ABOVE, SHOWING BO2 AND W2 IN THE WEST WALL; VIEWED FROM THE EAST.



- 30. B1 GF, THE DOORWAY BETWEEN V1 AND V2 (D2/BO9); VIEWED FROM THE NORTH-EAST.



- 31. LEFT: B1 GF, THE SOUTH END OF V2 SHOWING THE ARCH OF BO10; VIEWED FROM THE NNE.
- 32. RIGHT: B1 GF, THE SOUTH END OF V2 SHOWING THE WINDOW W2 WITH ITS SURVIVING *FERRAMENTA*; VIEWED FROM THE ENE.



- 33. AS ABOVE; VIEWED FROM THE EAST.



34. LEFT: B1 GF, THE SOUTH END OF V2, SHOWING THE ARCH OF BO14; VIEWED FROM THE SOUTH.
35. RIGHT: B1 GF, THE STONE SLAB FLOOR OF V2; VIEWED FROM THE WEST.



36. B1 GF, VIEW THROUGH D3/BO13 TO V3 AND V4; VIEWED FROM THE SOUTH.



37. LEFT: B1 GF, DETAIL OF THE LINTEL (INDICATED) OVER BO2 IN V2; VIEWED FROM THE EAST.

38. RIGHT: B1 GF, THE NORTHERN PART OF V3; VIEWED FROM THE WSW.



39. B1 GF, LOOKING THROUGH STEEL REINFORCED D4 FROM V3 INTO V4; VIEWED FROM THE SOUTH.



40. B1 GF, THE NORTHERN HALF OF V3 SHOWING FORCED DOORWAY D5; VIEWED FROM THE WEST.



41. B1 GF, THE INTERIOR OF THE MODERN PARTITION IN V3 SHOWING W3; VIEWED FROM THE EAST.



42. LEFT: B1 GF, THE NORTHERN END OF V4; VIEWED FROM THE SOUTH.

43. RIGHT: B1 GF, THE SOUTHERN END OF V5, CLEARLY SHOWING BO5 WITH CURVING LINTEL, AND W5 ABOVE; VIEWED FROM THE EAST.



44. B1 FF ROOM 1 (R1), SHOWING FORCED DOORWAY D18 IN BO37; VIEWED FROM THE WEST.



45. AS ABOVE, SHOWING THE STEEL REINFORCED TIE BEAMS ABOVE; VIEWED FROM THE NORTH-WEST.



46. B1 FF R1; VIEWED FROM THE NORTH-EAST.



47. AS ABOVE; VIEWED FROM THE ENE.



48. AS ABOVE; VIEWED FROM THE SOUTH-WEST.



49. B1 FF R1, VIEW OF THE WOODEN PANELLING (S8) ALONG THE WEST WALL; VIEWED FROM THE ESE.



50. LEFT: AS ABOVE, DETAIL OF THE PANELLING (S8); VIEWED FROM THE SOUTH-EAST.



51. RIGHT: B1 FF R1, DETAIL OF THE NORTH SIDE OF THE LARGE TIMBER HOPPER S18; VIEWED FROM THE NORTH.



52. AS ABOVE; VIEWED FROM THE ENE.



53. LEFT: AS ABOVE; VIEWED FROM THE NORTH-EAST.



54. RIGHT: B1 FF R1, VIEW TO FF LOADING DOORS D16, WITH FORCED OPENING S15 AND BAG HOIST S16 ABOVE; VIEWED FROM THE NORTH.



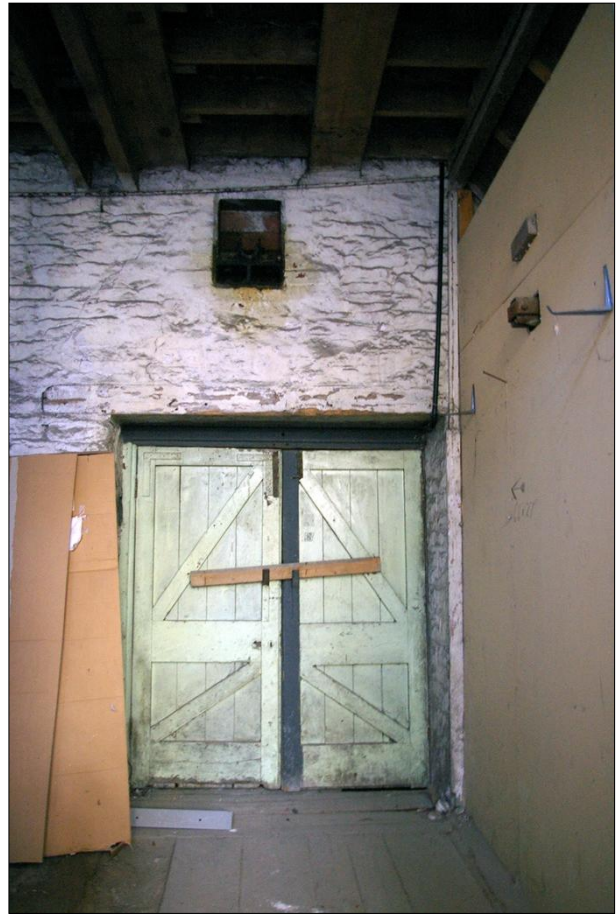
55. B1 FF R1, THE SOUTHERN END OF THE ROOM; VIEWED FROM THE WNW.



56. AS ABOVE, SHOWING THE REMNANT WOODEN PANELLING (S7) IN THE SOUTH-EAST CORNER; VIEWED FROM THE NORTH-WEST.



B1 FF R1, DETAIL OF THE YOKED LINTEL OVER W9; VIEWED FROM THE NORTH.



57. LEFT: B1 FF R1, LOOKING UP TO THE SF AND FLYWHEEL S17; VIEWED FROM THE NORTH.

58. RIGHT: D1 FF R1, DETAIL OF LOADING DOOR D16 WITH FORCED OPENING AND BEARING (S15) ABOVE; VIEWED FROM THE NORTH.



59. B1 FF R1, VIEW OF THE SURVIVING HISTORIC FLOORBOARDS (S5) IN FRONT OF D16; VIEWED FROM THE NORTH.



60. B1 FF R1A, VIEW THROUGH D17 INTO R1A SHOWING THE HISTORIC FLOORBOARDS (S5); VIEWED FROM THE EAST.



61. B1 FF R1A, VIEW OF BOARDED WINDOW W10, WITH RAIL FOR BAG HOIST AND LEATHER SLEEVE (RIGHT) ABOVE; VIEWED FROM THE NORTH.



62. B1 FF R1A, SHOWING THE WOODEN PANELLING (S8) IN THIS ROOM; VIEWED FROM THE NORTH-EAST.



63. B1 FF R1, DETAIL OF THE JOISTS SUPPORTING THE HOPPER ABOVE; VIEWED FROM THE NORTH-EAST.



64. AS ABOVE; VIEWED FROM THE NORTH.



65. B1 FF, DETAIL OF THE ROOF STRUCTURE; VIEWED FROM THE SOUTH.



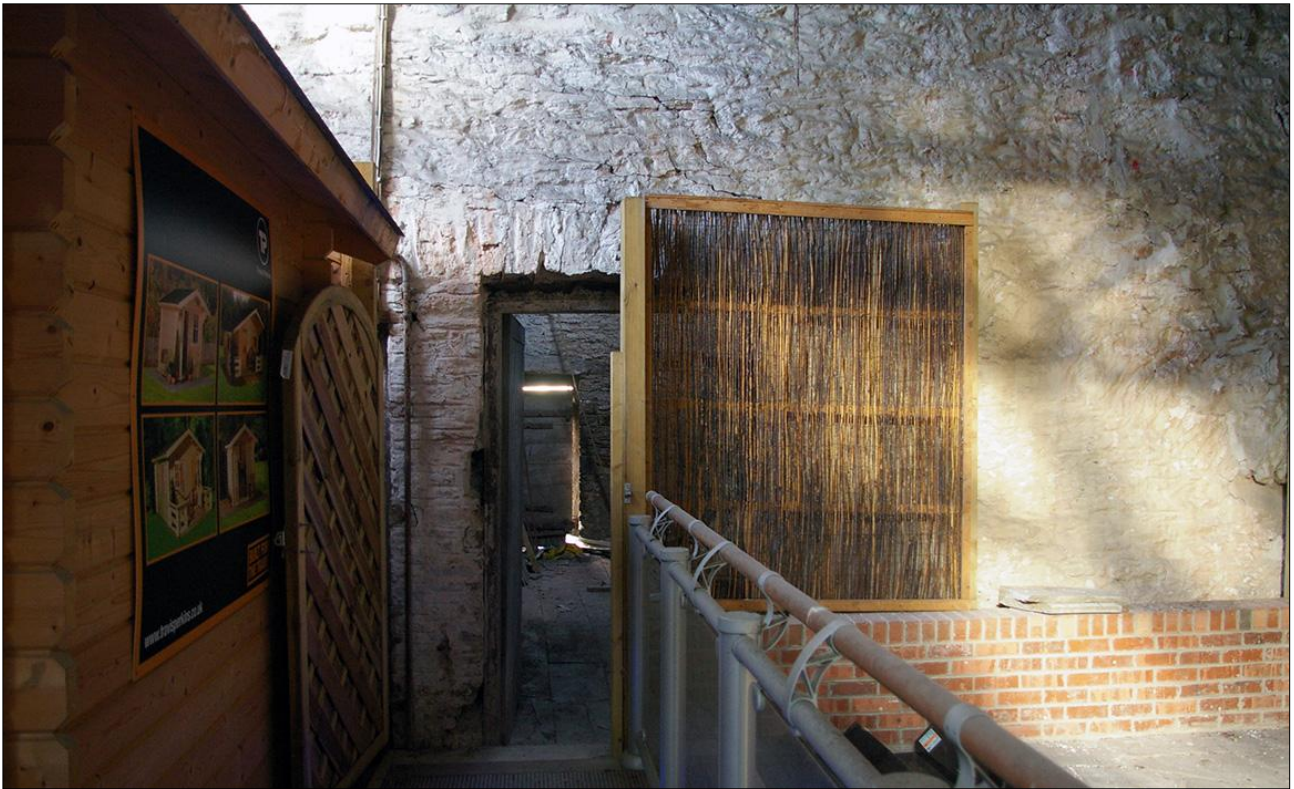
66. AS ABOVE.



67. AS ABOVE, VIEWED FROM THE NORTH.



68. B1 FF R1, THE NORTH WALL SHOWING D19 BELOW THE WIDE RELIEVING ARCH (INDICATED); VIEWED FROM THE SOUTH.



69. AS ABOVE, DETAIL OF D19; VIEWED FROM THE SOUTH.



70. LEFT: AS ABOVE.

71. RIGHT: AS ABOVE; VIEWED FROM WITHIN R2 AND FROM THE EAST.



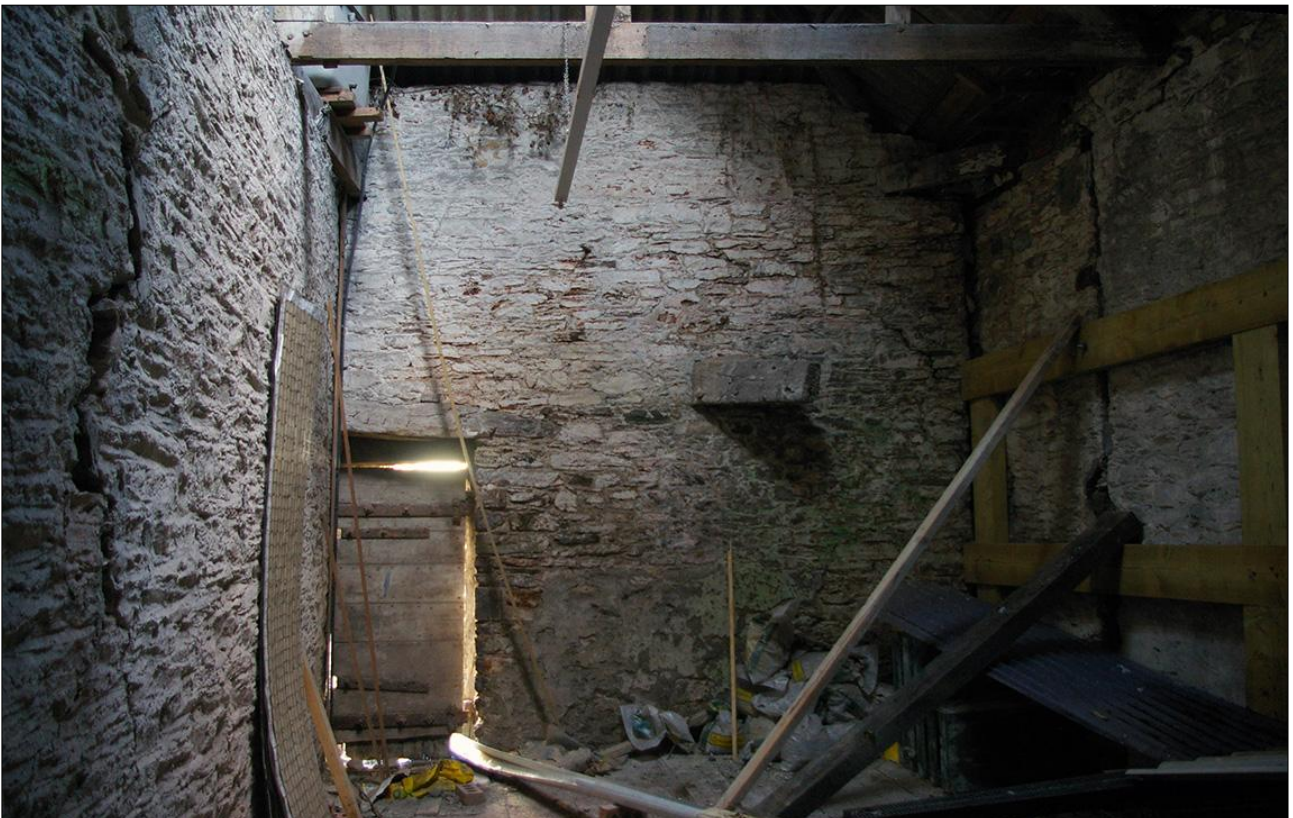
72. B1 FF R1, DETAIL OF THE CHAMFERED DOORFRAME TO D19; VIEWED FROM THE SOUTH-WEST.



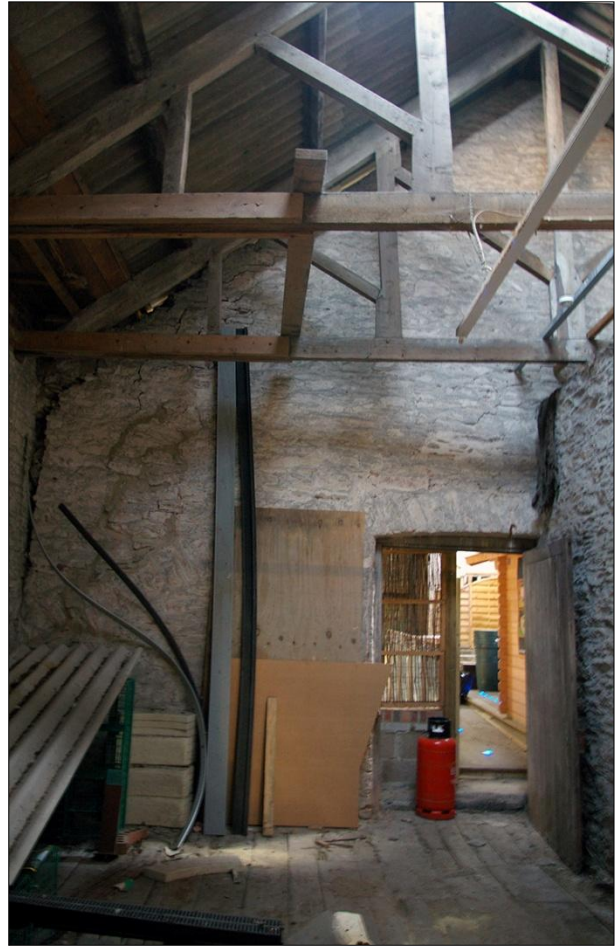
73. B1 FF R1, DETAIL OF THE DOORFRAME TO D20; VIEWED FROM THE SOUTH-EAST.



74. B1 FF R2, VIEW OF THE STRUCTURAL CRACK IN THE WEST WALL, AND D22 IN THE NORTH WALL; VIEWED FROM THE SSE.



75. B1 FF R2, SHOWING D22 AND TRUNCATED DRAGON TIE (S11); VIEWED FROM THE SOUTH.



76. LEFT: B1 FF R2, DETAIL OF D22; VIEWED FROM THE SOUTH.

77. RIGHT: B1 FF R2; VIEWED FROM THE NORTH.



78. B1 FF R2, DETAIL OF THE DRAGON TIE (S11); VIEWED FROM THE WEST.



79. B1 FF R2, THE EAST WALL AND ITS BUILD LINES; VIEWED FROM THE SOUTH-EAST.



80. LEFT: AS ABOVE; VIEWED FROM THE NORTH-WEST.



81. RIGHT: B1 FF R3, VIEW OF THE PARTY WALL WITH R1 SHOWING THE RELIEVING ARCH; VIEWED FROM THE NNE.



82. B1 FF R3, THE SOUTH END OF THE ROOM SHOWING D20; VIEWED FROM THE NORTH.



83. B1 FF R3, THE WEST WALL OF R3 SHOWING ITS STRUCTURAL CRACKS; VIEWED FROM THE SOUTH-EAST.



84. B1 FF R3, THE NORTH END OF R3 WITH W11 AND D21; VIEWED FROM THE SOUTH.



85. B1 FF R3, THE EAST WALL; VIEWED FROM THE SOUTH-WEST.



86. B1 FF R3, DETAIL OF D21 SHOWING ITS YOKED LINTEL AND THE RECESS BUILT INTO THE EAST WALL TO TAKE THE DOOR; VIEWED FROM THE SOUTH-WEST.



87. B1 FF R3, DETAIL OF THE HISTORIC FLOORBOARDS (S9); VIEWED FROM THE SOUTH.



88. AS ABOVE; VIEWED FROM THE NORTH.



89. B1 FF R3, DETAIL OF THE ROOF STRUCTURE OVER R2 AND R3; VIEWED FROM THE NORTH-WEST.



90. LEFT: THE EXTERNAL WEST ELEVATION OF B2 IN RELATION TO B1; VIEWED FROM THE WEST.
91. RIGHT: THE EXTERNAL WEST ELEVATION OF B2 WITH BO25; VIEWED FROM THE WEST.



92. THE EXPOSED PART OF THE NORTH ELEVATION OF B2 SHOWING BO26; VIEWED FROM THE NORTH.



93. THE SOUTH ELEVATION OF B2 AND B3; VIEWED FROM THE SOUTH-EAST.

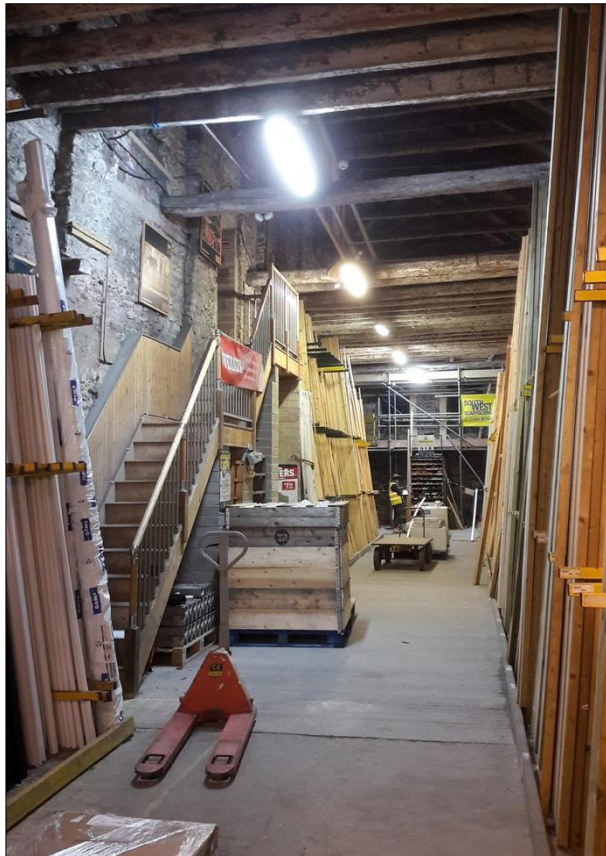


94. THE SOUTH ELEVATION OF B2, WITH LARGE FORCED GF OPENING D12 WITH W18 AND W19 ABOVE; VIEWED FROM THE SSE.



95. LEFT: THE REBUILT EAST JAMB OF D12; VIEWED FROM THE SOUTH-WEST.

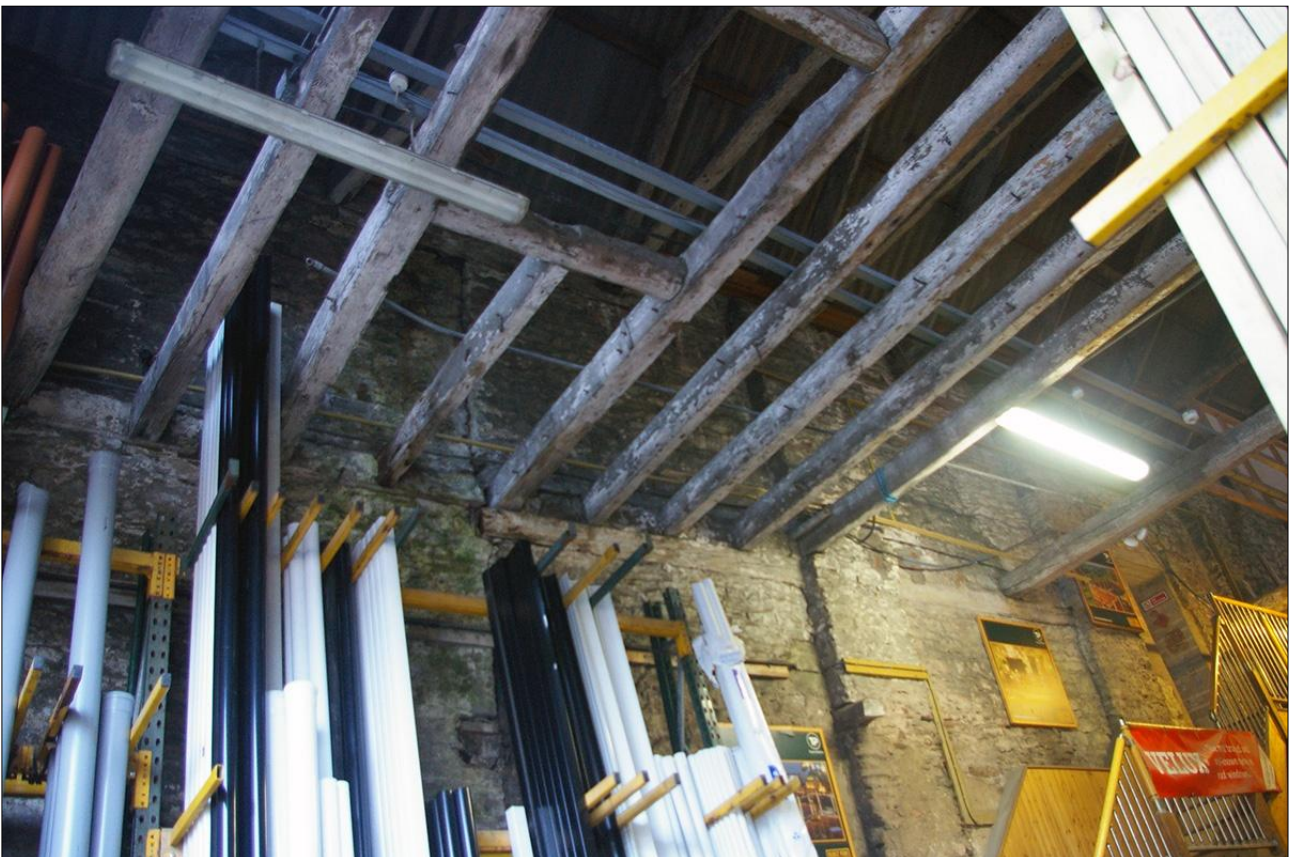
96. RIGHT: THE REBUILT WEST JAMB OF D12; VIEWED FROM THE EAST.



97. THE STRIPPED-OUT INTERIOR OF B2; VIEWED FROM THE SOUTH.



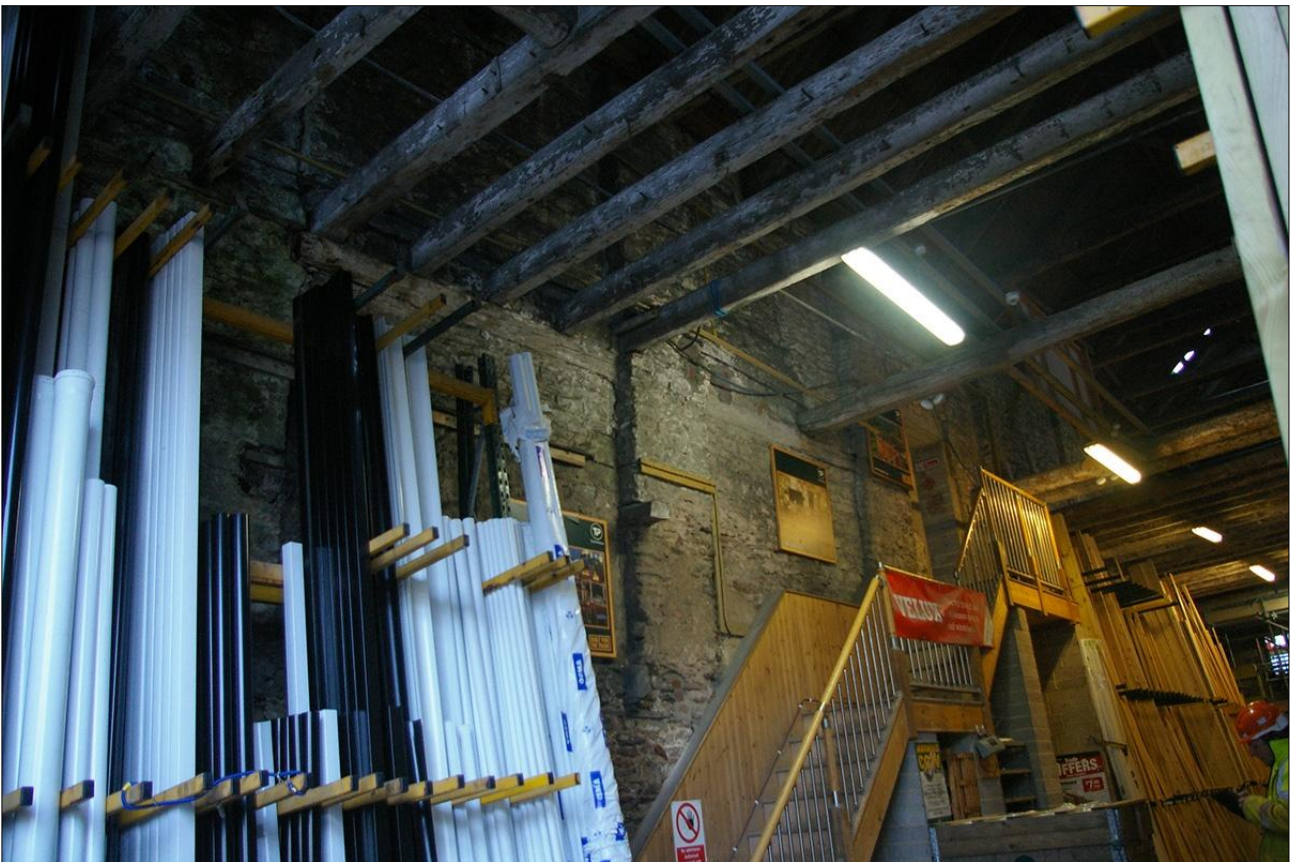
B2 INTERIOR, DETAIL OF THE SF BEAMS WITH HATCH OPENING (S20); VIEWED FROM THE SOUTH.



98. AS ABOVE; VIEWED FROM THE ESE.



99. AS ABOVE; VIEWED FROM THE NORTH.



100. B2 INTERIOR, SHOWING THE EAST WALL OF B1; VIEWED FROM THE SOUTH-EAST.



101. AS ABOVE.



102. B2 INTERIOR, SHOWING THE SF JOISTS AND ROOF STRUCTURE; VIEWED FROM THE NORTH.



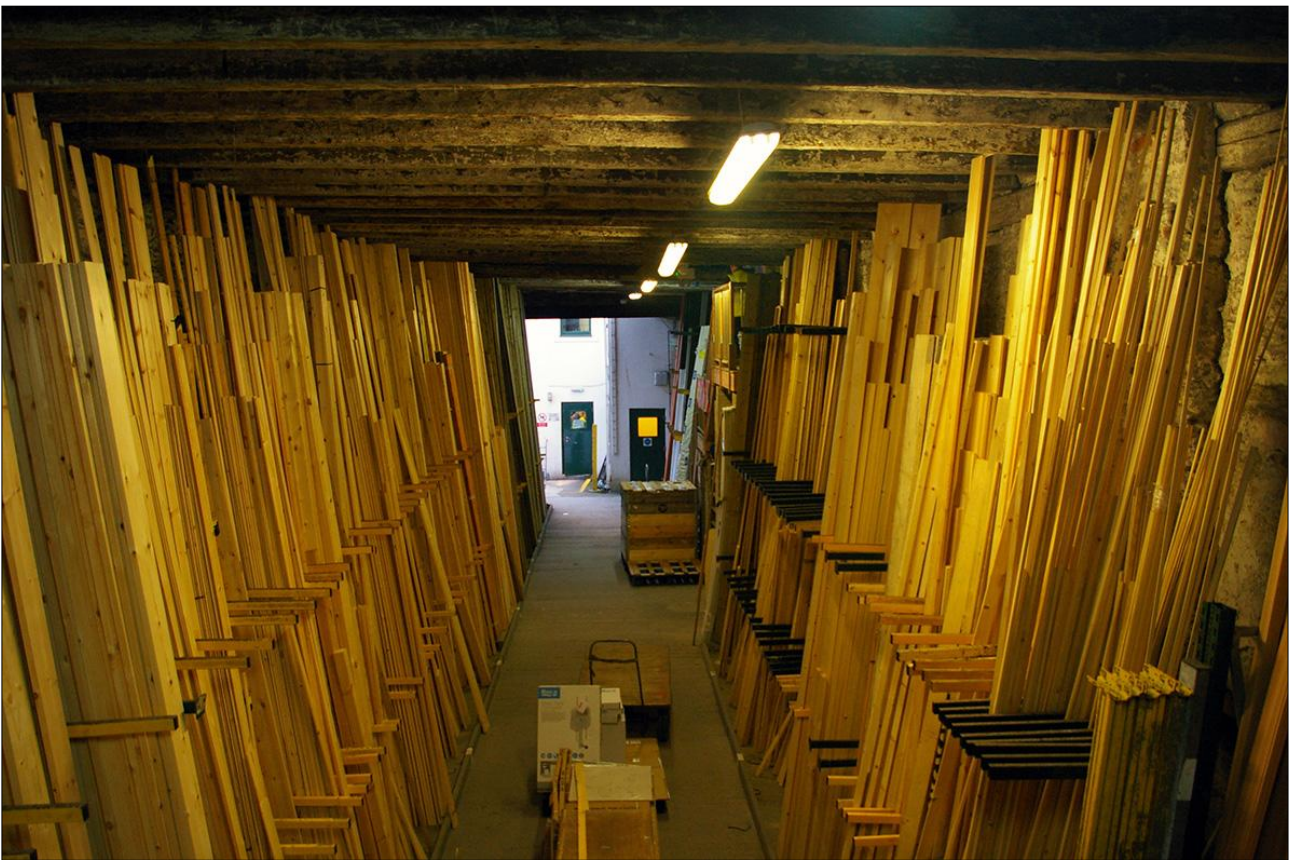
103. B2 INTERIOR, THE EAST WALL OF B1; VIEWED FROM THE ESE.



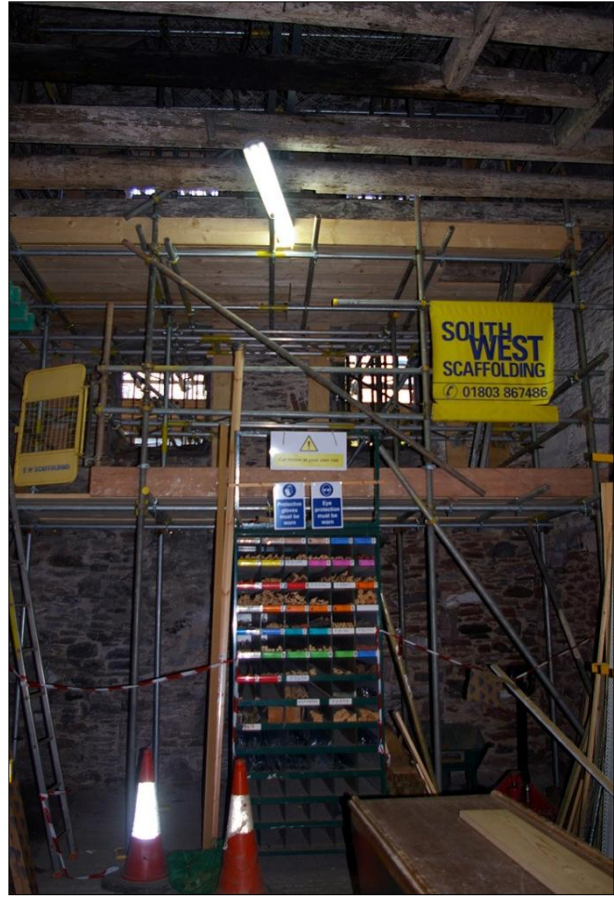
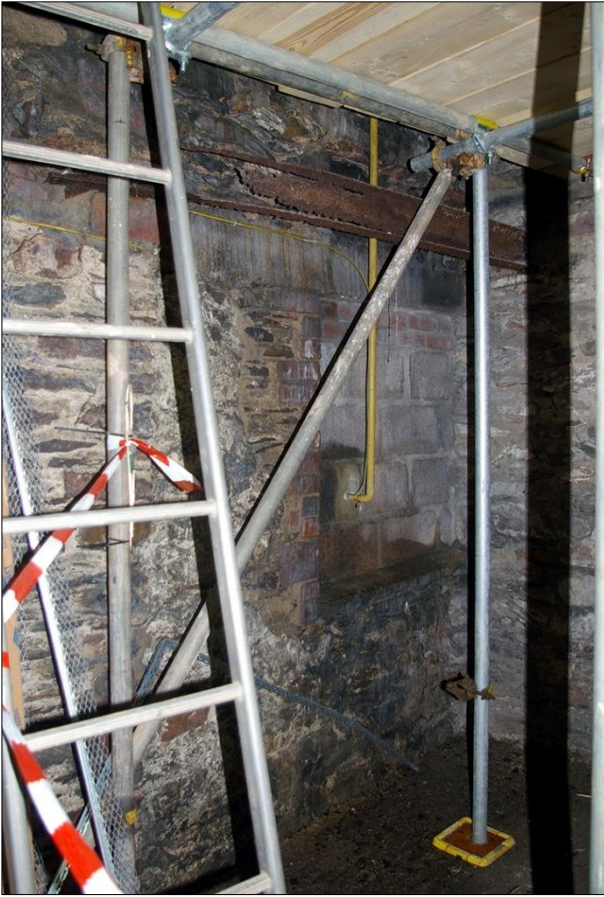
104. B2 INTERIOR, THE WEST WALL OF B2; VIEWED FROM THE SOUTH-WEST.



105. B2 INTERIOR, THE NORTH HALF; VIEWED FROM THE SOUTH.



106. B2 INTERIOR; VIEWED FROM THE FF; VIEWED FROM THE SOUTH.



107. LEFT: B2 GF INTERIOR, THE NORTH-WEST ANGLE SHOWING BO25; VIEWED FROM THE SOUTH-EAST.

108. RIGHT: B2 INTERIOR, THE NORTH WALL LARGELY CONCEALED BY SCAFFOLDING; VIEWED FROM THE SOUTH.



109. LEFT: B2 GF INTERIOR, THE NORTH WALL SHOWING BO26; VIEWED FROM THE SOUTH.

110. RIGHT: B2 GF INTERIOR, THE NORTH WALL SHOWING FIRE PLACE 1 (FP1) (INDICATED); VIEWED FROM THE SOUTH.



111. AS ABOVE, DETAIL OF FP1; VIEWED FROM THE SOUTH.



112. B2 FF INTERIOR, NORTH WALL, SHOWING W12; VIEWED FROM THE SOUTH.



113. B2 FF INTERIOR, NORTH WALL, SHOWING W13 FORCED THROUGH THE BLOCKED FP2; VIEWED FROM THE SOUTH.



114. B2 FF INTERIOR, NORTH WALL, SHOWING W13; VIEWED FROM THE SOUTH.



115. B2 FF INTERIOR, SHOWING THE SF BEAMS AND RE-USED SHIPS TIMBERS S22 (INDICATED); VIEWED FROM THE SSW.



116. AS ABOVE, AS VIEWED FROM THE NORTH-WEST AND SHOWING HATCH OPENING (S21).



117. B2 SF INTERIOR; VIEWED FROM THE SOUTH.



118. AS ABOVE, SHOWING THE PIERS OF THE EAST WALL OF B1; VIEWED FROM THE NNE.



119. AS ABOVE; VIEWED FROM THE NNW.



120. B2 SF INTERIOR, THE EAST WALL OF B2; VIEWED FROM THE NNW.



121. B2 SF INTERIOR; THE ROOF STRUCTURE OVER THE SOUTHERN END OF B2, W18 AND W19; VIEWED FROM THE NNW.



122. B2 SF INTERIOR; THE ROOF STRUCTURE OVER THE NORTHERN END OF B2, W20 AND W21; VIEWED FROM THE SSW.



123. AS ABOVE.



124. AS ABOVE, WITH DETAIL OF THE EAST WALL OF B2; VIEWED FROM THE SOUTH-WEST.



125. B2 SF INTERIOR, DETAIL OF THE BEAMS AT THE SOUTHERN END OF B2; VIEWED FROM THE WEST.



126. AS ABOVE, SHOWING THE REINFORCED BASE FOR FP3; VIEWED FROM THE WSW.



127. B2 SF INTERIOR, SHOWING THE BEAMS AND RE-USED SHIPS TIMBERS S22 (INDICATED); VIEWED FROM THE WEST.

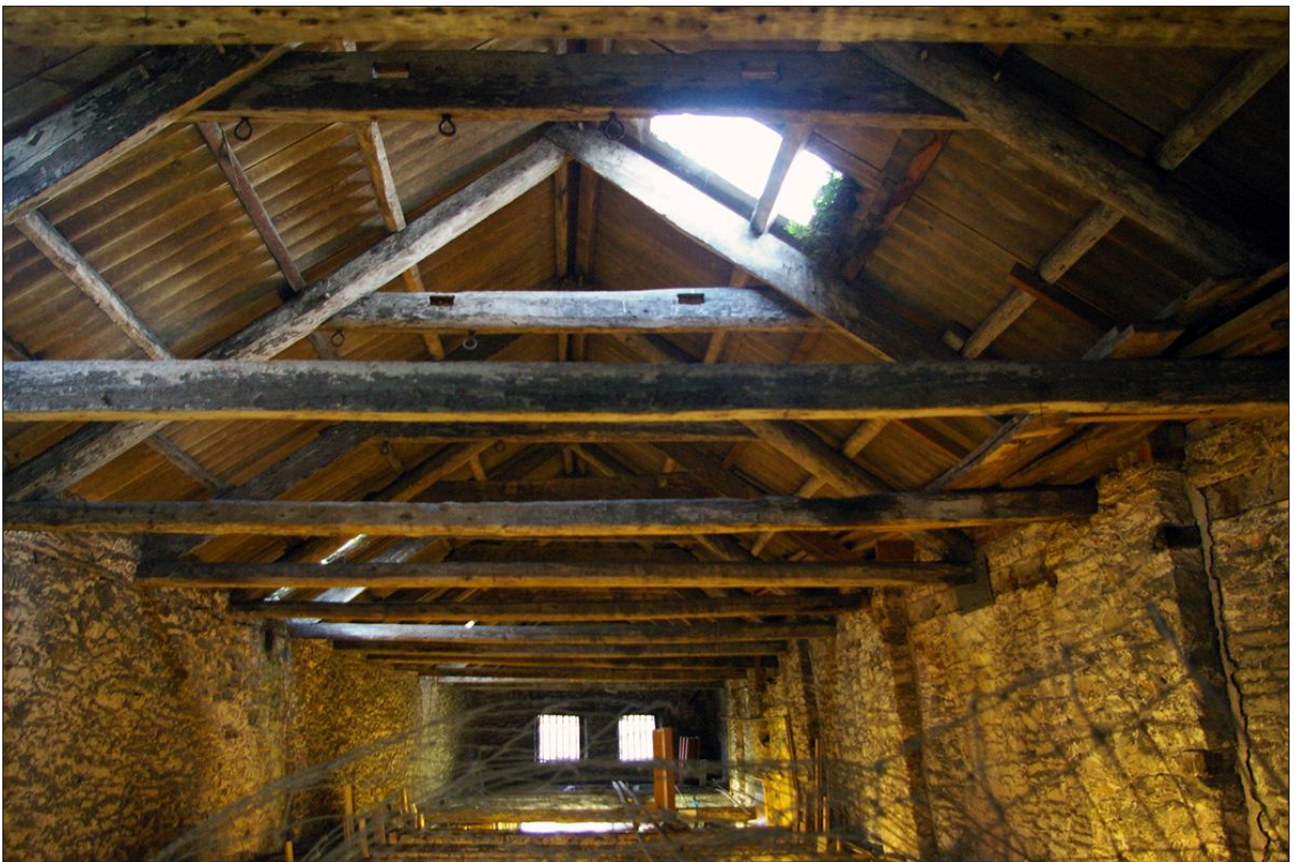


128. LEFT: B2 SF INTERIOR, NORTH WALL, SHOWING W20; VIEWED FROM THE SOUTH.

129. RIGHT: B2 SF INTERIOR, NORTH WALL, DETAIL OF THE STACK; VIEWED FROM THE SOUTH-WEST.



130. B2 SF INTERIOR, NORTH WALL, SHOWING W21; VIEWED FROM THE SOUTH-WEST.



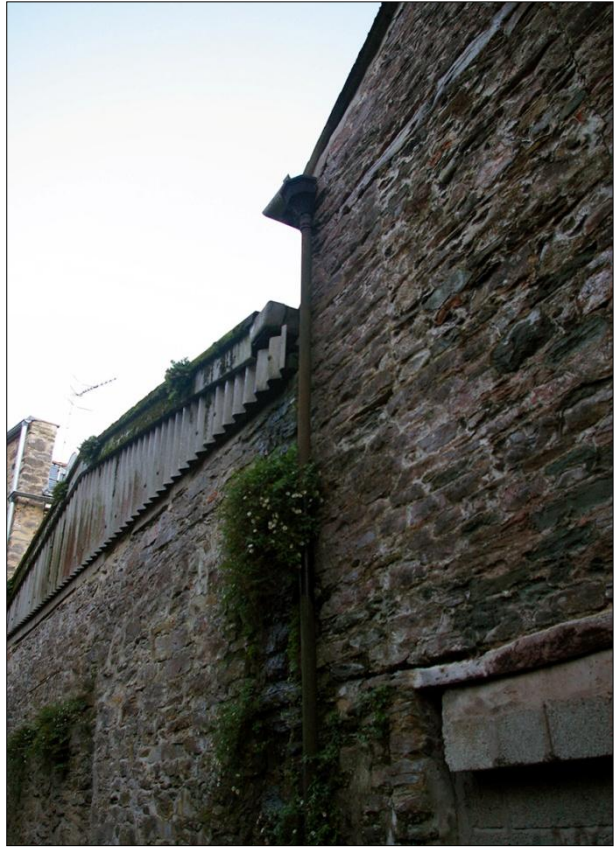
131. B2 SF INTERIOR, DETAIL OF THE ROOF STRUCTURE; VIEWED FROM THE NORTH.



132. AS ABOVE, THE NORTHERN HALF OF THE ROOF; VIEWED FROM THE SOUTH.

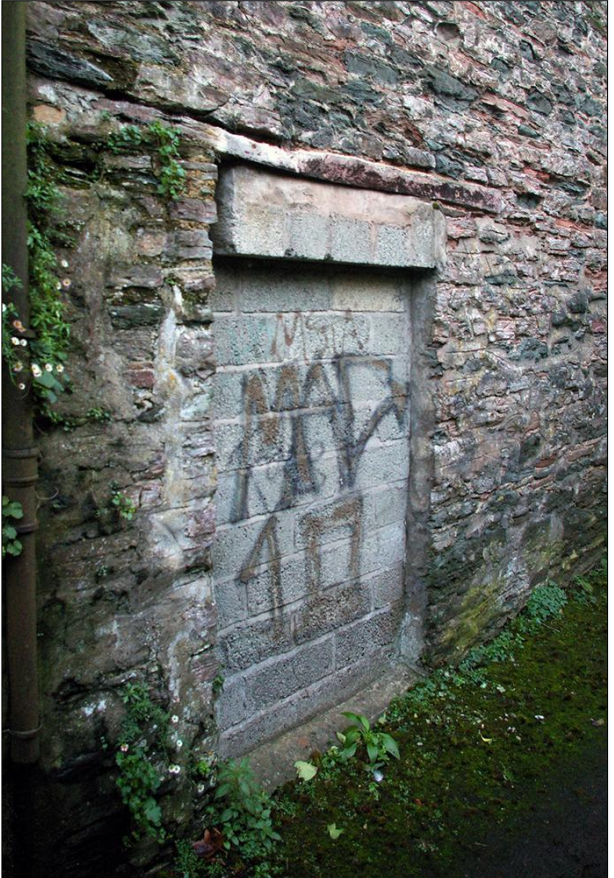


133. AS ABOVE, THE SOUTHERN HALF OF THE ROOF; VIEWED FROM THE NNW.



134. LEFT: THE NORTH WALL OF B3, SHOWING GF BO34 AND FF BO46; VIEWED FROM THE EAST.

135. RIGHT: THE NORTH WALL OF B3 AND THE YARD WALL OF B4; VIEWED FROM THE WEST.



136. THE NORTH WALL OF B3 SHOWING FF BO46; VIEWED FROM THE NORTH-EAST.

137. THE NORTH WALL OF B3 SHOWING BO34; VIEWED FROM THE NORTH-EAST.



138. THE SOUTH AND EAST ELEVATIONS OF B3; VIEWED FROM THE SOUTH-EAST.



139. LEFT: THE SOUTH ELEVATION OF B3; VIEWED FROM THE SOUTH.



140. RIGHT: THE SOUTH ELEVATION OF B3 SHOWING THE WIDENED DOORWAY D13 WITH STAIRS (S3) BEHIND; VIEWED FROM THE SSE.



141. THE SOUTH ELEVATION OF B3, WITH FF LOADING DOOR D19 WITH PENTICE AND FLYWHEEL (S23) ABOVE; VIEWED FROM THE SOUTH.



142. THE SOUTH ELEVATION OF B3, SHOWING THE LINTEL OVER D13; VIEWED FROM THE SOUTH.



143. THE GF INTERIOR OF B3; VIEWED FROM THE SOUTH.



144. B3 GF INTERIOR, DETAIL OF A GROOVE IN THE STONWORK IN THE EAST WALL TO D13; VIEWED FROM THE WNW.



145. B3 GF INTERIOR, THE EAST WALL; VIEWED FROM THE SSW.



146. B3 GF INTERIOR, THE STAIRS (S3) TO THE FIRST FLOOR; VIEWED FROM THE SOUTH-EAST.



147. B3 GF INTERIOR, THE EAST WALL OF B3; VIEWED FROM THE NNW.



148. B3 GF INTERIOR, THE WEST WALL OF B3 (EAST WALL OF B2); VIEWED FROM THE NNE.



149. AS ABOVE, NEXT TO THE MODERN PARTITION; VIEWED FROM THE EAST.



150. B3 GF INTERIOR, DETAIL OF THE MANY RE-USED BEAMS, INCLUDING SHIPS TIMBERS; VIEWED FROM THE NORTH.



151. AS ABOVE; VIEWED FROM THE SOUTH.



152. AS ABOVE, AT THE ENTRANCE (D13); VIEWED FROM THE WNW.



153. AS ABOVE; VIEWED FROM THE WEST.



154. AS ABOVE; VIEWED FROM THE WSW.



155. AS ABOVE, SHOWING A HATCH IN THE CEILING; VIEWED FROM THE WEST.



156. AS ABOVE, POSSIBLE GRAFFITI; VIEWED FROM THE SOUTH.



157. B3 GF INTERIOR, THE NORTHERN END; VIEWED FROM THE NORTH.



158. B3 GF INTERIOR, THE NORTHERN END, SHOWING MODERN BLOCKING TO THE EAST; VIEWED FROM THE WNW.



159. AS ABOVE, VIEWED FROM THE WSW.



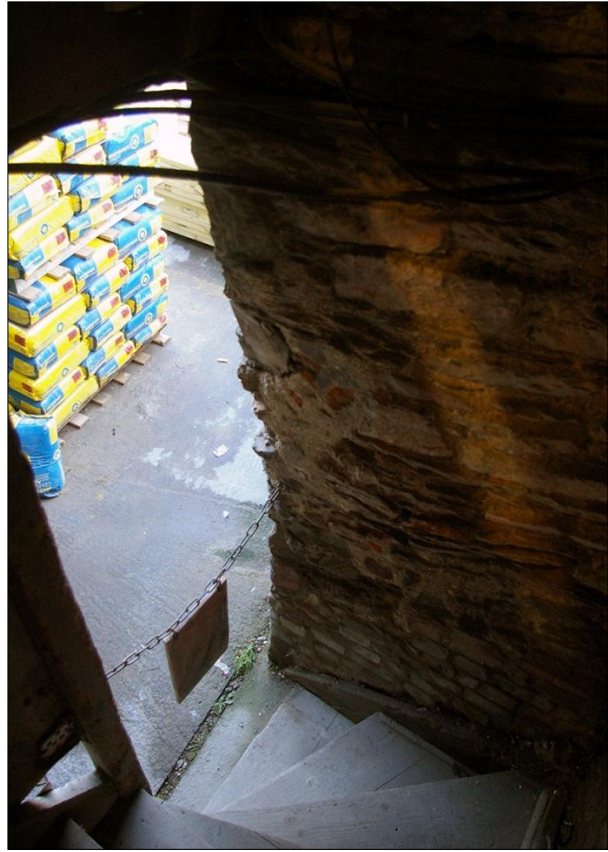
160. B3 GF INTERIOR, THE NORTHERN END, SHOWING THE EAST WALL OF B2; VIEWED FROM THE ENE.



161. B3 GF INTERIOR, THE NORTH WALL WITH BO34; VIEWED FROM THE SOUTH.

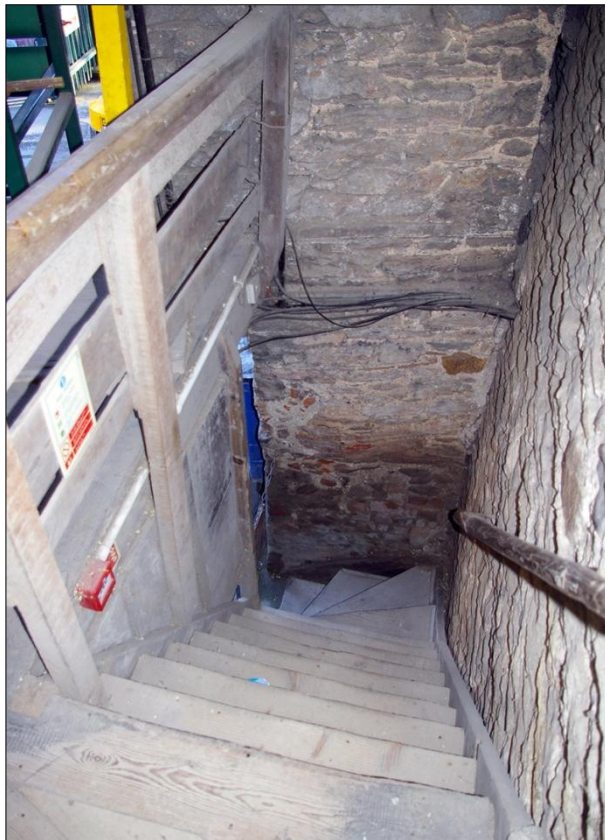


162. AS ABOVE, DETAIL OF BO34.



163. LEFT: AS ABOVE; VIEWED FROM THE SOUTH-WEST.

164. RIGHT: B3 FF INTERIOR, VIEW DOWN THE STAIRS S3; VIEWED FROM THE NORTH-WEST.



165. LEFT: AS ABOVE; VIEWED FROM THE NORTH.

166. RIGHT: AS ABOVE, VIEW UP THE STAIRS FROM THE NORTH.



167. LEFT: B3 FF INTERIOR, THE SIDE OF THE STAIR S3; VIEWED FROM THE SOUTH-WEST.

168. RIGHT: B3 FF INTERIOR, THE TOPS OF STAIRS S3; VIEWED FROM THE NORTH-EAST.



169. B3 FF INTERIOR, THE ROOF STRUCTURE OVER THE SOUTHERN END AND BEAMS FOR HOIST (S23); VIEWED FROM THE NNE.



170. B3 SF INTERIOR, DETAIL OF FP4 ABOVE THE STAIRS; VIEWED FROM THE NORTH-EAST.



171. B3 ROOF STRUCTURE, SHOWING THE RE-USED SHAPED TIMBER (INDICATED) (S12); VIEWED FROM THE NNW.



172. B3 FF INTERIOR, THE EAST WALL AND W14 AND W15 IN BO42; VIEWED FROM THE SOUTH-WEST.



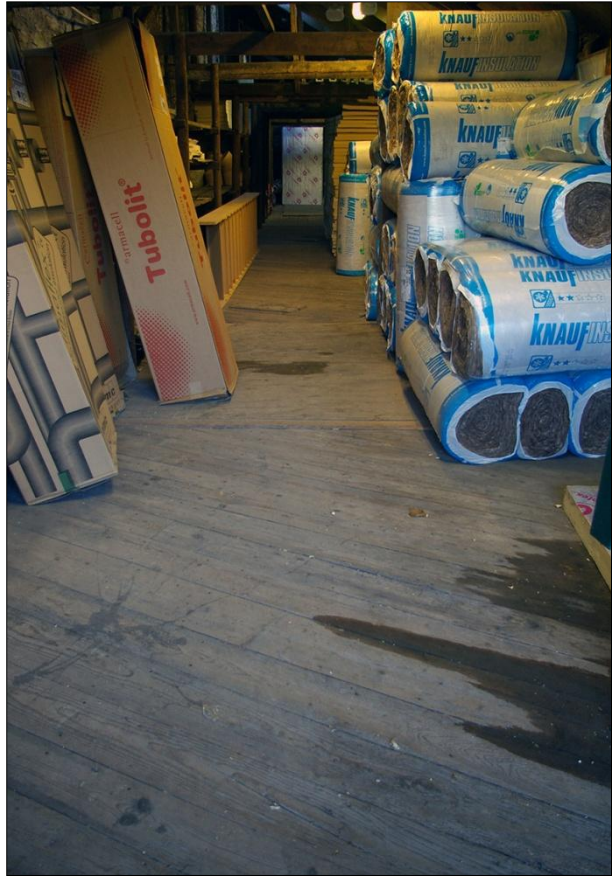
173. B3 FF INTERIOR; VIEWED FROM THE SOUTH.



174. B3 FF INTERIOR, THE FLYWHEEL (S24) OVER HATCH S14; VIEWED FROM THE SOUTH.



175. AS ABOVE; VIEWED FROM THE NORTH.



176. LEFT: B3 FF INTERIOR, HISTORIC FLOORBOARDS (S13); VIEWED FROM THE SOUTH.

177. RIGHT: AS ABOVE.



178. B3 FF INTERIOR, SHOWING THE ROOF STRUCTURE; VIEWED FROM THE SSE.



179. B3 FF INTERIOR, HISTORIC FLOORBOARDS (S13) AND HATCH (S14); VIEWED FROM THE NORTH.



180. B3 FF INTERIOR; VIEWED FROM THE NORTH.



181. B3 FF INTERIOR, THE NORTHERN END; VIEWED FROM THE SSW.



182. B3 FF INTERIOR, SHOWING ORIGINAL WOODEN FRAMEWORK TO BO17; VIEWED FROM THE WNW.



183. AS ABOVE; VIEWED FROM THE WEST.



184. AS ABOVE; VIEWED FROM THE NORTH-WEST.



185. B3 FF INTERIOR, THE NORTH WALL SHOWING BO46 WITH UPSIDE-DOWN YOKED LINTEL; VIEWED FROM THE SOUTH.



186. LEFT: B3 FF INTERIOR, THE NORTH WALL ABUTTING B2; VIEWED FROM THE SSE.



187. RIGHT: THE NORTH WALL OF B4; VIEWED FROM THE ENE.



188. THE NORTH WALL OF B4, SHOWING A BLOCKED OPENING; VIEWED FROM THE ENE.



189. B4; VIEWED FROM THE SOUTH.



190. THE INTERIOR OF B4; VIEWED FROM THE SOUTH.



191. AS ABOVE, THE CONCEALED EAST WALL OF B3; VIEWED FROM THE SOUTH-EAST.



192. AS ABOVE, THE CONCEALED EAST WALL OF B4 (WALL OF THE ADJOINING PROPERTY); VIEWED FROM THE SOUTH-WEST.



193. THE INTERIOR OF B4; VIEWED FROM THE NORTH.



194. THE SOUTH ELEVATION OF THE 1990S TRAVIS PERKINS BUILDING; VIEWED FROM THE SOUTH-EAST.



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