

TROZE

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# Sir Arthur Quiller Couch and the Sea

*By Helen Doe*

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## TROZE

Troze is the journal of the National Maritime Museum Cornwall whose mission is to promote an understanding of small boats and their place in people's lives, and of the maritime history of Cornwall.

'Troze: the sound made by water about the bows of a boat in motion'  
From R. Morton Nance, *A Glossary of Cornish Sea Words*

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# Sir Arthur Quiller Couch and the Sea

*Helen Doe*

The great Cornish writer and academic, Sir Arthur Quiller Couch (Q) had a long and intimate relationship with the sea and with the harbour of Fowey. Indeed ‘boats, oars and sails provided Q’s chief relaxation throughout life, from school-days onwards’.<sup>1</sup> Born in the inland town of Bodmin he took pride in his family roots in the fishing village of Polperro, but it was the coastal town of Fowey a few miles along the coast that eventually became his base. As a journalist, and later as a Professor of English at Cambridge, he spent many years based away from Cornwall, but his love for the area was fuelled by holidays at Fowey where he met his wife. His first visit was in 1879 and he then spent every holiday he could there, but it was not until 1892 that he was to make his home permanent in the town.<sup>2</sup> His deep love of the sea and the constant and ever changing view of the harbour were both a calming influence and an inspiration. He took an interest in his beloved Fowey, not just in the people and their ways, as is aptly demonstrated in his locally based books, but also in the history of the area. He had a great feeling for the past, as shown in his delight in arranging historical pageants. So the sea and the history of Fowey informed his writing and this article looks at the events and the historical background that were the source of his inspiration.

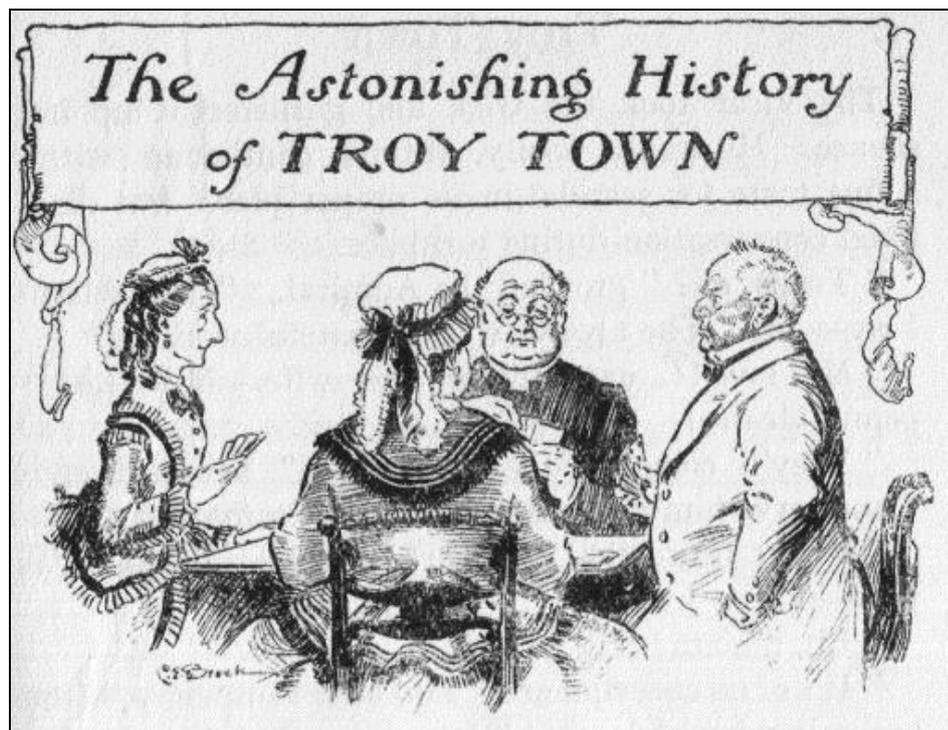


Figure 1: Frontispiece to *The Astonishing History of Troy Town*

## **The First 'Troy' Novel**

Any analysis has to start with his most well known novel of Fowey, *The Astonishing History of Troy Town*, which was published in 1888 when he was 25 years old, one year before his marriage to Louise Hicks of Fowey. His tales of the genteel people of Troy Town whose snobbery leads them into comical disasters was based in an earlier time. It was a time, as he puts it, ‘When Hockens Slip had not yet become Victoria Quay and we talked of the Ropewalk where we now say Marine Parade.’ These are allusions to Albert Quay with its Victoria Steps in Fowey which was renamed from Broad Slip by the arrival there of the Queen and Prince Albert in 1847. Such had been the excitement that a granite obelisk was eventually erected to commemorate the royal visit in 1858.<sup>3</sup> Q’s reference to the Ropewalk

was another sign of the increasing gentility of Fowey. William Rashleigh and his wife had built a new house, Neptune Point near the harbour entrance. The Rashleigh family were significant landowners in the area and their main house was Menabilly, situated a few miles outside Fowey. There was road alongside the harbour linking Neptune Point with the town and this route had become a pleasant place for promenading beside the harbour. However in the middle of the route stood the ropewalk referred to as the 'Shed'. The manufacture of rope by hand required a long narrow space and rope was in much demand. There had been a ropewalk on the site since the eighteenth century supplying the needs of the shipbuilding businesses. But by 1860 complaints about the ropewalk were featured in the local newspapers, perhaps encouraged by the Rashleighs for whom the removal of the ropewalk would enhance the approach to their house. As one report noted:

It is readily conceded by all parties that the ropewalk is anything but a pleasant or fitting place for a promenade... well dressed folks feel themselves compelled to go through this long dark tunnel...to the imminent risk of spoiling their apparel from unctuous contact with dirty grease tubs, unconscious tarry attachments, or the fall of promiscuous oil-drippings, as they pass along the difficult passage of the roper's Straits, side by side with an extension of twisting rope in process, trailing or travelling machine ensuite, accompanied by the whirl and noise of a small manufactory.<sup>4</sup>

So to please the well dressed visitors and residents, Mr Thomas' ropeworks were moved up the hill. It eventually closed as the demand for handmade rope dwindled with competition from the large rope manufacturers based in Birmingham. Much of the new road became known as The Esplanade and it was here, in one of the late Victorian built houses that extended along from the older parts of Fowey, that Q was to make his home in 1892.

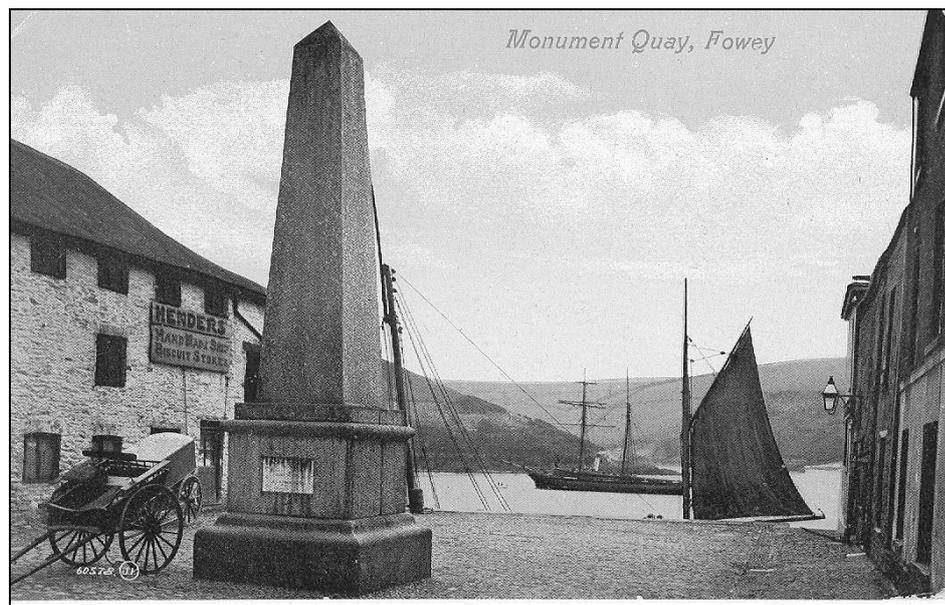


Figure 2: Monument Quay with its obelisk, once Broad Slip, now Albert Quay  
Source: H Luther

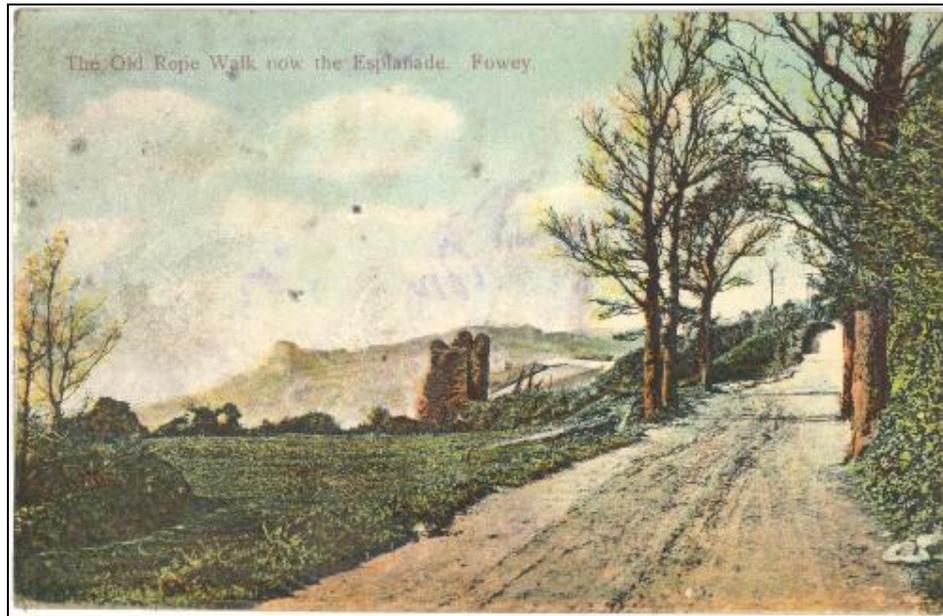


Figure 3: The Old Ropewalk  
Source: The Author

Having set the scene of *Troy Town* in the earlier part of the nineteenth century Q proceeds to gently poke fun at pompous admirals, aspiring poets and the middle classes. The elder Miss Stripp had broken off a very suitable match with a young ship's chandler on the grounds that ship's candles were not 'genteel'.<sup>5</sup> A new club is established for the socially aspiring and a house is hired in Nelsons Row with a brass plate bearing the words Trojan Club. This inevitably does not go down well with those who were excluded and they discussed it with some asperity in the bar parlour of the pub. Bill Odgers pronounced that the 'hayleet o' this place es a-gettin' a bit above itsel', and added for good measure 'I niver seed no good in makin' Troy fash'nubble mysel'.<sup>6</sup> In reality Q's fictional words may well have been written in a real club which was based in Dolphins Row in Fowey's Trafalgar Square. Q was an early member of an institution in Fowey, simply known as 'the Fowey Club'. It was established around 1880 and aimed 'to facilitate the association of gentlemen who wish to enjoy the social advantages of a club without political bias'.<sup>7</sup> The local squire, Charles Ebenezer Treffry, was its first President and other members of the local gentry were early recruits. Writing from the Club in 1887 Q noted 'I have the plot of Troy Town in my head'.<sup>8</sup>

The pretension of the inhabitants of the fictional Troy Town, may also have been a gentle dig at his fiancée's mother. A.L. Rowse, the great Cornish historian, in his biography of Q explains that Q's future mother-in-law was 'Mrs Hicks, the widow of a sea captain (with a good cellar at her house in North Street, Fowey) she had her own social pretensions- and no confidence in the Couches'.<sup>9</sup> But the young couple succeeded in their plans and were married in Fowey church in 1889. As he wrote to his sister-in-law, 'I am not hard on Fowey, only on some ways of it'.<sup>10</sup>

### Historical Knowledge

After writing *Troy Town*, Q would not base another novel in Fowey for some years, but the town remained an essential part of his life. At last in 1892 he and his family were able to settle permanently in Fowey. In *The Delectable Duchy* just one year later he wrote:

In a flash I saw the truth; that my love for this spot is built up of numberless trivialities, of small memories all incommunicable, or ridiculous when communicated; a scrap of local speech heard at this corner, a pleasant native face remembered in that doorway, a battered vessel dropping anchor--she went out in the spring with her crew singing dolefully; and the grey-bearded man waiting in his boat beneath her counter till the custom-house officers have made their survey is the father of one among the crew, and is

waiting to take his son's hand again, after months of absence.<sup>11</sup>

To this close observance of such 'trivialities' and his increasingly deeper knowledge of the area, he added his love of history. Q was first and foremost a man of literature. He built a considerable reputation in this and in 1910 was knighted for his services to literature. He would later be appointed as King Edward VII Professor of Literature at the University of Cambridge; this appointment caused considerable contemporary comment as he was a non-academic.<sup>12</sup> But Q also had a deep appreciation of history and used it to inform his fiction. His short ghost story 'The Roll Call of the Reef' features the wreck of a warship, HMS *Primrose*, the real ship of that name was the one and only warship built in Fowey during the Napoleonic wars. Launched in 1807, it was wrecked on the Manacles Rocks in 1809 and, as in Q's fictional tale, just one boy survived.<sup>13</sup> Rowse, as a historian and protégé of Q, notes that Q's work in 1901 was '...turning more to history'. Rowse was referring to *The Lairds Luck and other Fireside Tales*, published in 1901 in which the short story titled 'Margery of Lawhibbert' is a tale relating to the Civil War when the Earl of Essex and his Parliamentarian army were penned up in the Fowey peninsular.<sup>14</sup> It was a history that gave another of Q's protégées, Daphne du Maurier, her inspiration for her book, *King's General*. Daphne's book is also based in the Fowey peninsula during the Civil War and features the Rashleigh ancestral home, Menabilly.

Q continued to base his fictional work on historical events as in *The Two Sides of the Face: Midwinter Tales*, which, according to Rowse, was 'based on the actual story of an eighteenth century yeoman near Helston. Once more we see him sufficiently versed in Cornish history'.<sup>15</sup> Frederick Brittain, Q's first biographer, notes that in *Hetty Wesley*, published in 1903, 'authentic documents are interspersed with invented narrative'.<sup>16</sup> This book was not about Fowey, but was based on the true story of Hetty, daughter of the Reverend Samuel Wesley. This increasing use of historical fact to inform and create fiction is evident in his later Fowey based works.

## The Shining Ferry

So we come to Q's next Fowey based novel, *The Shining Ferry*, published in 1905 which Rowse suggests is autobiographical.<sup>17</sup> Brittain had previously written that *The Shining Ferry* and *Hocken and Hunken* have 'settings of his own time'.<sup>18</sup> Both authors are wrong on this point as Q gives a clear date for *The Shining Ferry* as 1871 when Q would have been 8 years old.<sup>19</sup>

Q's own description of the book admits that the

*Shining Ferry* deals with my own folk too, their ways, and – at a side-glance here and there – their actual histories. The story of the old ferryman Nicky Vro, for an instance, is in effect a truthful annal of the poor, and I am glad to find that in telling it I had avoided an excess of sentiment.<sup>20</sup>

*Shining Ferry* is generally thought to be the Bodinnick ferry which was, and still is, the main crossing to and from Fowey from the East. But the story of elderly Nicky Vro and his rebellious attempt to continue rowing the ferry after being sacked is taken straight from events in 1863 relating to the other ferry across the harbour, the passenger ferry between Polruan and Fowey. Thomas Hill was a ferryman employed by Mrs Sarah Pill who held the lease for the Polruan ferry from the local landowner, Lady Grenville. Hill's case became so famous that this humble ferryman had his own substantial obituary in the newspapers. As in the fictional case he had been sacked and another man was employed in his place. Hill being a simple man, possibly with learning difficulties, just carried on doing the only work he had known since childhood. Nothing would stop him, no appeals to reason or threats. The whole situation was not helped by the village of Polruan becoming split in its support for the opponents. Eventually after many letters to the owner of the ferry rights, Lady Granville of Boconnoc's agent instructed London solicitors. After tearing up a summons Hill was sent to prison in Bodmin where but for the charitable intervention of a local solicitor, he might have died. Thomas Hill was released on promising never to offend again and returned to Polruan

where he simply returned to what he knew best, rowing a small boat across the harbour and taking passengers. In the end he was left in peace and when he died his obituary describing the disputes appeared in the main regional daily paper, the *Western Morning News*.<sup>21</sup>

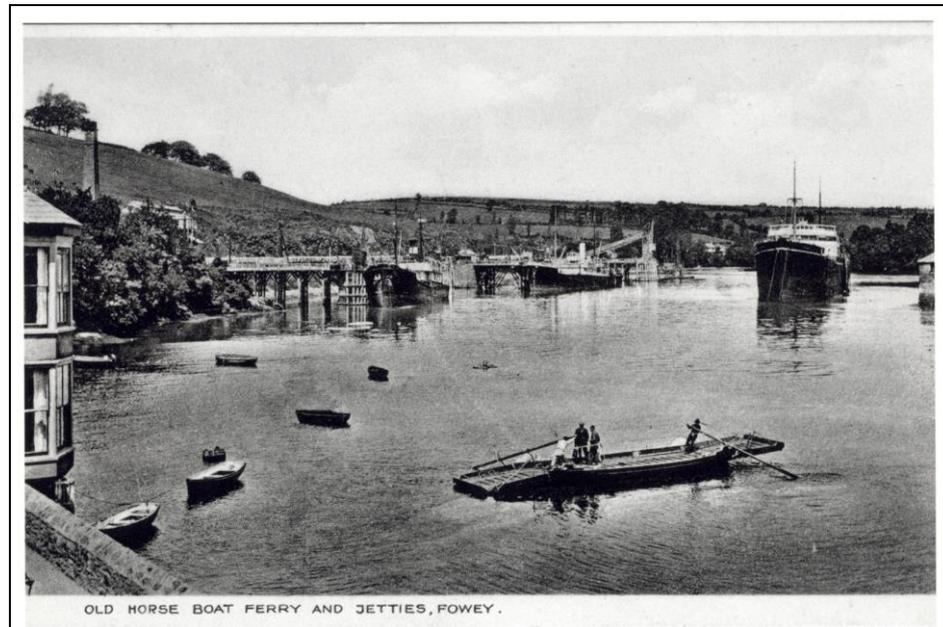


Figure 4: The Old Ferry and Jetties, early 20<sup>th</sup> century  
Source: H Luther

### *The Mayor of Troy*

Q's love of history comes to the fore again in his next book. In the Prologue to *The Mayor of Troy*, published in 1906, he refers to the 1832 Reform Act when Fowey lost its right to send two MPs to Westminster. Before 1832 Fowey had for some years been at the centre of a political battle with one influential local family, the Treffrys in dispute with another influential family, the Rashleighs and the Town Borough. The highly colourful war was over who would influence the small number of voters to vote for 'their' candidate. As part of this the Mayor of Fowey at one stage was accused of smuggling and this gave Q his idea. The story that inspired him was an odd one.

In 1824 the *West Briton* newspaper reported the seizure by Fowey customs officers of a French cutter, *L'Union*, on suspicion of smuggling. It had been enroute from Brest to Bordeaux. Some silk was found on board and the master of the French vessel was said to be a friend of Mr Bennett, Mayor of Fowey. Their suspicions aroused, the Customs officers then proceeded to Bennett's house and there found French wine and brandy in one room. On exploring further they discovered Bennett hastily breaking open more bottles of spirits and pouring the contents out of the window.<sup>22</sup> Oddly no charges of smuggling or receiving stolen goods were ever brought against the Mayor.

In his prologue to *The Mayor of Troy*, Q also refers to a rivalry between Lestiddle (Lostwithiel) and Troy (Fowey) and mentions the silver oar belonging to the Borough of Lestiddle. He writes 'Now I am chairman of the Commission and yet the fellow declines to yield up his silver oar!'.<sup>23</sup> Q is referring first to the Harbour Commission which manages the river and the facilities and second to the regalia of the Mayor of Lostwithiel. This regalia today still includes a mace shaped as an oar with the inscription 'Burgus de Lostwithiel et Penknight Custodia Aquae de Fowey 1670'. Its history is a long one. From the early medieval period Lostwithiel had jurisdiction over the waters of the Fowey River from the harbour mouth up the river at Lostwithiel, about 7 miles. The collection of the port fees was farmed out by the burgesses of Lostwithiel to the highest bidder. The system had seen little investment in the much-needed harbour infrastructure and with some difficulty a new Harbour Commission to manage the waters of the Fowey River was established in 1869 by

Act of Parliament and based in Fowey. However, Lostwithiel insisted on being paid £45 each year for the loss of their income. By 1884 the case for Lostwithiel's loss of dues had not been resolved, but circumstances had changed. Lostwithiel now sought support from Fowey for its new charter which was to return the town into a Mayoral Borough. With the assistance of the Board of Trade a decision was agreed for a final lump sum payment of £350. On 16th June 1885, over six hundred years of Lostwithiel's control over the waters of Fowey finally came to an end.<sup>24</sup> This ancient feud clearly still rankled with Q who had been on the board of the Harbour Commission for a few years. He became Chairman of the Fowey Harbour Commission in 1904 twenty years after the final settlement and two years before *The Mayor of Troy* was published.



Figure 5: The Tin Mace of Lostwithiel  
Source: By courtesy of the Mayor and Councillors of Lostwithiel

*The Mayor of Troy*, described by Rowse as overlong, has the Mayor in league with a French smuggler and it involves plenty of references to contemporary events of Fowey in the Napoleonic period. The Mayor of Troy is also the Major of the Troy Volunteer Artillery and, after various mishaps, is pressed into the navy, becomes a prisoner of war in France. He eventually, 10 years later, finds his way back to Fowey where he discovers he was not as important as he had once thought himself. Where once he had been the most important person in the town, the person whose every utterance was majestic, now a few years later the town's affairs and its residents have happily carried on without a backward glance or any sense of loss. Q was acutely aware of hubris and the sub title to Chapter 20 is 'In which the Major learns no man is necessary'.<sup>25</sup>

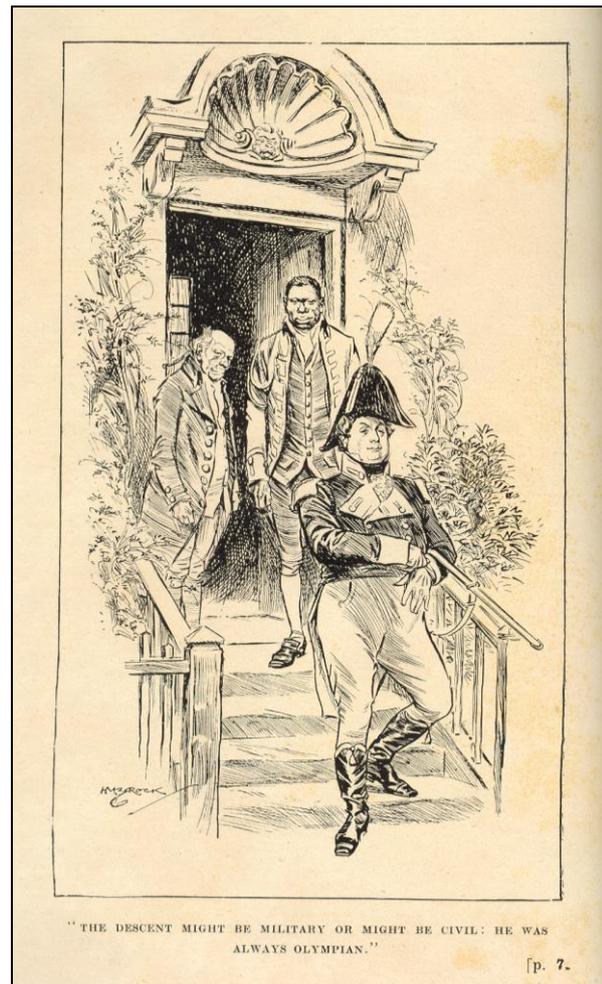


Figure 6: The 'Olympian' Mayor of Troy

*Hocken  
and  
Hunken*

Self-importance, comic misunderstandings and regattas also feature heavily in *Hocken and Hunken: A Tale of Troy*, published in 1912. Rowse comments that Q considered *Hocken and Hunken* a better book than *Troy Town* and there is some truth in this.<sup>26</sup> *Troy Town* is a charming light tale while *Hocken and Hunken* has more depth and is more clearly informed by Q's deep knowledge of Fowey. But perhaps the reason why it is less well known is that it is a more detailed study of the town and its concerns dates it more. Q was writing at a time when many who still lived there would know exactly what he was referring to. Modern readers require a little historical knowledge to appreciate the tales of the sailing ships, the Harbour Commission, stevedores races, the busy docks, shipbroking, regattas, arguments about racing rules and the condition of shipping. Today commercial shipping is light in the port and the number of men employed in the docks are but a handful in comparison to the labour heavy days of the late Victorian era.



Figure 7: Q's house to the right of the ship and the ropewalk now moved to its new position

Source: Jim Matthews

The two men of the title are old friends, master mariners who have retired from their respective sailing ships. Caius Hocken is described as the retired master of the *Hannah Hoo*, a barquentine that traded from St Michaels (in the Azores) to Liverpool with oranges. Bias Hunken was the master of the *I'll Away*, also a barquentine, made of soft wood and Salcombe built.<sup>27</sup> These occupations put the action of the novel in the third quarter of the nineteenth century when Fowey had many such sailing vessels in the fruit trade and Salcombe was a very well known place for building the specialised fast craft for the trade. This trade was a niche market that enabled many Westcountry shipbuilders and masters to continue in wooden sailing ships well after the introduction of efficient steamships. By the time Q arrived permanently in Fowey the fruit trade had been taken over by steamships and the few sailing ships that remained were left to carry coal and china clay around the coast rather than sailing to exotic foreign climes.<sup>28</sup>

The main plot of the book concerns two naive men manipulated by the attractive and wealthy widow Mrs Bosenna, whom they both wish to marry. While vying for her attention they become embroiled in local affairs by getting elected to many local committees. These reflect Q's own involvement in many similar local organisations. Cai Hocken ends up on the school board, gets elected to the parish council and becomes its Chairman while Bias Hunken becomes the shipowners' representative on the Harbour Commission. Q had a very busy life as he was a member of most of the significant bodies in Fowey, including the local grammar school committee and the Cottage Hospital committee; he later became the Mayor of Fowey. He was a key influence on the County Education committee for many years.<sup>29</sup> Q was also much involved with the Fowey Harbour Commission and was the Chairman for 21 years up to 1925 and there are plenty of knowing references to harbour matters.<sup>30</sup> In the book Q writes that 'the *Pure Gem* of Padstow warped out from the quay overnight with the usual disregard of the Harbour Commissioners bye laws' and when Bias is elected as the shipowners' representative he notes two hot topics for the Commission. '...there's the dredging for one thing; and for another, the way they are allowed to lade down foreign-goin' ships is a scandal'.<sup>31</sup> The first was the continual concern to keep the harbour deep enough for shipping and the second was a safety matter, highlighted in the book by the loss of the overburdened *Saltpool*.<sup>32</sup> The end of the novel has the two men, now reconciled, involved with great celebrations for Queen Victoria's diamond jubilee. It was a celebration into which Q had thrown himself with gusto in 1897. He wrote with pride that '...we fed 1,850 handsomely by the waterside- let alone 350 sailors, British and foreign Swedes, Russians, Italians, infidels and heretics'.<sup>33</sup>

## Q and his Maritime Language

For Q in his writing the sea was ever present, but this did not find favour with his second biographer, A.L. Rowse. Rowse writes that there were ‘Plenty of sea terms as usual’ in Q’s tales. Rowse was firmly the landsman as he querulously demands ‘what is a jib boom?’ and quotes a nautical description by Q which he clearly does not understand:

There came into sight around the Dodman Point a ship of war, running before the strong easterly breeze with piled canvas, white stunsails bellying, and a feint froth of white water raining off her bluff bows.<sup>34</sup>

Rowse adds ‘So many of these proper terms will have gone with sailing ships.’ and complains ‘in another tale we meet with a ‘Dutch pram’ and I don’t know what a Dutch pram is.’<sup>35</sup> (It is a small square ended boat). Throughout Rowse’s portrait of Q, he is strikingly irritated by Q’s nautical language. ‘Sea terms!’ he thunders ‘I can’t tell a binnacle from a pinnacle’.<sup>36</sup>

Rowse was writing in 1988 and he had little, if any, real experience of sailing ships but in Q’s time they were still a reality in the harbour outside his window. By the later nineteenth century the steam ship was firmly in the ascendant and the wooden sailing ships loved by Q were mainly restricted to coastal cargos. However Fowey still had plenty of sailing ships coming in to collect china clay and this would continue until the 1920s.<sup>37</sup> Q like his protégée, Daphne du Maurier, was no lover of the steamship. Perhaps he imbued her with the romance of sail.<sup>38</sup> In *Hocken and Hunken* the only steamship mentioned in detail is the aging *Saltypool*, ‘Why she’s the most scandalous case as has gone out of the harbour these three months’. The vessel is overburdened, the owners do not insure her and she is lost at sea.<sup>39</sup> In 1932 in Daphne’s novel *I’ll Never be Young Again*, her hero is equally disdainful of travelling on a steamship by comparison with a sailing vessel. The steamship is wrecked and the implication is that a sailing ship in the same weather would have fared better.<sup>40</sup>

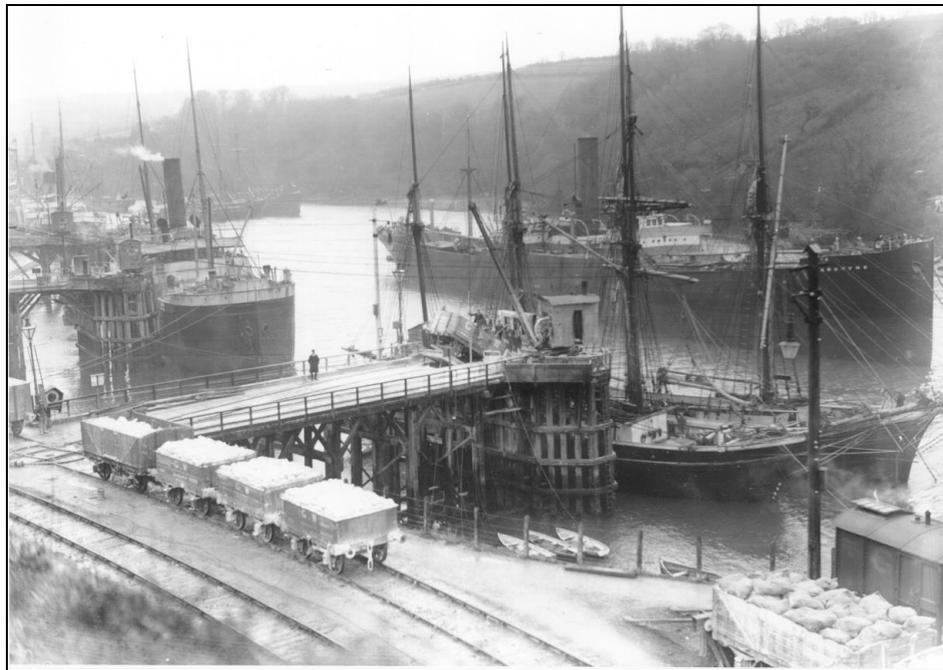


Figure 8: Sail and Steam at Fowey Jetties  
Source: J Armstrong

## Small Boats and Regattas

It was in small boats that Q found his relaxation and relief from worries, public and private. He wrote to his wife shortly after marriage ‘if ever you find your husband restive beneath his harness of roses, send him out for a good long pull up the river and he will return to you’.<sup>41</sup> Rowse also describes Q’s article ‘Laying up the Boat’ written in October 1904 as ‘one of the finest pieces he ever wrote’. It is an elegy to the end of the season when boat owners reluctantly store up their boats for the winter only to wait longingly for the first glimpse of Spring when they can yet again go on the water.<sup>42</sup> Q rowed almost every day across the water to his smallholding at Prime Cellars which was only accessible by water. Here he grew vegetables and fruit, and family and friends held picnics in the orchard. It is a typical Q in-joke that Prime Cellars, once a place for processing pilchards, was known in the family as Priam Cellars.<sup>43</sup> Priam was the King of Troy in classics.



Figure 9: Prime Cellars, Fowey  
Source: The Author

Regattas feature in several of Q’s books. *The Mayor of Troy* finishes with a regatta, the great annual celebration of yachting and racing of all sizes of boats. It was an event of which Q was inordinately fond and he wrote ‘If you have not seen us on regatta day you have not seen Troy’.<sup>44</sup> Q was the longest serving Commodore of the Royal Fowey Yacht Club and his tenure stretched from 1911 to 1944.<sup>45</sup> In 1929 a new type of yacht was commissioned from Archie Watty, a Fowey boatbuilder, by Sir Charles Hanson. Sir Charles was a local man who had become Lord Mayor of London and was now retired to Fowey. The new yacht was small, fast, elegant and designed specifically for the local conditions. It became popular and led to a completely new class of yacht local to Fowey. The yachts were named the Troy class and they competed in the local regattas.<sup>46</sup> Q and his team were involved in organising racing and regattas and more than once, no doubt, were involved in the occasionally passionate debates over racing rules. These are wonderfully described in *Hocken and Hunken* where Mr Willett is engaged in hearing a protest from a competitor who had come last in his class but who ‘had a clear notion in his own mind, and an array of arguments to convince others, that he was entitled to the prize’.<sup>47</sup> But some things do not change. Even if the Stevedores regatta has gone the annual Fowey regatta is still very much at the heart of the summer. Racing, and handicaps for that matter, are still hotly debated.

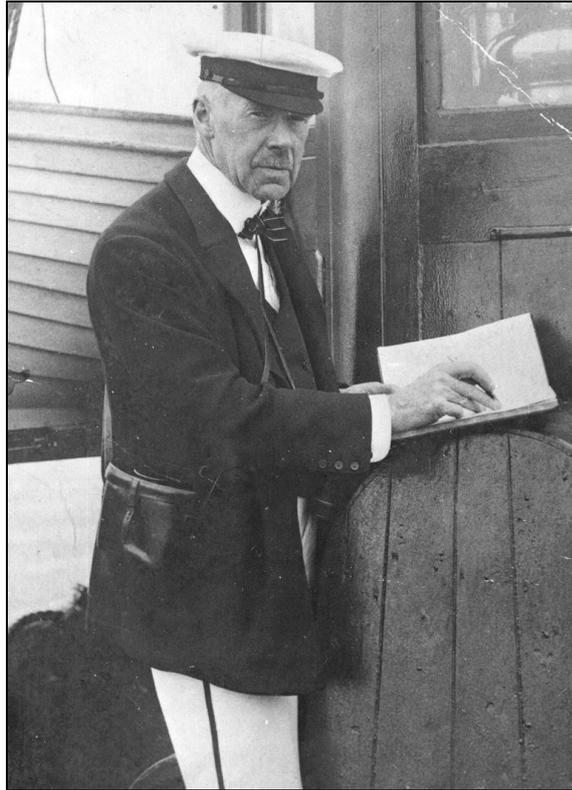


Figure 10: Q on board the Committee ship in a Fowey Regatta, ready to hear the protests

Source: Jim Matthews

### Praise for the Little Things

In the Prologue to *The Delectable Duchy* Q explores his attitude to Fowey through a real or supposed encounter with a journalist who is on a whirlwind tour of Cornwall. He takes him to view the local area and the journalist shows him what he plans to write to his newspaper.<sup>48</sup>

It was a surprisingly brilliant piece of description; and accurate, too. He had not called it "a little fishing-town," for instance, as so many visitors have done in my hearing, though hardly a fishing-boat puts out from the harbour. The guide-books call it a fishing-town, but the Journalist was not misled, though he had gone to them for a number of facts. I corrected a date and then sat silent. It amazed me that a man who could see so much, should fail to perceive that what he had seen was of no account in comparison with what he had not: or that, if he did indeed perceive this, he could write such stuff with such gusto. "To be capable of so much and content with so little," I thought; and then broke off to wonder if, after all, he were not right. To-morrow he would be on his way, crowding his mind with quick and brilliant impressions, hurrying, living, telling his fellows a thousand useful and pleasant things, while I pored about to discover one or two for them.<sup>49</sup>



Figure 11: Fowey pre 1880 before the building of the Fowey Hotel or Q's house.  
Source: The Author

Here Q reflects, as he also does in many of his Troy novels, his love for the sea, for the little things in life and a deep sense of community. Caleb Trotter, a character in *Troy Town* explains to the visitor seeking seclusion, 'Troy's a powerful place for knowin' what your neighbour's got for dinner'.<sup>50</sup> But it is in *Hocken and Hunken* that Q is at his most autobiographical and it contains much about his love of life in Fowey and its waterborne activities. In an echo of Caleb Trotter's comment you can almost hear Q's mischievous voice:

Cai's head was whirling. He steadied himself to say, "You seem to take a lot of interest, Mr Philp, in other people's affairs". "Heaps," said Mr Philp, "I coud'n live without it".<sup>51</sup>

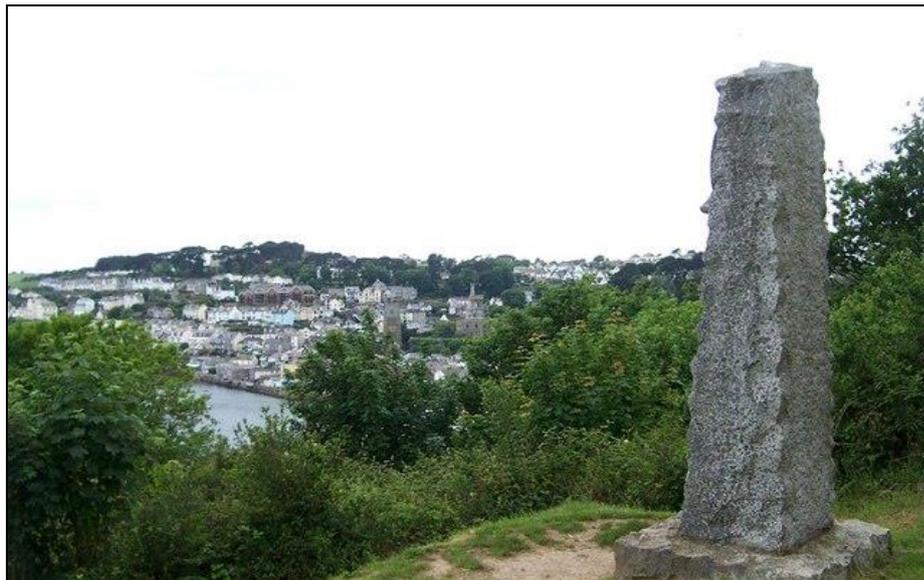


Figure 12: The memorial to Q overlooking the harbour  
Source: The Author

## Notes

- <sup>1</sup> F. Brittain, *Arthur Quiller Couch: A Biographical Study of Q* (Cambridge: Cambridge University Press, 1947), p.34
- <sup>2</sup> Brittain, *Arthur Quiller Couch*, pps 4, 17, 22.
- <sup>3</sup> Isobel Pickering, *Some Goings On! A Selection of Newspaper Articles About Fowey, Polruan and Lanteglos Districts from 1800-1899* (Fowey: Author, 1985), p.150.
- <sup>4</sup> Pickering, *Some Goings On!*, pp. 154-5.
- <sup>5</sup> Arthur Quiller Couch, *The Astonishing History of Troy Town* (London: Anthony Mott, 1888 reprint 1983), p 103.
- <sup>6</sup> Quiller Couch, *The Astonishing History of Troy Town*, pp 108-11.
- <sup>7</sup> Joan Coombs, *A Fowey Jigsaw: The History of the Royal Fowey Yacht Club* (Fowey: RFYC, 2000), p. 28; A.L. Rowse, *Quiller Couch: A Portrait of Q* (London: Methuen, 1988), p.35.
- <sup>8</sup> Brittain, *Arthur Quiller Couch*, p.35.
- <sup>9</sup> Rowse, *A Portrait of Q*, p.29.
- <sup>10</sup> ———, *A Portrait of Q*, p.35.
- <sup>11</sup> Arthur Quiller Couch, *The Delectable Duchy: Stories, Studies and Sketches*, (London, 1893), p. 3
- <sup>12</sup> Rowse, *A Portrait of Q*, p.111.
- <sup>13</sup> Published in Arthur Quiller Couch, *IA, & Other Tales*, (Leipzig: Bernhard Tauchnitz, 1896); Rif Winfield, *British Warships in the Age of Sail, 1793-1817*, (London; Chatham , 2005), p.296.
- <sup>14</sup> Rowse, *A Portrait of Q*, p. 86.
- <sup>15</sup> ———, *A Portrait of Q*, p. 90.
- <sup>16</sup> Brittain, *Arthur Quiller Couch*, p. 40.
- <sup>17</sup> Rowse, *A Portrait of Q*, p. 91.
- <sup>18</sup> Brittain, *Arthur Quiller Couch*.
- <sup>19</sup> Arthur Quiller Couch, *Shining Ferry* (London: Hodder and Stoughton, 1905), p.26.
- <sup>20</sup> Rowse, *A Portrait of Q* , pp. 92-3.
- <sup>21</sup> *Western Morning News* 8th June 1877.
- <sup>22</sup> *West Briton* 30<sup>th</sup> July 1824.
- <sup>23</sup> Arthur Quiller Couch, *The Mayor of Troy* (London, Hodder and Stoughton, 1906).
- <sup>24</sup> Fowey Harbour Commission Minutes.
- <sup>25</sup> Quiller Couch, *The Mayor of Troy*, p.112.
- <sup>26</sup> Rowse, *A Portrait of Q*, p. 109.
- <sup>27</sup> Quiller Couch, *Hocken and Hunkin*, pp. 3 & 7.
- <sup>28</sup> C H Ward-Jackson, *Ships and Shipbuilders of a Westcountry Port* (Twelvetrees Press, 1986).
- <sup>29</sup> Rowse, *A Portrait of Q* , pp. 226-7.
- <sup>30</sup> Fowey Harbour Commission Minutes.
- <sup>31</sup> Quiller Couch, *Hocken and Hunkin*, pp. 4 & 284.
- <sup>32</sup> Quiller Couch, *Hocken and Hunkin*, pp. 290, 320-1.
- <sup>33</sup> Rowse, *A Portrait of Q*, p. 64.
- <sup>34</sup> ———, *A Portrait of Q*, p. 86.
- <sup>35</sup> ———, *A Portrait of Q*, p. 86.
- <sup>36</sup> ———, *A Portrait of Q*, p. 97.
- <sup>37</sup> For much more on the ships of Fowey see Ward-Jackson, *Ships and Shipbuilders*.
- <sup>38</sup> Helen Doe, ‘I too would find my ship’: Daphne du Maurier’s Passion for the Sea’ in *Women: a Cultural Review*, Taylor and Francis, Vol. 20 Issue 1 (April 2009), 74-88.
- <sup>39</sup> Quiller Couch, *Hocken and Hunkin*, pp. 290, 320-1.
- <sup>40</sup> Doe, ‘I too would find my ship’, p.83.
- <sup>41</sup> Rowse, *A Portrait of Q*, pp. 81 & 33.
- <sup>42</sup> ———, *A Portrait of Q*, p. 95.
- <sup>43</sup> Brittain, *Arthur Quiller Couch*, p. 53.
- <sup>44</sup> Arthur Quiller Couch, *Hocken and Hunkin* (London: William Blackwood, 1912), p. 119.
- <sup>45</sup> Coombs, *A Fowey Jigsaw*, p. 174.
- <sup>46</sup> Coombs, *A Fowey Jigsaw*, p. 161.
- <sup>47</sup> Quiller Couch, *Hocken and Hunkin*. p 304.
- <sup>48</sup> Brittain, *Arthur Quiller Couch*. p 52.
- <sup>49</sup> Quiller Couch, *The Delectable Duchy*, p. 4.

<sup>50</sup> Quiller Couch, *The Mayor of Troy*, p. 23.

<sup>51</sup> Quiller Couch, *Hocken and Hunkin*, p. 113.