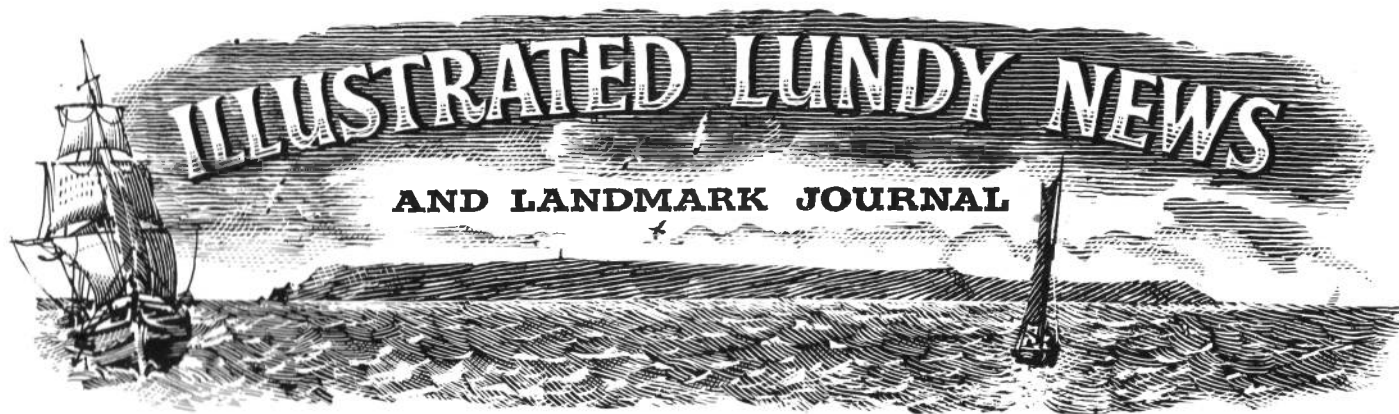




SPRING ISSUE 1971

VOLUME 1 No. 3



THE POSTAL STRIKE

REMOTE areas, and particularly small islands, have been as hard hit, and, very possibly, the hardest hit of all communities by the postal workers' strike. Had it not been for the energetic and tireless activity of good friends on the mainland, Lundy would have been brought to a standstill, and there would have been real hardship, as supplies of all kinds ran out.

The inconvenience caused, not only to us on Lundy, but to those who wished to complete their plans for holidays here, cannot be over emphasised. Those who could be contacted by telephone were fortunate, and our thanks go to Mr. Arthur Bealey, Shore Agent, who was provided with details of their requirements and was thus able to relay the vital information between Lundy and the mainland via the ever helpful and ever patient Coastguards at Hartland Point.

Others to whom our grateful thanks are due are: Mr. C. M. Price, Lundy's Mainland Agent, Mr. and Mrs. Roy Glover of Bideford who have brought messages and vital supplies, as well as newspapers, making sometimes quite hazardous passages in their cruiser, "Cleave Petrel"; Messrs. Annear, Avant & Down, Solicitors, of Ilfracombe, who have provided transport between Ilfracombe and Barnstaple, and last, but certainly not least, Captain Dave Jones of the "Lundy Gannet".

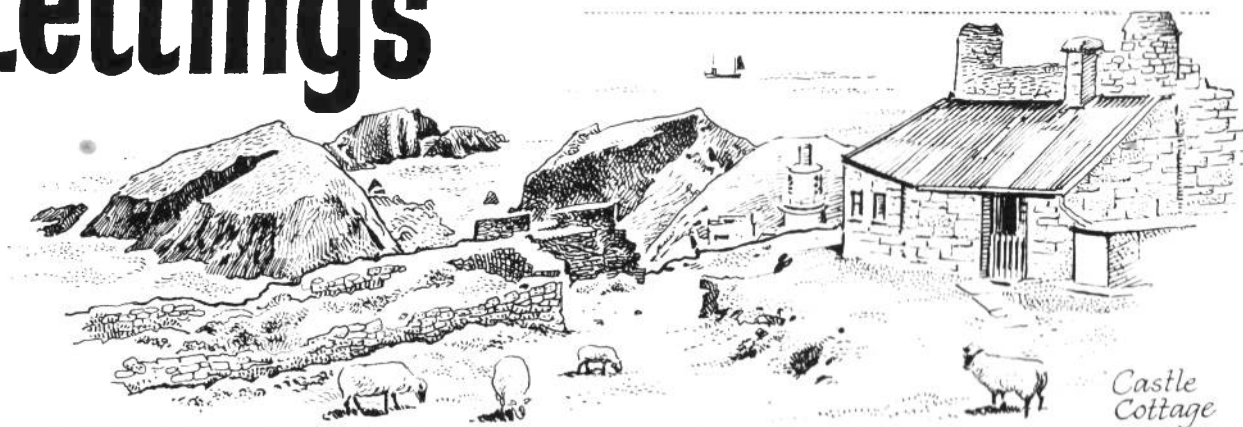
F. W. GADE

This springtime scene outside the Hotel walls, with gorse and sycamore predominating, shows the site which once sheltered a little church with spire and bell. Built by the generosity of Mrs. Langworthy (née Sarah Heaven) and her sisters, it was humorously referred to by Bishop Bickersteth at the dedication ceremony in 1885 as "corrugated irony". The building was dismantled after the completion of the Rev. Hudson Grossett Heaven's stone built church to St. Helena in 1896.

In recent years the space has been occupied by a metal framed greenhouse, the foundations of which can still be seen. Tended by Mrs. Gade and Mr. Frank Cannon, many a fine basket of fresh produce came from their endeavours. Now once again it has reverted back to nature and become a pleasant open space.

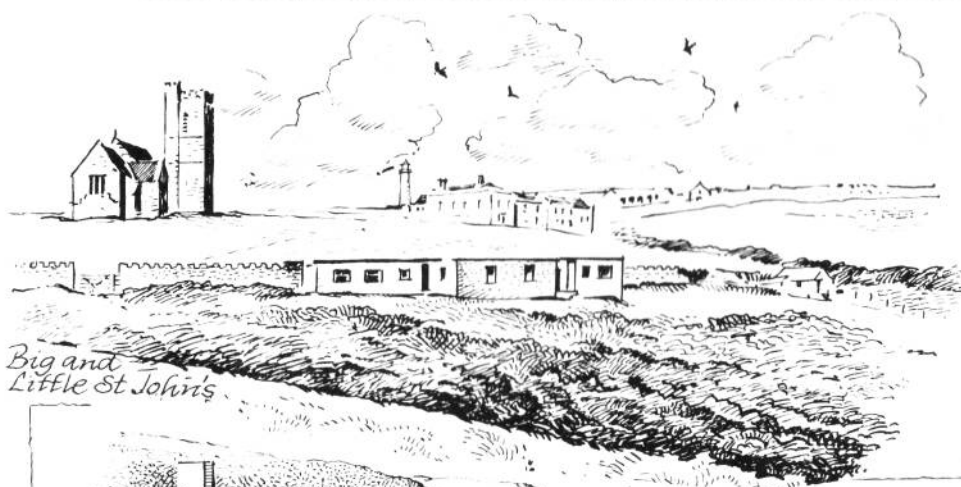
Holiday Lettings

ATTRACTIVE COTTAGE CONVERSIONS



Castle Cottage

CASTLE COTTAGE: A ground-level granite building built onto the keep of Marisco Castle, providing accommodation for 4 people. There is a large convertible living room, bedroom, small kitchen, washing cubicle, and separate W.C.



Big and Little St John's

LITTLE ST. JOHN'S: Adjoining Big St. John's — contains a small kitchen, convertible living room, bedroom — provides accommodation for 4 people. There is a washroom with W.C., handbasin and h. & c.

BIG ST. JOHN'S: Contains a convenient kitchen, a convertible living room, and bedroom, providing accommodation for 5 people. The washroom has a handbasin with h. & c., and a W.C.

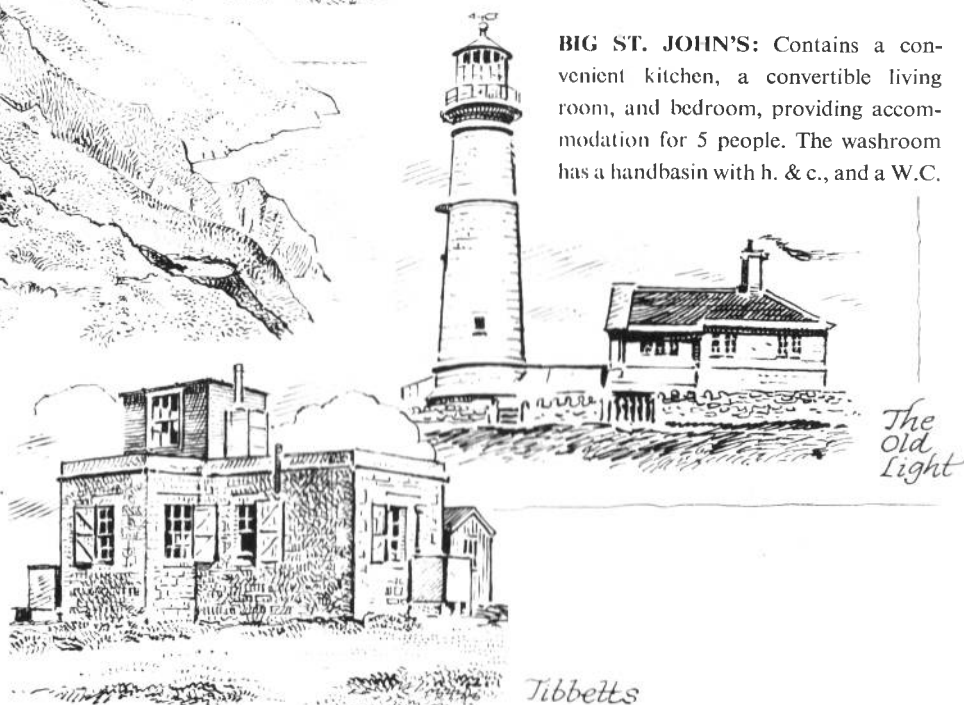


Hammers

HANMERS: Has two living rooms, each with a single divan. One bedroom has two 3 ft. divans, and the other has bunk beds for two. There is a pleasant kitchen, washroom, and separate W.C.

THE OLD LIGHT: Hostel-type accommodation for 14 people is provided in the Keeper's cottage.

TIBBETTS: A pre-First World War naval lookout, with accommodation for 5 people. There are two rooms, an out-house kitchen, and an Elsan closet.



The Old Light

Tibbetts

In each letting, cooking is provided by Calor gas, as is lighting and water heating, with the exception of the Old Light and Tibbetts (cooking only).

Detailed information and charges may be obtained from:

THE AGENT, LUNDY, BRISTOL CHANNEL, via ILFRACOMBE, NORTH DEVON
Telegrams: Lundy, via Hartland Point.

New Puffins

LUNDY'S PICTORIAL STAMP ISSUE

CIRCUMSTANCES permitting, Lundy issues a new set of five definitive stamps (illustrated below) on March 16th, 1971. The stamps are perforated 15×14 and are printed by Messrs. Bradbury, Wilkinson & Co. Ltd., of New Malden, Surrey, and designed by Mr. John Dyke. The pictorial part of the stamps is lithographed, and the borders, which are grey/blue throughout, are recess printed.



½ New Puffin, Red. The Battery (20,000).



1 New Puffin, Mauve. Knight Templar Rock (20,000).



3 New Puffin, Blue. P.S. 'Balmoral' and Landing Beach (50,000).



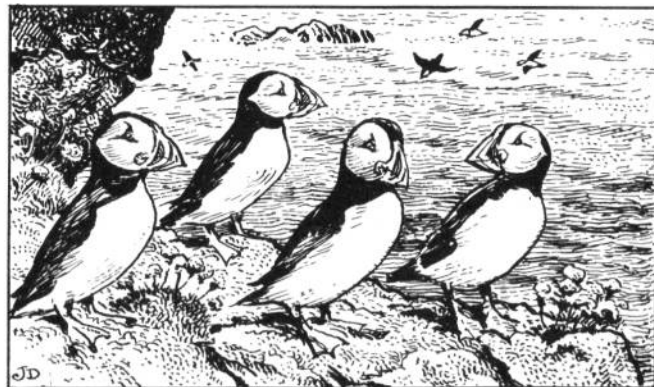
3½ New Puffin, Green. Gannets Rock (50,000).



4 New Puffin, Brown. Church and Manor Farm Hotel (50,000).

Enquiries for sets of stamps (12 new pence) and First Day Covers (35n.p. outgoing or ingoing mail, plus 5n.p. handling charge) should be addressed to Mr. F. W. Gade, Lundy, Bristol Channel, via Ilfracombe, North Devon.

Mr. John Smith is, at the time of writing, visiting Antarctica, and his contribution to this column will be resumed in issue No. 4.



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL SPRING 1971

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*The Editor welcomes M.S. and photographs
for consideration (to be sent at owner's risk and
accompanied by return postage)*

Subscription Rates:

Obtainable on the island 15p
Postal Subscriptions (Home and Abroad) £1 for 5 issues
*(We regret that owing to the increased postal and handling charges, it has
been found necessary to amend the postal subscription to 5 issues for £1)*



Due to the postal strike, we are unable to include Mr. Chinchin's feature "Keeping you Posted". This will appear in issue No.

I was first introduced to Channel Excursions when, at the age of six, I was taken by my father, on the Paddle Steamer "Cambria" along the Glamorganshire coast towards Nash Point Lighthouse. I progressed still further with cruises along the Gower Coast and around the Scarweather Lightvessel, and eventually, one day I was taken to Ilfracombe, on the "Lady Moyra", from Mumbles. This vessel had two funnels, and I still remember the thrill I experienced, if the "Lady Moyra" turned up at the Pier instead of the single funneled "Cambria". In my estimation she was "the greatest".

It was some years later, in the mid-thirties, when I first visited Lundy. I think I can claim to have been bitten by the "Lundy-Bug" on that first visit, because despite the many visits I have made over the years, it still holds the same enchantment for me as on that first occasion.

The routine remains the same — the climb up the Beach Road — a glance over the Battlements into the bay below — a brief meditation in the Church — an examination of the souvenirs in the shop — a glass of cider in the Tavern, and sometimes, if time permits, a walk past the Old Lighthouse to admire the scene over the west side of the Island. Again, if time permits, a walk back past Marisco Castle, and a halt to partake of refreshments overlooking the east side of the Island. Looking down on the blue sea, and the anchored steamer, with motor-boat tied alongside, a few passengers with some of the crew sunning themselves on

deck, Rat Island away to the right, and all around . . . *Peace*.

I know conditions can be rough on the Island; I have experienced wind, mist, grey skies, but nearly always the sun has shone, bringing out all the natural beauty in the various colours. Of course, I have also had the experience of being unable to land because of sea conditions, although the sun has been shining!

What changes have I seen over the years? A little mechanisation is evident with tractors and engine driven winch on the landing stage. The latest acquisition, the Land Rover, is of course, the first motor car on the Island. The pre-war airfield, with its wind socks, is no more, but I note that a helicopter service brings relief to the Lighthouses nowadays.

I remember, about 1937, the wreck of the "Carmine Filomena" on Rat Island. An Italian vessel, outward bound from Barry with a cargo of coal, she went aground in fog. Each visit to Lundy provided an opportunity to assess the breaking up of the vessel. First, the funnel disappeared, followed by the superstructure, and whether the wreckage was salvaged or just broken up by the sea, I do not know, but there is nothing left of the ship to-day.

I remember too, about the same time, climbing to the top of the old Lighthouse, and writing my name on the wall on the way up. There were hundreds of names there, but I recall seeing some which had been written by

some members of a party, stranded on the Island when a sudden storm had prevented them being taken back to the "Brittania" which had brought them down from Bristol. They were accommodated on the Island for a few days, until it was possible to collect them. Perhaps a member of that party might read this account and be able to give a personal recollection of what happened?

The various Paddle Steamers which provided my transport over the years, alas, are no more. They were "Devonia", "Westward-Ho", "Glen Usk", "Glen Gower", "Bristol Queen", and "Cardiff Queen". We have a set of Lundy Table Mats at home, which I purchased on the Island, and these provide me with, not only glimpses of Lundy during the winter months when it's not possible to visit the Island, but photographs of the "Bristol Queen", to remind me of the last Paddle Steamer to have served in the Bristol Channel.

The anxiety over the future of the Island was finally dissipated last year by the generosity of Mr. Jack Hayward, in providing the means of securing it for the Nation, and I am proud of having had the opportunity of becoming a Founder Friend. Finally may I thoroughly endorse all the points outlined in Mr. John Smith's message in the first issue of "Lundy News". They will all help to preserve "My Beloved Lundy".

H. J. WHATLEY



A. J. Vickery

AMATEUR RADIO EXPEDITION (CALLSIGN GB3LI)

Tentage and cooking equipment was hired from the Brize Norton Scout Group. The equipment consisted of one ten-man tent as the operating room, and two six-man tents as sleeping accommodation. Our thanks must go to SAC D. White for the excellent way in which, during the long operating hours, he provided us with hot food and tea, and looked after the camp in general.

The Lundy islanders were extremely interested in the whole operation, and visited the site regularly, along with many tourists. We were also asked by Mr. Dyke to assess the possibility of restoring to working order the original transmitter and receiver that were first used in 1929 for communications with the mainland. On examination, it was decided that the equipment was well worth restoring, and it was moved from the loft above the Tavern along the High Street to another building where future Museum pieces are being stored. Further information on this particular equipment is being sought by Cpl. Hunting, and it is hoped to restore it in the future to its original condition. Another very interested visitor to the V.H.F. station was Mr. A. Strick, who assists in operating the transmitter link with the mainland, since it is proposed to purchase V.H.F. equipment for future island/mainland communications.

The weather was generally very mild, but at times extremely strong winds threatened to lift the tents. A mid-week force 8 gale was experienced, but tentage and aerial systems remained in place. The H.F./L.F. aerials did, however, at one time collapse as a result of a cow using a support pole as a back-scratcher!

In conclusion, the whole expedition was considered to be very successful, but this would not have been at all possible without considerable support from our own Station Commanders, Maintenance and Air Support Command, H.Q. No. 38 Group, R.A.F., Tangmere, for generators loaned, and last but not least, No. 22 Helicopter Squadron Detachment, R.A.F., Chivenor, for the considerable inconvenience to which they were put in transporting us to and from the island.

J. C. EASTAUGH.

MEMBERS of this expedition were Cpl. J. C. Eastaugh (Registered Callsign G3YUN) R.A.F., Headley Court; Cpl. E. Robbins (G3YNX); Cpl. J. Hunting (G8DPV), and SAC. D. White of R.A.F., Brize Norton.

At 1000 hours on the 22nd September, 1970, the first party, consisting of two members and equipment, departed for Lundy in a helicopter of No. 22 Sqn. Detachment, R.A.F., Chivenor. A second airlift was later made, and all members were on the island by 1115 hours. On arrival, the Lundy Agent, Mr. Gade, was contacted and he gave permission to camp at the Old Light which, at 460 feet, is on the highest point of the island. This provided a first class operating site, plus the availability of the 70 ft. light tower to which aerials could be attached, and tents and various aerials were erected and made ready by darkness.

The 2 metre VHF station was first in operation, and contacts were made during the next 7 days with 9 countries, and 40 counties of England, giving a total of 352 contacts.

A low frequency station on 80 and 40 metres, using a KW2000B transceiver into a dipole/aerial made contacts with 850 UK and European stations, including many R.A.F. Club stations and also the H.Q. station of the R.A.F. Amateur Radio Society (G8FC) at R.A.F., Locking.

A high frequency station, also using a KW2000B transceiver into dipoles on 10, 15 and 20 metres, made many and varied contacts throughout the world from Alaska to Australia, with a total of 300 contacts—the number of countries worked was 26, on 6 continents.



LUNDY LOG

Compiled by Charlotte Smith and John Dyke

FEBRUARY — JUNE 1970

FEBRUARY

11th: Sailing to Lundy from Bideford Quay. M.V. "Freeman" (Capt. Trevor Davey) on charter whilst M.V. "Lundy Gannet" is undergoing a refit. Crossing calmer than a summer's day, exceptionally warm and sunny. **12th:** Severe E. gale to force 10. Roofs of 'Ugly' lookout, and Ladies' Convenience in High Street blown off. Hammers water tank cover found by Rocket Pole. Hotel bedroom window blown in, and roof damaged. Heavy snow which didn't settle. **15th:** Further snow which didn't pitch. **17th:** N.W. wind. 8 vessels sheltering in Lundy Roads. **19th:** W. force 9. **20th:** Gale continues. 5 Coasters sheltering, and a Gas Rig Supply Ship, "North Sea Fisher". **23rd:** Lundy mails conveyed by Trinity House Vessel "Argus" to T.H.V. "Stella", and taken to Swansea. Wind abated and sheltering ships proceeded. **24th:** M.V. "Freeman" not able to reach Lundy — wind N.W. 5 to 6. **25th:** Wind N.N.E., and rougher. **27th:** Wind veered E. Landing Beach covered in oil. **28th:** Lighthouse relief by helicopter.

MARCH

1st: "Freeman" at last able to reach Lundy. An announcement made that future sailings of the "Lundy Gannet" would be from Ilfracombe Harbour instead of Bideford Quay. Capt. David Jones succeeded Capt. Fred Hutchings. **3rd:** Snow, but dispersed by mid-day. **8th:** Survival kit (Dutch) found on Landing Beach. **9th:** Daffodils out on the East Side. **12th:** N. wind increased to Gale force. **14th:** E. and cold. **15th:** M.V. "Freeman" arrived, bringing Hans Hausberger, Georg Schneider (seasonal workers from Alpbach, Tyrol, Austria) also Richard Gannon (hotel worker). M.V. "Cleave Petrel" (Bideford) arrived. **16th:** "Freeman" arrived with additional seasonal workers. **18th:** Gusting to 8 W. Sheep drive for lambing, which commenced with set of twins (one died) and one single. **21st:** "Cape Horn" (Capt. Barbery) arrived from Ilfracombe with seasonal workers; also "Cleave Petrel" (privately owned by Mr. R. Glover), and M.V. "Silent Waters" (Capt. David Chapman) from Padstow, for lobster fishing season. **22nd:** "Freeman" arrived with mails. News received that T.H.V. "Alert" is to be scrapped. **23rd:** "Freeman" arrived with Friedl Hausberger, Koni Margreiter, and Heinz Lederer (seasonal workers from Alpbach, Tyrol, Austria). **24th:** Easterly. Helicopter came with B.B.C. T.V. Team to aerial film for programme called "Birds Eye View". **25th:** "Cape Horn" arrived with Wycliffe College Scout Party and members of the Bristol Channel Divers. **26th:** M.V. "Despatch" (Capt. Peter Herbert of Bude) arrived with a bulk cargo of building materials. Also arrived, "Freeman" and "Cape Horn". **27th** (Good Friday): Moderate to fresh wind. "Freeman" and M.V. "Margaret" (Capt. Mountjoy) arrived from Bideford. Mrs. K. Harman was passenger aboard "Freeman". **28th:** "Cape Horn" and "Elizabeth" (Capt. Irwin), Ilfracombe, arrived bringing hotel visitors. **30th:** "Cape Horn" arrived, but the "Freeman" had to turn back, finding conditions too rough on Bideford Bar.

APRIL

1st: Snowing in the morning — a moderate fall. **2nd:** "Cape Horn" and "Elizabeth" came out from Ilfracombe, but turned back because of unsuitable weather conditions. "Cape Horn" later arrived on the afternoon tide and took back some of the Wycliffe College party. **3rd:** "Freeman", "Cape Horn", and "Elizabeth" came. Mass exodus of Easter visitors. **4th:** Mrs. K. Harman, Mrs. Leo Smith, and Mr. F. W. Gade (Agent) left on board the "Freeman". **6th:** Enormous seas on E. full tide. **8th:** "Freeman" left Bideford, but was prevented from crossing by rough weather, which included a snowstorm. **9th:** "Freeman" arrived bringing Mr. and Mrs. Peter Harman Jones and Miss Marion Harman Jones. Mr. F. W. Gade also returned. **10th:** "Cape Horn" and "Elizabeth" arrived bringing a party from Bristol University Animal Psychology Department. **11th:** "Freeman" arrived with building workers. **12th:** Fog Siren in operation, but later cleared to become a gorgeous evening. Gale from N.W. **13th:** A. J. Butcher made a B.B.C. Broadcast about the "Lundy Gannet" and her new port of departure. **14th:** Very thick fog. "Freeman" had difficulty in finding the Landing Beach, having to grope her way down from Quarry Beach. Miss Marion Harman Jones returned to Bideford. **15th:** Another foggy day. The First Sea Lord, Admiral Le Fanu, accompanied by Mr. Jack Hayward, O.B.E., arrived by helicopter, visiting N. and S. Lighthouses. Lunch was taken at the Manor Farm Hotel. **16th:** Marisco Tavern modifications — including the repositioning of the Bar Counter. **17th:** "Filomina" had a foal. **18th:** "Cleave Petrel" arrived. **19th:** "Freeman" sailed for Lundy at 0530 carrying the last mails to be officially handled by Bideford Head Post Office. Mr. and Mrs. Harman Jones left in "Cleave Petrel". **20th:** "Lundy Gannet" made her way down the Torridge to Ilfracombe after an extensive refit by Bideford Shipbuilders. Lovely sunny day, which later became stormy. N.S.W. Gale. **21st:** First voyage of "Lundy Gannet" from Ilfracombe cancelled because of gale. 4 Coasters sheltering in the Roads. **22nd:** Blowing a gale — fog horn sounding. **23rd:** No further news about sailing of "Lundy Gannet". Hold so full of cargo it was difficult to get hatches on. **24th:** "Lundy Gannet" arrived from Ilfracombe taking 2 hours. 2 passenger (Mrs. Morley and friend). Mr. F. W. Gade and Mr. John Stockwell (Chef) left on return passage. Clovelly Lifeboat 70-001 anchored in Roads, also 18,000 ton Tanker "The Atlantic Hope". **25th:** Wind blowing a W. gale. Helicopter relief for Trinity personnel. **27th:** Conditions too rough for "Gannet" to sail. **28th:** "Gannet" arrived bringing Mr. and Mrs. J. Dyke, and Mrs. Peggy Ingram. The "Cape Horn" also arrived. T.H.V. "Patricia" arrived with Elder Brethren on annual visitation to N. and S. Lights. **30th:** Fog developed during day. "Gannet" came at 1600 hours in spite of poor visibility. Mr. F. W. Gade arrived back. The "Gannet" being fog-bound in the Bay, accommodation had to be found for 5 day passengers (including 2 Americans).

MAY

1st: "Gannet" waited until mid-day before returning to mainland. Mr. Gade unwell. **2nd:** "Gannet" and "Cape Horn" came bringing 10 visitors for the Old Light, members of Plessey Sports and Social Club, Swindon. Colin Taylor arrived to maintain Millcombe Gardens. Building workers returned on "Gannet" to Ilfracombe. **3rd:** Fine, hot, sunny day. Mr. Gade conveyed to Ilfracombe by the Clovelly Lifeboat and thence to North Devon Infirmary for urgent treatment. **5th:** Another beautifully calm, sunny day. "Gannet" arrived at 10.10 hours bringing new Galloway Bull "Crusader" — his predecessor "Pioneer" went ashore, and was subsequently sold for £103. **6th:** Warm, windless, and overcast. M.V. "Balmoral", first

Steamer of the season, arrived with 83 passengers. Only one launch used, the "Devonia". **7th:** "Gannet" arrived bringing Mr. Membury to erect rain-gauge at 'Stoneycroft'. Arrival of 'Dennis' the Hereford Bull, by same boat. **8th:** Warm, sunny day. New Bulk Acid Tanker from Appledore Shipyards underwent trials up and down the measured mile on the E. Side. **9th:** N.E., "Gannet" came — landing conditions extremely difficult. Day passengers included Mr. A. F. Langham. **10th:** Pouring with rain. Steamer came. **11th:** Beautiful, sunny morning after dawn fog, and fog-horn. **12th:** Another sunny day. **13th:** Foggy morning, with S. Light fog-horn sounding all day and well into the night. The Rev. Dixon, of Appledore (Priest in Charge of St. Helen's Church), Mr. Bill Copp, and Barnstaple Grammar School party for the Old Light, arrived. **14th:** Foggy. "Gannet" came. Wind sprang up from E. and Beach landing was difficult. Mr. Christopher Price came to stay. The Rev. Dixon was taken aboard the "Gannet" in a great hurry, conditions becoming very poor. **15th:** Trinity House vessel "Winston Churchill" called at S. End, and then N. End. **16th:** Clear day. "Gannet" arrived. Hydrofoil arrived, making a considerable noise and disturbing breeding seabirds. The "Margaret" arrived later in the day, bringing visitors for cottage lettings. Mr. C. Price returned to the mainland. **18th:** Foggy — N. and S. Light fog-horns sounding. Quite warm. **19th:** "Gannet" came. Campbell launch "Lundy Queen" also arrived for seasonal in-shore ferry work. **20th:** Rehearsal for pony shipment — 2 ponies taken down the Beach Road in preparation for eventual departure. **21st:** Wind fresh. T.H.V. "Winston Churchill" lying in the Roadstead was unable to land any stores at N. End. "Gannet" unable to sail. Campbell Steamer made a very rough crossing. **22nd:** Fine day — "Gannet" arrived with full cargo. **23rd:** Fine, warm, sunny day. Lord and Lady Hunt and party arrived and camped at Quarter Wall Cottages. **24th:** Continuing warm and sunny. **27th:** Long bank of fog covering the sea, leaving the top of island clear. "Gannet" sailing cancelled due to lack of visibility. Campbell Steamer delayed, not arriving until nearly 1600 hours. Mr. and Mrs. Grainger came for overnight stay. Lord Hunt and party left. **28th:** Thick fog — S. Light fog-horn sounding. "Gannet" arrived at 14.30. **29th:** Quiet, fine day. Rhododendrons in full bloom. Mr. Arthur Strick and others quelled a fire which had broken out in the Earthquakes. **30th:** "Gannet" arrived at 0900 hours. Engagement announced between Miss Pat Kearslake (hotel worker) and Herr Friedl Hausberger (Barman). **31st:** Mrs. Bodham-Wetham, Mrs. Leo Smith, and Mr. and Mrs. Tony Hatfield, arrived by Campbell Steamer.

JUNE

2nd: Day set aside for the shipment of ponies, but "Gannet" unable to reach the island owing to fog. **3rd:** Bright day, but E. 7 ponies shipped aboard "Gannet", which arrived at 9.30 a.m. In the process of getting the animals down to the Beach, the Farm Bailiff (Mr. John Ogilvie) sprained an ankle and pulled a tendon, and Miss Charlotte Smith suffered a bruised foot. Top price of £53 11s. 0d., and a total of £234 12s. 0d. was made on the ponies at Barnstaple Market. **4th:** E., and very rough in the Bay. "Gannet" sailing cancelled. Campbell Steamer called, but didn't land passengers; however, Rev. Dixon taken off the island. **5th:** Still E., but Campbell Steamer was able to land day passengers. **6th:** "Gannet" arrived, landing some of her passengers at the Pyramid, Jenny's Cove, including Mrs. Mary Price and Mrs. Elsie Coward. Steamer came, but only those staying on the island landed. **8th:** Slight thunder. Sun extremely hot. **9th:** "Gannet" arrived at mid-day. Mr. John Shaw arrived to manage Bristol Channel Divers' Instructional School, and to assist as third Campbell Boat-

man. **10th:** Lundy South fog-horn sounding. **11th:** Fog-horn continuing. **12th:** Fog persisting, and "Gannet" not able to make passage. **13th:** Fog continued. "Gannet" arrived, bringing 10 tons of cargo, including a new Tractor, delivered in separate parts. **14th:** National Trust Day. The special visit by Campbell Steamer never materialised because of E. conditions. Members of the Wessex Brigade Junior Leaders Regiment, under the command of Captain Goose, were landed and Dr. and Mrs. Timothy Ross and son. Mrs. Bodham-Wetham, Mrs. Leo Smith, and Mrs. Jenny Melland left. None of the National Trust Party were able to land, instead, a cruise round the island was made. **15th:** Still easterly. **16th:** "Gannet" arrived at 0900 hours. **17th:** Day had been arranged for the shipment of bullocks, but the "Gannet" didn't arrive. **18th:** Foggy — South Light fog-horn sounding. "Gannet" came — 12 bullocks shipped to the mainland, later realising £472. **20th:** Mr. and Mrs. Gade, ashore through illness, returned to the island on Campbell Steamer. "Gannet" also came. Two persons missed the return Steamer and were conveyed back to Clovelly in the "Silent Waters". Haymaking in progress on the island. **21st:** Warm S. wind, gusting 5 to 6. **22nd:** S.S. "Great Britain" due to pass the island, but not seen owing to poor visibility—believed to have taken a course north of Lundy. **23rd:** "Gannet" came, also Campbell Steamer. Mr. S. C. Smith Cox, Managing Director of Campbell Steamers, visited Lundy for the day. Miss Eileen Heaven came to stay. The "Gannet" remained overnight. **24th:** A wild morning, but the rain badly needed. 10 Bullocks, which later realised the sum of £329, were put aboard the "Gannet". **25th:** Sunny morning, very warm. "Gannet" arrived just after 1400 hours. **27th:** "Gannet" came. **29th:** Very windy, but sunny. **30th:** "Gannet" did not appear, but Dave Jones arrived on the Steamer bringing the mail. Other Steamer passengers included: The Archdeacon, Rev. Ward, The Rev. R. C. Dixon, Mr. Christopher Price, and Mr. Tom Oerton. Church Service at 21.15 hours.

This is to be a regular feature and will be continued in the next issue.



P.S.P.S. CHARTER OF M.V. "BALMORAL" TO LUNDY SUNDAY, 5th JULY, 1970

THIS specially arranged day trip from Bristol to Lundy coincided with the final stage of Brunel's S.S. "Great Britain" voyage from the Falkland Islands to Bristol. Because of this, and the necessity for the closure of the river to all other vessels, the M.V. "Balmoral" made her departure at 0900 hours from the South Pier of the Royal Edward Dock, Avonmouth, instead of from Hotwells, Bristol, as had been arranged.

A fleet of buses conveyed members and friends from Hotwells to Avonmouth and provided everyone with a wonderful view of the "Great Britain" slowly proceeding up the river in tow of the tugs "Sea Alert" and "Falgarth".

On arrival at Avonmouth, the Society's flag was run up to the yard arm for the second time during the summer, and at 0940 hours the "Balmoral", with 350 passengers on board, was under way. Soon rounding Portishead, and heading for Clevedon for a brief stop at the Pier to pick up additional passengers, she made for Weston-super-Mare, where further passengers, some of whom had earlier crossed over from Cardiff and Penarth in the M.V. "Westward Ho", came aboard.

Ahead, the weather looked squally with rather poor visibility, but we were now heading out across Bridgwater Bay, pitching into the short, steep seas.

On leaving Weston, a pleasant informal ceremony took place in the ship's dining saloon, when the Society presented a painting of the famous Southampton paddler "Balmoral" to its namesake. This was accepted on behalf of P. and A. Campbell by Capt. J. Wide, the ship's master, and by Mr. Anscombe, Assistant Secretary of Red Funnel Services, the ship's owners. The painting, depicting the p.s. "Balmoral" in 1901, was the work of John Nicholson, of Leeds.

At Ilfracombe a number of passengers disembarked to enjoy a day in this North Devon resort, and additional passengers were embarked, bringing the total on board to approximately 600.

On the 'car' deck aft, the Society's book and postcard stall was attracting custom for the special postcard commemorating this 21st Anniversary Cruise, which was to be available for posting on Lundy.

Through the mist the foghorn of Lundy's South Light could be heard booming, and gradually getting closer. Suddenly, dead ahead, Lundy loomed out of the mist, rugged and mysterious, yet enchanting and beautiful. We dropped anchor, and the three motor launches, "Ravenswood", "Devonia" and "Lundy Queen" were soon busy ferrying passengers to the Landing Beach.

For many it was their first visit to Lundy, whilst for others their first return visit since the island's acquisition by the National Trust,

and for a few just one of the many visits to be made during the season.

Having climbed the steep, winding Beach Road, visitors passed the Church of St. Helena, and the Manor Farm Hotel, before reaching the Tea Garden, Marisco Tavern, and General Store, where postcards, Lundy stamps, and souvenirs were selectively purchased. The hundreds of "Balmoral 21st Anniversary Cruise" postcards were also stamped and posted. Suitably refreshed from their exertions, there was still time for a visit to the remains of the Marisco Castle before returning to the Landing Beach, and the "Balmoral" weighed anchor at 1737 hours. Despite the mist and low cloud during the afternoon, Lundy had still shown something of her beauty and grandeur, and many of the passengers were determined to return to the island again.

ABOUT THE PADDLE STEAMER PRESERVATION SOCIETY

THE first issue of the Illustrated Lundy News asked for articles on "anything under the sun, connected with Lundy". Although not always sailing "under the sun", the old paddle-steamers used to visit Lundy two or three times per week with summer visitors until 1967. Your Editor has kindly allowed me a little space to explain what P.S.P.S. (as the Society is usually known) is all about.

Briefly, it exists to keep alive the memory and tradition of the "paddlers" which, until quite recent times, were the mainstay of coastal passenger excursion and ferry services. To this end, the Society has purchased the River Dart paddle-steamer "Kingswear Castle" and is in the process of restoring her to a fully operational condition, enabling her to be preserved for all time as a part of our maritime heritage. The Society were also instrumental in saving the p.s. "Medway Queen" from the breakers. This ship served in the Thames Estuary, along the Kent and Essex coasts for 40 years and achieved fame in 1940 when she rescued troops from the Dunkirk beaches. She now lies in a fixed berth in the Isle of Wight.

"Bristol Queen", "Cardiff Queen", "Britannia" etc., are no longer sailing, but nevertheless the modern diesel ships "Balmoral" and "Westward Ho" have developed their own special place in the affections of Lundyites, and all but the most fanatical of the P.S.P.S. members.

Several of our 500 members are Founder Friends of Lundy and take a keen interest in the welfare of the island, especially since the change of ownership. The combination of a visit to Lundy and the sea trip from Cardiff, Swansea, Bristol, or Ilfracombe, makes for a highly enjoyable day out.

We wish the island every success with its plans for the future.

G. V. W. Gray,
Hon. Treasurer, P.S.P.S.,
"Lutterworth", 22 Gerald Road,
Bournemouth BH3 7JZ.

The Society publishes an excellent journal 'PADDLE WHEELS'. Society membership is £1.25n.p. per year. Membership Secretary: D. W. Swaffield, 25 Glastonbury Road, Wells, Somerset. BA5 1TW.

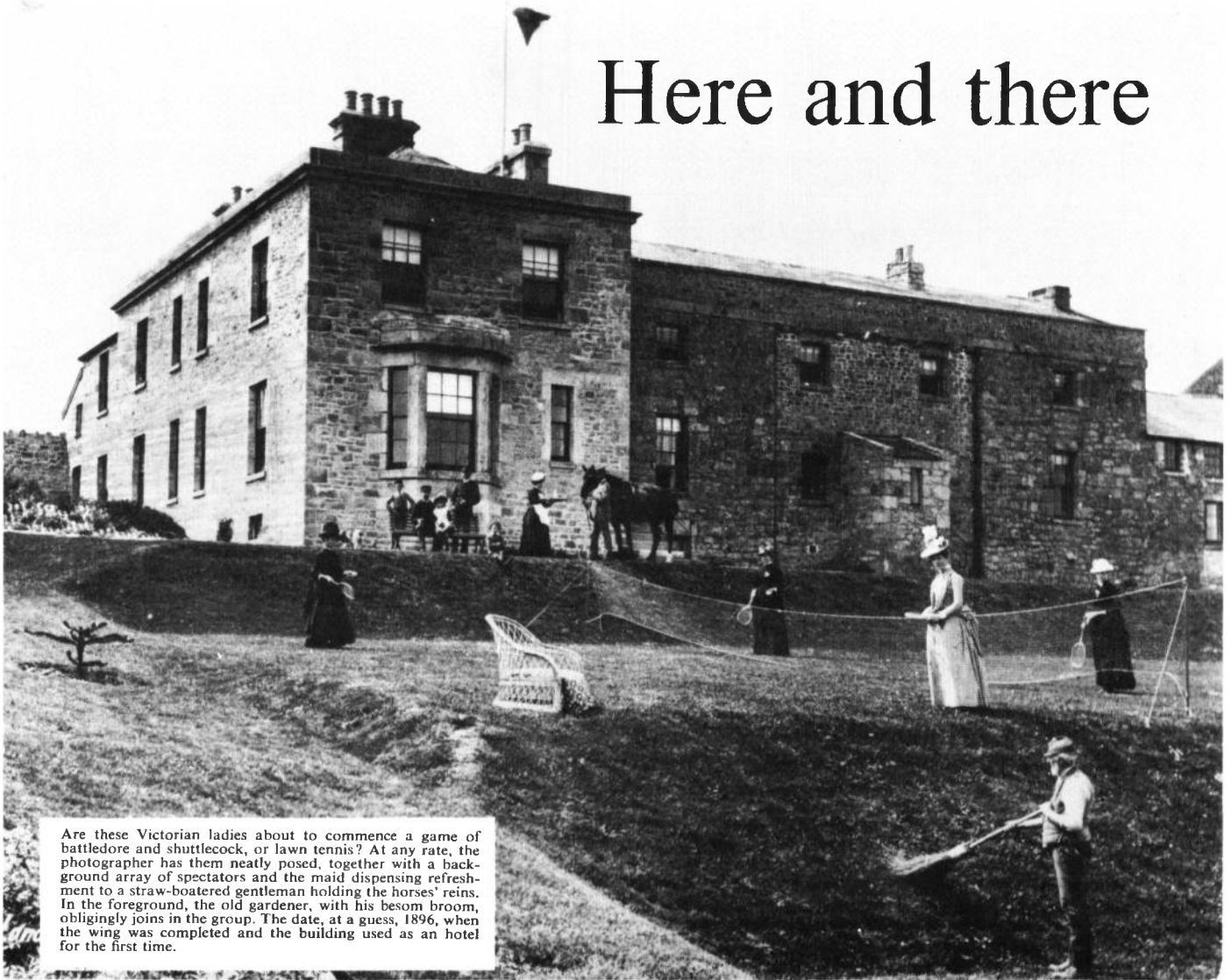
VACANCIES EXIST for

Experienced Tradesmen to take part in the extensive repair, restoration and rebuilding works now to be undertaken on Lundy and expected to last some six years. All building trades are required and interested readers are invited to write immediately, giving brief details of their qualifications, experience, age, family, etc. to:

**The Resident Engineer, Lundy,
Bristol Channel, via Ilfracombe.**

*Good accommodation will be provided
and rates of pay will be negotiable.
Only those interested in working for
one year or longer on Lundy should apply.*

Here and there



Are these Victorian ladies about to commence a game of battledore and shuttlecock, or lawn tennis? At any rate, the photographer has them neatly posed, together with a background array of spectators and the maid dispensing refreshment to a straw-boated gentleman holding the horses' reins. In the foreground, the old gardener, with his besom broom, obligingly joins in the group. The date, at a guess, 1896, when the wing was completed and the building used as an hotel for the first time.



We thought a reconstruction of the above scene might amuse readers. Note the absence of the rockery, monkey-puzzle, and flag staff. Hydrangeas now occupy the foreground. The rebuilding and alterations to the roof level were made in 1927 by Mr. M. C. Harman. Various people readily agreed to take up similar positions, and Mr. Richard Ingram undertook the photography. L. to R.: Mrs. J. Dyke, Mr. Alex Ingram, Mr. John Ogilvie, Mr. Robert Ingram, Miss Carlin Marsh, Mr. J. Dyke, Miss Diana Poole, Mr. John Stockwell (with bicycle, couldn't find a pony at that moment), Miss Charlotte Smith, Miss Alison Muskett, Mr. Colin Taylor, Mrs. Peggy Ingram.



(above) A reassuring sight in Lundy Roads is the Clovelly-based Lifeboat 70-001. Her presence in the Bay is usually an indication of gale conditions at her home anchorage. Commissioned in 1965 and replacing the former land-based Clovelly Lifeboat, her rescue capacity is in excess of 100 survivors.

(right) The Coxwain, Mr. Roy Harding, and his crew on deck at Lundy. The Lifeboat has two crews of five men, each doing a fortnights tour of duty.

(below) Mr. Norman Morris has brought to our notice this photograph of a party from Bideford who stayed at the Old Light in Whitsun, 1936. Here, aboard the "Lerina" are: back row L. to R., Mr. Norman Morris, Mrs. J. Langdon, Mrs. W. Broad, Mr. T. Langdon; second row: Mrs. P. Dobson, Mrs. W. Watts, Mr. Bill Ackford; third row: Name unknown; Mr. C. Marshall, Mr. W. J. Broad.



(left) Here is Robert Helston, mentioned in the article on Harvesting in the last issue. Whilst making up the Beach Road in 1926 he won the confidence of a robin, seen perched in his open hands.



(below) Mr. Peter Atkins had the great good fortune to discover this arrowhead at the North End last summer. Mr. K. S. Gardner describes it as one of the finest barbed and tanged arrowheads he has ever seen, and certainly the best piece of flint from Lundy. It dates from the Bronze Age, contemporary with the existing Hut Circles north of Gannets Combe. The specimen may be inspected at Mr. John Martin's residence "Alca Torda", 57 The Quay, Minehead.



(above) Toilers up the Beach Road will appreciate this generous gift of an oak seat, presented by W.I. members of the mainland Lundy Group. The seat is just above the Battlements, and affords pleasant views of the East Coast and Sidings. The Lundy Group comprises Georgeham, Lee, Morteohoe, Woolacombe and Croyde Institutes.



(right) Herr Koní Margreiter, with outstretched arms, bids farewell to the island. Also in this final departure scene are: L. to R., Miss Alison Muskett, Miss Julia Bassingthwaight, Herr Hans Hausberger, Mrs. Jenny Melland, Herr Heinz Lederer, Mrs. June Lederer, Miss Pam Bendall, Miss Diana Poole, Miss Clare Lederer, Miss Judy Crighton, Mr. Robert Bendall, a Timbaform employee, Miss Jilly Dyke, and Mr. Ronald Strong.

(right) Members of the Frensham Heights party, leader Mr. Roderick Thorne, who occupied the Old Light from October 24th to November 4th, photographed on the beach just before their departure. They have contributed our Cryptogram for this issue. A party from the School visited Lundy before the war, under the leadership of Mr. Rivers.

(below) The Rev. R. C. Dixon converses with Mr. F. W. Gade, Mr. Colin Taylor, Mrs. Chrys Davey, and Mrs. Joan Dyke, as they await the arrival of Mr. Hailes, District Officer of H.M. Coastguards, to discuss the formation of a mixed Life Saving Crew. Incidentally, the gin bottle contains methylated spirit for Mr. Dixon's pressure lamps!

(below right) Here is the Editor, making a hurried departure on November 22nd for Bideford Hospital. He would like to record his thanks for the speedy action of Dr. Riley of Bideford, and the crew of No. 22 Squadron, Chivenor, Air Sea Rescue Service. Due to the kind attention received at the hospital, he was able to return to Lundy on December 19th, just in time for Christmas!

(Colin Taylor)



(below) The North-Easterly winds brought a light covering of snow to the island on December 27th, and this was the scene from Signal Cottage.

(below) Mrs. Jane Strick assists Miss Jilly Dyke in hanging her Christmas garland on the Tavern door.



A HISTORY OF THE LUNDY FIELD SOCIETY

by A. F. Langham

MARTIN Coles Harman was a keen naturalist and when he bought Lundy in 1925 one of his motives was that he might enjoy, protect and expand the wild life of the island.

Mr. Harman was also determindly independent and so, when he was approached at the end of the last war for permission to allow field work to be carried out on Lundy, he insisted that it be carried out by a Lundy Society without any mainland affiliations. In this way the Lundy Field Society was born. A meeting was held in Exeter on May 29th, 1946, at which the guiding spirit was Mr. L. A. Harvey of the University College of the South West.

Mr. Harvey was elected Secretary at this first meeting and from then on he led the Society enthusiastically. The objects of the Society were agreed to "further the study of the birds of Lundy", "to undertake biological investigations of the wildlife of the island" and to "further the conservation of the fauna and flora of the island". Mr. Harman was the first President, and most generously allowed the L.F.S. to use the Old Light as its headquarters. These were the days of post-war austerity when not only food was still rationed, but building materials of all sorts were in short supply and available only for essential work. Considering the difficulties encountered by the first working parties, it was a near miracle that the Society at its first A.G.M. in January 1947 should have been able to appoint a full-time Warden and plan an active season for visitors in 1947.

Ornithology was then a young science, and a tremendous amount of valuable work was achieved during the first years. Lundy was one of the earliest British Observatories, and Hugh Boyd, and later David Lea, enhanced the reputation by their work as Wardens. By 1951, with the appointment of Peter Davis as Warden, the Society was flourishing.

At the end of 1954, M. C. Harman died and the ownership of the island passed to his children Albion, Ruth, and Diana. Albion



Mrs. Myrtle Langham watched by her husband Tony, autographs a copy of their authoratative work on Lundy. The result of much careful research, the book is published by David and Charles of Newton Abbot.

Jack Westcott

Harman became our second President. About this time Peter Davis left and was followed as Warden by Miss Barbara Whitaker. The Society seemed prepared to weather any changes the new circumstances might bring.

Unfortunately by the late 1950's several factors began to operate adversely, and there was increasing difficulty in attracting sufficient visitors and producing scientific material of value and interest.

In 1960 Mr., now Professor, Harvey became our Chairman and was succeeded as Secretary by John Dyke who for six difficult years acted with skill and charm. By 1967 the committee was forced to accept that the Society was moving rapidly into debt, that we could not afford to appoint a Warden but would be obliged to relinquish our tenancy of the Old Light. The enthusiasm and interest of the members was, fortunately, sufficient to withstand this reversal and to carry the Society

forward in its activities. The visiting members who became our sole fieldworkers produced in 1968, and again in 1969, a vast amount of material, and freed from its financial burdens the Society has rebuilt its financial strength.

The Landmark Trust have now most generously agreed to instal and maintain a resident Warden at the Old Light and so the Society is able to look forward with confidence and enthusiasm to a new phase of development.

Over the years the interests of the L.F.S. have widened and now the original rather restricted ornithological approach has broadened to include Archaeology, Rockclimbing, Underwater research, Geology, and all aspects of Botany.

If readers have any enquiry concerning the Society and would like to join would they kindly contact the Hon. Secretary: A. F. Langham, 1 Furzfield Road, Reigate, Surrey.



LUNDY CRYPTOGRAM No. 3



Compiled by members of the "Lundy Bird Club Field Trip" from Frensham Heights School, Farnham, Surrey. All the clues refer to the island, directly or indirectly, and the first letter of each answer provides another word, or words, reading downwards.

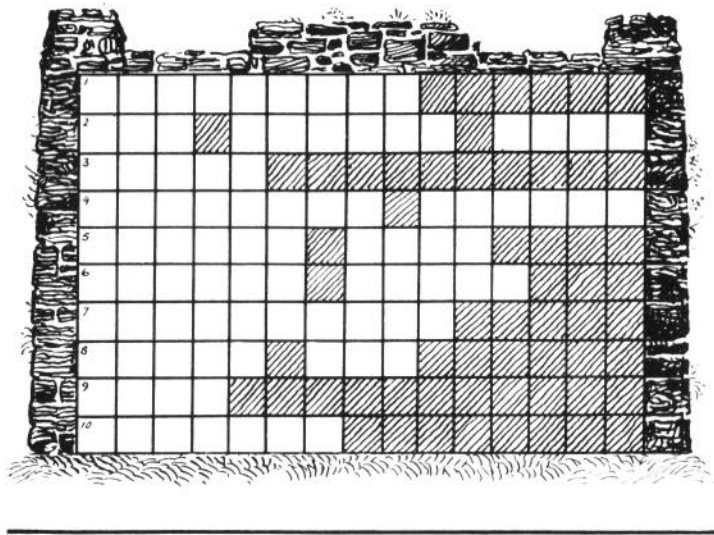
(Suggestions for brain-teasers of this, or a similar nature, will be welcomed from any reader).

A small original "SURPRIZE" will be awarded for the first correct solution opened on May 30th, 1971 (residents of Lundy excluded). Please mark your envelope "Cryptogram 3".

Note: Owing to the many delays in production of Issue No. 2, and the subsequent postal strike, we have decided to extend the closing date for 'Cryptogram 2' to April 30th, 1971, and the solution will appear at the same time as 'Cryptogram 3'.

CLUES

1. Mechanical cat.
2. A peeler of my own.
3. A lonely word — blame the pedants.
4. Confused islander and me, in force eights, give a Christmas radio message.
5. Flirtatious daughter of the court.
6. Stick to the swings, angel!
7. She's your Mother too — a frightened lady—shocking!
8. Wild thorn den.
9. Beautiful? — take a closer look!
10. The Coastguard's speech impediment could be cured by elocution lessons.





SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from previous issue)

Truly, in studying so insignificant and lowly a creature as this, sown broadcast as it were upon the wild moors of this island rock, we cannot help being struck with the lavish pains (to speak according to the manner of men) that have been bestowed upon it. How elegantly has it been fashioned and trimmed; how gorgeously painted and gilded; how carefully provided for! Surely he must be blinder than the mole who does not trace here:

*"The unambiguous footsteps of that God
Who gives the lustre to an insect's wing,
And wheels His throne upon the rolling
worlds."*



Burnet Moth

We wended our way along a narrow path through the tall fern, occasionally entangled among the tortuous branches of the sweet honeysuckle, or catching our feet in the trailing shoots of the white rose. How different the odour of these two flowers! Both are sweet, but the fragrance of the rose is far superior as an aroma to the sugary scent of the honeysuckle. Tall foxgloves, everywhere springing up from the dense bed of brake, gave quite a character to the scene. I think I never saw this magnificent flower in so fine a condition; several spikes occurred fully six feet in height, straight as an arrow, and densely crowded with their large purple bells. Our friend assured us that he had counted, on a specimen of extraordinary dimensions, the remarkable number of three hundred and sixty-five flowers, exclusive of unexpanded buds. This must have been a giant. We could not have selected a

more propitious time for seeing nature in her loveliness; it was what Virgil elegantly calls "formosissimus annus"—the year in the height of beauty. The opening of July is the season when more plants are in flower than at any other period; the joyous insects are gay upon the wing, and those birds that are so inseparably associated with lovely summer weather are all with us; the atmosphere is apt to be calm and clear, and the deep transparent azure of the sky is reflected with a deeper intensity from the sparkling sea, just as we saw it now, as from our bowery walk we ever and anon gazed out upon the broad main, the white sails scattered over its surfaces, gleaming in the morning sun, and answering to the fleecy clouds that flitted over the face of heaven.

"Land and sea

Give themselves up to jollity."

Several tiny streamlets ooze out from the upland moors, and trickling down the sloping sides find their way along the chines and gullies to the sea. The spongy nature of the soil, and the matting of the vegetation impeding the flow of the water, cause the courses of these streams to form bogs, difficult to pass, but presenting some objects of interest. In the first that we came to we found two kinds of speedwell, the lovely germander, familiar to everyone as the blue-eyed gem of the hedge-bank, and the spiked speedwell, a smaller species and much more rare, and rather to be looked for in chalky pastures than on the swampy borders of a stream. That plant, sacred to friendship, the true forget-me-not, was also abundant here, together with a white variety of the same species that I have not seen noted.

In another similar brook that breaks out from its darkling bed beneath dwarf willows, the common buttercup of our meadows was growing in company with a much more uncommon species of the same genus, the great



Great Spearwort

spearwort; the latter we found by no means rare in various parts of the island.

(A further instalment of *Sea and Land* will appear in the next issue)

ONE of the first things that attracted our attention, and that continued to excite interest, was the extraordinary abundance of the cocoons of a small species of hawkmoth, known to collectors as the Burnet-moth. In the open waste places, the stalks of grass and the slender stems of herbaceous plants were studded with these little appendages by hundreds, or even thousands. The cocoon is a pretty object; it is of a spindle shape, that is, swollen in the middle, and pointed at each end. It is formed of silk compacted into a papery substance, bright yellow and glistening, and is attached to the grass perpendicularly all along one side. Some of them which I opened displayed the caterpillar as yet unmetamorphosed, an inert little creature of pale-yellow, studded with rows of close-set black spots. Others contained the black shining chrysalis, in which I detected a curious habit. I had collected a dozen or two stalks with cocoons, and had brought them into my bedroom. At night, while sitting reading, I perceived some faint creaking sounds proceeding from them, and by bringing each in succession close to my ear, I was enabled to find out the individuals from which the noise issued. Then holding the cocoon between the eye and the light, its semi-transparency permitted me to see the enclosed pupa busily engaged in revolving on its long axis, and the sound was caused by the grating of its rings against the papery wall of its prison.

We found multitudes of the moths sitting on the herbage, or flitting hither and thither on feeble wing. Many were drying their half-expanded wings in the morning sun; some were pushing their way out of the upper extremity of the brittle cocoon, previously to bursting the chrysalis skin; and others were emerging from the projected pupa, so wet and shrivelled, that it seemed marvellous that those crumpled and distorted wings should in an hour become the elegant organs which we afterwards see them, smooth and satiny, or rather burnished with that rich subdued gloss that we see in what is called frosted gold, dark, sea-green, spangled with large spots of crimson.



The following reports were omitted from the two previous issues through lack of space, but we feel they are of sufficient interest to warrant inclusion.

SEPTEMBER 8th, 1870. Heavy Gale.

It blew a heavy gale on Thursday night from the S.W. Pilots reported a tremendous sea west of Lundy Island.

OCTOBER 27th, 1870.

A vessel foundered in Lundy Roads — We learn from Mr. R. Huxtable, Lloyd's Agent at Ilfracombe, that a schooner (name unknown) of Fowey, foundered in Lundy Roads on Monday afternoon. The crew of six in number were all saved and brought in here (Ilfracombe) by No. 4 Bristol Pilot Boat (we have since learnt that the foundered vessel is "Thomas Varcoe" of Fowey, bound for Runcorn with China stone (the crew have been sent to their homes by the Shipwrecked Fishermen Mariners Society).

JANUARY 17th, 1895:

For sixty years (says a correspondent) a stout sailing mission vessel has been maintained in the Bristol Channel to convey the Chaplain to and fro, to minister all the year round to the crews of all demoninations and of many languages seeking shelter in the various outer roadsteads, to lonely lighthouse keepers, and to the isolated islanders. The present vessel has long been condemned as unfit for this hazardous duty. Two sisters interested in sailors, and especially in lightship's crews, have generously volunteered one thousand pounds towards the provision of a steam mission vessel for the Chaplain's daily use. But the smallest steamer that could be safely employed in all weathers, winter and summer, in the Channel, is estimated to cost £2,500. Commander Dawson has issued an earnest appeal to his brother sailors to make up the balance. (*North Devon Journal*)

TUESDAY, APRIL 2nd, 1895:

If Lundy is to have no harbour of refuge (says *Western Morning News*) it is at all events to have two new lighthouses, work upon which will be simultaneously started in a few weeks. For a long time it has been found that the present light, standing as it does over 500 feet above sea level, is altogether too high, and the new buildings will only be about 150 feet above the sea. One will be placed at the north-eastern, and the other at the south-eastern end, in such positions that from whatever side the island may be approached a light will be seen. A fog signalman is now stationed at the western side, his duty being to signal whenever he cannot see the island Light. While it is said his own light is often obscured, those of Hartland and Caldy (Tenby) are apparent. It is difficult to estimate the cost of the new Lights but it will probably be about £20,000 per structure. Barracks are being erected to accommodate about seventy workmen, and it is thought that their employment will extend to nearly three years — it is hinted that the new lighthouses will be classed as "Rock Stations". There is no school on Lundy and it is thought that the Board of Trade have, in consequence, an objection to children being on the island. A remarkable feature of Lundy is the ample supply of good water. This is, however, responsible for a gradual wasting of the island, as about 1,800 tons of rock fell on the roadway a few weeks ago, and its removal caused a great deal of expense. (*Ilfracombe Gazette and Observer*)

THIS MADE NEWS

APRIL 4th, 1895:

On Saturday last the new steamer "Cambria" was launched on the Clyde. She has been built for the Bristol Channel traffic, to the instructions of Messrs. P. & A. Campbell. In build and equipment she is a similar boat to the well-known "Westward Ho!". Her speed it is estimated will be 25 knots per hour, which is about 5 knots faster than the "Westward Ho!" which has been the fastest steamer in the Channel up to the present.

JUNE 6th, 1895:

(Under heading "Ilfracombe"). The steamers "Ravenswood", "Lorna Doone", "Bonnie Doone", and "Westward Ho!", brought a large number of passengers on Saturday last. The "Cambria", a fine new ship belonging to Messrs. P. & A. Campbell Ltd., came down for the first time, heavily laden with holiday makers. On arrival about 6.15 p.m. a discharge of rockets went up to signalise the event. We hope she will bring many thousands of visitors during the season.

(*North Devon Journal*)

(Under heading "Lynton & Lynmouth"): The new steamer "Cambria", the property of Messrs. P. & A. Campbell Ltd., went on her first passenger voyage on Saturday last. She left Hotwells, Bristol, punctually at 2.32 o'clock reaching Lynmouth at 5.30 p.m. She is capable of a speed of 21 miles per hour. Built on similar lines to the "Westward Ho!", she is in appearance almost identical with that well-known steamer, but faster in speed and larger in dimensions. In beautifying and making comfortable her fine saloon, much care has been spent. The floor is made of polished mahogany and cypress wood. She is lighted throughout by electricity. Her certified number of passengers for trips on the easterward side of the Holmes is one thousand, and she will be able to carry eight hundred and ten passengers to Ilfracombe, Tenby, and Lundy Island. It is intended to organise trips to various places on the south coast, and with this object the seats in the first saloon have been so fitted that they can easily be converted into sleeping berths. The "Cambria" will have a No. 2 certificate enabling her to ply anywhere around the British Isles.

The steamer will leave the pier at 7 p.m. for a cruise towards Clovelly and Lundy Island. As the object is a most deserving one, we trust both visitors and residents will freely patronise the trip and so enable the company to hand over a good round sum to the Hospital Saturday Committee. The fare to all parts of the boat will be one shilling.

(*Ilfracombe Gazette and Observer*)

JUNE 25th, 1895:

On Friday the steamer ("Brighton") visits Lundy Island, being, we believe, the only excursion steamer which is allowed to land passengers on the island—

TUESDAY, AUGUST 27th, 1895:

On Thursday next, Pockets S.S. Company have kindly offered to run an excursion by their splendid steamer the "Brighton" in aid of the funds of the Hospital Saturday Committee.

OCTOBER 10th, 1895. Severe gale casualties on the North Devon Coast. Loss of a Penzance Schooner with all hands near Ilfracombe.

—That night the vessel would have been somewhere between Lundy and the Morte, dreaded by all sailors, and then a sudden change of wind from south-west to north-west must have subjected her to tremendous seas. How the vessel foundered must always remain a matter of conjecture. (Loss of the "Lanisle" of Penzance, with a crew of six).

OCTOBER 10th, 1895. Wreck at Hartland—two lives lost.

The Schooner "Clipper", of Bridgwater, was driven to a rough anchorage off Spekes Mills Rocks about one o'clock on Wednesday morning. A tug summoned from Lundy Island, a wire having been sent by Mr. Cole of Ilfracombe, arrived just after the last man (the captain) was rescued. The captain afterwards died. All the crew were landed except one.

OCTOBER 10th, 1895.

The rocky coastline of North Devon was strewn with wreckage as a result of the terrible gale which prevailed for several days last week. It was a busy week for members of the Lifeboat crew and the Coastguard, and, as usual, the emergency brought the hero. Nothing finer in the way of rescue work has been recorded for many a day than the service which the men of North Devon rendered at the height of the gale at different points of the dangerous, though strikingly beautiful, coast . . . Dr. Tollers' splendid attempt to save the life of a wrecked captain at great personal risk stands out conspicuously among a batch of brave deeds. But, in spite of these heroic efforts, there was a lamentable loss of life; two of the Ilfracombe boatmen sacrificing their lives in their gallant attempt to succour an imperilled crew. The full extent of the losses caused by the terrific gale in the Bristol Channel will never be known, for several ships are believed to have foundered without leaving any trace by which identification is possible, but the number of the reported disasters is so considerable that it may well serve to give point to the demand for the establishment of a Harbour of Refuge in the Channel.

For many years we have urged the necessity of provision of this kind being made and it is scandalous that nothing is done to prevent the fearful loss of life and property which takes place annually in the Bristol Channel owing to the lack of accommodation of which mariners can take advantage in stress of weather. There would, of course, be shipping casualties even were the coast dotted with Harbours of Refuge, but such Harbours would lessen to an enormous extent the risks which have to be run in the vicinity of the British Shores. If ever there was a case in which the responsibility of the State should be recognised this surely is one; we sincerely trust that at no distant date the responsibility will be accepted, with the result that in the Bristol Channel an adequate Harbour of Refuge will be provided.

(*North Devon Journal*)

JANUARY 8th, 1920:

News received at the Ilfracombe Harbour on Wed. evening last week that a derelict barge had been sighted in the Bristol Channel about 4½ miles off the Forelands. Mr. Galliver, who is in charge of the pier gate conveyed the information to the tug boat "West Creek" (Capt. Francis) who went in search. He picked up the barge on Thursday morning and brought her into Ilfracombe Harbour at about 11 a.m. Nothing is known as to the origin of the barge, which bears the No. 1548. It is quite empty and in a perfectly new condition. Information was received on Sunday that a derelict barge had been sighted off Lundy Island.

(North Devon Journal)

JULY 6th, 1920:

The reason why the "Montagu" went ashore on Lundy, according to an old pilot, was this: it was the time of the Spanish Wedding, when King Alfonso married the Princess Ena. In honour of the Royal Marriage the Spanish flag was flying on the "Montagu", and it was the spirit of Drake that, in wrath against the Don, lured the ship with the colours of his great enemy of Armada days, upon the rocks.

(Hartland Chronicle)

SEPTEMBER 16th, 1920. A Landing Stage* is being constructed at Lundy Island.

*This refers to the concrete slip and jetty at the cove below the South Light.

SEPTEMBER 23rd, 1920.

To his constituents at Lundy Island, Capt. J. Tudor Rees, the member for the Barnstaple Division, paid a visit on Friday last, this being the first occasion in its history that the Island has thus been honoured, although Mr. George Lambert, the Civil Lord of the Admiralty and Member for the South Molton Division, visited the island in 1906 on the occasion of the wreck of the "Montagu". Prior to the passing of the Representation of the People Act, 1918, the franchise of Great Britain was founded upon rating, no one being allowed to vote unless rated for property of some kind, and inasmuch as the inhabitants of Lundy for a long period neither paid rates nor taxes, they had no voice in the government of the British Isles. The Act of 1918, however, altered the whole incidence of the franchise, votes being given to all men aged 21 and to all women (widows of previous occupiers, or occupiers in their own right) of the age of 30. The act thus gave the islanders their first vote, and Lundy was included in the Barnstaple Division, being already in the ecclesiastical Parish of Hartland and the diocese of Exeter. There are now eight voters on the register compared with ten at the last General Election, a polling station being provided on the island.

Capt. Tudor Rees, M.P., accompanied by his Parliamentary Agent (Mr. M. Ffoulkes) made the journey from Instow to Lundy on Friday in the motor trawler "Lerina" which conveys the mails to the island once a week. Capt. Dark proving an able pilot. Owing to the rough weather which prevailed, however, the journey occupied three hours, Lundy not being reached until one o'clock. On nearing the island, it was seen that most of the 30 inhabitants had assembled on the beach and they gave the Hon. Member a rousing welcome, whilst several of the number readily helped ashore the small

boat in which the party actually landed.

Mr. Ffoulkes, addressing the little group, reminded them that that was the first occasion on which the island had been visited by its Parliamentary member, and said he was sure that all would regard it as an interesting and important incident in the history of the island. Capt. Tudor Rees, M.P., expressed his keen pleasure at being among his constituents on Lundy Island. He regarded it as both a pleasure and a duty to visit them, but admitted amid laughter that his pleasure would have been all the keener if he had been a better sailor and the sea had been not quite so rough. There were hearty greetings and handshakes, and several of the islanders said how pleased they were at the visit and on behalf of the islanders welcomed Capt. Tudor Rees to Lundy.

As the inhabitants only receive their letters and newspapers once a week, the ceremony of distributing these proved highly interesting. Capt. Tudor Rees subsequently made a tour of the island, inspecting all points of interest; whilst he enjoyed luncheon at the Manor House and at the invitation of the Coastguard, tea at the Coastguard Station. On leaving in the early evening, the Hon. Member was presented with a number of local souvenirs, which included some rare birds' eggs. The return journey was made by way of the S.S. "Devonia" to Ilfracombe, and thence by motor to Barnstaple. Seen by our representative in the evening, Capt. Tudor Rees said it had been rather a rough trip but he had thoroughly enjoyed the novel experience, and was proud of the fact that he was the first member for the division which included Lundy Island, to meet the electors there.

MAY 24th, 1945. Messrs. Campbells Steamers: At a meeting of the Harbour Committee of Ilfracombe Urban District Council on Tuesday, Mr. H. Bryant said it had been reported that Messrs. P. & A. Campbell of Bristol were having a vessel built to carry 1,000 passengers for the Ilfracombe pleasure trade, to be delivered to them next May. The Council ought, he said, to get the pier in order for this, and since the work was a summer job, and not a winter one, he urged the Council to speed it up—

AUGUST 30th, 1945. Lundy Invaded.

Barnstaple Sea Cadets Afloat.

Barnstaple Corps of Sea Cadets had a glorious day on Sunday when, in a Brixham smack placed at their disposal by Admiral Franklin, N.O.I.C. of Appledore, they spent a day on Lundy Island.

The party left Appledore in the morning in ideal weather conditions, and with the smack lying off the Landing Beach, the small boat was put off and the island invaded.

Forty boys under their Commanding Officer, Lieut. Parratt, with Mr. G. Gale (a member of the Committee) and an instructor, Mr. B. Seymour, made the trip.

An al-fresco lunch was eaten on the beach, and in groups of five, each under a leading seaman, the party thoroughly explored the island from north to south.

All visited the Church, lying now in a rather dilapidated condition, hundreds of slates being off the main roof, and all had lemonade in the Marisco Tavern, always the perfect show place. Many went to the old Lighthouse on the west

side and climbed to the light chamber where their names were added to the many hundreds already pencilled around the walls.

Parties also bathed and disported themselves on the beaches.

Birds were few on the island; not a Puffin was seen all day, although Razorbills and Cormorants were observed.

Out and back, porpoises in Barnstaple Bay caused much amusement and so much excitement that a hat was lost overboard. Luckily, however, the cadet was not underneath it!

To the great delight of the boys the ship was put about and a search was made over a wide area and the hat recovered.

Before the embarkation on the mainland, the boys were paraded and inspected and addressed by the Rev. H. C. A. S. Muller, Naval Chaplain and Priest in charge of Appledore and Lundy Island, who told them much of interest to look out for. He congratulated Lieut. Parratt on a smart and well turned out Corps, and wished all well, regretting that he was unable to make the trip himself.

Lundy's coinage and stamps, with other souvenirs, were purchased by the party, and the smack made Barnstaple bar at 7 p.m. after a delightful day.

Lundy itself seems more remote and wild than ever after 5 years of war.

Much gale and storm damage is evident, and the population seems less than ever before, despite some Naval personnel.

The ponies are numerous and quite wild, and a feature of much interest was a herd of wild goats, nineteen or twenty in number, whose wild leaps from crag to crag were watched by envious boys.

(North Devon Journal)

NOVEMBER 10th, 1870.

The Lundy Granite Co. On Saturday in the Rolls Court, Mr. Swanston, Q.C., made an application on behalf of the liquidator of the Lundy Granite Co., for direction as to the manner in which he should act under certain difficulties which had arisen. The Learned Gentleman stated that the Company was formed in 1863 for the purpose of working granite on Lundy Island. The property of the Company consisted of a lease from Mr. Heaven, the owner of the island, it being transferred in the name of Mr. M'Kenna, brother of Sir Joseph M'Kenna. The question now was what must be done with the leasehold interest of the Company in the property. The official liquidator had been dealing with it, but the parties alleged to have an interest were not satisfied with the manner in which matters stood. While a Mr. Benthall had purchased the stock, Mr. M'Kenna had agreed to assign, but was now unwilling to do so except on certain terms, which the official liquidator could not acquiesce in. Further, Mr. Heaven was not willing to assign the lease to Mr. Benthall. Mr. Roxborough, Q.C., appeared for Mr. Heaven, and Mr. North on behalf of Mr. M'Kenna. Lord Romilly said he would not allow the Company to pay more, and if Mr. M'Kenna did not assign to Mr. Benthall he must take consequence of any proceeding which the latter gentleman might institute against him.

(North Devon Journal)

DECEMBER 29th, 1870.

Notes from the sea: Loss of vessel at Lundy Island — The brig 'Mary' (Day, Master) is reported as having become a total wreck on Lundy Island. She went ashore on Thursday night, and soon after went to pieces. The crew and master were conveyed to Swansea on Monday last. No particulars as to how the casualty occurred have reached us.

In February, a large ship, 950 tons register, named the 'Brenda' was wrecked by striking a sunken rock off Lundy. Railway iron formed the cargo. The crew was saved.

(Hartland Chronicle, 1871)

DECEMBER 5th, 1895.

Protection of Wild Birds in Devon: At the last meeting of the Devon County Council, an important report prepared by the Wild Birds' Protection Acts Committee (of which Mr. W. I. Hiern of Barnstaple, is Chairman), was adopted, and we are informed that the Secretary of State has issued the orders asked for in the report, which is as follows:

The Committee recommend the Council to apply to the Secretary of State for the several orders under these Acts herein expressed:

(1) To prohibit the taking or destroying of wild birds' eggs during the years from 1896 to 1900, both years inclusive, within the following places in the county:

(i) Lundy Island and neighbouring islets

Many varieties of wild birds remain permanently on Lundy and breed there; its geographical position, with the tall lighthouse, invites the attention of many passing migrants, and several birds which are considered as great rarities among British birds appear there with some regularity, and occasionally in considerable numbers. The beautiful rose-coloured Pastor and the Hoopoe are, or used to be, frequently met with in Spring; the Gannet, Oyster-Catcher, Storm-Petrel, Manx Shearwater, Razorbill, and Puffin, are almost confined to Lundy in the breeding season, and the Guillemot, Kittiwake, Herring-Gulls, Greater and Lesser Black-backed Gulls, breed there, and the variety of the Common Guillemot known as the Bridled Guillemot occurs in limited numbers.

Other areas included: (ii) Baggy Point District; (iii) Lynton District; (iv) Slapton Ley, and Start District.

(2) To prohibit the taking or destroying the eggs of the following specified kinds of wild birds within the county; the reason, on account of which the application is made, is appended in each case.

(list of specific birds follows)

(6) The Committee think it right to add that many of the statements made by them are based upon D'Urban and Matthews "Birds of Devon", published in 1892.

(North Devon Journal)

DECEMBER 16th, 1920

Following a very successful Whist Drive a fortnight ago arranged by Miss Sage at the Manor House, in which £3 was subscribed for the repair of the Church Clock chimes, a musical party was given on Thursday night at The Villa by Mrs. W. P. Smith, in which most of the inhabitants took an enthusiastic part, and a very enjoyable evening was spent.

(North Devon Journal)

DECEMBER 28th, 1920.

On Sunday evening, Dec. 5th, members of the football team rang the eight bells of St. Helen's Church, this being the first time that all the bells have been rung on a Sunday. Mr. F. Allday preached a most appropriate sermon to the men. The singing was very hearty. The Bristol Channel football team and many others were entertained on Thursday, 9th, to a musical evening by Mr. and Mrs. Smith, of The Villa. Besides the host and hostess, those contributing to the programme were: Messrs. Allday, S. Collins, Chas. Davey, H. Gasson, Lang, L. G. Snell, Bill Tannery, Misses Hill and Marlow, and Master Montgowan. A hearty vote of thanks and the National Anthem concluded a very pleasant evening.

(Hartland Chronicle)

JANUARY 11th, 1921.

A speech by Canon Coleridge, at the Annual Dinner of the Ancient Society of College Youths last November, mentioned the death of an old member, Mr. Wm. Greenleaf, and said that the last time he saw him was "when some venturesome spirits rang what was the first, and probably would be the last, peal on Lundy Island." Mr. Wm. Greenleaf was the ninth man and preferred to stand out. Mr. Bowen took lumps of rust from the bearings of the bells in the morning, and used up all the castor oil he could find on the island. They managed to ring the peal, though they thought it was not an extra good one — but Mr. Greenleaf said it was an excellent one.

(Ringing World)

FEBRUARY 10th, 1921

The question of whether Mints existed at Lundy and Combe Martin is raised in "Devon and Cornwall Notes & Queries" by Mr. R. Pearce Chope, a shilling of the Charles I period having recently been attributed to the Lundy Island Mint. "It is assumed", writes Mr. Chope, "that Thomas Bushell, who had been appointed Master of the Mint at Aberystwyth in 1637, continued to issue silver coins of small denomination after he became Governor of Lundy. A half-crown of 1644 had previously been assigned to Combe Martin (Grueber, "Handbook", 1899, p. 114) and this, too, would have been coined by Bushell, for he held the Combe Martin Mines before he became Governor of Lundy.

(North Devon Journal)

SEPTEMBER 20th, 1945. Lundy Island Baptism.

The infant son of Mr. and Mrs. H. C. Robertson received the names of Duncan Hamilton at the baptismal service conducted by the Rev. H.C.A.S. Muller in St. Helen's Church, Lundy Island, on Wednesday in last week. The child's father is a farmer on the island. This was the first service of its kind to be held on the island for about four years. Dr. Brown of Appledore acted as proxy for the child's god-parents. Before the baptism Mr. Muller conducted a service that was attended by the islanders.

(North Devon Journal)



John Stockwell

Although every effort was made to beat the Postal Strike by despatching No. 2 of the 'ILN' five days beforehand, it is feared that many subscribers in more distant parts would have to wait until the end of the strike before receiving their copies.

The 'ILN' has been severely hit by this dispute, subscriptions have not been coming through, only six reaching us by hand, during the whole of the 47 days, whereas normally we receive a considerable number by each post.

Readers could render us a great service by

mentioning the magazine to friends and acquaintances, as it is essential that we should increase our circulation after this set back. We might add that no house, manor, castle, or dry cave should be without THE ILLUSTRATED LUNDY NEWS!

In the photograph (above), assisted by two kind volunteers, issue No. 2 is being prepared for despatch. The magazines arrive from the printers and were sent to all subscribers on the same day January 15th via the M.V. "Lundy Gannet".

(L. to R.) The Editor, Mrs. Chrys Davey, Mrs. Jean Stockwell, and Mrs. Joan Dyke.



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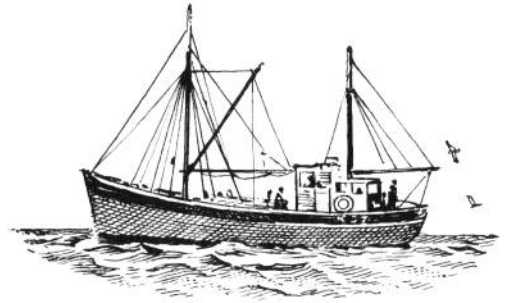


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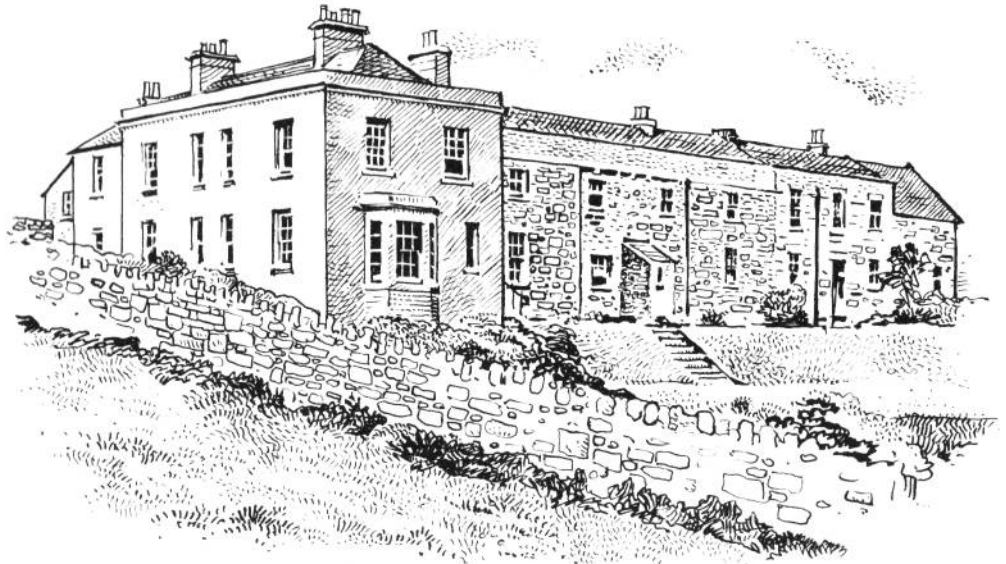
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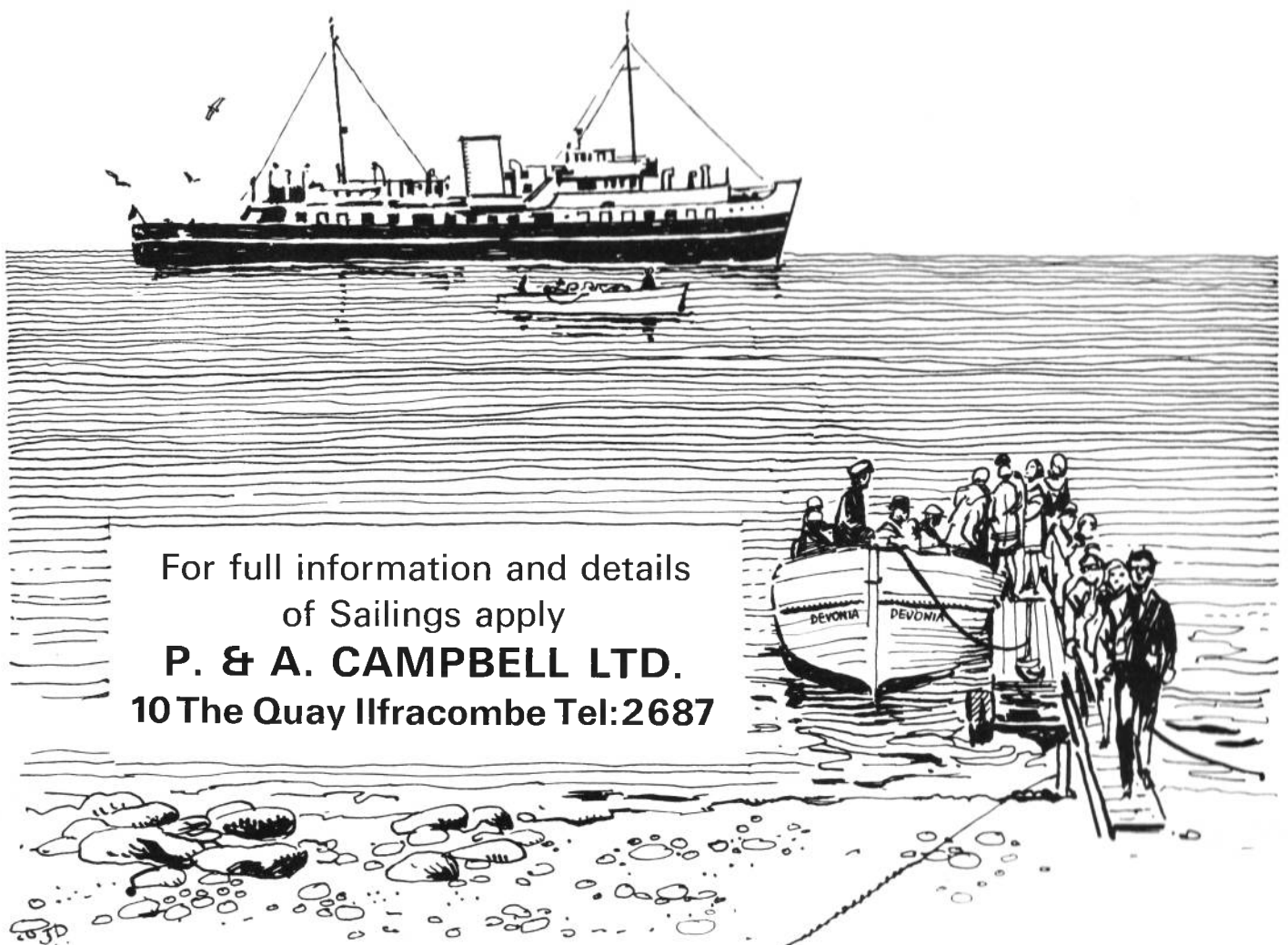
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