



SUMMER ISSUE 1971

VOLUME 1 No. 4



A MESSAGE FROM OUR POSTMASTER

IN December, 1970, there was a serious threat of a severe increase in British postal charges within a few weeks. As much as 7 pence was mentioned in the Press at the time for an ordinary letter up to 4 ozs.

It seemed that announcing the forthcoming issue of new Lundy stamps with decimal values to all on the Philatelic mailing list might be very costly, and it was, therefore, decided that this should be made through the Press. Unfortunately, due to the postal workers' strike, the only report of the new issue appeared in the West of England newspapers, and the "Illustrated Lundy News".

In future, the magazine will be the sole source of Philatelic information; therefore, all whose names are on the mailing list, if they wish to keep up to date with Lundy Philatelic news, are advised to become subscribers.

The I.L.N. will keep you informed of all phases of life on the island, and make your collection of Lundy stamps mean something more to you than it has ever done.

F. W. GADE

Our drawing shows the M.V. "Balmoral" on her first visit to Lundy in May last year, viewed from one of the delightful paths leading out of Millcombe on the southern side of the valley.

From the mainland, Lundy appears a barren, rocky plateau, but on nearing the island extensive growth of trees and shrubs becomes apparent, especially in the vicinity of this particular valley. It is true to say that many of the trees are in decline, but with the progressive planting already commenced, the wooded nature of Millcombe and adjoining areas has been safeguarded.

Here the Beach Road winds attractively through the combe, and although it is a replica of those which traversed the length and breadth of the adjacent island in former times, the writer feels that it is completely in character with Lundy — unmade, and without one square yard of tarmacadam!



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FROM

ILFRACOMBE QUAY

by M.V. LUNDY GANNET



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Illustrated Brochure and Tariff from

THE MANAGER
THE MANOR FARM HOTEL, LUNDY,
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Telegrams: Lundy via Hartland Point, North Devon



HOLIDAY ATTRACTIVE **LETTINGS** COTTAGE CONVERSIONS

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.

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., hand-basin 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 hand-basin with h. & c., and a W.C.

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.

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

ONE of the most complicated decisions we must take is about communications. Lundy has to be connected (although not too closely, I hope) with the mainland, but no one of the many ways of arranging this seems clearly better than the others. A change of some sort I am afraid there has to be; the method we inherited, of the trawler "Gannet" sailing from Bideford Town Quay and unloading by coble onto the beach at Lundy, was a beautiful method, but it was barely capable even of maintaining Lundy in a slow decline.

Excluding Wales, there are three possible mainland bases — Bideford, Ilfracombe, or Clovelly. Bideford is an old and honourable town, the river between it and the sea is very beautiful, and the Town Quay is a good place for handling awkward loads; but the bar at the mouth of the river makes it necessary to sail at most irregular hours, limits the time that the boat can spend at Lundy, and often prevents sailing altogether. Our experiences in the winter of 1969 made it essential to shift our base, at least temporarily, to Ilfracombe.

Ilfracombe has no bar and has an attractive harbour. Campbell's also use it, which helps. But in summer the harbour is seriously congested, especially by cars, and it has drawbacks as a base for cargo. Working from Clovelly would mean a much shorter sea crossing, attractive to many; it is also a quite particularly beautiful place, and our presence there would increase its air of purpose as a harbour. However, heavy loads would be difficult to handle, and it would probably be impossible to keep a boat in this sometimes rather exposed position.

But does our boat have to be *based* on the mainland at all? If we could safely keep it at Lundy we should gain in many ways. To name only two, the permanent population of the island would be increased, and the master of the boat could see with his own eyes the state of the weather at Lundy. Because he cannot do this at present, sailings are sometimes needlessly cancelled. In addition the island would feel more self-contained.

Basing a boat on Lundy means either building a harbour or being able to get the boat out of reach of the sea. A harbour would greatly ease the serious problem of unloading (at present very hard on the islanders), but it would take a long time to build and other tasks are urgent. It would also change Lundy and the people who come to it in ways one might misjudge; and as Lundy and its familiars seem fine to me the way they are, it is a risk we do not mean to take. We must make do with a slip. No boat that could be hauled out of the water, though, would be big enough to serve Lundy. Therefore we should need two boats. However it is beginning to look as though we need two boats anyway. The "Gannet" cannot possibly cope with everything we have to bring over and the occasions when building materials, stores, or people, need to cross do not necessarily coincide with each other.

All these matters hang together, and one decision must cover the lot. As there are so many variables, however, it will be all too easy to get it wrong; and since most readers of this paper know Lundy better than I do, I should indeed be grateful for their views.

JOHN SMITH



ILLUSTRATED LUNDY NEWS

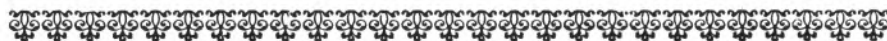
AND LANDMARK JOURNAL

SUMMER 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)*



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Postal Subscriptions (Home and Abroad) £1 for 5 issues

(see page 15)

THE UNDERWATER GARDENS OF LUNDY *by Keith Hiscock*

Educated at Ilfracombe Grammar School, then at London University, where he obtained a B.Sc.(Hons.) degree in Zoology, the author has taken up a research studentship at the Marine Science Laboratories (Menai Bridge) where he is carrying out investigations in the larval biology of Coelenterates.

The photographs in this article were taken using an Exa S.L.R. body with Sands Hunter wide angle lens and 3+ close-up lens inside a perspex case. Lighting was provided by electronic flash in a separate case.

All controls were operated by shafts which passed through 'O' ring seals set into perspex. The filmstock is Ektachrome X.



THE sea may be a mysterious place to most people, but to anyone who knows Lundy it should come as no surprise to learn that surrounding this beautiful Island is an underwater world that is a paradise to British divers. The cliffs of Lundy, which drop so precipitously on land, often continue to depths of one hundred feet and more below the clear oceanic water which surrounds the Island, leaving seaweeds behind in the shallows so that the rocks become festooned with multitudes of corals, sponges, anemones and other amazingly beautiful animals; yes, animals, for these gardens are not constituted by plants, for which light is limiting, but by an astonishingly rich fauna of animals which achieve such a delicate structure and vivid colours that they can only be compared to the flowers of the terrestrial world.

On the plains, cliffs and canyons of Lundy's submarine world, the sponges and coelenterates (Sea anemones, Corals and Sea fans) constitute the most common of the exotic animals, these stand out against a dull grey field of branching Sea mats (Polyzoa) which cover most of the rock surface in a carpet one inch thick wherever light penetration is insufficient to allow the growth of a large number of plants. In this underwater landscape, crabs, lobsters, crayfish, starfish and sea-urchins are occasionally to be seen roaming the plains, feeding, or hiding in crevices until darkness allows their safe emergence. The sand at the base of these rock formations, far from being bare, is often dotted with the tentacles of burrowing anemones, the siphons of cockles, and the occasional hermit crab scurrying about its business sometimes with a bright yellow cloak anemone on its back.

Sponges, which on the shore are forced to maintain themselves in a thin incrustation as a result of the almost constant battering they receive from the seas, can take on massive and beautiful forms below the waves; species are to be seen which form large castle-like structures (for instance the yellow Boring Sponge *Cliona celata*), branch like a small bush (*Axinella polypoides*, a bright orange sponge up to twelve inches high) or take up structures similar to many of the terrestrial fungi with which we are familiar; these primitive animals, which feed by filtering microscopic plants and animals from the sea, provide a colourful relief against the grey fields of waving Polyzoa or the last vestiges of the seaweeds.

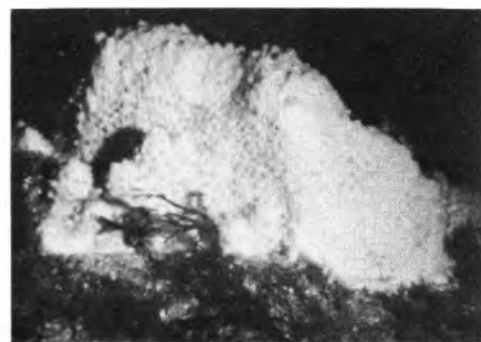
Before readers are given the impression that

Sea-mats are the drab weeds of the underwater gardens we may mention the Ross (*Lepralia foliacea*) which ranks with the sponges and the coelenterates in the beauty of its colour and architecture; this Polyzoan is extremely brittle and resembles a large red cabbage often several feet in diameter, it is found most abundantly in areas exposed to strong currents where the thousands of minute animals living back to back which make up the colony may capture most food.

The Sea anemones and corals are animals which truly look like flowers, with tentacles resembling petals and with a spectrum of colours that must surely include every shade one can think of. The beautiful Jewel Anemone *Corynactis viridis*, which by the way has closer affinities to the corals, is found almost everywhere around the Island on vertical or inclined surfaces below the kelp forest, becoming most spectacular when its colonies take over whole areas of cliff so that the rock becomes covered in a mass of green, orange, purple and brown blossoms. Sea anemones are generally few and far between but occasional colonies of the milk white Sandalled Anemone (*Sagartia sphrodeta*) are to be seen wherever there is considerable water movement, for instance off the south and west coasts. A variety of this anemone with an orange disc, together with the Plumose Anemone (*Metridium senile*), virtually cover the walls of caves and overhangs on one part of the Island. Close relatives of the animals which form the magnificent coral reefs of the tropics, the solitary stony corals of British waters occur in abundance around Lundy. Close inspection of almost any rock face around the Island will reveal multitudes of the thimble-sized Devonshire Cup Coral (*Caryophyllia smithi*) whose anemone like polyps display a beautiful variety of colour combinations: violet, emerald, chestnut and many other shades, whilst corals considered rare in British waters are quite common in certain places around the Island; *Balanophyllia regia*, the Scarlet and Gold Star Coral, is often to be found in shallow water and in 1969 *Leptopsammia pruvoti*, a gorgeous orange cup coral, was recorded for the first time in British waters from Lundy. The Soft and Horny corals, which are only distantly related to the stony corals, build massive structures covered in hundreds of minute flower-like translucent polyps. The two Soft corals found most commonly around the Island occur in two distinctly different ecological conditions; the well known Dead Men's



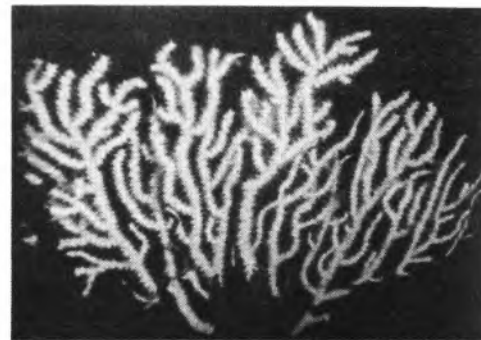
A cream coloured sponge about 3" across with a Devonshire Cup Coral at its base. The photograph was taken at a depth of 60' off the south coast.



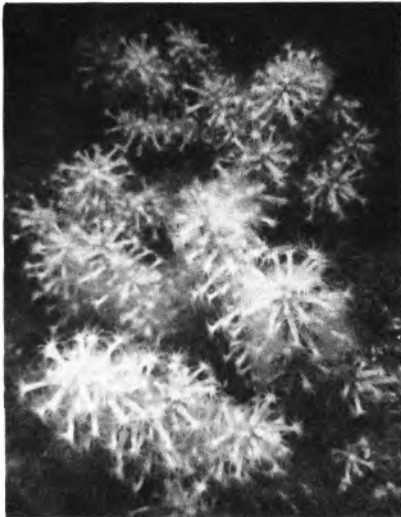
The yellow Boring Sponge *Cliona celata*. This one, about 18" across, was growing at a depth of 70' off the south coast.



Ross and Sea fans at a depth of 60' on the gravel slope to the north of Gannets Rock.



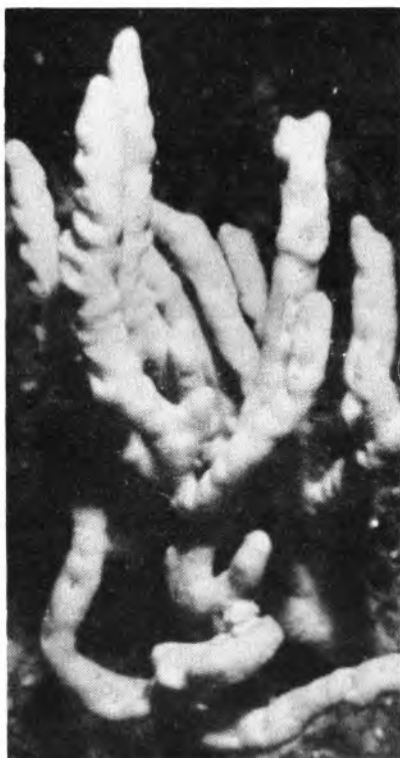
A Sea Fan ('Gorgonia') off the south coast at 70'. This one is nearly a foot across and has taken about twenty years to grow.



Alcyonium couchi, a soft coral, photographed at 55' on a cliff to the south of Gannets Rock. The colony is about 8" high.



Jewel Anemones on the Knoll Pins at a depth of 60'.



A branching sponge found commonly at depths below 50'. This one is about 8" high.

Fingers (*Alcyonium digitatum*) grows to its most massive lobed form in areas exposed to a great deal of water movement (as for instance on the flat rock outcrops off the south coast, where the white branching fingers occur every few feet), whilst the orange south-western species *Alcyonium couchi* (=glomeratum) is most commonly found on the sheltered east coast. The bleached skeleton of the horny Sea-fan *Eunicella verrucosa* ('Gorgonia') may well be familiar to readers since it is, unfortunately, a favourite collecting piece of tourist divers. Underwater and alive this pink fan shaped 'tree' takes on an exquisite beauty with its flexible frame spread out at right angles to the current in what would appear to be an effort to catch as much food as possible in the tiny polyps arranged along its branches. Finally we may mention the ferns of the underwater world, hydroids, colonies of minute animals which occur in profusion around Lundy, their delicate fronds waving back and forth in the swell either as isolated clumps or in beds like a field of corn in the breeze; beds of bright yellow that along with the other exotic animals negate the dull grey background which so many of us imagine composes the submarine landscape.

Why, one may ask, should Lundy be blessed with such an amazingly rich and colourful fauna? The answer lies largely in its position in the south-west at the edge of the Atlantic Ocean where conditions favour the growth of the more exotic animals of the Lusitanian (southern) elements and partly in the depth to which the rocks extend and the variety of ecological niches their structure has to offer.

All photographs are copyright Keith Hiscock



Plumularian hydroids, a few inches high, which form large beds in areas affected by strong currents. These are photographed at 90' off Black Rock.

The sheer beauty of the underwater scenery that all this leads to, together with Lundy's clear waters, profusion of wrecks, and the knowledge that it is usually possible to dive somewhere around the Island whatever the weather, attract an increasing number of diving tourists each year. To these people Lundy is a heaven on earth and it is to be hoped that after visiting the island they will resolve that this world must never be pillaged as the land and seashore have, but that it should remain as it is now to be enjoyed by all.

The proposal to establish a marine nature reserve around Lundy

Many of you will have heard of the proposals that have been made to establish a marine nature reserve in Lundy's waters and are probably wondering what it is all about; I hope that the following will explain our ideas, the progress that has been made, and the work which is to be done.

In several parts of the world marine nature reserves are a well established feature of the diving scene and act not only to conserve the marine environment but also as focal points for diving recreation, research and education. From many points of view Lundy is well suited to become the first such area in Britain; it has a very interesting marine flora and fauna, the underwater scenery is some of the best in the country, the island's position means that it is isolated from local sources of pollution and it is owned and managed by organisations concerned with the conservation of the best parts of our environment. Lundy is already established as a centre for underwater recreation and, although the collection of marine specimens has been voluntarily reduced of late, it is essential that any continued use of the area for diving is carried out hand-in-hand with a conservation policy that will ensure the maintenance of Lundy's underwater beauty together with the balance of marine communities.

In order to determine the principles of setting up and running a marine nature reserve in British waters, a great deal of research has gone into the proposals, but the number of people consulted prior to its publication has been

minimal and a lot of work lies ahead now that the proposals have been accepted in the main by the Landmark Trust. Since their distribution at the beginning of March and discussion at a symposium of the Underwater Association a great deal of encouragement and support has been offered together with much practical advice. A party of marine scientists will visit the island for two weeks this summer to carry out their own research on the shore and underwater in order to evaluate the feasibility and desirability of running such a project from Lundy. Work is already in progress to establish a card file for the marine flora and fauna; Dr. David Irvine has offered a reference herbarium of Lundy marine algae; a type collection of common marine animals has been started and a reference collection of photographs is planned. The co-ordination of efforts to find out as much as possible about all aspects of Lundy's marine world including archaeology, geology and biology could also add yet another interest to the museum and it is hoped eventually to produce a booklet to act as a guide to the reserve and explain its aims, but all this is only a start and much work lies ahead before the final designation and establishment of a marine nature reserve around Lundy.

KEITH HISCOCK,
Marine Science Laboratories,
Menai Bridge

The proposals were compiled by the author in association with Mr. John Lamerton of the Nature Conservancy, Mr. and Mrs. Ron Machin of the Devon Trust for Nature Conservation, Dr. M. W. Robins and Dr. D. A. Jones.



A visit to Lundy's longest known cave, Seal's Hole, is a rare experience indeed and one never to have missed or forgotten. Not only is the cave rather inaccessible, but it is frequently occupied by the marine mammals after which it is named. Had it not been for two persistent Trinity House technicians who spurred me into going with them I would probably never have visited the place. We were joined by Russell Flyng, at that time working on Lundy. We decided to take advantage of the maximum spring tide on February 28th which allowed us two hours for exploration.

Seal's Hole is situated at sea level at the bottom of Raven Gully, which runs S.S.E. from the Rocket Pole. After a straightforward descent of the Sideland we arrived, with our equipment for the expedition, on a rocky crag some 100' above sea level. The obvious route seemed to be down the steep, grassy slope leading inland towards the cave entrance, but, having inspected the slope, it was found to end precipitously with at least a 60' drop to the surging water below. Our successful attempt to reach sea level was made down the cliffs on the south side of the crag. Here the rope we had brought was an absolute necessity. At the base of the cliff is a narrow ledge descending at about 30 degrees to the beach before the cave entrance. As water was still running into the cave we waited until it had receded. This respite allowed us to check the equipment we had brought, both to enable us to see and to deter any seal which might take a dislike to our intruding upon its privacy from attacking us.

We had a battery operated torch each, stout sticks, six home-made flares, petrol and matches.

Slowly, the water level dropped and a boulder strewn beach became exposed, but between the beach and the cave stretched a deep pool of water some 50' long and occupying the complete width of the gully. Taking off shoes, socks and trousers we waded through the ice cold water and gained the boulder covered floor of the cave. At this point the cave roof is about 60' high, but the cave is only about 15' wide. A short distance inside it turns to the right and the end of this part of the passage is obliterated by darkness. 100' on the width has narrowed to 8', but the roof assumes cathedral like proportions, disappearing into darkness in places. The boulder and pebble nature of the floor has changed to golden granite sand. Here the passage turns left and we lit our first flare. The effect was stupendous, the light being one hundred times superior to our battery torches. Water running down the walls glistened, and quartz and mica crystals sparkled in their new found light. Ahead the passage meandered out of view, its height and width at variance, its sandy floor sloping upward, the smooth surface being broken only by the occasional boulder.

Having made several small angle turns we came to a point where the passage narrowed considerably, but before we could advance any further, deep coughing created by the smoke from our flares, halted our footsteps. "Seals!", someone exclaimed, so leaving our flare stuck in the sand, a short retreat was made. A

minute or two having passed, a grey mass appeared in the dimness beyond the torch and we hurriedly retreated to ledges of rock we had noted earlier. Now safely perched above the cave floor a distant rumbling sound came to our ears. As the seals moved nearer the noise increased until it reached treble fortissimo. I, for one moment, began to wish I were elsewhere, as it sounded as if dozens of seals were bearing down on us. The initial sight was terrifying, as what appeared to be one gigantic creature loomed out of the darkness, but only five seals emerged, their close positioning had coalesced them into one mass. Soon they were gone, and on hearing no further noise from the interior we reassumed our former position at the narrowing of the passage. After penetrating about another 12' we found ourselves in a large oval chamber approximately 18' x 36' and about 40' high. Our flares lit up the chamber but smoke prevented us from observing the roof in detail. Opposite the entrance is a continuing passage but it is too small to afford entry, thus the end of the cave could not be reached. The spring tides, which were exceptionally high that weekend, must have flushed the cave clear of any flotsam as there was nothing to find except sand.

However there is something to find in Seal's Hole now: a tin on a ledge about 9' high, which contains the following note: "On February 28th 1971, Seal's Hole, Lundy, was visited by the following persons: Russell Flyng, George Millar, Charles Phillips and Colin Taylor".

AN ENCOUNTER WITH A KILLER WHALE

ON October 17th, 1970 when about half a mile from the anchorage at Lundy, we noticed a large fin in the water south of Surf Point. We went to investigate, thinking that it was a large shark, but as we approached the tail came up clear of the water and we realized from the colouring and shape that it was definitely not a shark, but possibly a large dolphin. As we drew nearer, it rose clear of the water and became very active, several times leaping out close to the boat, and making a colossal splash as it dived again. We could hear it whistling as it breathed and could see water vapour from its blow-hole but no spouting.

We estimated its length at about 15-16 feet, girth considerable, but impossible to judge exactly how large. The markings and colouring were very distinctive, with a clear contrast between the white underparts of the body — the white continuing right back under the tail flukes — and the black of its back, but with well marked white patches behind the eyes and on the flanks, and a greyish saddle behind the large dorsal fin.

We followed this particular animal for about half an hour down through the South Race, before it turned and headed north to join two others which we had noticed cruising along the east side of the island. These two were visible only as fins cutting the surface of the water, one of which was triangular in shape, rather than pointed, and much larger. We thought this might be a different species but



A sighting of the Killer Whale off Lundy, with Rat Island in the foreground, and Millcombe prominently featured in the background.

have since discovered that it was probably a male, as with age their dorsal fin becomes distorted in shape and can be as high as six feet. When we looked through a book on sea mammals, the only one that fitted the description was the Killer Whale or Grampus, said to be the most ferocious animal in the sea.

I could not obtain very much further information locally, so wrote to the Natural History Museum asking for details of reference books. The Zoology Department sent me a pamphlet

on "Whales, Porpoises and Dolphins" and I was asked to let the Museum know if I could send them positive proof that what we had seen actually were Killer Whales. Eventually some duplicates of the slides I had taken were sent to the Museum, who asked if I would like to present them to add to their records, as slides of Killer Whales taken round the coasts of the British Isles are virtually non-existent.

SHIRLEY GLOVER



Western Morning News

(above) Mr. W. Fyson of Ilfracombe at work on his waterline model of H.M.S. 'Montagu', which he has kindly presented for exhibition in the Lundy Museum, together with a model of P.S. 'Britannia', the pride of the Bristol Channel Paddlers. Mr. Fyson, who comes from a family of engineers, has been interested in model-making since before the first World War, and another of his ships, H.M.S. 'Hood' can be seen in Ilfracombe Museum.

Here and there



(right) Here, assembled on the Landing Beach, the new Lister Start-o-matic 6 k.v.a. Diesel Generator sets — one to serve the Hotel, and another for Bramble Villa and Millcombe.

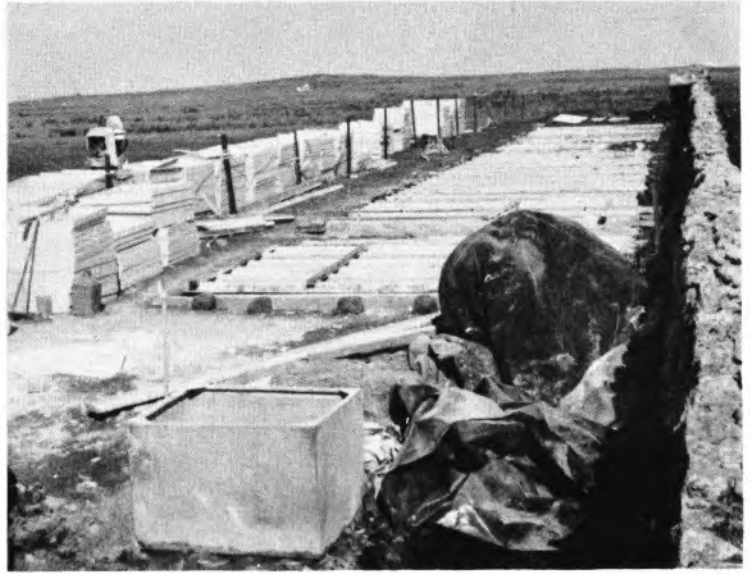


(above) L. to R., Misses Julia Pine-Coffin, Jenny Boase, Olivia Cook, and Briony Seward, intrepid campers from across the water, who chose Lundy as their 'first ever' holiday under canvas in early April.



Terry Bratcher

Following disembarkation from the "Gannet" on the 29th March, 'Minstrel', the new Devon Bull, is coaxed over the pebbles by Messrs. Arthur Bealey, Chris. Price, and John Ogilvie. In the background is Mr. Ian Grainger.



(above) Mr. John Ogilvie inspects his flock in the Tent Field, having fed them their daily ration of concentrates. Due to the mild weather this Spring, the lambing has been reasonably trouble free.



Mr. Strick gives the Castle Hill reservoir its annual spring clean. It is from here that Signal Cottages, Hanmers, and Castle Cottage receive their water supplies.

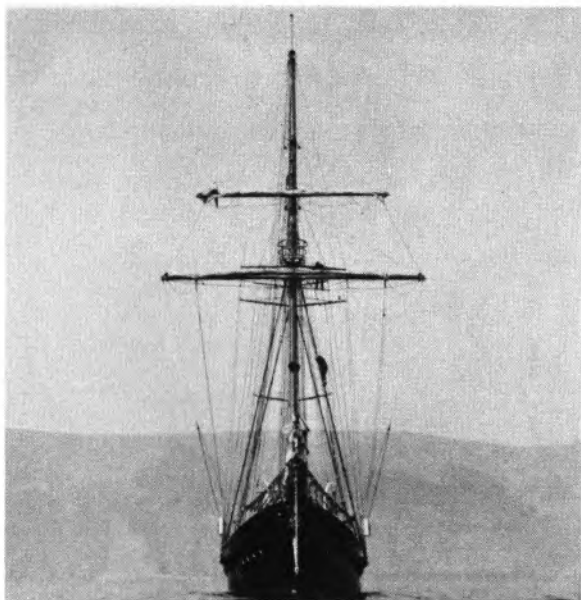
(top left and right) Messrs. M. Florence and A. Robinson loading up the last of the 338 4ft. square pressed fibreglass panels for the new 50,000 gall. capacity reservoir sited to the east of Acland's Moor. 5,440 nuts and bolts and 10,880 washers have gone into the construction of this Hydroglas tank, size 132' x 4' x 4'. The previous reservoir capacity for the island was 17,000 galls.

(below) Miss Jilly Dyke celebrated her 21st birthday in April, and the occasion was marked by an informal gathering in the Games Room. Here she is blowing out her 21 candles on a superb chocolate gateau, specially made for her by Mr. J. Stockwell, the Chef, watched by her Mother, Mr. Peter Edwards, and Mr. Stephen Hubbard.

(bottom right) Part of the buffet supper table.

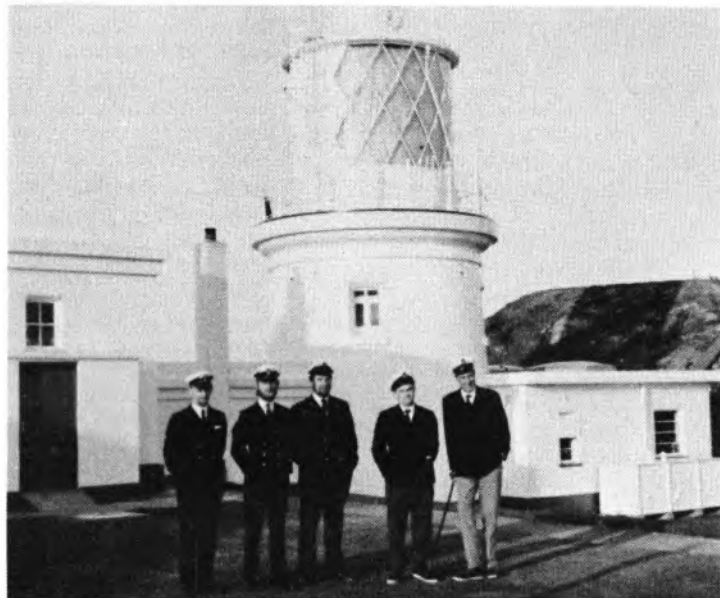


John Stockwell



(above) One of the Watch Officers on the Beach with walkie-talkie apparatus, and three of the 39 boys aboard, all of whom came ashore in relays for a brief visit.

(top left) The Sail Training Association 3-masted Schooner, 'Sir Winston Churchill', lying off Lundy on April 22nd, during a two-week cruise from Weymouth to Newport, having called at St. Malo, St. Peter Port, and St. Ives.



Bill Cobbledick (above and top left)

(above) April 28th was the occasion of the annual visitation of the Elder Brethren to the North and South Lights, and our picture shows the Keepers and inspecting party outside the South Light. L. to R., A.K's G. Box and K. Simmons, P.K. F. Roach, Capt. Newport and Capt. Wyndham.

(centre left) Captain Collis, R.N.(Rtd.), in command of the 'Sir Winston Churchill', with his First Officer on the Bridge.



(above) Mrs. Mary Edwards hands her census form to the island enumerator, Mrs. Penny Ogilvie. We estimated that there were 43 persons on the island on April 26th: 28 inhabitants and seasonal workers, 5 hotel guests, 4 persons staying in cottage lettings, and 6 campers.

(right) On 10th April, the wedding took place at the Methodist Church, Okehampton, of Miss H. M. Dennis of Okehampton, and Mr. Peter L. Edwards of Ilfracombe. Mr. and Mrs. Edwards have taken up residence on the island as employees of the Lundy Company — Mrs. Edwards previously worked in the Devon County Library at Barnstaple, and her husband was with Messrs. P. & A. Campbell Ltd.

Dempster (Bude)



SEA AND LAND

by Philip Henry Gosse, F.R.S.

THE dwarf-furze, a smaller kind than that of our commons and downs, overruns a considerable portion of the central part of the isle, mingling freely with the fine and cross-leaved heaths, and the ling or true heather; this last was not indeed yet in blossom, but the true heaths were in full flower. The white-blossomed variety of the cross-leaved heath we found not uncommon, readily distinguished from the ordinary state of the plant, not more by the pure creamy-white of its bloom, contrasting with the rosy purple hue which is normal, than by a pale yellow-green characterising the foliage, by which patches could be discriminated almost as far as they could be seen.

How delightful it is, when tired with exercise, to throw one's weary limbs upon the soft yet springy heather, which yields and yet sustains, with the elasticity of a hair mattress! The warm sun pours down on you, it is true, but the cool breeze plays about your face and tempers the ray; and as you gaze upward into the unfathomable sky, and feel its pure cloudless azure penetrate your soul, and inhale the aromatic odour of the opening buds and the mingled perfume of a thousand humble flowers around, you fancy, for the time at least, that no couch in the world could yield you so refreshing or so delightful a repose.

Hereabouts we obtained a view of the beach far below, covered with huge boulders of granite, all invested with a coating of green seaweed; for the tide was now at its lowest. The eye, roaming over the intermediate slope of fern, so feebly appreciated the distance, that it seemed an easy matter to run to its edge and then scramble down the face of the perpendicular cliff which appeared only a few yards high. The boulders upon the beach, too, appeared not too large or weighty to be turned over by hand, and I was actually meditating an attempt to explore the inviting locality, in hopes of finding many Annelides and Crustacea under these stones. But our more experienced friend assured us that those green-clad boulders were masses of many tons' weight; that the cliffs were from fifty to a hundred feet high, and so inaccessible that it would be utterly impos-

sible to ascend or descend them unassisted. "Not long ago", said he, "a vessel came on shore in that very spot: walking here one morning early I discovered her on the rocks; she was a Norwegian brig in ballast, outward-bound; all hands were saved, but it was only by means of ropes passed down to them by our people, by which they were hauled up those cliffs that you think so easy to climb."

We now came to the Half-way Wall, so called because it cuts the island transversely in the middle. Its eastern extremity, close to which we stood, terminates in a huge mass of granite, on which a cubical (or rather parallel-sided) block, about fifteen feet high by eight wide, stands. It was formerly a true logan-stone,



being so poised by nature that it could be rocked by the hands of those who had nerve enough to stand on its narrow and lofty base, as our friend had often done. Now, however, it had slipped out of its equilibrium into a crevice, and is immovable; the action of the weather, as is supposed, having worn away its base.

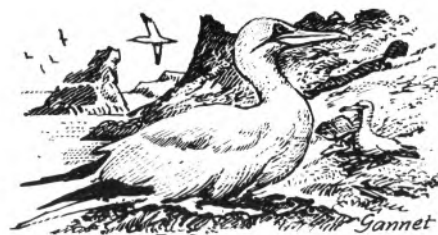
The paths through the heath, and the open spots in many places, showed the power of atmospheric action to change the condition of the solid rock. These were covered with a sort of gravel, composed of white fragments about the size of peas, very uniform in appearance, which, when examined, proved to be nodules of quartz, liberated by the natural disintegration of the granite. A large quantity might be collected with little expense of time or labour. An attempt was made to use the granules as gravel for garden walks, for which their regular size and form, and their pure white colour, would have made them very suitable; but the absolute want of any adhesive principle caused them to be rejected on trial: in technical phrase "they would not bind".

A little beyond the Half-way Wall we were introduced to "The Templar", a colossal human face in profile, sculptured by nature out of the rock. It forms a projecting point, one of those corners which, from the southern end of the island, we see standing out at the

upper extremity of the bevelled slope; an enormous block of granite, rudely split and shivered by the elements, but accidentally fashioned, as you look at it in bold relief against the sky, into so perfect a resemblance to the features of a man, that one can scarcely believe that it has not been touched by an artist's chisel. The features are bold and masculine, the nose sharply aquiline, the mouth compressed with a determined expression, the forehead projecting, the chin a little double, the neck muscular and swelling; the head is covered with a low round skull-cap, furnished with a projecting peak in front: it requires, indeed, no stretch of fancy to imagine we see in it the portrait of one of those warlike Knights of the Temple, to whom the island at one period belonged.

We noticed here a curious phenomenon, with which our prolonged stay on the island made us sufficiently familiar afterwards. On looking back to the southward, we perceived everything distinct and palpable, except the lighthouse, the summit of which was enveloped in a semi-transparent haze, that streamed off some distance to leeward like a white veil. We were informed that it is a common thing for the fog to lie on the heights of the island, while the sides, the beach, and the sea, are perfectly free from cloud: hence the elevated parts are generally moist; and thus, doubtless, those springs are fed which issue from these lofty moors and trickle down on either side.

Farther on, still keeping along the inner or eastern side, a romantic glen opens, very boggy, and therefore difficult to be explored. By means of the tufts of a sort of grass that grows here, however, we managed to make our way some distance down it. This plant grows in large stools or tussocks, formed of the densely-matted leaf-bases of successive seasons; some of which are eight or ten feet high, and two feet in diameter. An agile person might leap from one of these to another, and so traverse the valley without wetting his feet. Through the gully we had a view of Gannet Cove, as also of Gannet Rock, an insular mass lying off one of its points; and here we saw the first outpost of the grand army of birds that we had come to visit. We pushed up on the opposite side of the valley, through the tall fern, which was growing excessively rank, reaching about as



high as our heads; sat down for a few moments to rest, and amused ourselves by seeing which could cut the fern-stalk so as to produce the most effective royal oak. Perhaps some of my readers may like to amuse themselves in the same manner; if you have never seen it done, select a stout leaf of the common brake-fern and pull it up from the roots, then with a sharp knife cut the stalk across slantwise, in the black part that is ordinarily immersed in the soil, when the section of the vessels will display a very pretty semblance of a well-grown oak-tree, either tall or widely spreading, according to the direction in which you make the cut.

(continued on page 15)



LUNDY LOG

Compiled by Charlotte Smith and John Dyke
JULY — OCTOBER 1970

JULY

1st: The "Cleave Petrel" came into the Bay, after having a very rough passage to Waterford. Campbell Steamer called. The Rev. Ward and Rev. Dixon left. **2nd:** N. Gale. Fleet of 6 Belgian Trawlers anchored in the Roadstead. **3rd:** A lovely, clear day. **4th:** "Gannet" arrived at 10.15 hours. **5th:** Dull, misty day. Over 500 people came on the M.V. "Balmoral", specially chartered from Campbells by the Paddle Steamer Preservation Society. **7th:** Sunny morning. Steamer arrived. Major Lethbridge came to inspect the ponies with a view to getting them registered by the British Horse Society. **8th:** Misty day. M.V. "Lundy Puffin" (Capt. Fred Hutchings) from Appledore, arrived. **9th:** Strong wind from N.W. Steamer came. Very clear visibility. Guinea Fowl hatched 13 chicks (only two surviving the subsequent gale). **10th:** Mr. Gade's 80th birthday. **11th:** "Gannet" arrived for overnight stay, bringing members of the cricket team. 17.30 hours, held Cricket Match in the Tent Field—F. W. Gade's XI v Gentlemen of Wessex. **12th:** Mr. and Mrs. Don Shiers and family arrived by chartered "Cape Horn", having missed the "Gannet" on the previous day, owing to mechanical defect in their vehicle. **13th:** Landing craft visit cancelled. **14th:** Driving rain, strong N.W. wind. Neither "Gannet" nor Campbell Steamer able to sail. 12 visitors due to leave. Coastguard enquiry about the yacht "Stormalong", which Mr. Gade was able to report had left the island at 1500 hours. **15th:** Wind continuing to blow N.W. Crews of the M.V. "Reina del Pacifico" (Ilfracombe) and "Desifinado" (St. Ives) came ashore requesting accommodation at the Hotel because they had had no sleep for two nights in the Bay. Mr. John Smith spoke on the B.B.C. Regional News about future plans for Lundy. **16th:** "Gannet" came at 9.30. The weather subsided, permitting the "Reina del Pacifico" and "Desifinado" to depart. The Annual Boggart Hunt commenced at dusk. **17th:** Fine, sunny morning. T.H.V. "Stella" called at N. and S. Lights. **19th:** Dull and overcast. **21st:** "Gannet" arrived at 11.30 hours., the "Despatch" with 18 tons of building materials at 12.30 hours, and the Campbell Steamer came at 1300 hours. **22nd:** "Despatch" remained overnight and left in the afternoon, T.H.V. "Stella" lying off the N. End. Campbell Steamer arrived. Mr. John Smith, his two sons, Group Captain Williams, and Mr. Christopher Price, came ashore. **23rd:** Wind blowing quite strongly. "Gannet" arrived. **24th:** Island inhabitants addressed by Mr. John Smith. **25th:** Strong W. wind. "Gannet" unable to make the crossing. 4 Trawlers and 1 Coaster anchored in the Roadstead. Mr. Smith and party departed in the evening in the Clovelly Lifeboat. **26th:** Foggy. S. Light fog-horn sounding. Attempted all day to rain. "Gannet" and "Cape Horn" arrived in the afternoon. All sheltering vessels left. **27th:** Foggy conditions continued. **28th:** Calm, but "Gannet" didn't appear. Preparations in hand for the removal of Stores to new site at the northern end of the Cart Linhay — hereinafter referred to as the "Supermarket". M.V. "Geestport" sighted on her way to dump 10,000,000 bananas as a result of the National Dock Strike. **29th:** M.V. "Little

Bittern" (Cabin cruiser privately owned by Dr. Valentine) came over from Appledore, skippered by Jack Lamey. Marisco Stores moved up to the Supermarket. Bar area extended by the removal of the partition which divided it from the Store. **30th:** "Gannet" arrived by 10.00 hours.

AUGUST

1st: "Cape Horn", "Margaret", and "Gannet" came. **2nd:** "Lundy Puffin" arrived bringing Rt. Hon. Jeremy Thorpe and party. **3rd:** Wall mural depicting Lundy Landing Beach 1870 commenced in what was the Store area. **4th:** "Gannet" came with day passengers. Rainy, misty day. **5th:** Rained all day. Wind E. **6th:** Rain poured down at 0800 hours and must have assisted the water shortage situation. **8th:** "Gannet", "Cape Horn", and "Little Bittern" came. **9th:** Gorgeous morning. **10th:** Belgian Trawlers dropped anchor in Roadstead. **12th:** R.T.C. Landing craft anchored overnight and left 0800 hours. Concorde in flight — heard breaking sound barrier. **13th:** Exceptionally clear morning. "Gannet" visible at a great distance. **14th:** Landing craft came for the night with the intention of assisting in lifting the propeller of the "Amstelstroom", wrecked on the W. Side in 1948. **15th:** Poured with rain all day and wind increased to gale force later. "Gannet" came, and "Cape Horn", both with full complement of passengers. "Gannet" returned with 50 lambs. **16th:** Frenchmen from Trawler were being ferried back to their craft when rubber dinghy upset, and had to be retrieved by one of the launches. No casualties. 11 Trawlers, and 2 Coasters anchored in the Roadstead. A great deal of ground sea. Irish Sail Training Yacht "Asgard" sought shelter in the late evening. **17th:** Two members of the crew of the "Asgard" came ashore in the morning to despatch telegrams and report damage. **18th:** "Gannet" arrived, and returned to Ilfracombe with 50 sheep. Rev. R. Dixon held a Service in the Church at 21.15 hours, Mr. Christopher Russell, Sidesman. Wind turned E. **19th:** Wind E. to N.E. Landing conditions very bad. Campbell Steamer unable to land passengers, but cruised around the island, picking up Dr. McKean, Rev. R. Dixon and Mr. Colin Taylor, on the way back. **20th:** Wind N.N.W. Sea rough. "Gannet" sailing cancelled. **21st:** Still blowing hard W., but "Cape Horn" appeared early afternoon, together with "Gannet". **22nd:** "Gannet" arrived (afterwards, out of commission with engine trouble for 13 days). **24th:** Visit from Sir Thomas Lipton Sail Training Yacht out of Milford Haven. **26th:** Stiff breeze, E. haze. Campbell Steamer, M.V. "Westward Ho" arrived in afternoon, unable to land day passengers. **27th:** Wind E. **28th:** Landing craft came bringing 20 members of the United Services Mountaineering Club. **29th:** "Cape Horn" arrived with stores. **30th:** Fog-horn sounding, but soon cleared to become a gorgeous day. 19 small craft at anchor in the Bay. Campbell Steamer came bringing amongst passengers Mrs. Ruth Harman Jones and family. **31st:** Landing craft 462 arrived from Instow, bringing Landrover. Miss Alison Muskett (S.R.N.) attended a wrist fracture accident at the Old Light. Young patient conveyed by helicopter to North Devon Infirmary, Barnstaple.

SEPTEMBER

1st: "Bramble Villa" being demolished to make way for new timber bungalow. **2nd:** S. gale, gusting to force 9. Campbell steamer cancelled. 1 coaster and trawlers sheltering. Lundy Open Table-tennis championship won by Geoffrey Hornby. **3rd:** Air Sea Rescue Helicopter called at N. Light to convey Keeper Ted Townsend to hospital with suspected fractured foot. Shortage of stores — particularly beer and milk! **4th:** Strong W. wind. "Lundy Gannet" arrived with 5 day visitors. **5th:** "Cape Horn" found pieces of floating wreckage in Channel from cabin cruiser which had blown up. Lundy

Field Society Tree Planting scheme commenced. **6th:** Foggy morning. Fog horn sounding. Mr. Clifton Smith Cox and party came on Campbell steamer (National Trust, Bristol, outing). Dull and overcast — very warm evening. **7th:** Warm weather culminated in the evening in a terrific thunderstorm, and thunderbolt. Great S.S.W. storm. **8th:** Stormy weather continued. Campbell steamer arriving during a lull. Gale became progressively worse, increasing to force 9 at 1800 hrs. Mr. Smith Cox and party left on steamer. Storm from S.S.W. continued throughout the night. Trawlers and coaster sheltering in the Bay. The Lundy Field Society Tree Planting scheme was concluded by the addition of three conifers next to the dead Lone Pine below the Beach Road. M.V. "St. Brandon" caught fire 45 miles N.W. of Trevose Head — all crew rescued. **9th:** Severe gale continued throughout night. Campbell steamer cancelled. Naval Guided Missile Destroyer, six coasters, eleven trawlers (including the M.V. "Sarah Shawn", Penzance, who went to the assistance of the "St. Brandon" last night), and the Clovelly Lifeboat, sheltering. Wind decreasing a little later. **10th:** Gale continued with squally showers. Some of the Belgian trawlers departed in the evening, in heavy seas. **11th:** Gale abated, and the "Gannet" made a rough passage. Porpoises (or Dolphins) playing in the Bay. Sheltering ships departed. Mrs. Gade's birthday celebrations. **12th:** Mr. Dick Gannon and Miss Pat Kearslake (hotel staff) left. Commander Dove (Trinity House) visited N. and S. Lighthouses by helicopter. Mr. and Mrs. Bob Bendall and family arrived. Mr. Bendall was formerly Farm Bailiff. **13th:** Poor day, heavy cloud, strong S.W. winds. Campbell steamer, M.V. "Westward Ho" came in rough seas. Mrs. Harman Jones and her daughter left, also Assistant Keeper J. Thompson, S. Light, posted to the Needles. **14th:** Beautiful morning — mainland very clear. "Saracen", the Hereford bull, fell over the cliff at Brazen Ward, and miraculously survived. Was rescued by sea. **15th:** "Gannet" arrived with Ministry Vets to test cattle for brucellosis. Group Captain Williams and Mr. Chris. Price arrived. Rt. Hon. Jeremy Thorpe, Mr. and Mrs. Bill Glover, and party, arrived from Bideford for the day. Campbell steamer came — Dr. and Mrs. Ruddock on board, to stay. **17th:** "Gannet" arrived with Rev. R. C. Dixon, and Mr. Gordon Coward — the latter to inspect "Saracen", the injured bull. Mr. Hailes, District Officer of H.M. Coastguards, arrived in Clovelly Lifeboat to discuss the reformation of volunteer life-saving crew, with a mixed team. Harvest Festival Service at 21.15 hrs. **18th:** Communion Service at 0800 hrs. "Gannet" due to collect sheep — unable to sail owing to exhaust trouble. Campbell steamer came in afternoon. Departure of Dr. and Mrs. Ruddock and Rev. R. C. Dixon.



Arrival of the Landrover

Lundy Log continued

19th: Sea calm and windless. "Gannet" arrived with Mr. Philip Jebb on board. "Lundy Puffin" was expected, but had to return to Bideford with dumb barge, owing to insecure loading. Campbell steamer arrived with Mr. and Mrs. Stanley Smith (former inhabitants) to stay. Mr. and Mrs. John Staggs came for the day. The Severn Bird Ringers (Old Light) left on steamer, also Mr. and Mrs. Terry Shannon. The propeller of the "Amstelstroom" (1948) recovered and removed from wreck on W. side. **20th:** Dull, but fine and warm. "Westward Ho" annual Tenby booking cancelled. The "Girl Pat" (owner Capt. Dave Jones) arrived at 1200 hrs. "Cleave Petrel" left, with Mr. Philip Jebb and Mr. Macpherson. Thick mist in late afternoon. S. Light foghorn started and continued throughout night. Excavation of Pigs Paradise foundations — site for workmen's dwellings in progress. Large shoal of mullet off E. side. **21st:** Beautifully warm, sunny day. Museum objects removed from Tavern loft to Wool store. Mr. Robert Bendall, Jnr., re-excavated ancient cannon on beach. Helicopter came, making two trips, with R.A.F. personnel establishing a radio station in Old Light compound. **22nd:** Fine weather, but E. winds prevailed. "Gannet" sailing cancelled. Campbell steamer arrived, landing visitors to stay only, including Mr. and Mrs. Dennis Knight. Took off passengers, including Mr. and Mrs. Gade, Mrs. Mary Lee (Tea Bar Manageress) and Mr. Bill Copp. **23rd:** Fine weather continued with E. air stream. "Gannet" unable to sail. **24th:** Starboard Traverse guide raised from Barquette on "Montagu" (1906) for exhibition in Museum. Campbell steamer arrived at 13.45 hrs. Another beautiful day, but still E. 12 Royal Marines encamped in Tent Field on climbing expedition. "Gannet" arrived, bringing Miss Julia Bassingthwaite (Miss Charlotte Smith's successor) for interview, also Mr. Chris. Price. Cargo included 2 rams. **25th:** Fair morning, hazy sun. Wind S. R.A.F. Radio operators removed original Marconi transmitter to Wool Store. Miss Alison Muskett attended lady who had fallen in Hell's Gates Cove. 5 stitches inserted in leg injury. **26th:** Overcast. S.S.E. breeze. "Gannet" and "Cape Horn" came. Passengers included Mr. and Mrs. Bob Britton and family, and Mr. Tony Vickery. Departure of Mr. and Mrs. Bendall and family. Miss Marsh staying on island. Rainfall during night. **27th:** Dull, with occasional sunny periods — warm. Wind freshened during night. Slight overnight rain. Belgian trawlers at anchor in Roads. **28th:** Occasional bright periods — warm. Wind S.E., 2 to 3. **29th:** Wind W. to N.W., colder than of late. Departure of R.A.F. personnel by helicopter (2 trips). Campbell steamer came at 12.40 hrs. "Quiet Waters" (Capt. Dave Chapman) left for Padstow to be sold. Demonstration of "Sea Truck" for inshore work. The "Vigilant" (Milford Haven), working on off-shore wrecks. Wind strong to gale W. at nightfall. Herr Friedl Hausberger (seasonal worker) left. **30th:** Considerable rain during night. Wind strong, sky dull and overcast — coldish. Dumb barge was due to be towed over but conditions unsuitable. Magnificent sunset.

OCTOBER

1st: Early morning calm before the storm. Wind steadily increasing during the day to gale force. "Gannet" sailing cancelled. Miss Kate Ogilvie's 1st birthday. Transparencies shown in the Games Room (Hotel) in the evening. **2nd:** Wind still blowing hard W. 9 vessels sheltering, including 4 Belgian trawlers, 5 coasters. "Kingsgate" (Hull), "Crescence" (Rochester), "Colston" (Bristol), "Malta Faith" (London), "Hawthorn", and the Clovelly Lifeboat 70-001. Arrangements made to convey overdue visitors ashore on Sat. The "Concorde" made an unwelcome appearance this morning, disturbing farm animals with supersonic explosions. **3rd:** Wind a little less ferocious. Trawlers and other vessels, including Clovelly Lifeboat, still at anchor. Overdue visitors, including Miss Charlotte Smith (former Secretary to Mr. Gade), left the island. "Cape Horn" and "Gannet" sailings cancelled. **4th:** Wind W., sea rough. "Gannet" arrived, bringing Mr. and Mrs. Grainger and son, Tom, to

take up residence. Mr. Colin Taylor returned from mainland. Mr. John Oliver brought the carved wooden stern plate of the old "Lerina", presented to the Museum by Mrs. Blackwell, wife of the late Mr. A. E. Blackwell. Departure of the remaining seasonal staff on the last trip of the season on M.V. "Balmoral". Mr. and Mrs. John Dyke went ashore. **6th:** Sea rough. "Gannet" arrived at 12.30 hrs. **7th:** Beautiful, sunny day, but with a S.E. wind. **8th:** Mr. and Mrs. Tristan Melland left today, also the rear party of the Bristol Channel Divers. Another sunny day, but with a very heavy shower at mid-day. **9th:** Another lovely day. The Dumb barge arrived at last, towed by "Lundy Puffin". **10th:** N.E. wind. "Puffin" had to go back to Bideford as she was chartered, leaving the barge for the beach party to unload. It poured with rain most of day, making working conditions bad. **11th:** Mist and rain all day. The Dumb barge was taken off the beach and secured to the moorings in the Bay. **12th:** "Gannet" came today and took off first load of sheep. **13th:** "Gannet" came and took off second load of sheep. **14th:** 50 sheep arrived on today's "Gannet", and the last outward load left. A sunny morning, followed by mist, with S. Light Foghorn sounding until 16.30 hrs. Wind S.W., beautiful evening. **15th:** S.E. wind. "Gannet" came; landing difficult. Miss Marsh departed, leaving her famous beret behind — it was later posted to her. **17th:** Beautiful sunny day. "Gannet" came, bringing Mr. and Mrs. John Dyke back, also Mr. Flynn and Mr. Parkin for interview as estate workers. "Cleave Petrel" sighted killer whales in the Bay. **18th:** Weather on the change — wind freshening — reappearance of Belgian trawlers in the Bay. **19th:** Strong gusts of gale force, and showers throughout day. Lundy sheltering "Insulauer" (German), "Fylrix" (Hull), 7 Belgian trawlers, and the Clovelly Lifeboat. N.N.W. wind providing only slight shelter. Mr. Gade unwell. **20th:** Squally N.N.W. winds continued — heavy showers. Lundy sheltering additional vessels, "Kindance" (Rochester) and "Njoro" (Groningen). "Gannet" having further engine trouble. Winds continued in strength, gusting to force 9 N.N.W. **21st:** Spectacular dawn, deep orange horizon, supported by a line of blue-grey clouds. Weather improved, and all sheltering vessels departed. **22nd:** Grey and overcast, but continuing to improve — considerable swell in Bay. "Cape Horn" arrived in afternoon, bringing essential stores. Arrivals were: Mr. John Smith and Mr. Philip Jebb. Mr. Jonathan Grainger and Miss Alston Grainger also arrived for half-term holidays. Mr. Williams and Dr. Williams were among the departees. The T.H.V. "Winston Churchill" (Commander Dove) dropped anchor in the Bay at 1915 hrs. Landed personnel to erect new flagstaff at S. Light. **24th:** Dull and overcast — moderate S.W. wind at 1600 hrs. "Cape Horn" ploughed her way to Lundy bringing a party of pupils from Frensham Heights School (staying at Old Light), and Mr. Chris. Price. **25th:** S.W. wind increased to gale 8. "Cape Horn" stayed overnight. 2 trawlers and 1 collier sheltering. Mr. John Smith and party left in the "Cape Horn" at 14.00 hrs., weather rough. **26th:** Brilliant golden dawn. Gale blown itself out. Sea calmer. 5 vessels sheltering, dispersed during day. Became sunny, light W. breeze. Very clear night. **27th:** Dull, overcast, moderate W. wind, backing S.W. "Cape Horn" arrived at 0930 hrs. with timber sections. Mr. J. Grainger, Miss A. Grainger, returned to school on "Cape Horn", also Miss Jilly Dyke. Wind increased after nightfall 6-7 W.S.W., with rain. **28th:** Continuing dull, drizzle, mild, wind subsided. Further explosion from "Concorde", bewildering animals. Sunshine later in day — clear starlit night. **29th:** Dull, overcast — stiff S.W. breeze. "Silver Puff" from Appledore came with plumbing engineers. "Esso Tenby" from Appledore Shipbuilders undergoing sea trials off E. side. "Cape Horn" arrived in morning, leaving at 12.30 hrs. with Mr. and Mrs. R. Davey on shore leave. "Silver Puff" left at 15.30 hrs. **30th:** Very murky day. S.W. winds, 5-7.8 vessels sheltering. **31st:** Very wet, misty morning. Winds abating. Allhalloween gathering in the Tavern.

KEEPING YOU POSTED

LUNDY can boast a philatelic history as interesting as any other part of the world. We sometimes read of famous stamps like the unique one cent of British Guiana. Can Lundy rival this for rarity?

I think so. In 1935 Atlantic Coast Air Services issued labels to be used on letters and parcels sent to and from Lundy on their aircraft. Being for genuine postal use, the operators of the service did not bother to obtain labels which resembled traditional stamps. It was convenient to have them printed in rolls on gummed paper. They also had serial numbers, unlike stamps.

Collectors do not consider the serial numbers important in themselves, but as the labels were printed in rolls of 500, the numbers serve to identify the rolls which often exhibit other printing varieties. When enthusiasts began to search for specimens of the 3d. value (printed on blue paper) from roll 3 they were surprised that none could be found. So far no one has even heard of a stamp from this roll which would have been numbered between 01001 and 01500. Copies must have been printed because the first printing was 00001 to 02000.

This lost stamp must have been very similar to the specimen illustrated which is from roll 4.



Almost as rare as this is the Lundy canceller used by the British Post Office on Lundy from 1886 to 1893. This time one specimen is known because the Post Office in London made an impression from it for record purposes on the day before they sent it to Cardiff. No one has yet reported finding a letter bearing it.



Wide setting



Finally there is another rarity from Lundy. No one knew that this stamp existed until this specimen was found.

It looks used but was probably on display in the Marisco Store at one time.

In 1950 the eight original Lundy stamps of 1929, 1930 and 1939 were overprinted with the words BY AIR in two lines.



Later more of the 1p and 12p stamps received the overprint, but this time the words were further apart. No second printing of any other value was recorded. How then did this 9 puffin stamp come about and where are all the others?

BARRY CHINCHEN



This made news

Landing Beach before the construction of the South Light in 1896-7

Frith & Co.

1871 PHOTOGRAPHIC EXPEDITION

19th June, 1871: Jottings of a cruise to Lundy Island on board the "Phantom" yacht. Crew: "R.H.", Commodore, "D.A.", Supercargo, "J.C.", Steward in ordinary, another "J.C.", Photographer extraordinary; R. Souch and H. Abbott, First-rate Seamen. 6 a.m. rounded Quay-head, 6.5. rounded Warphouse Point — wind W.S.W. — stood out and tacked in, when we saw our friends anxiously looking at us from the "Capstone". After sundry wavings of hats and handkerchiefs, tacked again, and again, and again. Commodore spoke largely of breakfast. 7.15 did have breakfast, at least, Steward did — Commodore a very little, for up on deck he came and breakfast came up after him. 8., very heavy rain, so much so that the sky and sea seemed but one element. 8.15., wind died away — 8.45., almost calm. 9.10., slight breeze from N.N.W., when we stood in, Lundy being well on our starboard quarter. 9.28., strong breeze from W.S.W. — tacked, and after sundry more such movements, got in under the east side of the island at 12.30. Saw "Thames" excursion steamer at anchor, also saw Nicholas Lovering, who complimented us highly and in forcible language on the management of our craft. 12.45, dined and went ashore in the dinghy. Islanders very agreeable, especially Celestial Party who owns it; he gave us a hearty welcome and expressed great approbation when informed of our intention to photograph the whole of the island — giving up to our service a picturesque outhouse. Leaving Steward and Photographer with Rat Island, Comm. and Super started for the interior, and after passing through what was a

short time since a thickly inhabited and prosperous village, came in sight of the fine Light-house.

In the vicinity of the village, many maimed, halt, withered and decrepit passers-by saluted us with languid interest. Supposing that there was in that locality a sister spring to the one in which cripples dipped in days gone by, proceeded onwards, and coming in the neighbourhood of a fine vegetable garden, found at the gate a real philosopher, singing the praises of guano to his potatoes. After an observation from Com. (which was certainly egotistical) philosopher quickly but aptly reminded him of a remark made by the "Sweet Psalmist of Israel" to the effect that we should leave others to sound our praises. This, Com. wisely admitted.

Before proceeding further with these jottings, we will briefly describe this good philosopher: fancy then, a fine, stalwart man, full six feet high, just passing the meridian of life, but from the effects of rheumatics prematurely lame and obliged to use a pole for a walking stick: being deaf too, he looks at you with a face full of expression to see if he hears you speak; and, resting one hand on the top of his staff, and with the elbow of the other arm on it, he pulls forward with one finger the organ of hearing, and conversation commences. He abounds with good practical ideas, and if some of them were carried out, Lundy Island would soon become an emporium of commerce.

Having made arrangements to stay the night, Com. and Super, return to their companions, and after a glorious walk amid sublime and

thrilling scenery not surpassed in the United Kingdom, at 8.30 all again go on board. Extreme ire of Super at finding no kettle boiling! Others rather glad of an excuse to drink beverages more potent than tea. 9 p.m., kettle did boil: delight of Super. 9.10., went on deck fishing and caught as follows: 1 crab, 2 eels, 6 whiting, 7 glowers etc., etc. — captures in all, 31. 10.25., turned in, but with great misgivings about the weather. Wind squally and casting northerly, "which it did" at 12 midnight. All hands on deck to weigh anchor, the craft being on lee shore. Got under weigh and cruised about, encountering heavy squalls of rain and tremendous seas. 5 a.m., wind W.N.W. moderate — dropt anchor 6.45. Went on deck after a sleepless night, for what with the elements roaring outside, and the snoring companions in, and the noises on deck, the writer did not even get "40 winks". 7, washed and breakfasted. Nobody hungry but Com. — circumstances make no difference to some people's appetites (or their snoring capabilities). 8.30., went ashore and proceeded again to our good philosopher, who accompanied us on our photographic tour. After taking many very successful views, partook of luncheon (which was photographed) — stout very fresh, so much so that Super had to hold it in! Philosopher praised stout "muchly", so mellow, so grateful. Lunch over, more views, all of which were excellent, 3.45., returned on board, after purchasing all the wild birds' eggs and shellfish we could lay our hands on. Wind still in the same quarter, fresh and squally. NOTE: Com.

(continued on page 14)

This Made News continued

purchased a fine specimen of the "Cornish Chough", a bird almost extinct in England. Weighed anchor — no joke — about 45 fathoms of chain being out. Cautious mariners keeping off the shore in case of a shift of wind. 4.30., set sail for Ilfracombe, with a fine strong wind dead abaft. 5., sighted Morte Point. 5.20., set spinnaker. 6., off Morte Point, where, losing force of tide, and wind moderating, we made but little way. 6.56., rounded Warphouse Point. 7., moorings. We close this short sketch by advising everybody who has not been to Lundy Island to visit that romantic spot at their first opportunity, but do not go with the idea that the "Lions" can be seen in an hour or so. To do Lundy well, you must have at least about 8 hours on the island.

(Ilfracombe Chronicle, July 1, 1871)

Editorial Note: This amusing account and visit, which was evidently primarily to photograph the island, causes us to speculate as to whether these photographs have survived. Can any reader provide a clue to their possible whereabouts?

100 YEARS AGO

1871: 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. How the "Brenda" was salvaged in July after most exciting adventures must be told later.

(Hartland Chronicle)

50 YEARS AGO.

March 17th, 1921: Mr. and Mrs. May senior visited the island the last two weeks in February.

A most successful Whist Drive was held on Saturday evening, 19th, promoted by Miss Sage, of the Manor House. Most of the inhabitants of the island were present. Mr. T. Collins, M.C. 1st prize — ladies, to Mr. J. Parminter (playing lady), and Booby prize was won by Miss Marlow. 1st prize — gent, Mr. May senior Booby, Mr. Charles Davey. Refreshments — Miss Sage.

A granite barrier shaped very like a dandelion leaf, the island is so difficult for wheeled traffic that a special vehicle has been designed at the Ford factory with gears adapted to the uncanny gradients.

On Thursday, the 24th, "Lerina" had to make a special trip. Mr. B. Jilks, a native of Bristol, now working on the Lundy works, was taken seriously ill and a doctor had to be sent for. Jilks, who served all through the war, most of his time in France, had three gunshot wounds in his knee and two in his arm, and during the Wednesday night, the pain in his knee was most unbearable. On Thur. morning the "Lerina" arrived with Dr. Littlewood, of Bideford, on board. On landing, he proceeded to the top of the island, where the men are in cottages. Examining Jilks, he found removal to Bideford Hospital necessary for treatment. The men employed on Lundy works have most of them seen active service.

At Bideford Revision Court on Wednesday, 9th, Mr. Nuttall (Chief Unionist Agent) claimed for Mr. Charles Herbert May and Mrs. May, for occupation of the Manor Farm, Lundy. A letter from the island to the Registration Officer verified the claims, which were both allowed.

Mr. J. H. L. Brewer (Deputy Revising Officer) mentioned that he was in communication with Mr. Miller (Chief Registration Officer for the County) and had suggested that those qualified on the island should be put on the absent voters' list and be able to vote by post, otherwise, with voting taking place up to 8 p.m., and the votes having to be counted on the mainland the next day, there might be some difficulty. There seemed to be some doubt whether the regulations could be altered, and Mr. Miller had referred it to the Ministry concerned.

The 1918 election was the first at which there was a Polling Booth on the island, but there was then no difficulty, as the count did not take place until several days afterwards. Prior to that, islanders who wished to record their votes did so on the mainland. In 1918, there were ten voters on Lundy. The number afterwards fell to six, and now stands at eight.

Sat., April 16th, 1921: The Pirates of Lundy Football Team played their second match for the season on Saturday, March 19th, with a Welsh Team. The Pirates won by 4 goals to 1. The Lundy Band was in attendance and played various selections on Rat Island (!!!) After the match, dancing (and "leg-pulling"? J.D.) was indulged in near the Cove Hotel.

Mr. B. Jilks, who was removed from Lundy to Bideford Hospital, has had to have his leg amputated. He is of a cheerful disposition and well liked by all on the island, who wish him a speedy recovery.

"Wake-up" writes: On Friday, March 25th, the mail boat "Lerina" arrived in almost a gale. There was a heavy sea running and several steamers lay in Lundy Roads for shelter. Betting went strong between the men on the Lundy Works as to whether she would turn up in such weather, but at last the boat was spotted three miles off, and it was not long before she was coming round Rat Island. "Here she comes, lads! She will stand any sea, as safe as a lifeboat!". Asking the skipper if he was going back the same night, the reply was

"Leaving at 5". At 4.45., the anchor was weighed, Jack Branch was hoisting his sail; Dick, the engineer, was to the motor, and the skipper to the wheel, and she went round the steamers in the Roads, and pointed her nose for Bideford Bar, doing it in 2¼ hours.

Mr. F. Allday, lay reader, preached a most appropriate sermon to a congregation of most of the inhabitants on Easter Day. The Easter anthem was heartily sung. Miss Sage tastefully decorated the Church for the occasion.

Rev. Dobson of Morte-hoe preached a most appropriate sermon on behalf of Dr. Barnardo's Homes at St. Helen's Church on Sunday, 10th. He was very pleased with the singing.

The Pier being completed, the men left for a fortnight's holiday at their homes before proceeding to their next job, probably in the North of Scotland. They claim to take their football team title "Pirates of Lundy" with them.

May 11th, 1921: After eleven months work the Pier has been completed, and the termination was marked by the presentation of a case of silver mounted tobacco pipes and pouch by the workmen to Mr. T. A. Hooper, of Looe, the foreman.

A memorial service to the late Mr. Smith of the Villa was addressed by Mr. F. Allday on Sunday, April 17th. Mr. Smith came to the island from Shirwell, and had done much in the promotion of concerts and entertainments to enliven the islanders. Mrs. Smith formerly played the Church organ. When Mr. Smith was taken ill he went to Paignton, as there is no doctor on Lundy.

Bishops Tawton bellringers have visited us and rung several peals on St. Helen's bells.

June 10th, 1921: The flag on the Church tower floated at half mast when the news of Mr. May's death came, and also on the funeral day. Mr. Allday made suitable reference at the service on Sunday, 22nd May. Wreaths sent to the funeral of Mr. W. J. May, at Bridgwater, included those from employees at Lundy and from Miss Nancy Sage.

(Hartland Chronicle)



The Lundy Works. Ex-servicemen constructing the pier at the cove

Photo by courtesy of F. W. Gade

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.*

The MUSEUM to be established on Lundy

requires exhibits
of all kinds relating to
the island, which may be loaned
purchased or photographed

PLEASE WRITE TO THE CURATOR,
LUNDY MUSEUM,
BRISTOL CHANNEL,
via ILFRACOMBE, N. DEVON

25 YEARS AGO

17th April, 1946: Fifty years ago, Combe Martin was much in the news as a suitable place for the construction of a Harbour of Refuge to serve the Bristol Channel. Agitation for such works strengthened considerably from the night of October 15th, 1886, when twenty vessels foundered in the Channel, and not a soul of those on board was saved. The North Devon coast was strewn with wreckage for weeks after. The choice of a Harbour of Refuge at that time lay between Lundy Island and Combe Martin. The then Earl Fortescue and other leading public men of the district, strongly favoured Combe Martin, but, unfortunately, for this delightful little seaside resort, nothing came of the project.

23rd May, 1946: A service was held in Alverdiscott Church on Saturday in memory of Mr. Stanley Beale, of The Downs, Alverdiscott, whose body, in accordance with his wishes, has been buried at sea in the Bristol Channel west of Lundy Island. Mr. Beale, who formerly lived for a number of years at Portledge, Alwington, was an experienced yachtsman and a member of the Taw and Torridge Sailing Club, Instow. (North Devon Journal)

Sea and Land continued

In the vicinity we found some interesting plants. The beautiful blue skull-cap was growing in the streamlet that trickled into the gully: higher up the pretty little yellow pimpernel, or wood loosestrife, was abundant, and so was the bog pimpernel, as, indeed, we found it widely spread over the north end and centre of the island. Mr. Heaven mentioned his having met with the much rarer blue pimpernel on some former occasions; but it did not occur to us. Among the brake the wild hyacinth yet lingered in flower, but was found more numerous in fruit. The dwarf red-rattle, a lowly denizen of waste places, scarcely rearing its rosy vaulted head above the level of the moss in which it grows, occurred here, together with its usual companion, the bird's-foot lotus. The small upright St. John's wort, an exquisite flower, the tiny eyebright, and the milkwort of the rich blue variety, were also among the plants we gathered here.

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

LUNDY FIELD SOCIETY A.G.M.

Sixty-two members and friends attended the 24th Annual General Meeting of the Society at Exeter on March 6th, 1971.

Following the business meeting, the President Mr. John Smith, spoke to members about progress on the island and the future plans of the Landmark Trust.

As well as the ornithological report, members heard talks by Mrs. E. Hubbard on the Trees of Lundy; Mrs. B. Snow on Ornithological Studies, Mr. M. Mills on Lundy Caves, and Mr. K. Hiscock on Underwater Studies. Collections of slides were shown by Mr. Mills, Mr. Hiscock, Mr. J. Parkhouse, and Mr. J. D'Oyly Wright, and were much appreciated by the members.

An auction of Lundy effects after tea raised over £13 for Society funds.

M. LANGHAM

We regret that we are having to withhold the competition planned for this issue, but hope to include it in the Autumn number.



CRYPTOGRAM No. 2

The first correct solution opened came from Mr. Brian Le Messurier, 23 Wellpark Close, Exeter, who will receive his "Surprise" in due course. The solution to this Cryptogram will appear in the next issue.

CUT



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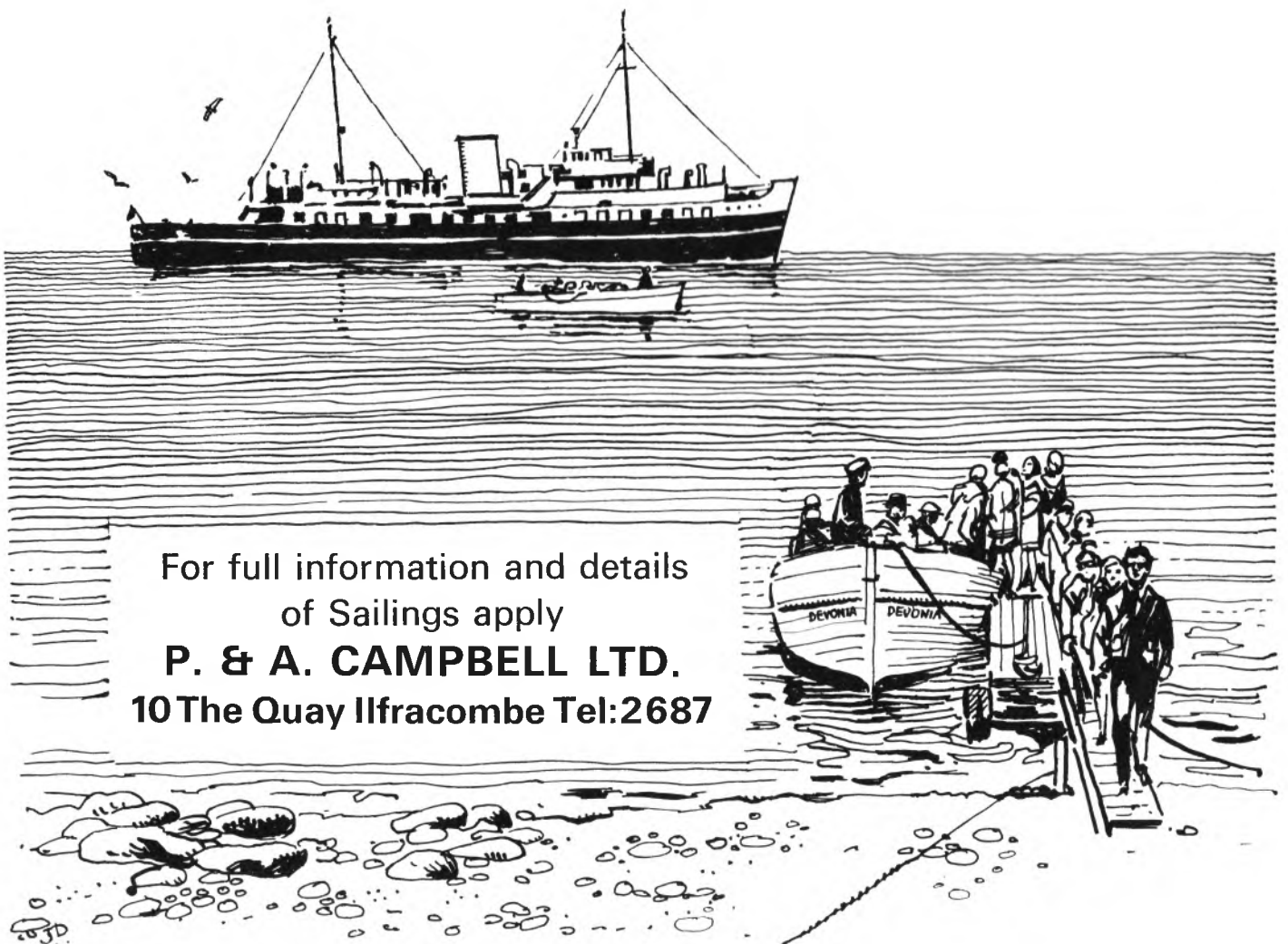
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