

The attention of Subscribers is drawn to the copy of the Statement below issued to the press by J.E.L. Smith, Esqre., Chairman of the Landmark Trust, who said :-

"Mr. Gade said recently to me that he would like to retire, and as he is now 81 and took up his position on Lundy 45 years ago we felt, reluctantly, that we must agree. He will be staying on the island, I am glad to say; and is retiring on full pay, like an Admiral of the Fleet, which is more or less what he is. But his service to the island is quite unparalleled and therefore we would like to see him presented with a testimonial from as many of his admirers as possible. Contributions, however small, should be sent to "F.W. Gade Testimonial", National Westminster Bank Ltd., 135, High Street, Ilfracombe, North Devon, as soon as possible."

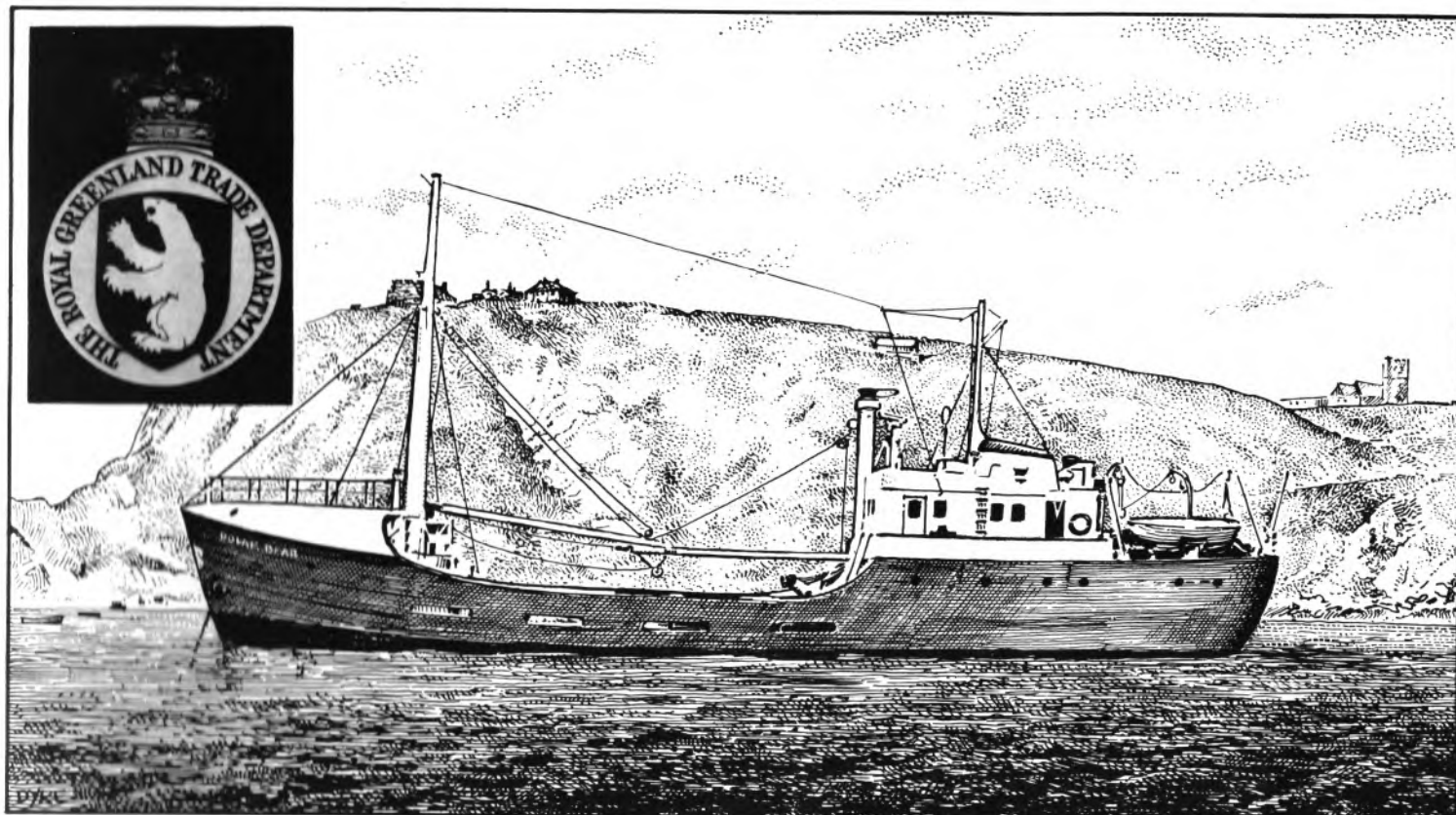


ILLUSTRATED LUNDY NEWS

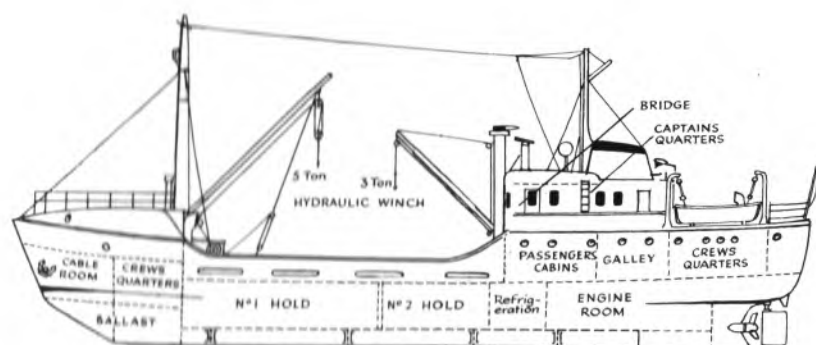
AND LANDMARK JOURNAL

AUTUMN ISSUE 1971

VOLUME 1 No. 5



THE POLAR BEAR ARRIVES AT LUNDY



A feature of the "Polar Bear" is her ability to handle heavy cargoes, provided as she is with two hydraulic winches of 5 and 3 ton capacity. Her covered-in fore-peak offers additional deck storage.

On Saturday, July 24th, we caught our first glimpse of Lundy's new supply ship, the "Polar Bear", as she rounded Rat Island and anchored in the Bay for a few hours before resuming her voyage from Copenhagen to Ilfracombe, where she will be berthed.

Formerly named the "Agdlek", she was built in December, 1960; is 180 tons gross weight, 149 feet long, and has cabin berths for 10 passengers and crew accommodation for 7, although the probable crew strength will be three.

She is fitted with all navigational aids, including a 100 watt Radio-telephone transmitter, receiver and direction finder, Therna pilot type Radar, Kelvin Hughes Echo Sounder, Sperry Gyro Compass, 2 clear view screens, and a Therglas heated window.

Registered at Godthalb in Greenland, the "Polar Bear" formerly serviced the Greenland-Denmark route for her owners, the Royal Greenland Company, and carries their emblem — the Polar Bear — on her bows.

The general opinion of all who have seen her is that she will be a very serviceable vessel, and a great asset in conveying bulk materials to the island; whilst her companion, the "Lundy Gannet", continues as before carrying passengers and smaller cargoes.

(top left)

The Company Emblem, presented to the Chairman of the Landmark Trust, Mr. John Smith.



PORCUPINE'S

ANTIQUARIAN
AND
GOOD MODERN BOOKS
BOUGHT AND SOLD



19 PILTON ST., BARNSTAPLE
NORTH DEVON
Telephone 3641

ALL THE YEAR ROUND
SAILINGS TO LUNDY

FROM

ILFRACOMBE QUAY

by M.V. LUNDY GANNET



Applications for passages, sailing dates and times
should be made to Mr. A. G. Bealey, Cranford
House, Woolsery, Nr. Bideford, North Devon.
Telephone Clovelly 264



The Manor Farm Hotel



*A comfortable farmhouse type
Hotel with electric light, bathrooms
and bar. Open throughout the year.*

Illustrated Brochure and Tariff from

THE MANAGER
THE MANOR FARM HOTEL, LUNDY,
BRISTOL CHANNEL, via ILFRACOMBE
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



**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



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL
AUTUMN 1971

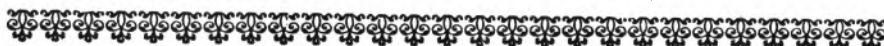
CONTENTS

	<i>Page</i>
Trinity House Vessel, "Alert", by Commander R. Dove	4-5
The Auks on Lundy, by R. W. Britton	5
Keeping You Posted, by Barry Chinchin	6
Lundy Crossword	6
Here and There — Picture Feature	7-9
Sea and Land, by Philip Gosse	10
Lundy Log, by John Dyke	11-12
This Made News	13-14
The Late Kenneth Keast, by F. W. Gade	15
Book Review	15

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

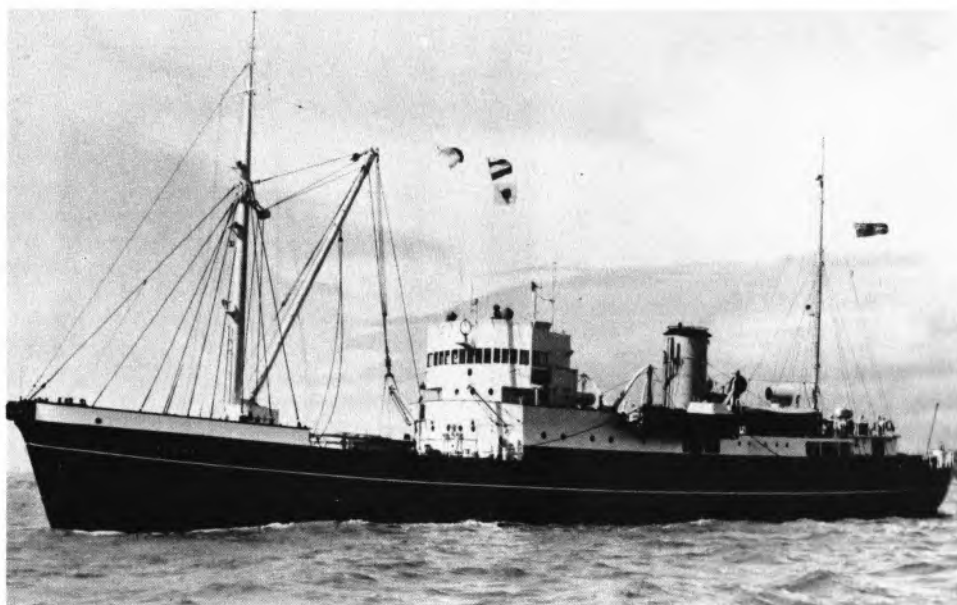
Subscription Rates:

Obtainable on the island 15p
Postal Subscriptions (Home and Abroad) £1 for 5 issues



PUBLISHED BY JOHN DYKE, ON BEHALF OF
THE LANDMARK TRUST

Editorial Offices: Signal Cottage, Lundy, Bristol Channel
via Ilfracombe, N. Devon



Photograph by courtesy of Trinity House

TRINITY HOUSE VESSEL, “ALERT” by Commander R. Dove, T.H.S., Harwich.

ON November 11th, 1969, the “Alert” proceeded from Lundy South anchorage on her lawful occasions in the Bristol Channel. I, as Commanding Officer, did not then realise that this would be the last time I should need to take her from this well used and sheltered place.

On March 26th, 1970, “Alert” entered Harwich Harbour and moored to No. 8. stream mooring buoy. I rang off “Finished with Engines” on the engine room telegraph, and they stopped — never to move again. Some two months later she was towed out of Harwich Harbour by a strange tug and taken to the Firth of Forth to the scrap yard of the firm who had bought her. She is now no more — a pile of metal used for other purposes.

Here is a short version of her life, for the benefit of those who knew her.

“Alert” was born in the early days of 1946 by virtue of the war and the urgent necessity for Trinity House to obtain a vessel to replace war losses of four ships out of eight. When her keel was laid, it was intended that she become a cable vessel for the Admiralty — her name was to be “Bullfinch”. However, we took her over half way through her building and converted her to our use and purposes.

She was commissioned eventually in March, 1946, and after trials was brought to the Trinity House head base at Harwich. I remember as if yesterday her arrival at Harwich on Easter Sunday. I, along with many other Service Officers, came down to the Trinity Pier to watch her berth and then go on board to see this new, modern vessel. She was spacious and well appointed in comparison with our existing vessels, and her practical possibilities were discussed throughout the day.

The next few months were spent proving her worth. She was immediately engaged in very arduous duties maintaining the many lighted buoy stations established during the War years, and particularly during 1944, in an area stretching from the Dutch coast to the French coastline in the west. Pre-war stations, ex-

tinguished in the early war years, needed to be re-attended and relighted. Lightvessels removed from their stations in 1940-41, had to be re-established. All this work, “Alert” was well fitted for, and proved a highly successful conversion built vessel, supplied when we needed her most. I served on her during these early years of her life as Second Officer, and again as Acting First Officer. These were hard though happy days, and the hours were long, but our spirits were high. The War was behind us, the future looked bright, and, providing one took care with floating mines, minesweeper swept channels, and the hundreds of wrecks that littered the coastlines of the continent and the U.K., we could look forward to the years ahead with confidence, especially in our new ship.

In 1953, I left Harwich on transfer to Swansea to the T.H.V. “Vestal”, where I was able to renew many old acquaintances of the pre-war era. I visited Lundy again after an absence of 13 years. My work as First Officer kept me on board ship on these occasions, so I was not able to land on the island as much as I would have liked.

In March, 1954, it was decided that “Vestal” should be transferred to Harwich, and her place at Swansea taken by T.H.V. “Alert”. The transfer of ships companies at Harwich was an occasion to be remembered by all who took part. We finally left Harwich with “Alert”, and I must confess we found it rather difficult to focus our eyes on the horizon ahead. We arrived at Swansea in March, and the vessel was re-arranged to suit the work on the Bristol Channel District. Having previous service on “Alert” gave me an added interest and incentive to see that she was ‘right’, and the Officers and Crew on board were a happy company.

Three years later, in 1957, I was on transfer again, back to Harwich, to take up a roving commission as an Auxiliary Officer, relieving the various Masters on board the other

Tenders throughout the Districts under our charge. I was eventually appointed Commander in 1960 at Harwich.

I returned to Swansea in 1962 as Commanding Officer of the “Alert”. By this time she was something of an old lady in comparison with new, modern Tenders being constructed, but, knowing her worth, to me she was still a fine ship and I was happy with my Command.

From 1962, my association with Lundy developed more and more. I looked forward to landing and meeting friends — people whom I now knew by name, and who seemed to know me. Our work at the Lundy Lighthouses became more and more time consuming, with large scale modernisation to be done — new engines to be landed and fitted for the operation of the main optic light and fog signals. The anchorage at Lundy South became one of increasing importance, and one became very expert at putting the anchor down in the right spot.

After the work of the day, it was a pleasant relief to land on the Beach and walk up to the Marisco Tavern for a pint of beer and pleasant company. Returning to the ship was not always so easy, and this is also where the anchorage spot was one of importance. It was essential for the distance between ship and shore to be a minimum, so that illumination of the beach area could be successfully carried out by means of “Alert’s” two powerful searchlights. It was also necessary, and gave me peace of mind, if I could see the ship from the Hotel vantage point. (In later years; this position proved to be one especially appreciated by a young lady Secretary, who delighted in sighting the vessel at night from her bedroom window, seeing the twinkling lights on deck — a friendly sight in an otherwise stark, black void).

My exits from the island at times have been both dangerous and undignified, although I am somewhat proud to say I never actually took a ducking! Such disembarkation action was only achieved by coupling a ‘Viking’ sort of approach with Commando-like tactics. It was not for the faint of heart or befuddled brain, and on many occasions provided a fitting end to a wonderful evening, with islanders on the beach helping us on our way with loud cheers of encouragement — and sometimes gasps of apprehension!

The following eight years with “Alert” gave me much enjoyment, satisfaction, and many grey hairs! I grew to love the Bristol Channel, the West Coast, and Lundy in particular. “Alert’s” weekly programme took her from Milford Haven, Lundy, Bideford, and Caldy Island, to Avonmouth, Newport, Cardiff, and Barry, in all weathers and conditions. She also took in duties farther afield to the Eddystone, Wolf Rock and Longships lighthouses, the Scilly Isles and Round Island lighthouses, from the Scilly Bishops lighthouse to the Smalls lighthouse further north, and still further to the stations of Bardsey Island, South Bishop and Skerries lighthouses, the Isle of Man, and points to the Solway Firth.

She carried all sorts of cargoes apart from the navigational buoy equipment — coal, oil in barrels, cement, sand, gravel, timber, engines in cases, central heating systems, and a hundred and one items for all the various stations and work she had to carry out. She even carried a tractor and bulldozer on one special occasion for the benefit of Lundy, when they suffered a very serious fall of the approach road.

Buoys, chains, moorings etc., were “Alert’s”

constant companions. The fortnightly relief of the Bristol Channel light vessels was a regular 'must' — at such times as many as 65-70 personnel were carried in her various accommodations. The galley would work overtime then!

Throughout all this, "Alert" never failed. She worked hard and loyally and was a good sea vessel — of course, she would roll and pitch, sometimes violently, but always moving as part of the environment she was born to. In bad weather she would rise over the seas, crashing down into the next one following, trembling with the concussion of sea meeting steel, but a reduction in speed gave an immediate response — the trembling would cease and she would ride over the waves no longer fighting, but accepting the inevitable, respecting the power of the sea. The good days — days of blue sky, sun, and calm seas, were always very satisfying, especially after bad weather. Opportunity would be taken to give the 'old girl' a new coat of paint; decks were scrubbed, she would emerge like a new young thing again, and I, as Master, would think she showed her appreciation of this so-called 'face-lift' — I'm sure she used to go faster!

Time waits for neither man, nor ship. "Alert" by 1968/69 was some 23 years old — perhaps not really old for a ship whose expected normal life is 30-35 years, but "Alert's" system of providing steam to her two reciprocating engines was one not normally adopted by Trinity House. She had two "Babcock and Wilcox" boilers — water tube type — which gave a very quick method of raising steam, but were not entirely suitable for the eternal stopping and starting of her main engines which our work demanded. High and varying changes of pressure and heat, coupled with vibration, eventually began to take their toll. In February, 1970, during annual dry-docking and overhaul, her engines and boilers were given an examination by the Board of Trade Surveyor. Hair-line cracks were found in the metal of one of the drums supplying water to the boiler tubes for heating. Repairs would be costly and delay would be experienced — this, coupled with other economic consideration, meant that "Alert" had to be de-commissioned and sold out of Service.

With heavy heart, I took her away from the Tyne, proceeding south to Harwich. We only had one boiler in use, but she made good progress and we had no serious troubles. On March 26th, 1970, the wheel had taken a full turn and her life came to a rather inglorious end.

As I write now, my thoughts are still with her, because I lost a part of my life when she had gone. I would like to think that there are others, who, in reading this short life story will also wish to remember T.H.V. "Alert" for the work she did and the duties she carried out so faithfully for those who depended on her.

T.H.V. "Alert" — Particulars
Length. 244 feet. Twin propellers.
Breadth. 36 feet. Reciprocating engines.
Mean draught. 14 feet. Oil-burning-steam.
Gross Tonnage. 1540 tons. 1200 B.H.P.
Complement:-

C/O and 6 Officers. 16 Deck Ratings. 10 Engine-room Ratings. 5 Catering Staff. 26 Relief Ratings. 4 spare cabins.

THE AUKS ON LUNDY

By R. W. Britton

IT seems so very long ago that Puffin Slope was populated in the spring and summer months by the "myriad throngs" of Puffins and Razorbills, but since the early '50's most unwelcome decreases have occurred in the auk population. Today, the number of Puffins, Razorbills, and Guillemots breeding on the island is a mere fraction of that some twenty years ago.

It is considered these decreases are due to several factors:-

(a) The pollution of the sea with oil and other more toxic substances, resulting in death of many auks, and diminution of local food supplies; also human interference at nesting sites. Unfortunately, the Puffin in particular was vulnerable, with easily accessible nesting burrows on Puffin Slope at the North End of Lundy, and at The Battery on the West Side. Visitors to Lundy would be performing a most worthwhile service if sea-bird colonies were approached slowly, quietly, and not too closely.

(b) The Herring Gull is responsible for the taking of many eggs (especially Guillemots) and chicks. Since the numbers of gulls breeding on Lundy continue to increase, these depredations are bound to cause more havoc. The Great Black-backed Gull is also responsible for the death of many adult auks; particularly on the water near the cliff breeding areas. The steady increase in the Raven population on Lundy represents even further depredation, as witnessed this June in Jenny's Cove. A party of five Ravens were seen to take several eggs in a very short time, completely ignoring the frantic efforts of the parent auks.

(c) Rats have probably been taking eggs and some chicks of the burrow-nesting Puffin. As the rat population is not known, the extent of their

activities is almost impossible to estimate.

(d) Since the auks lay only one egg per pair during a season, the behaviour of all these predators, and other interruptions, has the most devastating effect.

Although this presents a somewhat gloomy picture, there are certain indications that the auk decrease has now slowed down considerably and *may* even be reversed. Over the last three years, auk counts have been carried out, and that done at the beginning of June, 1971, showed more auks in certain stretches of coastline. Ten colonies of Puffins were observed this year, and more birds were counted than in the two previous seasons. There was much activity at these sites, which are all in relatively inaccessible places. On Lundy, the Puffin is now nesting more in crevices rather than in burrows on sidings. It is thought this change in habitat could be the salvation of the Puffin if it is to survive on the island.

It must be stated that the fallacies of any bird counting system carried out over a relatively short period are understood. However, since the same method has been employed for all recent counts there must be some reasonable ground for comparison. Any readers wishing to see the figures of recent sea-bird counts are advised to consult the Annual Reports of the Lundy Field Society for 1969 and 1970, and also for 1971 when it is published.

In conclusion, it is of some interest that Herring Gulls appear to be far more cannibalistic than in the years when auks were plentiful. Whereas in the past the remains of countless auk chicks could be found around the gull's nests, this is not now the case. The remains of gull chicks from neighbouring colonies are now being found in increasing numbers. As one food source diminishes another is utilised.



(Photo: Brian J. Gregory)

Members of the Exeter University Bird Club carrying out a count of nesting sea-birds from June 17th to 22nd. In the picture are John Aylett, Reg Harding and Peter Marren, with Landing Craft Bay in the background.



KEEPING YOU POSTED

THE 1930 SIX PUFFIN BLUE STAMP

by Barry Chinchin

BY 1938 when John D. Stanard published his book "Lundy Island and the Lundy Locals" in America, Martin Harman had issued only five Lundy stamps. Indeed had it not been for the interest shown in the comparatively crude airline labels this first ever book on Lundy philately might not have been written. Mr. Stanard was thorough with his research into both stamps and labels and was assisted by 'on the spot' investigations by Charles Thornley of Ilfracombe.

Bradbury, Wilkinson & Company of New Malden in Surrey, had produced the first five Lundy stamps by lithography and, as the designs were by staff-artists, the names of those responsible are unknown. The quality of the work was superb although there was no realism about the puffins depicted on the stamps. It has taken the most minute examination to find varieties in them, though, as they are constant, meaning that they occur on every sheet. Some philatelists like to test their powers of observation to discover these 'flyspeck' varieties.

Mr. Stanard discovered that only 12,000 of each of the three higher valued stamps had been delivered on July 11th, 1930, the remainder arriving in August. This led him to assume that there had been two printings, and must have helped explain the appearance of blue six-

puffin stamps when the common colour was mauve.

Bradbury, Wilkinson & Co., are renowned for the attention they give to philatelic enquiries, and they had mentioned in May 1938 that their file copy of the 6 puffin stamp was blue. A month later they explained that the best description of the colour was mauve-blue and that there had only been one printing.

However by this time Mr. Thornley, (and I quote from Mr. Stanard's book), "through his personal inspection of many of the Puffin stamps in complete mint sheets, has established beyond doubt that the 6 Puffin value of Lundy Island was originally printed in blue but was later altered to mauve without notice. . . . The entire issue had a large sale to the Summer tourists who visited the island shortly after the 6 puffin blue stamp was issued, and, as very little philatelic attention was given to Lundy at that time it seems possible that the majority of these rare blue stamps were used on postal card views sent to the four corners of the world and that very few were retained in mint condition for philatelic purposes". Finally colour experts examined one of Mr. Stanard's specimens and declared the colour was a true one and not due to chemical changes.

No one seems to have consulted Mr. Gade at this time, but he knew that six-puffin stamps

faded to blue in strong sunlight and he had never seen an original blue specimen.

In 1956 F. R. Downing mentioned the rare blue stamp in "The Lundy Locals" and it was catalogued and priced in Michael Windeatt's stamp catalogue a year later.

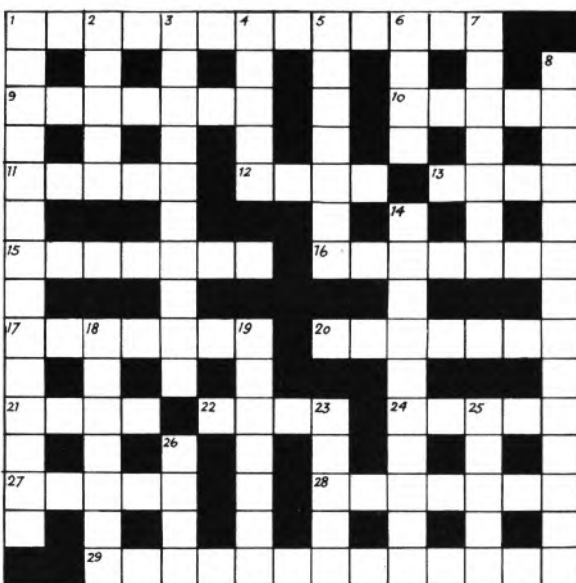
The evidence was conflicting. Blue stamps with wartime overprints were known, but without seeing a copy of the blue stamp little could be done except experiment to see what happened when the stamp was exposed to sunlight. In 1964 I set up an experiment, but although after a few weeks the stamp had become a little more grey no one would have described it as a true blue colour. Maybe the damp sea-air was lacking or I was too impatient I tried steaming the surface of the stamp. This caused a pink component of the ink to stain the paper and after a series of ineffective chemical trials I resorted to boiling the stamp in detergent. This left me with a bright turquoise blue stamp, now far from being in mint condition. This showed that the stamp could have changed to any intermediate colour but did not prove that a genuine blue printing did not exist.

Mr. Stanard may have been biased because he owned some of the blue stamps. I was certainly biased because I had accepted Mr. Gade's verdict from the beginning, but the question remains unanswered — was there a genuine blue six-puffin stamp from a first printing?

LUNDY CROSSWORD

Compiled by W. H. Dyer, 5 Eric Avenue, Emmer Green, Reading.

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



Across

1. St. Peter wouldn't let any toreadors in here (5, 8).
9. Probably worshipped by 29 across (7).
10. You'd put this duck down on the bed (5).
11. Ah, all shall be placed before God eventually (5).
12. What, no mousehole? Its a catch (4).
13. Do they own an island, or just look like it? (4).
15. One should be swinging at the Tavern — (3, 4).
16. and one of this ilk should grace it (7).
17. Hitler's new order means slide, like the Devil's (7).
20. Describes a scene of everyday life amid pastoral, romantic surroundings (7).
21. Colours, if repeated, sound like a Welsh miner at work (4).
22. A great distance for three kings to travel (4).
24. In St. Helen's this letter is the end (5).
27. What the early Christians must have done on Beacon Hill (5).
28. Dad is in a muddle — it only results in contempt (7).
29. Ocean toff who waves his way into 8 down (8, 5).

Down

1. Comfortable seat on the South Coast (9, 5).
2. Seldom a feature of islander's apparel, so you can't buttonhole them (5).
3. Has an eclipse interval of five second (5, 5).
4. The Trinity House chaps looked lively when she was around (5).
5. Show of appreciation (undoubtedly for Jack Hayward!) (7).
6. Holly in the soil? Excellent (4).
7. Binds by ties of affection, but it sounds as though the hearing may terminate (7).
8. Can ultimately become a bore (7, 7).
14. They used to have a big pull with the brewers (4, 6).
18. Exhibited by Hotel guests after Sunday lunch? (7).
19. Don't do it — leave it to the chorus (7).
23. They go out in even the very best of circles (5).
25. Escape from Eva de Marisco (5).
26. Chief means of communication on Lundy, despite Lundy Illustrated News! (4).

ANSWERS TO CRYPTOGRAMS 2 and 3

No.2.

The first correct solution opened came from Mr. Brian Le Messurier, 23 Wellpark Close, Exeter, who has received his "Surprise".

Solution: (Key Word — Benjamin's Chair).

1. Battery. 2. East Side. 3. North Light. 4. Jenny's Cove. 5. Adits. 6. Miller's Cake. 7. Ilfracombe. 8. Needle Rock. 9. Seal's Hole. 10. Cheeses. 11. Halfway Wall. 12. Arctic Tern. 13. Imminent. 14. Razorbill.

No.3.

The first correct solution opened came from Mrs. G. Parkhouse, of Lythan St. Annes, Lancs., who will receive her "Surprise" in due course. Solution: (Key Word — Molybdenum).

1. Mousetrap. 2. Old Copper Mine. 3. Lundy. 4. Yuletide Signal. 5. Brazen Ward. 6. Devil's Slide. 7. Earthquake. 8. North End. 9. Ugly. 10. Mumbles.

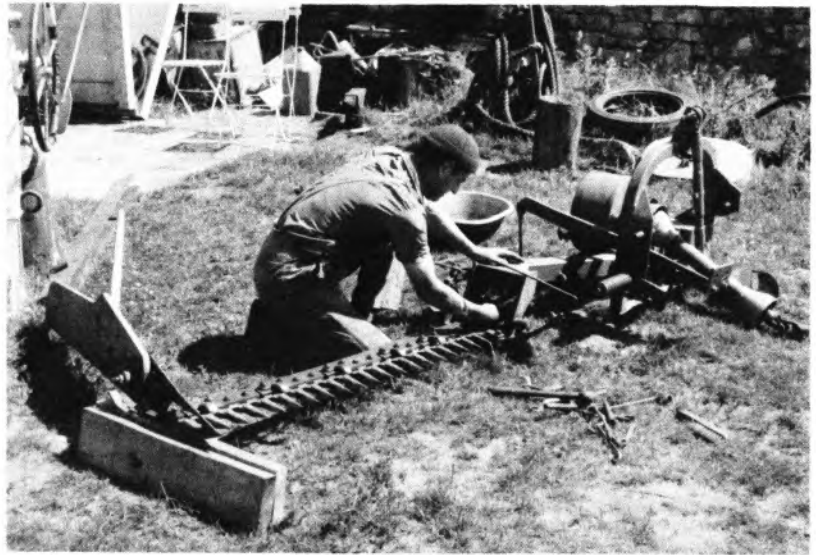
A small original "SURPRISE" will be awarded for the first correct solution opened on 31st October, 1971 (residents of Lundy excluded). Please mark your envelope "Crossword".

Here and there

(right) Mr. "Dave" Davey performing another engineering task—this time for the harvest field. In his capable hands everything is made to work.

(below right) Mrs. Jane Strick feeding the Marans in Stoneycroft paddock. This new breed of French origin, and renowned for their lovely brown eggs, were introduced early this summer. There are 49 hens and 4 cockerels.

(below) The last load from the Lighthouse Field. Mr. Larry Alexander holds back the gate, Mr. John Ogilvie drives the tractor, and Mr. Peter Edwards is in a precarious position!



(above) The visiting team kindly oblige by posing before the annual cricket match between Lundy and the Gentlemen of Wessex on July 11th. Left to right: A. C. Smith, T. F. Thorne (Umpire), C. J. Symons, T. Down, T. G. Oerton, A. G. Bealey, C. M. Price, E. W. Spiegelhalter, A. T. Isaac, Capt. D. J. Jones, A. H. Milton, and R. Wonnacott.



(above) Tom Down bowling to Patrick Ryan. The home side made 73, and the visitors replied with 76 for 3 wickets.



(above) From one island to another: Mrs. Linda Charteris posts a letter to her parents in Jersey. The new box is next to the "Super-market" in the High Street.

(right) Mrs. Mary Greenacre, of the Area Museum Council for the South West, and Mr. Keith S. Gardner, leader of Archaeological Exploration under the aegis of the Lundy Field Society, at work making master-moulds of the early Christian Memorials in the Burial Ground. It is envisaged that either the original stones, or the reproductions, will be displayed in the Museum.



Colin Taylor

(above) Mr. Jack Dickens pays a visit to Signal Cottage. A popular and well known figure in the Mumbles - S. Wales area, and a frequent day visitor via the Campbell steamers, nothing pleases Jack more than to be able to stay on the island and enjoy its peace and tranquility.

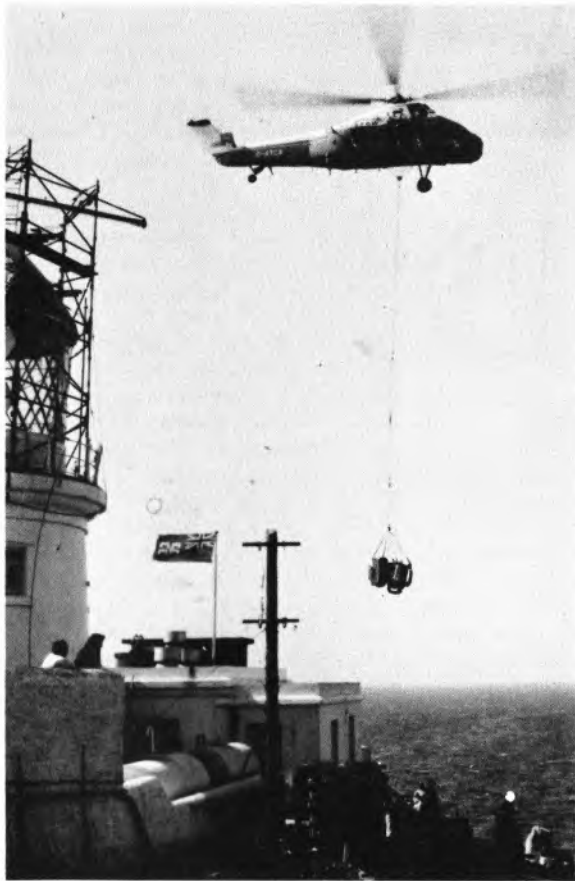
(above right) On May 19th, Mr. Gade officially unveiled the W.I. seat near the Battlements which was generously presented by the Mainland Lundy Group, comprising the Institutes of Woolacombe, Georgeham, Lee, Mortehoe, and Croyde. Here, he rests awhile with the W.I. members present for the occasion.



(above) Morning Coffee is a new feature introduced in the Tea Garden. "Dave" Davey installs the striped canvas awning, while Miss Linda Thorne and Mrs. Chrys. Davey await customers.

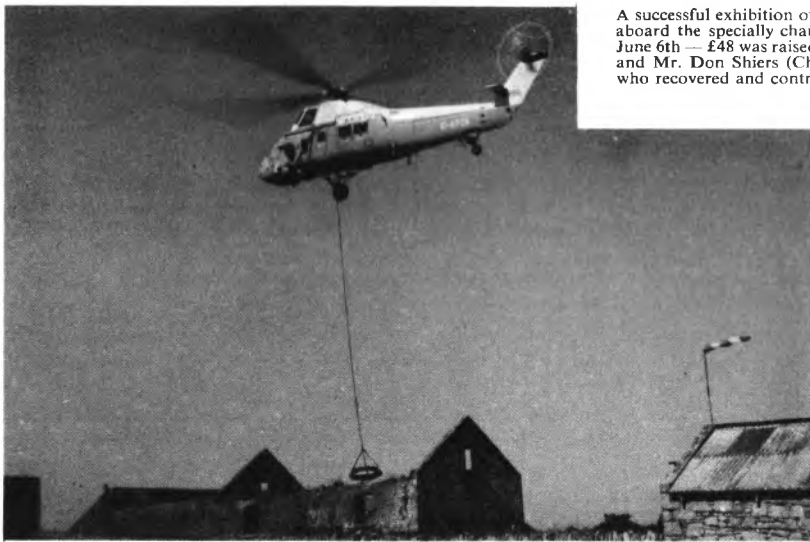


left
"Flossie", our tame ewe, takes a morsel of bread from the Editor's wife. She comes daily to be fed by hand, then clears the remaining crumbs like a highly efficient vacuum cleaner.



Colin
Taylor

(left and below) Our pictures show the great air lift of the Lantern and Optic from the North Light to safe storage in a portable building within the shell of the future Museum. Thanks to the skill of the crew of the helicopter, assisted by an island working party, everything was installed without mishap in 10 air lifts. Members of the island party are removing the lashings from a crate containing one of the delicate lenses, on arrival at the Museum building.



A successful exhibition of island Museum pieces was put on in the Church for visitors aboard the specially chartered Lundy Field Society Campbell steamer 'Balmoral,' on June 6th — £48 was raised for Church funds. (Below right) Mr. Martin Webb (Director) and Mr. Don Shiers (Chairman and Managing Director of Bristol Channel Divers) who recovered and contributed the 'Montagu' exhibits shown below left.



John Stockwell





SEA AND LAND

by Philip Henry Gosse, F.R.S.

with their little wings stretched at right angles to their bodies, painted in black against the sky, of the representations we see in old astronomical works of the fixed stars arranged in the Ptolemaic system in a crowded circle around the sun and planets. If you attend only to those near you, they seem to rush on in one direction in an unceasing stream; and you wonder what can be the purpose, and what the terminus, of the universal migration; but when your eye has followed them a little, you perceive the circular movement, that the same birds pass before you again and again, as they come round in their turn, like the movers in a theatrical procession, that cross the stage and pass round behind the scenes to swell the array again.

But the earth and the air are not only the spheres occupied by these birds: look down on the sea; its shining face is strewn, as far as you can discern anything, with minute black specks, associated in flocks or groups, some comprising few, others countless individuals. These, too, are the birds, busily employed in fishing for the supply of their mates and young, or resting calmly on the swelling undulation.

The fearlessness manifested by those that are sitting around us, permits us to observe them at leisure. They are principally of two kinds; the smaller has a round large head, with a beak monstrously deep and high, but thin and knife-like; and as if to make this organ more conspicuous, it is painted with red, blue, and yellow. The legs and large webbed feet are orange-coloured; and these, too, are sufficiently remarkable in flight, for the bird stretches them out behind, somewhat expanded at the same time, in such a manner that they appear to

support the short tail, the broad feet sticking out behind. The whole of the upper plumage is black; the face, sides of the head, and underparts pure white, except that a black collar passes round the throat. These are known by the fishermen as sea parrots or coulternebs; but are more generally designated in books as puffins.

The other species is larger, being nearly as big in the body as a duck, but shorter in the neck. The beak is formed on the same model, but is more lengthened; and it, as well as the feet, is black. The general proportions are more those of ordinary birds; and though the distribution of the hues of the plumage, black and white, is nearly the same as in the former species, the black covering the whole head and neck, combines, with the other differences I have mentioned, to render the discrimination of one from the other easy, even at a great distance. This is the razor-billed auk.

These two species furnish the majority of the individual birds that are congregated just here. But when we get round yonder point we shall open the haunts of several other kinds, almost as innumerable as these. It must not, however, be supposed that they keep their localities so strictly as not to intermingle in any degree. From the point where we stand, we may with a little care be able to discern individuals of all the kinds, more or less numerous. The different species of gulls, in particular, amounting to four or five, are conspicuous for their long pointed wings and elegant sailing flight. They are wary and alert; we do not see them sitting still as we approach, as the puffins and razor-bills do, for before we can get within gun range they are on the wing. Then, as conscious of their powers, they are bold; sweeping by over our heads, with a querulous scream; now and then swooping down and making as if they would dash at our faces, but taking care to swerve as they come close, and gliding away with the most graceful ease and freedom.

Let us examine for a moment the ground beneath our feet. We need caution in moving about, for the tussocks and mounds feel precariously hollow and spongy; now and then the foot breaks through, and the whole leg is buried in a dusty cavity that gives forth an insufferable odour of guano; then as we jump on a hillock, it totters and breaks off from its base to roll down the hill, laying bare an interior riddled with holes like a honeycomb. These hillocks themselves are nothing but

continued on page 15



BUT now we were approaching the scene which had been the chief object of our curiosity. Near the northern extremity of the island stands a huge oblong block, like a square column, called the Constable: we pass this, and the wondrous spectacle suddenly bursts upon us. Much as our expectations may have been excited, they were in nowise disappointed; though my companions were not like myself naturalists proper, we were unanimous in declaring that the sight was more than worth the voyage, sea-sickness and all; it was a scene, the witnessing of which must always stand out prominently in memory, as one of the remarkable things, of which an ordinary life can reckon but few.

We turn the corner of a pile of rocks, and we stand in the midst of myriads of birds. We are on an inclined plane, extending, perhaps, half-a-mile down to the sea-cliffs, composed of numberless hillocks of red earth, on which lie, heaped irregularly, and partially imbedded in the soil, great boulders of granite rock. On these, on the hillocks, and in the hollows between, sit the birds, indifferent to our presence, until within two or three yards of them, when they turn the large liquid eye towards us, as if demanding the meaning of the unwonted intrusion. If we avoid sudden motion, we may approach still closer, but generally at about this degree of proximity the little group congregated on the particular stone or hillock leap up, spread their short feeble wings, and fly with a rapid laborious beating of the air, out to seaward. The flight is painfully feeble at first, but presently gathers strength and becomes more forcible, though always fluttering.

The great congregation of birds begins just hereabouts; the cover of fern to the southward, which we have been skirting, is not suitable to their habits; but it extends forward as far as the eye can reach, and is not then bounded, but spreads on around the north extremity of the island, far down on the western side.

The air, too, is filled with them like a cloud. Thousands and ten thousands are flying round in a vast circle or orbit, the breadth of which reaches from about where we stand to half-a-mile seaward. They reminded me strongly,

LUNDY LOG

Compiled by John Dyke

NOVEMBER 1970 — FEBRUARY 1971



(Capt. Dave Chapman) appeared in the Bay. "Gannet" sailing from Ilfracombe postponed for 24 hours owing to weather. **6th:** Dull, overcast, little wind. "Gannet" arrived at 13.30 hrs. with building materials for 'Bramble' site. Miss Joanna Chase (Chef's assistant) arrived. Continuing wet, and wind increasing. Island like a sponge underfoot. **7th:** Wind E.N.E., rough sea, rain. Trinity House helicopter relief, South Light, at 1300 hrs. Departure of A. K. 'Bert' Tromans (posted to the Smalls). Large flocks of migratory birds, especially starlings. Gale force winds gradually abated. **8th:** Calm morning. Wind round to W. and beginning to increase at 10.00 hrs. Drizzle in late afternoon. The "Quiescence" anchored in the Roadstead at 17.00 hrs. **9th:** Dull overcast morning — sea steely grey, — wind fresh N.W. Rain, easing in the evening. Lundy sheltering, "Ardglen" (Greenock), "Sonority" (London), and "Barbara Jay". "Quiescence" departed at 0930 hrs. **10th:** Dull and overcast — low cloud obscuring top of island. "Esso Tenby" (Appledore Shipyards) undergoing sprinkler tests in the Roadstead. T.H.V. "Winston Churchill" arrived at S. End and landed tender with stores for S. Light. The "Barbara Jay" sailed this morning. Gusting S.W. in evening. **11th:** Dullish morning — winds gale force 8, S.W. 4 trawlers and 1 cargo vessel sheltering. Apple blossom in full flower in Millcombe. Rhododendrons blooming, and fuschias. Wind now N.W. — heavy showers in the evening. Granite steps re-aligned on pathway from Millcombe House to Bramble Villa. **12th:** Greyish morning. "Gannet" arrived at 1030 hrs. bringing Mrs. Jean Stockwell, Mr. Chris Price, and Westward T.V. to interview Miss Julia Bassingthwaite. The "Gannet" took 10 bullocks back to Ilfracombe. Another Concorde explosion. Beautifully moonlit night — brilliant flashes of lightning over Clovelly. **13th:** Last night, lightning had put all the telephones out of order in Clovelly, including that of our Shore Agent. Additional sailing of the "Gannet" cancelled. Virtually no wind at 11.30. Heavy S.W. hailstorm at 16.45, accompanied by lightning. **14th:** Heavy rain and a strong N. wind. The "Gannet" arrived at 10.30 hrs. with the Timbaform workmen. Conditions bad on the beach, and in spite of waiting on the lee side, for improvement, the "Gannet" had to leave without landing the fresh meat. Magical evening — full moon — silvery clouds and sea. Wind still N. **15th:** Wind dropped. A pleasant sunny day with cumulus clouds. Rising S. wind, which increased after nightfall. Opening and closing hours introduced in Marisco Tavern. **16th:** Dull, misty — heavy S. rain squalls, improving in the afternoon, becoming sunny with W. wind. **17th:** Greyish sky — rain — wind S.S.E. The "Gannet" came, discharged her cargo and left in a heavy sea. 7 vessels sheltering in the Roads, but wind direction made it an uncomfortable anchorage, and all had left by the following morning. **18th:** Torrential rain most of morning and afternoon. 6 vessels sheltering in the Roads. Departure of "Barbara Jay" reported to Lloyds. Strong S.E. wind, veering to S.W. **19th:** S.W., began to howl at 0300 hrs., and became ferocious by 0400 hrs. 9 vessels anchored in the Roads, two of which were Belgian trawlers. Wind S.S.W. in the evening, 3 to 4. "Marigold" from Padstow came to her moorings. **20th:** Strong S.W. winds T.H.V. "Winston Churchill" landed stores on the beach, the tender becoming embedded in the soft shingle, and floated on the next tide. Mr. Ian Grainger went aboard the T.H.V. "Winston Churchill", which sailed from Lundy at 0400 hrs. on the following morning. Sea rough — squally showers — 15 vessels sheltering. **21st:** Weather more favourable — wind

decreasing. All vessels departed. Mr. and Mrs. Davey returned in the "Cleave Petrel". **22nd:** A lovely peachy dawn with a beautiful range of grey clouds to eastward. The wire cages (gabions) below the Beach Road landslide badly buckled, and some completely washed out due to recent storms. The Editor speedily conveyed by helicopter to Bideford Hospital with pulmonary thrombosis, attended by Dr. Riley and accompanied by Mrs. Dyke. (I am indebted to Mr. Colin Taylor for collecting these notes during my absence). **23rd:** Southerly gale — heavy overnight rain. Hotel kitchen partially flooded. **24th:** A beautiful sunrise — wind backed S.E. and moderated. **25th:** Wind S.E., weather fine. **26th:** S.E. wind, continuing fair and mild. **27th:** A siskin reported as having been seen in the Quarries. Saracen, the bull very ill. **28th:** Work on the new 'Bramble Villa' exterior virtually completed. **29th:** A very overcast day. Wind N.E., 5 to 6. **30th:** The "Gannet" arrived today. Mrs. Joan Dyke returned.

DECEMBER

1st: Wind N.W. — fair, with intermittent showers. **2nd:** The "Gannet" came with one ton cargo. Mr. Ian Grainger returned, and 5 day visitors arrived, including 2 reporters from the Birmingham Mail. Work was initiated in replacing part of the sheep pen fencing. Saracen much worse. **3rd:** Stormy night. 8 vessels sheltering in the Roads. Saracen despatched painlessly. Mr. Gade unwell. **4th:** Wind westerly, light to moderate. **5th:** 70-001, Clovelly Lifeboat, anchored in the Bay, together with 4 other ships, "Cleave Petrel" came. **6th:** Mr. Gade still ill. Chivenor helicopter brought Dr. Riley to see him. **7th:** Mr. Gade still unwell. **8th:** The dead Monterey Pine felled at the back of Millcombe House fractured the overhead water pipe. The water supply was reinstated by the evening. Mr. Gade's health much improved. **9th:** Warm and sunny in sheltered areas. **11th:** The "Gannet" arrived in a force 6 easterly, with medical supplies for Mr. Gade. The landing was made at Jenny's Cove. Miss Jilly Dyke and one lighthouse mechanic came ashore. All the stores had to be manhandled up the Pyramid and the 400' sideland to awaiting vehicles. **12th:** Wind S.W. The "Gannet" arriving in more favourable conditions with a cargo of fencing materials, provisions, and animal feed. Mr. Chris Price came for the day. Mr. L. Biddicomb came to erect fencing on the old Airfield. Mr. and Mrs. Stockwell left on the return trip, also Mr. and Mrs. Grainger and Tom. Mrs. Joan Dyke, and the lighthouse mechanic. **13th:** Wind veered N.E. Weather fine. **14th:** A fine day with a mild southerly breeze. Mr. Colin Taylor planted the first of a batch of Rhododendrons in Millcombe. **15th:** "Gannet" arrived with one passenger, a clerical gentleman from the B.B.C's Religious Broadcasting Dept. A new trailer arrived. Mr. and Mrs. John Ogilvie and daughter, Kate, went ashore. **16th:** A Polish vessel anchored in the Roads. **17th:** Gale during the night. 2 vessels sheltering, a cable-layer and a Danish vessel. Wind gradually decreased. The "Gannet" arrived at 12.30 hrs. with supplies of meat, beer, coal, and oil. Miss Bassingthwaite went ashore. **18th:** Dull, misty day. Drizzle clearing later. **19th:** Mrs. J. Dyke and the Editor returned to island in the "Gannet" together with Mr. and Mrs. Grainger and family — a bumpy passage over. "Cleave Petrel" moored in the bay. Wind S.W. with intermittent sunshine. **20th:** Moderate N. wind. Colder. **21st:** Beautiful sunrise. Wind N.E., appreciably colder. Later, lovely rosy sunset lighting up the S.W. side of Mouse Island and Rat Island, gulls soaring above, and the sea providing an indigo background. **22nd:**

NOVEMBER

1st: A promising day, trace of sunshine followed by a general improvement. S.W. wind, steadily decreasing. Bay dotted with Belgian trawlers, and one cargo vessel, "Drie Gebrs" (Panama). S.W. gale forecast. Heaviest rainfall since Mrs. Jane Strick commenced taking records — over 1½" or 34 mm. **2nd:** Rain and S. winds. Lundy sheltering 3 vessels, including "Quo Vadis" and the Clovelly Lifeboat. Clay pipe bowl inscribed "O'Brien, May Street, Dublin" given to the Museum. **3rd:** Much brighter morning — cumulus clouds hurried on by W. gale. 9 vessels sheltering in the Bay — 7 Belgian trawlers, "Quo Vadis" and the Clovelly Lifeboat. Later increasing to 17 including coaster "Arnehilck". Enormous seas on Stanley Bank. Builders withdrawn from working on cattle shelter at Quarter Wall — impossible to handle materials in force 9. Future forecast: Force 9 N.W. **4th:** Comparatively calm morning after so much wind. Vessels at anchor making preparations for departure. "Gannet" made her first visit since Oct. 17th with 5 tons of cargo. Mr. Russell Flyng arrived to take up employment. Mrs. Jean Stockwell went ashore, and the school party from Frensham Heights concluded their stay. **5th:** Blowing hard W.N.W. "Crescence" and Clovelly Lifeboat sheltering. "Marigold"

Another spectacular sunrise, followed by a gorgeous day, with a moderately chilly wind from the N.E. Gorse in bloom and looking attractive on Heath Mount (Hangman's Hill). **23rd:** The Tavern decorated for Christmas. Strong E.N.E. winds continued. Damp and cold. **24th:** Very cold. E. to N.E. winds, gusting to gale force. Tremendous seas, but, fortunately, low tides. **Christmas Day:** Grey sky and forbidding sea. The sun rose a blood red splotch against a cold, menacing backcloth. Mrs. Chryst Davey's birthday. Cold buffet in Tavern at lunchtime. In the evening 16 inhabitants sat down to Christmas Dinner in the Hotel Dining room. **Boxing Day:** A dull dawn. N.E. gale — very rough seas, accompanied by grey skies. Some anxiety felt for the landing stage because of the breakers. Flurry of snow. Islanders shared buffet lunch in the Tavern. **27th:** E.N.E. winds continuing — moderating, but increasing later. Fine powdery snow in the morning — light covering and small drifts — bitterly cold. Sheep look bewildered. **28th:** Wind E., but much abated. Substantial thaw. Some slates off the Hotel roof after the storm. Wind E.N.E., increasing, but less cold. **29th:** E. N. E. wind, blowing freshly. No prospect of the "Gannet" coming. Torrential rainstorm in early morning — grey sky but clear visibility. N.E. winds increasing — heavy squalls to gale force. **30th:** Winds abated, but still N.E. Ailing brown cow despatched with humane killer. Wind N. in evening, almost imperceptible at night. **31st:** A really beautiful sunrise — rich, peachy golden colour below a low bank of cloud, which cleared, making way for a gloriously sunny day. Wind N. to N.E., 2 to 3. Rather choppy in the Bay, smoothing out as day progressed. "Gannet" did not sail. The islanders foregathered in the Tavern to see the New Year in. New Moon — on its back.

JANUARY, 1971

1st: Dullish day with considerable cloud. Some drizzle late in afternoon and evening. Very little wind. Island seemed subdued after the easterly battering. Beautiful cloud formations. "Gannet" arrived at 1300 hrs. with Miss Julia Bassingthwaite. Mr. Peter Edwards came for interview, and Mr. Wayland Smith was a day visitor. The "Gannet" left at 16.30 hrs. with Miss Jilly Dyke aboard. Welsh and North Devon coasts clearly defined. **2nd:** Cloudy — sea flat calm. Trinity House helicopter relief took place. "Cleave Petrel" arrived from Bideford with Mr. and Mrs. Roy Glover and Mr. John Baker aboard. A Water Rail seen in Millcombe Valley. Snowclad hills of Exmoor visible. **3rd:** A most gorgeous day throughout, but tempered by a cool breeze. Low night temperature following. **4th:** Wind S.E., rather cold 4 to 5. Editor did some archaeological investigation in Pigs Paradise, continuing the work on favourable days. **5th:** Wind continuing S.E., but later veering S. "Gannet" did not come — next sailing 9th. **6th:** Thick fog — Lundy South fog siren in action. Patchy during the day but clearing at nightfall. S. gale — 4 Belgian trawlers came into the Bay. **7th:** Wet, windy — S. gale continuing, visibility poor. Belgian trawlers still sheltering. **8th:** Wet, poor visibility on top of island — moderate wind blowing from S.W., increasing later in day 6 to 8. Only one Belgian trawler remaining in the Bay. Wind S. and fresh during night. **Mild.** **9th:** Dull and drizzly at first, clearing and brightening after mid-day. Stiff S., gusting to gale force. "Gannet" not sailing. 2 Belgian trawlers "Zeeparel" and "Sonja" and 2 coasters "Irish Trader" and "Sine Boye" sheltering in the Bay. Massive breakers on the S. side of Mouse Island. Island bathed in wintery sunshine — mild. **10th:** Fabulous day — brilliant sunrise over mainland. Clear pale blue sky. Heavy groundsea coming in onto S. coast — 20ft. breakers pounding Black Rock. All vessels resumed sailing. **11th:** Cold S. wind, strong at first, but later abating, and growing cold. **12th:** Morning calm with fog patches. "Gannet" came with Timbaform employees, 2 workmen, Mr. Robinson and Mr. Florence, and a large cargo of materials for the new reservoir sited on the old Airfield. Also returning from Christmas leave were Mr. and

Mrs. Ogilvie and Kate, and Mr. and Mrs. Stockwell. **13th:** Windless. The R.A.F., Chivener helicopter brought two Army Officers to investigate the bringing of bulk building materials by landing craft at a later date. Trouble with main generator, which was speedily repaired by Mr. "Dave" Davey. **14th:** Moderate E.S.E. wind, but sufficient to cause a roar in the Bay. "Gannet" arrival ruled out. Dry, overcast, but brightening later. **15th:** Greyish, misty morning. Wind force 2 variable. "Gannet" arrived at 12.15 hrs. Arrival of "I.L.N." issue No. 2, and with assistance from Mrs. Davey, Mr. and Mrs. Stockwell and Miss Chase, all subscribers copies were despatched by return. Mr. Philip Jebb came for the day. Mrs. Strick's dog, "Cindy", sent to the mainland. Exceptionally warm on the Beach — gnats at play. **16th:** Grey dawn. Wind 3 to 4 S.E. Wet, but drizzle ceased 0900 hrs. No sign of predicted severe gale 9. **17th:** Pleasant, mod. S. wind 4 to 5 at times. Warm sunshine. Coaster "Hawthorn" anchored in the Roads. Great activity getting all mail up to date before British Postal strike. Timbaform employees busy finishing new "Bramble Villa" before their departure. **18th:** Wind moderate at first, but gaining momentum, whistling eerily in the telegraph wires and veering from S. to S.S.W., gale force. 4 vessels at anchor in darkness. Forecast: Lundy: storm force 10. **19th:** Blowing S.S.W. gale — gusts, and heavy rain squalls. Hartland Coastguards involved in emergency call from Belgian trawler — crew member washed overboard and lost. No "Gannet" sailing and no hope of a final despatch of mail before Postal strike. Sun emerged at mid-day. 4 Belgian trawlers, 1 coaster "Eminence", and "Clovell Lifeboat 70-001" sheltering. Belgians kindly gave islanders some fish. **20th:** Beautifully sunny morning — moderate W. wind. "Gannet" arrived at 1400 hrs., bringing Mr. Paul Munton to study the feral goats. Timbaform personnel, and cement mixer, left on the "Gannet" at 1515 hrs. Two additional vessels sheltering in Roads: "Franz Held" (W. German) and "Hans Sif" (Danish). 70-001 still at anchor. Wind very strong S.S.E. in the evening, blowing empty beer kegs about near the Tavern. Some vessels unanchored during evening because of insecure position. **21st:** A very watery sunrise, obscured by banks of rain clouds — wind ferocious, making the Roads increasingly untenable. The "Crescence" arrived earlier, and 70-001 moved out during the morning. Tremendous seas breaking over the latter as she voyaged back to her anchorage in Clovelly Roads. The gates at the southern entrance of High Street damaged in the storm. By 1600 hrs. wind had veered N. gale force — squally showers — low cloud — colder, becoming N.W. Operation 'Landing Craft' planned for later in month cancelled. **22nd:** Cloudy at first, bright periods later becoming prolonged sunshine. Moderate N.N.W. wind. Sheltering: "Crescence", "Saskia", and later "Foxtongate" after the former had unanchored. Air became spring-like and balmy. Repair work being done on the Shipwright's Shed (Millcombe Valley) for eventual housing of electric generator. Millcombe's streams in full spate after recent heavy rain. Approach road to new 'Bramble Villa' being remade. Wind increasing in late evening. **23rd:** South Light fog siren commenced in the early hours. Greyish dawn — substantial rainfall. The island is like a sponge — little rivulets flowing in all direction. 4 ships anchored in Bay: "Eminence", "Franz Held", "Pondsbeek", and reappearance of the "Foxtongate", presumably having discharged her cargo at Yelland Power Station. T.H.V. "Stella" appeared in the Bay and picked up Trinity House personnel, and Mr. Ian Grainger and Mr. Colin Taylor, and conveyed them to Swansea. **24th:** Greyish early morning — strong S.S.W. winds persisting. The T.H.V. "Stella" proceeded to Swansea at 1330 hrs. 10 other vessels sheltering: "Marschenland", "Esso Dover", "Eminence", "Marinus Smits", "Pondsbeek", "Franz Held", and 3 fishing trawlers. The Landing Beach deeply scoured by recent gales. Only two vessels remaining in the Bay at 2200 hrs. Southerly gale during the night. **25th:** Squally showers — strong S. winds, and bright intervals. "Eminence" and "Esso Dover" still at anchor. The "Bell Victor"

arrived at 12.15 hrs. and departed past the N. End at 14.30 hrs. The "Eminence" left at the same time towards Clovelly Roads, also the "Esso Dover" (the spray reaching the bridge at times). Although all vessels had resumed, some were forced to return. 90 m.p.h. wind recorded at Hartland Point. **26th:** Wind moderated a little during the night, but had increased again by mid-morning, accompanied by heavy rain. Strong S.W. wind. Ponies and sheep seeking shelter outside the Church presented a companionable picture. Water pouring through the gated entrance to Big and Little St. Johns, descending and flooding the huge boggy sponge, St. John's Valley, below. Among the vessels sheltering at 10.00 hrs. were: "Crescence", "Esso Dover", "Ard Glen", "Foxtongate" and one trawler — these resumed sailing, commencing at 1600 hrs. No "Gannet" sailing today. Hotel kitchen flooded. Took possession of Axe Head (found by Mr. Paul Munton) for Museum. Two vessels sheltering in Roads at nightfall. **27th:** Bright, sunny start, but later heavy squally showers. "Gannet" not able to sail. 2 vessels anchored in Roads, the "Feroica" (Dutch), "Spec Major", and, later, "Peter Schaa". Wind continued to blow strongly W. 5 to 6. T.H.V. "Stella" arrived in Bay with stores and personnel for the N. Light, dropping anchor at 17.15 hrs. and staying the night. Strong winds continuing. One member of the Trinity House staff slipped and injured an ankle whilst jumping onto the Beach from the tender. **28th:** Greyish sky — wind W., increasing. Lundy sheltering: "Arne Hilck", "Pioneer", "Sondith" (Hamburg), "Grethe Steen" (Assens), "Peter Schaa", and T.H.V. "Stella", the latter leaving in the afternoon as she was due to do a Wolf Rock relief on the morrow. "Gannet" unable to sail. At 1800 hrs. a heavy lift vessel, the "Netherland Fisher" (owned by James Fisher & Co., of Barrow) dropped anchor. Torrential rain squalls ceased at this time — the little waterfall opposite Millcombe Gate had become a raging torrent. **29th:** At 0710 hrs., vessels were making preparations to leave, and 0900 hrs. all had departed from the Roads. The "Gannet" arrived at 11.45 hrs., with one passenger. Clear sky at 23.30, and wind not in evidence. **30th:** Dull, damp morning. Rain. Largish cargo vessel, "Clerk Maxwell" at anchor. The new vessel out of Appledore Shipyards, "Esso Penzance" arrived for sea trials, accompanied by the "Lundy Gull". Trinity House helicopter relief took place, and the patient with the ankle injury was flown back to Swansea. The "Gannet" did not sail. Wind increased to near gale N.N.E. and the "Clerk Maxwell" elected to move from her anchorage and stood 2 miles off Lundy. **31st:** Dull, overcast morning. N.N.E. gale force winds. "Clerk Maxwell" still riding out the storm. More rain to add to the sodden condition.

FEBRUARY

1st: Weather improvement. N.E. gale abated — scattered bright intervals. Easterly backlash prevented any vessels sheltering in the Bay. **2nd:** A very pleasant morning — calm sea. Cool breeze sprang up at mid-day. Trinity House motor vessel "Strathelyde II" arrived with personnel to do building work at the South Light. The "Gannet" arrived with members of Shell/BP staff to do a 'write up' on the heating installation at the N. Light. Other arrivals were Judy Crighton and Louise, to stay, also Mr. Christopher Price, Mr. and Mrs. Flynn, and Miss Jilly Dyke for the day. Mr. Ian Grainger returned from his shore visit. Smooth crossing in both directions. **3rd:** Dull, overcast — little wind from N.W. to N. The "Heather" anchored in the Roads at 12.45 hrs., and one Belgian trawler. **4th:** Wind 3 to 4 S.E. Brilliant sunshine — fog patches at sea — Hartland Point fog siren could be heard. Large wood pile between the Blacksmith's Shop and Cart Linhay partially cleared to make way for eventual entrance to Pigs Paradise dwellings. **5th:** Overcast — low cloud — cold S.E. wind 3 to 4. Removal of wood pile continues. Wood distributed amongst islanders. **6th:** Overcast. Slight wind E.S.E. Fine. **7th:** A promising dawn — the sun rose as a blood-red orb, soon to be blotted out by a bank of misty cloud, slowly decreasing. Almost springlike. A beautiful sunset — assortment of warm shades;

This is a regular feature and will continue in the next issue.

This made news

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

100 YEARS AGO (North Devon Journal)

26th January, 1871: A Board of Trade enquiry was held in Liverpool on Thursday and Friday respecting the loss of the brig "Mary" off this coast in December last. The vessel, one of 219 tons, under the command of John Day, while on a voyage from Swansea to Bordeaux, coal laden, struck on Lundy Island and became a complete wreck. The weather was thick at the time, but there was plenty of sea room round the island: the question as to whether the Master was to blame was raised. The court decided that the Master had incurred unnecessary risk in taking the vessel through the channel between the island and the mainland when another preferable course was open to him, and ordered the suspension of his certificate for three months.

6th February, 1871: A Barque supposed to have foundered — It has just been reported that a barque, name unknown, laden with railway iron from Newport, struck last night on the east side of Lundy Island and that she has since settled down by the stern. No further particulars have yet reached us. (*This refers to the "Brenda"*).

16th March, 1871: The Lundy Island Granite Co. — An appeal in reference to the winding up of the Lundy Island Granite Co., was heard in the Court of Chancery on Saturday. Mr. Heaven, the owner of the island, leased the property to a Mr. McKenna, with whom the company had made an agreement to work the quarries having no direct relations with Mr. Heaven, who distrained for rent, and seized certain goods of the company. The Master of the Rolls granted the liquidator an injunction to restrain Mr. Heaven from selling or removing from the island the articles seized. Against this, Mr. Heaven appealed. Their Lordships were of the opinion that section 163 of the Companies Act, 1862, was confined to proceedings taken by creditors of the company, and had no application to a distress levied by a landlord who was a complete stranger to the company. His legal right was not interfered with, and therefore the decision of the Master of the Rolls must be reversed, and the appellant must have his costs in the Court below.

23rd March, 1871: A diving cutter with a quantity of railway iron saved from the wreck "Brenda", Lundy Island, arrived here on Friday (Ilfracombe).

30th March, 1871: Notes from the Sea — The sloop "Union Canal" of Plymouth, from Cardiff towards Caen (France), sprung a leak when about 20 miles west, of Lundy Island, and has put into Ilfracombe for repairs.

6th April, 1871: Notes from the Sea — Two diving cutters arrived on Saturday from Lundy Island with a boiler and donkey engine from the wreck of the "Brenda".

4th May, 1871: The wreck of the "Brenda" at Lundy — Quantities of railroad iron continue to be brought here from the wreck of this vessel at Lundy Island. The weather being moderate, the divers have been enabled to be more constantly at the work.

25th May, 1871: Notes from the Sea — The diving cutters employed in raising the railway iron from the wreck "Brenda" off Lundy Island have been unable to continue their work for a fortnight past owing to the prevalence of easterly winds. About 380 tons have still to be recovered, but the divers expect to accomplish this in about 2 months, should the weather prove favourable.

22nd June, 1871: Excursion to Lundy — it is very seldom indeed that the inhabitants of Barnstaple have the opportunity of seeing a steamer ploughing her way through the quiet waters of the Taw. Those, however, who happened to be on the banks of the river below the bridge at about 6 o'clock on Sunday evening might have seen a steam vessel glide up and moor at the Quay. The stranger was the "Thames", a paddle steamer belonging to Porthcawl, which had come here to take excursionists to Lundy Island on Monday. On her arrival becoming known, she was visited by hundreds of people, especially children, to many of whom the sight was a novel one. The "Thames" left the Quay Monday morning with goodly number of passengers for Lundy shortly after 7 o'clock. The "Spicey", which was also advertised to run to Lundy and Clovelly, started about half-an-hour later, but she had not steamed many yards before she got aground on a sand bank, and there remained in spite of all that could be done to get her off. The disappointment of those on board may well be imagined. However, they had not so much reason to regret the misadventure as at first appeared, for the day turned out a rather coarse one, and little favourable to an excursion by sea. Much blame was attributed to the pilot in charge of the steamer, who surely ought to have known how late he could venture to be upon the tide without danger of grounding.

22nd June, 1871: A Fleet of Trawlers — Capt. Twynham of Brixham, formerly of Bideford, has sent his fleet of trawlers to fish to the westward of Lundy Island. The fish will be brought to Bideford.

6th July, 1871: Excursion to Lundy and Clovelly — The second excursion to Lundy Island and Clovelly within a fortnight from Barnstaple took place on Monday morning. The "Spicey", which it will be remembered grounded on the last occasion, in the river, arrived at Barnstaple on Sunday evening, and started all well next morning at 7 with about 50 to 60 excursionists. Doubtless the weather prevented a larger number of persons from availing themselves of what would be in fine weather a delightful trip. Whilst lying at the Quay on Sunday evening, the "Spicey" was visited by hundreds of persons, and two children unfortunately fell between the steamer and the Quay into the water but were quickly brought to land, not much worse for their bath.

6th July, 1871: Raising a wrecked vessel off Lundy Island — It will be remembered that in February last a large ship, 950 tons register, named the "Brenda", was wrecked by striking a sunken rock off Lundy Island. The ship was laden with railway iron: fortunately the crew

were saved. The hull of the vessel was sold and was purchased by Messrs. Down, Fishwick and Cock, of Bideford and Appledore. Since that date, at intervals, divers have been at work with a crew to raise her. On Sunday, the "Brenda" floated, and a passing steam tug was hailed, who soon took her in tow, but no sooner had she got from the shelter of the island, notwithstanding the efforts of the steam tug and crew, she began to drift towards the westwards, and there was great anxiety among those on board lest the "Brenda" would sink in deep water. When she had drifted before the wind and ebb tide about 10 miles W. of Lundy Island, two other steamers appeared in sight and both were hailed to come to the rescue, and by the united efforts of the three steamers, the "Brenda" was brought under Hartland Point and taken up in the slack tide over Bideford Bar. Those who took a trip on the "Spicey" steamer on Sunday evening had an opportunity of seeing the first ship ever raised off Lundy Island after a wreck.

6th July, 1871: Fatal Accident — We regret to record an accident in connection with the raising of the "Brenda", which had a fatal termination. One of the divers, named Pearson Adams, whilst assisting, had his leg broken by the tow rope. The poor fellow was taken up and conveyed as quickly as possible to the Royal George Inn in Appledore, where surgical assistance was obtained, but, beside the fracture of his leg, he was found to have sustained internal injuries, which led to his death on Tuesday evening.

13th July, 1871: Fatal Accident — We mentioned in our last that the poor man Adams who met with an accident on board the "Brenda" had died of his injuries: An inquest was held on his body on the 15th instant before John Henry Toller, Esq., deputy coroner at the Royal George Inn, Appledore, where the death took place. The name of the deceased was Pearson Colwin Adams, and he was a mariner, residing at Whitstable, Kent, and about 19 years of age. He was of the company who were engaged in raising the cargo and ship which sank off Lundy. They came down in March last, raised the cargo, and eventually floated the ship, which, with the assistance of three steamers, they got safely to Appledore on Sunday night. The ship's tow rope was fastened to the windlass bit on the forecastle, and whilst she was in tow it, unfortunately, slipped, and the bit hit the deceased. Edmund Stroud, another of the company, had observed that the rope was becoming 'taut' as the sailors term it, and remarked to the deceased that if the hawser should break it would cut their heads off. Stroud thereupon walked off to the leeward, and deceased seemed to be walking away also when the hawser suddenly gave, and the bit flew past him, sending him to the ground with great violence. His comrades (Stroud and Goldfinch) instantly went to the poor fellow's assistance, and found him insensible and bleeding a great deal. They got him into a boat as quickly as possible and took him on shore and landed him at the Royal George where the attendance of Mr. D. E. Limbard, surgeon, was quickly obtained. He found him insensible, bleeding from the nose and vomiting blood. On examining him he

found he had received a scalp wound on the left side of the head, not a very severe wound, but there was a good deal of swelling around it. There was also a fracture of one of the bones of his right leg. No other external injury was apparent. He lay insensible, vomiting a great deal, was very restless, and sometimes exceedingly violent, and so continued until his death, which occurred on Tuesday after the accident. The opinion of the surgeon was that the bit hit him in the leg and that he fell on the deck, head foremost. The jury unhesitatingly returned a verdict of "Accidental Death".

24th August, 1871: Excursion to Lundy Island — The island of Lundy has almost been a terra incognita for years to the general bulk of the public, but the very able papers, descriptive and historical, read by Mr. Chanter of Barnstaple, and Mr. Townsend Hall, at the Devonshire Association of Literature, Science, and Art, as published in the North Devon Journal of the last and present week, will make the island an interesting spot to visit. On Friday last, an excursion got up by Mr. Bright of Ilfracombe, left this port (Bideford) for Lundy Island. The heavy rain of the previous night prevented many from availing themselves of the trip on the "*Lord Stanley*".

75 YEARS AGO (*Ilfracombe Chronicle*)

25th April, 1896: Many of my readers will be interested to know that Mr. Harry Hems, the well known sculptor of Exeter, has executed three beautiful panels for the reredos of the new Church of Lundy Island, the building of which is being undertaken by Messrs. Britton and Pickett of this town. There is also a central figure of St. Helen, bearing a cross, to be placed in the Tower. This piece of work is very effective. Engravings appear in the "Church-woman" of these artistic productions, from which I take the following article by the Rev. F. Flavell, M.A., . . . "it is singularly fortunate that the present owner is a Priest; and since Mr. Heaven has been in possession of the island Divine Service has been regularly held in the School Church morning and afternoon, and the children assembled for instruction before the morning Service, taught by Mr. Heaven's sisters, who also give what teaching is necessary on the weekday".

With reference to Lundy Island: I also notice that the lighting arrangements of the new lighthouses to be erected there are to be different from any which have previously been tried in this country. The short-flash system is to be adopted, and it is intended to provide two sets of apparatus revolving over mercury floats and giving flashes of a very short duration. Apparently, the apparatus will be similar to that which is now being erected at Cape Leeuwin, Western Australia. In this case, the whole of the revolving portion, weighing nearly three tons, is floated and revolving in a bath of mercury, thus reducing the friction to a minimum, and giving a flash of 1-5 sec. every five seconds.

28th May, 1896: Wreck — On Wednesday, the vessel "*Kate*", belonging to Messrs. Britton and Pickett, the contractors for the building of the Lundy Church, was totally lost on Lundy Island. The cargo of building material was safely landed but, hauling off in a heavy sea, the anchor dragged and the vessel went ashore, where she became a total wreck. The loss to the



contractors is estimated at £200. No lives were lost.

27th June, 1896: Telegraphic communications with Lundy Island has now been interrupted for about a week, the cable being broken. It has been ascertained from tests made that the fracture is about four miles out from Croyde Sands. The results of the tests are somewhat surprising, as the sands are well known to extend to a considerable distance seawards and it was considered when the cable was being laid that this end at all events would lay on a soft bed of sand in contradistinction to the Lundy Island end, which descends abruptly from jagged rocks deep into the Channel, where it is liable to chafe, and to undergo friction by the strong tides and powerful currents sweeping alongside the island. The instrument used is a telephone, and the offices connected with the cable are the Lundy Lighthouse and Post Office, the Croyde Coastguard Station, and Barnstaple, where it connects with the postal telegraph system. It forms a part of the telegraph system erected around the English coast for life-saving purposes — that is, for summoning lifeboats, etc., to vessels in distress — and this is the first breakdown the cable has sustained since it was laid down by the authorities about four years ago. As a commercial speculation, a cable between Lundy Island and Hartland Point was laid some nine years before by a private company for the purpose of signalling ships in connection with Lloyds Signal Station on the island, which still exists. This cable, however, broke so frequently near the rocky coast of Hartland Point, and the cost of repair became so excessive, that it was finally abandoned. Up to the time of the Post Office authorities laying the present cable, the inhabitants of this little principality or kingdom, owned by the Rev. Heaven, had been without telegraphic communication for about 5 years. very fervent, therefore, was the gratification expressed by the islanders of the news said to have been flashed across when the connection was made, viz: "The Kingdom of Heaven rejoiceth". It is said that one of the departmental cable ships will soon be released from onerous duties in laying elsewhere to repair the fault. Notwithstanding the "retardation" experienced by the current in passing through 19 miles of submarine cable deep down in the bed of the channel, the voice of the telegraphist is heard with great distinctness on the mainland, owing to the excellent conductivity of the postal wires. The normal population is about 60: at present it is about 150, owing to considerable building operations going on there in the shape of two lighthouses, and a Church is being built at the sole expense of the owner of the island. Erected in the centre of the island, at a considerable

altitude, the present lighthouse was found by the Trinity Board and Mariners to be of little use during foggy weather, as vessels close to the island could not see it, the light passing overhead. It was determined, therefore, to build two additional lighthouses on the island, one at each end, on a lower level, and this work will probably be finished in about two years.

4th July, 1896: Lundy Cable Repaired — The postal telegraph cable steamship "*Monarch*", fully equipped with all the latest delicate electrical apparatus in the shape of Wheatstone Bridges, Tangent galvanometers, etc., for locating faults, was engaged on Monday between Croyde and Lundy Island in repairing the cable which was damaged about a fortnight ago. Communication was restored on Tuesday morning about 10 o'clock under the direction of Mr. D. Lumsden, Superintendent of the Postal Submarine Telegraphs. The fault was about 3 miles out from Croyde. Some delay was experienced in remedying the defect, owing to the heavy sea and high wind in the channel, those of the crew in the surfboats having a very rough time.

1st August, 1896: Although men have been at work on the spot for eighteen months, the two new lighthouses at Lundy Island do not yet show above ground level. The one on the South end of the island is in a very inaccessible position, and workmen and materials are conveyed to the site by telpherage. The new Church there is getting well on towards completion, and is a fine building for such a small community.

50 YEARS AGO (*Hartland Chronicle*)

16th July, 1921: An open-air entertainment was given on Lundy Green, Friday evening, June 3rd; all the inhabitants and several visitors attending. Songs were contributed by Mr. Charles Davey (Abbotsham), Mr. J. Reed, Mr. J. Parminter, and others. Lundy Band was in attendance, and gave selections, which were very much appreciated, the event being one of the most successful ever held on the island.

Mr. John Reed, bell-ringer, of Shirwell, has visited Lundy, and found the bells in excellent order. On Sunday, 5th, several peals were rung which were thoroughly enjoyed. During his stay, Mr. Reed taught a set of young ringers to chime the bells.

The steam trawler "*John and Norah*" of Lowestoft, put into Padstow on Sunday 26th, with some of the crew gassed, having picked up a drum of gas while trawling off Lundy.

The new pier has been found by visitors a splendid place to bathe from.

Mrs. Hamlyn and party from Clovelly Court paid a visit to the island on Friday, 1st July, in Mr. William Hamlyn's motor boat, "*Jane*", and after lunch drove to the North End and back, and took tea with Miss Sage at the Manor House.

Col. Heywood, of Clovelly, has also been here in his motor boat, the weather being delightfully fine.

50 YEARS AGO (*Bideford Gazette*)

19th July, 1921: Lundy Island Regatta will take place early in September. The hay harvest on the island has been completed, the hay being carried in excellent condition.

The "*Cambria*" brought 350 passengers to Lundy on Wednesday last. As there was a swell on the beach, they were safely landed near the Cove Hotel.

TO THE MEMORY OF THE LATE KENNETH KEAST

BY F. W. GADE

KENNETH KEAST was a good fellow. Good fellowship was as natural to him as self interest is to many others. Everywhere that Ken went he made friends, not just acquaintanceships, but friendships, which never faded even though time and circumstances dictated long intervals between contacts. His friendships were not confined to his intellectual and social equals; they included men and women in all stations of life. Thus, all of us who were his friends mourn his untimely passing with an intensity which will never diminish.

Kenneth's interests were wide. He was a scholar who rarely paraded his scholarship. He was a games man of no mean skill, preferring team games, cricket and football, to those which are individualistic; just another example of his good fellowship. He loved music and the visual arts: he liked to work with his hands, and was capable of creating articles in wood which excited one's admiration. He produced a number of plays when a Master at Bedales School and Marlborough College, and took infinite pains to make them performances to be long remembered.

I enjoyed Kenneth's friendship for only the last 30 years of his life, during which time he spent many weeks every year on Lundy, and his cheerful company, his wit and versatility, will be a memory which will never be dimmed for those who knew him. He captained Lundy on those rare occasions when a weekend free of "Gannet" and Campbell sailings gave the opportunity for cricket matches—Lundy versus the Visitors—and was Lundy's main hope of victory.

Kenneth was a great entertainer. There will be some who will remember his "fireside talks", with the aid of a deck chair which refused to behave as a deck chair should. They will also remember him as the bland, but hesitant, young curate, and as the schoolmistress of uncertain age, complete with bicycle and wicker handlebar basket and sheaf of uncorrected "essays". He had a fund of amusing stories and anecdotes, and could sing pleasingly, particularly German and Austrian folk and student songs. He had a profound knowledge of German literature.

I should like to hope that this brief appreciation of Kenneth will preserve his memory, so that those who enter the band of devotees of Lundy now, and in years to come, will read in this number of the *Illustrated Lundy News* of an Islander who was a prominent and well beloved figure during the years of the island's history, which is now known as "the years of the Harman regime".

BOOK REVIEWS

LUNDY FIELD SOCIETY ANNUAL REPORT FOR 1970

THE contents of the 21st Annual Report of the Lundy Field Society is varied, and in every way worthy of the publication's coming of age.

Difficult though it is, not having a resident Warden, the Bird list is comprehensive, and results from the active co-operation of visiting members who have made a point of recording their ornithological observations in the Log Book placed in the Marisco Tavern. One of the highlights of the list is the recording of a Purple Heron on April 19th, the record having been subsequently accepted by the Rareties Committee.

Other contributions are: A Survey of Trees, by Mrs. E. M. Hubbard, Further Notes on Lundy Flora, by Mrs. Ann Westcott, Observations on the Fauna of Submerged Rocks, by Keith Hiscock, Tentative identification of Lundy Fungi, by A. J. B. Walker and M. S. Langham, with a positive list on the same subject provided by S. Archer, and a paper contributed by Dr. M. W. Service on Mosquitos, Myxomatosis, and Lundy.

The Annual Report concludes with details of the discovery by Mr. Peter Atkins of a perfect flint arrowhead, illustrated in the Spring issue of the *Illustrated Lundy News*.

Copies of the Report are obtainable from the Hon. Secretary, 1, Furze Field Road, Reigate, Surrey. Price 50p, post free.

MAP OF LUNDY

A second edition, with revisions, has recently been published of Mr. Colin Taylor's 5" to the mile map of Lundy. As a resident, the cartographer is sure of his ground, and has increased its usefulness with the inclusion of areas of woodland, and the addition of contours longitude and latitude, and a summary of the sea-bed characteristics.

A notable revision is the new positioning of the Granite/Slate contact on the South Coast; also the new reservoir on the Airfield, and the site of the dwellings at the southern end of Pig's Paradise are shown.

The Map is available at 25p (excluding postage).

LUNDY AN ARCHAEOLOGICAL FIELD GUIDE

BY KEITH S. GARDNER

This is an excellent booklet, summarising the work carried out by the author and others during the past 17 or so years. Many of Lundy's secrets have been revealed in that time, and we have a much better impression of former occupation periods.

Commencing with the Pleistocene period, with the suggestion that Lundy's combs were shaped by glacial action and that Lundy was completely submerged by melted ice, Mr. Gardner covers the Mesolithic, Neolithic, Bronze, and Early Iron Ages, Roman, Early Christian, Dark Age, Medieval and Post-Medieval periods.

There is a chapter devoted to a tour of existing sites, and the whole work is copiously illustrated with plans, diagrams, and photographs.

This is altogether an authoritative publication invaluable to those with an interest in archaeology and Lundy's history, but also presented in such a way as to be easily assimilated by the average reader.

Published by the Landmark Trust. 36pp and two-colour illustrated cover. Price 25p (excluding postage).

(The above two publications are obtainable from the Marisco Stores, Lundy).

WESTCOUNTRY SAIL Merchant Shipping 1840-1960

by Michael Bouquet

This book is a delight to the eye—a vast array in prints and photographs of all those wonderful sailing vessels which thronged our West Country ports and harbours. These are accompanied by a commentary, and Mr. Bouquet proves conclusively his authority to write on this subject by appearing as a crew member of one of the vessels, the "Katie", on page 101.

Most of the 150 illustrations are taken from Mr. Bouquet's own collection, and of especial interest to Lundy enthusiasts are those of the smack "Ebenezer" (1845) which used to convey 28 ton cargoes of coal to Lundy under charter for the Squire, William Hudson Heaven. Her skipper, James Braund, is pictured on page 83.

The book is prepared to the publishers' high standard, with an attractive full colour cover of the topsail schooner "Susan Vittery", which is repeated inside as a whole plate illustration.

Published by David & Charles, Newton Abbot, and obtainable from mainland book-sellers, price £2.50.

SEA AND LAND continued from page 10

enormous tufts of the common thrift or sea-lavender, so often used for edgings in cottage gardens: the plant in a succession of years assumes a dense hemispherical form, while the decay of the old leaves forms a reddish spongy earth, which constantly accumulates, and constitutes the soil on which the living plant grows.

Under the projecting shelter of one of these tussocks we found a nest of one of the gulls, the lesser black-backed species as was supposed. It was a platform made of the red leaf-bases of the thrift, dry and brittle, on which lay one young chick and one egg. The latter was larger than a hen's egg, of a dark greenish hue with black spots; it was on the point of hatching, for I distinctly heard the feeble piping of the impatient chick within, whose beak had already begun to chip the shell. The hatched young one, a tiny creature, covered with pale brown down, lay quite still with shut eyes, which it opened for a moment when touched, to close them again in stoical indifference.

CUT



SUBSCRIPTION FORM *The rate for five issues posted from Lundy to Great Britain or overseas — £1 including Puffin postage.*

CHEQUE/P.O. herewith value £_____ made payable to

THE LUNDY CO. Address: Editor 'ILN',
LUNDY, BRISTOL CHANNEL, via Ilfracombe

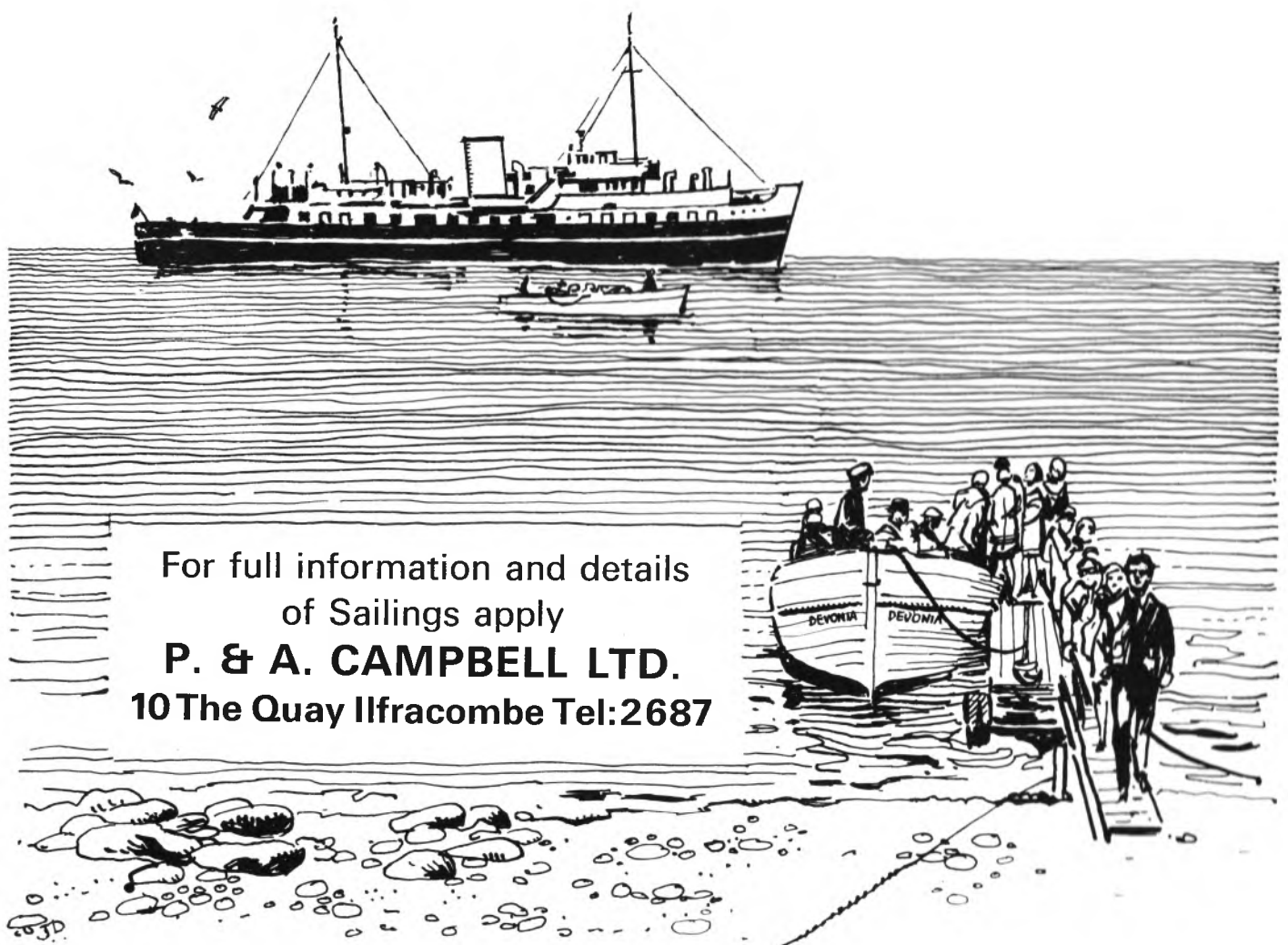
Name & Address _____

Please commence with Issue No. _____

SAILINGS TO LUNDY ISLAND

throughout the
Summer Season

by THE WHITE FUNNEL FLEET



For full information and details
of Sailings apply
P. & A. CAMPBELL LTD.
10 The Quay Ilfracombe Tel: 2687