



FESTIVE SEASON 1971

VOLUME 1 No. 6

A
New
Lundy Stamp
Issue
for
1972



75th
Anniversary
of the
Consecration
of St Helena's
Church



The Church of St. Helena was consecrated on 7th June, 1897, by the Bishop of Exeter, Dr. E. H. Bickersteth, accompanied by supplied Clergy from North Devon and Exeter. The choir of St. Sidwells, Exeter, provided the musical portion of the Service. The Bishop and Clergy came by the paddle steamer "Brighton", sailing from Ilfracombe. The ceremony was an unusually rough one.

The designs reproduced here are the preliminary layouts for the new stamp issue. Each will be printed in a separate single colour. The individual postal values have not yet been agreed, but it is fairly certain that the exterior view of the Church will be used for the 1 puffin denomination. This shows the eastern aspect, and the fine battlemented tower, 65 ft. high, with turret rising to 74 ft.

The interior view shows the altar window, which, in recent years, has suffered from storm damage, and at present has a square lintel. The Church will seat 165 persons.



The portrait is of the Rev. Hudson Grossett Heaven. A tablet to his memory may be seen in the porch, bearing the following inscription: "In loving memory of Hudson Grossett Heaven, Priest, Lord of the Manor of Lundy, who died in 1916 having accomplished the dream of his life by erecting this Church to the glory of God".

Unlike the peal of 8 bells, which now rest on the porch floor, the clock still goes, although the mechanism which chimed every quarter-hour and struck the hour, has not worked for many years. The clock has a carved surround, and bears the inscription: "Time is the sower of eternity".

The charming statue of St. Helena is the work of Mr. Harry Hems, of Exeter, who modelled the face and headdress from a medal of Helena in the British Museum.

Date of issue and production details will be announced later in the Illustrated Lundy News.





PORCUPINE'S

ANTIQUARIAN
AND
GOOD MODERN BOOKS
BOUGHT AND SOLD

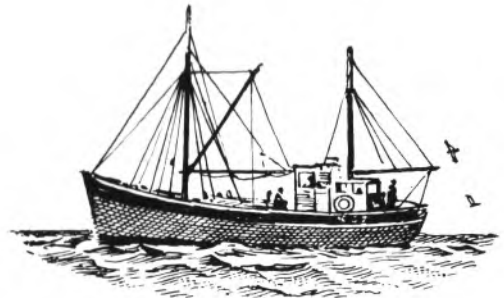


19 PILTON ST., BARNSTAPLE
NORTH DEVON
Telephone 3641

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, Woolsey, Nr. Bideford, North Devon. Telephone Clovelly 264



THE NATIONAL TRUST
WELCOMES
OVERSEAS VISITORS FROM
LUNDY TO ENGLAND



When next planning a holiday visit to Devon and Cornwall in England we will be happy to send a FREE colour leaflet describing opening arrangements at our properties in the two counties and Lundy. Send S.A.E. to Warren Davis, Saltram House, Plymouth, Devon. Tel.: Plymouth 37579.



The National Trust protects places of historic interest or outstanding natural beauty for your enjoyment in England, Lundy, Northern Ireland and Wales



HOLIDAY LETTINGS

ATTRACTIVE
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

WHEN Mr. Gade told me earlier in the year that he thought the time had come for him to retire, I felt that the occasion should be marked — though certainly not celebrated — in some way. Accordingly presentations and speeches were made and a party was held on the island lasting three days; but when, on the fourth morning, the invited guests felt able to rise, they found Mr. Gade, on the first day of his retirement, already at work as usual. It is not possible to overstate the wisdom, resolution and loyalty with which this great and humble man, if I may be allowed to say so, has served the island over forty-five years; and the number of people who contributed to the presentation to Mr. Gade shows that many others share this view.

His successor, Ian Grainger, is, I believe, a man of equal stamp. It is no mean thing for a man of his professional qualifications, with a wife and family, to give up a good job of long standing for the sake of a chip of land some twenty miles out into the Atlantic. The problems on Lundy, both logistic and social, are not ordinary ones, and we are lucky to have found a man both able and willing to tackle them.

Each winter we have had to do more and more patching of the hotel, and the time has now finally arrived when, if the hotel is to continue, it must be taken out of service and comprehensively repaired. Its outside appearance will hardly be altered, but there has been some anxiety lest, when it reopens, it will be too smart and expensive. It is true that we mean to increase the number of bathrooms beyond the present two, which have to do for all the visitors and all the staff, but the hotel will still not reach AA one-star standard. It will continue to have more the character of a Scottish lodge than of a hotel, which I think is the correct atmosphere for Lundy. It will have more room for reading and writing (and for drying clothes) and will, I hope, stay open for more of the year.

The point of Lundy, it seems to me, is that it should be a world apart, where those with the enterprise to go there can study or enjoy in peace the special things the island has to offer. We do not mean to provide "attractions" which can be had elsewhere, but we do mean to put the island on a solid footing for the future, so that there will not again be a risk that Lundy will be closed to resident visitors. Indeed we hope to make the island more worthwhile for the visitor than before — for example by such projects as the Museum. To the people who are helping us in our task, both on Lundy and the mainland, we are indeed grateful.

JOHN SMITH

NOTICE

We apologise in advance should this edition fail to reach you by Christmas. The laying up of the Lundy Gannet for 27 days, and continuous gales have made communications difficult and severely affected our production schedules.



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL FESTIVE SEASON 1971

CONTENTS

	Page
Christmas on Lundy, by F. W. Gade	4
A Family Group at Lundy Island	5
Lundy 100 years Ago, by Myrtle Langham	6-7
The Hazard Game, by Joan & John Dyke	8-9
Keeping you Posted, by Barry Chinchin	10
Winter Scenes, by John Dyke	11
Lundy Log, by John Dyke	12-13
This Made News	14-15
Crossword Solution ILN No. 5	15

NEW SUBSCRIPTIONS & RENEWALS

This issue concludes Volume 1, and renewal reminders will be enclosed with magazines, where necessary. In future, would readers wishing to receive an acknowledgment of their subscription, kindly accompany their request with a stamped, addressed envelope. We can cover the Lundy postal charge, but not the high cost of British postage.

We are extremely grateful to readers who have already renewed their subscription.

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

Our serial "SEA and LAND" is being withheld until the WINTER issue.



THE greatest difference about Christmas on Lundy as compared with Christmas on the mainland is the entire absence on the island of the stimulus of pre-Christmas sights, sounds, and preparations. We read the local and national newspapers, in which we see advertisements exhorting the public to buy all manner of things for Christmas presents, or to eat Christmas dinner at this or that Hotel, Restaurant, or Club, but we do not experience any of it. Christmas kind of creeps up on us and takes us unaware. Of course, we make preparations for the festival, but these are made as a matter of routine rather than a spontaneous and happily undertaken activity. I hope I am not giving the impression that we look upon Christmas as rather a bore. Far from it. We can, and do, enjoy our Christmasses as almost everybody does, except, perhaps, those whose jobs are to cater for the needs and amusements of the majority.

Of 41 Christmasses (the 42nd occurs this year) I can recall some in particular, but others are not outstanding memories. The first Christmas, 1926, is remarkable because it was my first Christmas, but the most indelible memory of it was the fire which destroyed almost all vegetation on the East sideland from St. Helen's Combe to the northern extremity of the Quarries. The fire was started deliberately on Boxing Day with the idea of flushing game in one combe only. It burned for nearly two days, and would have continued to eat up the East sidelands, but for providential rain during the night of December 27th. I shall not write more about this, but may have the opportunity of telling the whole story in these pages one day.

Christmas, 1927, is remarkable because so many islanders went ashore to spend the festive season with relatives. Mrs. Gade and I were the sole inhabitants of the hotel. It was one of the very few "White Christmasses". Snow fell on Christmas Eve and lay for several days to the depth of 3 inches.

From 1931 there were children on Lundy for Christmas. John and Albion Harman had by then spent two or three Christmasses on Lundy, and in 1931, Ruth and Diana also came, accompanied by a temporary governess, who promptly took to her bed with a severe cold, and demanded that a fire should be lighted in her bedroom. It is unlikely that the bedroom fire had been lit for many years, and,

quite naturally, as is the way of fireplaces and chimneys, it objected, and the room was quickly filled with smoke. An oil stove replaced it, but the governess had had all she could stand of Lundy, resigned the post, and left at the first opportunity — unlamented by all.

Charley and Maggie Smaldon's young family was growing up, becoming conscious of Christmas, and thereafter the season took on a more lighthearted and festive appearance.

Christmas visitors, apart from the Harman family, were rare during the 30's, but one deserves mention in particular. I refer to Miss Lilian Rogers, then of Moseley, Birmingham, but now resident in Croyde, Devon. Miss Rogers was always a very welcome visitor, both at Christmas and other times. She was a kind of fairy godmother to the keepers of Lundy South and North lighthouses. Each Christmas and New Year's Eve, she would invite two keepers from one or other of the lighthouses to have dinner with her in the hotel, so that all the men on both stations were her guests. There were parties in the tavern after the meal, and traditional parlour games were organised, such as blind man's buff and twisting the trencher (a bar tray) with "forfeits".

The Reverend H. C. A. S. Muller, M.A., Vicar of Appledore, Devon, and Priest in charge of Lundy, never failed to send a small gift to everyone on the island, including the lighthouse keepers, and would pay Lundy a visit just before or just after Christmas Day.

The first war-time Christmas, 1939, saw Albion Harman on Lundy with his young wife, Kay. Mr. Martin Coles Harman spent every war-time Christmas on the island. The hotel was closed early in 1942, and subsequent Christmasses were spent at Millcombe House. I think it was Christmas, 1944, that Mrs. Harman Jones (nee Ruth Harman) spent Christmas on Lundy.

It was customary for the island to provide the bird for roasting on Christmas Day, and it was a goose (or two) for many years, but, from 1949 it was turkeys, up to 1956. Of recent years, poultry has been procured from the mainland, and its arrival on Lundy has sometimes been in grave doubt. Such an occasion was in 1961, by which time, the B.B.C., I.T.V., and the Press in general, were all organising reports of Christmas festivities on islands, lightships and weather ships. The weather prior to Christmas, 1961, was particularly bad, and

the "Lundy Gannet" was unable to make a passage day after day. Christmas Day arrived, and no mails had been brought for a week or more, and no turkey; one islander said, "It looked certain that Christmas Dinner would be tinned sausages". But it was not to be, for the B.B.C. mounted a relief expedition by helicopter, in which the Air Sea Rescue Division of R.A.F. Chivenor, joined. The weather was atrocious, the wind due east, and gale force, with ten-tenths low cloud cover, so one 'chopper' brought the mails and the turkey, and another came to help in case of accident, and inevitably there was a reporter and a cameraman. The conditions were so bitter that the visit lasted but 20 minutes before the 'choppers' were once again airborne.

Almost invariably, for the past 20 or more years, the Christmas dinner has been a communal meal with the island wives combining to prepare and cook it. There is a buffet luncheon in the Marisco Tavern, with a roaring drift-wood fire in the old Devon fireplace. Arthur Strick concocts a smooth, soothing 'punch', and there are cold meats, cheeses, and biscuits or bread. Sometimes the evening meal is eaten in the hotel kitchen — sometimes in the Dining Room — according to the number to be accommodated. Some years it has been served in the Tavern, which is a warm and sheltered spot when winds are easterly. On two or more occasions, when numbers have fallen as low as 8 persons, the meal has been in the kitchen of Marisco Cottage. Mr. J. C. Spink, who was tenant of Tibbetts Look-out from about 1953 to 1960, would be of the party, and I know of no man who had the "Christmas spirit" to a greater degree than he had. He loved a party, and I hope he still does in far away Canada, to which country he betook himself to live with his younger son, Michael, who was also a lover of Lundy.

During those same years and indeed from 1949, the late Lt. Colonel R. M. Harrison, known to his many friends as "Tubby", often accompanied by his life long friend Arthur Scudamore, spent all Christmasses on Lundy. The late Mr. M. C. Harman loved to get "Tubby" to play the piano. With the help of Francis & Day's Song Book many happy evenings were spent in the Tavern.



“A FAMILY GROUP AT LUNDY ISLAND”

We are indebted to Miss Eileen Heaven for permission to reproduce this charming pencil drawing of the Heaven family pursuing a pleasant afternoon on the West Side. The probable date of this sketch is 1860, and portrays Miss Cecilia Harriet Heaven (extreme left); Miss Lucy S. Heaven, with little dog; Miss Amelia A. Heaven; with parasol, Mr. De Bonnot Spencer Heaven, with telescope. The lady holding the shotgun is believed to be Miss, or Mrs. M. J. Barrow. Mr. Hudson Grossett Heaven is priming a gun; Miss Mary Ann Heaven is an onlooker, and the Squire, Mr. William Hudson Heaven, is seated in the foreground on the right.



LUNDY 100 YEARS AGO

by Myrtle Langham



William Hudson Heaven.

Portrait by courtesy of Miss Eileen Heaven.

CHATTING at the start of the new year, and wondering what it would hold for Lundy after all the changes that the previous year had brought about, we also wondered what had happened on the island 100 years ago and what the year 1870 had held for the then islanders.

Some years ago Miss Eileen Heaven was so kind as to allow us to make a copy of the reminiscences which her mother, Mrs. M. C. H. Heaven, had written of her childhood on Lundy. By re-reading these I have been able to put together this outline of life on Lundy in 1870.

If we return in our imagination to the island as it was then we would notice many differences in the buildings and layout, the most immediately obvious of which would be the absence of the South Light. Landing on the shingle of the beach, we would have to climb up steep, roughly hewn steps to the slipway which had not then been extended. This must have added to the difficulties and labour of handling stores, and when heavy cargoes such as coal were to be handled, planks were laid over a bank of furze bushes and shingle to form a ramp up which horses could drag the loads; or, if time allowed, the ramp was made sufficiently large to allow the use of the carts. There was a path, with steps, which led "over the shale to Lametry" but no slipway over on the Cove, and the only other features referred to about the landing place are the Limekiln and the Cave.

If we take the new road up to the top, as we round Windy Corner into Millcombe Valley, we can see the Villa (as Millcombe House was then called), with the un-roofed 'Ugly' up on the hill to our right. By the gate to the Villa are the stables (but no drinking trough) and the view up the valley must have appeared very different, since the trees were a comparatively recent plantation and the gardens were still being developed and planted.

In Millcombe House lived "the Squire", William Hudson Heaven, a widower then aged 70 years, and also his sister, his son, two daughters, daughter-in-law and two grandchildren. Mr. Heaven guarded Island rights with great care; he generally potted about the Villa and gardens, or walked down the Beach Road or up to the Battlements, which was a favourite resting place of his when not engaged in administering affairs. His son, The Rev. Mr. Hudson Heaven, was a bachelor and

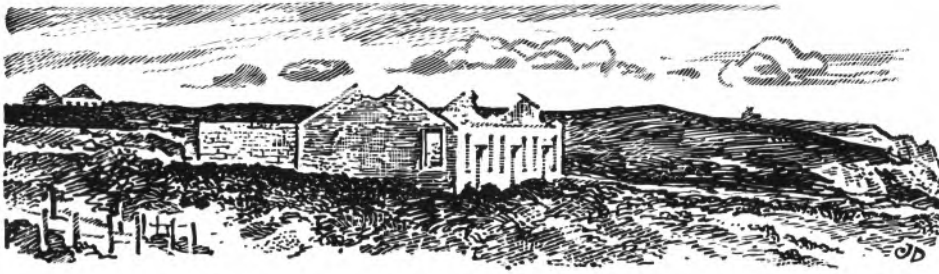
at this time would have been about 44 years of age; some two years earlier he had returned to Lundy after having held the post of Headmaster at Taunton School. He was a quiet man, an omnivorous reader described as a "walking dictionary", and was given the nickname "Phi" derived from philosopher. He was also a keen naturalist and outdoor man, fond of boating, walking, fishing and shooting. Concerning Mary Ann Heaven (the Squire's sister) we find very little written; the elder daughter of the family was Cecilia (Cissie), then aged 39, who was "great at embroidery, a good pianist and a notable housekeeper". The younger surviving daughter was Amelia (Milly), a semi-invalid aged 37, who appears to have been her brother's and indeed, a general favourite. She was "tall, slight and distinguished looking — dark hair and eyes and a brilliant complexion, very small feet and hands — clever, witty and the most unselfish person I ever knew". She was a pianist, a reader, a knitter, and she spoke Italian, French and German in addition to her knowledge of Latin and Greek. Mrs. Walter Heaven was the widow of the Squire's second son who had died of scarlet fever in Australia, six weeks after the birth of his second child. The bereaved family were invited to make their home on Lundy: the elder child was Marion, aged 8-9 years old in 1870, who subsequently married her cousin John Cookesley Heaven and who wrote the memoirs from which these notes are drawn. The younger child, Walter, was aged 3-4 at this time, and he eventually became owner of Lundy after his uncle died. Also in the Villa were two living-in maids and a "strict German governess" who left during January of 1870; she had arrived two years earlier to take charge of the children, a task which can not have been easy at first since the two parties had no language in common! The family at the Villa was augmented during spring, summer and autumn by a succession of visiting relatives and friends — one of these, who came in March and stayed until June, was Annie, the daughter of the Squire's elder brother, who lived at Bristol. This lady was said to be very kind and extremely generous. She was keen on rowing, sailing, fishing, swimming, climbing, walking, sewing, knitting, tatting, crochet, riding, gardening and reading out loud! Two other visitors during the year were the brothers named Hoole, who built the two seats on the path up from the Villa to the Farmhouse and also one on the path to the

Ugly, to provide resting places for delicate Amelia.

If we take the path up behind the house to the Farmhouse (which is now the older part of the Hotel) there is no Monastery Gate to pass through on the way, and we would at once be aware of the absence of the Church: the new "Big House" adjoining the south end of the Farmhouse; and the fact that the Farmhouse and the Stores block were separate buildings. The Big House had recently been constructed by the Quarry Co. and was not then plastered on the exterior nor fully completed inside. This building, now part of the Hotel, then had a little sitting room next to the kitchen which was later incorporated into the dining room; and also had one large room where bedrooms 11 and 12 are now. We pass the Storekeeper's Cottage (where Mr. and Mrs. Gade now live) and turn westwards to find the Stores and Bakehouse. The Quarry Co. had instituted the Stores, and there was a storekeeper who lodged in the cottage with his fiancée, Lizzie the dressmaker, and her widowed mother Mrs. Spearman who was the dairywoman. The bakehouse was to the west of the Stores (over which the Baker lived), and if you go into the back stores behind the present Tavern extension you will find the large brick oven still there in the south wall. In the farmhouse itself was a Mr. Wilkins, who was more an agent for the Quarry Co. than a farmer.

Let us imagine that we follow the path from the Farmhouse across to the Castle, but with no battlemented wall at the top of St. John's Valley. The Castle stands alone, the only building on the south east point of the plateau. Within the keep there are five cottages, four with three rooms and one with four rooms; one inhabited by the herdsman Withycomb, his wife and their lodger, Sam Jarman. Another was the home of Joseph Dark and his family — this Mr. Dark was the uncle of Captain William Dark. The four-roomed cottage which faced the entrance was used by fisherfolk during the summer fishing season. This family arrived on Lundy from Sennen Cove in April — John, William and George Guy and their sister Christiana with their brother-in-law, old Thomas Thomas and his son George; they were joined later by George's younger brother, Tom, who had stowed away in order to get there. George Thomas later lived on Lundy for many years and he built himself a bungalow, commonly referred to as "The Palace", which we now know as Hanmers. In 1870 there was no bungalow, but a little plateau with a table and chairs which made one of several resting and picnic places for the Heaven family. Another of these resting places was the Ugly, where the table "had all our names on".

Along the path north from the Farmhouse there was a barn and the recently built Barton Cottages: the Rickyard had been the site of "Golden Square", an ironical name for the three or four huts which had been used to accommodate some of the Quarry workmen. It is probable that the Quarry Co. dismantled them when they left the island. Beyond the Quarter Wall there were two rows of cottages (the foundations of which remain), the Quarter Wall Villas at the eastern end, and the hospital and surgery. The Quarry Co. had ceased operations only two years before and it was



A present day view of the Quarter Wall Villas with Quarry Hospital and Surgery in the background.

said that the cuttings and waste tips before they became softened by overgrowth were very unsightly. The Quarter Wall Villas, which are ruinous now, were not inhabited in 1870, and the other cottages had only a few inhabitants — there was a Mr. Goodfellow, who had been one of the headmen at the Quarry, who remained with his two sons to wind up the endeavours. Another Quarry worker who stayed to execute some work for the Squire was Mr. Cruikshank. During the course of the year he built the high, battlemented wall between the Farmhouse and Villa, as well as the wall fronting the Terrace at Millcombe — while so employed he lived in one of the Castle cottages, but he later worked again for the Quarry Co. representative and moved back into one of the Quarry cottages. I think that Tom Spearman, his wife and daughter also stayed after he was no longer a Quarry foreman, and he was the son of the Dairywoman we have already mentioned.

At the Lighthouse on the West Side of the island the Head Keeper was Mr. Howego, who inhabited the Lighthouse quarters with his wife and two children — Harry aged about four, and Harriet who was about 11. The second Keeper's name was Mr. Gilpin, who had the cottage in the compound (since dismantled), and the third man was Mr. Reece. The Gunners at the Battery were also in the employ of Trinity House: in one cottage lived John Blackmore with his wife and six or seven children, and in the other Tom Lee, his wife Annie (nee Withycomb) — in 1870 they had three children. Tom was the son of Jack Lee who had been a tenant farmer on the island; he was elderly and lame and Annie was prevailed upon to marry him by the promise of a "silken gown"! Blackman and Lee are described, with disgust, as "great poachers". The Heaven ladies visited the Battery cottages on horseback and rode right down to the cottage doors, where the horses landed with a clatter since they used to jump the stairs at the bottom of the slope — it is remarked that they visited there less often than the other cottages! For the two wives to bring up nine or ten young children in that confined site of such difficult access must have required some powers of endurance.

The rest of the population apart from "one or two people on the farm" and the other Quarry Co. employees we have already read about, were servants of the Squire: mentioned by name are old Jim Darling the shepherd: Mr. Jones the shoemaker, who lived "in the cottage in the Farm garden": Mary Summerell, parlourmaid: Margaret Jeffries, cook: Eliza Heard, another parlourmaid; and Eliza Dolling, a maid who was with the family for a long time and who was always called "Old Mary". A family by the name of John lived in one of the Barton Cottages; and as the blacksmith Dennis, Dicky Walters and a Mr.

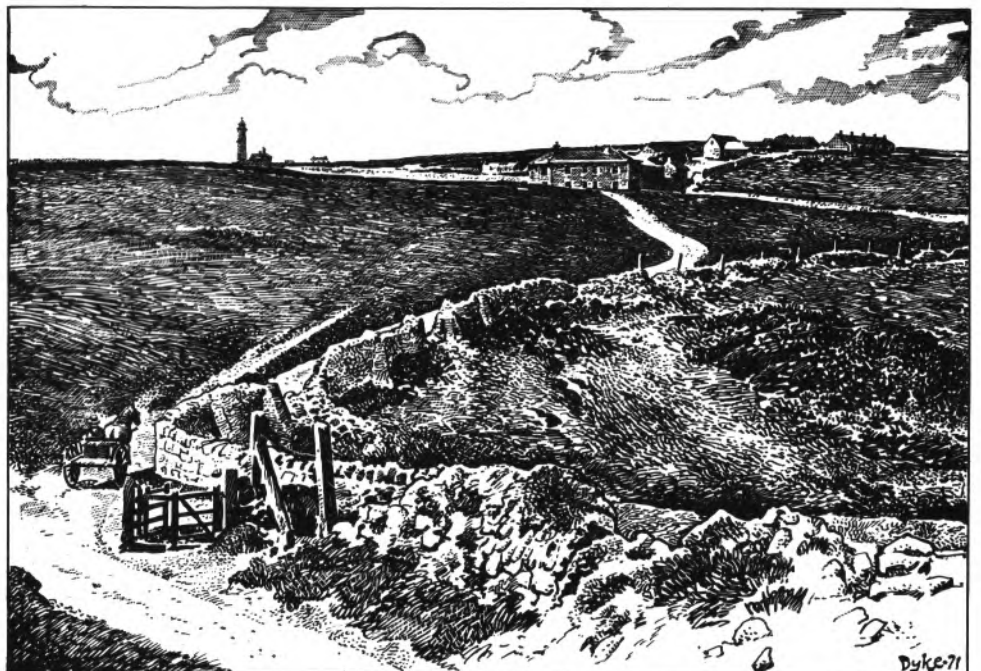
Northover became island instead of Quarry Co. employees in the following year, it is probable that these three were still on the island during 1870. Charles Treleaven was employed as groom and houseboy, and he later became unfortunately involved in a fatal shooting accident. Thus, excluding visitors, there must have been seventy or more people resident on Lundy in 1870.

That year the summer was hot, and the family would have actively pursued all those outdoor activities that have already been described. They ranged over all the island walking, riding, or in a carriage; Miss Heaven has a photograph of the ladies in their carriage, complete with large hats and gloves, being driven by the coachman. In travelling over and about the island the carriage was often broken by driving across concealed walls, there was then no path to the North End as we have had since the lighthouse was built there. Another photograph shows the ladies, still in their hats, rowing in the Bay. The shooting was the preserve of the Squire and his family — woodcock, snipe, wild duck, geese, quails, plovers and landrails all provided game; the islanders were sometimes permitted to take the rabbits but there are several indignant references in the diary to trouble with poachers who, if caught, usually had their guns confiscated. Picnics were another popular diversion during the warmer months, for all the family except the Squire. The ladies spent some of their time in visiting the various resident families, especially when there was any illness; also in organising sewing or reading parties,

and day schools for the children; while the Rev. Mr. Heaven held night schools for the men. This gentleman was fond of walking over the island with the dogs (as far as Quarter Wall was referred to as "in over", and past halfway wall as "going out over") there was no Three-quarter Wall at this time. The two children went for walks and outings with their elders, who were very concerned to interest them in all they found about them; they had lessons with their governess and played together or with visiting relations, and very occasionally they were entertained to tea in one of the cottages. They played on the beach and were fond of building driftwood fires so that they could boil potatoes in an old tin full of sea-water, and sometimes these culinary efforts would be topped off with limpets roasted on the hot stones at the top of the Limekiln, which was in use to burn limestone for fertiliser. They also played in the empty Big House and rode their donkey which was called "Doctor" after its donor, Dr. Linnacre, who was medical officer for the Quarry Co. and lived in the southernmost of the Quarter Wall Villas. He had come to Lundy in an effort to conquer his drinking habit, but failed.

Each Christmas the working folk were entertained to a party at the Villa, when supper was taken in the kitchen, after which the men were allowed to smoke while the women cleared away. This done, there were games in the dining room and hall, and picture books were shown in the drawing room (few working people would have been literate at this time), or the festivities might end with charades or a dance. The niceties of social observance were maintained, even in so remote a place as Lundy: "It was the custom for people who anchored in the Bay to send up their cards to the residence asking permission to land — invariably accorded, and on leaving to call in person and undertake to post letters. If an acquaintance of mutual friends, they landed and called at once and a personally conducted tour of the Island, perhaps taking guns, would ensue followed by interchange of hospitality".

To be continued in ILN No. 7.

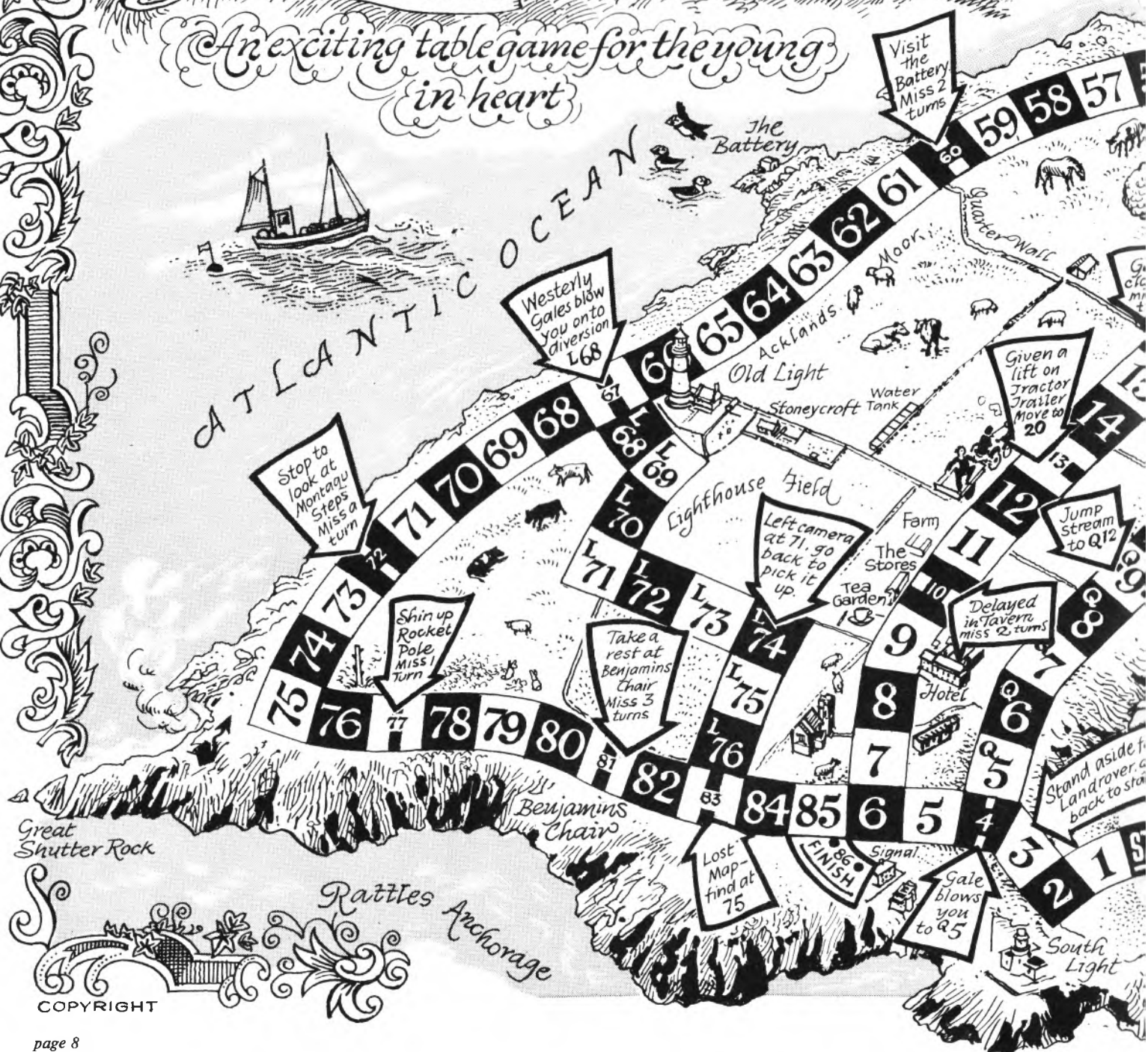


The church and battlemented wall at the top of St. Johns Valley have yet to be built.

LUNNY

A GAME OF CHANCE WITH ENDLESS FUN FOR EVERYONE

An exciting table game for the young in heart



COPYRIGHT



THE RULES OF THE GAME OF HAZARD.

1. A game for 2 or more players.
2. Use dice, or cut out "spinner" on page 15, (if you do not wish to deface your magazine, trace onto a piece of card.)
3. Six counters are provided (also on page 15) to be cut out, or traced, and coloured individually for each player.
4. Each player must throw a 6 before commencing the "Hazard".
5. If a player has to return to the start, it is not necessary to throw 6 again.
6. If a player lands on an occupied space, he must return to his previous position.
7. Throw exact number to finish.

ON NO ACCOUNT IS A PLAYER TO RESORT
TO LOSING HIS OR HER TEMPER !

JOHN DYKE 1971

KEEPING YOU POSTED *by Barry Chinchin*

FOUR THOUSAND TRIPS TO LUNDY ISLAND

Instow Captain Tells of Fighting Gales and Rescue Work—How He Served the Island King.



Reproduced from "Lloyds Weekly" by courtesy of H.M. Post Master General.

IN recent years philately has become a much more broadly based hobby than the old fashioned stamp collecting. It has ceased to be merely the accumulation of stamps or even acquisition of envelopes and letters. Information has an important part to play in bringing the subject to life.

To get this information the philatelist becomes a student of many subjects, including history. Not all of the history is very old. Some details become obscure even after a single year. How can we hope to discover anything about the people and events during the early years of the Lundy Postal Service?

The most insignificant happenings can lead to memories being preserved. In 1911 Captain Dark, the G.P.O. contractor for Lundy mail, failed to get his contract renewed because someone submitted a much lower tender. Who would have thought that as a result a press reporter would have interviewed the Captain and have a detailed article published?

Newspapers are not the most durable of publications but a few cuttings are preserved in

the Post Office archives in London. Among them was one from "Lloyds Weekly Newspaper" for 12th November 1911. The following is an edited version of its contents:

Surely it must be a record to have travelled some 200,000 miles in trips between the Devon coast and neighbouring Lundy. Four thousand journeys in forty years — that is what Captain P. W. M. Dark, of Instow, has accomplished, and for about a quarter of a century of the period he has carried in his cutter-rigged yacht, the Gannet, mails as well as merchandise.

He has been a peripatetic postman for the island — literally a walking letter-box — and missives have accumulated as he has hurried down winding paths to board his vessel.

A fine type of Devonian, well set up, well preserved, the picture of robust health, with expressive blue eyes beaming with kindness, whilst grey hair and pointed beard impart distinction to a strong countenance — that is Captain Dark.

For nearly half a century he has resided at

Instow, his native place being close by Clovelly; and now that he has just finished the carrying of mails to and from Lundy one wants to know something of the stirring story of experiences and perils and incidents which is wrapped up in the record of forty years' work.

At one period or another Captain Dark has had to make the island at every point of the compass, knowing how to invade one inlet when another is unapproachable, and in all the years he has been entrusted with the mail bags he has never lost a single item of their precious contents.

There is not a princely retainer for this service, often hazardous, and by itself it would not pay for outgoings. Proud of his craft Captain Dark a couple of years ago introduced motor machinery of 15 h.p., spending £150 or £200, thus supplementing the sailing and equipping the Gannet for more effective mail duty; and insurance under the Workmen's Compensation Act has involved an outlay of £9 or £10 a year, for the Gannet always has three men aboard.

"I found I could not go on with what I was receiving from the Post Office, and I pointed that out, ending my contract with the intention of tendering again", remarks Captain Dark. . . so the mails have passed to other hands, and are borne from Instow under other sails.

As a youngster he had experiences of shipping service on the African Coast, but in the main his work has been with Lundy, beginning in the days when it was owned by Mr. W. Heaven, and continuing long after that gentleman's son, the Rev. H. G. Heaven, had come into the kingdom. He was first in the employment of a company, when the island was yielding masses of granite shipped to various points. By-and-by he started a service for Mr. Heaven, and he has had the stout little Gannet, of twenty tons net register, for about thirty years.

"When I started a Lundy service" remarks Captain Dark, "I had a cutter, the Chase, built, and that was succeeded by the tug-boat the Advance, which in turn gave place to the Gannet. The Gannet was built for a Cherbourg pilot boat, and I bought her before she was launched, seeing she would be just the vessel for our work. I kept count of her trips up to 2000, and then — well, the record was given up. When twenty-four years or so back I began running the mails for the Post Office that supplemented the service I had undertaken in carrying goods and visitors, and though the postal bags are sent out from Instow only once a week — on Thursdays — we have been going to the island during the past summer pretty well every day".

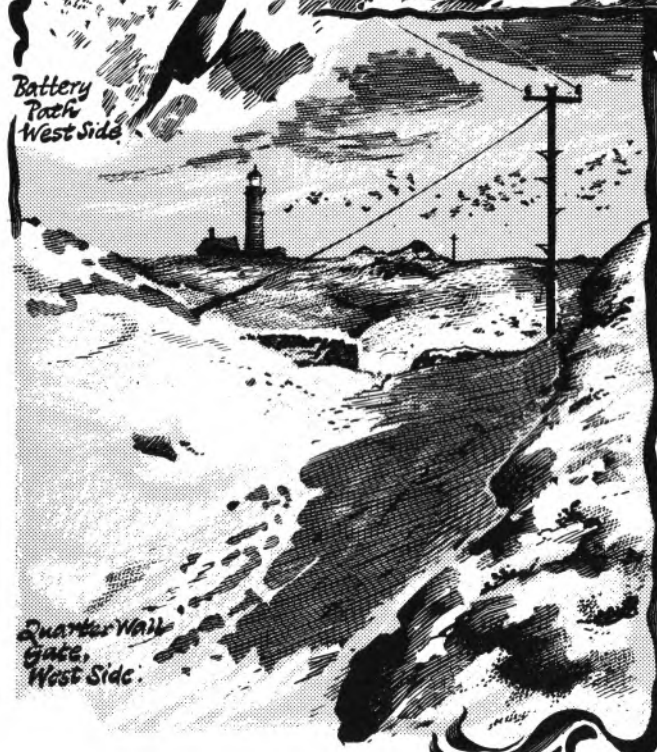
"My eldest son, Frederick, assists me on the Gannet", adds Captain Dark, who, by the way, has also two other sons, out of a family of ten, following the sea, one in the Navy and another in the merchant service.

An average trip to Lundy may occupy three hours; a record run may be covered in two; but many more hours have been spent in combating hostile elements or in drifting over becalmed waters — and that is where Captain Dark counts on the motor being useful.

"I have had hastily to vary plans to meet altered conditions in getting the bags off. The general arrangement is to land them on one tide, and there is time to return on the next. And we have many a time had people hurrying down to drop letters into Mr. Heaven's box as it has been carried to the beach.

continued on page 15

**"Here shall he see
No enemy,
But winter and rough
weather"**
(Shakespeare.)



Battery
Path
West Side

Quarantine
Wall
Gate,
West Side



Waterfall,
Nillcombe



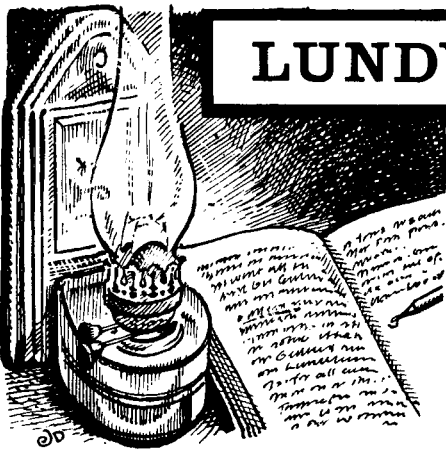
Old Light
&
Stoneycroft



Looking
to the
North End

The artist acknowledges Mrs. Jane Stricks kindness in loaning her colour transparencies of the 1962/3 snow scenes which have been freely adapted on this page.

John
Dyke



LUNDY LOG

Compiled by John Dyke

FEBRUARY — APRIL 1971

Continued from the previous issue.

FEBRUARY

8th: Grey sky — no sun in evidence. **9th:** Overcast. S. wind, 4 to 5. "Gannet" arrived at 10.45 hrs. after a bumpy trip with a heavy sea on her port bow. Cargo included a new trailer, also a ramp designed to facilitate the launching of the coble, by means of steel rollers attached to a frame. Mr. Peter Edwards arrived to take up employment. Mr. Colin Taylor returned from shore leave. Miss Jilly Dyke, Mrs. June Bendall, Miss Mary Dennis, Mr. Chris. Price, and Mr. Arthur Beally, all came for the day — also two Ministry of Agriculture Vets to carry out brucellosis tests. The 70-001 Clovelly lifeboat anchored in the Bay. Southern end of Landing Beach an unsightly mess of timber wreckage, seaweed, plastic containers, and other 20th century rubbish, all covered in oil. "Eminence" anchored late in the evening. **10th:** Greyish dawn, steadily improving — unrestricted sunshine — wind 2 to 3 S.E. "Eminence" departed for Yelland Power Station. Weather simply beautiful. Moonlit night — calm. **11th:** Fair morning — high clouds — little wind S.E. "Gannet" arrived at 10.45 hrs., bringing reservoir materials and Rayburn stove. T.H.V. "Argus" arrived with stores and personnel for South and North Lights, stayed overnight and illuminated the Bay with her lights. Modifications carried out at Tibbetts — the look-out has been removed from the roof top. Mrs. Grainger and son, Tom, went ashore. **12th:** Direction of wind changed to W., approaching gale force. "Quiescence" arrived in the Roadstead, joined by "Quo Vadis". In the afternoon, the "Nanna", (Hamburg) came in for shelter, followed by "Holgar" (Stade). Gale blowing throughout evening and night. T.H.V. "Argus" departed earlier. **13th:** Bright morning with occasional hailstorms. The 4 merchant vessels still anchored, and two trawlers. Commander Pollock, staying at Hartland, sent greetings to the islanders via the Coastguards. Forecast gave Lundy as W. force 9. Great struggle to combat the vortex by the Church! Vessels sheltering increased to 9 at 16.30 hrs. — a trawler, 70-001, "Embmarschen", and "Mossville" (Irish). Still blowing hard, but the sun shines amidst a galaxy of cumulus clouds, blue sky, and a lively sea. **14th:** Another bright morning. 3 vessels and 70-001 remaining at anchor. Wind steadily increased — vessels reappearing for shelter, including "Bokul", and "Lady Sabina". Future forecast 8 to 10 W. **15th:** Lundy goes decimal! Apart from terrific gust at 0700 hrs., predicted storm not in evidence. Hailstorm at 11.45 hrs. Lundy sheltering at 1000 hrs: "Bell Vigour" (Brake), "Elbmarschen" "Kendingerland", "Alma Koppelman" (Stade), "Holgar", "Nanna", "Lady Sabina", "Quo Vadis", "Bokul", and 70-001. In the afternoon, the collier "Brandon" anchored, by which time other vessels were beginning to resume. Assortment of canon balls, etc., retrieved from Tavern cellars for the Museum. Wind subsided. Mainland very distinct. Air frosty. Daffodils in flower on E. Side. **16th:** N. gale developed later,

veering N.W. Very cold, but with sunshine. "Foxtongate" (Goole), and "Iduna" (Elsfleth), sheltering at 1600 hrs., and two unidentified vessels. An additional vessel, "Drei Gebrs", arriving at 2300 hrs. Short, but heavy, rainfall. **17th:** Fine early morning. All vessels resumed except "Iduna". Considerable sunshine after mid-morning showers. N.N.W. wind up to gale force persisted. No "Gannet" sailing. 5 vessels sheltering at 23.45 hrs. **18th:** Greyish dawn, but sun emerged. Strong W.N.W. wind prevailing. "Foxtongate", "Crescence", "Decimal" (how appropriate!), "Drei Gebrs", and 2 Lowestoft trawlers sheltering. The "Decimal" sailed at 16.15 hrs. **19th:** Lundy sailings: "Iduna", "Drei Gebrs", and "Foxtongate" during darkness. Future forecast, gale 8 S.W. "Gannet" arrived at about 13.30 hrs., with final consignment of materials for new reservoir and two new generators. Thick fog descended, giving the "Gannet" an anxious time on her return at 17.30 hrs. Miss Bassingthwaite left the island. Fog throughout evening and night. South Light siren commenced at 17.45 hrs., ceasing at 21.00 hrs. **20th:** Murky morning with strong S.W. wind, clearing at 1300 hrs. Brilliantly sunny afterwards. Wind persisting, later becoming moderate S.W. One vessel, "Hilda", in Roadstead. **21st:** A beautifully sunny morning. 2 vessels joined the "Hilda" during darkness: "Sanaga" (Greek), and "Fostraum". "Hilda" resumed at 1000 hrs. Continued sunny and promising for tomorrow. **22nd:** Gorgeous day — wind E., very slight. Island sheep drive. Days lengthening — editorial Aladdin lamp not lit until 1900 hrs. **23rd:** Another gorgeous day. Wind increased S.S.W., cooler. "Gannet" arrived, bringing Mr. Norman Morris and his plumbing engineer to work on 'Bramble Villa', and Barton Cottages. Miss Jilly Dyke came for the day. Mr. and Mrs. Grainger, and son Tom arrived back. Miss Jo. Chase went ashore. Mr. George Crang, Mate of "Gannet", resigned. **24th:** Fine day, cloudy at first, but becoming agreeably warm and sunny. Wind S.W. 2 to 3. **25th:** Fine weather continuing — calm, warm and sunny. Partial eclipse of the sun witnessed by Capt. Dave Jones aboard the "Gannet". Great difficulty in getting 'I.L.N.' copy matter to the printers, owing to the Postal Strike. The new pictorial stamps arrived today from Bradbury Wilkinsons. "Gannet" left at 15.30 hrs. with Mr. Chris. Price and Min. of Ag. Vet (day visitors). Calm at midnight. **26th:** Another fine, windless day, although cloudy. **27th:** Wet, miserable day, reducing visibility on top of island. "Gannet" arrived at 10.45 hrs. Arrival of Mr. W. Hardy (barman). Mr. and Mrs. Strick left on shore leave. "Cleave Petrel" arrived. North and South Lights helicopter relief at 1100 hrs. Drizzle turned to rain. **28th:** A grey day — colder, drizzle. Wind E.S.E. 3 to 4. Ground swell off E. Side. Double narcissi and daffodils in full bloom. Mr. Colin Taylor and party descended the cliffs and explored Seal's Hole.

MARCH

1st: Grey, damp morning, wind S. with a touch of E., coldish. **2nd:** No "Gannet" sailing today, as the wind is N.E. 2 to 4, temperature falling, bright and sunny. First set of lambs born in the Tillage Field. Clovelly Lifeboat came into the Roads this evening. **3rd:** "Gannet" not able to sail. N.E. wind increasing, much rougher on the Landing Beach — continuing sunny. Clovelly Lifeboat left 0945 hrs. to Clovelly Roads. The N.S. wall and fencing completed on the Airfield. **4th:** Arrival of "Gannet" still awaited. Wind E., but moderated to 2 to 4 — sunny. **5th:** Calm sea. Slight flurries of snow. A little warmer. "Gannet" arrived at 1340 hrs. with 6 tons of cargo, also Miss Jo. Chase and Mr. Paul Munton, and two Trinity House personnel. Landrover used to convey latter to N. Light, and on the return journey got bogged down above Gannets Combe — tractor unable to retrieve, as rope broke. Mr. John Stockwell returned to mainland in "Gannet". **6th:**

Strong N.E. winds — very cold — flurries of snow — sea roughening. Landrover retrieved from bog this morning. The "Cleave Petrel", a surprise visitor, anchoring yesterday evening, moving to the Rattles this morning, then on to Jenny's Cove, and finally landing Mrs. Glover at Lametry Beach. Re-embarked at the Cove, and left on the afternoon tide. **7th:** Very cold and frosty. Wind E. but decreasing. A really glorious day, disregarding the low temperature. Wild goats and two little kids around Castle. Mr. Colin Taylor discovered, and presented to the museum, a piece of metal armament from the Mousehole and Trap fortification. **8th:** Dull morning. Wind N.E., cold. Moonlight night. Vessel anchored in the Rattles after darkness. **9th:** Dull at first, but brilliant sunshine afterwards, clouding over again in the late afternoon. Wind N.E. 3 to 4. "Gannet" arrived at 0945 hrs. with a general cargo, including hardboard and plasterboard. The passengers included three members of the Ordnance Survey, one Trinity House technician, Mr. Jim Webster, Miss Mary Dennis, and Capt. Trevor Davey (day visitors). Received the first mail since the end of the British Postal Strike yesterday. Moonlight night — coldish N.E. wind. **10th:** Another beautiful day — very slight N.E. wind — brilliant sunshine. Clovelly Lifeboat came into the Roads at 18.45 hrs., later joined by "T.H.V. Argus", and collier, "Crescence"; all of whom stayed overnight. A fine night with full moon. **11th:** Fine, warm and sunny, after a dullish start. Wind N.E. 2 to 3. "Gannet" arrived at 10.30 hrs. with two day visitors, and Mr. Frank Parker to be employed as Mason. T.H.V. "Argus" left the Roads in late morning, and the "Crescence" at 1400 hrs. **12th:** No sun, comparatively calm day, slight W. breeze. The "Field" (Capt. Peter Herbert) came into the Bay — Capt. Trevor Davey also aboard — and left at 1600 hrs. for Bideford. Evening fine and calm, visibility good. Daffodils in evidence on the E. Side. **13th:** Slight wind from W. — occasional sunshine. "Gannet" arrived at 10.45 hrs., bringing Miss Pat Martin and Miss Jilly Dyke (Hotel staff), Mr. Jim Webster, (Secretary), and Mr. John Stockwell. "Cleave Petrel" moored shortly after the "Gannet", and stayed overnight. **14th:** A fine, bright morning. At 1100 hrs., Mr. Peter Fairchild arrived in the Bay in his fibreglass yacht from Ilfracombe. Left on the afternoon tide together with the "Cleave Petrel". **15th:** A pleasant day with interesting clouds scudding across the sky from the W. Moderate wind, 3 to 4 — visibility exceptional — snow on Exmoor could be clearly seen. Weather deteriorated after dark, wind increasing and heavy hailstorm. **16th:** Day dawned pleasantly, remaining so throughout — moderate W. wind — coldish, but warm in the sun. "Gannet" arrived at noon, bringing Mr. Chris. Price, Mr. Ken. Stubbs, and two other day visitors. A new building worker arrived, Mr. Terry McGuigan. First Day Covers of the island's new decimal stamp issue despatched today. The Sidings looked absolutely beautiful in the afternoon sunshine, the bracken a light russet brown, sharply contrasting with the whitish-grey granite rocks and indigo sea. **17th:** Fine, sunny morning — slight W. wind, 3 to 4. Wind gradually increasing during afternoon until it was blowing a near gale. Future forecast gives Lundy storm 10, E. Heavy rain in the evening. **18th:** Grey, wet and windy, gradually veering from E. to N.W. Mist descended at 1100 hrs., remaining for rest of day. "Susanna" (Bremen), anchored in the Roads, at 1400 hrs., joined later by the "Wakey" and "Markus". "Gannet" did not sail today. Four vessels sheltering in the evening. **19th:** Very blustery. Wind E., very misty on top of island. Vessels heard making preparations for departure, all having left by mid-day. Clovelly Lifeboat came in the afternoon. The sheep drive took place in wild weather. "Gannet" not able to sail. Future

forecast 7 to 9 N. **20th:** No hope of "Gannet" sailing — wind 8 to 9 N. *Clovelly Lifeboat* riding out the storm in a poor anchorage. **21st:** A brighter morning, with wind abating to 5 to 6 by mid-day. Some sunshine and blue sky. Large breakers capped with white foam coming in on E. Side. *Clovelly Lifeboat* finally left, heading for Ilfracombe. Wind increasing E. again after darkness. **22nd:** Brilliantly sunny. Cold N. wind, abating — sea also moderating. "Gannet" still unable to sail. **23rd:** An overcast morning — wind negligible. W. The "Gannet" arrived at 0945 hrs., bringing Mr. and Mrs. Arthur Strick back from shore leave, Mr. and Mrs. John Charteris (Kitchen Staff), Mr. W. Hardy (Barman), four Trinity House maintenance personnel, the Rev. Dixon and Mr. Peter Dixon (both day visitors). 67 trees (*Pinus muricata*) arrived for planting in Millcombe. One trawler anchored in the Roads during afternoon. Miss Judy Crighton, Mr. Russell Flynn, and Mr. Nobby Bowring left the island permanently on the "Gannet". **24th:** Dry, but dullish morning — moderate S.S.W. wind. The trawler left at 0850 hrs., in a N.W. direction. S.W. wind, later increased. Evening wet and windy. S. Light fog-siren commenced at 2200 hrs., and obligingly ceased at 23.55 hrs. **25th:** Fine, dry morning — clouds dispersing — sunshine throughout, until mist obscured it later in the afternoon. Wind 6 to 7 W.S.W., prevented a "Gannet" sailing. "Arran Firth", flying the Irish tricolour, anchored, and left at 1800 hrs., on a N. course. Slight rain late at night. **26th:** Dry and fine. N.W. wind, 5 to 6. "Gannet" not able to sail. Trenching for pipeline from Airfield reservoir to village in progress. Twin orphan lambs are being brought up on the bottle. The afternoon became cloudy with slight rain. **27th:** A bright, sunny morning, cold and breezy N.W. 3 to 4. The "Gannet" arrived 1000 hrs. with 10 passengers, including occupants for Tibbetts, Little St. Johns, and two Hotel guests. Miss Mary Dennis was a day visitor, and was accompanied by her fiancée, Mr. Peter Edwards, on the return journey. The "Cleave Petrel" arrived at 1030 hrs. T.H.V. "Stella" anchored in the Roads landing stores for S. Light, and leaving early in afternoon. At noon, the T.H. Helicopter relief took place. "Esso Inverness" from Appledore Shipyards underwent sea trials on the E. Side. Very misty later, and the S. Light fog-siren was active during the night. **28th:** Damp, misty morning — thick fog on top of island. One of the lowest tides of the year. The "Cleave Petrel", staying overnight, departed on the afternoon tide. Mr. Peter Fairchild came in his yacht from Ilfracombe. Visibility improved in the afternoon. **29th:** Damp, misty morning — poor visibility — slight S.W. wind, and later light rain. The "Marigold" (Capt. Dave Chapman), Padstow, arrived for the lobster-fishing season. **30th:** Fine, dry morning — wind turned E. after 0900 hrs., "white horses" in the bay. The "Gannet" arrived after 1145 hrs., with a new bull, "Minstrel", aboard. There were two day passengers, two persons for interview, plus Mr. Chris. Price and Mr. Arthur Bealey over for the day. Mrs. J. Dyke, and two visitors, also joined the complement on the return journey at 1700 hrs. Wind still E., and increasing from a N.E. direction. Mr. Pat Ryan (Barman) and Mr. Rodney Dymond (Farm Assistant) arrived today. **31st:** Fine, sunny day — wind N.E. 3 to 4 — great rollers coming in on the ebb tide. Wind going round to the S.

APRIL

1st: A fine, but cloudy morning — light S. wind. The "Gannet" arrived at 1300 hrs. Mr. and Mrs. John Smith, their son, and two daughters, came together with Group Captain Williams. Other arrivals were Mr. Morley's party for Hammers, and Mr. Don Shiers and company for the Hotel. A new outboard motor arrived for the coble, and 2½ tons of washed sand, also fluorescent lighting for the Marisco Tavern and Hotel kitchen. S. wind increased to 5 to 6. **2nd:** Fine day, but E. wind blowing 6 to 7. Wind increased during the day — very rough in the Bay. **3rd:** N.E. gale blowing. "Gannet" unable to sail. **4th:** The "Gannet" and "Cape Horn" arrived at 1645 hrs., all passengers were disembarked at Hell's Gate Cove owing to the

weather. A party of climbers arrived, staying at the Hotel, and a group from Exeter University Bird Club booked for the Old Light. The mail was also landed. Mr. John Smith and family and Group Captain Williams left on the outgoing "Gannet". **5th:** An overcast, but pleasant, balmy day — wind N.W. 2. R.A.F. Chivenor helicopter, with Dr. Riley aboard, landed in the Tent Field and conveyed Miss J. Chase to Bideford Hospital. **6th:** A very pleasant morning with a modest W. wind. The "Gannet" arrived at 0900 hrs., with Mrs. Joan Dyke, Miss M. Wardle, and Miss Julia Pine-Coffin and three friends to camp. Landing Beach in a deplorable condition covered in oil and rubbish from the adjacent mainland. Mr. and Mrs. Grainger and Thomas left for Easter leave, also Mr. Florence, Mr. Robinson, and Mr. Ronnie Strong (the latter leaving permanently). **7th:** Dry, overcast morning — later becoming sunny and pleasant. Spring flowers appearing in Millcombe. **8th:** Bright, sunny morning, becoming overcast at mid-morning — later the sun re-appeared. Very cold wind, E. 3 to 4. Neither the "Gannet" nor "Cape Horn" able to sail. E. wind increased after darkness to near gale force. **Good Friday:** Still blowing E. or N.E. No sailings. 36 persons wanting to leave, and a like number requiring to come. Began to hail at noon. **10th:** A gorgeous clear sky and continuous sunshine, but a heavy sea on the E. side with cold E. wind. The "Margaret" (Capt. Mountjoy) from Bideford, with Dr. Hubbard and family (Hammers), and Mrs. Viveash for Castle Cottage, aboard, being the first to arrive. Wallowing in the rollers, they did not pick up signals made to them, but left for Jenny's Cove of their own volition, and were eventually joined by the "Cape Horn" and "Gannet", with Mr. Nunn's party, and members of the Bristol University Department of Animal Psychology. Miss Pine-Coffin's party, Bristol Channel Divers, and Mr. B. Smith, left today. The entire island is baconless, owing to non-arrival of order. Islanders sent a congratulatory telegram to Mr. Peter Edwards and Miss Mary Dennis on the occasion of their wedding. **Easter Sunday:** Clear, sunny day, E. wind blowing — chilly — sea not as rough today. The "Balmoral" (Capt. Smith in command) appeared on a cruise, with Mr. and Mrs. Edwards aboard. Mr. Arthur Strick went out to convey them to the island. Passengers lined the deck rails and watched with interest the ferrying of the newly married couple ashore. "Cleave Petrel" anchored in Jenny's Cove. **12th:** A gloriously sunny day — active sea on the E. side. Artifacts and pottery found near E. wall of Lighthouse Field. "Cleave Petrel" left Jenny's Cove in mid-afternoon with Mr. Anstey aboard. **13th:** Another beautifully sunny day. E. wind prevented the "Gannet" and "Cape Horn" from making a landing on the beach, instead, some passengers and a small amount of stores were deposited on the Pyramid at Jenny's Cove. Later, when the sea had subsided, Miss Eileen and Miss Peggy Heaven, and Rev. R. C. Dixon, landed on the beach. Miss Eileen Heaven presented the Museum with a photographic record of the "Heatherbell", built on the island in 1886. **14th:** Holy Communion at 0800 hrs. Clear skies, sunshine, and E. winds continue; the sun rose in a ball of fire. "Cape Horn" came, landing seven passengers at the Pyramid. Later, twelve members of Mr. Nunn's party were taken off from the Landing Beach. A Church business meeting was held at 1830 hrs., followed by Evening Service at 2115 hrs. T.H.V. "Patricia" arrived to land bulk stores for the Lighthouses. Fine, clear night, with a galaxy of stars. **15th:** A promising start for the day — sunshine and moderate E. wind, veering W. at 0930 hrs., bringing banks of sea fog, blotting out the sun, and persisting. A chilling wind caused a considerable drop in temperature. "Gannet" arrived at 1030 hrs., and was able to land stores on the beach. Mr. Terry Bracher and colleague arrived for the day, and Mrs. Healey and party to stay. The "Gannet" returned with the remainder of Mr. Nunn's party, the Rev. Dixon, and Miss M. Wardle. **16th:** A dull, grey morning. Wind W. **17th:** A glorious morning — windless. "Gannet" and "Cape Horn" arrived at 1230 hrs., with

Mr. and Mrs. Cobbledick and daughters, also Messrs. Young's, Eckford's and Melladew's parties. Miss Peggy Heaven rode Mr. Colin Taylor's bicycle up to the North End and back without mishap in 1 hr. 20 mins. Among the passengers aboard the returning "Gannet" were the Misses Heaven, Mr. Warwick Dyer, and Miss Catherine Hubbard. Wind W.S.W. 3 to 4 in afternoon. Miss Jilly Dyke's 21st Birthday Party. **18th:** A dull, but dry morning — local cloud covered the island in late afternoon, after some sunshine. Mr. Melladew, visiting geologist, fell from The Cheeses — Dr. Hubbard, in attendance, inserted six stitches in a gashed shin. **19th:** Fog-siren commenced in the very early morning, ceased, then resumed again at 0800 hrs., until the fog lifted at 0930. T.H.V. "Stella" then became visible at anchor in the Roads, and the "Cape Horn" was taking on a full complement of passengers — Bristol University students — leaving her moorings at 1000 hrs. Marvellous effects were created throughout the day by banks of fog pouring over the top of the island and rolling down the combs on the E. Side. Localised sunshine — the fog-sirens of N. and S. Lighthouses, also Hartland, were heard at intervals. Eventually, the sun was completely blotted out and the temperature dropped considerably. Wind N.W. 2 to 3. **20th:** Fog-siren continued through the night, ceasing at 0615 hrs., when day became brilliantly sunny — wind E.N.E. 2 to 3. Thick bank of fog off Ilfracombe — doubts about "Gannet" sailing, but she arrived at 1530 hrs., A full complement of passengers on return voyage at 1700 hrs., including the remainder of Bristol University students, and Dr. Hubbard's party. The weather showed signs of deteriorating in the evening — wind E. increasing, and a watery sunset. **21st:** A dull start to the day, accompanied by thunder and rain — wind E. Lundy Film Show at the Hotel in the evening, given by Mr. Bill Cobbledick. Modest electric storm in the night. **22nd:** A pleasant Spring morning, later becoming overcast. The Sail Training Association Schooner "Sir Winston Churchill" (Capt. Collis), anchored in the Roads. The Officers and trainee crew came ashore in relays. The vessel departed at 1720 hrs., firing a farewell salute in the gathering gloom. **23rd:** Fog-siren commenced at 0300 hrs. The "Cape Horn" arrived in the late morning to lay the moorings for the Campbell Steamer launches. Mail bag not brought, but some mail left the island. Message received on the R.T. saying that the "Gannet" was in running order again. Continuous rain throughout the day. Mr. W. Hardy went ashore. **24th:** "Gannet" not able to sail. Wind N.N.W., 5 to 6, but a beautifully sunny day — cool. The Store is full of whiskery bread. A young workman at North Light was accidentally shot in the face and conveyed to Morrison Hospital, Swansea, by Trinity House tender. Trinity House helicopter relief today. A Harrier has been seen in the Tillage Field. Clear, starlit night — wind fresh N.W. A Fremington Coal boat in the Roads. **25th:** A beautifully sunny morning — Landing Bay a shimmering sparkle of reflected sunlight. "Cleave Petrel" arrived at 1000 hrs. "Gannet" arrived just before mid-day with a party of six climbers, Mr. and Mrs. Button, and Miss Spratley for the Hotel. Census — Mrs. P. Ogilvie acting as enumerator — 28 inhabitants and seasonal workers on the island today, plus five Hotel guests, 4 cottage lettings, and six campers. The blackthorn blossom quite spectacular on Hangman's Hill. The weather steadily deteriorated, and after lunch it commenced raining, and eventually came dashing down. Sea became very rough on E. Side. Cuckoo heard for the first time. **26th:** Rain at first but ceasing at 1000 hrs. Sun appeared in the evening, leaving a rosy sky. **27th:** A fine morning — calm sea, but N.E. wind developed, and by evening was blowing 4 to 5. The "Gannet" arrived at 1030 hrs., bringing Mr. and Mrs. Preece, and left again at 1630 hrs. with the party of climbers and Mr. Adrian Wilton. Twelve heifers were also shipped to the mainland. An oiled Razorbill recovered by Mr. Colin Taylor died whilst being cleaned. **28th:** "Gannet" unable to sail — still experiencing engine trouble.

Continued on page 15.



100 YEARS AGO (*North Devon Journal*)

LUNDY ISLAND, BRISTOL CHANNEL.

TO BE LET, by Private Treaty, for a Term of Years, from Lady-day next, with Immediate Possession, **LUNDY ISLAND**, being situated about 22 miles below Ilfracombe, 25 miles from South Wales, and 16 miles from the Devon Coast at Clovelly; is well placed for Trading and Farm produce with passing ships, especially to and from Bristol, South Wales, &c.

The Island contains about 1,600 Acres of Table-Land, partly cultivated and partly ready for cultivation, by the growth of Root and other Crops for Sale, and Stock Farming. The Farm being in the occupation of the Owner (who has resided many years upon the Island), the Live Stock, Corn, Hay, and Implements may be taken by valuation. The Farm House and Buildings are well placed, and ample for present use.

Every particular as to rent, (no outgoings,) &c., with copy of Mr. Robt. Smith's report of the island and its capabilities in 1863, may be had at Mr. R. SMITH'S OFFICES, Harford House, Chew Magna; or St. Stephen's-street, Bristol.

Dated November 29th, 1871.

[24—

7th December, 1871: Supposed disaster by fire in the Bristol Channel — On Tuesday night, the Captain of the "Undine", steamer, while on his trip down the Channel to Bideford, observed a large fire either on Lundy Island, or under the island. He supposed it at first to be a large ship on fire, but on closer observation he was of the opinion that the new-built houses erected by the late Lundy Island Granite Company, the roofs of which were covered with wood or felt, were on fire and destroyed, as the fire lasted some time and then went out.

75 YEARS AGO (*Ilfracombe Chronicle*)

3rd October, 1896: Lundy Island — Health and pleasure seekers lucky enough to have visited Lundy Island during the early summer could not fail to notice the Church then building. Were they able to see the new edifice now they would be bound to admire it. It is truly a handsome, if small, fabric. The Church has been erected by the Rev. Hudson Grosett Heaven, "the Governor", and owner of the island. The Church is built of granite quarried on the island, with stone dressings to windows and doors. Over the Nave entrance there is a splendidly carved statue of St. Helen, the patron saint of Mr. Heaven's kingdom. In the tower is every provision for a clock — without the article itself — large enough to be seen from shipping lying in the roadstead. There is thus presented an opportunity for ship owners to place here an illuminated timepiece. The building is lined with brick of three colours — red, as a body, with buff and blue to relieve it. The Chancel rises two steps, and the Altar two steps. The Choir stalls are of English oak, as well as the

reading desk. On the left, looking E., is a finely-chiselled stone pulpit, while the font, with local granite base, is a beautiful bit of workmanship. The architect is Mr. John Norton, of Ridgmont Gardens, London, and the contractors are Messrs. Britton and Pickett, of Ilfracombe. It is no exaggeration to say that the Church is one of the best examples of stonework in the West Country, and architect and contractors deserve congratulation.

The Rev. Mr. Heaven has personally supervised the erection. The consecration ceremony will take place in the latter part of October.* The building was commenced in September of last year, and the difficulty in securing materials from the mainland has been overcome by dogged perseverance. The splendid E. window has been placed in the Chancel by Messrs. Clayton and Bell, of London. The reredos and statue of St. Helen, is by the well-known firm of sculptors, Messrs. H. Hems and Son, of Exeter. The roof of the structure is covered with tiles from Tetbury in Gloucestershire, harmonising splendidly with the granite walls. This Church will certainly be one of the main sights of Lundy.

(quoted from Cardiff Times)

*It was not possible to hold the consecration service until June 1897 when the ceremony was performed by Bishop Bickersteth (Bishop of Exeter)

3rd October, 1896:

A telegram from Lundy Island stated that the "Anne Thomas" of Cardiff, arrived on Friday, having lost both starboard and port after boats. She left the roads, going back to Cardiff, probably to repair damage.

10th October, 1896: Collision off Lundy Island — The Padstow schooner, "Emily", has arrived at Newport with the crew, seven in number, of the Danish brigantine "Sastre", bound from Cardiff to Lisbon. The two vessels collided off Lundy Island, and the "Sastre" sank in about an hour.

50 YEARS AGO (*Hartland Chronicle*)

24th September, 1921: A musical evening was organised on Tuesday, 12th, by visitors. Those who contributed to the evening's entertainment included Messrs. Lang, C. Davey, S. Davis, J. Branch, and many others. The band rendered excellent help.

The 'Cambria' brought 350 passengers here on Wednesday, 13th. As there was a swell on the beach, they were safely landed on the pier.

Mr. S. Davis, our Coastguard, has been appointed to Port Looe, Cornwall.

The clock in the Church tower, which has been out of order since before the war, has recently been put right. It chimes every quarter hour and strikes every hour.

The visitors got up a musical entertainment on Monday evening, 22nd, at the Manor House, which was much appreciated by all. The band played various selections.

The "Devonia", P. & A. Campbell's Ltd., pleasure steamer, landed 450 passengers at the island on Friday, 26th August. Amongst them was an old man aged 95, who walked to the top of the island without aid.

Mackerel have been very plentiful, and several good catches have been made.

4th October, 1921 (*Bideford Gazette*): There are only nine voters on Lundy Island, but their votes have caused Devon County Council no little bother. The General Purposes Committee of the Council have considered the desirability

of incorporating Lundy Island with the mainland polling district, and they recommend the Council to again approach the Ministry of Health to permit voting by proxy. In the event of the Ministry adhering to their refusal to sanction this, the Council is recommended to authorise the sealing of an order attaching Lundy Island to the Instow polling district. The County Council on Thursday adopted the Committee's report.

10th December, 1921 (*Ilfracombe Chronicle*): Over Lundy Island, as it lies far out on our Western horizon, always hovers the piquant spirit of romance, conjuring up visions of those dead and gone days when Lundy was the haunt of pirate bands, once with that noted character, Sir William de Marisco at their head; not to speak of all those desperate fights off its jagged coast between Spanish and French enemies, who occasionally got the island into their own rule, and did no end of privateering up and down the Channel. Those stormy times passed; Lundy went from owner to owner, until it became the property of the Rev. W. H. Heaven — "The Kingdom of Heaven", as it used to be known to us all! Now, however, it is sadly in lack of the services of a clergyman; and last Monday's Daily Mail informed us that: "the forty-odd inhabitants of the lonely island at the mouth of the Bristol Channel are without a spiritual pastor"; since no clergyman can be found willing to subsist on £60 a year, which the Ecclesiastical Commissioners are offering for work there. For the past fourteen years there has been no incumbent of the tiny Church of St. Helena on the island, although until a short while back the Vicar of Appledore paid periodical visits there and shepherded the island's residents, who are at present hoping for the speedy discovery of a clergyman all their own.

21st December, 1921: The Harvest Thanksgiving Service was held at St. Helen's Church on Sunday, 18th September. Mr. F. Allday preached a most appropriate sermon on the ingathering of the harvest — most of the inhabitants attended. The Church was tastefully decorated for the occasion by the ladies of the island. The singing was most heartily rendered by the choir and congregation. The collection was in aid of the Waifs and Strays.

A musical evening was held at the Sailors' Rest on Thursday evening, 22nd September. It is the general rule of anyone leaving the island to have a farewell concert. Songs were sung by Messrs. C. Davey, H. Lang, and H. Tremary. Several people of the island were present and, as usual, the Lundy Band was in attendance and played in their usual good style, to the great enjoyment of all.

Woodcock are plentiful on the island. Mr. R. Tuck and Mr. C. Davey killed six and a half brace on Saturday afternoon, 12th November.

Mr. F. Allday preached a most appropriate sermon in St. Helen's Church on Armistice Sunday. It had been suggested by the Archbishop of Canterbury that two ex-soldiers should read the lessons on the Sunday, and this was carried out on Lundy. Captain Montgavin, R.F.A., read the first lesson, and Staff Sergeant C. W. Davey, R.N.D. Hussars, read the second lesson.

Lundy Island is under the spiritual care of Rev. G. Scholey, Vicar of Appledore, having, since the resignation of the late Rev. H. G.

Heaven, been without a resident incumbent. The Bishop of Crediton, who has spent some weeks on the island, is seeking for a clergyman who will make Lundy his home. Though full of romance, it is a lonely spot, and the stipend would be small, but the position might appeal to a bachelor of studious habits, and who is fond of the sea.

(Hartland Chronicle)

CHRISTMAS REPORT 1921. (from Hartland Chronicle): Thanks to the energy and pluck of Captain Dark, the islanders had their Christmas mail on Christmas Eve. The day before, Captain Dark made two attempts to get across, but unsuccessfully, and the islanders, disappointed, having settled down to the resignation that there would be no Christmas mail until after Boxing Day.

The Christmas Service was held at 6.30 p.m., and a very good attendance there was. Everyone knows the dear old Christmas hymns, and the congregation sang heartily. In spite of the wild and stormy seas, Father Christmas called at Lundy and filled to overflowing the stockings of the only two small boys that live there.

On Boxing Day, Miss Sage invited all the islanders to dinner in the evening. Practically all turned up, except those actually on duty at the Light Houses and Coastguard Station. A scrumptious repast was provided. Towards the close of the dinner, Mr. Montgavin made a short speech, in which he referred to the wonderful qualities which their hostess displayed on all and every occasion, her strenuous work during the season, when, with a house full of visitors and an acute water shortage, she carried out her work smilingly and with a stout heart. The speech concluded with a toast to Miss Sage, which was enthusiastically agreed by all. Miss Sage very fittingly acknowledged the toast. Mr. Heywood then followed by another speech and referred to the work Miss Sage had done only in the past few days for the boats which were lying in the Lundy Roads, held up by the weather. Loaves of bread were baked for them by the score, and every kind of store and provision was put before them to "carry on" until they could reach port. All this, coming in Christmas week, meant a stupendous amount of extra work and an unselfishness and energy which is not always to be found. Miss Sage, however, was equal to it all. Three cheers were called for, and the party responded nobly. Cards and games followed, and the happy party broke up in the small hours after a real good old-fashioned Christmas Party.

LUNDY LOG continued

Weather glorious, but E., and unsuitable for loading the remaining cattle. Annual visitation of the Elder Brethren of Trinity House to N. and S. Lights. They were conveyed by T.H.V. "Patricia" (Commander Dove) of Harwich. The weather had been so favourable that they were a day ahead during this tour of S.W. Lights. Collared Doves heard in Millcombe. Clear night — wind moderate N. New moon. **29th:** Fine, sunny morning — slight N.E. wind. Weather fine until late evening, becoming overcast and chilly — wind increasing. "Gannet" arrived at 1245 hrs. with five passengers, including two members of Exeter University to study the rat population; also Mr. and Mrs. Grainger and Tom. "Gannet" left at 1815 hrs., with Miss E. Spratley, Mr. Pat Ryan, and another cargo of 12 heifers. **30th:** A pleasant, although sunless day. Milford Haven Divers in the Bay (two boats), working illicitly on the "Montagu" wreck.



CROSSWORD (I.L.N. No. 5)

Congratulations to all entrants! Every solution received was correct, but the first opened came from Mr. Alan Johnston, of 10, Belle Isle, Brampton, Huntingdon, and he will be receiving his "Surprise" in due course.

SOLUTION

Across:

1. Bulls Paradise.
9. Neptune.
10. Eider.
11. Allah.
12. Trap.
13. Rats.
15. Inn Sign.

16. Marisco.

17. Slither.
20. Idyllic.
21. Hues.
22. Afar.
24. Omega.
27. Inter.
28. Disdain.
29. Atlantic Swell.

Down:

1. Benjamin's Chair.
2. Lapel.
3. South Light.
4. Alert.
5. Acclaim.
6. Ilex.
7. Endears.
8. Bristol Channel.
14. Dray Horses.
18. Inertia.
19. Refrain.
23. Radii.
25. Evade.
26. Oral.

KEEPING YOU POSTED —

continued from page 10

"In communicating between shore and ship we have always to use a small boat — we are compelled to carry a lifeboat — and we have been bowled over, but we have always protected the mails — our first care."

I have been storm-bound there for about twenty-four hours, though the Gannet has splendidly ridden heavy seas when other vessels have come to grief; and I have been there when three large steamers have run into the island on a single day. That happened about ten years ago. Two got off and one went to pieces".

Captain Dark has had a share in rescuing shipwrecked crews under exciting conditions and saving the lives of despairing men.

"There was a boatload of seven Frenchmen whom I picked up off Hartland Point", he remarks. "Their boat had a hole so large that I could see the green sea through it. They belonged to a brigantine which had gone ashore at the Point, and though they managed to keep afloat they were drifting out to channel. Then I brought off the crew of a Ramsgate trawler."

Many stowaways who have been dumped on Lundy Island have I brought to the mainland. The worst case I recollect was where I saw a boat pulling to the island and then leaving with fewer men aboard, and I found that two poor fellows had been landed upon a rock at low water. Night was coming on, and at high-tide the rock is covered to the extent of twelve feet, so that if those two stowaways had not been noticed their lives would have been in grave peril.

My son was on the island on that terrible night when the Thistle-mor was lost, and again when the Montagu went ashore".

However inaccessible Lundy may be on occasions, Captain Dark speaks of it as an ideal health resort reached ordinarily by a very enjoyable trip.

I hope you share my view that this rather massive quotation has not been a waste of space. It is just as philatelic as an article about stamps would have been and it tells a great deal about the unique situation of Lundy at that time. It omits to mention the payment Captain Dark received for his postal service — £1 per week.

SUBSCRIPTION FORM

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

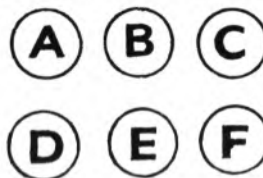
CHEQUE/P.O. herewith value £ made payable to

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

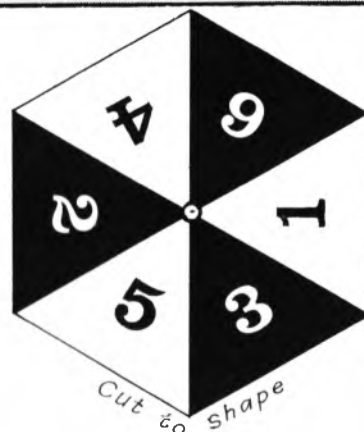
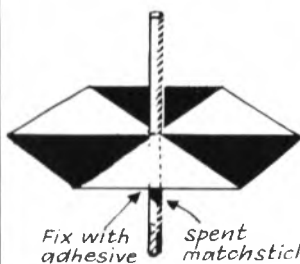
Name & Address

Please commence with Issue No.

Spinner and counters for the game of **HAZARD** — see centre pages.



Cut out counters and colour in.



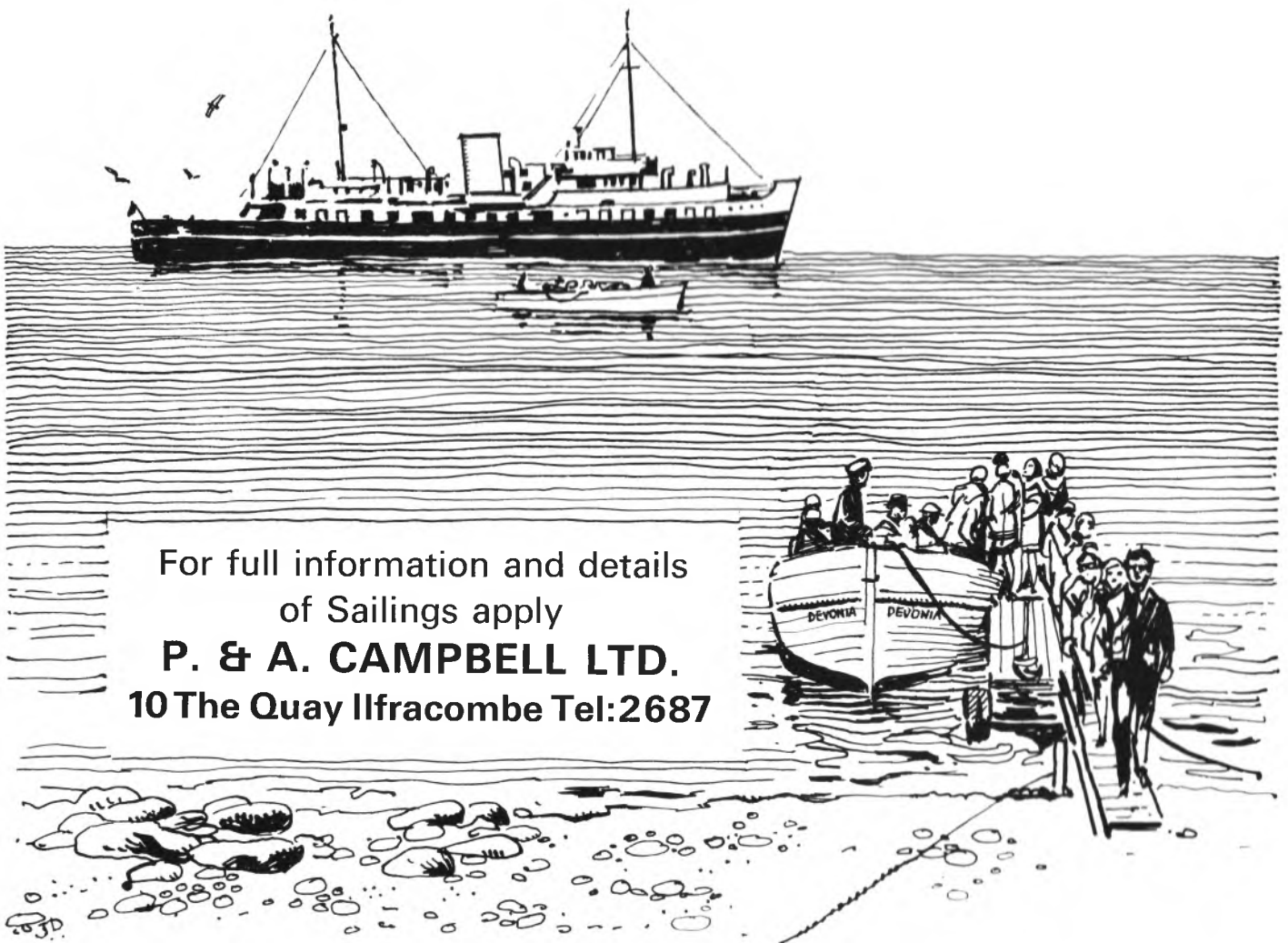
Pierce centre of spinner and insert matchstick

If you do not wish to deface your magazine trace onto a piece of card and cut out.

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