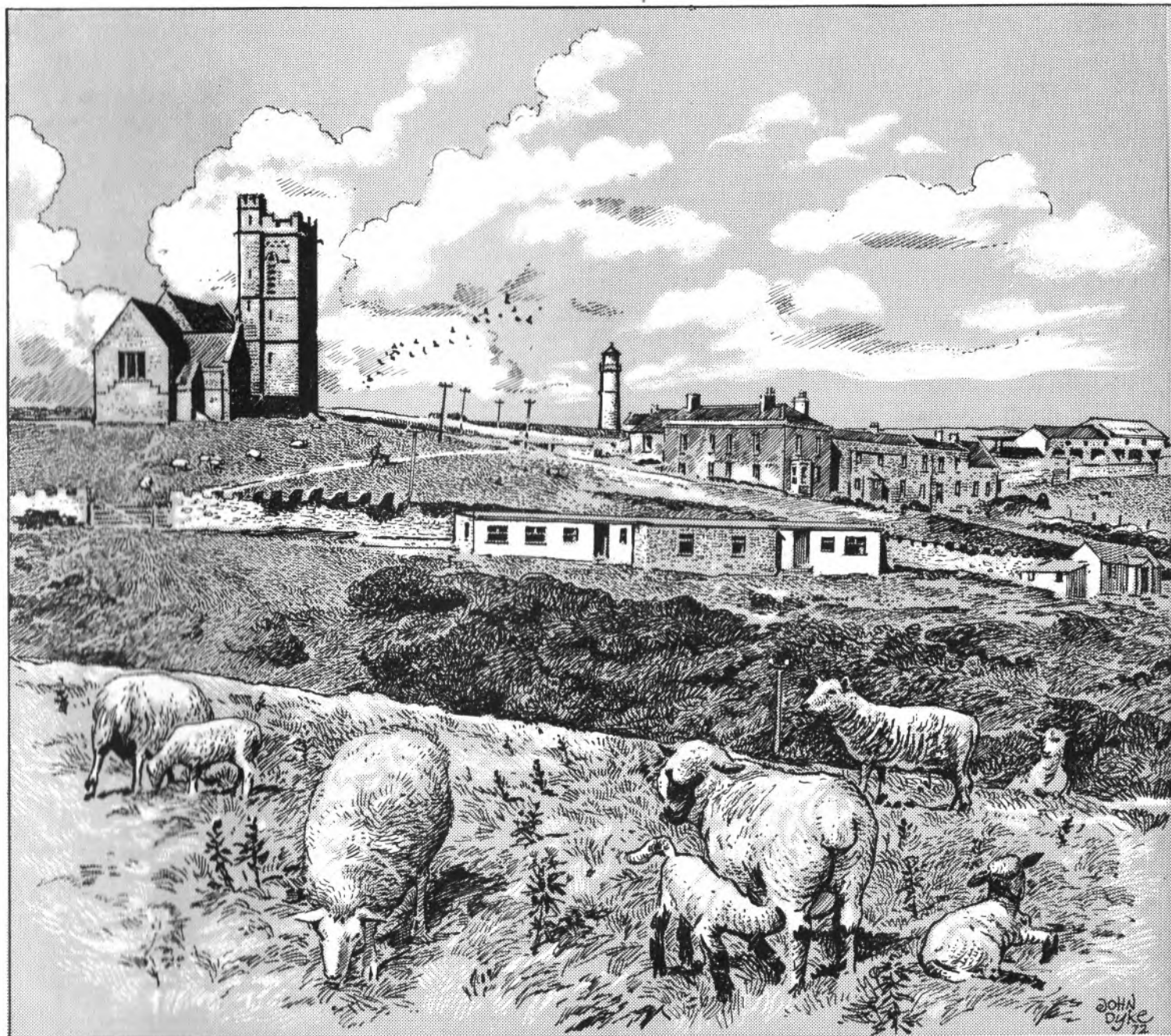




ISSUE No. 7 1972

VOLUME 2 No. 1



OUR GRATEFUL THANKS

to all readers who sent letters and cards at Christmas time. It was most encouraging to receive so many appreciative comments on our magazine, and we would have liked to answer each one individually, but time did not permit.

IN contrast to the quiet pastures of winter, we will soon be hearing the continual bleating of the new-born lambs and the answering ewes. The fields will be full of activity—a constantly entertaining and lively scene.

At the moment, the greatest noise comes from "Polly", a one time bottle-fed orphan and a vociferous caller, who has recently joined "Flossie" in the queue for titbits at Signal Cottage. Naturally, we look forward to getting to know their lambs before very long.

The sheep and lambs pictured in our illustration are on Castle Hill, which gives an extensive view of several of the buildings on the island, comprising what the artist calls, "The Village". This includes St. Helena's Church, Big and Little St. Johns lettings in the foreground, with the Blue Bungalow nearby, the tower of the Old Light, the Manor Farm Hotel, and old blacksmith's shop and cart linhay, at the extreme end of which is the Stores.



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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:

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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,
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via ILFRACOMBE,
N. DEVON



Readers could render us a great service by mentioning the magazine to friends and acquaintances, as it is essential that we should increase our circulation. We might add that no house, manor, castle, or dry cave should be without THE ILLUSTRATED LUNDY NEWS!



Gannet's Rock

ILLUSTRATED LUNDY NEWS AND LANDMARK JOURNAL

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

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PUBLISHED BY JOHN DYKE, ON BEHALF OF
THE LANDMARK TRUST

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

"Keeping You Posted" by Barry Chinchin will be resumed in the next issue.

AUGUST 28th TO 31st 1970



R. D. Moulton

The Devil's Slide—looking down.

IT seemed an obvious idea for the Royal Navy Mountaineering Club to obtain naval transport for a visit to Lundy. However, when the club looked into the matter, no suitable naval craft was available in the Bristol Channel; the taxpayer may be relieved to know that a request for a naval helicopter was met, not unexpectedly, with "hollow laughter"! Thanks to inter-service co-operation, the Army came to our aid in the form of the Royal Corps of Transport, who very kindly agreed to take us over from Fremington.

Our party, 21 in number, assembled at Fremington Camp on 28th August and were loaded onto two DUKW's (amphibious vehicles) and an incredible amount of gear (considering that we were only going for three nights) was loaded onto a third DUKW. The DUKW's then drove in convoy down the A39 to Instow. Our progression across Instow beach was not without interest, as the DUKW's cleared a way through the crowds sunbathing on the sands. The DUKW's then drove into the sea, changed gear from wheels to propeller and made for the Tank Landing Craft, "Aachen", which was waiting for us in Appledore Pool. Two large doors in her bow were open for the DUKW's to drive up a ramp and park in her hold. The bow doors were closed and we set sail, with our party sunbathing on deck. At Lundy, we were landed by the DUKW's on the Landing Beach and, later, put up camp on the Airfield.

Our first day on the island gave us brilliant weather with virtually no wind, and most of our party were climbing in the area of the Devil's Slide. There are now four recognised "climbs" on the Slide and these were all ascended by members of our party. The easiest way, though it is by no means "easy", is up the

right-hand edge finishing with an airy traverse to the left beneath the final steep section of the Slide; this was first climbed by Admiral Keith Lawder, at the age of 68, in 1961. The "open-book" corner which forms the left-hand limit of the Slide gives a harder climb, named "Albion" (after Mr. Harman); one of the most popular of the more difficult climbs on the island. A recent addition to the climbs on the Slide is one named "Satan's Slip", which goes straight up the centre between the two lines mentioned above; at one stage the only respite for the climber in 150 ft. of climbing is at an expansion bolt (similar to a Rawlplug) that has been inserted into a hole drilled for the purpose in the smooth granite. On the Devil's Slide the difficulty is provided by the very small size of the "holds" that the climber has to use for his hands and feet, and this can make the climbing very hard indeed despite the easy angle of the rock. It is unlikely that there has ever been as much climbing activity on the Slide before; at one time there were seven of our party on it—though not all climbing at once!

In the Tavern that evening, we learnt that two of our party, Peter Biven and Ian Howell, had found a climb up the inside of the Devil's Limekiln. The prelude to this climb is the dramatic low tide approach down by Shutter Rock, and then into the bottom of the Limekiln by the narrow crevice that leads into it from the sea. This is followed by a slippery ascent up a steep mud slope to the foot of the easterly wall of the Limekiln. It is here that the climbing proper starts; the first 100 ft. are up a deep black gully in the rock where the climber is dispirited by the cold and the damp, with only the sky, framed by the lip of the Limekiln 300 ft. above, to encourage upward progress. At

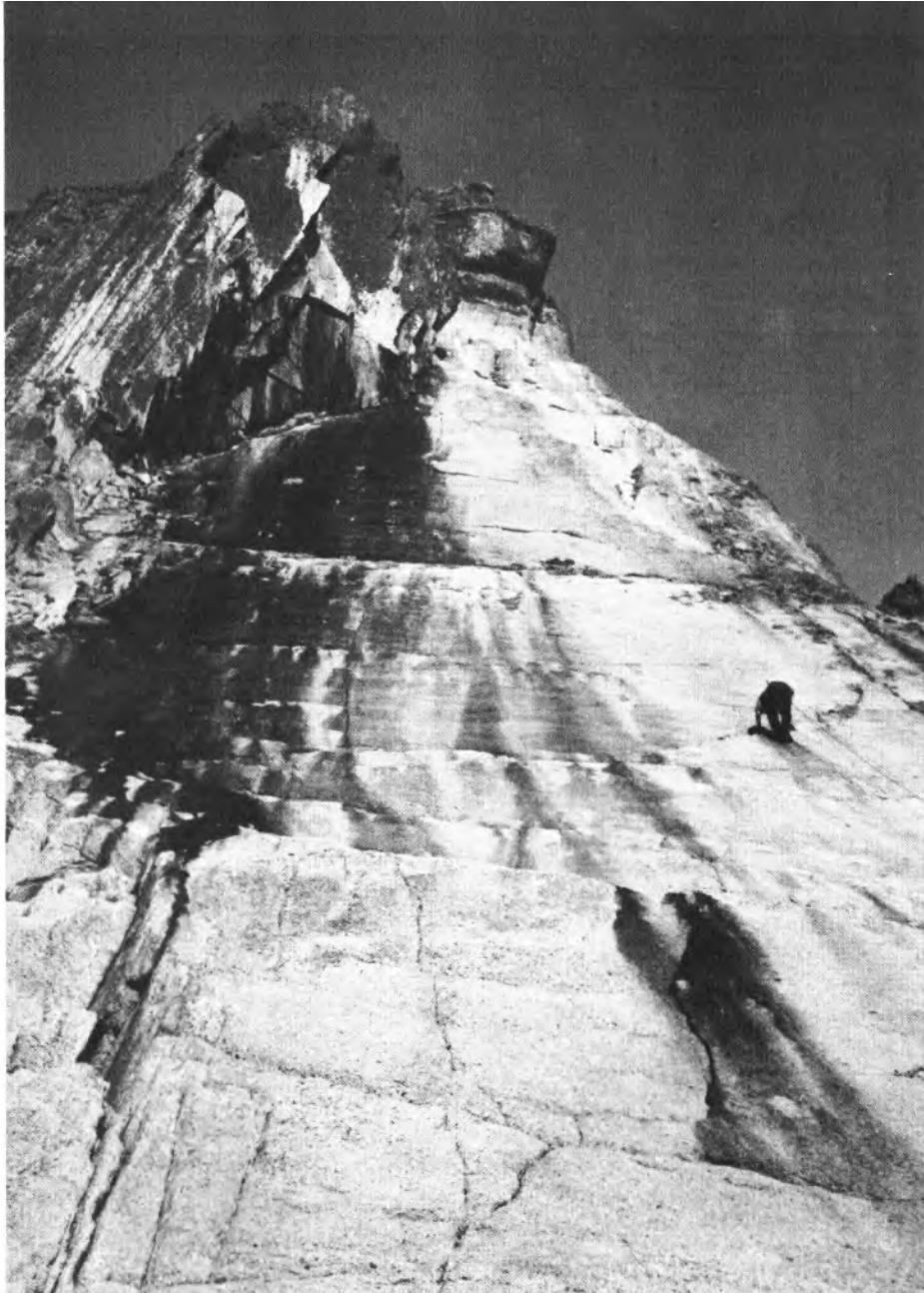
the top of this forbidding gully, the climber suddenly emerges into the daylight, which gives the undertaking an altogether more reasonable atmosphere and it is now possible to really appreciate the awe-inspiring surroundings. The climb then follows a corkscrew line up the walls of the Limekiln to finish on its western edge. The Devil's Limekiln climb has now been repeated a number of times, in the first instance by members of our party on the following day; however, it will always be a serious "expedition" since much of the climbing is on loose rock (not to mention a few feet which are on steep grass!), and there is little prospect of escape if caught by the tide and unable to complete the climb.

Our party was also climbing elsewhere on the island; in particular on the steep west-facing rock wall opposite Shutter Rock, and on the "Flying Buttress" beneath the Old Battery. An interesting discovery was made of a "ball and chain", possibly of the type worn by Benson's convicts. This was found at high tide level, jammed in a crack below a 250 ft. high sheer rock face some 100 yards north of the Devil's Slide. It is an interesting speculation as to how it got there!

Our departure from Lundy was preceded by the landing of the island's Land Rover which was being delivered by the RCT as part of the trip to collect us. We loaded up onto the DUKW's to be ferried out to the Tank Landing Craft, which then took us back to the mainland.

Ours must have been one of the largest climbing parties to have visited Lundy, and for all who went the combination of the crossings, the climbing, and Lundy itself, made it an unforgettable four days.

R. D. Moulton



R. D. Moulton

The Devil's Slide—looking up. "Albion" is the black corner on left of photograph.

RETURNING FROM IRELAND

by Sir William Brereton.

July 25th, 1635:

"Hence to Lundy is about thirty leagues: this is an island which belongs to a Devon Gentleman, lying N. and S., and in length about three mile, and in breadth about a mile; this is plentifully furnished with fowl and coney, and good grass for cattle. Turks and men-of-war often commit spoil here, but, there being but one passage or entrance, ten men may repulse fifty. Though this seems an high rock, yet it is nothing so high as Elsey or the Bass. In the midst and fair way to this Island are certain sharp rocks called the Smalls, very dangerous . . . This island of Lundy lieth in the middle of the mouth of Severn, which is there about fifteen leagues broad betwixt the isle of Caldye in Pembrokeshire and Hartland Point in Devonshire"

joined in a Memorial Service to the late Kenneth Keast, when a short appreciation of one who will always be remembered with great affection, was given by Mr. Tony Langham, Hon. Secretary of the Lundy Field Society.

Harvest Festival was celebrated on September 8th, conducted by the Rev. R. C. Dixon — with 47 in the congregation. The Church was decorated with greenery, flowers, produce, and (most appropriate for Lundy) a catch of fresh mackerel. During the Service we much enjoyed the singing of Mr. Tom Jones, former Bass soloist from Salisbury Cathedral.

At our Sunday Service on October 3rd, we also had the pleasure of hearing solos from Mrs. Mary Trapnell.

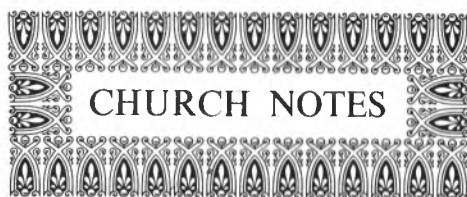
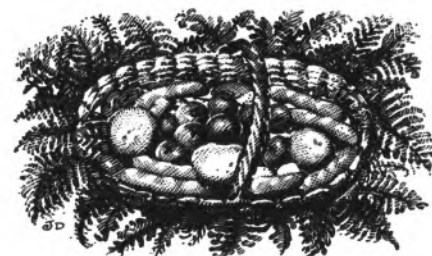
New kneelers have been bought for the Church, and four handsome brass Aladdin Lamps. Miss Marsh generously presented us with a new altar cloth, and we are most grateful to Mr. and Mrs. R. Ingram for the gift of a reconditioned Reed Organ, which is a fine instrument and contemporary with the Church.

Financially, we understand that the year created a record, with over £167 in the offertory box, and over £140 in the collections, which includes the amount of £48 presented to Church funds from the Exhibition held on June 6th-9th.

Miss Eileen Heaven sent us an attractive pedestal vase, which arrived just in time to help display the Christmas greenery decorations. A Candlelight Carol Service was held on 26th December, when a collection amounting to £2.70 was taken for the Royal National Lifeboat Institution.

We are happy to record an observation made by the Rev. Herniman that where there is life in a Church there is no question of it becoming redundant, and it is our prayer that St. Helena's will remain a living Church in the years to come.

JOAN DYKE



CHURCH NOTES

1971. Church officers appointed, as follows:

Churchwardens:	Mr. J. Dyke
	Mr. I. Grainger
Secretary & Treasurer:	Mr. J. Webster
Sacristan:	Mrs. J. Dyke
Keeper of Church Tower:	Mr. R. Davey

ON July 6th the Archdeacon of Barnstaple, the Rev. R. Herniman, visited Lundy, together with the Rev. R. C. Dixon, and, following Evensong, a Committee Meeting was held to discuss the future of the Church, at which Miss Eileen Heaven was present. The Archdeacon was most interested in preserving St. Helena's, and kindly offered to contact Mr. Hollow, Diocesan Surveyor, requesting him to inspect the fabric at the earliest possible

opportunity. Mr. Hollow visited Lundy during the following month, and his report on the work needed to keep the Church in good order was not discouraging. It is hoped that the necessary repairs will be undertaken in stages, as time and money permit.

The Rev. R. C. Dixon, Vicar of Appledore, and Priest in Charge of St. Helena's, has visited the island regularly during the season, and on these occasions he has conducted Evensong, and celebrated Holy Communion.

From July 11th, we began to hold "Sunday Half-Hours" each week, which are still continuing under the leadership of Mr. Ian Grainger, and we have much appreciated the help given by visiting Clergymen in conducting these short Services. During the summer we enjoyed the fellowship of Rev. C. Thexton, Rev. G. Parkhouse, and also the Rev. D. Bracewell, who stayed at the Old Light with a party from St. Stephen's Church Youth Club, Tonbridge. We are grateful to those visitors who shared in our Services, reading the lessons, or as "guest organists". Normally, Mr. Jim Webster is our organist, with Mrs. Joan Dyke acting as "reserve".

On August 9th, 37 islanders and friends



SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from issue No. 5)

PRESENTLY we came upon another nest, containing one young rather more advanced; its clothing of down prettily spotted with dark-brown. Then another with two eggs of dirty white, mottled and splashed with brown, which was conjectured to belong to the glaucous gull, a powerful and handsome bird seen hovering about, of snowy-white plumage, except the back and wings, which are of a delicately-pale bluish-gray.

The whole atmosphere was redolent with the strong pungent odour of guano, which, as everybody knows, is the excrement of fish-eating birds, collected from the rocks on which they breed, where it has accumulated for ages. The same substance was splashed upon the stones and earth wherever we looked; we saw it falling through the air; our clothes were spotted as if with whitewash; and we scarcely dared to gaze upwards on the circling flocks, lest our eyes should suffer the misfortune of Tobit.

It is to the puffins that the burrows with which the soft vegetable earth is honeycombed are chiefly attributable. The whole island is indeed stocked with rabbits, and their warrens (or "buries" as the local phrase is) are very numerous. The puffin does not hesitate to appropriate these whenever he can; but as there are many more birds than beasts, the former are generally compelled to excavate for themselves: this is effected by means of the powerful cutting beak, to the depth of two or three feet. At the bottom of the hole the egg is laid, never more than one. We saw several egg-shells, from which the young had been hatched; they were nearly as large as hen's eggs, of a dirty whited-brown tint, which is said to be derived from the soil, as they are purely white when first laid. We had no means of digging them out, and we did not choose to explore the burrows by thrusting our arms; for the puffin, if at home, would have given our intrusive fingers such a welcome with his strong and sharp beak, as we might not soon have forgotten.

Mr. Heaven informed us of a curious habit in the economy of these birds. Immense numbers come to the breeding-place in April, to reconnoitre the ground: they remain three or four days, then disappear so completely that not a single bird is to be seen. In about a fort-

night they return for good, and set about the work of family-rearing. Then mortal combats may be witnessed; the rabbit and the puffin fight for possession, the old buck stands up in front of his hole, and strikes manfully, while the knife-beak of the dishonest bird gives him a terribly unfair advantage. Sometimes two male puffins contend; each strives to catch his adversary by the neck; and when he can accomplish it, shakes and holds him with the tenacity of a bull-dog.

Auks and guillemots likewise bear a part in the exploratory April visit; but not in such numbers as the puffins.

One of our party knocked over a puffin with a clod of earth, just to examine it. We did not wish to destroy them, and therefore abstained generally from throwing. It was stunned, and lay in our hands while we admired the thickness and closeness of its plumage, beautifully clean and satiny, especially the white parts. Presently it began to open its large dreamy grey eyes, so singularly set in scarlet eyelids: we did not wish to prove the keenness of its beak, and therefore laid it on a rock in the sun, where no doubt it soon recovered.

It must not be supposed that this was any feat of skill in the marksman. It would have been perfectly easy to procure hundreds in the same way. Our friend assured us that he had himself knocked down six with one stone; and that he had seen twenty-seven bagged from a single shot with an ordinary fowling-piece, not reckoning many more which were knocked over, partially wounded, but which managed



to fly out to sea.

We walked on a few rods farther. The character of the declivity continued pretty much the same; but we had opened a point of the distant cliff which was cut into a series of rocky ledges, like a wide flight of steps leading to some magnificent building. On these were seated a dozen or twenty gannets, beautifully snow-white birds, with black tips to their wings, larger than geese. We could easily have scrambled to their rock, but our friend was reluctant to have them disturbed. This fine bird used to be numerous here; and Gannet Cove and Gannet Rock received their appellations from the hosts of these birds that used to make that neighbourhood their resort; but having been much annoyed by idle gunners from the main, they had deserted the island, it was feared finally. Lately, however, a few pairs have returned, to the gratification of the proprietor, who is desirous of their increase. In truth, they are noble and beautiful birds; their long pointed pinions enable them to wheel and glide about in the air, to soar aloft, or swoop, or float on motionless wing at pleasure with the utmost grace; while the contrast of the black wing-tips with the general whiteness of the plumage, cannot fail to elicit admiration. As they sail near, we perceive that the neck and poll are tinged with buff; but this exception to the general purity of the vesture is not at all conspicuous or universal. Their cry is, "crak, crak, crak" uttered on the wing. The snowy purity of the mature plumage is said to be reached through several alternations of opposite hues. The young, when newly hatched, are black and quite naked: their first coat of down is white; this is succeeded by a plumage of black slightly spotted with white; and this by the spotless white investiture in which we saw them.

Another reason why the gannets should not be disturbed, while so few as they yet are, is the bold piratical character of the larger gulls. These are ever on the watch to destroy the eggs of the gannet, the moment both the parents are flown. We had a proof of the ferocity of these predaceous birds before our eyes. As we were looking down the slope, we saw a glaucous gull emerge from a puffin's hole into which he had just crept, bringing out the little black puffin-chick. We watched the marauder shake his victim and give it repeated blows with his beak, the poor little thing crawling away feebly, just as a mouseling does when half killed by a cat. We began to run towards the spot, the gull taking no notice till we got pretty near, when he turned up his eyes and gave us a look of impudent defiance, then deliberately seized his prey in his beak, and bore it off triumphantly far out to sea. The larger gulls will sometimes swoop down upon a group of puffins sitting on the sea, and snatch up an adult from the flock in the powerful beak. Mr. Heaven has seen this done.

Our attention was here pointed to a new bird. On the lower ledges of the wide stair-like rock occupied by the gannets, sat, in little crowded rows, many birds about as large as pigeons, which in form and in the colours of their plumage they much resembled. They were the kittiwake, the smallest of the gulls that can properly be called indigenous to our shores. We afterwards made closer acquaintance with the species.

(a further instalment of "Sea & Land" will appear in the next issue)

Here and there



(top) A profit of over £1,000 was made during two successful day trips to Lundy on 9th and 10th October, in aid of the Clevedon Pier Restoration Fund. It is hoped to repeat these outings in May, 1972. Here, the organisers relax on the stern of *M.V. Balmoral*: l. to r., Don Metcalfe, Mike Hedger, Pat Harrison, Commander T. H. Foden (Chairman), Tony Williams, Mrs. Williams, and Mike Bright.

(above left) Mr. S. C. Smith Cox, Chairman and Managing Director of Messrs. P. & A. Campbell Ltd., photographed on the Landing Beach with *M.V. Balmoral* in the background. This coming season it will be the sole responsibility of the *Balmoral* to carry passengers to Lundy; the company having disposed of her companion ship, the *Westward Ho*.

(above right) The last launch of the last steamer sailing on 12th October: l. to r.: Mrs. Linda Charteris, Mrs. Mary Edwards, Mr. John Charteris, Mrs. Jane Strick, Mr. Rodney Dymond, Mr. Arthur Strick, and (foreground) Master Thomas Grainger. Seated in launch: Miss Diana Poole (centre) and two friends.

(right) This attractive seal pup was photographed in the Cove between the South Light and Rat Island. Lundy is not normally a successful breeding ground for seals, and one can only speculate as to whether it arrived here from South Wales.



Ian Grainger

(extreme right) Mr. Jim Webster, who came to Lundy from Exmouth last year, is now 'Mine Host' of the Marisco Tavern. He has also been appointed Hon. Secretary and Treasurer of St. Helena's Church, and is our official organist. Mr. Webster is a one time professional broadcasting cinema organist, and was also Manager of the World Cup Ticket Sales in 1966, when England won the Cup.



Colin Taylor



(above) A regular autumn activity—Mrs. Chrys Davey, assisted by Miss Lynda Thorne, has chosen a sunny day to air and pack away bed linen at Hammers, the beautifully situated cottage letting overlooking the Landing Bay.

(left) Three Post Office Engineers from Barnstaple: Mr. John Saunders, Mr. John Mills, and Mr. Bill Bones, were stranded on the island for 5 days in October, when gale force winds prevented their return to the mainland. They were engaged in renewing the telephone communication, in advance of the North Light operating under remote control. Here, Mr. John Saunders and Mr. John Mills are seen laying a section of new cable at the head of St. John's Valley.



(right) Mr. John Smith, in addressing the guests foregathered in the Tavern, spoke of Mr. Gade's long association with the island, his many sterling qualities, and the respect and affection shown him by islanders and visitors alike. Mr. Smith then presented Mr. Gade with an inscribed silver cigarette box containing a cheque, the result of the mainland testimonial fund. Engraved on the box was a facsimile of one of the early Lundy stamps, postmarked with the appropriate presentation date. The island community had previously given Mr. and Mrs. Gade a television set, and electric blanket. Following his response to the presentation speeches, Mr. Gade rendered 'The Hartland Song', accompanied by Mrs. Audrey Smith at the piano, with the assembly joining in the chorus.

Colin Taylor



John Stockwell

(left) Part of the magnificent buffet supper prepared by Mr. John Stockwell, the island chef, and assistants, on the occasion of Mr. Gade's retirement party on 1st October. This was unfortunately, missed by Mr. and Mrs. John Dyke, as they were unavoidably absent on the mainland at that time.

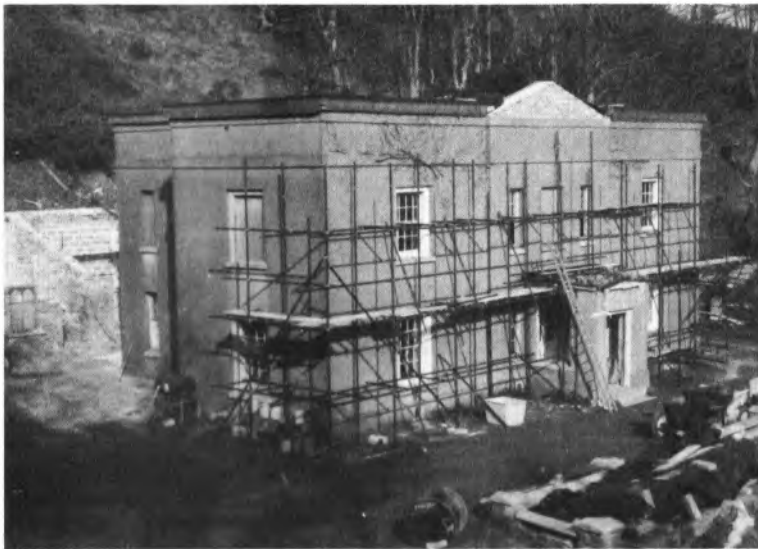
List of Guests
Mrs. R. Reid; Mrs. M. Squire and 3 children; Mr. & Mrs. John Smith; Mrs. K. Harman; Mr. J. Harman; Miss I. Harman; Mr. M. Harman; Mr. & Mrs. P. Harman Jones; Mr. M. Harman Jones; Mrs. D. Keast; Mr. & Mrs. I. Grainger, and Tom; Mr. & Mrs. J. Ogilvie; Mr. & Mrs. A. Strick; Mr. & Mrs. R. Davey; Mr. & Mrs. J. Stockwell; Mr. C. Taylor; Mr. J. Webster; Mr. & Mrs. C. Price; Mr. & Mrs. R. Glover; Mr. & Mrs. J. Richardson; Mr. & Mrs. E. Trapnell; Mr. & Mrs. A. Hatfield; Miss Marsh.



(above) Messrs. A. Robinson and F. Elson help Mr. Paul Lawrence (right) to collect fishing gear, which was recovered from the Bay after a violent E.N.E. gale on Wednesday, 13th October. It was in this gale that the *Lundy Queen* capsized at her moorings—later to be salvaged by the Bristol Channel Divers, whose rubber dinghy was also wrecked.



(above) This enormous bonfire in St. Helen's Field was gathered together by Messrs. Elson, Robinson, and Taylor—Mr. Elson is seen fixing the guy in position. In Mr. Gade's opinion this was the largest bonfire he'd seen on the island. It burned merrily on 5th November, and must have been visible from the adjacent island. Mr. C. Taylor and Mr. J. Charteris organised the firework display, which was attended by most of the islanders, and pupils of Frensham Heights School, who were staying at the Old Light.



(above) Millcombe House is undergoing a thorough restoration, and is now surrounded by scaffolding. Our first picture shows the rebuilding of the outhouses, and re-creation of the pediment above the porch, by Mr. S. Allen.



(above) In our second picture, taken on 23rd November, the newly restored copper roof is revealed for the first time (see right-hand of picture); the centre portion shows the timbers of the previous flat roof being removed, and, at the extreme left, the last vestiges of the old bitumenised covering.



Ian Scott-Walker



John Stockwell

(above) During the filming of climbing sequences connected with a future B.B.C. Television programme featuring Admiral K. Lawder, the visitors challenged the island team to a darts match, which resulted in victory for Lundy. Afterwards, mementoes in the shape of miniature lifebelts were exchanged to commemorate the occasion. The well-known climber, Mr. Chris Bonnington, is in the centre of the picture.

(left) A winter picture of the "Polar Bear" taken in Ilfracombe Harbour, with Capt. Barbeary's "Cape Horn" lying alongside, providing an interesting comparison in size. Two of the Campbell launches can be seen hauled out on the quayside - extreme right.



N.B.: In future, to save space in this crowded article we will use the abbreviations: Gannet, for Lundy Gannet, and 70-001, for the Clovelly lifeboat, R.N.L.B. Charles H. Barrett.

LUNDY LOG

Compiled by John Dyke

MAY — JULY 1971

MAY

1st: Brilliant sunshine all day, but N.E. 3 to 4 kept temperature down. *Gannet* arrived at 1420 hrs. Exeter University team using uncovered 'breakback' rat traps, to the alarm of island cat owners. Among visitors departing: Mr. and Mrs. Button, Mr. and Mrs. Cobbledick and family, Mr. and Mrs. Preece, Messrs. Parker and Guigan, building workers. Mr. Arthur Strick went ashore. *Cleave Petrel* came this morning, anchoring overnight in Jenny's Cove. **2nd:** An even better day—clear sky—warmer. A Hawfinch in Millcombe Gardens. **3rd:** Beautifully sunny—E. breeze. Notice sent to owners about illicit diving on Montagu wreck. **4th:** Another sunny day—moderate S.E. wind. *Gannet* arrived at 1515 hrs., bringing Group Captain Williams and Mr. Peter Webster (Landmark Trust), Mr. Chris Price, Rev. R. C. Dixon, Mr. Arthur Strick, and a new carpenter. Ilfracombe U.D.C. placed on loan to Museum a large framed picture of the wreck of the *Montagu*. Miss Pat Martin went ashore when the *Gannet* sailed. **5th:** Sunny at first, but clouding over by mid-morning—wind S.E. to E., 4 to 5. Evening Service at 2115 hrs., 12 in congregation. **6th:** Dry, misty morning—sun attempting to break through. Communion at 0800 hrs. *Gannet* arrived at 0930 hrs. with 2 tons of cement. Passengers included Miss Pat Martin, 3 Trinity House personnel for N. Light, 2 plumbers from Messrs. Morris, of Bideford, and Mr. and Mrs. Philpott (for tea-garden and kitchen work). The *Gannet* returned with Group Captain Williams, Mr. Webster, Mr. Sanders (Trinity House), Rev. Dixon, Mr. Paul Munton, 2 Hotel guests, and newly arrived carpenter, who resigned because of 'island-phobia'. **7th:** Fine, sunny day—S.E. breeze. A small amphibious sea-truck arrived in the afternoon from Fremington with a party of Royal Marine

climbers to stay. Rain in the late evening. **8th:** Fine morning, clouding later. *Gannet* arrived at 1030 hrs., followed by *Cape Horn*, both vessels with full complement, including a party of lady members of the Devon Branch of the Ramblers' Association, led by Miss Hilda Biscoe. Mr. Reg Tuffin, Mr. Alan Johnston, and seven other Hotel guests arrived. Two of the Campbell's launches came, with Mr. Paul Lawrence in his lobster-boat, *Rose of Sharon*. *Cleave Petrel* in the Bay in the afternoon. The *Cape Horn* stayed overnight. Mr. Ian Grainger went ashore on the returning *Gannet*. **9th:** Drizzle at first, later becoming warm and sunny, at 1530. S. winds increased, and fog descended. Proposed cricket match abandoned. *Cleave Petrel* left at 1430 with Mrs. Penny Ogilvie and Kate aboard. Fog very thick in evening. **10th:** Continuing very foggy—siren sounding continuously throughout the day and night. The *Silver Puff* came into the Bay from Bideford at mid morning. Mr. Colin Taylor left on *Silver Puff*, for medical attention. **11th:** Heavy mist continued until mid-day, but a bank of cloud persisted at sea level, leaving the top of the island clear. *Gannet* arrived at 1000 hrs., with ten passengers, including Major Lamprey, Mr. Rod Dymond (Farm Assistant), Herr Friedl Hausberger, day visitor (former Barman), three painters for Bramble Villa, and Mr. Chris Price. The first Campbell Steamer of the season, *Balmoral* (Capt. Wide), anchored at about 1415 hrs., with 120-130 on board. Mr. John Dyke went ashore on return trip at 1620 hrs. **12th:** Intermittent fog-siren during the night. By 0830 the day became fresh and sunny. Wind N.N.E. **13th:** Sunny, fresh morning, wind E. 4 to 5. Breakers on the beach. *Gannet* sailing cancelled. **14th:** Sunny, breezy, E. to N.E. 3 to 4. *Gannet* did not sail. *Cape Horn* came at 1700 hrs., and left with a full complement, including Mr. Chris Price. **15th:** After a pleasant early morning, cloud increased, and temperature dropped. The *Gannet* arrived, with Mr. John Dyke aboard, also Mr. Ian Grainger, Mr. and Mrs. Langford, Mr. and Mrs. Davis, and others. Mr. Gibson, of Hartland Coastguard was also aboard with new life-saving equipment for Lundy. The landing was rough and precarious. Mr. Dyke managed to reach the beach, but most of the passengers were put off at the Cove. The *Gannet* lay off, and landed cargo at 1700, by which time the little depression had passed, and it was possible to embark a full complement, including the Devon Ramblers. **16th:** Fine, sunny day. Flotilla of small vessels in the Bay. *Cleave Petrel*, *Salaire II* (catamaran), *Pouchell*, *Marigold*, *Rose of Sharon*, and the 70-001. **17th:** A beautiful day—W.N.W., moderate. Visibility exceptional. Report of oil on the Cove beach. The *Despatch* (Capt. Peter Herbert) arrived at 1750 hrs., and later the *T.H.V. Argus* dropped anchor in the Roads. The day ended with superb cloud effects, mainland coastline standing out with exceptional clarity. **18th:** Another beautiful day—cool N.E. breeze. *Gannet* arrived at 1430 hrs., bringing Miss Lynda Thorne (to assist in looking after cottage lettings, and tea bar), and Mr. Colin Taylor. Mr. and Mrs. Mansfield arrived, guests at the Hotel. A new chicken house was delivered for the Maran poultry. **19th:** Gorgeous weather continuing. E.N.E. wind. *Westward Ho* arrived at 1430 hrs. bringing Commander Pollock, Mr. Ken Pickard, and a party from Barnstaple Grammar School, the latter for the Old Light. *T.H.V. Winston Churchill* arrived in the Roads and stayed overnight. The W.I. Lundy Group formally handed over the Battlements oak seat to the island. Mr. and Mrs. Gade left on the *Westward Ho* for shore leave. **20th:** Another beautiful morning—cloudless sky—wind N.E., veering N., and increasing 4 to 5. *Gannet* arrived at 0830 hrs. Mr. and Mrs. John Stagg and son were aboard, also Mrs. Betty Hindson and party. Mr. Arthur Strick deputising for Mr. Gade on the R.T. **21st:** Weather continuing fine and sunny—very

little wind. The *Cleave Petrel* appeared, also a white yacht, *Nandhi* (Barry). Mr. Colin Taylor swam round Needle Rock, and observed six Puffins on the water. **22nd:** Flat calm to begin with, sunny, but later becoming overcast. The *Gannet* arrived with Mr. Don Shiers' party, Messrs. Clive and C. V. Rouse, Mr. and Mrs. Musket, Mr. and Mrs. Ingram. Among departing visitors were: Mr. Reg Tuffin, Mr. Alan Johnston and Miss Thompson. Helicopter relief for Trinity House personnel. Evening became overcast, with rain and increased wind. *Nandhi* still anchored in the Bay. **23rd:** Continuous light rain and mist. The *Nandhi* and *Cleave Petrel* departed at mid-day. 70-001 anchored in the Bay. **24th:** Fine, sunny morning, with an E. breeze. The *Gannet* arrived at 0930 hrs. with day visitors, and a Hereford cow and her bull calf. Wind became E.N.E., moderate. *Gannet* left for Ilfracombe at 1500 hrs. with a cargo of cows. Six turbo prop aeroplanes flew low over the island at 2100 hrs. **25th:** E. wind, clear visibility, cold and damp. Rain at night and early morning. *Gannet* arrived at about 1000 hrs., and returned with a shipment of ponies for Barnstaple Market. The 70-001 met the *Cape How*, 19,600 tons (Tate & Lyle molasses carrier) two miles off the South end of Lundy, to remove a member of the crew for hospital treatment. *Westward Ho* arrived, but conditions not suitable for a general landing. Commander Pollock was amongst those who left on the steamer. **26th:** Fine, sunny morning—N.W. breeze, which kept temperature down. 70-001 anchored in the Roads in afternoon. Trawler *Bacchus* came into the Bay at 2000 hrs., formerly under Belgian ownership, she now works from Newlyn. Big sheep drive, commencing at the N. End. **27th:** Wind increased considerably, E.N.E., at 0500 hrs., later veering N. and abating—rain during the night. *Gannet* arrived at 1330 hrs., after delaying her departure owing to uncertain weather conditions. Aboard were 11 barrels of diesel oil, 12 barrels of beer, 2 tons of mixed cargo, and 51,000 ft. of asbestos roofing slates. Major Peter Bellers, and Mr. Roberts arrived. The Campbell steamer came with Lord and Lady Hunt and party to camp. Mr. Chris Price, and Mr. John Martin and son arrived for day. Barnstaple Grammar School party departed, also Mr. and Mrs. Philpott, who left the island permanently. Fine evening, after a momentary sharp shower. New moon. **28th:** A pleasant day, with fleecy clouds from the N.W. The 70-001 returned to Clovelly Roadstead in the morning. **29th:** The *Westward Ho* out of commission with engine trouble. The *Telstar*, Belgian trawler, anchored in the morning, leaving in the evening. *Young John* and attendant vessel, also arrived from Swansea. The *Gannet* arrived at 1230 hrs. Among its passengers were Mr. & Mrs. Jack Westcott and daughter, a party of Bristol Channel Divers, and Mr. and Mrs. R. Britton and family. The *Cape Horn* arrived with some of a party of 19 for the Old Light, and made a second trip bringing the balance. Departing this day were: Mr. and Mrs. Ingram, Mr. and Mrs. John Stagg, Mr. and Mrs. Musket, Mr. Ken Pickard, Major Bellers, and Mr. Roberts. The *Gannet* brought 20,000 honey bees, and hive, for Millcombe. *Inge Maria*, Instow yacht, arrived at 1600 hrs., staying overnight. Considerable rain in evening. Red-headed Bunting seen in St. John's Valley. **30th:** Fog-siren commenced at 0030 hrs., continuing during darkness. Morning bright and sunny, becoming overcast later. Small boats at anchor in the Bay were *Boyo II*, *Inge Maria*, *Esperanza* (Pinn Mill), *Cleave Petrel*, *Toroa*, trawler *Venus* (Zebrugge), *Cheetah*, catamaran, *Silver Puff*, with day visitors from Bideford. *Cape Horn* came, doing double trip, and staying overnight. The *Gannet* came with balance of yesterdays bookings. **31st:** A simply glorious day, but a chilly wind. *Lundy Puffin* appeared, and shortly afterwards a new sand-sucker, *Hover-*

ingham VI, out of Appledore Shipyards, on sea trials. Canvas awning installed over the tea bar, and letterbox outside the Stores. Campbell steamer arrived—Mr. Whatley aboard for the day. *Cheetah*, *Toroa*, *Cleave Petrel*, and others, left today. Church offertory box and Lifeboat box broken into. Calm, windless evening.

JUNE

1st: Beautiful day—windless. Two yachts anchored in the bay *Panarella* and *Spindrift*. *Gannet* arrived at 1500 hrs. with full complement, including Dr. John Dollar (Cambridge), and Mr. Abedi; also Mr. Norman Morris and assistant (plumbing engineers)—the latter staying. Cargo included 50 Maran hens and 4 cockerels. **2nd:** Overcast, but later developing into a cloudless sunny day. N.E. wind increasing to 5 or 6, preventing Campbell Steamer from landing or taking up passengers. 32 visitors wanting to leave, including Lord Hunt's party. N.E. wind still increasing. **3rd:** Wind E. Sea rough. No prospect of *Gannet* sailing, but *Cape Horn*, agreed to pick up Lord Hunt's party at 2000 hrs. Chivnor helicopter arrived before 1400 hrs., and conveyed P. K. Frank Roach to the North Devon Infirmary, Barnstaple, with a suspected cracked rib. *Marigold* came round to store-pot, but soon made for the shelter of the West Side. Wind continuing E. Rich orange sunset. **4th:** Continuing E. 44 visitors wanting to leave, resulting in a flood of 'stormbound' messages over the Radio Telephone. **5th:** Sunny, but E. 4 to 5., decreasing in late afternoon. *Gannet* and *Cape Horn* came, both landing passengers in Jenny's Cove. *T.H.V. Argus*, *Marigold* and *Cleave Petrel* also sheltering there. Visitors arriving included Mr. and Mrs. Terry Shannon, Mr. and Mrs. Scott-Walker, Mrs. Ann Westcott and daughter, Sue. Museum exhibits on display in the Nave of St. Helena's. On the eve of the specially chartered Lundy Field Society steamer, the forecast was E. 4 to 5. **6th:** Fine, mild, but sunless—E. winds miraculously died down. U.S. Naval vessel *Kate* sighted off the S. End. The L.F.S. steamer arrived with a full complement, and safely discharged its passengers—ferried by the *Ravenswood*, *Lundy Queen*, and *Rose of Sharon*. The Museum Exhibition raised £28 for Church funds. The L.F.S. excursion proved an outstanding success. Mr. K. S. Gardner and Mrs. Mary Greenacre (Bristol Museum) arrived to take moulds of the inscribed memorials in the Burial Ground. Mrs. Joan Dyke went ashore. **7th:** Museum Exhibition remained open until 9th June for the benefit of Campbell steamer visitors. **8th:** *Toroa*, and one other yacht anchored in the Bay. The Campbell steamer arrived with over 460 passengers. The launch *Devonia* put to use for the first time this season. Mr. Philip Jebb and Mr. Theo. Williams arrived today—Dr. John Dollar and Mr. Abedi left. **9th:** The *Westward Ho* sailing to Lundy cancelled owing to fuel system defect. Cold E.S.E. wind, with localised heavy rain showers. **10th:** Dull, overcast, cold wind—strong E., veering N. later. *Gannet* arrived at 1040 hrs., landing passengers, including Mr. and Mrs. D. G. Taylor, Miss Russell, Rev. R. C. Dixon, and Ministry Veterinary Surgeons. Evening Service at 2115 hrs., attended by Officers and junior soldiers from Wessex Brigade. Dull, overcast day. Wind N.4 to 5—squally showers. Campbell sailing cancelled. Holy Communion at 0800 hrs. 39 persons wishing to leave, including Officers and men of the Wessex Brigade (on Bristol Channel Divers instructional diving course). Mr. Terry Shannon showed his excellent 2 reel Lundy film in the Hotel at 2100 hrs. **12th:** A fine, sunny day, but cool N.N.W. breeze. *Gannet* arrived at 1130 hrs., with Mrs. Joan Dyke, Mrs. Martin Webb, and a technician to erect U.H.F. aerial on Hotel roof for eventual direct contact with the office of Price, Ogden & Stubbs, Barnstaple. *Cape Horn* arrived, with Exeter University Conservation Corps, who later carried out Rhododendron path restoration, E. Side. *Cleave Petrel* in the Bay. *Balmoral* arrived with Mrs. Kay Harman, daughter Inez. Mrs. Bodham Wetham, Mrs. Leo Smith and N.Z. friend. Departees were, Mr. and Mrs. Bob Britton and family, Mr. W. A. Britton, Miss Mary Greenacre, and Mr. K. S. Gardner. **13th:** Overcast,

with heavy rain. *Cleave Petrel* left in advance of deteriorating weather, with Miss Inez Harman on board. **14th:** Very wet and cold. N.E. gale—heavy seas. **15th:** A beautiful day—breezy N.E. to N. veering N.W. *Gannet* arrived with Mr. and Mrs. Anand, the Andrews and Jarvis parties, also Mr. Larry Alexander, foreman designate, and Mr. Gibson (Trinity House). Federal German Naval Flotilla sighted off S.E. Coast. **16th:** Fine day, after an overcast, rainy start. Wind N.W. to N. Coaster, *Westondyke* anchored in afternoon—under way by mid evening. Small yacht at anchor in the Bay. **17th:** Fine day. Small yacht left in early morning. Mr. and Mrs. Grainger and family removed from Millcombe House to new Bramble Villa. The *Westward Ho* arrived, with Mr. and Mrs. Ashton Davis. Mr. Bill Copp repaired the Church offertory box which had been broken open. Sevenstones Lightship observed passing E. Side, being towed by *T.H.V. Stella* to Swansea. Miss Lynda Thorne, Messrs. Wes. Hardy and Paul Lawrence, left for shore leave. **18th:** Wet, miserable day—heavy squalls—N.W. to S.W. gales. Ships seeking shelter in Lundy Roads. **19th:** Wind W. to N.W., 6 to 7.



12 vessels sheltering, including *Scarcity*, 3 coasters, *Eminence* (Rochester), *Assel*, *Laurenz* (German), and trawlers, including *Sonja*, *Nautilus*, *Zeephaard*, *Remeo*, and *Cleopatra* (all Belgian). Rain and fog after 1700 hrs. No *Gannet* sailing. Beach Road showing signs of movement. **20th:** Overcast morning—patches of blue sky W. Wind W. 4 to 6. Vessels resumed, but *Scarcity* (London), *Westondyke* (Hull), and an unidentified coaster at anchor. *Gannet* sailing cancelled. Weather gradually improving, but wind increasing in late evening. Lundy included in B.B.C. T.V. film "Some Lovely Islands", by Leslie Thomas—relayed in the evening. **21st:** Strong S.W. wind—overcast sky gradually giving way to sunshine. *Gannet* had a turbulent trip with 12 passengers aboard, including Mr. John Shaw. *Marigold* returned from Padstow to resume lobster fishing. All vessels sheltering resumed. Mr. Bill Copp installed commemorative plaque to the late Mr. Albion Harman above seat overlooking Millcombe House. Mrs. Bodham Wetham, Mrs. Leo Smith, and Mr. and Mrs. Terry Shannon, left on the returning *Gannet*. A small catamaran, *Solaire II*, visited Lundy for the day. Visibility worsened in late evening—S. Light fog-siren commencing at 2130 hrs., and ceasing about 1 hr. later. **22nd:** Wind W., 3 to 4. The island looking beautiful, bathed in sunshine, with the sea bed crystal clear. *T.H.V. Winston Churchill* anchored early morning, resuming in a N. direction at 1245 hrs. *Gannet* arrived at 1000 hrs., with Miss Lynda Thorne,

Mr. Syd Allen and Mr. Wes Hardy aboard, and departed again at 1400 hrs. with the subscribers' copies of I.L.N. issue No. 4. *M.V. Balmoral* arrived at 1300 hrs., with 340 passengers, and Mr. Paul Lawrence, boatman. Mrs. Bomford, and son, Lawson, came for the day. Mrs. Jane Strick (attending Pony Sale at Barnstaple) went ashore, also Mr. Robinson, and Mr. and Mrs. Ashton Davis. A quiet evening—wind W.N.W., 3 to 4. **23rd:** Beautiful day—wind negligible, considerably warmer. Two cabin cruisers in the Bay—one named *Strathdene* (London)—both left on arrival of *Westward Ho* at 1445 hrs. Miss G. White, and brother, Gwyllam, on board for the day. Mr. and Mrs. Derek Sach arrived to stay. The trawler, *Sarah Shaun* (Penzance) anchored in the Bay. A proposal to make an access tunnel from the Landing Beach to Lametry is to be investigated. Wind S.W. to S., 3 to 4. Fine early morning, but deteriorating. *Sarah Shaun* left at 1000 hrs. *Gannet* arrived at 1015 hrs., with Mrs. Jane Strick, Mr. Robinson, 2 day visitors, and 4 Hotel residents, including Lord and Lady Douglas. The *Gannet* carried a cargo of drainage pipes, and Mr. Edwards' fibreglass boat. Mr. and Mrs. Jarvis and party left on return passage. Wooden building erected in shell of Museum Gallery for accommodation of N. Light exhibits. Heavy mist descended on island during afternoon, later giving way to sunshine. Informal Church meeting at 2000 hrs. Shearwaters active and noisy after darkness. **25th:** Thick mist on top of island, later clearing. Small yacht, *Chatteldore*, in the Bay. Cargo vessel, *Nordsee Karin*, anchored in Roads, staying overnight, also 2 Belgian trawlers. *Westward Ho* arrived at 1500 hrs. with 400 scholars and teachers from Okehampton Comprehensive School on board, for the day. **26th:** Wind fresh, S.W. *Gannet* arrived at 1135 hrs. with 9 passengers, including Mr. R. Tuffin and Mr. R. Curtis (for the day), 2 sheep-shearers, and 5 tons of cargo, leaving again at 1645 hrs. Campbell steamer arrived with 250 passengers. *Nordsee Karin* left at 1700 hrs. **27th:** Wind strong, S.W., occasional sunshine. Sharp shower at mid-day. *Balmoral* arrived from Bristol at 1515 hrs., with Miss Eileen Heaven aboard, and about 350 other passengers. Belgian trawler, *Mariner*, at anchor—crew came ashore. **28th:** Beautifully sunny—wind moderate, N.W., decreasing. *Balmoral* arrived at 1430 hrs., with Mr. Paul Munton on board, to stay. Mrs. Grainger and son, Tom, went ashore. Combined ops., Command vessel, *Sir Tristram*, anchored in the Roads at 1350 hrs., accompanied by 2 motor launches—departing again after 1700 hrs. Sheep-shearing completed today. **29th:** Overcast morning—heavy sea mist coming in from W., S. Light fog-siren commenced at 1500 hrs. *Gannet* arrived at 1350 hrs., with 2 day visitors, 1 Hotel guest, and a technician to complete U.H.F. installation. Mr. Gade had first conversation by this means with Mr. Christopher Price during afternoon. Fog cleared at 2245 hrs., and a new moon in her first quarter appeared. **30th:** S. Light fog-siren in intermittent action through out darkness. Hereford cow aborted during night. Fog persisted up to arrival of *Balmoral* at 1300 hrs., with 480 aboard, mostly school children. 'Frederica', Mr. Edwards' ferret died today. Small sailing yacht, *Sylphida*, anchored in the evening.

JULY

1st: A bright morning, developing into a gorgeous day. *T.H.V. Winston Churchill*, lying in the Roads, leaving at 0830 hrs., in the direction of the estuary, and reappearing later. Mr. John Ogilvie and Mr. Rodney Dymond busy turning and baling hay in Lighthouse Field. *Gannet* arrived at 1430 hrs., with 5 day visitors, also Miss Townshend and 1 camper. Work proceeding on foundations of staff dwellings in Pig's Paradise. New Post-Box outside Stores painted blue. Mist patches in late evening. **2nd:** Bright and beautiful—windless and warm. Collier, *Quiescence*, anchored in Roads, leaving at noon. 2 Basking Sharks playing in the Bay. *T.H.V. Winston Churchill* lying off N.E. Point ferrying stores to N. Light. Capt. Fred Hutchings arrived with *Lundy Puffin*, heralding arrival of *Amey I*, new sand-dredger from Appledore Shipyards

for sea trials. Maran hens have commenced laying. Jellyfish, including Portuguese Men O'War, in the Bay. **3rd:** Beautifully fine morning, after mist. *Gannet* arrived at 0815 hrs., with 7 passengers, including Mr. Brian Turnpenny, Miss Gilbertson and friend, staying overnight. The island inundated with lost racing pigeons from an international competition. *Cleave Petrel* arrived in mid-afternoon. Wind slightly E., thundery—clouds looming—sky becoming overcast—temperature falling. **4th:** Overcast, but warm—N.N.W. breeze. Fishing vessel, *Pinho* (Capt. Trevor Davey) arrived from Bideford with party of day visitors, leaving again at 1300 hrs. Sharp shower preceded arrival of *Balmoral* at 1415 hrs. Aboard were a party of scholars from Ilfracombe Comprehensive School to camp. A small speedboat, *Yildiz*, en route for Tenby, with 2 young children and 1 adult aboard, moored in the Bay, the occupants staying overnight at the Hotel. Wind freshened N., in the evening—bright moon—starlit night. **5th:** Lovely sunny day, tempered by N.N.E. wind, 4 to 5. *Yildiz* left at 1130 hrs., in a fairly choppy sea. *T.H.V. Winston Churchill* paid a brief visit to Lundy S., at 1730 hrs. The carrying of baled hay from the Lighthouse Field completed this afternoon. A meeting held at St. Helena's Church at 2100 hrs. A glorious evening, adjacent coast very clear; a near full moon at nightfall. **6th:** gorgeously sunny day, but with continuing strong breeze from N.E. *Gannet* arrived at 1000 hrs., with Rev. R. C. Dixon and Rev. Herniman (new Archdeacon of Barnstaple) and Mrs. Herniman, also officers and men of the Royal Engineers. A small yacht, *Sarah Noelle* (Coves) based at Dale, Pembroke, anchored in the Bay late afternoon. Crew of 3 came ashore and reported that their propeller had been fouled off Tintagel, reducing their speed, and necessitating diving overboard to clear it on reaching Lundy. Mrs. Mary Edwards went ashore in the *Gannet*. Church Service at 2115 hrs., conducted by Rev. Dixon, the address being given by Rev. Herniman. Churchwardens, Ian Grainger and John Dyke were sworn in. A short, informal Parish discussion followed the Service. **7th:** Gorgeous weather continues. Holy Communion at 0800 hrs. E. breeze, which had abated by the time the *Balmoral* arrived at 1320 hrs. with a full complement, including Mr. Jack Dickens to stay. A beautiful late evening—a peachy shade full moon rising against a purplish-blue background. Warm, S.E. wind coming across the island. Oystercatchers piping. **8th:** Another fine, sunny day, but with the absence of any breeze—exceedingly hot and oppressive—cooling in the late evening. *Gannet* arrived at 0945 hrs., with 7 day visitors, and 2 tons of cargo. A Dutch coaster, *Heemaadssingel* (Groningen) came into the Roads at 1420 hrs. for repairs. The *Westward Ho* arrived at 1515 hrs., with over 600 on board. Mrs. Mary Edwards returned. Basking shark in the Bay. **9th:** Sunny morning, but with N. breeze, increasing during day to reach 6 to 7. Carting of bales from Tillage Field completed. Cutting of Brick Field in progress. Island staff engaged in preparations at North Light for removal of obsolete machinery by helicopter to Museum building. R.N.V.R. vessel, *Venturess*, came into the Bay for a brief while—some of the crew came ashore, leaving at 1800 hrs. Sky became overcast in afternoon—prospect of electric storm. Brilliant flashes of sheet lightning before midnight. Shearwaters active. **10th:** Considerable thunderstorm, accompanied by deluge of rain during night. Wind N.E. *Gannet*, staying overnight, arrived with 8 passengers, Mr. Dick Gannon, Miss Margaret Bowen, and party. The Campbell steamer brought Mr. and Mrs. Smith Cox, Commander and Mrs. Foden, and members of the Gentlemen of Wessex Cricket Team. Mr. Brian Turnpenny, and Ilfracombe Comprehensive School party, were among those leaving the island. A lovely evening, and another memorably fine day. **11th:** A superb day—windless until late evening. Annual Cricket Match between F. W. Gade's XI, and Gentlemen of Wessex; the visitors being victors, making 76 for 3 wks., in reply to the island's total of 73. The visitors left on the *Gannet* at 1630 hrs., seen off by a

large number of islanders. Numerous jellyfish in the Bay, including Portuguese Men O'War. 6 small craft at anchor—*Cleave Petrel*, *Toroa*, *Osprey II*, *Little Bittern*, *Ba-Cha*, and one other. Sea mist during day with N. and S. Light sirens sounding. Mrs. Ogilvie and daughter, Kate, left on *Little Bittern* at 1500 hrs. Short Service in Church at 1800 hrs. Wind increased in late evening, N.N.W. **12th:** Continuing fine and sunny—wind N.N.E. up to 4 to 5. 3 small craft in Bay at 1830 hrs., 2 Watermouth yachts, *Mac Wester*, and *Mac Nab*, and 1 unidentified. Another fine evening and promising sunset. **13th:** Another beautiful day—strong N.E. wind in morning, creating rollers and white horses on ebb tide. *Mac Wester* and *Mac Nab* sailed by mid-morning, and the small open boat soon after, making a colourful sight with her 2 red sails unfurled—her crew of 2 having sailed her down the Severn Estuary. *Gannet* arrived at noon with day visitors, and a fine rebuilt reed organ for the Church (donated by Mr. Richard Ingram). *Gannet*, for a time, sought shelter in Lametry Bay. 2 Campbell steamers—*Balmoral* (out of Cardiff) quickly discharged her passengers, who were taken up by *Westward Ho* later in afternoon, with Mr. and Mrs. Smith Cox, and Commander and Mrs. Foden on board. Mr. Florence (outdoor staff) left permanently. Southern end of Tent Field cut today—Tillage, and Brick Field (South) having been carried. **14th:** Beautiful morning—still E., or N.E. *Balmoral* came at 1300 hrs. with over 600 on board, including Miss Dorine Bennett, who told us her father was born on Lundy at the Old Light in 1867, and showed us his birth certificate. Mrs. Audrey Smith and granddaughter, Clare, came for the day. Pupils of Crediton High School came to stay at the Old Light. Messrs. Robinson and Hardy went ashore, also Mr. Paul Lawrence, in his boat, *Rose of Sharon*, to Combe Martin. Chivener helicopter, with Dr. Riley aboard, came at 1500 hrs., and conveyed a Campbell visitor to N. D. Infirmary, Barnstaple. Motor cruiser, *Anacapri* (Cardiff), anchored for a brief while at 1700 hrs. N.N.E. wind increased—colder. **15th:** Another fine day—wind N.N.W. *Gannet* came; with 2 day visitors, a Trinity House employee, and Mr. Robinson. *T.H.V. Winston Churchill* came into Roads at mid-day, soon after proceeding to N. End, accompanied by the coble, with Mr. Arthur Strick, to collect some N. Light machinery. **16th:** Grey and overcast, clearing to become sunny. Airlift of redundant machinery from N. Light to Museum. Operation successfully accomplished in 10 lifts by Bristow Helicopters (Great Yarmouth), and island staff, in spite of N.E. wind, force 3 to 4. **17th:** Beautiful day, with cooling breeze, E. *Silver Puff* arrived at 1100 hrs. with Torrington Cavaliers aboard (staying overnight), *Toroa*, and *Cleave Petrel* came, bringing Mrs. Ogilvie and daughter, Kate, also Mr. Jack Smith. *Gannet* arrived at 1545 hrs., with Mr. and Mrs. Tony Marsh and daughter, also Mr. and Mrs. D. Wise, and Mr. W. Miles aboard. **18th:** Another beautiful day—slight W. breeze. Church Service at 1745 hrs. A glorious evening sky—full of 'eastern promise'. **19th:** Fine, sunny weather continuing—wind W., 2 to 3. Spectacular rosy sunset with radiating spurs of sunlight illuminating small, fleecy clouds above. Basking sharks seen around coast. Mr. Paul Lawrence returned from Combe Martin in *Rose of Sharon*. **20th:** Brilliantly sunny day, becoming overcast at 1630 hrs. Rosy sunset. *Gannet* came at 1045 hrs., bringing Mr. and Mrs. Keith Blaxhall for employment on island. Dr. John Dollar, who had been making a geological survey, had to return to mainland. Cabin cruiser *Onorus* (London), motor yacht *Upstart* (left at 1400 hrs.) and one other small yacht anchored in Bay. **21st:** Windless, fine day, becoming overcast in evening. *T.H.V. Stella* lying off N.E. Point early morning, later putting off supplies for South Light. *Westward Ho* arrived at 1315 hrs., with 650 passengers, including Mr. Jack Dickens, for the day. Mrs. Mary Edwards and Miss Jilly Dyke went to mainland. Small unidentified yacht anchored in Bay, also cabin cruiser, *Susabeth* (Liverpool), with a fractured oil pipe. *T.H.V. Stella* left at 1830 hrs., on W. course.

Ground parched after prolonged drought—some rain reported in S. Wales. **22nd:** Overcast, with S.W. wind, veering S.E. Heavy half-hour downpour of rain at 1130 hrs. *Gannet* arrived at 0945 hrs., with 5 day visitors, and Rev. R. C. Dixon. *Balmoral* arrived, with over 500 on board, including Mr. and Mrs. Newbigin and family, to camp, also Mr. and Mrs. Gill and daughter. **23rd:** Clear, but dull—wind S.S.E., 2 to 3. *Balmoral* arrived at 1430. Miss Jilly Dyke returned. Rain at 2230 hrs. **24th:** Wind S.S.E., dull. *Cleave Petrel* arrived, followed by *Gannet*, with Mrs. John Smith and family on board, also Miss Alison and Mr. Jonathan Grainger, Mr. Taylor and family, Rev. and Mrs. Thexton and family. *Agdeleq* (later renamed *Polar Bear*) arrived in the Bay at 1100 hrs., awaiting escort to Ilfracombe berth by *Gannet*. Heavy showers after mid-day. **25th:** Bright morning, but heavy showers at mid-day—sun reappeared afterwards. *Silver Puff* arrived in morning with 12 aboard. 3 Belgian trawlers anchored, *Hendrick Judith*, *Venus*, and *Sea Gull*. Church Service at 1800 hrs., Mr. Bill Miles read the lessons. **26th:** Beautifully sunny day. *Westward Ho* arrived at 1430 hrs., with about 450 aboard. Two passengers left behind—fortunately accommodated in Hotel. 5 small craft in Bay, including *Lead On*, *Annette*, *Saaba* (all from Weston-super-Mare), *F.Y.18*, and a lovely brown-sailed yacht, *Silkie*. The *Silver Puff* also came again, and *R.N.L.B. 70-002*, *Grace Patterson Ritchie*. **27th:** Morning bright and sunny. *Silver Puff* arrived again. *Lead On*, *Annette*, *Saaba*, joined by *Seran* and *Fiddlers Three*—all left by late afternoon. Sail Training Yacht, *The Sir Winston Churchill*, passed down channel during morning. Heavy rainfall on Devon & Cornwall coast—only a few spots on Lundy. *Gannet* came at mid-day with building materials. *Balmoral* arrived with 400 to 500 aboard, at 1530 hrs. Mr. Robinson found a 1651 Cullompton (Devon) token outside Barton Cottages. Large naval vessel, with attendant aircraft, carrying out gunnery practice between the island and N. Devon. A glassy sea reflected some spectacular pink cumulus clouds, lying in great banks against the blue sky. **28th:** Brilliant day, with cumulus banks persisting. Dr. Irvine, Mr. Keith Hiscock, and fellow Marine Biologists, inspected future Museum buildings. Orange sunset—mainland exceptionally clear. **29th:** Warm and sunny. *Westward Ho* arrived with full complement at 1330 hrs. Mr. and Mrs. Ian Scott-Walker and three daughters arrived for the day. Small boats anchored in Bay included, *Maeriel* (Swansea), yacht *T-Leaf*, and a motor cruiser from Penarth—all departed by 1700 hrs., whereupon the motor cruiser, *Dorothy Jane*, arrived. Mr. Keith Hiscock gave a talk at 2100 hrs. in Hotel on the proposed Underwater Park. Fine, starlit night—illuminated unidentified vessel left the Roads on N. course at 2300 hrs. **30th:** Slightly overcast, but sun percolating through—wind increasing E. *Dorothy Jane* left on afternoon tide. In the evening a fine cargo/passenger ship—Shaw Saville Line—passed near on W. course. Thunderstorm at 2000 hrs., spectacular flashes of lightning. *Cleave Petrel* anchored in evening, with Mr. Jim Thompson (formerly at S. Light) aboard. **31st:** Fine and sunny—S.S.W. wind, force 5. 5 Belgian trawlers sheltering—*Juehel*, *Cutty Sark*, *Hendrick Judith*, *Surveyor* (Ostend), and one other—also small cargo vessel, *Tovelil*. *Westward Ho* arrived at 1430 hrs., followed by *Gannet*, with Mr. John Smith aboard. Gaff cutter, *Billow*, Mr. R. P. Ashton, Master, from Chepstow Yacht Club, anchored here today.

SUBSCRIPTIONS & RENEWALS:

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.

LUNDY 100 YEARS AGO

by Myrtle Langham

(continued from issue No. 6)

Although the Quarry Co. had ceased operations and the workmen left the island in 1868, the dispute between the Squire and the Company was not finally settled until 1871 and as a consequence relations between the two parties were sometimes strained. During 1870 the Trinity House men were deputed to auction off the remaining effects of the Company, but no further details are given. The Company had, towards the end of its tenancy, so neglected the maintainance of buildings and the proper working of the farm that these were in a bad state — although some hay was made that year since it is reported that all the workers and the Trinity House men were working till night-fall until it was all gathered in. Another cause of trouble were the tugmen who used to anchor in the Bay and who robbed the fishermen's pots; forcing them on occasion to sleep in their boats at the anchorage in order to protect their livelihood.

Religious services were regularly maintained, and at this time were held either in the Big House (in the room which is now divided into rooms 11 and 12) or, following poor relationships with the Quarry Co. representative, in the Hall at Millcombe. Services were naturally conducted by the Rev. Mr. Heaven when he was there, but he was absent performing a

locum duty for a friend between January and June and so the Squire, or Cecilia, would take the readings. When the Rev. Mr. Heaven returned in June he brought with him a new German governess, Elise Holm, who was seventeen years old.

A diversion for the islanders was provided whenever a ship went aground, and after all possible aid had been given to the crew, "wrecking" might be an activity which took up every available minute for a few days following the loss of a ship. When the *Brenda* was wrecked at Brazen Ward in the early part of 1871 the children were taken down, on horseback (!), to view the wreck and they were very amused to see a chest of drawers floating about in the sea. There were two wrecks in 1870: a schooner in the Bay, and the *Mary of the Scilly Isles* in December. At this time there was a large volume of shipping passing Lundy and competition between the Pilots to obtain employment on boats going up Channel was very fierce: "Pilots used to go as far as Lundy Lighthouse on Beacon Hill with telescopes to catch sight of expected vessels for Channel ports and if sighted would rush down to up anchor and hoist sail to waylay her for pilotage: it often meant a race between other Pilot boats to reach their quarry first, especially if another boat was cruising off and on under the lee of the island".

Lundy was far more isolated 100 years ago than it is today. The residents relied on the ships which put in to the Bay to keep them informed of news, and even to ascertain the correct time of day. There was no island boat, but the "Ranger" usually crossed from Clovelly with the mail each week in charge of the Skipper, William Bragge. Travellers to the island had to hire a boat or rely on one of the excursion steamers, of which three are mentioned: the "Valindra", the "Prince of Wales" and the "Thames". In an emergency a fire was lit as a signal to the mainland, two

fires meant that a doctor was needed, but it could be many hours or sometimes even days before help could arrive, and it was well that the Rev. Mr. Heaven and his sisters were knowledgeable and efficient in first aid and nursing care.

That there was smuggling, not among the islanders, but among visiting boatmen, is also recorded: one smuggler called but failed to find Mr. Wilkins, who had left, and another went so far as to offer to do a bit of smuggling for Cecilia! Negotiations were opened in April with a view to establishing a marine telegraph connection between Lundy and the mainland, but not much progress was made.

During the course of 1870 the Villa was restuccoed, and the terrace in front of the house was re-gravelled as well as having the wall built at the front. A new boat house was built on the Quay, and the cowshed "near the kitchen garden" was started; these were in addition to the new wall between Millcombe and the Farmhouse and that along the top of St. John's Valley. Also the water container for the drinking trough by the stables was made, which is still there where the waterfall has recently been cleared.

The year 1870 ended sadly for the islanders, for on Christmas Eve old Sam Jarman, having obtained permission, borrowed a ferret and went rabbiting. He fell over the cliff near Goat Island and was killed; he had originally been a sailor on a Man O'War but had defaulted from a harsh captain and settled on Lundy to work as a mason. He was buried on 29th December and some time later a stone was erected to his memory in the cemetery but this carries the wrong date.

If only it were possible to reverse this process of looking at Lundy in another age, so that we could hear the comments of the 1870 islanders on the island as we see it today!



PERSONAL VIEW



TELL ME
— WHAT
DO YOU
DO ON
LUNDY?

WHEN in the course of conversation you happen to mention that you are going to spend a holiday on Lundy, to start with almost invariably your friends will think that you said "London".

"Oh yes, how nice—are you going to see any shows?"

You reply, "No, its Lundy I am going to. You know, the island off the north Devon coast".

A glazed look comes into their eyes. Possibly they may just have heard of it, in which case they say rather doubtfully "Oh. Do people live there? Tell me—what do you do on Lundy?"

You think, "Here we go", and you say "Well, actually nothing much".

This sounds feeble, so you enlarge a bit.

"We walk quite a lot, watch sea birds . . . look at the sea . . . sit about . . ."

It all sounds so dull, and its not surprising that your friends look at you with a certain amount of pity and move away.

But how to explain the unexplainable, define the undefinable? How to convey the fact that from the moment one sets foot on that grey sandless shore one is more or less enslaved for ever by what I can only describe as peaceful exhilaration?

It is easy to list a few of the things which we are so pleased to do without. No traffic for a start, which in itself is bliss. No noise, no television, no air pollution, none of the mental disturbances which follow in the wake of politics.

Allowing for the fact that one man's fascination is another man's boredom, and apart from the usual sketching, painting, photo-

graphing, and holding agreeable sessions in the Tavern, what is wrong with doing absolutely nothing if one so desires?

Why indeed must we always be *doing*—bustling and rushing about? Is it not enough simply to sit, soaking up the congenial mental climate, watching the steamer discharge its cargo of tourists to meander up the winding road—and later in the afternoon, watching them meander down again!

I speak of course entirely from the point of view of the visitors. Never let it be thought for a moment that I do not acknowledge and greatly appreciate the hard and unceasing work that the islanders, from Mr. Gade downwards, put in on every day of their lives, but they do it all so easily and quietly, with none of the break-neck mainland flap that exhausts doer and doneby alike.

This is what we do on Lundy: we refresh ourselves with the all pervading atmosphere of harmony. It is truly *good* to be on Lundy, whether we are being busy or idle, and not least it is good to know that if there is an easterly gale blowing and we cannot get off the island, then that is the best thing yet!

And next time anyone asks me what we *do* on Lundy, I shall probably still reply, "Well, actually, nothing much . . ."

BETTY HINDSON



WE include the following article published in the Birmingham *Daily Mail*, in the hope that it will prove of interest to our readers.

Rambles in the West

31st August, 1871: Far up, away from the incessant moaning of the sad sea waves, you can sit and watch "night's black mantle" sweep over the wild grandeur of the scene. The tide-line—that strange collection of weeds and rubbish borne upon the green billows from some distant lands—running along the sand, might be deemed the Almighty's margin to the sea: "Thus far shalt thou come, and no further". Presently the pale moon lights up the sands and the waters with its silvery sheen, and, far away to the right, covered with white foam, and glistening in her pallid radiance, lies the Morte-Stone, dreaded of mariners, and linked to a 'race', the sad cause of many a grim disaster and many a watery grave.

We tack the *Lively Polly*, and put her about for Lundy, whose revolving lighthouse is the beacon light by which we steer through the still night. A merry, moonlight ride, with the canvas of the little boat bellying to the wind—with "cigars and cognac", and roystering festive song! Lundy is flat and barren. Alexander Selkirk would have fallen into a state of melancholic madness if his Juan Fernandez had been of such unprofitable soil. "Monarch of all he surveyed" might certainly have been his fit and proper appellation; but, unfortunately, the survey would embrace little to glad his monarchical heart—yet Lundy boasts an establishment at which "wines and spirits of the best qualities" may be obtained, although not "at city prices", and Alexander aforementioned might perhaps gladden his stomach with a little "gin and bitters" when, like his great namesake of Macedon, he found out that his right was none to dispute. People only go to Lundy for the sake of what they are graciously pleased to term the sport. Teal and Gulls in abundance flourish in these parts. Blazing away at the birds becomes the stern duty of the excursionist. The birds, accustomed to the proceeding, look on in dignified silence, or occasionally condescend to be shot, just for the novelty of the thing. The majority of sportsmen who frequent Lundy, not being altogether 'au fait' at the double-barrel, take a long time to make a "bag". Wild Duck shooting is not one of their accomplishments, and they generally go back to their

yacht with grumblings about the dampness of the powder or the shyness of the birds—shyness! why, the birds positively cultivate their acquaintance; and flit under their noses in the most familiar manner.

After a night's rest we surveyed the island. Having made a hasty "bag", and rather astonished the landlord of the hotel with the remarkable celerity with which we made his provisions vanish, we set sail again towards nightfall for another trip "over the sea", steering in the direction of Bideford Bay. The breeze is blowing a "stiffener". The little boat is obliged to keep close to the wind. The dull roar and ever-recurring splash of the waters break with a sort of mournful music on the ear. Great lowering clouds travel quickly up and hide the lesser light that rules the night from the mariners' gaze. Swiftly scuds the yacht through the waves, now rising above the foaming crest, and now buried beneath a surrounding wall of water that seems to threaten instant destruction. Far away, the horizon is black and gloomy, and portentous of coming storm. Closer yet to the wind, for both wind and tide beat in the direct course of the tiny craft—she travels on a perilous road. It is perilous, for "Polyphe-mus" says so, and looks gravely at the gathering clouds. Meanwhile, we try to be jolly, but find that, under the circumstances, jollity is somewhat difficult. The night is growing darker in a corresponding ratio, but Providence holds the boat on its stormy way, and in due time brings her safely into port.

100 YEARS AGO (*North Devon Herald*)

8th February, 1872: Narrow Escape of Six Men from Drowning. On Saturday afternoon, a rumour reached Barnstaple that a schooner with 6 hands on board had gone down in the bay off Instow, having had her stern stove in by a heavy sea when crossing the bar. The fact was soon authenticated that a vessel had so foundered, and for many hours it was believed that the crew had perished, but, fortunately, the latter part of the story has turned out to be incorrect. The real facts of the occurrence, as gathered from one of the half-dozen men on board, are as follows:—On Saturday morning, the schooner *Mary*, of Bideford, of about sixty tons burthen, left Lundy Island for Appledore. There was a tremendous sea on, and shortly after their departure they sprung a mast, when they were taken in tow by the steamer *Ajax*, of Bristol. All went smoothly until about 4 o'clock they got on the bar. A heavy sea then struck the schooner astern, drove her onto the stern of the steamer, and stove in her bows. The water rushed in at a fearfully rapid rate, and in four minutes the schooner was at the bottom of the sea. In that short period, the crew of six managed to launch a small boat into which they crowded themselves. The steamer was crippled at the stern—her bulwarks were carried away, and the waves broke in over. As she could render no assistance to the poor fellows in the boat, she made at once towards Appledore, which place she reached in an hour. In the meantime, the shipwrecked men were tossing about in the bay with but a plank between them and a watery grave—the sea running mountains high, and with scarcely a hope of rescue. For two long hours they were thus situated, when a Clovelly boat called the

Morpha, providentially chancing to be passing, spied the little craft with its precious freight and took them into Clovelly. All honour is due to the Captain and crew of the *Morpha*, for it is pretty certain so heavy an addition to their number was scarcely desirable under such conditions at sea. We may add that the lost vessel was employed in running to and from Lundy island with granite. Her skipper is Capt. Fishwick, of Appledore, and one of the six on board was Mr. McKenna, overseer of the Lundy granite works at Fremington.



50 YEARS AGO (*Hartland Chronicle*)

31st January, 1922: On taking the mails to Lundy recently, the *Lerina*, on account of the rough weather, could not wait for the outgoing mail to be brought down. A correspondent suggests that the outgoing mail should be taken down when the incoming one arrives, so as to avoid the boat having to wait when a heavy sea is running.

The boat *Robert Brown*, which came to Lundy with survivors of the schooner *Robert Brown*, torpedoed four miles off the North End during the war, was washed away during the gale which blew at the last spring tide. The boat, which was bought by Mr. A. L. Christie, the owner of the island, had done good service taking shingle from the slipway to Old Man's Cove for the construction of the new pier. The islanders regret the loss of an interesting memento.

Quite a gloom was caused on Wednesday, 28th December, when it became known that Mrs. Emma Brain, wife of Mr. H. Brain, Coastguard, had passed away at the North Devon Infirmary, Barnstaple, after a long and painful illness, patiently borne. The interment took place on Saturday at Holy Trinity, Barnstaple; the Rev. Moore officiating. Those who attended the funeral were the husband, Petty Officer Avery (Appledore), Mr. H. Morrish, Mrs. Warren, Mrs. J. C. Webber, and Miss Morrish (Bishops Tawton).

The crew of the steamer *Canterbury Bell*, of London, were landed at Tenby from the steamer *Brandstone* on Thursday night, 5th January. Both vessels left Llanelly on Wednesday morning with anthracite coal. Owing to heavy seas the *Canterbury Bell's* cargo shifted, and when westward of Lundy Island on Thursday afternoon, the vessel turned turtle and sank. The crew had been previously taken off by the *Brandstone*.



SONG FOR LUNDY

*I sing of an island that is matchless.
I have seen green birds
And gold flowers.
I have smelt the air.
I have heard the whole company of larks
Sing.
I have touched my body
With the clean sea.
I am all whole . . .*

Ann Westcott.





"Anastasia", with 'camel' in the background.

Colin Taylor

A 'LITTERARY' MISUNDERSTANDING

THE following anecdote was submitted by Mr. W. Webb, of Croydon who, at that time, was unaware of the identity of the lady concerned. However, we are sure that Miss Marsh (known on Lundy as 'Anastasia') will see the amusing side of this misunderstanding, and not object to our publishing it in the magazine.

We are grateful to Miss Marsh for her vigilance against the litter problem, which faces us on Lundy, too.

"Walking along the High Street on a September morning we were met by a lady who challenged us with, "Are you camels or gannets?". I, at first, thought this was some new type of parlour game in which you would have to pay a forfeit if you gave a wrong answer. However, I took the plunge and replied, "Gannets".

She then said, "Oh, that's all right then. Gannets are more responsible than camels with regard to litter. I hope you have a nice day, but please remember about the litter".

We walked on for a few paces before the penny dropped. We had come over on the *Lundy Gannet* and not on the *Campbell* (Camel!) steamer. We "Gannets" had arrived first, and did not meet the 'camels' until later in the day."

LUNDY FIELD SOCIETY 1972 EXCURSION TO LUNDY

THE Lundy Field Society organised a day visit to the island in 1971 which attracted wide interest and support.

To cater for continuing interest, the Society has again chartered a steamer, and is holding an open-day on the island this summer, offering its facilities as host and guide to all members of field and study groups in the West Country.

The arrangements are for the steamer to sail from Ilfracombe at 11.30 a.m. on Sunday, 4th June, 1972. The fare for adults will be £2.00, juniors £1.50. (The steamer will leave Swansea at 9 a.m. en route to Ilfracombe, and return to Swansea in the evening).

During the 4-5 hours ashore, various Lundy Field Society specialists will act as guides to groups interested in such subjects as ornithology, archaeology, botany, geology, etc.

Details and application forms will be forwarded on request to: A. F. Langham, Hon. Secretary and Excursion Organiser, 1, Furze Field Road, Reigate, Surrey.

THE
LUNDY MUSEUM
requires exhibits
of all kinds relating
to the island



THIS Rhyming Puzzle was composed by members of the Frensham Heights party

of 1970, and has been adapted by Joan Dyke.

The wily Cap'n takes you on a tour of the coastline, and the puzzle contains 17 Lundy place names—see how many you can find.

A small original "Surprise" will be awarded for the first correct solution opened on 1st April, 1972 (residents of Lundy excluded). Please mark your envelope "Puzzle".

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

CHANGE OF ADDRESS, AND SPEEDING DELIVERY

If you have recently had a postal code added to your address, would you please let us know, as this not only helps us to keep our records up to date but also speeds up delivery of your magazine. It is also most important to let us have any change of address in good time, as we have had one or two magazines returned during the past few months, marked "Gone away".

*WEIGH ANCHOR, lads, by the portals of dread,
And veer round the dark stone with full sail ahead.
If ye're thirsty now, here's holy water for you,
Or, diabolical grog we can find for a few.
Rounding a smokestack that's lofty and grand
We tack to a tomb twixt the sea and the land,
Soon passing a pile you may think is full 'high',
But there ain't enough time to be stoppin' to buy.
On our way to the North, lads, be turnin' your back,
For we're passin' a lady who's dressed all in black.
Be careful just now, for a southerly blows,
And His Majesty's Man is in force where we goes.
Drop anchor here, and climb up the height,*

*And ye may snare a parrot who's groggy in flight.
There on yon tall crag the solans make sport—
On the way to the brass, steer well to the port.
If ye've lost both your legs from a blast of chain-shot
Keep a straight course to where there are spares to be got.
If ye're new to these shores, ye'll soon get a shock,
For a landlubber's watchin' you—see, on that rock.
Cheer up, me hearties, we'll soon be on ground,
But don't ye stare here, for there's females around.
Now, scramble the slope with our cargo of loot,
For the name of this hill, lads, I don't give a hoot!
So, off to the inn for a rum and a brandy—
We've finished our game, and we've plundered old Lundy.*

SUBSCRIPTION FORM

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

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THE LUNDY CO. Address: Editor 'ILN',
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SAILINGS

to

LUNDY ISLAND

by The

WHITE FUNNEL FLEET

SEASON 1972

(Commencing Thurs., May 4 and continuing until Tues., October 10, 1972)
(with a special sailing on Easter Monday, April 3)
The passage between Ilfracombe and Lundy Island occupies approximately
1 hour 40 minutes in each direction.

SUNDAYS

May 28, then from June 11 until October 1 inclusive (July 23, Sept. 3 and 24 excluded).

Leave Ilfracombe 11.50 a.m. (1.30 p.m. on June 18, 1.40 p.m. on July 2, and 1.0 p.m. on August 13 and 27 also September 10).

Leave Lundy 4.35 p.m. (5.10 p.m. on June 18 and July 2 and 5.0 p.m. on August 13 and 27 also September 10).

MONDAYS

Easter Monday April 3, Spring Bank Holiday, May 29 and Summer Bank Holiday, August 28.
Leave Ilfracombe 11.40 a.m. Leave Lundy 4.35 p.m.

TUESDAYS

Every Tuesday, May 30 until October 10 inclusive.

Leave Ilfracombe 11.40 a.m. (12.35 p.m. on August 29).
Leave Lundy 4.35 p.m. (4.50 p.m. on August 29).

THURSDAYS

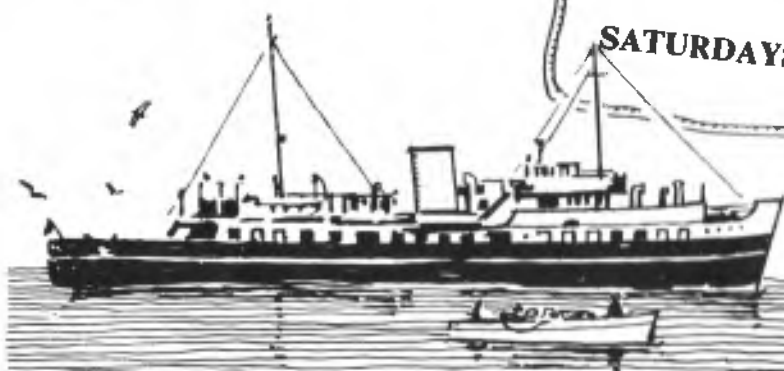
May 4 and 11, then every Thursday, May 25 until September 28 inclusive.

Leave Ilfracombe 11.40 a.m. (12.20 on June 29 and 12.35 on July 13 and September 28).
Leave Lundy 4.35 p.m. (4.50 p.m. on June 29, July 13 and September 28).

SATURDAYS

July 29 and August 5.

Leave Ilfracombe 11.40 a.m. Leave Lundy 4.35 p.m.



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

