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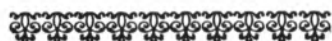


Introduced by Mr. Martin Coles Harman in 1927, the Japanese Sika Deer have managed to survive to this day, although the Fallow and Red Deer are now extinct. Our picture shows a fawn lying up in the shade of the Rhododendrons, which cover a large area of the East Side with a magnificent display of colour in the early summer.



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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,
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Telegrams: Lundy, via Hartland Point



IMPORTANT

NOTICE

WE are pleased to announce that, as from Issue No. 9 the number of magazine pages will be increased from 16 to 24. This will enable us to introduce new features, and more pictures.

From the next issue, new subscriptions will be at the rate of £1 for 4 issues, similarly all renewals, when they arise.

We are including a Bankers Order form for the convenience of our readers.



CAP'N NUTT'S SEA SHANTY

DUE to delays caused by the power cuts, and adverse weather conditions, Issue No. 7 was late in arriving, and subscribers who may have wished to enter the competition found themselves unable to meet the closing date given of 1st April. Accordingly we have decided to extend the final date to 31st August, 1972, and hope that many more friends will decide to "Have a Go".

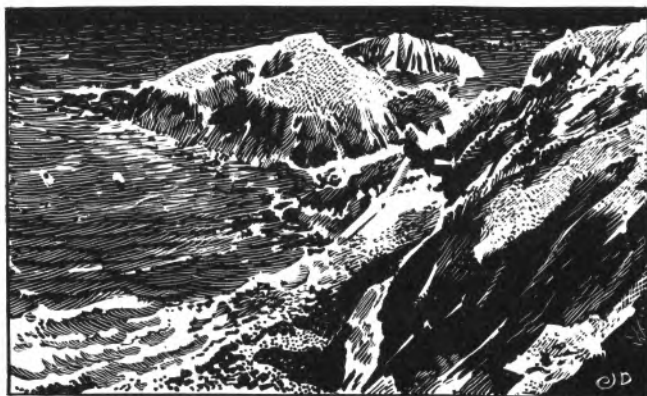
THIS Rhyming Puzzle was composed by members of the Frensham Heights party of 1970, and has been adapted by Joan Dyke.

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 31st August 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.

*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.*



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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WILD ANIMALS OF LUNDY

By F. W. Gade

THIS article is confined to those species of animals which can reasonably be considered as indigenous to Lundy. Of such there may be only three, the Atlantic Grey Seal, the Pygmy Shrew, and the Black Rat, but perhaps two species of bats should be included; they are the Long-eared Bat, and the Pipistrelle Bat, both of which have been indentified in recent years, and they might well have been found here in the distant past. Perhaps, like the Grey Seals, they come and go. No considerable colonies of bats have been found during the past 43 years, and it therefore seems likely that bats are like birds, constantly flying to and from the island.

Dr. A. T. J. Dollar, Ph.D., M.Sc., made a very thorough search for Neolithic weapons in the 1930's, and was able to find only sling stones. He formed the opinion that the absence of arrow and spear heads of flint was due to there being no animals, neither large enough to be a danger to man nor to provide articles of diet. The seals would not be a menace, and, spending much of their time in the sea, would afford few opportunities for hunting and killing them on land. I believe I am correct when I say that no seal bones have ever been unearthed at prehistoric hut circles. Since Dr. Dollar's investigations, a flint arrow head, a very perfect example, has been found, but it may have been brought by more sophisticated invaders from the mainland. Doubtless there were many birds, and the auks during the breeding period would provide easy marks for a man with skill in the use of a sling.

The pygmy shrews could have arrived accidentally on flotsam, but more likely they date from the time when Lundy was a part of the mainland; and that may be true also of the Black Rat.

I do not know on what evidence the claim that the De Marisco family was responsible for the importation of the wild rabbit into Britain is based, but, if substantiated, what could be more likely than that they introduced rabbits to Lundy in the twelfth century. Perhaps after residence for 800 years, they should now be classified as genuine wild animals. When an inventory of Lundy was made in 1274 it was estimated that 2,000 rabbits could be taken, presumably per annum.



Atlantic Grey Seal about to take the plunge

Photo by courtesy of the author

the black rat, and is responsible for the near extermination of that species in Britain and Lundy.

The population of grey seals nowadays fluctuates. The highest count I have been given is 86, and I recall one count, perhaps not very carefully performed, of only 23. There is now only one nursery, the Seals' Hole, on the South Coast, a sea cave estimated to be 100 yards long and terminating in a dry beach. This cave has been explored by many, but none have reported more than one or two pups at any one visit, which seems to point to a very small population of breeding seals. Mr. Oliver Hook, an authority, considers that the majority of the seals which haunt Lundy are immature animals which come and go, which would account for the fluctuating numbers. Doubtless in the past, perhaps thousands of years ago, there were more sea caves suitable as nurseries. It seems to me that seals are far less often seen hauled out on suitable rocks at the South end of Lundy than when I first came to live on the island in 1926. One sometimes sees them on Mouse Island and the extreme of Surf Point, and even on the Landing Beach and South of Lametor. They still haul out on Black Rock and other suitable rocks, and the skerries off Battery Point. This may be due to more human activity, including a greater interest in nature by both inhabitants and visitors, leading to attempts to photograph seals. Their presence is a great attraction, and watching them from vantage points is interesting and also sometimes amusing. The playing of a musical instrument, singing, or even whistling a tune will often engage the interest of an idle seal. They have the ability to sleep in a vertical posture with their noses just above the surface of the sea, when they look like immense bottles.

path between Millcombe House and Bramble Villa. My elder daughter first saw from six to ten pygmy shrews following each other in single file, nose to tail, where two rabbits buries were situated within a couple of feet of each other. The shrews were entering one bury and emerging from the other, occasionally there would be a momentary "scrap" between two of them, which scarcely interfered with the otherwise orderly march. My daughter and I were joined by Mrs. Gade and my younger daughter, and we four bent over the little animals, our heads within a couple of feet of them, but they completely ignored our presence. It seems probable that the procession was caused by one or more of the shrews being females and the remainder would be males. The leading male would repel any attempt by the other males to jump the queue.

Mr. Charles Eldon, the famous naturalist, who visited Lundy in 1927, made a careful study of Lundy's pygmy shrews, and discovered some characteristics absent in pygmy shrews of the mainland. These differences between mammals, and also birds, found on remote islands, from the same species inhabiting larger bodies of land are not uncommon. The pygmy shrew is the smallest British mammal, measuring a little over 2 inches.

When considering the present status of the black rat on Lundy, one has to relate the influence of the brown rat on the species, particularly the effect on the black rat of human efforts to control the brown rat. In 1925



The Brown Rat (rattus norvegicus)



The Pygmy Shrew (sorex minutus)



The Black Rat (rattus rattus)

The advent of the Brown Rat could be at approximately the same time as it appeared on the mainland, but it might have been brought by the Norse Vikings, who christened Lund-ey (Norwegian lund — a puffin, ey — an island), and that would mean that they were earlier than the rabbits by six or seven hundred years. The brown rat is a more successful animal than

It is impossible to estimate the population of pygmy shrews. One seldom sees them alive, but a corpse, usually fresh, is not uncommon, and cats are the most likely cause of death. Cats seldom eat shrews, but they cannot help being intrigued by the tiny creatures' movements in the herbage. In all my time here I have only once seen living shrews, and this was by the

the infestation of brown rats was very considerable, and Mr. M. C. Harman, who acquired Lundy in October 1925, determined to attempt extermination. In the summer of 1926 he engaged a firm of pest exterminators to dress Lundy with a chemical which had proved very successful elsewhere. Two experts spent three months systematically laying baits wherever

signs of rat occupation could be discerned. When I arrived on Lundy in November 1926, rats were so scarce that for six months I saw none, but extermination had not been effected. Because rats had been so numerous, colonies had established themselves in situations where it was virtually impossible to lay baits, namely in the cliffs themselves, and in association with rabbits in warrens all over the island; and so, gradually, the rat population grew again and by 1930 the same firm was employed to make a second effort, which was again only an amelioration. Naturally black rats were victims of the poison, but they also had established themselves in difficult terrains. They were most numerous at the South end, and it was popularly believed they were the only rats to be found on Rat Island, and I think there was some evidence in support of this.

The black rat is not an animal which excavates a domicile below ground level. They prefer to make nests in long tangled grass, especially grass growing through and around small bramble patches. They will also build nests in trees and in buildings, but on Lundy they did not establish themselves in dwellings, though ready enough to penetrate such in search of food. As the pest exterminators' method of dressing with poison was to lay the baits within the entrances of rat holes, the black rats, because of their preference for homes above ground level, were not so vulnerable as the brown rats to the poison, and a larger proportion may therefore have survived.

Some islanders believed that black and brown rats interbred, but there is little or no evidence to support this opinion.

On two occasions, once in 1942 and again within the past five or six years, scientific investigators have set traps for black rats, mainly in Millcombe, the Beach Road sidelands, Rat Island, the Cove Beach, Lametor, and Castle area, and the east sidelands south of Quarter Wall, and I am fairly sure they were unsuccessful in catching any black rats. Personally, I have not encountered one since 1953—I recall that they were numerous in Millcombe and the walled gardens, and should like to be convinced that we still have a small population. *(There have been reports of one being seen recently in Millcombe Valley, and another at the Old Light about 4 years ago—Ed.)*

The black rat, with its smooth black back, creamy yellow belly fur, large ears, and long black ringed tail, is really quite a handsome animal, in contrast to the brown rat. On Lundy, its diet is largely herbivorous, but it is, like the brown rat, omnivorous, and it has been observed feeding on dead seabirds washed up on the beaches. It also doubtless eats eggs and young of birds.

(A full report of the latest investigation into the brown and black rats' effect on the breeding successes of Lundy's seabirds, is contained within the Lundy Field Society's Annual Report for 1971—publication of which is imminent).



KEEPING YOU POSTED

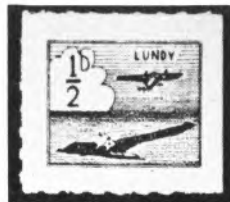
by Barry Chinchin

IT must be unusual for a stamp issue to be decided upon and then design and production left entirely in the hands of the printer. This appears to have been the case in 1929 and 1930 when Lundy's first stamps were prepared. We do not know who designed them. The printer, Bradbury, Wilkinson & Co. can only tell us that staff artists were responsible.

Usually, as an artist is commissioned to prepare designs, modifications are necessary and colour trials using the accepted designs are sometimes produced to enable the most pleasing shades to be selected. Normally these are destroyed or kept by the stamp issuing authority for their records.

In the case of Lundy issues before 1940, Mr. M. C. Harman parted with most of this material. In particular John Stanard in America was given some unique items of this period which are now to be found in fine Lundy stamp collections in the United States.

Occasionally a stamp gets beyond the design stage but fails to come into use. One of the Airline labels comes into this category of "prepared for use but not issued". It was about to be put on sale when Mr. M. C. Harman objected to its design because it included just one word, Lundy, thereby implying that it was issued by his authority, whereas the Airline was a private concern. In spite of reports of the labels being slashed with razor-blades or defaced with pencilled crosses a few, at least, escaped intact. (fig. 1.)



(fig. 1.)



(fig. 2.)

The wartime period led to many experimental stamps being prepared. Most were overprint trials but there were more ambitious projects. The Lundy Philatelic Bureau in Kettering must have been virtually next-door to its printer the Dalkeith Press, and this firm took great pains to provide the Bureau with its needs. Overprinting sheets of stamps which curl up and tear is usually more trouble than it is worth.

The colour experiments with the overprints on the "V and plane" set alone resulted in over sixty combinations of shade and value. (fig. 2.). Even spoilt stamps have been preserved in collections made at this time (fig. 3.). Notable examples of stamps which reached an advanced stage of preparation but were never issued were the 1/2p and 12p stamps overprinted 7p and 8p respectively in dark brown (fig. 4.). There were



(fig. 3.)

(fig. 4.)



(fig. 5)

(fig. 6.)

10p stamps in many single colours (fig. 5) and thirty puffin stamps in many different combinations of two colours. (fig. 6.). Neither of the 10p and 30p stamps were in sheet form and many kinds of paper and card can be found bearing impressions of these designs.

The large 3 puffin label obviously intended for the Wright Brothers' 40th Anniversary in 1943 was also produced as a single stamp in various combinations of two colours. (fig. 7.)



(fig. 7)

Genuine trials were popular with collectors, but we do not know just how genuine the stamps described were. It was because of this popularity that imperforates of many issues since the War have been supplied to collectors.

A further 'escape' of trials took place when a stamp dealer helped finance some of the elaborate pictorial sets of the 1950's. An example is shown as (fig. 8.) There were also some overprinted stamps never sold on Lundy at this period.



(fig. 8.)

Without doubt the Lundy Museum will preserve specimens of future material of this nature but it would be interesting to discover what Lundy Collectors feel about experimental or proof stamps (the genuine kind) being made available to them.



(above) Mrs. Catherine Blaxhall (left) is now looking after the welfare of the Lundy ponies, having succeeded Mrs. Jane Strick and her assistant Mrs. Linda Charteris, who, with their husbands, 'emigrated' to Bardsey Island on April 16th. We wish them happiness and success in their new venture. The ladies are photographed with newly-arrived 'Pipit', her dam, 'Lundy Elsie', and, extreme right, 'Lundy Linnet'.

Colin Taylor

Here and there

Captain Payne, Master of the *Polar Bear* — born in Weston-super-Mare — served as an apprentice on a South Wales tramp steamer, gaining his Master Foreign-Going Certificate in 1941. He travelled the world in tramp and general cargo ships, and was appointed Master whilst trading between Bristol Channel and the Mediterranean. Later, Capt. Payne returned to Weston, where he owned a pleasure boat, and was a member of the crew of the local lifeboat. More recently, he has served for 3 years as Mate on Messrs. P. and A. Campbell's steamer *Westward Ho*, and for 2 years on the sand dredger *Wm. Woolaway*. To Capt. Payne's great delight, his old pleasure boat from Weston has joined him at Lundy as one of the Campbell launches — now called *Lady Moyra*.

Mrs. Payne has travelled to various parts of the world with her husband for a number of years, being accustomed to taking her turn at the wheel, and it should become a familiar sight for passengers on the *Polar Bear* to see her in the wheelhouse bringing the ship into Lundy Roads.

We wish Captain and Mrs. Payne a long and happy association with the island.

(below) Two pictures of the *Polar Bear* during her maiden trip to Lundy on May 1st. The first view is taken from the Beach Road, below Millcombe House.



Colin Taylor



Judith Langford

(above) Capt. and Mrs. J. Payne outside the wheelhouse of the *Polar Bear*.

(below) The *Lady Moyra* discharges steamer passengers at the landing stage.



Colin Taylor

Judith Langford



(above) An attractive view, taken on May 4th, comprising the newly roofed and restored Millcombe House, and Campbell Steamer *Balmoral* at anchor in the Bay.

Derek Sach



Bill Cobbledick

(above) Mr. and Mrs. John Dyke admiring two Victorian Doulton Water Filters; Mr. Ernie Dowding having presented the larger one to the Museum. The smaller filter has been preserved at Millcombe for eventual inclusion in the Museum collection.



Alice Nunn

(above) A merry gathering of 'Nunns' is usually regarded as heralding the arrival of the tourist season. Members of this year's Easter invasion comprised, l. to r.: Sally Cane, Gwen Evans, Lesley Minter, Sue Swain, Tom Nunn, Tony Swain, Helen Bristow, Roger Williams, John Nunn, Miriam Nunn, Roy Bristow, Nina Coulling, Sonny Joseph, and Bill Nunn.



(left) Members of the Conservation Corps visiting Lundy in May rescued this oiled Puffin at Braunton Burrows, and brought it over in the hope that it could eventually be released on Lundy. The Puffin was cared for by Mrs. Rena Grainger at Bramble Villa, and it found the garden pond there useful rehabilitation in preparation for eventual return to the sea. The bird created a great deal of interest amongst visitors and residents, and finally recovered sufficiently to be able to fly away. We hope it is now enjoying life in normal surroundings.



Mary Kohli



Nick Dymond



We are greatly indebted to members of the Conservation Corps, who came over in May, and carried out some arduous tasks, including improving and lengthening the lower rhododendron path on the East Side. (Top left) shows work on the breached walls of the path leading down to the Battery on the West Side.

(above) Roger Mellors tackling a tough proposition on the rhododendron path, with the aid of a mechanical puller.



(above left) This group outside the Old Light comprises l. to r.: Jill Lamont, Mike Tucker, John Agnelli, Helga Hambrecht, Mary Kohli, Roger Mellors, Hilary Cropper, Colin Mather, Janet Bottone, John Clements, and Sarah Fraser Clarkson.

(left) A musical Saturday night in the Tavern, with visitor, Mrs. Pauline Hailstone, former violinist with the Hallé Orchestra, "Dave" Davey on the melodeon, and Mrs. Liz Stafford, with husband Mike playing the accordion, in the background, Mr. Reg Lo-Vel, and Mr. Max Hailstone.

Colin Taylor



LUNDY LOG

Compiled by
John Dyke

AUGUST —
SEPTEMBER
1971

AUGUST

1st: Deterioration in weather. Squally showers — wind S., increasing at nightfall. *Westward Ho* arrived with 220 passengers — sea rough. Mr. Strick left on steamer. Belgian trawler, *Apollo*; yacht *Jose*, and *Cleave Petrel* at anchor, the latter leaving on evening tide with Mr. Jim Thompson for Clovelly. Rev. C. Thexton conducted Evening Service — 40 in congregation.

2nd: Sunny morning — overcast in afternoon. Wind S.S.E. *Bon Heure*, *Jose*, *Moonraker*, and *Cleave Petrel* at anchor. Supersonic explosion over S. End, frightening animals. Increase in wind late evening, S.E. 4—5.

3rd: Wind S.S.E., drizzle, overcast. *Gannet* arrived at 0930 hrs. with 11 passengers, including a party of geologists from Liverpool University, two Trinity House employees for N. Light, also Mr. Nicholas Price, and Mr. Strick. Miss Catherine Hubbard and Miss Sarah Hook camping. *Bon Heure* left in morning. Campbell steamer arrived at 1400 hrs., with 350 aboard. Later, *Little Bittern* at anchor, staying overnight. 3 deer broke into Millcombe paddock. Brass plate, "Engineer and Donkeyman" (*Carmine Filomena wreck*) illicitly removed from bedroom door in Old Light. *Cleave Petrel* returned to Bideford. Mr. Kenneth Keast, a great friend of Lundy, died at Marlborough.

4th: Dull, overcast, later brightening. *Cleave Petrel*, *Surveyor*, and another Belgian trawler at anchor, the latter two leaving in afternoon with *Little Bittern*. Trawler *Kamina* arrived after mid-day, leaving at 1945 hrs. *Endeavour*, cabin cruiser, flying Welsh flag, anchored at 1930 hrs. Meeting held in the evening to discuss the formation of an Underwater Park around Lundy's coast. Brilliant full moon, with scudding clouds, hastened by a strong W. wind.

5th: Fine, bright morning, becoming showery. S.W. wind, 4, veering W. and backing S.W. in the evening and increasing. *Pertinence* (Rochester) anchored in the Roads, leaving for Fremington at 1345 hrs. *Gannet* arrived at 0950 hrs., with 2 passengers and 5 tons of cargo, leaving again at 1345 hrs. with a consignment of lambs. *Westward Ho* arrived with a full complement. Mr. and Mrs. A. Langham and daughters were on board. *Crescence* anchored at 2000 hrs. and later the sailing yacht *Vissi D'Art*.

6th: Fine morning — wind S.W. *Vissi D'Art* and another small yacht in the Bay; former leaving at 1230 hrs. *Silver Puff* arrived from Bideford with 6 day passengers (2 of whom remained aboard fishing), and returned on the afternoon tide.

7th: Fine, bright morning — slight N.N.E. wind. *Silver Puff* at anchor, together with Relief Lifeboat 70-002. *Westward Ho* arrived at 1345 hrs. with over 300 passengers aboard, including Rev. D. Bracewell and members of St. Stephens Wayfarers Youth Club, Tonbridge, to stay. Domestic fork recovered from the wreck *Salado* presented to the Museum by Mr. Don Shiers. 36 Hunter and Meteor aircraft flew over the island (R.A.F., Chivenor Air Day). Wonderfully large golden-orbed moonrise over the estuary.

8th: Morning fine, but overcast. Tonbridge Youth Club held a Church Service at 1030 hrs., with over 30 in the congregation. The *Balmoral* arrived at 1410 hrs. The clouds dispersed;

becoming hot and sunny. 12 small vessels in the Bay — including *Tune* (Barry Yacht Club), *Loner II* (Boston), *Ru Cha*, *Fidgit*, *Silver Puff*, *Sea Wolf*, *Little Bittern*, 3 yachts, and one motor launch. Evening Service conducted by Rev. C. Thexton — 48 in congregation. Mist and drizzle — 2 yachts remaining in Bay. South Light fog siren commenced at 2300 hrs., continuing throughout the night.

9th: Foggy at first, clearing, and then patchy. Fog siren ceased at 0915 hrs. Conditions prevented unscheduled visit of *Gannet* to convey lambs. Yacht *Chinook* (Bristol) in the Bay. Working party under Mr. Langham's direction, cleaned up Church paths and environs. Mr. Don Shiers presented the Museum with well preserved cordite bag from the *Montagu*. Belgian trawler *Hendrick Judith* made a brief visit to the Bay in the evening. *Westward Ho* arrived at 1415 hrs. Memorial Service to Mr. Kenneth Keast conducted by Rev. Thexton — an appreciation given by Mr. A. F. Langham.

10th: Grey and overcast morning — wind N. 2-3. At 1030 hrs. there was a sudden heavy squall which demolished the tents belonging to Miss Catherine Hubbard and friends. *Chinook* riding out very rough sea in the Bay, and before the storm abated she chose to move out into the open sea. The *Gannet* also had to contend with the severity of the storm — a considerable amount of stores got wet. 4 day visitors aboard, including the Vicar of St. James', Ilfracombe, and Mr. P. Vickery. Campbell steamer sailing cancelled, and the Bishop of Exeter and Rev. Dixon were unable to visit the island. Relief lifeboat, 70-002, anchored in the Bay, also *Crescence*, to await the evening tide. Two Belgian trawlers in at 1700 hrs. The storm subsided in the evening.

11th: A bright morning — patches of blue sky. Hartland Coastguard reported both *Gannet* and *Chinook* safely back to port yesterday. 70-002 left the Bay by mid-morning. Mr. Don Shiers brought another relic from the *Montagu* — an enshrined shell-hoist brass plate.

12th: Overcast morning. Coaster, *Yew Forest*, anchored in Roads. *Balmoral* arrived at 1330 hrs., with 450 aboard. Miss Catherine Hubbard and friends left, also Mr. J. Dyke. Messrs. Hardy and Ryan (Barmen) left permanently. Belgian trawler dropped anchor at 2100 hrs.

13th: Overcast, with fine drizzle. Wind W. 2-3, later veering E. Rain squalls. *Gannet* arrived at 1245 hrs., on an unscheduled voyage — cargo including bread, beer, and new trailer sides. *Yew Forest* departed in the early morning, also the Belgian trawler.

14th: Fine at first. Wind W. 3-4, and becoming squally. Helicopter relief for North and South Lights. Mr. and Mrs. Christopher Price and party for Hammers arrived in the *Gannet* at 1245 hrs. Mr. Paul Isaac, Barman, arrived. Meteorological Station to be established at the North Light. Campbell steamer arrived, with Mr. Hollow (Diocesan Architect), and Mr. Bill Copp. Mr. and Mrs. Bendall and Mr. Wayland Smith (for the day), Messrs. Victor Gray and Phil. John (camping). Mr. and Mrs. Martin (Bristol) to stay. Rev. and Mrs. Parkhouse and son (for Castle). Miss Pat Martin's 21st Birthday Party.

15th: Cold and grey at first — becoming sunny. Mr. Hollow inspected the Church fabric, together with Mr. Bill Copp, and left on the afternoon Campbell steamer. Rev. G. Thexton conducted the Evening Service at 1800 hrs. Evening warm and beautiful.

16th: Lovely sunny morning, which continued throughout the day. Slight E. breeze — freshening. *Lotus* and *Snowflake*, yachts, arrived at 1800 hrs., crews landing, and departing at 2030 hrs. in the face of an adverse forecast. Belgian trawler landed fresh fish for islanders.

17th: Wind E. by mid-morning, increasing to force 4. The *Westward Ho* was unable to land any day passengers, but Mr. J. Dyke (returning from a visit to Portishead), Mr. Adam Smith,

Mr. William Joll, and Mr. Gibson (Trinity House) were taken off. Mr. Victor Gray, Mr. Philip John, and Mr. and Mrs. Martin were taken on board the *Westward Ho*. The *Gannet* had already discharged her cargo and 11 passengers, and left with the Rev. Thexton and family, and Mr. Grainger. The *Prada* (Penzance) paid a brief visit with Mr. Bill Bowen aboard, formerly in charge of Bristol Channel Divers' Lundy base. After a short lull in the afternoon, wind increased, and sea became rough — rainy squalls.

18th: Wretchedly wet morning, blowing strong E., with intermittent rain. *Gannet*, and later *Westward Ho*, came in boisterous seas. Mr. Bartholomew Smith arrived to camp. Hartland Coastguard transmitter out of action.

19th: Fair morning — wind abated — E. side still rough. *Gannet* arrived at 0945 hrs. *Westward Ho* arrived at 1300 hrs. with 450 aboard. Anglers, Messrs. Adam Smith and William Joll photographed holding 9 lb. pollack — one of the largest seen of the species from Lundy waters. Handsome yacht in the Bay, eventide, *Clarion of Wight* (Dun Laoghaire). A quiet night.

20th: Fine and sunny throughout — near gale force E.N.E. wind — warm. *Clarion of Wight* left her anchorage. *Abakma* (Cardiff), cabin cruiser, anchored at 1330 hrs. *Silver Puff* arrived in morning with day visitors, leaving again at 1500 hrs. Wind continuing E. 6-7; mild — clear visibility at nightfall.

21st: Pleasant morning — warm and sunny — but still E.N.E. wind. *Gannet* sailing cancelled. *Cleave Petrel* arrived with Mr. and Mrs. Clarrie Metherell (Bideford) on board. Landing was effected with difficulty at Lametry Beach. *Westward Ho* arrived, and as conditions on the beach had improved all day visitors were landed. Mr. and Mrs. Ingram and 2 sons, Mr. D'Oily Wright, and Mr. Philip White arrived. Overcast in the afternoon and for remainder of the day.

22nd: Sea calm — windless — overcast. *Cleave Petrel*, *Torora*, *Sea Wolf* (motor cruiser), *Boxer IV*, *Fidgit*, *Elanday* (Maldon), *Ru-Cha*, *Solaire II*, *Pumpkin*, and two unidentified catamarans at anchor — all except the first two mentioned being a flotilla of small craft from Ilfracombe. Mr. and Mrs. Ron Machin, were day visitors. Chivenor helicopter arrived looking for one small vessel which did not rendezvous with others at Lundy (subsequently sighted off Saunton, with engine failure). Only the *Cleave Petrel*, *Torora*, and yacht, *Pumpkin*, remaining in the Bay late afternoon. Cricket Match in the Tent Field arranged by Mr. Christopher Price between the island and visitors, the latter batting first and declaring at 117 for 9. The islanders set for victory, with 69 for 3, when Dr. Watson, who was bowling at the time, was summoned to give medical aid at a climbing accident near the Devil's Slide. In conveying the injured man to the mainland, the helicopter engine cut out, and patient, wife, and crew had to rapidly jump into the sea, to be picked up by another helicopter and the patient conveyed to the North Devon Infirmary where he was later discharged after treatment. Church Service at 2115 hrs., conducted by Rev. G. Parkhouse — 30 in congregation. Windless, clear night.

23rd: Slight N. breeze — misty. *Pumpkin* still in the bay. Visibility decreased and fog siren commenced at 1330 hrs., continuing until 1500 hrs. *Gannet* arrived at 1230 hrs., returning to Ilfracombe with 43 lambs. Extremely humid in the afternoon, after cloud dispersal, nevertheless the sun shone through haze.

24th: Similar day — grey and calm at first, warm and hazy later. Fog siren commenced at 1045 hrs., continuing to 1900 hrs. Fog cleared somewhat in the face of increasing E.N.E. wind. *Westward Ho* arrived at 1430 hrs. with a full complement, leaving again at 1700 hrs. *Gannet* arrived mid-day, leaving just after the *Westward Ho*, with 44 lambs aboard. *Amey II*, from Appledore Shipyards, undergoing sea trials along the East Coast. A quiet evening.

25th: Wind E., 2-3 — some billows, but a beautiful day. The *David* — small yacht with yellow sails, anchored in the Bay. Mumbles Coastguard reported that the Hartland Transmitter was still out of action, but communication was restored by the 1600 hrs. transmission.

THV *Argus* arrived at 1705 hrs.

26th: A beautiful day until late afternoon, when it became overcast, with drizzle. Wind strong S.W. *Gannet* arrived with 12 day visitors aboard. *Balmoral* arrived with full complement. Mr. Robertson, from Hull, a survivor of the crew of *Halton*, a war-time casualty, arrived for the day. *Sea Melody* (Ipswich) anchored in the late afternoon — built in 1928 as a ketch, and re-registered as a schooner 1931-32; owned by Capt. Paul Davis of Appledore, late owner of the *Kathleen and May*. Evening continued overcast and damp, with strong S.W. wind. S. Light fog siren in action.

27th: Bright at first, but a succession of miniature depressions followed. The weather, however, kept fine for the arrival of the *Balmoral*, with Mr. Philip Jebb aboard. Messrs. Adam and Bartholomew Smith, and Rev. and Mrs. Parkhouse and son, left. Mr. Larry Alexander, Building Foreman, left the island permanently today. Container ship, *Scandia Clipper* passed up Channel close to the South End. *Sea Melody* left at 0930 hrs. on N.N.E. course — later in morning *Spindrift*, from the Scillies, arrived in the Bay. S.W. wind increased to near gale force this evening.

28th: Very foggy — South Light siren commenced at 0800 hrs. Wind W.S.W. 5-6, increasing to gale. *Cleave Petrel*, Belgian trawlers *Annie*, *Surveyor* and *Mariner*, sheltering, also *Spindrift* and *Quiescence*. *Gannet* and *Cape Horn* sailings cancelled, the latter having ventured outside Ilfracombe Harbour, but forced to turn back — *Little Bittern* sailing from Bideford also cancelled. Wind continuing blustery.

29th: Low cloud. Wind S.W. 4-5. *Spindrift* sailed at 0930 hrs. *Cleave Petrel* and 3 Belgian trawlers at anchor. *Balmoral* arrived at 1500 hrs., strong winds and drizzle. Mr. and Mrs. Christopher Price and party, Mr. D'Oyly Wright, and Mr. Paul Munton left on return sailing. Two day visitors stranded, and accommodated until the morrow. Church Service at 1800 hrs. — 30 in the congregation.

30th (Bank Holiday): Dull, overcast — occasional patches of sunlight in the afternoon accompanied by rain storms. *Cleave Petrel* left at 0915 hrs. for Bideford. *Westward Ho* arrived in a rough sea.

31st: Wind S.W. 4. Future forecast, S.W. 7. *Gannet* sailing cancelled. Sky overcast — visibility poor. *Westward Ho* arrived at 1400 hrs. with Mr. and Mrs. K. S. Gardner and family aboard. *Pertinence* anchored in the Roads. Small yacht, *Lamu*, anchored in the evening. A beautiful salmon-pink sunset, with fleecy grey clouds superimposed. Bristol Channel Divers organised a barbecue in the Cove. Wind continuing S.W. 5-6.

SEPTEMBER

1st: Wet and windy. W.S.W. gusting to gale force. *Gannet* sailing cancelled. *Pertinence* left during the morning. At 1830 hrs., 3 Belgian trawlers, *Sea Gull 2*, *Annie*, and *Zeeparel*, also yacht *Lamu* at anchor. Lifeboats 70-001 and 70-002 rendezvous'd in the Bay — the former remaining overnight. Mr. K. S. Gardner gave an illustrated talk in the Hotel lounge, on Ireland and its Islands, drawing an interesting parallel between the memorials on Lundy and Ireland.

2nd: Grey, overcast morning — Wind W.S.W. 3-4. *Gannet* arrived, with Mr. and Mrs. David Dyke, and 5 day visitors. Large amount of cargo, owing to previous sailing cancellations. *Sea Melody* re-appeared in the Bay. A pleasant evening and, after dusk, intermittent moonlight.

3rd: Bright morning, with clouds gradually dispersing, giving way to hot sunshine. The *Lamu* and *Sea Melody* still at anchor. *Cleave Petrel* anchored in the evening. A fine night, the moon casting a silver reflection on the quiet waters.

4th: It is learnt, with regret, that the *Westward Ho* has made her last voyage to Lundy, due to serious engine defects. A beautifully warm, sunny day. The sea calm and like a mirror. *Balmoral* arrived at 1400 hrs. (400 passengers), leaving again at 1715 hrs. Mr. Paul Lawrence (boatman) arrived back, having disposed of the *Rose of Sharon*. Mr. and Mrs. K. S. Gardner, Mr. and Mrs. Grainger, and families, left. Mr. and Mrs. Ingram and sons left on the

Gannet, which had arrived at 1000 hrs. Capt. Mountjoy, skipper of the *Margaret*, was married today, and the *Cleave Petrel* brought the newly weds over from Clovelly, arriving at Lundy 1930 hrs.

5th: Wind E., with swell on the beach. *Cleave Petrel* moved round to Jenny's Cove and anchored. Beautiful morning, warm and sunny. Contents of I.L.N. No. 5 completed and taken up to the Pyramid at 1230 hrs., from where it was kindly conveyed to Bideford aboard the *Cleave Petrel*. Church Service at 1800 hrs., with 20 in the congregation. Lovely evening, with full moon after dusk.

6th: A gorgeous day, with E. wind 2-3. *Gannet* came on unscheduled trip with beer and cement, returning with a cargo of lambs. At noon, the FY18 *Britannia* came with day visitors. Exceptionally low tide. E. wind still in evidence. Marvellous Harvest Moon at nightfall.

7th: E.S.E. wind, increasing 4-5. *Gannet* came with 10 day visitors. Too rough on the Beach — the beach party had to go up to Jenny's Cove, where the passengers and some cargo were landed onto the Pyramid. *Balmoral* arrived at 1445 hrs., but, owing to conditions, passengers were taken on a cruise around the island, later returning to the Bay to pick up 4 passengers for Ilfracombe. Brilliant sunset at one stage resembled a squashed crimson ball.

8th: Another glorious day, but rather more wind E.S.E. Church decorated for today's Harvest Festival by Mrs. J. Dyke, Miss P. Parsons and Miss E. Spratley. Owing to unfavourable landing conditions the *Balmoral* proceeded on another cruise around the island, returning to the Bay and landing passengers to stay, including the Rev. R. C. Dixon, and Mr. Tom Jones (retired bass soloist from Salisbury Cathedral), and Mr. Ian Grainger. Mr. Dennis Knight, and 4 other passengers were taken off from the Cove beach. Messrs. Martin Webb and Martin Dymond (Bristol Channel Divers) rendered valuable assistance in ferrying passengers, with the use of their rubber dinghy. A large eruption of Tortoiseshell, Red Admiral, and other butterflies, also various moths, fluttering about the thistledown at the S. End. T.H.V. *Stella* anchored in the Roadstead, staying overnight. Harvest Festival Service at 2115 hrs., conducted by Rev. R. C. Dixon — the Church and decorations attractively illuminated by the oil lamps. Mr. Tom Jones, soloist. Lessons were read by Miss P. Parsons, and Mr. I. Grainger. Organist, Mrs. J. Dyke. Congregation of 47.

9th: Another similar day — if anything, more E. wind. Holy Communion at 0800 hrs., with 7 communicants. *Gannet* surprisingly arrived with 10 passengers, including Mr. and Mrs. R. Bendall and family. Conditions did not permit a landing, either on the Beach or the Pyramid. The vessel lay off in Jenny's Cove until 1600 hrs., when an improvement permitted landing on the beach. *Balmoral* came at 1430 hrs., but a landing of day visitors was still not possible. Rev. Dixon, Mr. Tom Jones, and Miss Pat Parsons were amongst those taken off from the Cove by Bristol Channel Divers. Miss Marsh sent, as a gift, a new Altar Cloth for the Church.

10th: More overcast, but less wind — Still E., but veering S.S.W. mid-day. Mr. David Dyke and others made the descent to Seals Hole — 5 seals encountered, and indications of others in the depth of the cave. A fairly quiet evening.

11th: Fine but dull, brightening later. *Cleave Petrel* arrived at 1130 hrs., but E. 4-5 wind made landing impossible and she sought shelter in Jenny's Cove. *Gannet* and *Margaret*, finding similar conditions, did likewise, and awaited an improvement on the Landing Beach, where eventually all were disembarked and embarked. Dr. and Mrs. William Ruddock arrived to stay. Overcast later, but wind less in evidence.

12th: An absolutely beautiful autumnal day, commencing with a heavy morning dew. Mrs. Gade ill, and attended to by Dr. Ruddock. *Balmoral* arrived with 350-400 passengers. Miss Edna Spratley left on return voyage. *Pinhoe* (Capt. Trevor Davey) spent a short while in the Bay. Evening Service at 1800 hrs. — 8 in congregation.

13th: Another beautiful day — butterflies and moths exceedingly active. Mr. and Mrs. George Cothay called at Signal Cottage (their 20th

consecutive visit to Lundy), and, later, Lord and Lady Darwen. Mr. and Mrs. D. Dyke circumnavigated the island in a canoe — 20 seals sighted. A quiet evening and night.

14th: Beautifully warm and sunny — moderate N.N.W. wind. *Gannet* arrived at 0845 hrs. with 3 passengers, including Mr. Tony Vickery. Lord and Lady Darwen and Mr. and Mrs. D. Dyke were among the passengers on the return voyage. Two large shoals of mackerel off S.E. Point. *Balmoral* arrived at 1300 hrs. Mrs. Lee (Penarth), and Mr. Jack Dickens on board, also Mrs. Gould and family, the latter presenting the Museum with her ration book, issued to her on Lundy in 1918. Mrs. J. Dyke left on the return voyage. Butterflies still numerous, including Painted Ladies. Miss Sue Marsh arrived today to assist in Hotel kitchen.

15th: Grey and overcast, but calm. Warm, mist at first gradually dispersing. T.H.V. *Strathclyde II* at anchor in the Bay during morning, leaving in late afternoon. Shoals of mackerel still circulating in the Bay.

16th: Overcast — light cloud cover — S.E., but virtually windless. *Gannet* arrived, with Mr. Reg. Tuffin, Miss Marsh, one day visitor, and one new employee.

17th: A beautiful day — slight S. breeze — warm and sunny. At 0705 hrs. the yacht *Coquelecot* (Cherbourg) anchored, departing in the morning. *Susabeth* (Liverpool) anchored in the afternoon, leaving at 1645 hrs. Motor fishing vessel *William Harvey* (Penzance) arrived in early evening, departing 2030 hrs. *Cleave Petrel* also moored in the evening. The *Gannet*, on a special sailing, conveyed 54 lambs back to Ilfracombe.

18th: Another gorgeous day — little wind. *Sea Melody* and *Cleave Petrel* at anchor, later joined by the *Sea Hawk* (Instow). *Gannet* arrived at 0930 hrs., with Mr. Miles (Oxford), and Mr. and Mrs. Peters. We learned with deep regret of the sudden death of Mr. Tunnicliff (Hartland Coastguards). *Gannet* returned with a full complement, and 30 sheep.

19th: A glorious day. Bay well patronised by small craft, including *Louisa* (Braunton), *Willow the Wisp* (Bideford), *B.D. 74* (Bideford), *John Collin II* (Bideford), *Sea Hawk* (Instow), *Cleave Petrel*, *Sea Melody*, *Cap'n Chris*, *Lundy Puffin* (Capt. Fred Hutchings), and *Little Bittern*. The *Sea Hawk* only remaining overnight. *Balmoral* arrived with 300 aboard, including the National Trust party, headed by Mr. Michael Trinick (S.W. Area Secretary), Mr. R. E. Meyrick (Devon), Dr. Wright (Forestry), Mr. Warren Davis (Information Officer), and Mr. Marcus Trinick. Other arrivals included Mr. and Mrs. Dennis (Okehampton), Mrs. Edwards, and Mrs. Joan Dyke. Evening Service at 1800 hrs. conducted by Mr. Ian Grainger. Lessons read by Mr. Michael Trinick and Mr. Warren Davis — 24 in congregation.

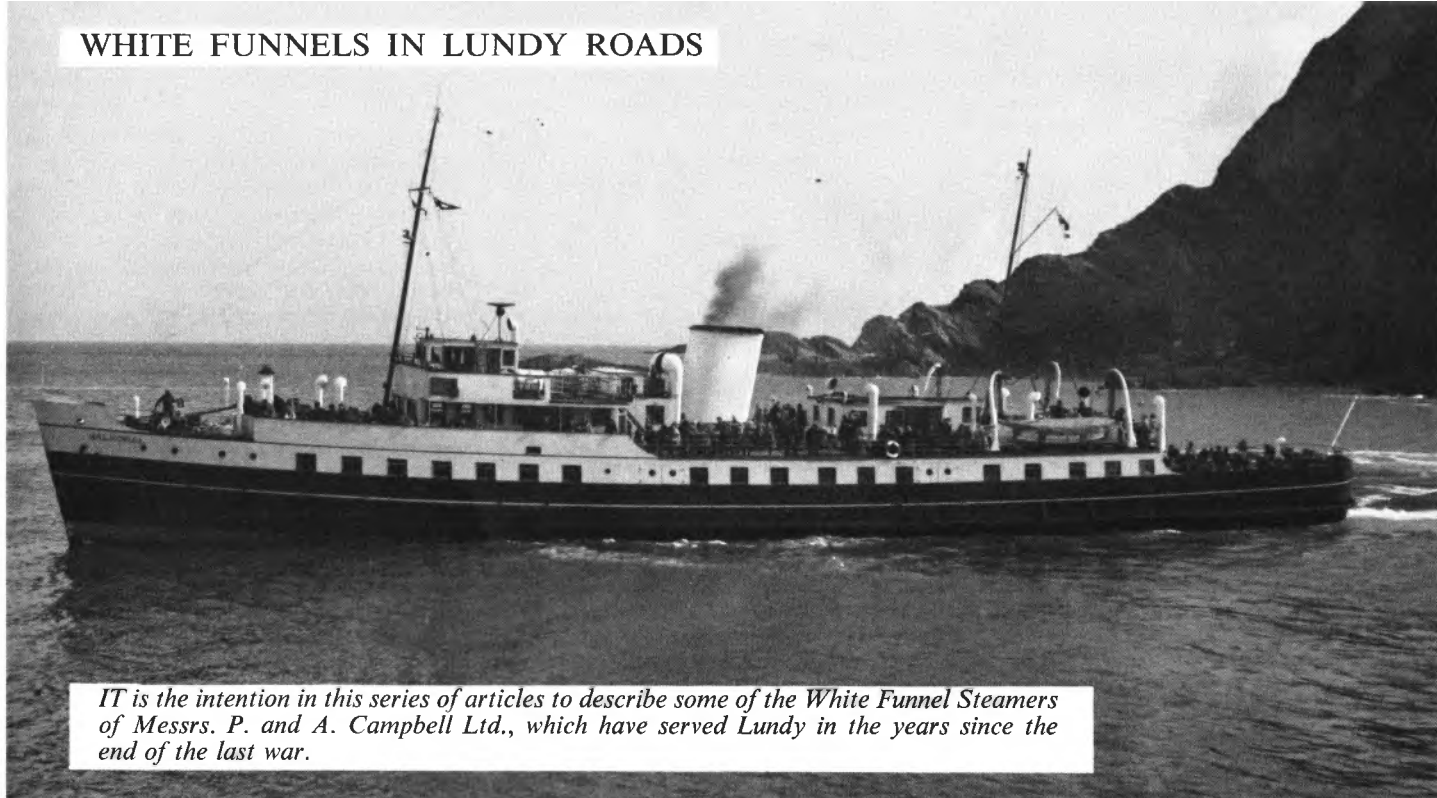
20th: Another glorious day. *Sea Hawk* still at anchor in the Bay, leaving in the late evening on a calm sea.

21st: Hazy, after a grey dawn, later becoming beautifully sunny. In spite of a disconcerting breeze from the E., the *Gannet* landed 8 passengers at 1015 hrs., and the *Balmoral* arrived with approximately 400 passengers, including Mr. and Mrs. Bob Bendall for the day. The sea was lively, but quietened down during the afternoon. Mr. Jack Dickens paid his farewell visit to the island for this year. *Gannet* returned to the mainland with this season's shearing of wool.

22nd: A mixed day of sunshine and showers — periods of heavy cloud. N.E. wind 4-5, later veering S., and then ceasing altogether.

23rd: S. Light fog siren commenced during the night, continuing until 1430 hrs. after the *Balmoral* had arrived. *Cap'n Chris* came in thick fog from Clovelly at 0915 landing two passengers, Mr. and Mrs. Sherborne, and quickly returning whence she came. *Gannet* arrived at 1115 hrs., and conveyed subscribers' copies of I.L.N. No. 5 on the return voyage. The Guinea-fowl have neglected their chicks, and none survive. Wind S.W. 2-3. Later N.W.

24th: Dull and overcast — wind S.W. 2-3. A little sunshine at mid-day. *Balmoral* arrived at 13.30., on the annual cruise from Tenby, with about 600 passengers on board. A quiet evening.



It is the intention in this series of articles to describe some of the White Funnel Steamers of Messrs. P. and A. Campbell Ltd., which have served Lundy in the years since the end of the last war.

1. M.V. BALMORAL By P. J. Murrell

THE only White Funnel vessel serving Lundy in 1972 is the M. V. *Balmoral*. This fine modern motor ship is a relative newcomer to the waters of the Bristol Channel, first entering service there in 1969.

The *Balmoral* was built in Southampton in 1949 for Red Funnel Steamers of that port. She was built with the dual purpose of Isle of Wight ferry work and cruising in mind. For the first twenty years of her life she was in service for most of the year. Her normal employment in summer was on the extensive network of Red Funnel excursions from Southampton to Southsea, Ryde, Sandown, Shanklin and Ventnor, and also on the famed 'Round the Island' excursion from those resorts. On summer Saturdays, she was usually to be found on the West Cowes car and passenger ferry service, which was her normal employment in the winter months. She could carry up to fifteen average sized cars on her after deck, which, on excursion sailings, with deck chairs laid out, made a most pleasant sheltered sun deck.

In the 1960's the need for a further vessel capable of carrying more cars and heavy lorries became evident. With the now diminishing profits to be made from the excursion side of the business, Red Funnel decided to opt out and replace *Balmoral* by a new ferry vessel. With the arrival of the new M.V. *Cowes Castle* in 1968, *Balmoral* was withdrawn. A similar fate had, of course, happened to the generally similar class of vessel *Vecta* a couple of years previously.

At the beginning of the 1969 season, she was transferred on a long term charter to the Bristol Channel services of Messrs. P. & A. Campbell, in whose colours she now operates. It is interesting that she still retains her Southampton registry.

Since her arrival on the Channel, *Balmoral* has proved herself a great favourite with the regular passengers and holidaymakers alike. Her good speed and sea-going qualities have enabled her to undertake many of the long day

trips once operated by those two old favourites *Bristol Queen* and *Cardiff Queen*, now both, unhappily, scrapped.

Some brief description of the ship herself may be of interest. On the main deck, she is open aft (the car/sun deck), whilst forward on this deck there is a large dining saloon seating sixty, fitted with a fully equipped galley and pantry. Amidships are the passengers' toilets and the tea bar. The promenade deck extends over about three-quarters of the length of the ship, and is equipped with a cocktail bar forward and a shelter aft. The navigating bridge and chartroom are above the cocktail bar. On the lower deck aft there is a very large lounge/bar, whilst officers and crew have their accommodation forward of the machinery space on this deck.

The *Balmoral* is fitted with a highly efficient, but comparatively simple, power plant. It consists of two Sirron two-stroke diesel engines driving twin screws through a mechanical transmission. This type of transmission means that the engines have to be actually worked by the engineers in the engine room, acting on the orders of the Master on the bridge. Incidentally, *Balmoral* has a very melodious set of bells on her engine-room telegraphs!

Since her arrival in the Bristol Channel, *Balmoral* has been commanded by Capt. E. J. Wide, who has been sailing in White Funnel steamers since well before the last war. His first command was P.S. *Glen Avon*, lost on active service in the war. Since then, he has held command of both *Bristol Queen* and *Cardiff Queen* before taking over his present ship.

BALMORAL STATISTICS

Builders		John I. Thornycroft & Co. Ltd., Southampton.
Launched		1949.
Tonnage		688 tons gross.
Length		204 feet overall.
Breadth		30 feet overall.
Speed		Max. 16½, Service 15.
Passengers		Class III Certificate 733. Class IV Certificate 915.

'Balmoral' just getting under-way for Lundy from Ilfracombe Pier on Easter Monday 1972.
Photographed by Derek Sach.

LUNDY LOG continued

25th: Overcast, with hardly any wind. *Gannet* arrived at mid-day with Major Peter Bellers, and Mr. and Mrs. Terry Shannon on board. Mr. Tony Vickery left on the return voyage at 1700 hrs., by which time it had become beautifully warm and sunny. Messrs. Syd Allen and Frank Elson delivered to the Museum a large collection of Victorian bottles, glass, and pottery, discovered in a tip in Millcombe Valley.

(The following entries were contributed by Mr. and Mrs. T. Shannon, during the absence of the writer on the mainland).

26th: Fresh S.W. wind — warm and sunny with little cloud; heavy showers in the evening. *Balmoral* arrived with Mrs. K. Harman, Mr. John Harman, Miss Inez Harman, Mr. and Mrs. Peter Harman Jones, and the Rev. R. C. Dixon. Mr. and Mrs. Czipri, and Mr. and Mrs. John Dyke were among the departees on the steamer. Evensong in the Church at 1800 hrs., conducted by the Rev. Dixon.

27th: Fresh N.W. winds. Sunny. Communion Service at 0800 hrs. *Recife* (Rio de Janeiro) arrived from Appledore Shipyards for sea trials. Church meeting in the evening with Rev. Dixon, and Messrs. Ian Grainger, R. Davey, and J. Webster present.

28th: Very light N.W. winds. A fine day. *Gannet* arrived, and departed with the Rev. Dixon on board.

29th: Moderate S.W. wind, blowing mist over the top of the island. Mist lifted later in the morning, wind freshened — a few sunny intervals. One unidentified vessel at anchor at nightfall.

30th: Thick mist, clearing by mid-day. S. Light fog siren in action. *Gannet* arrived at 0830 hrs. Mrs. Shirley Glover amongst the passengers on board. *Balmoral* arrived, with Mr. and Mrs. John Smith, Mr. and Mrs. Richardson, Mrs. Mary Squires (nee Gade) and her 3 children, Mr. Martin Harman, Mr. and Mrs. Tony Hatfield, and Mr. and Mrs. Christopher Price. Visiting for the day were Mr. and Mrs. Linton Lundy and family from Devenport, Iowa, U.S.A. The afternoon and evening were beautiful. The sun set on this last day of September against a backdrop of blue — its golden light being replaced by the reflected light from a silvery moon. ●



SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from previous issue)

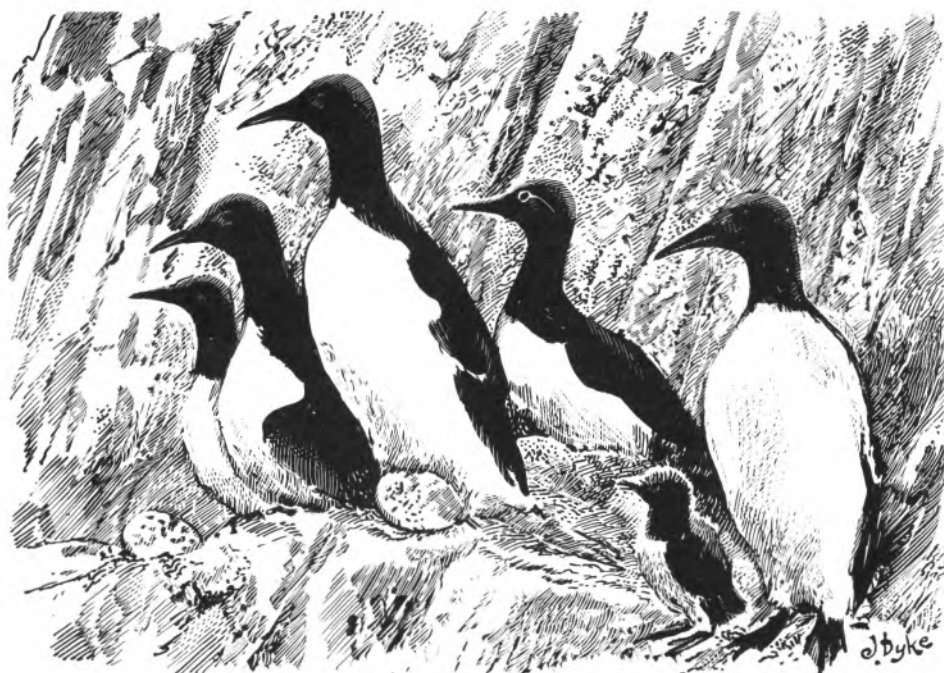
THE Shearwater is said to breed in the rocks' hereabouts; but we did not notice it; nor do I know of which species it is. Nearly at the edge of the slope we observed a stout iron rod erected, standing ten or fifteen feet high. On inquiry we found that this, with a corresponding one at some distance, is used for the support of a long but narrow net, which is stretched along like a wall at the edge of the precipice, to intercept the puffins. These birds, when they fly, shoot down in a straight line, just sufficiently above the ground to clear the rocks and hillocks; they thus strike the net, and are caught. They are also taken in numbers by dogs, which run upon them before they have time to fly; and in other modes, chiefly for the sake of their soft and abundant feathers.

From the spot where we now stood there extended a considerable space, almost covered with the wild hyacinth, as we could see by the fruit-bearing stalks. The contrast which this large belt presented when in flower, with the thrift which occupies as exclusively the range below it, was described to us as very curious and pretty; the whole forming two parallel zones, the one of blue, the other of pink. Large beds of coarse sorrel were prominent in the vegetation here; and the crevices and bases of the rocks were fringed with the singularly-cut leaves of the buck's-horn plantain, growing in the unusual luxuriance. The pungent peppery scurvy grass we also found very fine.

We now approached the north-west point, the very extremity of the island; no slope of earth, but a wilderness of huge castellated masses of granite, piled on one another in magnificent confusion. By scrambling between and over these, we contrived to take a perch, like so many of the tenant-birds themselves, on the very verge of the stony point, whence we could look over on each side, and gaze on the boiling sea at the foot of the perpendicular precipices. In truth this was a noble sight; the point was fringed with great insular rocks, bristling up amidst the sea, of various sizes, and irregular angular shapes, partially or wholly covered by the tide at high water, though now largely exposed. There was a heavy swell from the westward, which, coming on in broadly heaving undulations, gave the

height, about thirty in width, and perhaps eight hundred in length. It completely perforates a projecting promontory, the part of the coast, indeed, which we had been skirting, on which our principal observations on the birds had been made. A boat can go right through, but only at high water, because there is a rock in the midst of the course, which, at any other state of the tide, leaves too narrow a channel on either side. But the most interesting fact connected with the cavern, is that a spring of fresh water is said to rise in its centre, bubbling up through the sea-water that overlays its mouth. Mr Heaven could not vouch for this on personal observation; but the well-known occurrence of similar phenomena renders credence in this case no great difficulty. The breaking of the sea into the mouth of the cave, narrowed as it is, and the reverberation of its hollow roar from the sides of the chasm, were particularly grand and striking.

When our first emotions of admiration at the grander features of the scene were a little exhausted, we had leisure to look at the living occupants of the rocks. The perpendicular cliffs of the naked rock, broken into vast angular masses, square columns, and buttresses, like the walls of some old irregular castle and cut into shelves and ledges, sometimes only a few inches wide, presented a very different scene from the sloping wilderness of thrift-tussocks, interspersed with boulders, which we had seen tenanted by the puffins and razor-bills. Both of these species, indeed, were found here also in considerable numbers; but the species more strictly appropriated to this locality was the foolish guillemot, or "mer", as it is better known to the fishermen. All along the little ledges, around, above, and beneath us, we saw the guillemots sitting in rows, row upon row, almost as close as they could comfortably place themselves, every one bolt upright, the manner of sitting common to the puffins and razorbills also, but not the gulls or the gannets, which incline the body when resting, as most birds do. It is the position of the feet, set far behind, in the shortwinged plunging birds of the diver and auk families, that makes the upright posture that of the rest, this being the only manner in which the centre of gravity can



Nesting Guillemots

be brought over the feet. The whole sole rests on the ground, and not the toes only, as in other birds.

Many of these birds were incubating, and others had a chick. Not the least vestige of a nest was there, not a fragment of seaweed, not a leaf of thrift; the single egg, never more, is dropped on the smooth shelf of stone, perhaps not wider than its own length, where one would suppose the first puff of wind would roll them over the edge, and involve them by scores in the irremediable fate of Umpti-dumpty in the nursery-rhyme. Still we did not discern on the groins and points of the rocks below any splatterings which would indicate the frequency of such an accident; nor can we suppose, from what we know of the economy of the works of God, and of the almost infallibility of instinct, that it is at all common. Probably the egg is rarely or never left unprotected, except in unwonted circumstances, one parent relieving the other in incubation; and we could see how cleverly the old bird kept its frail charge between its legs, even as it moved to and fro. An intelligent observer of animals, who is very familiar with these birds, told me that he had seen a gull attack a sitting mer with the design of robbing her of her egg. They engaged stoutly, the mer pushing her egg behind her, while she faced her enemy. At length she caught him by the leg, and pinched so hard, and held on so firmly, still all the while covering her egg in the angle of the ledge, that at length she fairly drove the robber off.

The chick does not sit between the feet of the parent, but cowers beneath one of its wings, which is drooped to shelter it — a touching sight, as every manifestation of parental care and affection in the inferior animals is. If the account which the fisherman at Flamborough Head gave Mr. Waterton is correct, and there is every reason to credit it, the young are indebted for their first introduction to the sea to the parental care displayed in a very interesting manner. They take to the water and fish for themselves long before they are able to fly; and as they would inevitably be killed on the sharp points of the rock if they attempted to fall or leap down, the parent invites its offspring to climb on its broad back, and thus carries it down. This we did not see; but we were witnesses, in plenty of instances, of the prompt and ample supply of food brought by the industry of the parent bird, either to its sitting mate or to its unfledged young. The air here, as on the other side, was filled with birds on the wing; and the sea below, not amidst the boiling

eddies of the rocks, but outside, was even more densely crowded with swimmers; and ever and anon one would shoot by us with several little bands of silver depending from its beak, the fruit of its successful efforts. These are invariably carried, no matter how many they may be, transversely, held fast by the head, the body hanging down. When we remembered that each fish must be caught separately, we were at a loss to understand how the first captured could be retained in the beak in this orderly manner, or, indeed, how held at all, while another was seized. Would not the first fall in the act of opening the mandibles a second time? One of the party, with his fowling-piece, brought down a guillemot, returning with prey, and an examination appeared to me to resolve the difficulty. Ten little sandlaunce this illfated mother was bringing her chick, when the leaden shower overtook her. On opening the mouth I perceived the tongue large and muscular and its edges cut near the base into sharp teeth, pointing backward. I have no doubt that each fish, as taken, is placed between the tongue and the upper mandible, and firmly held by these serratures, while the lower mandible is allowed to open freely for the seizure of another, which, in turn, is secured in the same manner, until a sufficient booty is collected to fly home with.

The young of the sandlaunce, and a small fish called "brit", which Mr. Heaven believes to be the fry of some species of herring family, form the favourite prey of all these birds; and the rough water off this north-west point is the favourite fishing ground for them. A very strong tide runs round this end of the island, the strongest in the whole channel; hence a "race" is almost always running; that is, a violent agitation of the water, a strong ripple in calm and smooth weather, and what seamen call a "bobbery", a tossing, breaking sea, when there is anything of a swell on. The fish-fry delight in such a race, and are pretty sure to be found there in shoals.

The egg of the guillemot is large for the size of the bird, and of so unusual a form, that when once seen it is never likely to be mistaken for any other. It is a long cone, with both ends rounded. Its appearance is striking and bizarre; the ordinary ground colour being a fine green, variously splashed and spotted with darker green or black. There is, however, much diversity in the colour both of the ground and of the markings; and, indeed, in the shape, though the characteristic form is generally maintained. The eggs are taken in considerable numbers by youths on the island, as well as by

fishermen from the neighbouring coast. The explorer and collector is let down from above by a rope in the hands of his comrades; and, as he traverses the ledges, he picks up the eggs, and places them in a large pocket tied round his waist. In the season we see them offered for sale by the fishermen's children at Ilfracombe, at a penny each; and many are purchased as curiosities by visitors, who are struck with their singularity and beauty. If I mistake not, I have seen them sold also in the streets of London by sailors. In Newfoundland I have often eaten them, where they are well known by the name of Baccalao-birds' eggs. Their taste and flavour are by no means unpleasant; but the glair, which remains semi-transparent, has a curious appearance. On Lundy they are used in the preparations of cookery, but are eaten alone only by the poor.

That rarest of British birds, the great auk, a species as large as a goose, there is some reason to believe, is occasionally seen at Lundy. A specimen was picked up dead in the sea near the island in 1829, and the fishermen have spoken to Mr. Heaven of having seen at the herring-station an auk of very large size, which that gentleman has conjectured to be the species in question.

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



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100 YEARS AGO (North Devon Herald)

May 2nd, 1872. The Lundy Granite Company: An application was made on Monday in the chambers of the Master of Rolls, for liberty to remove the cattle and sheep grazing on the island, now in the possession of Mr. Heaven. Mr. Miller stated that a claim for £88. 4. 9d., had been made in respect of the stock sold off the island from time to time. It was contended by Mr. Heaven that he had a right to charge the company for the keep of the cattle on the island. An order for the sale of the stock was made on the 14th January, 1871; the official liquidator took possession on the 21st April, when a surrender of the lease was executed by the lessee and permission to keep the stock for three months was granted. It appears that the premises on the island are now in a most dilapidated condition and an application had been made for compensation for damages. The chief clerk said he should take time to consider whether, under the agreement, Mr. Heaven was entitled to any consideration for damages sustained, and, if any, what amount, and order was made for the valuation of the remaining stock.

May 16th, 1872. Collision near Lundy Island: On Wednesday last, the *Ostrich*, belonging to the port of Penzance, sank in Lundy Roads after a collision with the *Betsy*, of Llanelly. The crew were saved.

75 YEARS AGO (North Devon Journal)

January 28th, 1897: Rescue of a Pilot Boat Crew off Lundy: The tug steamer *Red Rose*, arrived in Ilfracombe on Sunday with the crew, three in number, of the Barry pilot boat, *Mystery*. It appears that when off Lundy Island the tug found a pilot skiff in distress and took her in tow, but subsequently the hawser parted and the boat drifted away. The *Red Rose* then steamed up to her, and with great difficulty owing to the high sea which was running, rescued the crew. The pilot skiff subsequently foundered. The crew were brought to Ilfracombe and afterwards shipped on board a passing steamer bound for Cardiff.

March 4th, 1897. Terrible gale in North Devon: The smack, *Telephone*, of Padstow, homeward bound with coal from Newport, lost her anchors whilst sheltering in Lundy Roads from the gale which was felt with such force in this district, and was observed from Hartland Quay

on Wednesday morning in distress four or five miles to the westward of Lundy. At 10.20 the rocket apparatus left the station, but was delayed by large trees that had been blown across the road. When Coastguards and helpers got to the Point the vessel had passed; they followed until she made for Clovelly, when they returned again. At the telephone, connection was broken, and a cyclist took the message to the Post Office, whence it went by wire to Clovelly. The Hartland Rocket Brigade got their four horses and waggon from its station to the Point in three quarters of an hour. The crew were saved by lifeboat, and the craft eventually got into Clovelly Roads. The crew numbered three. The vessel was laden with coal and had broken from her moorings in Lundy Roads at 6 the same morning. A large full-rigged ship which had been under Lundy for days, flew signals of distress, and a tug went to her assistance.

March 11th, 1897. Brixham smack run down off Lundy: On Thursday, telegraphic news was received by A. Kendrick, Secretary of the Insurance Society, stating that the Brixham smack, *Diamond*, had been run down by a steamer off Lundy Roadstead, and that she had sunk. The crew all got safely aboard the steamer, and were landed by her at Cardiff. The *Diamond* is owned by Mr. S. Bully, and is a comparatively new vessel.

March 27th, 1897 (Ilfracombe Chronicle). Large steamer ashore at Lundy: A dense fog settled in the Bristol Channel on Saturday morning, and, at one in the afternoon, the steamer, *Cam*, of London, from Newport to Port Said with nearly 5,000 tons of coal, ran on the east side of Lundy under Tibbett's Point. Fortunately, some Trinity workmen rowing to the North End in connection with the new Lighthouse, saw the dim outline of the steamer approaching and shouted a warning. As a consequence, the engines were reversed, which considerably eased the impact. This was at low water. The Trinity men from the boat went on board and waited until the tide rose when the steamer floated off with water in the fore compartment, but little other damage. On Sunday evening, the *Cam* was taken to Barry after it had been ascertained that the injuries were not more serious than has been stated. On Sunday morning last, during a dense fog, the steamship *Salado* went ashore on the rocks at Lundy Island. On Sunday about noon, the mate of the wrecked steamer, with others, arrived in Ilfracombe by the tug, *Royal Briton*. The mate reported that the *Salado* left Newport on Saturday evening in calm weather and a smooth sea. She was bound for Buenos Ayres with a cargo of 1,405 tons of coal. The pilot was landed at Barry, and nothing of importance occurred whilst they proceeded down the Channel in the evening. Towards morning, however, the weather became thick and foggy, and the hooter of the steamer was kept constantly going, whilst there was also a strict watch. No foghorns of any kind were heard, either from Bull Point Lighthouse, or Lundy Island. At 4.50, the *Salado* struck a rock with heavy force, and the forepart quickly filled with water. Not knowing where they were, the hooter was constantly sounded, and the crew quickly came on deck. When the weather cleared, it was seen that the steamer had struck the rocks of the east side of Lundy Island, and

not very far from the roadstead. The tug, *Royal Briton*, was in the Lundy Roadstead, where she had been all night, and, on observing the steamer's perilous position, made at once for her. Notwithstanding she was expected to tilt over at any moment, Captain Rainee and the crew decided to stick to the steamer, remaining on board, but they transferred to the tug their personal effects, as well as valuables belonging to the steamer. The crew of 22 hands were saved, and the mate, with Captain Rainee's two sons, and a friend named Percy Ralph, came to Ilfracombe in the tug, and on arriving in the harbour the circumstances were reported to the proper authorities, after which, the passenger and the two boys left by the night mail train from Ilfracombe to London, the tug, with the mate, returning to Lundy. It is feared that the steamer will become a total wreck.

April 8th, 1897 (North Devon Journal)

The Ketch, *Millicent* (Hosken, Master), ran ashore off Lundy at 3 a.m. on Wednesday and became a total wreck. The crew of three hands were saved. The ketch was bound from Newport to Padstow with coals.

May 27th, 1897. During the severe gale on Wednesday morning, the *Infanta*, ketch, owned by Mr. A. B. Cook, of Appledore, was driven ashore on Lundy Island and has become a total wreck. The loss is partially covered by insurance. A companion vessel, the *Yeo*, in the same predicament, was saved by the crew throwing a rope to a steamer, which towed them off the shore.

May 22nd, 1897 (Ilfracombe Chronicle).

Pockett's Bristol Channel Steam Packet Co. Ltd.: Marine Excursions from Ilfracombe. The magnificent sea-going Saloon Steamer, *Brighton*, is making a day excursion to Lundy Island on Friday, May 28th, leaving Ilfracombe Pier 10 a.m., returning at 2 p.m. Fares: Saloon, 3/6d.; Fore Deck 2/6d.

50 YEARS AGO

April 6th, 1922 (North Devon Journal).

An incident in connection with the work of the North Devon Infirmary last week savours of the sphere of romance. A resident on Lundy Island was, on Wednesday afternoon, taken dangerously ill, and medical aid from the mainland was urgently required. Telegraphic communication was, however, impossible as the cable was temporarily out of action. By means of signals, a message was conveyed to the mainland, and Drs. Jonas and Shaw of Barnstaple, promptly proceeded to Instow in order to sail to Lundy. Capt. Dark, who remains in charge of the service to the island, ruled that a start could not be made until 3 a.m. the next morning, and at that hour the two doctors left Instow for Lundy. They found on arrival that a critical operation was necessary, and the patient was at once conveyed to Ilfracombe, where the motor ambulance of the Infirmary was waiting. The patient reached the Infirmary at noon on Thursday, and by four o'clock the operation had been performed successfully. The patient is making satisfactory progress towards recovery.

May 9th, 1922: By Clause VIII of an Order made on March 14th, 1922, the taking or destroying of the eggs of any species of Wild

Birds is prohibited within the area of Lundy and the neighbouring islets.

June 1st, 1922 (*North Devon Journal*).

The *Glen Gower*, new passenger steamer for Bristol Channel: The new passenger steamer, *Glen Gower*, the latest addition to the White Funnel Fleet owned by Messrs. P. & A. Campbell Ltd., arrived in Bristol on Friday morning. She is the same type of vessel as the *Britannia*, *Cambria*, and *Westward Ho!* She was built by Ailsa Shipbuilding Co. Ltd., Troon, and all the trials took place on the Clyde last week, with most satisfactory results, the speed attained being about 21 miles an hour. The *Glen Gower* left Troon at 5.10 on Thursday morning and arrived in Bristol shortly before 7 on Friday morning. Captain Daniel Taylor was in command. The *Glen Gower* has been specially built under Board of Trade Survey, and she holds a certificate which will enable her to travel round the British Isles. Her equipments are of the most complete order, and special attention has been given to the ventilation of the saloons, which are spacious and admirably designed for the comfort and convenience of passengers. The new vessel is 242 feet long, 28ft. 6" broad, and 16ft. 9" deep to promenade deck. She is entitled to carry about 1,250 passengers within the limits of the Holmes, about 1,080 to Ilfracombe, and about 550 under Home Trade Certificate (around the British Isles). There is a fine promenade deck, and, as in the case of the *Britannia* and the other large steamers, it is extended to the bow of the vessel. The after deck saloon is handsomely fitted up in polished hardwood with gilt cornices, having large ports. The sofas and cross seats are upholstered in Utrecht velvet; linoleum and Brussels runners on floor, and ports neatly draped with old-gold curtains. At the fore end of this saloon in the port side are the ladies' cabin and lavatories; and Captain's cabin on the starboard side finished in white. The dining saloon is under the main deck aft, and is finished in white. At the fore end of this cabin there are a large bar and pantry which are replete with every convenience. There is also a commodious refreshment saloon main deck forward. The machinery comprises one pair of compound surface diagonal engines, and steam will be supplied by

a double ended marine boiler of improved type. A complete installation of electric lighting has been fitted throughout. The dining room ventilation has had special attention; three large electric fans having been fitted. The *Glen Gower* will take up her station at Swansea at Whitsuntide.

June 9th, 1922 (*Hartland Chronicle*).

An event of considerable interest to Church people in the Diocese of Exeter was the licensing as Bishop's Domestic Chaplain on the Island of Lundy, of Rev. Henry H. Lane, one time Vicar of Welcome . . . For some months past, the Archdeacon of Barnstaple, in which Archdeaconry the island is situated, has been anxious to obtain an incumbent for Lundy, and Mr. Lane has now been placed in spiritual charge of the island, and vessels in the vicinity. The Bishop of Exeter, with a party of friends, crossed to the island on Whit Monday, and the Service in the Church, which was attended by practically the whole of the inhabitants, was a most impressive one.

June 9th, 1922 (*North Devon Journal*).

The Lundy Island cable has been broken for some time, and communication between the island and the mainland has been dependent, except for the weekly mail, upon signals to the coastguards at Hartland Point.

25 YEARS AGO

January 30th, 1947 (*North Devon Journal Herald*). The first Annual Meeting of the Lundy Field Society was held at Exeter on Monday, Mr. M. C. Harman presiding. The Hon. Secretary, Mr. L. A. Harvey, said that efforts to ensure that the Station on Lundy opened with the beginning of the Spring migration season this year were within sight of achievement. Membership was nearly 100. The Society had been received into the membership of the Bird Observatory Sub-Committee of the British Trust for Ornithology, and they were arranging for co-operation also with the Insect Immigration Committee of the South-Western Union of Scientific Societies. The Hon. Treasurer, Miss R. E. Studdy, reported a balance of £97 to date. Income during 1946 totalled £227. It was decided to appoint Mr. R. Barker as paid Warden for twelve months.

Officers elected were: President, Mr. Harman; Chairman, Mr. B. G. Lampard-Vachell; Hon. Secretary, Mr. L. A. Harvey; Hon. Auditor, Mr. G. A. Hebditch.

March 6th, 1947. Lundy Echo: This month marks the tercentenary of the first real attempt made by any English Government to stop the use of Lundy Island as a base for pirates plundering shipping off the North Devon Coast. During the Civil War, one Thomas Bushell, who was engaged in working the silver mines of Combe Martin, fortified the island for King Charles I, at his own expense. When, however, the ownership of the island had passed to Lord Saye and Sele, Bushell refused to hand the island over until Charles I had given his official consent. It was not until February, 1647, that Lundy was given up to Col. Richard Fiennes, the local Parliamentary commander, and Lord Saye and Sele enabled to take up his residence. At once the new regime put a stop to the use of Lundy by privateers like Admiral Nutt, who, in the sixteen thirties, had required for his repression a fleet of a dozen vessels. Within three years on the return of Charles II in 1660, however, Lundy was in the hands of French privateers and as late as 1714 Barnstaple and Bideford traders were complaining of the ravages of Lundy pirates on their colonial shipping.

May 9th, 1947 (*Ilfracombe Chronicle*).

Mr. A. S. Cutcliffe gave a lecture to the Ilfracombe Field Club on the subject of Lundy. Mr. Cutcliffe delighted his audience with a splendid series of lantern slides, many of them, from his own photographs, depicting peculiarities of the island. There was one good fishing story which the present chronicler (M. G. Palmer) cannot leave unrecorded. It has the additional advantage of being a true one. Local eels on the island have been observed climbing eighty feet up a cliff to spawn in the pools on top! They make their way there by means of a waterfall!

On May 8th 1972, the Editor witnessed an eel repeating this remarkable "look no hands" climbing effort, making its way up stream in Millcombe Gardens.

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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

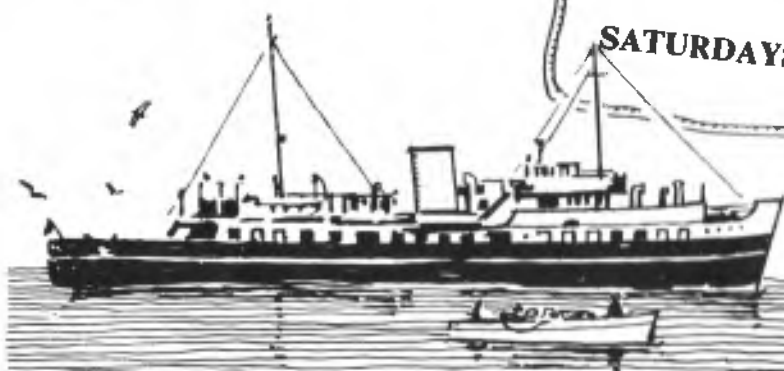
May 4 and 11, then every Thursday, May 25 until September 28 inclusive.

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.



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