



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

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VOLUME 2 No. 3



PLEASE MAY WE HAVE OUR BELL BACK!

On or about the 15th July, 1972 the ship's bell of the *Marla Kyriakides* was removed from the Mariaco Tavern by persons unknown. There is a strong possibility that it may have crossed the water to one of the adjacent ports, and it is deplorable to think that this bell has been on the island since 1929 without risk of removal, but had to fall victim to the rapidly deteriorating principles of this day and age; just when it was an intended exhibit for the Lundy Museum. Time was when you could be sure of your property being safe !!!

Our cover picture is based on a photograph provided by Mr. Charles Hill of Torrington, aged 77, who was farm bailiff on Lundy for Mr. Augustus Langham Christie 53 years ago. The man behind the self binder is Mr. Jack Huxtable, of Westleigh, and the horses are, l. to r.: 'Duke', 'Lion', and 'Blossom'.

Mr. Gade says that the Tent Field was never put to cereal crops in his period of residence, and so this picture sheds a new light on the husbandry of the island.

This year, Mr. John Ogilvie has safely baled and gathered in the hay harvest, after a gloomy start with very damp weather, when the north end of the Lighthouse Field was first cut.



PORCUPINE'S

ANTIQUARIAN
AND
GOOD MODERN BOOKS
BOUGHT AND SOLD

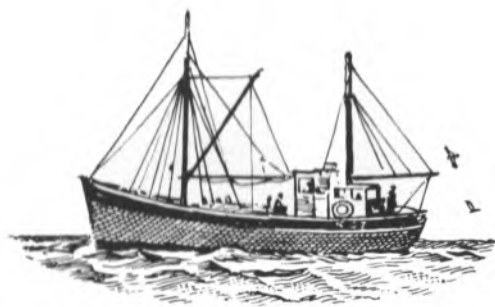


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Telephone 3641

ALL THE YEAR ROUND
SAILINGS TO LUNDY
FROM

ILFRACOMBE QUAY

by M.V. LUNDY GANNET



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



THE NATIONAL TRUST
WELCOMES
OVERSEAS VISITORS FROM
LUNDY TO ENGLAND



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



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



HOLIDAY LETTINGS ATTRACTIVE COTTAGE CONVERSIONS

CASTLE COTTAGE: A ground-level granite building built onto the keep of Marisco Castle, providing accommodation for 4 people. There is a large convertible living room, bedroom, small kitchen, washing cubicle, and separate W.C.

LITTLE ST. JOHN'S: Adjoining Big St. John's — contains a small kitchen, convertible living room, bedroom — provides accommodation for 4 people. There is a washroom with W.C., hand-basin and h. & c.

BIG ST. JOHN'S: Contains a convenient kitchen, a convertible living room, and bedroom, providing accommodation for 5 people. The washroom has a hand-basin with h. & c., and a W.C.

HANMERS: Has two living rooms, each with a single divan. One bedroom has two 3 ft. divans, and the other has bunk beds for two. There is a pleasant kitchen, washroom, and separate W.C.

THE OLD LIGHT: Hostel-type accommodation for 14 people is provided in the Keeper's cottage.

TIBBETTS: A pre-First World War naval lookout, with accommodation for 5 people. There are two rooms, an out-house kitchen, and an Elsan closet.

In each letting, cooking is provided by Calor gas, as is lighting and water heating, with the exception of the Old Light and Tibbetts (cooking only).

Detailed information and charges may be obtained from:
THE AGENT, LUNDY, BRISTOL CHANNEL, via ILFRACOMBE, NORTH DEVON
Telegrams: Lundy, via Hartland Point

TRINITY HOUSE COMMEMORATIVE STAMP ISSUE

ON November 18th, 1972, it is hoped to issue a new set of five definitive stamps commemorating the 75th anniversary of the inauguration of the North and South Lights on Lundy.

The stamps will be designed by Mr. John Dyke, in two colours, the same size as the 1971 pictorial issue, and, in all probability, the denominations will be the same as the Church anniversary set issued in June.

The subjects chosen are: the construction of the South Light, the North Light in 1897, the Old Light, with attendant keepers, the contemporary Trinity House vessel, and the Trinity House coat-of-arms. Each stamp, apart from the last value, will bear the Trinity House flag incorporated in the design.

It is anticipated that First Day Covers will also be available, at 40p, and mint sets at 26p, both inclusive of postage. Stamp enquiries should be addressed to:- The Lundy Office Lundy, Bristol Channel, via Ilfracombe, North Devon.

The designs are not yet completed, but one of the preliminary layouts is shown below:



A SPECIAL PHILATELIC COVER FOR CHIVENOR AIR DAY, SATURDAY, AUGUST 5TH, 1972

THE Royal Air Force Chivenor Stamp Club mailed 11,000 special covers from Lundy on August 5th. through the British Forces' Post Office, Chivenor, North Devon. The covers were franked with a one puffin Lundy Stamp (Church of St. Helena Anniversary Issue) on the front of the cover, the stamps being cancelled with a special pictorial date canceller.

The covers were stamped with 7½p stamps commemorating the 150th Anniversary of the establishment of H.M. Coastguard Service.

A limited number of these interesting covers are available to collectors of Lundy material at 40p each, inclusive of postage, under cover. Applications to The Lundy Company, Lundy, Bristol Channel, via Ilfracombe, North Devon, England.

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!

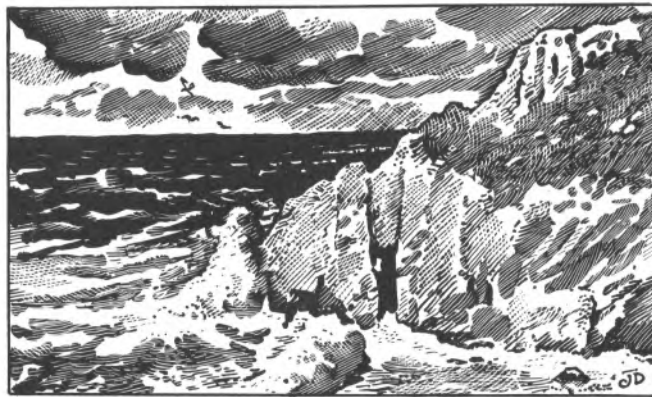
SUBSCRIPTION FORM The rate for 4 issues posted to Great Britain or overseas — £1 including Puffin postage.

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

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

Name & Address _____

Please commence with Issue No. _____



Dead Cow Point

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)

Subscription Rates: Obtainable on the island 15p
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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.

THE COASTGUARD SERVICE

by John Dyke

THE appearance of an attractive 7½p British Commemorative stamp on April 26th served to remind us that this year the Coastguard Service was celebrating its 150th Anniversary of inauguration.

This splendid service has been particularly vital to Lundy, as, since May 3rd, 1930, a twice-daily W/T communication with Hartland Coastguards has been maintained year in, year out. Messages summoning medical aid, the life-boat, and, latterly, the helicopter, have all been transmitted through this channel, as well as more routine information reporting vessels sheltering in the Roadstead, and the ordering of bread and beer. Remarkably, nearly all the traffic has been handled from this side by one man, F. W. Gade, walking twice daily to the Old Light in all weathers to operate the set. After 1951 the set was removed to the Hotel, where he still operates it to the present day.

Although Lundy never supported an H.M. Coastguard station, Lloyd's of London have operated an agency on the island for many years. Some time between 1845 and 1869, Thomas Lee (Captain Tom, mentioned in "Sea and Land") became Sub-Agent; and in 1883 the island was upgraded to a full Agency under the Rev. Hudson Grosett Heaven.



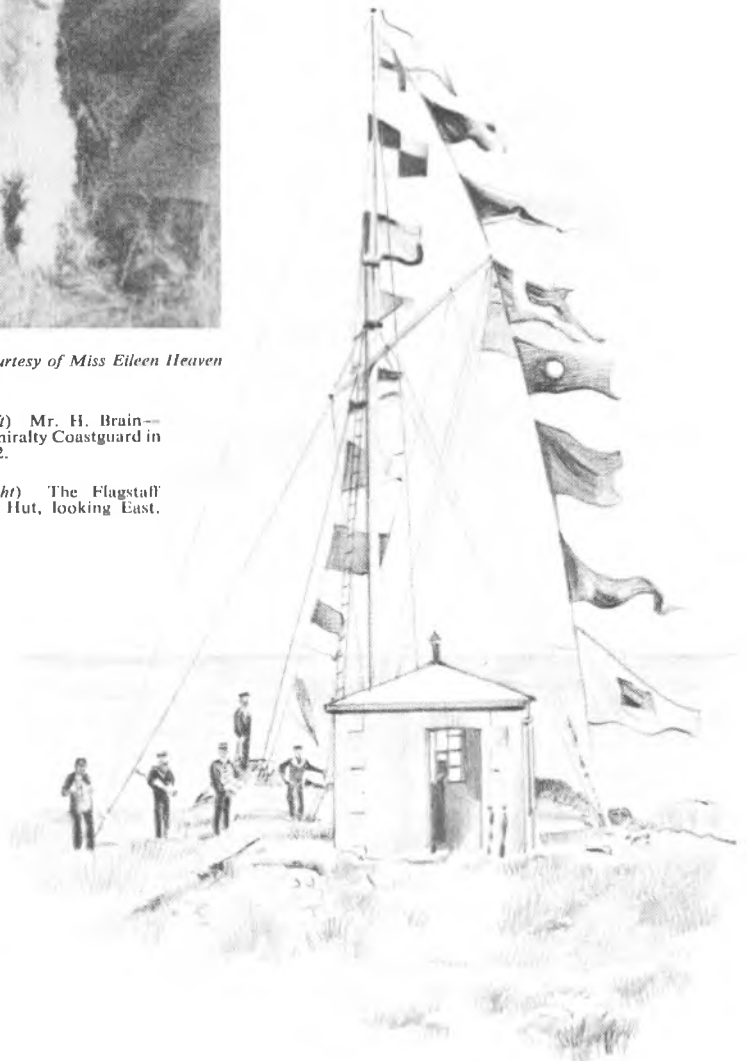
Mr. Wood and his Signallers

Photo by courtesy of Miss Eileen Heaven



(Left) Mr. H. Brain—
Admiralty Coastguard in
1922.

(Right) The Flagstaff
and Hut, looking East.



An Admiralty/Lloyd's agreement enabled the former to open a station staffed by Admiralty Signallers at the south-eastern end of the island on June 1st, 1909. This establishment may have arisen from the stranding of the battleship *H.M.S. Montagu* on the west side three years earlier.

Lloyd's Signal Cottages, built in 1884, were absorbed to provide accommodation for two Petty Officers' or Leading Seamen's families, and the then Lloyd's Sub-Agent, F. W. Allday, was rehoused in one of the Quarter Wall Cottages. Hitherto, he had lived in No. 4, where the *Illustrated Lundy News* is now produced.

Additional dwellings were provided for the Naval Lieutenant and First Officer in the building of Coastguard Cottages, which have a southern aspect and are now in partial ruin, due to unavoidable wartime neglect. At the eastern end was the Watch Room, furnished with a powerful telescope, the inevitable "Turtle" stove, and large plate-glass windows, which would have afforded an excellent view of the Channel and Bideford Bay, but for the fact that nearby Marisco Castle presented a formidable visionary obstruction.

A heliograph was fixed alongside, and the apparatus operated by acetylene gas generators located in the space between the Watch Room and the eastern facing compound wall.

Allegations that the construction was skimpy, inferior, and not up to Admiralty specification, compelled the contractor to rebuild some of the work, and he was nearly bankrupted in consequence. Doubtless, these defects delayed the opening of the station.

Due east of the Castle, a small flag hut was sited (see accompanying illustration), now superseded by the Flag House (an annexe to Castle Cottage letting); and Mr. Gade remembers seeing the interior walls lined with pigeon-holes into which the various flags were stored, together with the signal rockets. He also recalls the use of a signal lamp reflector for communication with Hartland Coastguard Station, 11 miles distant. This system was especially useful when the submarine telephone cable fractured — which it did frequently — finally breaking, and remaining unrepaired in July 1928.

Photo (Derek Sach)



The Watch Room, Coastguard Cottages; and Signal Cottages, from the Castle ramparts in 1970. St. Helena's Church and the Old Light in the background.
(Colin Taylor)



A 1926 photograph of the British Sub-Post Office, built onto Marisco Castle (and now Castle Cottage holiday letting) — also the Flagstaff and Hut.
(Photo by courtesy of Mrs. Barbara Snow)

On 15th September, 1928, at the time of closure of the station, the Admiralty personnel comprised: Lieutenant W. Green, Chief Officer W. F. Willbond (Mrs. Willbond organised a voluntary day school whilst she was resident — see I.L.N. No. 2, page 8), and Petty Officers, or Able Seamen, Fell and Parker.



This handstamp was frequently applied to incoming telegram forms, and there is at least one instance of it having been used to frank outgoing Royal Mail, instead of the G.P.O. round canceller, 'Lundy Island'.

During the war years, from the Autumn of 1939 and up to 1947, wireless transmission was undertaken by the Royal Navy, quartered in the Old Light.

(Below)
Coastguard Cottages today — the result of war-time storm damage and subsequent partial demolition.





The Choir of St. Sidwell's Church, Exeter, assembled on the Landing Beach on June 7th, 1897.

LUNDY ISLAND CONSECRATION OF THE NEW CHURCH JUNE 1897

(Gleaned from the Contemporary Press)

THE consecration of the new Church on Lundy Island in the Bristol Channel took place yesterday, and was attended by a large congregation; the Church, indeed, being crowded. The ecclesiastical party, with the Bishop of Exeter at the head, left Exeter for Ilfracombe by the 6.30 a.m. train, in two saloon carriages provided by the London and South Western Railway. The trip across channel in the fine steamer *Brighton* proved a rough one, and most of the passengers suffered from mal-de-mer. At Lundy the landing was effected under considerable difficulties, many of the adventurous voyagers getting a good ducking.

The procession to the Church was picturesque in the extreme. Led by the cross-bearer, Mr. Harry Hems, the surpliced choir wound up the precipitous path that leads from the landing beach to the Church, followed by many clergymen in their robes, amongst whom was conspicuous the Rev. S. W. E. Bird, M.A., Rector of St. Sidwell's. The Rev. Canon Edmond acted as Bishop's Chaplain, and bore the splendid crozier of carved ivory and hammered gold.

The service was of the most impressive character, the beautiful Church being filled literally to overflowing. The choir of St.

Sidwell's, Exeter, under the precentorship of Mr. J. White, the talented organist of St. Sidwell's, carried out the musical portion of the services as only a choir of this standing could hope to do. There was not the slightest hitch in the whole ceremony. The Te Deum was sung to a setting of Sir Arthur Sullivan's; the music to the Benedictus was especially composed by Mr. J. White for the occasion. The musical part of the Communion Service was by Agutter. There was a full choir of men and boys, several of the voices being exquisitely sweet. The Bishop preached a short but powerful sermon, many of those present being visibly affected.

(All photographs by courtesy of Miss Eileen Heaven)

After partaking of the hospitality which the Rev. H. G. Heaven, the lord of the isle, provided with open and most generous hand, the fine steamer *Brighton* reshipped the pilgrims, who had wandered afar to take part in Lundy's historical celebration, and after a pleasant trip, Ilfracombe was reached in good time to catch the last trains for Plymouth and Exeter.

DESCRIPTION OF THE EDIFICE

The Lord of Lundy was wise in his selection of Mr. John Norton, F.R.I.B.A., of 95 Ridgmount Gardens, W.C., as architect. Mr. Norton has certainly erected more Churches in the



The procession, led by Mr. Harry Hems, making its way towards the Beach Road.

West of England than has any professional practitioner living, and his wide experience has enabled him to design an edifice at once fairly ornate and sturdy looking enough to stand as long as will the grey granite rock itself upon whose headland it has been erected. The style is very Early Decorated (14th century), the same as was the former Church, which, built in the late years of Edward I's reign, is now naught but mouldering foundations. With a resident population of little more than three score souls, the Church is naturally small, but although petite, it is exceedingly well designed, whilst on plan the arrangements are admirable. Seating accommodation for full 160 worshippers has been provided. The measurements of the fabric inside are as follows: Nave, 50' x 28'; Chancel, 25' x 25'; and Vestry, 14' x 16'. The tower is 65 feet high. Standing as it does upon a cliff 400 feet above the restless surf-beating sea beneath, the tower is a very conspicuous feature from afar.

The various roofs are of steep pitch, and covered in by split stone slabs from the Tetbury (Gloucestershire) quarries, an oolite reputed to have almost perpetual lasting powers for roofing. Under these stones is a double lining of felt upon the inner roof. The ridges are of red terra cotta, and the cornice angles of the tower and turret are defined by projecting carved gargoyles. The eastern window is kept well up, so as not to cut into the superbly sculptured reredos that so strikingly graces the interior of the Sanctuary. Beneath it, carved in raised letters in the stone wall, is the legend: "*To the honour and glory of God, and in pious memory of St. Helen, this stone was laid the 5th day of June, 1896.*" It was nearly a year prior to that date, however, that the actual foundations were put in.

The sacred edifice is in every sense of the word like the Church of St. Peter, "founded upon a rock" as it stands upon the solid granite mountain of which Lundy Isle consists. The building is of finely axed granite, the island's own light grey variety, quarried and exceedingly well masoned on the spot, with dressings from the ancient Douling Quarries in Somersetshire. The clock faces north, and is fixed in the tower: under it is the Latin motto "*Tempus Sator Aeternitate*" ("Time, the sower of Eternity"). In a niche on the same face is a large statue of St. Helena, by Mr. Harry Hems, the well known sculptor, of Exeter.

St. Helena, finder of the True Cross, was daughter of King Cole of Colchester, and mother of the Emperor Constantine the Great. Her death took place 18th August, A.D. 328. The face and headdress upon this interesting statue have been carefully modelled by Mr. Hems from a medal of St. Helena, now in the British Museum, said to be the only co-eval medallion of her — save one — in existence. The figure is crowned, and she holds the cross in her arms. In her left hand she grasps the title *INRI*. The statue is full of power and conscious dignity, whilst at the same time it is of distinctly religious conception and expression. A chimney shaft rises from the gable in the north transept. Fireplaces were not common in ancient churches, the one in the Copleston Chapel, at the N.E. end of Colebrook Church in the country being one of the few we remember having ever seen. The vigour of the climate, however, especially in winter, at



The Rev. Hudson Grosett Heaven (centre, standing) with a party of visiting Ringers.

storm-blown Lundy, rendered it absolutely necessary to put a fireplace near to where the organ will stand.

The great central attraction from an artistic point of view is undoubtedly the reredos. The superaltar is of polished veined alabaster, and the main portions of the reredos proper are divided into three distinct divisions, gabled and crocketed, and parted from each other and flanked by clustered columns of polished Purbeck marble. The sculpture is in exceptionally high relief; indeed, practically in the round, and is in white marble. The centre panel is a most striking representation of the ordinance of the Last Supper. The one on the south side illustrates the Atonement, as exemplified by the sacrifice of the scapegoat, and on the north the institution of the Passover.

In the modelling of the two latter panels Mr. Harry Hems and his sons received much useful advice and suggestions from the resident Rabbi, and other prominent Jews in Exeter, who took great interest in the progress of the work.

There is in the belfry a full peal of musical bells, by Carr, of Smethwick. Upon the tenor (14 cwt.) is inscribed, "*Animus Cedentibus, dico valete*" (*Farewell to the parting souls*); the tenor being the death bell. The pulpit, font, altar, screen, as well as the sculptured reredos, are the handiwork of Messrs. Harry Hems and Sons. The general contractors for the work now brought to so satisfactory a conclusion, are Messrs. Britton and Pickett, builders, Ilfracombe.

It is estimated that the total cost of the edifice will not fall short of £8,000, all of which is defrayed by Mr. Heaven, Vicar and Lord of Lundy Island.

* * *

For years past, the Rev. H. G. Heaven, M.A., has ministered in an iron structure provided by him. Visitors to this most advanced outpost of the diocese have confessed the lasting impressions made by the service in this little sanctuary. Though simple to a degree, everything around combined to make the office deeply solemn—the sense of isolation, the sound of the restless breakers, and even the limited company of

worshippers, while the fact of the pastor leaving the lectern for the harmonium was not without its touching side. (Concerning the Service): . . . quickly was heard the voice of the petitioner to the Bishop for the consecration of the Church, and the Bishop's reply. Then followed the recital by his lordship of the opening verse of Psalm xxiv., and the procession moved to the chancel. Preceding the Bishop came Canon Edmonds bearing aloft the crozier, and other surpliced clergy included Archdeacon Seymour, Revs. Prebendary Pigot (Fremington), T. Newton Leake and F. Slater (Bideford), Roger Granville (late of Bideford), Hanbury Barnes (Ilfracombe), Hugh Pigot (Exmoor), S. W. E. Bird (Exeter), W. E. Cox (Lynton), J. O. Openshaw (Kentsbury), F. W. Toms (Combmartin), and A. Mathews (Holy Trinity, Swansea). The choirmaster, Mr J. White presided at the harmonium. Hymns were "Christ is made our sure foundation" and "Stand up, Stand up for Jesus", the latter to the tune of "The Church's one foundation". Rev. J. St. John (Hereford), an old friend of Mr. Heaven, read the first lesson, Rev. Hanbury Barnes the second; Archdeacon Seymour taking the principal portion of the service, assisted by Mr. Heaven. . . . The Bishop chose for his text: "They shall be abundantly satisfied with the fatness of Thy House, and Thou shalt make them drink of the river of Thy pleasures".

His lordship afterwards confirmed three daughters (one a married lady) and a son of Mr. Henry Acland, and two sons of Lloyd's agent, and Mr. Thomas the island fisherman, respectively. The church is extra-parochial, but is licensed for baptisms and marriages.

* * *

(Concerning the building) . . . the inner wall being of Bridgwater brick, relieved by courses of white Marland and black Staffordshire bricks. There is a pitch pine floor on cement and concrete. Windows and door dressings are of Douling stone, and encaustic tiles are laid in the nave passage and in the chancel. A dwarf screen is of Caen stone, as is the handsome pulpit, the latter having a carving

continued on page 8

CONSECRATION OF CHURCH

continued from page 7

of the Sermon on the Mount, and the text; "Thy word is a lantern unto my feet." An oak eagle lectern is by Jones and Willis, of Birmingham. A three-light east window, by Clayton and Bell, London, is of chaste design and colouring. In the centre are presentations of the descent from the Cross and the burial of the Saviour, while the other lights bear pictures of our Lord seated in glory, surrounded by angels. At the west end is a wheel window, having as the chief subject the baptism of St. John.

Ground has been provided around the new church, the Ecclesiastical Commissioners insisting upon at least one acre. Asked by the writer if burials would take place in the new churchyard, Mr. Heaven replied that deaths were so few, the ancient burying-place would be ample. At one period, he remembered, there had not been an interment for twenty years! This acre of ground insisted upon, suggested the thought whether the expression, "God's acre" had origin here. Originally, however, the word acre simply meant "field", so that the ancient Saxon phrase which Longfellow had immortalised must have signified, "God's field". All traces of the old church of St. Helen are gone. Fifty years ago a considerable portion of the walls stood, but were demolished by Ordnance Survey men for the purpose of making a cairn. "My father was away at the time", said Mr. Heaven, "and he was very angry when he heard of it". With good reason, too.

* * *

7TH JUNE, 1972

The 75th Anniversary of the Consecration of the Church of St. Helena was celebrated by a special Service held at 20.45 hrs., conducted by the Rev. R. C. Dixon of Appledore, Priest in Charge; with an address given by the Venerable R. Herniman, Archdeacon of Barnstaple.

The Church was decorated for the occasion with rhododendron blooms and greenery; 41 residents and visitors attended the Service. The first lesson was read by Miss Eileen Heaven,

THE 75th ANNIVERSARY SERVICE



(above)
On the Church steps after the Service: L. to r., the Rev. R. C. Dixon, Priest in Charge since 1953; Miss Eileen Heaven (great-niece of the founder of the Church) and the Venerable R. Herniman, Archdeacon of Barnstaple.

(right)
Members of the quartet: L. to r., Mrs. Rena Grainger (Soprano); a regular visitor, Mr. Bill Miles (Tenor chorister at an Oxford Church); Mr. Ian Grainger (Bass); and Mrs. Joan Dyke (Alto).



(below)
During the 75th Anniversary Service: in the Chancel, the Archdeacon of Barnstaple (l.) and the Rev. R. C. Dixon (r.) The sun, shining through one of the windows casts an unusual blaze of light on the altar.

great-niece of the Rev. Hudson Grosett Heaven, who, 75 years ago to the day, saw his Church consecrated to the glory of God. Mrs. Catherine Blaxhall read the second lesson, Mr. Jim Webster was the organist, and the music included a quartet; with words specially chosen for the occasion by Mrs. Rena Grainger,

Mr. Ian Grainger, Mr. Bill Miles, and Mrs. Joan Dyke, who also sang a solo item.

Holy Communion was celebrated on the following morning at 0800 hrs., with 9 communicants. Rev. and Mrs. Herniman, Rev. R. C. Dixon, and Miss Eileen Heaven, left in the early afternoon on the *Polar Bear*.



CLEVEDON PIER RESTORATION

Generations have embarked from the Pierhead on small voyages of discovery on P. and A. Campbell's unforgettable paddle steamers—"Lorna Doone", "Britannia", and "Westward Ho".

(photograph by courtesy of North Somerset Mercury)

SPECIAL LUNDY EXCURSIONS

WE have already been host to two enterprising cruises arranged by the Clevedon Pier Preservation Trust, and we feel that readers may like to know that two further excursions are planned for 14th and 15th October — to commence from Portishead for the first time in many years.

Sir Arthur Elton refers to Clevedon Pier as:

"... a great document of our industrial history, and a charming and powerful record of an age that has led us, with easy mastery, to the Severn Bridge and Concorde. When its two outer spans collapsed under test in October, 1970, the widespread dismay led to a swift re-appraisal of this lovely and dramatic landmark, and an urgent demand for its repair and restoration.

It is a unique and elegant construction in wrought iron, stretching boldly into the Bristol Channel, endowing Clevedon with a significance and character unequalled on the English coast, and imperatively deserving of protection.

The confidence and boldness of the Victorians, the sense of taste and fitness which enhanced their best works are summarised in Clevedon Pier, probably the finest Victorian Pier in Britain. It has never ceased to evoke the affection of a sea-loving nation which led the world in technology.

The first prospectus of the Clevedon Pier Co. was issued in March, 1867. Under the sure hand of the consulting engineers, John William Grover and Richard Ward, the Pier was completed in under two years.

Grover advised the sceptical that a look at Bradshaw and a map of England proved the proposed Pier to be "on the route to South Wales from London". He built not only a pleasure pier, but a structure with a functional directness and simplicity owing much to engineers like Telford and Brunel. He conceived it as a bridge from a small rocky promontory to a pierhead, eight hundred feet out in the Channel. After the massive abutments were completed in under three months

by a master mason, the engineers had daunting hazards to contend with: a formidable current of six to seven knots, a tidal rise of up to forty-five feet, and savage south-westerly gales. They decided upon an openwork structure offering the smallest possible resistance to wind and water, with a rigid super-structure raised well above the highest tide. With great ingenuity, Clevedon Pier was constructed from the Barlow rails torn up from the South Wales Railway. These took the form of a flattened V with curved sides. Bolted together in pairs, back to back, they provided hollow members giving singular lightness and strength. Singly, they could be bent into graceful segments, the open part of the V closed by a flat iron plate. The Barlow rails are integral to the whole design, and they endow Clevedon Pier with the firm delicacy that distinguishes its eight one-hundred-foot spans from every other pier in the country.

Graceful as a spider's web, elegant as a piece of lace, simple in design, endearingly secure for over a hundred years, Clevedon Pier has added humane grandeur to our environment. It is part of the heritage of the most civilised nation on earth. Let us not love it and its kind too little and too late. Let us not take for

granted the marvels of engineering and industry which have been the admiration of the world. They have become *necessary monuments*, providing we have the energy to protect them."

The estimated cost of restoration is £75,000, and the Clevedon Pier Preservation Trust invite you to covenant a subscription for seven years, or make a single donation.

The necessary forms can be obtained from:

Commander T. H. Foden,

Chairman, Clevedon Pier Supporters,

"Woodrow",

Edgehill Road,

CLEVEDON, Somerset, BS21 7BZ.

ILN No 4

This issue is now sold out, and several new subscribers are anxious to obtain a copy. If anyone is willing to sell a No. 4, we will be happy to put them in touch with an interested reader, as a list of names has been prepared in order of application.

As this service will involve us in additional postage, we would appreciate a 2½p stamp from the purchaser of the magazine. We hope this doesn't sound too mercenary, but postage constitutes a considerable item of expenditure for us these days!

STOP PRESS

**CAP'N NUTT'S
SEA SHANTY**

The first correct solution opened on 31st August came from the Hubbard family, 158 Cheddon Road, Taunton, who will receive their "Surprise" in due course.

Owing to lack of space, the solution will have to be held over until the next issue.



COLLINGDALE HOTEL

LARKSTONE TERRACE
ILFRACOMBE
DEVON

Ilfracombe 3770

OPEN ALL THE YEAR

**WE CATER FOR THE REQUIREMENTS OF VISITORS TO
LUNDY**

BROCHURE AND TERMS ON REQUEST

Proprietors Mr. and Mrs. I. Scott-Walker





VISIT OF THEIR ROYAL HIGHNESSES THE DUKE & DUCHESS OF KENT

7th August 1972



(Top)
A charmingly informal picture of Their Royal Highnesses, the Duke and Duchess of Kent, on the slipway waiting to be taken out to the *Lundy Puffin*, at the end of a memorable visit.

Arrival: The coble brings the first of the party from the *Lundy Puffin* (left). H.R.H. the Duke of Kent, with Prince George, standing: the Duchess seated with back to camera. Mr. Peter Edwards prepares to leap ashore.

Mr. Peter Edwards (l.) and Mr. Keith Blaxhall (r.) give a helping hand, and Mr. Ian Grainger, Agent, waits to welcome another boat-load of visitors. Mr. Jeremy Thorpe stands second from right.



PHOTOGRAPHY BY NICK DYMOND



Ponies, under the care of Mrs. Catherine Blaxhall, were assembled in the High Street, and proved a great attraction to the younger members of the party. (l.) Prince George on *Lundy Tich*, and (r.) the Lady Helen, and Master Rupert Thorpe riding "tandem" on *Lundy Elsie*, watched by the Duchess of Kent (extreme right).



Mr. Jack Hayward, O.B.E., and Mr. Jeremy Thorpe, M.P., who accompanied the Royal party, appear to be discussing the merits of the popular little filly, *Pipit* (foal of *Lundy Elsie*).



The Lundy ponies are now recognised for eventual registration by the National Pony Society; and here we see Prince George mounted on *Lundy Tich* — the Duke of Kent (l.) and Mr. Jack Hayward (r.)



A happy photograph of Mr. and Mrs. Gade sitting in a sunny corner near the rear of the hotel, awaiting presentation to the Duke and Duchess of Kent.



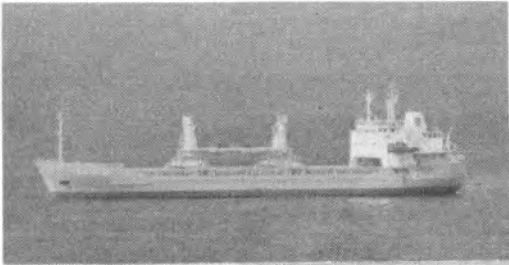
A small exhibition was put on in the Church for the benefit of the Royal party, during which time the distinguished visitors added their signatures to the Church book. The Duke of Kent is looking at pictures of the previous Royal visit by the Queen Mother, in 1958; whilst the Duchess, Prince George, and the Lady Helen are very interested in the designs for the latest issue of Lundy stamps.



Prior to departure: The Duke of Kent and Mr. Jack Hayward are holding 'Puffin' carrier bags containing souvenirs presented to the children of the party by Mrs. Mary Edwards, of the Marisco Stores.

Photography by Nick Dymond

Here and there



Nick
Dymond

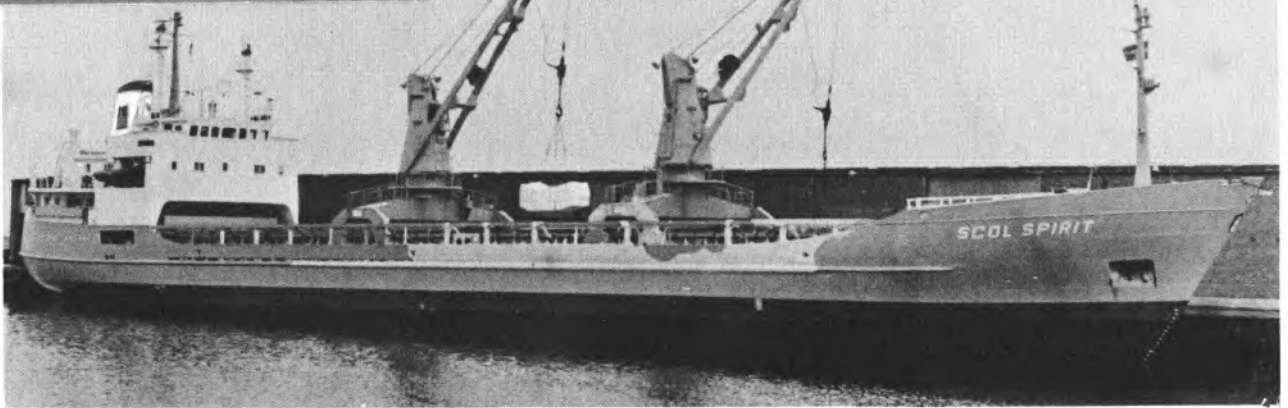


Photo by courtesy of the Captain



H. Stevenson Balfour

Prevented from discharging her cargo of timber and wood pulp at Portishead, the *Scol Spirit* sought anchorage in Lundy Roadstead on July 24th, departing with 3 farewell blasts on her siren, on August 16th. Apart from occasional excursions to sea to manufacture fresh water, she remained in the Roads (top left) for 24 days — members of the crew visiting the Stores for eggs, vegetables, and other necessities from time to time.

Launched in April of this year at the Sietas Shipyards in Hamburg (above) and owned by the Scandinavian Continental Line A.B., Stockholm, the vessel has a cargo capacity of 2,350 tons, and is filled with unique crane equipment and hatches enabling automatic loading.

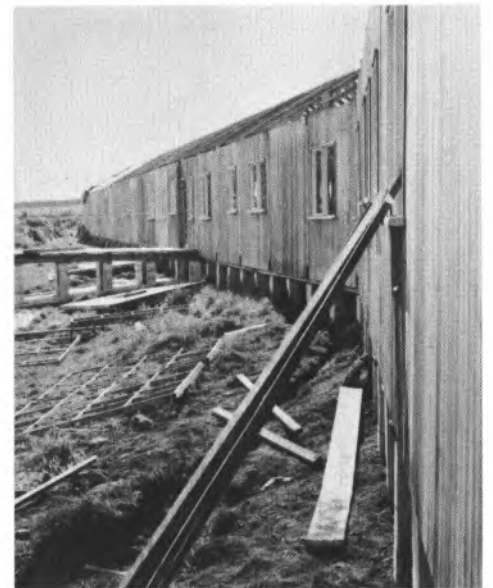
(left) Mr. Stevenson Balfour, of Georgeham, North Devon, has sent this picture showing the southern end of Quarterwall Cottages, taken when he was staying here 50 years ago. We have always wondered what the buildings looked like, and are most glad to have photographic evidence of this kind.



Keith Blaxhall

(above) New temporary timber dwellings (necessary for the housing of building workers) in process of erection in Pig's Paradise. The eastern end (r.) will also provide future accommodation for Mr. and Mrs. Gade when the reconstruction of the Hotel commences.

(right) Another view, looking West, gives the impression that the photographer is leaning out of the "Caboose behind the train", after calling at Pig's Paradise Halt!



John Stockwell



Catherine Blaxhall

(above l.) Fine weather for the end of the hay harvest. In the Lighthouse Field, Mr. Keith Blaxhall (centre) receives valuable assistance from two hard-working overseas visitors, M. Jean Laufer, of Lausanne, Switzerland (left) and Mr. Curtis Lundy, son of Mr. and Mrs. Linton Lundy, of Santa Barbara, California (right). Readers of the Lundy Log will recall that Mr. and Mrs. Linton Lundy visited the island in September, 1971.



Mr. Keith Blaxhall driving the new Massey Ferguson tractor, takes the last load of hay from the Lighthouse Field.



Keith Blaxhall

The picture on the left shows the Field Society's new Warden, Mr. Nick Dymond, of Bedford, whose ornithological career has taken him, amongst other places, to Bardsey, and Fair Isle, where he was Assistant Warden. Together with his assistant, Mr. Ian Bainbridge, Nick has been rebuilding the Heligoland Trap on the Quarry Terraces, and is here inspecting the old catching box—due for replacement.

(below) Work continues fixing the new netting— Mr. Nick Dymond (l.), Mr. Ian Bainbridge (r.). Mr. Bainbridge, who comes from Derby, completed his term as Warden's assistant here on August 27th.



(bottom left) A willing helper in the Tea Garden on Campbell steamer days is summer visitor Mr. W. Peters, of Knowle, Bristol. However, Mr. and Mrs. Peters do not confine their offers of assistance exclusively to the Tea Garden, and their help with the cleaning of the Church brasses — always sparkling bright — is greatly appreciated.





SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from previous issue)

These boggy, elevated moors presented us with the yellow blossoms of the great spearwort (*Ranunculus lingua*); with its leaves, beset all round their margins and along the backs of their nervures, as well as the edges of the angular stem, with minute, barbed prickles, that catch the finger as it is passed up the plant, was likewise abundant here. The bog-pimpernel (*Anagallis tenella*) a lowly but lovely little plant, was likewise profusely strewn over the spongy moors, its sweet little pink blossoms occurring at every step.

Close to the south-west corner of the island we came rather suddenly upon the first object of our curiosity. In the midst of the heath covered slope yawned a terrific chasm, into which it made us shudder to look. Its form is irregularly square at the top, where it is about two hundred and fifty feet wide. The sides in some parts are quite perpendicular, but gradually approach each other to the bottom, so as to resemble a funnel, which we judged to be about as deep as the mouth is wide, or about two hundred and fifty feet. The edges and the sides of this fearful pit are fringed with a scanty but various herbage, among which we noticed many plants in flower. The upper parts were gay with the blue sheepsbit, and the flesh-coloured stonecrop; the thrift, the bladder-campion, and the samphire, were springing out of the crevices, and the yellow blossoms of the long-rooted cat's ear, closely resembling

those of the dandelion, were mingled with them. On some of the ledges far down were growing large tufts of a coarse plant, which our friend informed us is occasionally used as a substitute for spinach; we could not get near enough to examine it accurately, but it was probably one of the goosefoots.

The distant bottom of this whole was strewn with large blocks of alabaster, some of them twenty feet high. Among these there is, at one side, a narrow, door-like opening, which leads, by a natural tunnel, to the beach at the foot of the cliffs. This affords the only means of access into the chasm; and is, from the precipitous character of the coast, available only with a boat, and in calm weather, for when there is any swell the sea dashes furiously into the tunnel.

One part of the margin of the chasm forms a slender ridge like a wall, dividing it from a very steep declivity; along this precarious path one or two of our party scrambled on hands and knees, to gain a better view of the recesses of the abyss. While we were thus engaged a falcon flew out, whose red back and wings, as he emerged into the sunlight, shewed him to be the Kestrel: he hovered a while in the air over his den, facing the wind like a ship at anchor, in that peculiar manner which has obtained for this bird the appellation of windhover.

We turned our gaze seaward. There we beheld a vast cone of granite, almost insulated from the shore. The fishermen and the inhabitants believe that this rock, if it could be turned over into the limekiln, would exactly fit and close it. Hence they have named it the Shutter Rock.

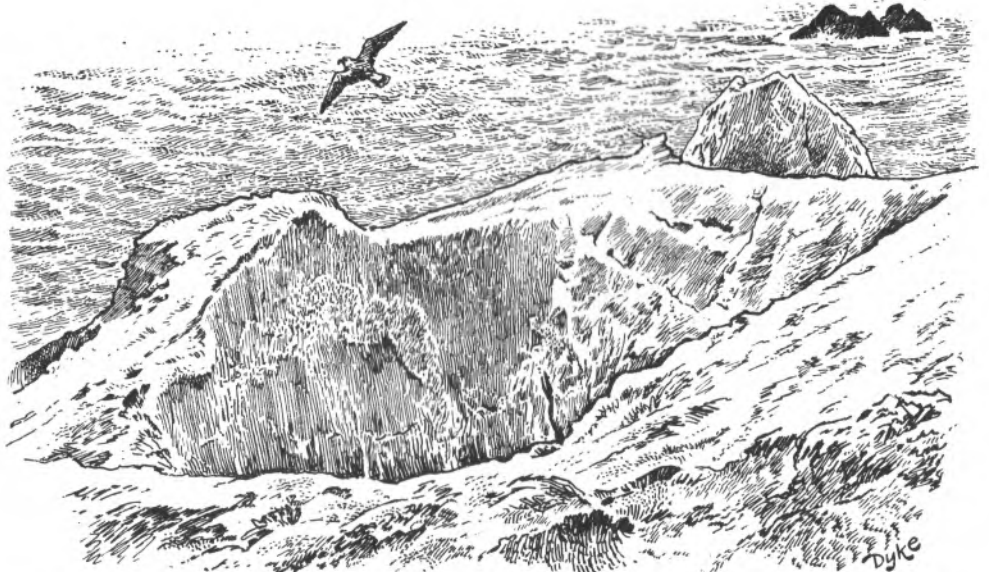
The comparison of this deep pit, with an orifice at the bottom, to a limekiln is striking and felicitous; but why it should bear the devil's name I cannot understand. The habit, which prevails in all parts of the country, of associating the great adversary of God and man with those phenomena of nature which are vast, or grand, or terrific, is both preposterous and repulsive. It originated probably in the darkness of the Middle Ages, when mankind were ready to attribute to Satan operations with which he had nought to do, yet strangely forgot his power as the great tempter to sin, and overlooked the real work

TWO curiosities were proposed to us to be visited on the third day. The one was called the Devil's Limekiln, the other was the Seal Cavern. The morning rose in that cool and cloudless brilliancy which so often characterises the opening day at this lovely season. On the preceding evening, one of us, looking on the gorgeous western sky, had hopefully said, in the words of Shakespeare:

*"The weary sun hath made a golden set,
And, by the bright track of his glitt'ring car
Gives token of a goodly day to-morrow."*

And now the morrow was come, and the promise was not broken. Hope and hilarity were strong in each of our minds, as we rapidly completed our slight preparations for the morning's jaunt, and awaited the arrival of our kind guide; and I fear none of us were able to sympathise very deeply with the sorrow of the old farmer, who was bemoaning the loss of a thriving young bullock, that had just been found dashed to pieces at the bottom of one of the frightful precipices that form the north-west edge of the island. These casualties, however, are reckoned among things regular and to be expected in Lundy husbandry. Some two or three of the young cattle and horses are lost every year from this cause. They incautiously feed close to the edge, when a puff of wind catches them on the broadside, and over they go; to the no small joy of the carrion-crows, who flock to the funeral feast.

At length, away we sallied through a gate at the rear of the farm, across wide, moory fields, till we struck a broad road, marked off by stone posts at regular intervals, each bearing conspicuously painted the letters T.H. Our curiosity was excited by the boundary-stones; and we were informed that the ground so marked off is the property of the Trinity House, forming a road thirty feet wide, and about a mile in length, leading from the beach where we landed to the lighthouse. This road, and the ground on which the lighthouse stands, form the only exception to the sovereignty of the island.



Devils Limekiln

in which he is ever engaged, of "blinding the minds of them which believe not, lest the light of the glorious gospel of Christ, who is the image of God, should shine unto them".

We threw ourselves down on the purple heath and the soft beds of wild thyme, that covered the broad slope between the limekiln and the edge of the cliffs. The sun was pouring down his fervid rays upon us as we reclined, and his disc of brightness was reflected in thousands of rippling waves, from the wide expanse of sea that lay stretched between us and the undulating line of the blue coast opposite. Just over against us, some five leagues distant, was the promontory of Hartland, with the picturesque little watering-place of Clovelly; from whence headland after headland, on the one hand those of Devonshire, on the other those of Cornwall, receded into a dim and undistinguishable haze.



Samphire

Insect life was active and busy around us. Little beetles, whose coats sparkled in the sun, were crawling on the herbage; a tiny attelabus, of coppery lustre, seemed rather common; the lovely green cicindela, sometimes popularly called tiger-beetle, from its beauty and voracity, was seen, but was much too agile and wary to be caught; and the rose-chaffer, that peculiar accompaniment of a summer's noon, was buzzing like a bee among the flowers. Butterflies, too, of various species, were flitting to and fro; the large and small garden-whites were perhaps attendants upon man, as the cultivator of pot-herbs, their proper food; but others were indubitably indigenous. The meadow-brown and the little gate-keeper were pursuing that low, dancing, jerking manner of flight, close to the turf, that distinguishes the genus to which they belong; the tiny alexis was opening and shutting its azure wings in the sun, as it sat upon the flowers, as if inviting capture, but darted away when approached, with a swift, wheeling flight, and playfully returned to the same flower again. And we saw a rarer insect than any of these, the painted lady, come fluttering by on vigorous wing, and shoot away like a meteor.

Gulls were screaming in the air around, and circling about the cliffs; troops of guillemots

were perched upon the ledges, one and another every instant dropping down like an arrow, into the sea, and presently returning with the captured prey; and upon the sharp edge of an insular rock outside the Shutter, known as Black Rock, sat a row of cormorants, preening their glossy plumage after the morning's meal.

We rose and pursued our sinuous way along the turf, by the margin of the precipitous cliffs of granite. A little to the north of the Limekiln we came suddenly on the edge of a deep cove, at the mouth of which rose an enormous mass of rock, with walls as steep as those of a church, called Goat Island. It was the scene of a fatal accident not long ago. A party had come over to visit the island as we had done. A young man of their number must needs try, in spite of a warning and entreaty, to climb Goat Island, with no other purpose than that of displaying his agility and hardihood. He had proceeded some distance up the dizzy height, when, his foot slipping, he fell on the stones beneath and broke his back.

Into this cove we descended by means of the round and soft, yet sufficiently firm, hillocks of thrift, jumping from one to another. When these ceased, we had to scramble down by the fissures of the rock, until we came to a cyclopean wilderness of huge blocks and boulders of granite, strewn over the bottom, and piled one upon another, in grand confusion. They were worn smooth by the action of the waves, which had been beating upon them perhaps for ages; and the lowest of them were rendered still more slippery by the drapery of the green and olive seaweeds (*Ulvee* and *fuci*) with which they were covered. It was, therefore, unpleasant and difficult, not to say hazardous, to make way among them by climbing over the masses creeping under and between them, and leaping from one to another.

Nor was there much, on such a shore as this, either of zoology or botany, to reward the search. Professor Harvey has truly observed, that "on a shore composed of granite rocks, where the masses are rounded and lumpy, with few interstices or cavities in which water will constantly lie, and presenting to the waves sloping ridges along which the water freely runs up and down, very few species of seaweeds, and these only of the coarsest kinds are commonly to be met with."

However, we had had the pleasurable excitement of overcoming the difficulties of the descent and the exploration, and we had now to essay those of the ascent. When we arrived at the top, our clothes and hands were perfumed with the strong odour of the milfoil, through whole beds of which we had been penetrating; we found ourselves, moreover, nearly wet through with the moisture which yet loaded the herbage, from the dehse fog of the preceding night.

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



WHITE FUNNELS IN LUNDY ROADS

II. M.V. "WESTWARD HO"

by P. J. Murrell

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IN the six summer seasons between 1966 and 1971, Lundy was served by a second ship similar in many ways to the *Balmoral*, the M.V. *Westward Ho*. Like the *Balmoral*, she started life in Southampton, and was transferred to the Bristol Channel in the mid 1960's.

The *Westward Ho* was built in Southampton by John I. Thornycroft and Co. Ltd. in 1938, under the name *Vecta*. She was a twin engine motorship of 630 tons gross and 200 ft. length. She was unique in that her two four-stroke diesel engines drove two Voith-Schneider propulsion units through electric motors, which were controlled directly from the bridge by the master. This unique system enabled the ship to move in any direction, even sideways, without the engines being altered in direction.

The ship was quite a handsome vessel, and, as built, carried a large complement of passengers in two classes, and could also take about fifteen cars on the car deck, which was forward on the main deck. Passenger accommodation comprised a first class dining saloon aft on the main deck, two lounges on the promenade deck, and a bar forward on the lower deck. The crew lived forward of this, and the officers aft under the dining saloon.

The ship had a speed of about 15 knots, and was employed on the all the year round Southampton—West Cowes service in winter, and on excursion work in the summer. These excursions were quite diverse, and took *Vecta* to such places as Sandown, Southsea, Ventnor, Bournemouth, etc.

At the commencement of hostilities, *Vecta* was transferred permanently to the Southampton—Cowes service, where she remained all through the war. She is one of the few ships of her type which was not 'called up'. However, she did answer to the call for 'little ships' for Dunkirk, but unfortunately she broke down on the way, and had to be towed back to Southampton! Towards the end of the war, she suffered quite a bit of mechanical trouble, most of it to do with the Voith-Schneider units. She was withdrawn from service for repairs at the end of the war. Due to shortage of spares for the German-built propulsion units, it was decided to replace these with conventional twin screws, but retaining the electric drive. This was duly done, and involved quite a bit of re-building of the stern of the ship. This included the fitting of twin rudders, as no rudders were required with the previous form of propulsion. At the same time, she also acquired the traditional wheel on the bridge in place of the console unit previously fitted. At about this time, she was also converted into a one-class vessel.

For the next seventeen years or so she continued as a familiar sight in the Solent and Southampton water until it was announced in

continued on page 20

LUNDY LOG

Compiled by John Dyke

OCTOBER 1971-JANUARY 1972



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.

OCTOBER

1st: A summer's day, heralding October. A warm sun, rising in a cloudless sky. Light E. winds, 2-3. Continuing fine all day to favour Mr. Gade's retirement party. *Cleave Petrel* arrived in the morning with Mr. Roy Glover and Mr. and Mrs. David Trapnell. After meeting in the Tavern, the guests assembled in the Hotel dining-room for a champagne buffet, and later returned to the Tavern, where they were addressed by Mr. John Smith (Chairman of the Landmark Trust) who presented to Mr. Gade a cheque resulting from the Testimonial Fund which had been launched, contained within a silver cigarette box bearing an engraved replica of the first Lundy half-puffin stamp on the lid. Earlier, Mr. and Mrs. Gade had been presented with a television set and electric blanket from the islanders. Mr. Gade replied with a suitable speech, followed by a rendering of the Hartland Song, with Mrs. Audrey Smith (former Lundy resident) providing piano accompaniment. The celebrations then continued for many happy and memorable hours.

2nd: Early morning light mist, later developing into another magnificent day with accompanying heat haze which reduced visibility. The *Gannet* arrived with visitors for the cottage lettings, and departed again with Mr. and Mrs. John Smith, Mrs. Kay Harman and son and daughter (John and Inez), Mr. and Mrs. Tony Hatfield, Mr. and Mrs. Chris Price, Mr. and Mrs. Blaxhall Senr, and Mrs. Urch. *Sea Melody* (registered Ipswich) arrived and anchored in the morning, followed later by the Bideford Cadets' motor launch.

3rd: A fine dawn, with a silvery sea behind Rat Island. S.W. wind freshened during the morning bringing cloud and some showers. After a fine spell, a further deterioration set in with S.W. increasing. Rain ceased during evening. The *Cleave Petrel* departed, with Mr. and Mrs. Roy Glover aboard, also the *Sea Melody* and

Bideford Cadet vessel. Small yacht, *Jacana*, anchored in the Bay at 14.40 hrs.

4th: T.H.V. *Stella* anchored in the Bay at 1300 hrs. *Jacana* unanchored and departed. Light E. winds — delightfully warm, hazy day.

5th: A rosy dawn resulting in a gorgeous day — very warm out of the E. winds. *Gannet* arrived in the morning — cargo discharged in difficult conditions. The *Balmoral* arrived with 170 passengers, but owing to the very low tide it was not possible to land day visitors; however, after circling the island, some visitors to stay were landed, and Mr. and Mrs. Harman Jones and son, Martin, Mr. and Mrs. John Richardson, Mr. and Mrs. D. Trapnell, Mr. and Mrs. Stanley Smith, Mr. and Mrs. John Ogilvie and daughter, Kate, were taken aboard. A Naval vessel, N.21, arrived in the Bay at 13.30 hrs., turning about and departing immediately. 24 Oaks given by Mr. Bob Britton, were planted in Millcombe area by Mr. Colin Taylor. A beautiful moon set in a clear sky at dusk.

6th: A fine, clear day with distant haze — mainland just visible occasionally. Cloudless sky — extremely warm — light E. wind, dying out.

7th: The sun rose as a red orb, occasionally shrouded by cloud, but casting a continuous reflection on the water. Cloud dispersed during the morning giving another clear, warm day. The *Gannet* arrived at 1100 hrs. with 4 tons of cargo. Lady Skelhorne and Mrs. Bailey among passengers aboard. Mr. and Mrs. Doble, and Mr. and Mrs. Tennant left today. T.H.V. *Stella* brought building materials for the North Light.

8th: Very light S.W. winds; patchy cloud in the early morning, clearing to give a warm afternoon, practically cloudless, with distant haze. Clouding later.

9th: Slight S.W. winds — some cloud in morning — warm, hazy. *Gannet* arrived with 3 passengers and 4 tons of cargo, consisting of scaffolding, timber etc. *Cape Horn* arrived at 13.30 hrs. to convey Bristol Channel Divers personnel to Ilfracombe. *Balmoral* arrived at 1500 hrs. with about 400 passengers on a Clevedon Pier Preservation Charter direct from Weston, with Mr. and Mrs. John Dyke returning from leave. Mrs. Diana Keast, and Mr. Derek Sach left today, also Mr. and Mrs. Terry Shannon (to whom the Editor is indebted for keeping the Lundy Log in his absence).

10th: W.S.W. light wind — fair. *Balmoral* arrived at 1500 hrs. with 500; the second "Clevedon Pier" chartering direct from Weston. Wind freshening from the S.W. Mr. Colin Taylor left on special leave on return journey. S.W. gale forecast. Evening Service at 1800 hrs., with 14 in congregation.

11th: Gale failed to materialise — wind S.W. 4-5. Drizzle in mid-morning, then clearing. Rain in the evening. *Marigold* at anchor in the Bay at nightfall.

12th: Grey, overcast morning, warm. *Balmoral* arrived at 13.50 hrs., with about 80 passengers (the last sailing of the season). Wind S.W. in the morning, later veering N.E. 6-7. *Gannet* arrived at 1500 hrs. with 3 G.P.O. Telephone linesmen, and returned to Ilfracombe with Bristol Channel Divers' effects, including a cargo of scrap metal. Two Campbell launches, *Devonia* and *Ravenswood*, left before the *Balmoral*. Mr. Paul Lawrence doing the necessary ferrying back of passengers in the *Lundy Queen*. Those returning on the *Balmoral* included: Mr. and Mrs. Edwards, Miss Jilly Dyke, Miss Pat Martin, Miss Janie Wilson, Messrs. Dale Cropp and Paul Isaac (Barmen), Mr. and Mrs. John Charteris, and Mrs. June Lederer and Miss Diana Poole (day visitors).

13th: Grey and overcast, becoming progressively duller — gentle breezes — heavy rain with thunder commenced in afternoon. Wind E.N.E., and increasing to gale 8, becoming very violent. Enormous seas on the E. side, and concern felt for the remaining Campbell launch *Lundy Queen*, moored in the Bay. Much colder. 150 lbs. of scrap metal emanating from the

battleship, *Montagu*, brought up and stored by Bristol Channel Divers, reserved for the Museum.

14th: Dull, grey morning, after a wild, stormy night — up to E.N.E. force 10. Various light articles blown considerable distances. *Lundy Queen* had foundered at her moorings and Bristol Channel Divers' rubber dinghy, PB.16., also wrecked and washed ashore, deflated. Beach staff busy recovering flotsam. Island vegetation looking badly battered. The late morning and afternoon gloriously sunny. Three Post Office engineers laying additional lines between N. and S. Lights in advance of the former going over to remote control. Wind increased later, S., temperature dropping.

15th: Grey day — wind S., gale 8, veering S.W. Mr. Syd Allen and colleagues completing the restoration of Millcombe House pediment. "Crusader", Galloway bull, reported missing. Trawler, LT 737 *Willing Boys*, at anchor in the Roads at 1800 hrs. A stormy night from the S.W.

16th: Rain overnight. Wind S.S.W. moderated, milder, occasional sunshine. Hartland Coastguard not able to pick up Lundy R.T. transmission at 0900 hrs., although clearly heard at Bucks Mills Coastguard Station. *Gannet* unable to sail, as she would have had to shift her berth to Ilfracombe Pier last night when conditions were unfavourable. Trawler, *Willing Boys* left the Roadstead at 10.30 hrs. on a N. course. Bristol Channel Divers successfully located and salvaged the engine of the *Lundy Queen*. Pleasant afternoon, S. breeze — warmish. Church collecting box emptied for the last time this season. The *Marigold* arrived from Padstow for the last lobster fishing tour of the year. *Cleave Petrel* at anchor in the Bay.

17th: A bright day, after a short rain shower at 0900 hrs. Wind S.W. 6-7. Coaster *Dolphin G* (Newport) came into the Roads at 12.30 hrs. and shortly afterwards 70-001 anchored in the Bay. *Cleave Petrel* left at 1400 hrs. in rather turbulent seas with Mr. Syd Allen on board for Bideford. Church Service at 1800 hrs., 8 in congregation. S. gale force 9 forecast.

18th: A very rough night — North Light report violent storm force 11 W. 8 vessels sheltering: *Fenris*, *Rolf*, *Heino-Brohan*, *Dolphin G.*, *Atlas*, *Telstar* (latter 2 Belgian trawlers), *Marigold*, and 70-001. Repainting of the North Light completed. 11 vessels in the Roads at 16.45 hrs. but *Fenris* made a run for it, rounding the S. End in very heavy weather. Bristol Channel Divers succeeded in raising the hull of the *Lundy Queen*, not very badly damaged, owing to resting on a sandy bed, but internal fittings, seats etc., wrecked. The hull beached on the Cove to await repair.

19th: Strong S.W. winds continue with squally showers, ceasing at mid-day and giving way to sunshine. 13 vessels at anchor, including *Gerda-Bres*, and one unidentified cargo vessel, also Belgian trawler *Shamrock*. Sailings after mid-day were, *Rolf*, *Dolphin G.*, and *Heino-Brohan*. Mr. Paul Lawrence sent R.T. request for materials to temporarily repair the *Lundy Queen*. A message was also sent to the Hydrography Department, Taunton, reporting the loss of the lower tidal pole and underwater gauge, washed away during recent storms. North Light R.T. reported out of action. 70-001 returned to Clovelly Roadstead.

20th: Stormy, with heavy squalls at first, thereafter clearing and remaining fine. 7 vessels in the Roads. *Gerda Bres* sailed during darkness. *Shamrock* and *Atlas* (Belgian trawlers) left at 0945 hrs., and *Antarctica* at 10.20 hrs., leaving *Malente* (Flensburg) and *Marigold*, the latter having made three abortive attempts to make for Padstow, having completed the lobster fishing season. A blustery night, but dry.

21st: Still blowing S.W., and increasing to gale 8 again. *Gannet* very pluckily sailed in spite of deteriorating weather, arriving with Mr. John Ogilvie, and Mr. and Mrs. Peter Edwards

(returning from shore leave), with Mr. Ian Grainger, a Min. of Ag. Vet., and Mr. Keith Shackleton, the artist. Also 2 coppersmiths to restore Millcombe roof; Mr. Syd Allen, Mr. Paul Munton, Mr. Philip Jebb, and one Trinity House technician. Two vessels sheltering in the Roadstead, *Dina*, and the collier *Crescence*. *Gannet* sailed at 16.30 hrs. with Mr. Philip Jebb, 3 Post Office engineers, Mr. Keith Shackleton, and Mr. and Mrs. Redfern (Instow). We watched anxiously as the sea had worsened, and was pounding her starboard quarter, but the *Gannet* was equal to it. The evening continued blustery.

22nd: Dull, overcast morning, wind strong S.W. 6 vessels in the Roads, including the *Gloria*. 3 were Polish trawlers, 2 of which sailed at 0945 hrs. *T.H.V. Argus* off the N.E. Point. A fine, sunny afternoon.

23rd: A warm, sunny, and beautiful day throughout. All vessels resumed — the Bay empty for the first time in several days. *Gannet* arrived at 11.45 hrs. Mrs. Penny Ogilvie and daughter, Kate, Mr. Jonathan and Miss Alison Grainger (half-term holidays) and Miss Sue Marsh (chef's assistant) on board. Cargo, 1 ton of cement and 1 ton of sundry items. Mr. Rodney Dymond left on the return *Gannet*, having completed his work as farm assistant for the season. R.N. Corvette and torpedo boat carrying out exercises, laying down smoke-screens, and discharging depth-charges off the N. End. A tremendous ground sea and swell on the W. Side — great columns of spray cascading up over the extremity of Dead Cow Point. Dead Soay lying inside the ruined Battery Cottages. A fine evening with a galaxy of stars. Whooper Swan sighted at Pondsby.

24th: A spectacular, peachy dawn, developing into a very sunny morning until 1100 hrs., when low cloud descended from the W., and the temperature plummeted with the blotting out of the sun. Signal compound covered with migratory Starlings and a smattering of Blackbirds, Goldfinches, and Bramblings. *Cleave Petrel* came into the Bay at 11.30 hrs., and had the misfortune to have to return to Bideford in thick fog. S. Light siren commenced at mid-day, ceasing at 17.30 hrs. Church Service at 1800 hrs. 11 in congregation.

25th: A pleasant, sunny morning. Wind S.E. 4-5. Active sea off the E. Side, moderating in the afternoon. "Fil", and yearlings (ponies) released onto the common. Quiet night — moon in first quarter.

26th: A bright, sunny day — blue sky, warm in sheltered areas. Considerable surf on beach. Mr. Paul Lawrence busy patching up the *Lundy Queen*. *Gannet* out of commission with engine defect.

27th: Another gorgeously sunny day, tempered by a chill E. wind, 3-4, ruling out a landing on the beach from the *Cape Horn*, arriving at 14.30 hrs. towing a punt. Capt. Barbeary elected to make for the Pyramid in Jenny's Cove, landing a party from Frensham Heights School, and Mr. Chris. Price (day visitor). The mail and bread arrived, but fresh meat was inadvertently taken back to Ilfracombe. Mr. and Mrs. Keith Blaxhall (on shore leave) and their two lady guests were passengers on return voyage.

28th: Dull and overcast. E. wind still blowing, and the sound of surf on the Landing Beach clearly evident.

29th: A beautifully sunny day — virtually no wind. Mr. Nicholas Dymond, to be appointed to the Wardenship of the Old Light Observatory, and Capt. J. Payne, to take command of the *Polar Bear*. Temporary repair of the *Lundy Queen* completed. A lovely moonlight night — calm.

30th: Beautifully sunny, Wind S. 4-5. *Cleave Petrel* arrived at 1000 hrs. Mr. and Mrs. Roy Glover and Mr. John Baker came ashore. Belgian trawler, *Atlas* also arrived (later providing the islanders with fish). Cloudy conditions at 18.45 hrs., with heavy rainstorm and accompanying hail.

31st: A lovely sunny day throughout — light airs, developing into S.W. 2-3. The *Cleave Petrel* left at 10.30 hrs., with Miss Alison and Mr. Jonathan Grainger on board, also the island mail. Water Rails in evidence in Millcombe

Valley. New Aladdin lamps used for the first time in the Church — 16 in congregation, including pupils from Frensham Heights School.

NOVEMBER

1st: Bright, sunny day — wind S.W. 3-4, later increasing 4-5. A message received from Lt. Commander May requesting permission (readily granted) for the ships' company of *H.M.S. Exmouth* to visit Lundy on November 5th. *Lundy Queen* at her moorings, ready for towing to Ilfracombe. Rain in the evening.

2nd: A fine day with continuous sunshine until late afternoon. Wind S.W. 4, increasing 5-6, then decreasing. *Cape Horn* arrived at 0945 hrs. with Mr. and Mrs. John Charteris, and Miss Pat Martin (returning from shore leave), Squadron Leader Holt (West Buckland) with a party of 3 for the day, also a Tractor engineer and a census enumerator. Fresh meat arrived at last — also fireworks! *T.H.V. Argus* anchored at 1100 hrs., and landed stores for N. and S. Lights. *Cape Horn* departed at 14.15 hrs. with Mr. and Mrs. Strick and Mr. and Mrs. Stockwell (on shore leave). Miss Lynda Thorne and Mr. Paul Lawrence left permanently. Full moon.

3rd: A fine, but cloudy, morning — sunny intervals. *Cape Horn* came at 10.15 hrs. to take up the Campbell launches' moorings, and tow the *Lundy Queen* back to Ilfracombe. Conditions ideal — sea calm — slight S.W. breeze. The *Cape Horn* left at 13.15 hrs. Wind remaining in the S.W. quarter.

4th: A fine day with bright intervals. R.A.F., Chivenor, helicopter came in mid-morning, bringing Lt. Clarke R.N., of the Hydrographers' Department, Taunton. Large halo around the moon.

5th: Very misty at first, clearing slightly after 0800 hrs., revealing the outlines of the Naval Frigate *H.M.S. Exmouth* anchored a mile off the Quarry area. Wind moderate, S.W. Hartland Coastguard at 0900 hrs. reported that there was an emergency watch on, flares having been reported at sea. *H.M.S. Exmouth* alerted and joined in the search — 70-001, Clovelly lifeboat, also in evidence. During this alert, the wind veered round to N.W. 5-6, creating surf on the beach, prohibiting any possibility of Lt. Commander John May and ships' company from landing on the island. R.T. contact was made with Mr. Gade at 1400 hrs., during which greetings and apologies were sent by the Commander. *H.M.S. Exmouth* left at 1630 hrs., firing a farewell salute of red, orange, and green flares, as she proceeded to Liverpool. The island firework display held in St. Helen's Field at 19.15 hrs. Mr. Colin Taylor and Mr. John Charteris were in charge of the display. Moonlight night, with clouds scudding across the sky. Bonfires visible on the mainland. A large bonfire made by Messrs. Robinson, Elson, and Taylor, burned merrily — nearly all inhabitants present, with Frensham Heights party, and Lt. Clarke. Refreshments were provided by Mesdames Davey, Grainger and Dyke. News received today of Mr. Frank Roach (P.K., South Light) appointed to the Longstone Light, Northumberland. Clovelly lifeboat, 70-001 anchored in the Bay.

6th: A clear, bright, morning — slight N.W. wind — fairly calm in the Bay. Helicopter relief of N. and S. Lights at 0830 hrs. R.A.F., Chivenor, helicopter arrived for Lt. Clarke at 10.00 hrs., landing in the Tent Field, and left shortly afterwards. *Bokul* (Ronne) anchored in the Roads, sailing at 1405 hrs. in advance of E. wind developing later. 70-001 still at anchor. Clear sky and sunset, with patches of cloud. Beautiful night sky, with moonlit waters.

7th: R.T. message at 0900 hrs., reported that *Cape Horn* was loading and due to leave at 0915 hrs. This was shortly followed by S.W. gale 8 warning, and the voyage was not anticipated. *Cleave Petrel* surprised everyone by arriving at 10.30 hrs., having left well in advance of the increasing wind — an uncomfortable trip, especially near the island. 70-001 passed the incoming vessel on her way to Clovelly Roads. Wind increased steadily with squally showers — very dull. *Cape Horn* astonished all by arriving at 1300 hrs., with the mail. Mr. and

Mrs. Blaxhall returned from leave. Cargo included scaffolding for building purposes at Millcombe. *Cape Horn* left with the Frensham Heights party, and Mr. Robinson (on leave) accompanied by the *Cleave Petrel*, which, advisedly, made for Ilfracombe. Weather fearfully stormy, with heavy squalls. Church service at 1700 hrs., 7 in congregation. Emergency radio call picked up at 1900 hrs., casualty reported by the *Embdena* (from Emden), with request for Doctor, sent out by the 70-001, who met the vessel W. of Lundy. The injured man had fallen down a hatch, and subsequently died. 13 vessels sheltering in the Roadstead at 22.45 hrs.

8th: Of the 13 vessels sheltering, 5 had left by 0800 hrs., the *Kenrix* leaving at 0840 hrs., *Derwent Fisher* (Barrow), and 6 Polish trawlers, *Radwa*, *Keba*, *Bistryca*, *Oza*, *Brda*, and *GDY* 211, remained. Weather continuing squally, N.W., colder, with bright intervals. *Quiescence* (Rochester) dropped anchor at 1300 hrs. 70-001 at anchor. Polish trawler, *Mamry*, joined the fleet at 16.30 hrs. Blowing extremely hard, N. 8., offering poor shelter, and three trawlers already resumed in afternoon. Wind increasing to force 9, N.W. Mr. Colin Taylor planted 300 oaks, 130 chestnuts, and 100 ash seedlings in the nursery garden, Millcombe. A very boisterous night.

9th: Clear, sunny morning — wind moderating N.N.E. 6-7. Cold edge to the temperature. By 0900 hrs., the Polish trawler fleet had departed, but there were two new arrivals, *Nerzec*, and *Regalia* — both trawlers. The *Quiescence* sailed during darkness. 70-001 at anchor, although the Bay was becoming untenable — heavy surf on the beach. 70-001 left at 14.20 hrs. Welsh coast very distinct, including Port Talbot steelworks. R.N. *Minesweeper* 189, paid a brief visit to the bay at 1300 hrs., sweeping out to sea again.

10th: Beautifully sunny day, but with a strong N.N.E. wind 5-6, gradually moderating to nothing more than a gentle breeze. All vessels having resumed, the Roadstead took on a deserted look. The postal desk removed from the old Office to the new Office above the Tavern.

11th: An overcast morning — bright reddish-orange sunrise low on the horizon. Virtually windless — sea calm. Large murmuration of starlings at 0900 hrs. Two R.N. helicopters flew along the East coast at 0930 hrs., returning at 14.30 hrs., heading for the Cornish coast.

12th: Grey, overcast day, especially dull in the afternoon. Very slight N.W. wind — sea calm, with a ripple coming in on the beach. Slight drizzle. 70-001 came in at about 1800 hrs. Visibility very clear in the early evening. Wind W.S.W. 4-5 in late evening.

13th: Bright and sunny until late afternoon. Wind N.N.W. 3, increasing 5-6 in the evening. New copper roof being constructed on Millcombe House. Wind increased again, N.N.W. 6-7 in the late evening. A spectacular galaxy of stars in the night sky.

14th: R.T. contact with *Cleave Petrel* at 0900 hrs., Mr. Roy Glover announcing that they were sheltering in Lametry Bay, was landing bread and herrings etc., and would take any mail at 1100 hrs. A beautifully sunny day, really warm in sheltered positions. Church service at 1700 hrs., 8 in congregation. Two minutes silence observed in memory of those who died in the two World Wars. N.N.W. wind dropped to a mere breeze, 2-3.

15th: A pleasant day. Wind N.N.W. 2-3 — much colder with intermittent sunshine. Wind increased 4-5 in the afternoon. Report received that the *Gannet* was ready for sailing, having been overhauled. 18 sycamores planted by Mr. Colin Taylor, and 9 shrubs (donated by Mr. John Ogilvie) in South Wood, Millcombe. A Redwing visited Signal area.

16th: One cargo vessel, *Huberna*, anchored in the Roadstead. Grey, overcast morning with bright intervals, W. 3-4. Chaffinches, Bramblings, and Blackbirds congregating around Signal. Another vessel came into the Roadstead after darkness. *Gannet* sailing tomorrow cancelled.

17th: Dull, overcast morning. Drizzle commenced at 11.45 hrs., obscuring the Old Light

for a time. Wind S.W. 4-5. *Huberna* and unidentified vessel sailed during darkness. Weather improved in the afternoon. *Gannet* undergoing sea trials today. W. gale 8 forecast. Ships coming in for shelter after darkness.

18th: Overcast morning, brightening, blustery, westerly. Occasional showers. *Gannet* sailing cancelled. 4 vessels sheltering in the Roadstead: *Crescence*, *Colston*, *Repeto* (Gronigen) and one Russian vessel *Sovietskiy Pogranichnik* — a new cargo vessel. All ships resumed by 15.45 hrs., the wind having veered N. 6-7, increasing to gale force during the night. We hear that Mr. Bert Tromans is to succeed Mr. Frank Roach as P.K. South Light.

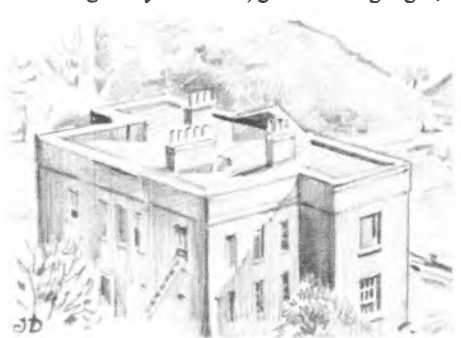
19th: N. wind dropped at 0745 hrs., 2-3, but increased again an hour later. No chance of a *Gannet* sailing. N. wind continuing, accompanied by squally hail and sleet showers, and intermittent sunshine.

20th: Overcast morning. Wind S. 3-4. *Gannet* resumed sailing after being out of commission for 27 days, arriving at 11.30 hrs., with Mr. and Mrs. Strick, Mr. and Mrs. Stockwell, Mr. Robinson (returning from shore leave) and 2 radio engineers for the day to transfer the U.H.F. set from the former Office to Mr. Grainger's Office. 8 tons of cargo on board. An uncomfortable trip, with a heavy sea on the port side. *T.H.V. Argus* came into the Roadstead at 13.30 hrs., seeking shelter on the lee side, as the weather was steadily deteriorating. By 1600 hrs. it was blowing S.9, and lashing with rain — a job to keep a straight course, especially walking past the Church. Master Tom Grainger blown into Bramble pond, without injury. *Gannet* left in a hurry at 1500 hrs. in tremendous seas. Radio engineers, and Mr. Frank Elson on board — the return trip taking exactly 2 hours. Ships coming in to shelter after darkness — wind still ferocious, veering W. Very rough night — N.W. gale.

21st: Gale persisted all day, N.N.W. Three Belgian trawlers sheltering, *Surveyor* (Ostend), *Venus*, *Carohn* (Zeebrugge), also cargo vessel, *Teessider* (Plymouth), and *T.H.V. Argus* (left at 10.30 hrs.). By 13.30 hrs., all vessels had left their anchorage in the face of an ever-increasing N. gale. Mr. Peter Edwards commenced baking bread for the inhabitants, which he did most professionally. Church service at 1700 hrs. 7 in congregation.

22nd: An undistinguished day — grey and overcast. Strong W. wind, gusting to gale force. Church door blown open — brass ewer lying on the floor. N.W. 5 or 6 at 2400 hrs., raining.

23rd: Another blustery, depressing day. Wind still gusting to gale force 8. Base of Millcombe terrace repaired by Mr. Colin Taylor. Beautiful starlit night sky. Wind E., gale 8 during night.



24th: Cold, but sunny day. Wind N.E. 5-6, later veering E. and moderating. The flat roof removed from Millcombe House, revealing the bright new copper roof beneath.

25th: Moderate N.W. wind 3-4, drizzle, poor visibility. *Gannet* arrived at 12.45 hrs. with Mr. Frank Elson and Miss Jilly Dyke aboard. Miss Pat Martin and Mr. Frank Elson announce their engagement. We hear that an American cruise ship, *M.S. Lindblad Explorer* will pay two visits to Lundy in May next year.

26th: Windless, warmer, drizzle, and occasional banks of cloud. Rain later in the day — light cloud with patches of sunshine.

27th: Dull, low cloud, drizzle. Wind becoming S., with intermittent rain. Mrs. Blaxhall's 21st birthday party, and Miss Martin and Mr. Elson's engagement party in the Tavern.

28th: *Crescence* at anchor in the Roads, departing during mid-morning. Large and majestic clouds creating beautiful effects — wide range of colours, including pink cumulus on the N.E. horizon. Hailstorm at sea, and two particularly heavy falls on the island, sufficient to whiten the ground and make it slippery underfoot — landscape sharply defined — virtually no wind. A little colder. Waterspout seen by Mr. John Stockwell. Church service at 1700 hrs., congregation 10. A beautiful moonlight night, silvery clouds casting their shadows on the sea.

29th: Sunny morning, although a lot of heavy cloud surrounding the island. Wind S.S.E. 4-5. Hartland Coastguards enquiring about yesterday's waterspout off the W. side. Several inhabitants have colds.

30th: Rain throughout the night, easing off during mid-morning. Drain at Golden Well blocked and road flooded. Large pool outside rear of hotel. *Gannet* arrived at 0800 hrs., rather surprisingly, as the weather was not suitable for the pre-arranged loading of cattle, the wind having backed to E. Mail was landed, and stores for the hotel — mail was also taken aboard. The *Gannet* was off for her home port by 10.00 hrs., the wind having freshened. Later becoming fairly calm, with a suggestion of a moon after darkness — light drizzle.

DECEMBER

1st: Heavy rain during the night. Moderate S. wind, backing N.E. R.N. Submarine observed off the E. Side in the morning. Weather improved in the afternoon, when there was sunshine. *T.H.V. Stella* dropped anchor after darkness, staying overnight. The island is very spongy underfoot after the excessive rainfalls recently.

2nd: Grey, overcast morning, with surf on the Landing Beach. *Gannet* on her way at 0900 hrs., with Rev. R. C. Dixon on board, also Mr. Tony Freeman (I.T.V.) and colleague. *T.H.V. Stella* discharging cargo into the S. Light hoist box at 0900 hrs. Wind all the while increasing, accompanied by squally showers. As the *Gannet* approached to within 5 minutes of the moorings the weather suddenly worsened, and Mr. Arthur Strick and Mr. Robinson, having gone out in the coble, were forced to accept Capt. Dave Jones' hospitality, as there was no possibility of their making the shore again in safety. The coble was left at the moorings, and "Arthur" and "Robbie" were conveyed back to Ilfracombe without so much as a toothbrush between them, the *Gannet* having to turn about immediately. Surf on the Landing Beach noticeable all day. Driving rain helped to calm the sea a little, and there was some sunshine later.

3rd: A fine, clear morning with some blue sky — appreciably colder. Continuing rough on the beach, with billows out in the Bay. *Gannet* not venturing out today. A new Vessel, *M.V. Salvador*, out of Appledore Shipyards, undergoing sea trials off the E. Side. Beautifully sunny, cold, Wind E. 2-3. Moonlight night — calm.

4th: Dull, overcast morning. Wind S. 2-3. *Gannet* on her way at 0900 hrs., also the *Cleave Petrel*, taking Mrs. Penny Ogilvie to Bideford on the return voyage. The *John Murray* (Capt. Moore) based at Barry, 441 tons gross, brought 6 visiting geologists from the National Environmental Research Council, anchoring in the Bay at 0900 hrs. The *Gannet* took away 14 calves on her return, having brought Mr. Philip Jebb and Mr. Theo Williams for the day, and Mr. Nigel Holder, staying until Tuesday to carry out repair work on the R.T. Helicopter relief, N. and S. Lights. Principal Keeper, Mr. Frank Roach, left today for posting to the Longstone Light. Inshore sea flat calm, and land temperature much warmer than of late.

5th: Grey, overcast day, but very pleasant — mild and devoid of wind — sea calm. Part of the crashed Whitley bomber installed in the Museum portable building by Mr. Keith Blaxhall, assisted by Mr. Colin Taylor; also a ship's anchor recovered from the Bay. *Cleave Petrel* paid another day visit. Tide low enough to permit walking over to the Cove dry-shod. Evening service at 1700 hrs., 10 in congregation. Mr. Nigel Holder gave the address. Wind N.N.E., 4-5, in the late evening.

6th: The rays of the rising sun, limited to illuminating Lundy only, with a brilliant warm glow cast on the top of the island, elsewhere being in shadow. The *Gannet* came at mid-day. Owing to the amount of surf on the beach, the passengers, Mrs. Penny Ogilvie, Rear Admiral Lawder, and the B.B.C. Television Camera Crew were landed at the right-hand extremity of the beach, nearest the Sentinels. Wind E. 2-3. A lovely sunset, a rosy glow, with banks of dark blue-grey clouds. Wind increased 3-4 E., in the late evening.

7th: A fine and beautifully sunny day. Wind light and variable 3. Warm in sheltered areas. A feral black cat seen up a tree near the Terrace Heligoland Trap.

8th: Dull and overcast at first, but brightening later. Wind variable 3.

9th: Dull and overcast. Wind N.W. 3-4. The *Gannet* arrived at 1305 hrs., with Mr. Theo Rowe, staying for Christmas, Mr. Chris Bonnington (celebrated mountaineer) and Capt. Payne (in command of the *Polar Bear*). The coppersmiths left today, having completed the restoration of Millcombe House roof. Darts Match — Lundy v. B.B.C. Television Film Unit, resulting in a convincing win for the home side, consisting of Mrs. Chrys Davey, Messrs. Syd Allen, "Dave" Davey, Peter Edwards, Ian Grainger, and "Robbie" Robinson. Trophies commemorating the occasion were exchanged. Refreshments were provided by Mrs. Catherine Blaxhall, Miss Jilly Dyke and Mrs. Mary Edwards.

10th: News received that the *Gannet* would not be coming as arranged. By mid-morning, Capt. Dave Jones informed the island that he would be sailing after all, the *Gannet* arriving at about 1500 hrs. The cargo included new chimney-pots for Millcombe House roof. Rear Admiral Lawder, his grandson, Mr. Chris Bonnington, and the B.B.C. Television Film Unit, left on the return voyage. Wind 3-4 continuing. 70-001 at anchor in the Bay.

11th: Dull and overcast. Wind W.S.W. 3-4. Fencing off St. John's Valley from the Beach Road completed today. *Crescence* at anchor in the Bay. *Cleave Petrel* arrived in the early afternoon, departing again for Bideford at 20.30 hrs.

12th: Dull and overcast — wind S.S.W. 4-5. *Crescence* up-anchored at 10.30 hrs. Church service at 1700 hrs. 10 in congregation. Master Tom Grainger sang a carol solo, "Away in a Manger".

13th: S.W. wind — strong 6-7, decreasing by daylight — a dull day with heavy drizzle. Two Belgian trawlers, one of which was the *Carolina*; fresh fish for the inhabitants sent ashore. Future proposal announced to convert the piggeries in the Tea Garden into a gift and souvenir shop.

14th: Dull and overcast in the morning. Wind S.S.W. 5-6. *Gannet* sailing cancelled. Belgian trawler, *Venus*, anchored in the Bay in the morning, leaving at 1500 hrs. Deer fence being extended from the bottom of St. John's Valley by Bramble Villa to link up with Millcombe Valley. The sun appeared for a short while, casting a reddish-orange glow over the southern half of the island. The Race, off Mouse Island, looking menacing, and giving the departing *Venus* a rough time. Wind S., gale 8 — mild. The survey ship *John Murray*, anchored in the Roadstead after darkness.

15th: A fine day — some sunshine mid afternoon. The *John Murray* resumed at 11.30 hrs., heading eastwards. *T.H.V. Stella* arrived at 15.30 hrs. Work commenced on the conversion of the Old Light Ringing Room into a milking parlour for dairy cows. Centenary of the shooting fatality which led to the subsequent acquittal of Charles Walter Trevelan, accused of the murder on Lundy of a Pill Pilot boatman, George Harris. Wind S.W. increasing from 4-5 to 7 later in the day.

16th: Grey, overcast. The *Siella* moved from her anchorage at 0915 hrs. to *Gannet's* Combe to collect an electrician, and empty oil barrels, from the N. Light. *Gannet* arrived at 1000 hrs., with issue No. 6 of the Illustrated Lundy News — distributed by post the same day. Mr. and Mrs. Ian Grainger, Master Tom Grainger, Mr. and Mrs. Davey, Mr. "Robbie" Robinson, and Mr. Syd Allen left for Christmas leave on

the return voyage at 14.30 hrs. Wind moderate, W. 3-4. Mild.

17th: An undistinguished day — grey and overcast — fairly mild. Wind W.S.W., moderate.

18th: Wind W.S.W. 4-5, increasing during the day. *Gannet* arrived at 1000 hrs., with most of the Christmas stores. Capt. Dave Jones came ashore with the intention of shooting a rabbit, but did not meet with success. Mr. Victor Knock is now Mate of the *Gannet* — formerly licensee of the Pier Hotel, Ilfracombe. The return voyage was at 14.30 hrs. Drizzle in the early evening. Clear starlit night sky. Wind increasing, and later becoming gale 9 S.W. Vessels coming into the Bay for shelter.

19th: Fine and bracing after heavy rain early in the day. Wind still blowing force 9 from the S.W. Bright intervals. Terrific seas, especially off Mouse Island and along the S. coast. Vessels sheltering including: *Dorsetbrook*, *Mulcair*, *Security*, *Rifo-An*, and trawlers *Atlas*, *Marina*, *Surveyor*, *Kamina*, *Hendrick Judith*, *Voorloper*, and *Cleopatra*. In rough conditions members of the beach party bravely approached the trawlers for fresh fish. Church service at 1700 hrs. Congregation 7. Heavy showers in the late evening. A very blustery night.

20th: All vessels still sheltering, and gale warning continuing in operation for Lundy and most sea areas. Wind abated by mid-day, and *Security* and *Mulcair* resumed. Winds increased during the evening, nevertheless two Belgian trawlers left at 22.15 hrs. in heavy seas — perhaps anxious to get to their home port for Christmas.

21st: Dull and misty. S. Light fog siren commenced at 0850 hrs., ceasing at 1100 hrs. All vessels from the previous day resumed. Two cargo vessels anchored in the Roads: *Fortuna-D*, and *Fletching* (London), joined at 1005 hrs. by *Hoveringham VI*, dredger. All vessels

the R.T. emergency distress wavelength at the North Light, and via Hartland Coastguards. Mr. John Ogilvie and Mr. Colin Taylor carried out the standard arrangements for night landing at the Northern end of the Lighthouse Field, and Mr. Arthur Strick positioned the Landrover so that the headlights illuminated the Old Light tower for recognition purposes. At 0300 hrs., the helicopter, with an R.A.F. doctor on board, made a safe landing, after circling twice, with her twin searchlights picking out the landing pad. Messrs. Strick, Ogilvie, Mrs. Ruth Harman Jones, the Doctor, and one member of the crew drove over to the Blue Bungalow and, after having been medically examined, the patient was conveyed on a stretcher in the Landrover, via the Tent Field, and through the middle gateway into the Lighthouse Field. The helicopter left at 0330 hrs. for Chivenor, where Mr. Blaxhall, accompanied by Mrs. Blaxhall, was conveyed by ambulance to the North Devon Infirmary, Barnstaple. Fortunately, during the emergency, the wind was a modest 3-4 S.E., and visibility good. The Clovelly lifeboat, 70-001 took up a rescue position 6 miles out from Lundy, and later came into the Bay to anchor, leaving again at 1400 hrs. Weather deteriorated during the afternoon, although remaining mild — considerable rain. The Christmas Candlelight Service was held at 18.15 hrs., the Church having been specially decorated — only 6 in the congregation — the collection, in aid of the Royal National Lifeboat Institute amounted to £2.70.

27th: A pleasant, bracing morning, but the sky clouded, and there were squally showers. Conditions improved during the afternoon, becoming clear and sunny. A fine moon illuminated the sea and island after darkness.

28th: A boisterous night, the wind having



Hoveringham VI, in the 'Roads'

departed by late evening. S. Light fog siren recommenced at 18.15 hrs., ceasing before midnight. Mild S.W. airstream — wind 4-5. Considerable rain. No *Gannet* sailing today.

22nd: Dull, misty conditions. Wind S.W. 4-5, after being S.E. for a time. *Gannet* arrived at 12.15 hrs., with Mrs. Ruth Harman Jones on board, to stay, and Mr. Nigel Holder for the day. Christmas mail arrived. The *Gannet* departed in the late afternoon. Visibility improved during the day. Wind negligible, S.W.

23rd: Wind N.W. 2-3. Beautifully sunny throughout. Greenery collected for the decoration of the Church. A fine, clear night.

24th: Dull, but clouds high — mainland visible. Mrs. Harman Jones bathed off the Landing Beach at 0830 hrs., proclaiming the water warmer than last April. Foraging party out for greenery with which to decorate the Tavern. Trenching in Pig's Paradise has been commenced to allow the electricity cable from the generator to Barton Cottages to be laid underground.

25th: A pleasant day, with some sunshine. Wind 2-3, tending towards S.E. A cold Christmas Day buffet prepared by Mr. John Stockwell was put on in the Tavern in the evening, to the great enjoyment of all. Those present at the festivities were: Mrs. Catherine Blaxhall (Mr. Keith Blaxhall absent through illness), Mr. and Mrs. John Charteris, Mr. and Mrs. John Dyke, Miss Jilly Dyke, Mr. Frank Elson, Mr. and Mrs. Peter Edwards, Mr. and Mrs. Felix Gade, Mrs. Ruth Harman Jones, Miss Pat Martin, Mr. and Mrs. John Ogilvie, Mr. Theo Rowe, Mr. and Mrs. John Stockwell, Mr. and Mrs. Arthur Strick, Mr. Colin Taylor, Mr. Jim Webster, one keeper from the North Light, and two keepers from the S. Light.

26th: Shortly after 0200 hrs., Mr. Keith Blaxhall's condition worsened, justifying summoning the helicopter from Chivenor, through

become E. A bright sunny day, with large clouds drifting across the sky. The sea on the eastward side storm-tossed and angry. Moonlight night.

29th: N.E. 5-7, locally gale 8 — sea very turbulent. Unusual number of the Finch family around Signal Cottages — possibly a juvenile Snow-bunting or Snowfinch. Mr. Keith Blaxhall making a satisfactory recovery in hospital. A beautiful clear night, with a near full moon. Fierce gale-force winds, and huge breakers on the E. side. The noise of objects being blown about outside disturbed Signal inhabitants' sleep.

30th: Still blowing a N.E. gale, although moderating for a while during the mid-morning. Bright intervals — very cold, but not freezing. The unusual bird still in evidence — Mr. Gade considering it to be a female Snow-bunting. 17ft. tide today. Wind resumed at great velocity — large stones put either side of the main doors of the Church in an attempt to prevent them from being blown open. Filling in the trench made for cable-laying in Pig's Paradise.

31st: A ferocious night. The Signal woodpile blown about like confetti. The storm has destroyed the roof of the High Street Ladies' Convenience. The new copper roofing immediately behind the pediment on Millcombe House has been dislodged, and two barley-sugar chimney-pots thrown down and smashed. E. wind moderated a little during mid-day. Sky grey and overcast — cold. New Year seen in by most of the inhabitants, in the Tavern. The moon did not penetrate the clouds, nevertheless it was possible to progress out of doors without the aid of torches. The East coast was clearly fringed with a white line of surf pounding the cliffs.

JANUARY, 1972

1st: Less cold and windy, although still in an E. quarter, 3-4. Sky overcast and dull. Mr. Bert Tromans arrived by helicopter T.H. Relief at 11.30 hrs., to take up his appointment as Principal Keeper of the South Light. Messrs. Charteris, Elson, and Taylor went down to the Landing Beach for a swim in the Bay. The day continued overcast.

2nd: Wind N.E. 2-3, overcast. The *Cleave Petrel* arrived off Rat Island at 0900 hrs. Mrs. Shirley Glover came ashore at 10.30 hrs. Mrs. Ruth Harman Jones and Mr. Theo Rowe were passengers on the return journey at 14.15 hrs., by which time the hitherto rough sea had settled considerably. No evening Church service. A quiet night, with very little wind.

3rd: Wind E., 1-2. Calm sea. *Gannet* arrived at 1100 hrs., with Mr. Syd Allen on board. Both Mr. "Dave" Davey and Mr. Robinson have English influenza ashore. Some drizzle in the afternoon.

4th: Wind very light E. Mr. J. Dyke, with circulatory trouble, conveyed to Bideford by helicopter at 1045 hrs. Feral goat kid born near Benjamin's Chair.

5th: Grey and overcast — calm sea — very light wind. R.N. helicopter arrived at 1100 hrs., with Lt. Clarke, who came to recover the tidal gauge off the Landing Beach. Mr. Gade reported to Hartland Coastguards a possible hazard to shipping in the shape of two large black objects, thought to have been oil drums, passing through the Race and moving on in a S.W. direction. There appeared to be a thin film of oil on the water at this time. Unwelcome supersonic explosion from the French Concorde at 15.15 hrs. Future forecast E. to N.E. 1-3, later becoming S.E. 2-6.

6th: *Gannet* left Ilfracombe at 0930 hrs. with Mr. and Mrs. Ian Grainger, and son, Tom, Mr. and Mrs. Davey, Mr. Paul Munton, Mr. John Dyke, and Mr. and Mrs. M. Stafford (joining the island staff). Uneventful passage, until reaching the Landing Bay — rough on the beach. E. wind increased later in the day, 5-6. R.N. helicopter arrived at 14.30 hrs. to convey Lt. Clarke back to Yeovilton. Two supersonic explosions today from the Concorde, at 1100 hrs. and 11.10 hrs. Miss Pat Martin and Mr. Frank Elson went ashore on the returning *Gannet*.

7th: Raining, dull and overcast, Wind S.E. 4-5. Newly constructed vessel *Natal*, from Appledore Shipyards, arrived at 13.45 hrs., for sea trials. The sky cleared and brightened at 15.45 hrs., the rain ceasing, leaving the ground very sodden underfoot. The Beach party carrying out cliff repairs below the Beach Road.

8th: Another extremely wet day. Wind E.S.E. up to force 7. Rough in the Landing Bay — sea erosion work continues below the Beach Road. No *Gannet* sailing.

9th: A beautiful day — fairly calm at first, but during the morning a S.E. breeze developed, 2-3, sufficient to hamper the landing from the *Gannet* at 13.15 of 1 ton of oats, 1 ton of sand, 1 ton of cement, also 9×45 gall. drums of oil. Evening service at 1700 hrs. 8 in congregation. Beautifully starlit and clear at nightfall.

10th: Dull and overcast, occasional heavy rain — mild — 5-7 gusting to gale force 8 at times, but becoming calmer as the day progressed.

11th: Heavy rain, grey sky, wind S.E. at first 6-7, later becoming 8-9, then backing W.N.W. Intermittent rain and sleet — mild. Grey seals playing in the Bay. Trawler *LT 371* (Lowestoft) came into the Roads at 1600 hrs. One of the latest R.N.L.I. vessels arrived at 1600 hrs., *No. 52-01* deputising for the 70-001, at present under repair at Bristol. Two Belgian trawlers came into the Roadstead at 1700 hrs. Shore erosion party still working below the former landslide on the Beach Road.

12th: Continuing mild, but blowing S. gale. One Dutch coaster, *Noorokaap*, at anchor in the Roads, and the Lowestoft trawler. Two Belgian trawlers were anchored close in, in the Bay. With the exception of lifeboat 52-01, all vessels had departed by 12.15 hrs., as the east side had become untenable. Heavy, squally showers continued — dull. Overnight rain dislodged a large boulder, which crashed through the higher gabions above the Fisherman's Hut

LUNDY LOG — (continued)

below the Landslide, coming to rest on the Beach Road. It is estimated that the boulder weighed 2½ cwt., and it took two men to roll it over onto the Beach. Very heavy rain continued until late afternoon, when the wind which had been gale 8 S., gradually abated.

13th: Slight rain in the morning. Wind S., but much reduced; becoming sunny in the afternoon. Lifeboat 52-01 left just after mid-day for Clovelly Roads. Very poor future forecast at 23.45 hrs. W. 4-5, becoming S.E. 8-9, locally 10.

14th: S.E. wind, force 6. Beautifully sunny at first, but later deteriorating.

15th: No prospect of the *Gannet* coming, although S.E. winds were gradually abating, backing S. 1-2. The island very wet and spongy after incessant rain.

16th: Considerable rain in the early morning. Wind S.E. 5-6, later abating. During the morning the sun made its appearance. Service at 1700 hrs. 9 in congregation. A dry night, and modest S.E. wind 3-4.

17th: A beautifully sunny morning — considerable surf on beach. *Gannet* arrived at 10.20 hrs. with Mr. and Mrs. Blaxhall, Mr. Dotiwalla, and 2 Trinity House employees; leaving again at 1500 hrs., with Mrs. Penny Ogilvie, and Mr. John Dyke. Most marvellous cloud effects reflected in an oily sea. Rain during the evening and wind increasing to 3-4 N.W.

18th: Fine, bright morning. Wind S.W. 4-6. No *Gannet* sailing. Messrs. Robinson and Charteris replacing slates on the hotel roof, blown off in recent gale. 6 ships sheltering at nightfall: trawlers *Mariner*, *Venus*, *Georgina Wilson*, and one other, plus 2 cargo vessels.

19th: Bright, sunny day — mainland clear. One trawler left at 0830 hrs. towards the N. End, two others at noon, and all vessels had resumed by late afternoon. A lovely starlit night — visibility still exceptionally clear.

20th: Cold start to the morning — sharp wintry shower at 0800 hrs., later giving way to bright sunshine with fine cloud effects over the sea and mainland. *Gannet* arrived at 11.30 hrs. Spectacular atmospheric effect off Quarry Beach at 11.45 hrs., caused by a localised rainstorm — long trails of mist appearing to rise from the sea with part of a bright rainbow in the centre; this passed along the sea parallel

to the island, but no rain fell on land, although there was a rainstorm on the island later. Miss Pat Martin and Mr. Frank Elson arrived back today, also Mrs. Penny Ogilvie, Mr. Nicholas Dymond, the new Bird Observatory Warden, and two members of the North Devon Trading Co., and Miss Lynda Thorne, day visitors. Mrs. Joan Dyke left on the returning *Gannet*. Wind W., force 4, backing S.W.

21st: Another beautiful sunny day — cold. Wind W. 4-5, turning S.E. 4-6. Mr. Gade unable to contact Hartland Coastguards either at 0900 hrs., or 1600 hrs. Contact made via the North Light and Mumbles Coastguards. The 70-002 came into the Bay at 13.50 hrs.

22nd: Dull and slightly misty. The 70-002 left at mid-morning. *Cleave Petrel* arrived at 12.25 hrs., five minutes before the *Gannet*, which arrived with Mrs. Joan Dyke, also Mr. Paul Lawrence (for the day), to inspect his lobster pots. Amongst the cargo were 3,000 Delabole slates for Millcombe House outbuildings. Mr. Sanders and one other member of Trinity House, left on the returning *Gannet*, also Miss Pat Martin and Mr. Frank Elson (permanently). One vessel anchored during darkness. Wind 4-6, backing S.W.

23rd: One vessel still at anchor. *Cleave Petrel* left in the early morning. A dull, rainy day — misty. Wind S.W., veering W. 6-8. Evening Service at 1700 hrs., with 8 in congregation. Another ship arrived during darkness.

24th: Blustery, with sharp showers. Two ships still sheltering — both vessels resuming at mid-day. *Surveyor* (Ostend) anchored in the Bay at 12.30 hrs. Sunny periods, with a hail shower in the afternoon. Mr. Nick Dymond moved into the Old Light, after being temporarily accommodated in the hotel. Interior restoration in full progress in Millcombe House. Wind W.S.W. 6. *Surveyor* left in darkness.

25th: Cold, grey day. Wind S. 5 to S.W. 8. Mist and rain mid afternoon. Mr. Gade still unable to establish contact with Hartland Coastguards on the R.T.

26th: Grey and damp. Heavy rain mid-morning and increasing wind, S.W. force 8. By 1600 hrs., 6 trawlers sheltering: *Surveyor*, *Mariner*, *Venus*, *Juhel*, *Atlas*, and *Kamina*, also the 70-001 — one more Belgian trawler coming in later. Beach party busy all day strengthening

the base of the cliff below the Beach Road with concrete. Wind W.-N.W. 6-8, locally severe gale 9. Four cargo vessels came in during darkness: *Stephan* (Haren-Ems), *Speciality* (London), *Typnack* (Russian) and *Climping*. Road bank by Bramble Villa subsided in two places, and a 4 cwt. boulder came down from the top of the Beach Road Landslide — all due to recent heavy rain.

27th: Very rough night — wind veering N.W. in the morning. 13 vessels sheltering: 8 trawlers, 4 cargo ships, and the 70-001. *Venus*, and companion trawler fastened together, possibly to prevent anchor-drag. Too rough to hold binoculars steady for identification of vessels. Spume (Lundy butterflies) being blown over the S. End of the island. Forecast — N.W. 6-8, with severe gale 9 for Lundy, veering N.E. On hearing this, the trawlers started to leave at about 18.30 hrs. in heavy seas, westwards. Only 2 ships remaining at 23.30 hrs.

28th: Cold. N.E. wind. Remaining vessels resumed during darkness for other shelter. Forecast N.E. 6 to gale 8.

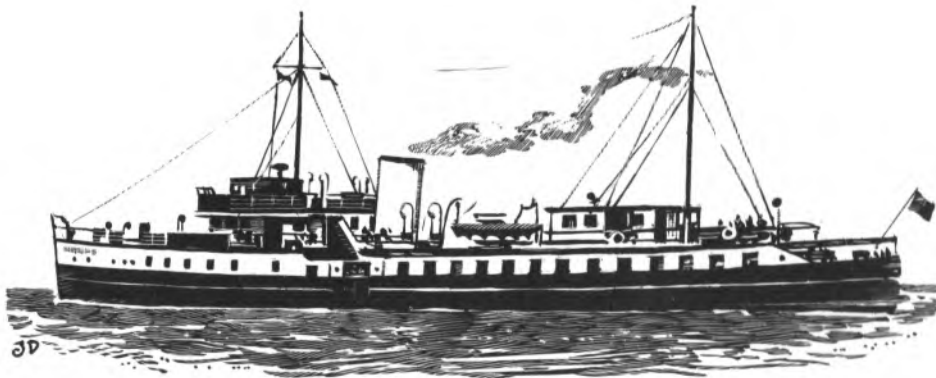
29th: Wind N.E. to E., 5-7. Tremendous white-capped waves in the Bay. Helicopter relief at S. Light at 0845 hrs., in very rough conditions. No *Gannet* sailing. Wind veering S.E. Cold.

30th: Wind dropped considerably, but still very cold with occasional flurries of snow. Church service cancelled in evening owing to cold weather.

31st: Snowing quite heavily — very cold. Signal plumbing frozen up. No *Gannet* sailing. Powdery covering of snow blowing about like miniature sandstorms. Wind S.E. 5-7, increasing to gale 8, and severe gale 9 at times. Signal woodpile blown about again. Water secured from Castle tank after Mr. Colin Taylor had broken ice covering — inhabitants filled up buckets and kettles. A beautiful moonlit night. During the night, rough seas swept away all the shuttering prepared for the second consignment of cement on the Beach Road repairs. Several rocks and boulders were dislodged, but the first lot of cement had hardened and withstood the battering.



WHITE FUNNELS IN LUNDY ROADS by P. J. Murrell



(continued from page 15)

the Autumn of 1965 that she was to be withdrawn. Like her predecessors, she was unable to carry enough cars to make her a viable proposition, and old age was beginning to creep up on her. Her final sailing for Red Funnel was made between Cowes and Southampton on September 19th, 1965. Just before her withdrawal, it was announced that she had been sold to the Townsend Group, for use on the Bristol Channel by their subsidiary company, P. and A. Campbell Ltd. Her new owners lost no time in removing her to Cardiff, for she arrived there on September 21st. Still with her Red Funnel colours, and her old name, she spent the next couple of weeks on public service in the Bristol Channel, proving herself

at various piers and timing herself on various runs.

In the winter of 1965-1966 she was sent to Weymouth for an extensive overhaul. This included the plating in of the car deck to form a large lounge, a purser's office and further toilets and crew accommodation, as well as providing more deck space on the promenade deck. At this time, she was also given the name *Westward Ho*, pleasantly reviving the name of one of the Company's pre-war paddle steamers.

Under her new name, she entered service at Easter 1966, and between this time and September 1971 was used extensively on all the Bristol Channel services, frequently visiting Lundy. With the demise of *Cardiff Queen* after

the 1966 season, and *Bristol Queen* after the 1967 season, *Westward Ho* was to become almost the mainstay of the White Funnel Fleet until the arrival of *Balmoral* in 1969. She proved herself to be a very useful vessel; a shade slow on a long voyage, but very handy at the piers. However, five years very heavy working began to tell on her ageing machinery in 1971, and she had a very troublesome season mechanically. The final blow came in September when one engine virtually disintegrated whilst she was tied up at Bristol on an afternoon cruise.

With the expected retrenchment of the Bristol Channel services at the end of this season, due to the forthcoming closure of Cardiff and Barry Piers, and also the loss the previous year of Clevedon Pier, it was decided that it was not worth repairing *Westward Ho*, and she was withdrawn from service. She sailed later in the year from her lay-up berth in Barry to Hayle, in Cornwall, using her one good engine. She was then laid up in the Cornish Port to await her fate.

During her time in the Bristol Channel, she had only two regular masters. Capt. Hardcastle, formerly mate of *Bristol Queen* held the telegraph between 1965 and 1968, and Capt. C. Smith, mate of the ship with Capt. Hardcastle, took over from 1969 to 1971.



100 YEARS AGO

June 13th, 1872. (*North Devon Herald*).

Body Missing — A reward of £5 has been offered for the recovery of the body of Henry Rowles, who was drowned on the 2nd of June about 4 miles north of Lundy. One arm is marked with a cut, a crucifix, and an anchor, also his name. The other arm is marked with a "Spanish Girl". Application is to be made to Capt. Frazer, Pilot Master, Cardiff.

June 20th, 1872.

Accident to a Pilot — The other day, while the crew of the Bristol Pilot skiff No. 17 were engaged in heaving the anchor, with a heavy sea running, the handle of the winch flew off and struck Pilot Vowles in the head, knocking him several feet across the deck. The accident occurred in the neighbourhood of Lundy, and the skiff was at once brought into Ilfracombe. A severe wound had been inflicted across the forehead, which was at once dressed by Dr. Stoneham. The poor man's friends were also communicated with by telegraph, and the next day the skiff started, with Pilot Vowles on board, for Bristol.

July 27th, 1872. (*Ilfracombe Chronicle*).

Lundy Island — Complaints have been made that in misty weather dangers have been incurred by vessels in passing Lundy in consequence of no gun being fired.

75 YEARS AGO

June 3rd, 1897. (*North Devon Journal*).

The new lighthouse arrangements on Lundy Island will come into operation next November. At present there is a very lofty lighthouse with a revolving light. This station is to be abandoned. But after the 18th of November, two revolving lights will be shown on the island — one on North Lundy, and the other on South Lundy. The southern lighthouse is 52 feet high from base to vane, and is about 175 feet above high spring tides. The intensity of light will be 40,000 candles in clear weather, and 60,000 during thick weather. The northern lighthouse stands 165 feet above high-water mark, and the light (of 81,000 candle power, capable of extension to 121,500) will be visible 19 miles at sea. The fog signal will be heard every 10 minutes.

June 19th, 1897. (*Ilfracombe Chronicle*).

The New Church at Lundy — We understand that the *Brighton* will, during Jubilee Day, run two trips to Lundy Island. Should the weather prove favourable, this will form an admirable opportunity of visiting the new Church of St. Helena opened last Thursday — besides, the



The Induction Ceremony in the Church of St. Helena (see next page)

trip in the *Brighton* will prove the most delightful part of the visit.

Distress bound — Visitors to the opening of Lundy's new Church, probably would be surprised to learn that the large vessel anchored in the Roads was practically in a sinking condition on Wednesday evening. She is the *Neustria*, of Marseilles, bound from Newport with a cargo of coal. A heavy sea struck her just off Lundy and nearly swamped her. She was full of water, part of which has been pumped out.

July 8th, 1897. (*North Devon Journal*).

Bristol Channel Lights — The anniversary banquet of the Trinity House was held on Saturday night under the presidency of the Duke of York as Master. Among the guests was H.R.H. the Prince of Wales. The Duke of York, in replying to the toast of the Corporation of the Trinity House, made an interesting speech, in the course of which he stated that the past year had been one of steady progress. Among the numerous works carried out during the year, he stated that in the Bristol Channel the Lights at Nash Point had been much improved. Two new lighthouses and a fog station on Lundy Island are rapidly approaching completion, and a new lighthouse on the Foreland is about to be commenced. The additions must prove of great benefit to this portion of our coastline.

June 21st, 1897. (*Western Morning News*).

The Rector of Endellion, Port Isaac, writes that his Church tower was built of granite

quarried on Lundy. He also mentions the legend that Bristol Merchants restored the tower as it was useful to the captains of the vessels when making for the Bristol Channel.

Mr. Allday attended the Missionary Conference at Barnstaple on Tuesday, 20th June, the second time he has been off the island in 26 years. The guest of the Rev. H. C. A. S. Muller, of Appledore, this was his first train ride since settling at Lundy.

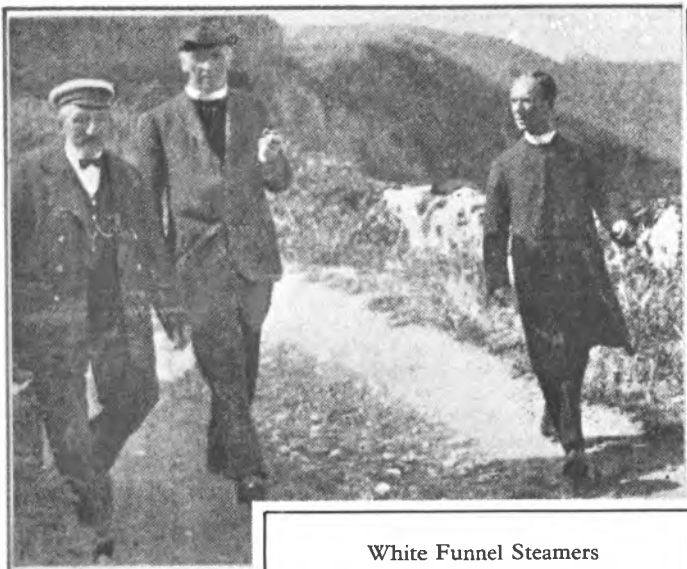
August 21st, 1897. (*Ilfracombe Chronicle*).

Loss of a Steamer — On Friday, while off Lundy, the steamer, *Grimshy*, of Cardiff to St. Malo, with coal, sprung a leak, and as the water soon poured into the engine room, signals were made and the crew taken off by the Clovelly lifeboat. Afterwards, an attempt was made to tow the steamer up Channel, but she sank off Bull Point.

50 YEARS AGO

June 17th, 1922. (*Ilfracombe Chronicle*).

Rector for Lundy — New Chapter of a Romantic Story — Visiting Facilities: The interesting event of last week, when Rev. Henry H. Lane was licensed as Bishop's domestic chaplain, and placed in spiritual charge of the island of Lundy and vessels in the vicinity, is to be followed in the course of the next few months by an even more important event in the island's long and chequered history, for it is intended in August that Mr. Lane shall be formally instituted and inducted as Rector of Lundy by the Archdeacon of Barnstaple and the Bishop of Crediton.



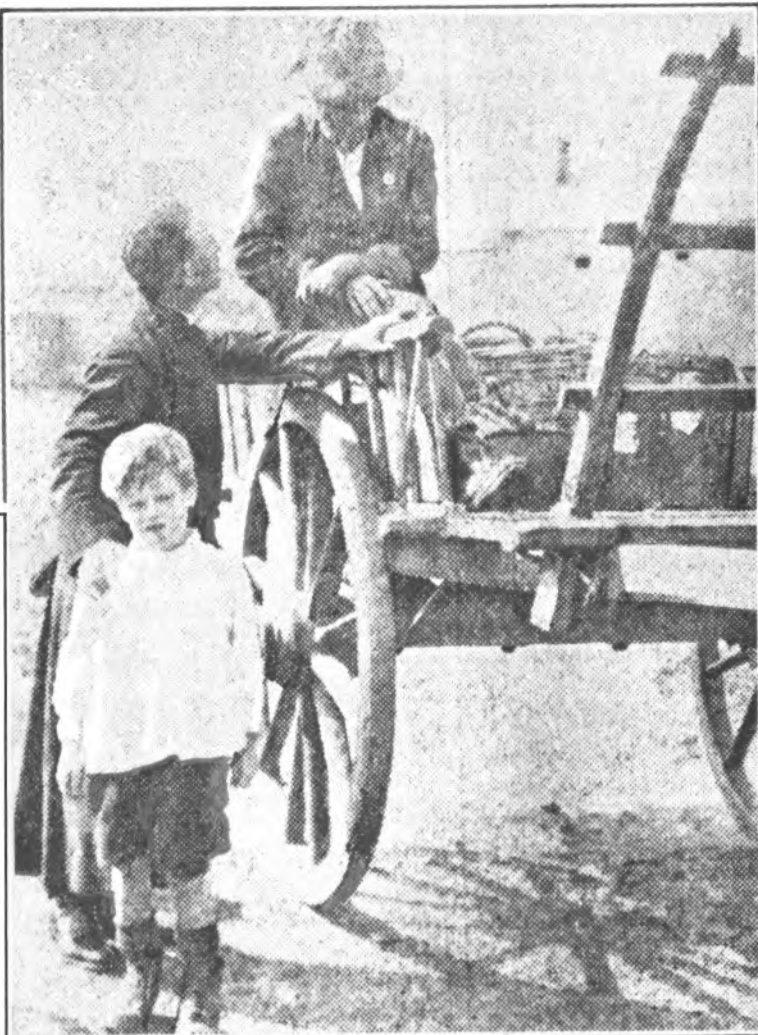
Rev. H. H. Lane (r.) and Mr. Allday (l.) escorting Prebendary H. M. Johnson (Vicar of Ilfracombe) down to the boat.

White Funnel Steamers
A DAY TRIP TO
LUNDY ISLAND
FOR
Wednesday
(to land)

The Steamer leaves Ilfracombe at 10.45 a.m., and returns from the island at 4.15 p.m., giving passengers 3 hours ashore.

Special interest attaches to this trip as on this day the Rev. Henry H. Lane will be inducted Rector of this Island.

(right) From a contemporary newspaper.



The new Rector having a chat with a Farm labourer.



In the Church Porch after the Ceremony. L. to r., the Bishop of Crediton, Rev. H. H. Lane, and Mr. F. Allday.



Messrs. P. and A. Campbell's S.S. Devon took a large party to Lundy from Ilfracombe. The Rev. H. H. Lane and Mr. Letcher (formerly of Ilfracombe) bidding goodbye to the last boat-load to leave the island.

(Newspaper reproductions from the Ilfracombe Chronicle: by courtesy of the Curator and Trustees of Ilfracombe Museum)

From a few remarks dropped by the reverend gentleman, it was gathered that there will be better facilities for visiting Lundy in the future than there have been in the past, and the spiritual gain of the inhabitants may well be accompanied by a material one. During the summer season, Mr. Lane observed, it was intended to run a vessel from the mainland in time for Church Services on the island. This was subsequently endorsed by the lessee, Mr. May, who said these trips were contemplated from Ilfracombe, and also from Barnstaple when the tide serves.

Mr. Lane added that there had not been a clergyman on the island in charge of the Church since 1916 when the Rev. W. Swatridge was there.

Speaking as to the exercise of his spiritual care over the shipping in the vicinity, which is very considerable when adverse winds force vessels to seek shelter in Lundy Roads; Mr. Lane said he had had considerable experience of fishermen and sailors, having been once in charge of one hundred miles of sea coast in Nova Scotia.

On the occasion of his visit, the Bishop of Exeter was accompanied by Lady Florence Cecil and the Hon. Eve Cecil, Lord Wm. Percy, Lady Angela Manners, the Earl of Portsmouth, and other members of Mrs. Hamlyn's house party at Clovelly Court, who journeyed to the island in the *Lerina* from Clovelly.

A well known Resident: A familiar figure on the landing beach when the mailboat arrives, is Mr. F. W. Allday, who controls the mails on the island, for the past 25 years. Formerly in the Navy, he came to the island in charge of Lloyds Signal Station, which he made of considerable importance in the Bristol Channel. The day he landed on the island, the roof was being completed on the present Church, and since then — a quarter of a century back — Mr. Allday has but once been on the mainland. A keen Churchman and diocesan Lay reader, Mr. Allday has had entire charge of the Church in the absence of a Clergyman.

August 17th, 1922. (*North Devon Journal*).

The Rev. Henry Heseckiah Lane, formerly Curate of Neils Harbour, Cape Breton, and latterly Priest in charge of Welcombe, near Hartland, was on Wednesday instituted and inducted as Rector of Lundy — the first Rector the island has had since 1355. The island now has a population of 44, including several women and children.

The induction ceremony was conducted by the Bishop of Crediton (Dr. Trefusis) assisted by Preb. H. M. Johnson, Vicar of Ilfracombe. Other clergy present were: Revs. I. Gregory, Vicar of Hartland, H. Pigot, Vicar of West Down, and C. E. Gover, Curate, Ilfracombe Parish Church. The congregation numbered about 60, including several visitors. The steamboat *Devonia* conveyed a large party from Ilfracombe, and the choirs of the Parish Church and St. Peter's Church, Ilfracombe, took part in the induction Service.

In an address, the Bishop of Crediton said it was 567 years since the last Rector was collated to that parish by Bishop Grandisson of Exeter, who was a tower of strength and a great spiritual force. He had a care for the distant

parts of his diocese, especially for Lundy. After 1355, the rectory of Lundy was served from the Abbey of Cleave in Somerset. The Abbot of Cleave was also the Rector of Lundy, and he sent a Priest there from time to time to represent them. The temporalities and spiritualities of Cleave were surrendered to the Crown in 1537. Since then there was no record of the Crown ever making an appointment.

Notable amongst those who, since that date, had been licensed to act as curates of the souls of the parishioners, was the Rev. Hudson G. Heaven, who was the proprietor of the island as well as its Minister. In recent years, when no-one was found to come to that island as ordained Ministers of the Church, they had had the help of a licensed Lay reader, Mr. Allday, who had done his utmost to help the people of the island in the way of the Christian life, and now, after an interval of 567 years, they had a Rector in full possession of all that the island needed.

The Parish of Lundy extended to three miles beyond the island itself; three miles around it were the boundaries of the rectory. He understood that something like a million ships passed Lundy every year, and in rough weather many sheltered beneath the island. Mr. Lane, the new Rector, would have the spiritual care of the men of those ships, so the rectorship was no sinecure. There would be a constant call upon him for help. He would be someone upon whom they could rely in times of trouble and sorrow.

After the Induction Service a peal on the Church bells was rung by a band of ringers from Ilfracombe.

In an interview, the Rev. H. H. Lane said that hitherto the bells had never been rung, as there was no band of ringers on the island. However, he was initiating some of the islanders into the mysteries of campanology, and he trusted they would have an efficient band of ringers on the island before very long.

Mr. Lane, in the course of conversation, said with regard to the statement that life on Lundy was lonely, he was not afraid that he should find it so. He was a lover of nature and isolation, and there was much work he intended to do. He was going to conduct a day school for the handful of children there, and he anticipated that a great deal of his time would be devoted to the mariners who visited the island.

The living is by no means a wealthy one. The Ecclesiastical Commissioners have given £60 on condition that a similar amount is raised by the Church at large.

August 19th, 1922.

The Claims of Lundy — Ornithologists, have long known Lundy by reason of its being the breeding-place of many of our rarer birds, and others have discovered its unique charms as a holiday place. The latter will be particularly interested in the improvement made through the initiative of the lessee, Mr. C. Herbert May, in the provision of the Royal Mail Motor Yacht *Lerina*, certificated by the Board of Trade to carry some 80 odd passengers over the Bar, and a considerably larger number on shorter trips. The *Lerina*, which also takes the mails to Lundy, is the only boat of its type with a Board of Trade passenger certificate,

and apart from its particular convenience in enabling Lundy to be reached from Bideford, Instow, Barnstaple, and other North Devon ports, is an acquisition to the coast.

Official Trial Trip: The vessel's seaworthiness was fully demonstrated on the official trial trip from Bideford and Instow on Saturday, undertaken in rather unkind weather for August, when some 30 guests accepted the owner's invitation to visit Lundy. Despite the weather, the visitors found much to interest them on the island after luncheon at the Manor House Hotel . . . The island covers a total area of 1,047 acres, and on the farm Mr. May has a considerable number of cattle and sheep, whilst corn of a very good quality is grown. The luxuriance of the flowering shrubs in the delightful ornamental walks between the hotel and the villa is almost tropical, and attributable to the climate, which is far more equable than that of the mainland, long observation having proved it to be 7 degrees warmer in winter and 7 degrees cooler in summer. Situated in the great waterway to the South Wales and Bristol ports, there is always something of interest to be seen passing the island, whilst the abundance of good sport to be obtained by sea fishermen is making Lundy increasingly popular each summer. The Manor House is a well equipped hotel, enlarged some time since, and with provision for a large number of visitors. The ideal means of reaching Lundy during the season is via Ilfracombe, and from thence by one of Messrs. P. & A. Campbell's magnificent and popular steamboats, which make occasional visits to the island during the season.

(*Hartland Chronicle* of August 19th, also published the following remarks):

The guests included the Mayor of Bideford (Mr. H. W. Huxham), Mr. L. H. Alford (Devon County Council), Mr. May, Commander Merriott, R.N., Capt. Studdy, Sup. R. S. Eddy (Barnstaple), Mr. G. Beaufort Richards, of Appledore, Marine Superintendent for the owners, representatives of North Devon Ship-building firms, and others.

The yacht . . . has been entirely stripped, overhauled, and refitted by Messrs. James Brown and Sons Ltd., engineers, of Middlesborough, and provided with accommodation for passengers, including a ladies' deck cabin, and weather covering, qualifying for a No. 3 steam passenger certificate.

August 31st, 1922. (*North Devon Journal*).

Referring to our recent articles descriptive of Lundy Island; a correspondent writes: "To the ornithologist, Lundy is a perfect paradise. I speak of the things that I know!" To him, and the less studious bird lover, chief interest will probably lie not only in the vast colonies of puffins, razorbills, and guillemots (from amongst which may be picked out many of the so-called "spectacled" variety) all of which are mentioned in your second article — but also in the ravens, buzzards, and peregrines, which nest on the island. Another correspondent Mr. W. H. Hayward, of the Manor House Gardens, Lundy Island, mentions the fact that the island produces wonderful examples of the florists' art, and some of the blooms now to be seen (particularly some species of gladioli) can scarcely be excelled upon the mainland.

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

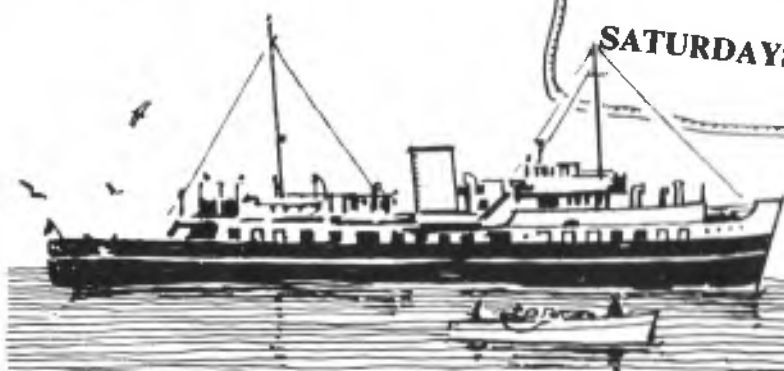
May 4 and 11, then every Thursday, May 25 until September 28 inclusive.

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

