

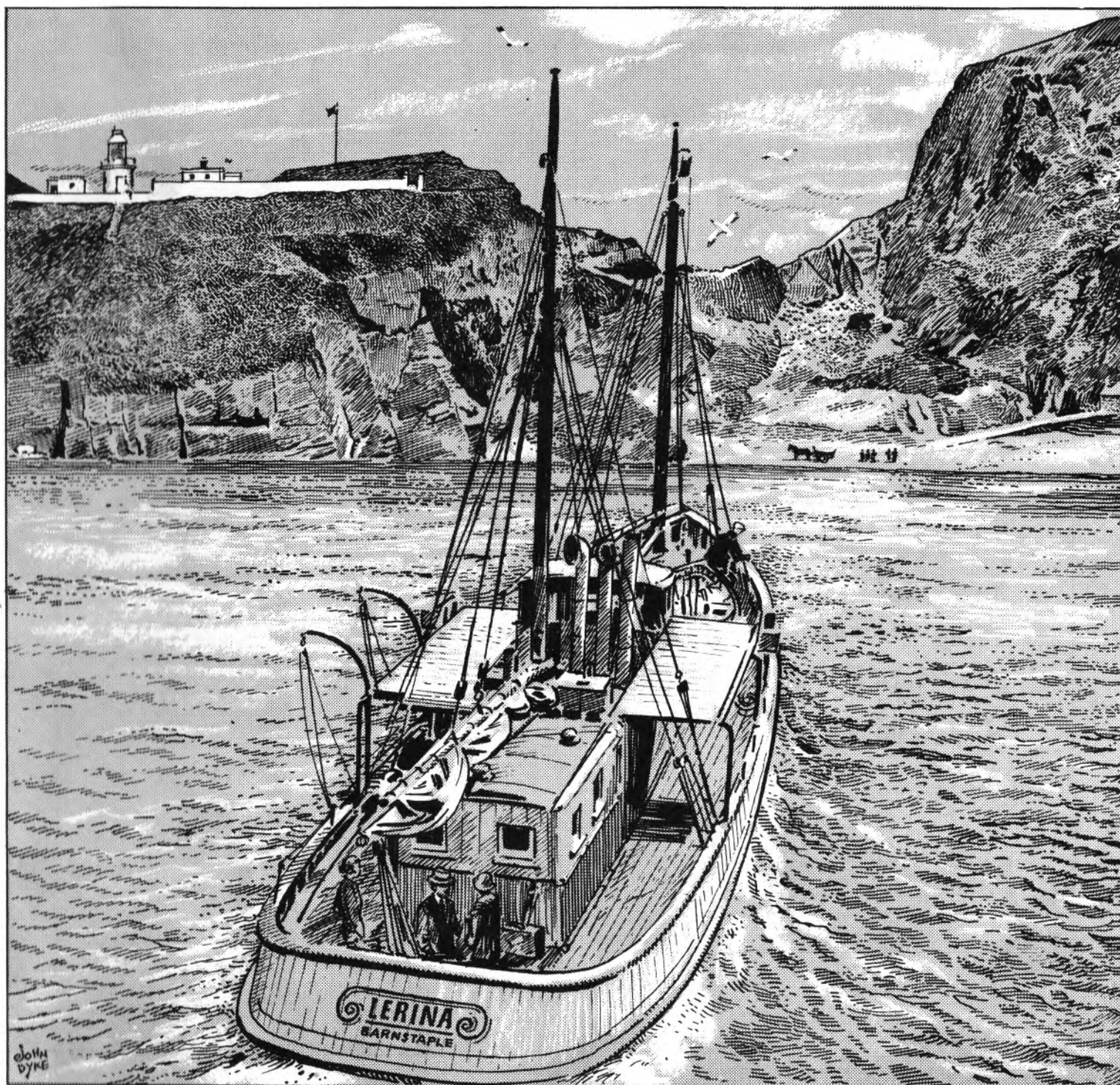
ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL



ISSUE No. 11 1973

VOLUME 2 No. 5



This picture will conjure up nostalgia for readers who voyaged to Lundy on the *Lerina*.

Formerly a Lowestoft drifter, the *Lerina* was bought in 1919 and, although a commodious vessel, she was eventually licenced to carry not more than 12 passengers because her Master, Fred Dark, was holder of a fishing ticket only. Skipper Dark continued to command the *Lerina* until 1941, when both he and his ship were commandeered by the Admiralty for auxiliary services patrolling the approaches to the rivers Taw and Torridge, when invasion seemed imminent. She was also employed tending divers engaged in laying the experimental "Pluto" line across the Bristol Channel.

In 1946, the *Lerina* was bought back by Mr. Martin Coles Harman, then owner of Lundy, but by 1950 her machinery was worn out and she was laid up. After serving the island for nearly half a century this staunch little ship was finally sold for £1 by public auction in October, 1955.



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FROM

ILFRACOMBE QUAY

by M.V. LUNDY GANNET

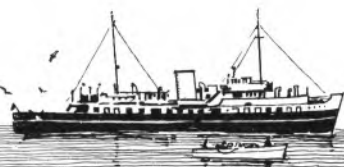


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HANNERS: Has two living rooms, each with a single divan. One bedroom has two 3 ft. divans, and the other has bunk beds for two. There is a pleasant kitchen, washroom, and separate W.C.

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

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The MUSEUM to be established on Lundy

requires exhibits
of all kinds relating to
the island, which may be
loaned, purchased or
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PLEASE WRITE TO
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N. DEVON



NOTICES

If you are about to change your address,
please let us know as soon as possible
in order to prevent your magazine being
lost or mislaid in the post.

We should be glad to hear from any
reader willing to part with their copy
of I.L.N. No. 4, as several new sub-
scribers are desirous of obtaining this
particular issue.



ILLUSTRATED LUNDY NEWS AND LANDMARK JOURNAL

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Photograph by the Author

Our serial "SEA and LAND" is being withheld until issue N°12

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

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PUBLISHED BY JOAN AND JOHN DYKE, ON BEHALF OF
THE LANDMARK TRUST

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



*A FREE
BOOKLET
giving full
details of
the opening
arrangements
for
DEVON
and
CORNWALL
in 1973,
illustrated
by
John Dyke*

*Write enclosing
a large S.A.E.
to Warren Davis
Saltram House
Plymouth
Devon
Telephone 3*



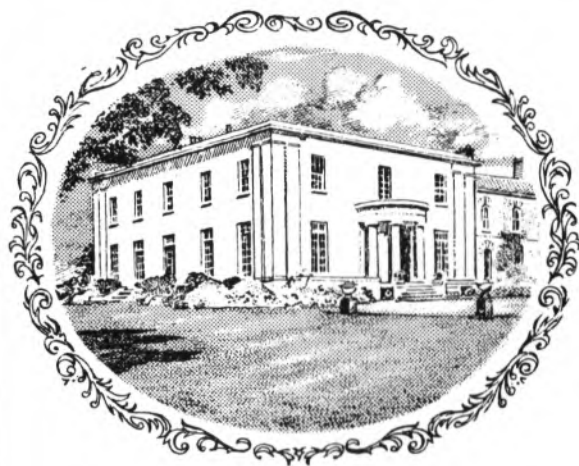
Watersmeet—NORTH DEVON

Here the National Trust owns 500 acres of outstanding beauty, including extensive woodland and riverside walks. Where the East Lyn and Hoarook Water meet before running down to the sea at Lynmouth, stands Watersmeet House, a splendid open space property currently being restored by the Trust. It is hoped that Watersmeet House will be re-opened as a tea room and National Trust Information Centre during the 1973 season. While building work is in progress, temporary arrangements will be made for the provision of beverages and light refreshments.

The Trust has recently acquired an additional 700 acres adjoining the Watersmeet property by the purchase of Countisbury Hill and Foreland Point, including 2½ miles of dramatic coastal scenery.



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15 October to 31 March: Garden open daily during the daylight hours.

Admission: 50p, children half price; reduced fee of 35p for prearranged coach parties (mornings only).

Catering: Restaurant at House – 11 a.m. to 5.30 p.m.; parties by previous arrangement with the Estate Office (tel. Shirwell (027 182) 296).

* * *

In beautiful steep wooded country west of Exmoor. The park is grazed by Shetland ponies and Jacob's sheep. A nature trail has been laid out through the woods and beside the lake. The House, built in 1822, contains a fascinating medley of small *objets d'art*, model ships, shells, pewter, costume and furniture and fittings of the last century. In the stables there is a large collection of horse-drawn vehicles. Shop at entrance.

THE NATIONAL TRUST

for Places of Historic Interest
or Natural Beauty

"HOW NICE, NO DIESEL FUMES!"



by David Kaye

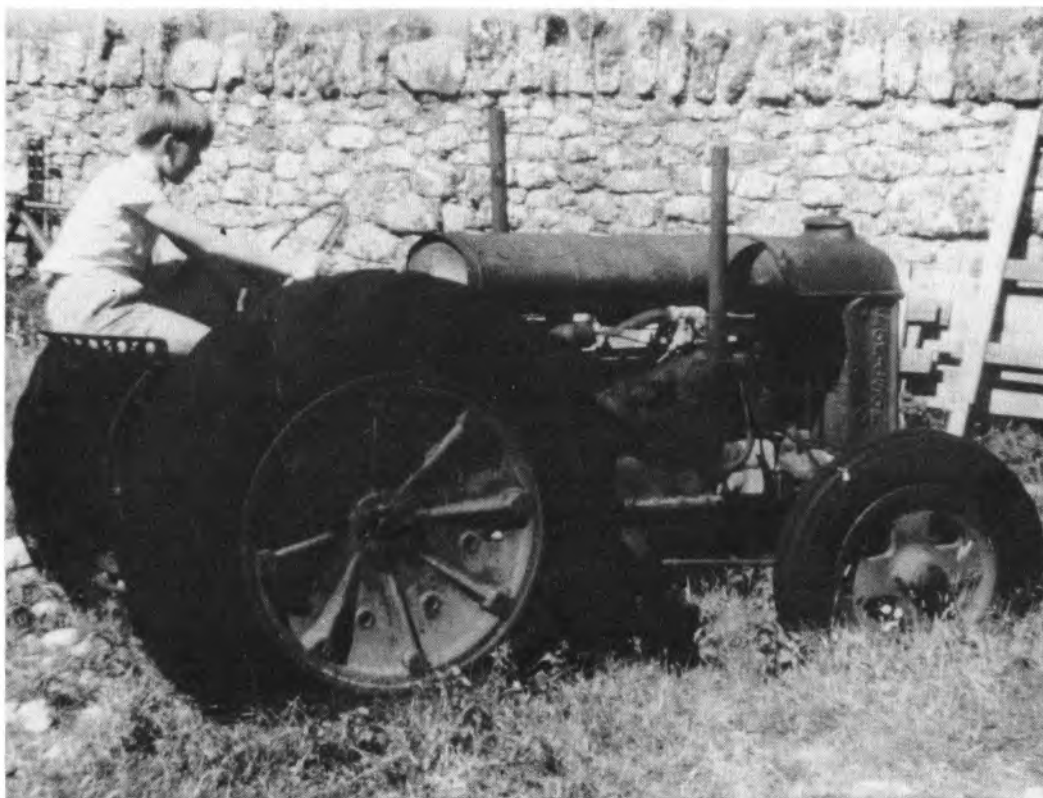


Photo: Author

NO, these words were not uttered by a dear old lady on a day visit resting on the seat near Millcombe House during her steep ascent to buy postcards, but were part of the considered comment of an 11 year old boy, very keen on identifying commercial vehicles, on the second day of an environmental study camp on Lundy in July 1971. Quite a reflection on our mad, mad race on "the other island" that Rodger should have felt the need for peace and quiet, especially when you remember that he lives in a village on the edge of the Lincolnshire Fens.

None of the five children, whom my colleague and I brought to Lundy had ever been on such an island previously, and so it was very interesting to note the effect of the atmosphere on them. First of all there was the sense of freedom. Usually after a hard day's field work children feel like lying down and doing nothing in particular. However, when we returned to our camp on Ackland's Moor each night it was quite a different story. Immediately they forgot their footsoreness and indulged in a very vigorous "bracken game" (as they termed it), which seemed to us adults to be a very complicated version of hide-and-seek. Perhaps it was the fact that since some of them had only known the so-called "delights" of such resorts as "Skeggy", for the first time they had to create their own amusements in the evening.

Jayne's incredulous voice called out, "Sir, Jeremy says those birds with long curved beaks that flew over just now were curlews!" Jeremy proved to be a very good young ornithologist during the four days we were on Lundy. His highlight came on Friday, July 30th, when he spotted a pectoral sandpiper on the pond by Quarter Wall, and subsequently went to the Tavern to have this sighting entered into the log. One of the aims of modern education is to try and create a situation where each and every pupil can not only succeed at something, but also be seen by his peer group to succeed.

With Rodger it was in the mechanical sphere that he showed himself to be an authority. Earlier that day I have the entry in my notebook: "Rodger analysed chassis of mobile jetty". He came to the conclusion that it had very hybrid parentage! With Jayne it was her cooking ability that won our admiration. Faced suddenly with the announcement that there were lamb chops in the deep freeze awaiting our collection, she knew exactly how to turn them into a delicious meal: quite a feat for an eleven year old.

Since the realm of human knowledge is doubling so frequently these days, more and more it is becoming obvious that in our schools we should be encouraging the next generation to think for themselves and to find out the data that is relevant for them, rather than to absorb great quantities of facts, which are now available in so many readily accessible forms. This method led Rodger to draw our attention to the interesting observation that the flies seemed to be more attracted to blue objects (e.g. our tents, somebody's jumper, the Gaz stove, etc.) than to those of other colours.

However good teaching material is, there is no substitute for the real first-hand experience. Hence, as we stood on the windmill mound, after visiting Tibbetts, we were able to see the breeding cycle of the ponies as we watched the stallion, several mares and foals encircling us. Jeremy's growing collection of gull pellets enabled us all to learn much about their feeding habits. Ben's geological hammer came in useful in Punchbowl Valley, where he was able to break off for us various granite specimens. This led that afternoon to a closer examination of pebbles on the Landing Beach, and on the Saturday morning to the study of the effect of intense heat on the aluminium remains of the Heinkel III bomber, near the eastern footpath. Where the tractors have veered away from the "official" trackway as outlined by the stones,

helped us all to appreciate why Roman roads (such as Ermine Street, which lies a few miles from their school at Osbournby) turned into the meandering Saxon byways.

The "Lundy Log" for July 29th states: "Warm and sunny. *Westward Ho* arrived with full complement at 13.30 hrs." We were watching her progress from the cliffs by Marisco Castle, and found it a useful exercise in estimating her time to cover the remaining distance to the Roads. Jayne asked whether she might borrow my camera and the result was a first rate colour transparency showing a very long wake behind the *Westward Ho*.

The "Lundy Log" for the next day contains an entry which we shall never forget: "Thunderstorm at 20.00 hrs., spectacular flashes of lightning". For us it was a new experience to see that storm come up from the Atlantic and circumnavigate the island. I am sure that if any of them ever write or paint a storm they will have that one in mind. Likewise Jayne and I discovered on the previous evening how short the interval is available when a sunset shot may be attempted. Even a second's delay can ruin its composition.

I could have detailed night time lessons on lighthouse signal flashes, the stimulating guided tour of Earthquake, the industrial archaeology of the quarrying industry, but I feel I have made my point that Lundy was ideal for such a study camp.

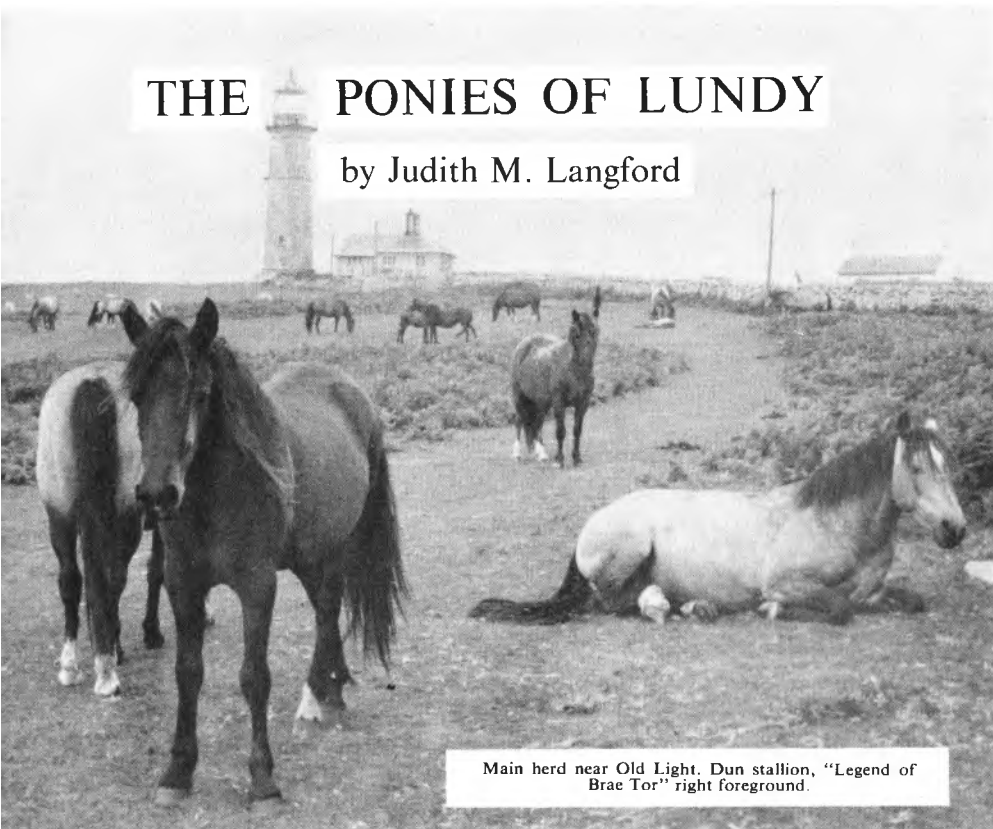
NOTICE

We wish to assure all subscribers who have forwarded M.S. for publication in the magazine that they have not been forgotten. We endeavour to print articles in order of precedence, but often they have to be delayed in favour of some necessary topical item.

THE PONIES OF LUNDY

by Judith M. Langford

Photography by the Author



Main herd near Old Light. Dun stallion, "Legend of Brae Tor" right foreground.

ancient dun colouring in all shades from dark mouse, deep honey, golden and cream duns with dark or black points, both red and blue roans, and the dark mahogany of the deep liver chestnuts. Try to find each pony against its own background, the golden ponies amongst the ragged dun winter grass on the sidelands, a red roan in the russet November bracken, a blue roan up against the rain soaked granite crags, and look for the liver chestnuts in the dead brown gorse and old heather. Of course there are also bays and browns, and over ten years ago one or two palominos were seen.

The ponies on Lundy have reached an important stage. They have survived on the island for 44 years and the rugged habitat has stamped itself on them. The National Pony Society have now undertaken to assist with the welfare and form a Register of the ponies. On their first official visit in September, 1972, the mares and youngstock selected for registration were branded.

THE Lundy Ponies are native, although not indigenous. They originated from 34 selected mares and 8 fillies shipped over from the New Forest in the autumn of 1928 by Lundy's owner, Martin Coles Harman, as part of his introduction of animal species. Mr. Harman's purpose was two-fold. Firstly, he was interested in observing the effect of turning hardy ponies loose in wild habitat, and also he wished to breed a hardy type of quality pony.

This article is to introduce the Lundy Ponies to all lovers of the Island, and, perhaps to interest more, who might otherwise have never known of their existence. How many visitors staying on Lundy, trekking back to Hotel or Cottage for supper, have paused for a moment near Tibbetts and glancing westwards have beheld the ponies silhouetted against the western seas and a glory of sunset? Or on a rough day you may have seen the herd above Jenny's Cove, their wild, wind-tossed manes and gleaming coats against a background of breaking seas, blue and white; the stallion long-maned and free and most magnificent of all. Or have you sat in the warm grass, scented with heather and wild flowers, watching the ponies that have forgotten the human presence; carrying out their daily existence as if one was not there? The long legged foals stretched out lazily in the sun waken and stagger up to canter after their grazing dams, neighing shrilly to a companion foal to come and play tag.

What is the Lundy Pony and how is it recognised? Attractive and strong, it shows true pony character, possesses sense and a good temperament and above all is sound and hardy. It is naturally sure-footed in trappy places and the harder the country the better it goes. Their environment has produced sound limbs, good bone and iron hard feet. Active as foals they show an inborn jumping ability, negotiating the many natural obstacles, such as leaping old walls or granite blocks about the Island's moorland. Their height ranges from 13.0 hh to 14.0 hh.

The ponies' colouring blends in with their surroundings. There is a preponderance of the

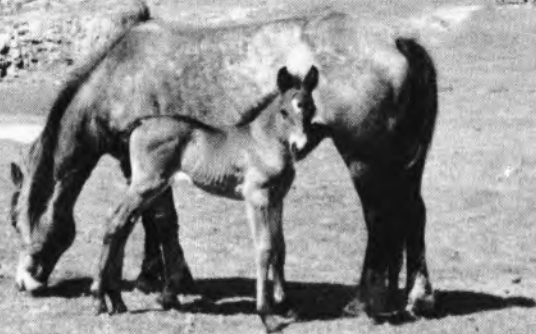


(Above) Dun mare "Lundy Belinda" above Needle Rock.

(Below) Mares and foals grazing in their natural habitat on the West Side. This environment breeds a hardy and resourceful type of pony.



"Lundy Beautiful" and her 3 day old filly, "Lundy Linnet", in Middle Park.



The ponies are now looked after by Catherine Blaxhall. They have their own stable yard, a regular worming programme is in hand, and good winter feed is being provided. With Catherine's enthusiasm and dedication, together with much excellent advice from the Lundy Committee of the National Pony Society, the welfare of the ponies and the development of the Lundy type is assured.

It is felt that the recognition of the ponies by the National Pony Society and the keeping of the Register will mean better contact being kept with ponies going off Lundy in future, and a more widespread respect of the potential of these wonderful ponies, to their individual betterment.

BRANDING OF APPROVED MARES AND FILLIES IN SEPTEMBER, 1972

Photography by W. Rogers

(Right) "Lundy Dunlin" showing the new brand, and (below) being branded by Mr. Charles Purse. Looking on, Mr. Ian Grainger, Agent, and Major Pritchard (back to camera).



(Centre Right) "Lundy Colombine" after branding being led away from the cattle crush by Mrs. Catherine Blaxhall.

(Right) Branding completed, the ponies are let out into the High Street, watched by Mr. Keith Blaxhall in the foreground, and Mr. John Ogilvie, Farm Bailiff, in the background.





WILLIAM HUDSON HEAVEN



by Myrtle Langham

William Hudson Heaven was born at Bristol on April 20th 1799, the second son of Thomas Heaven and his wife Maria (nee Halliday); he was one of eleven children, several of whom died in infancy. He was educated at Harrow and at Exeter College, Oxford, following which he made the Grand Tour accompanied by a tutor. He was the Godson and heir of his mother's cousin, William Hudson, who owned sugar estates in Jamaica. In 1825 he married Cecilia Jane Grosett, who was then aged 21 years and who was the daughter of Rear Admiral Grosett. They lived first at Perridge House, Pilton, Somerset, until they left with their three children, three maids, a groom and a friend-companion for a period in France, where a fourth child was born in 1831; when they returned they lived for some time at Walton Manor House, and then at Abbot's Leigh. At the age of 33 William Hudson Heaven was 5ft. 10½ins. tall, had dark hair, and was strikingly handsome, as can be seen from a portrait which was painted in 1832 which Miss Heaven now has. He is described as having been a general favourite among his family and relatives for he was full of fun, generous and kindly; although not fond of society he was a devoted brother and father, an adoring husband, and a firm friend who came to be regarded as a patriarch among his dependents, and the residents on Lundy. His granddaughter, Mrs. M. C. H. Heaven describes him as having been "of a retiring disposition but enjoyed the company of friends, was blest with a keen sense of humour, an omnivorous reader, good memory, quick at repartee, a good shot, fond of all sport, a keen politician on the Tory side, and generous to a fault, and very clannish as regards his relations . . . For the sake of the Tory cause he kept bits of landed property to give him the right to vote; and for many years made the voyage and journey from Lundy to record it . . . He was passionately fond of his daughters and it was said he promptly pitched his tent elsewhere when a suitor came on the scene, for fear of



losing them . . . It was William Hudson Heaven's ambition and delight to make his beloved Lundy a holiday or residence for the needy and ailing members of the Heaven family".

William and Cecilia (who was a beautiful and lovingly-regarded woman) had ten children in all, some of whom died in early infancy; the survivors were: Hudson Grosett (b. 1826 d. 1916); William Walter Hope (b. 1829 d. 1865 in Australia); Cecilia (b. 1831 d. 1879); Amelia Anne (b. 1833 d. 1905); De Boniot Spencer (b. 1836 d. 1916) and Lucy (b. 1838 d. 1862).

In 1834 William Hudson Heaven bought Lundy from J. Matravars and W. Stiffe for £9,870, and in March 1836 he went to take possession of the island. His purchase satisfied a long-held ambition for the ownership of an island and was facilitated by the receipt of compensation money awarded following the emancipation of slaves in Jamaica. Lundy was bought both for its wild game shooting and as a summer home for the family; at that time the only inhabited buildings were: the Lighthouse on Beacon Hill; "the middle part of the farm building and a couple of cottages". Mr. Heaven immediately set about making improvements, the first of which were the building of

the "Villa" (Millcombe) and the construction of a new road from the Beach to the Battlements. This road was wide enough to allow for wheeled vehicles and so helped to overcome the problem of transportation of stores and materials, which hitherto had had to be dragged up the old path by horses or pushed up in hand barrows; at the same time the Battlements were constructed to prevent accident to fast-moving downward traffic. William Malbon was appointed as Agent on the island and to supervise the work being carried on there. Miss Heaven has a few letters written by Malbon which give account of the many tribulations he suffered in the course of his stay there.

The island was offered for sale in 1840 but was not disposed of and the farm was let. Unfortunately financial problems became recurrent and in an attempt to overcome them the lease of the quarrying rights were let to the Lundy Granite Company Ltd. in 1863, and the farm was leased to a Mr. McKenna; a portion of the East side of the Island south of Quarter Wall was excluded from the leases and retained as private estate. It was also hoped that deposits of copper could be exploited, but after investigation and trials the scheme was found



IV P.S. BRISTOL QUEEN

by Paul Steeds

Photo P. J. Murrell

to be impracticable. The Lundy Granite Co. was wound up in 1868 which led to further troubles and it was not until 1871 that Mr. Heaven was successful at law in his case to gain repossession of his rights.

After his wife's death in 1851 Mr. Heaven made Lundy his only residence, previously the family had lived there only during the summer months. The Lundy family were joined in the summer by a succession of relatives and friends — at the time that he acquired Lundy Mr. Heaven had two brothers: Cam Gyde and Thomas, and also two sisters, Mary Ann and Harriot Eliza (Mrs. Barrow). These, together with their consorts and children were among the visitors, as well as aunts, cousins and family friends. In 1872 the permanent residents with Mr. Heaven at the Villa were: his elder son, the Rev. Hudson G. Heaven; his daughters Amelia Anne ("Millie") and Cecilia ("Sissie"), both of whom were unmarried; his niece, Ann Mary Heaven; his widowed daughter-in-law from Australia, Marian, and her two children Marion ("Winnie") and Walter ("Boy"). Mr. Heaven was always referred to as "the Squire", and in the diaries for the 1870's (from about which time this photograph must date) is described as spending his time around the house and gardens, on walks to the Beach or the Battlements, sometimes shooting, and sharing with his son the administration of staff and estate. Life on Lundy was interspersed with visits to relatives on the mainland and with trips abroad for some winters, when he usually took one or both of his daughters with him. He always gave a New Year party for his employees and, when his son was away from the island, he read Sunday services in the dining room at the Villa.

Mr. Heaven strongly maintained the position of Lundy as being "outside jurisdiction"—he refused to accept a police warrant against one of his employees following a shooting accident on Lundy in 1871, and subsequently successfully disputed the jurisdiction of the court to try the case of manslaughter. The point proved, Mr. Heaven requested that the case should proceed, and the man was acquitted.

While he was with his daughter Millie at Portishead in March 1875, Mr. Heaven suffered a stroke which resulted in paralysis of his left side. Although he lived for eight years after this and gradually retained sufficient strength to walk with a stick and the aid of someone supporting him, "he never regained the power of speech which was most distressing to himself and to those around him, and his memory failed . . ." He returned to Lundy on July 28th 1876 accompanied by a nurse, and a resident doctor was appointed to take care of him. He died on Lundy on Sunday, March 4th 1883, and was buried within the confines of the ruined chapel on Beacon Hill. Devoted to Lundy, he and his son were the only owners of the island who are known to have made it their home.

I am indebted to Miss Eileen Heaven for the kind loan of family diaries, memoirs and letters; most of the material for this biography has been taken from notes made by her mother, Mrs. M. C. H. Heaven, who spent her childhood and youth on Lundy and was a frequent visitor there after her marriage, until the island passed to Mr. A. L. Christie on 21st December, 1917.

M.L.

TO many post-war visitors to Lundy, *Bristol Queen* was "The" paddle steamer. Her graceful and majestic appearance, coupled with excellent sea going qualities, seemed to place her ahead of all post-war consorts. Her withdrawal from service in 1967 and subsequent departure for a Belgian breaker's yard at a comparatively young age occasioned much sadness.

Bristol Queen was built in 1946 at Charles Hill & Sons yard, Bristol (in contrast to close consort *Cardiff Queen* built on the Clyde). For the major part of the ship's life her master was the late Captain Jack George. He retired at the end of the 1965 season to be succeeded by Captain P. Power. During her last weeks of active service, however, *Bristol Queen* was commanded by Captain J. Wide, now of *Balmoral*. With gross tonnage 961, three cylinder triple expansion engines and a designed speed of 18½ K she was the ultimate in coastal cruising paddle steamers. During darkness those standing on the bridge deck behind the funnels had the impression of being at sea on a large fast moving liner. Above all, the impressions one gained aboard her were those of speed and power. In the first part of her career the ship was principally Bristol based. The difficulties P. & A. Campbell Ltd. faced during the late 1950's however, resulted in a "lay up" in Penarth Dock in 1959 and 1960.

When the ship emerged she was to run henceforth chiefly from Cardiff, although she was latterly a frequent visitor at Mumbles and Swansea. During the 1960's *Bristol Queen* visited all the usual White Funnel ports of call and for most days her work was arduous and long. In 1963 began an annual trip to the Isles of Scilly, continued by other ships since *Bristol Queen's* demise. The writer well recalls the amazement of spectators when the late Captain George took the ship out of Penzance harbour full speed astern with what seemed a few inches between the side of the paddle boxes and the harbour wall — the judgement was characteristic!

Much earlier in life, in 1953, *Bristol Queen* left her home waters; on the occasion of the Coronation Naval Review. In general, and unlike the other Queen — *Cardiff Queen* — *Bristol Queen* spent virtually all her working life in the Bristol Channel. In common with *Cardiff Queen* her size at times gave rise to difficulties — in the Bristol Avon for example — and there must have been moments when Campbell's officers saw compensations in small ships.

When built, *Bristol Queen* represented a great advance on the traditional pre-war Campbell paddle steamer. In particular, the passenger facilities were better. The two *Queens*, for example, each had two deck-houses with passenger accommodation; yet in a sense, when built, the ship was already out of date. Economics favoured screw-driven motor vessels, such as *Balmoral* and *Westward Ho* (subjects of previous articles). As the years progressed, the comparative costs of maintaining paddle steamers increased. *Bristol Queen's* paddle wheels gave frequent trouble. She broke down during a passenger voyage in July, 1967; was withdrawn to Cardiff Docks and towed away for scrapping in the following year. There were hopes that she might have been saved and retained as a restaurant or floating museum in the city of her birth, but these, alas, were not realised. However, the memory of the spirit of this ship will always remain with those who knew her — throughout her life, including the trials and tribulations at the end, it was something she never lost.

STATISTICS

P.S. "*Bristol Queen*"

Gross tonnage		961
Nett tonnage		311
Overall length		244' 7"
Beam		31' 3" (hull)
		59' 9" (paddle boxes)

PHILATELIC

Mr. W. Gardner, of 185 Harrow View, Harrow, Middlesex, is interested in filling gaps in his collection of Lundy stamps, and would be pleased to hear from anyone able to supply the Victory, Wright Bros., and Red Cross sets, also several odd overprints since the war, on an exchange basis, or to purchase. Alternatively, can anyone inform Mr. Gardner where he might be able to purchase such material.



An appeal has been made for used Lundy or foreign stamps, to be sold in Oxfam Gift Shops. If any reader is able to help in this way, please send your used stamps to:

Mr. B. Bartle,
Bradford & District Oxfam Group,
36 Northfield Road,
Wibsey, Bradford, BD6 1RA.

Here and there

(Top Right) Mr. Ian Grainger, Resident Agent and Lay Reader, greets the new Priest in Charge of Lundy, the Rev. Donald Peyton Jones, as he steps ashore on Tuesday, April 10th. The Rev. Peyton Jones, new Vicar of Appledore, held the rank of Major in the Royal Marines before his ordination in 1961, and for some years has been a Watch Officer of the Sail Training Association, having previously visited Lundy on a training cruise with the *Sir Winston Churchill* (see "Here and There" Vol. 1, No. 4).



W. Cobbledick

(Centre Right) A group photograph taken on the Church steps following celebration of Holy Communion on April 11th. L. to r., front row: Frances and Philip (Conservation Corps members), Mrs. Betty Cobbledick, Rev. D. Peyton Jones, Master Tom Grainger, Mrs. Gwenda Morrow, Mr. Nick Morrow — back row: Miss Mary Kohli, Mr. Ian Grainger, Mr. Jonathan Grainger, Mrs. Rena Grainger, Miss Alison Grainger, Mr. John Dyke, Mrs. Catherine Blaxhall, Mr. Jim Webster, and Miss Edna Spratley.



W. Cobbledick

(Lower Right) Whilst digging foundations for the second phase of the temporary workmen's dwellings in Pig's Paradise, traces of old walling and previous occupation were revealed. One of the archaeologists brought in to further investigate the area stated that it was one of the most productive mediaeval sites on which he had worked. In the limited time available a large quantity of pottery, also neolithic flints, was recovered, and we hope to have a report by Mr. K. S. Gardner on this emergency excavation in a future issue of the magazine. Mr. Ivor Hopkins stands by the foundations, and in the background can be seen the scaffolded future Museum.

(Below) Students from Atlantic College, St. Donat's, Glamorgan, stayed on the island at the end of March receiving diving instruction under the guidance of Mr. Marks McAvity. The vessel which brought the party to Lundy is seen in the background — the *Margherita*, formerly inshore minesweeper, H.M.S. *Tresham*.



Colin Taylor



Colin Taylor



"A couple who met on Lundy last summer were married on January 13th at St. Alban's Church, Hindhead, Surrey. They were Mr. Dick Hayns, a journalist from London, and Miss Margaret Gunyon, a state registered nurse who, until Christmas, was employed at Musgrove Park Hospital, Taunton, Somerset. Although the groom had previously lived in Taunton, he had not met the bride until this, his first visit to Lundy as a member of a four-man party from the Taunton-based Red Slab Climbing Club who camped in the Tent Field from June 4 to 14. The bride was one of three nurses who arrived, also to camp, on June 6. A second member of the ladies' party, Miss Jane Fear, was chief bridesmaid and Mr. Richard Miles, with whom the groom made a roped abseil descent from the Old Light during their stay, was best man. The Red Slab, whose members have visited Lundy in the past and taken part in the first recorded ascents of nine of the island's rock climbs, are hoping to return to Lundy this summer".

Left to right: Miss Jane Fear, Mr. and Mrs. Dick Hayns, and Mr. Richard Miles. Miss Hilary Stacey, junior bridesmaid, seems to find everything most amusing!

(Below) Captain Dave Jones of the *Lundy Gannet*, photographed on the Beach Road standing by the new parapet wall which was erected following the cliff fall (left).



Colin Taylor



John Dyke

(Left) In December last a further rockfall occurred on the Beach Road just above the former landslide. Mr. Robbie Robinson uses a compressor to break up the largest obstruction, and Mr. Peter Edwards is also taking a "break"!



Colin Taylor

Members of the Conservation Corps visited the island between the 1st and 14th April, during which time they worked on an extension of the Rhododendron Path along the East Side towards Tibbet's Point, and also repaired part of Threequarter Wall. In the photograph, l. to r., Miss Mary Kohli (with camera), Miss Linda Kelly, Mr. Philip Thomas, Miss Hilary Cropper, Mr. Colin Mather, and Miss Sarah Frazer-Clarkson.



John Dyke

After many toe-stubbing years, the remaining pieces of iron fencing which enclosed the Ecclesiastical land around St. Helena's Church were taken up on February 16th. Mr. Colin Taylor steadies one of the cast iron posts as it is removed by tractor, driven by Mr. Keith Blaxhall. It was estimated that at least 4 cwt. of iron was hauled out, not including the concrete bases, most of which lay below the surface of the ground. The two gateposts at the left of the picture are to remain.



(Left) Mr. Arthur Brown holds the body of a fine specimen of Gannet, or "Solan Goose" which he found washed up in the Cove on March 13th. These magnificent birds used to be among Lundy's breeding species.



(Below) Work proceeds on gutting the middle section of the top floor in the old Hotel. Mr. Syd Allen works amongst the debris in what used to be room 22, and part of the corridor.

Colin Taylor



Colin Taylor



John Dyke

Messrs. Keith Blaxhall and Colin Taylor have recently been endeavouring to lift the remains of the Heinkel fuselage from the East Side. In the photograph (centre right) they are inspecting the fuselage prior to removal, and (centre left) ropes have been fitted in an endeavour to free the wreckage from the bed of a stream on which it was resting.



Miss Charlotte Ramm appears to be quite happy about being lowered into the well at the old Battery Cottages on the West Side—possibly because she knows her family don't intend to leave her there anyway!

LUNDY LOG

JUNE - SEPTEMBER 1972

Compiled by John Dyke



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

JUNE

1st: Beautifully sunny, but coldish breeze — W. 2-3. *Polar Bear* arrived at 11.55 hrs., with 5 passengers, stores, and a quantity of building materials — landed by launch. *Lady Moyra* (launch) arrived at 1200 hrs. for the summer season. M.V. *Balmoral* anchored at 1310 hrs. (passengers included Mr. and Mrs. J. Dymond to stay); followed closely by the yacht *Chatteldore*, which set sail again in the late afternoon. Two small boys missed the *Balmoral's* return voyage to Ilfracombe, but were fortunately taken by the *Polar Bear*, which sailed at 1830 hrs., with Mrs. K. Harman and Mr. and Mrs. Davis aboard. A pleasant, sunny evening, virtually windless.

2nd: Bright and sunny at first — W.S.W. 2-3, deteriorating later in the morning, wind increasing 6-8 with accompanying mist and rain. Shipping coming in for shelter after darkness.

3rd: Sunny morning, gradually becoming cloudy. All vessels anchoring overnight resumed, *Carebeka I* being the last to leave at 0815 hrs., heading W. *Polar Bear* and *Cape Horn* arrived before noon — arrivals to stay included Mrs. Ann Westcott, Mr. and Mrs. Martin Wall, Mr. and Mrs. K. Gardner and family; and among the departees were Mrs. Pam Darlston and son. Mr. Nick Dymond reported the presence of a female peregrine on the island. *Cleave Petrel* arrived on the morning tide, leaving again at 2200 hrs., with Mrs. Chrys Davey on board. Belgian trawler, *Tul Uilen Spiegel*, arrived in the evening, leaving unobserved.

4th: Bright, sunny morning. Museum exhibits arranged in the Church with assistance of Messrs. Colin Taylor, Keith Hiscock, Bob Britton and family. *Balmoral* arrived after mid-day with 710 passengers on L.F.S. special charter — also in the Bay. *Crop* (Cows: Capt.

Peter Herbert), *Lundy Puffin* (Capt. Fred Hutchings), *Toroa* (Mr. John Baker). *Balmoral* left at 1805 (after waiting for late arrivals) concluding a successful visit — a dry, windless day. £19 contributed to Church funds resulting from Exhibition. All vessels resumed, the last being *Lundy Puffin* at 1915 hrs. Hut for storage of new life-saving equipment erected south of Pig's Paradise today.

5th: Notable for a succession of heavy rainstorms passing over South End and descending in the Channel between Lundy and Hartland. Small cabin cruiser conversion anchored in the Bay early morning, leaving at 0930 hrs. unidentified. Museum exhibition kept open for the benefit of visitors and staff. North and South Light flags at half mast in tribute to the late Duke of Windsor.

6th: Heavy showers and occasional sunshine. *Balmoral* arrived at 1330 hrs. 260 passengers, including schoolchildren from Bude area. *Balmoral* departed in the late afternoon. Museum exhibition realised £4.50 for Church funds. *Polar Bear* arrived at 1545 hrs., passengers including Miss Eileen Heaven, Rev. and Mrs. Herniman, Rev. R. C. Dixon, and Miss Anna Perry to stay. New staff cook, Mr. Bill Tuckerman also arrived. Catamaran *Solaire II* in the Bay, departing unobserved; and *Crescence* at anchor in the Roads. Continuing heavy rain. After a long period of calm, S.W. wind got up in late evening. Shearwaters very active at midnight, their weird call plainly audible at Signal Cottage.

7th: Early morning sun, followed by a very wet day — continuous heavy rain until evening. T.H.V. *Strathclyde II* arrived at 0830 hrs., bringing building staff to continue work on the helicopter pad at South Light. Wind W.S.W. 3-4, cool. Museum exhibits dismantled after inspection by Miss Eileen Heaven. The 75th Anniversary Service held in St. Helena's Church at 2045 hrs. (fully reported in I.L.N. No. 9). 41 in congregation.

8th: Fine, sunny morning, clouding over at mid-day. Communion Service at 0800 hrs. (9). *Polar Bear* arrived at 0830 hrs., with Mrs. Cherry Richardson on board, also a mixed party for the Old Light — (members of the Steep Holm Trust), leaving again at 1300 hrs., passengers including Rev. and Mrs. Herniman, Miss Eileen Heaven, Rev. R. C. Dixon. Mr. Ernie Dowding went on shore leave. *Crescence* left for Fremington at 1245 hrs. Bright intervals in the afternoon. Wind S.W., fresh 5-6. *Kollgeir* (Oslo) passed by South End at 1700 hrs. T.H.V. *Strathclyde II* left in the evening. Temperature below normal.

9th: Heavy rain early morning — clouds gradually dispersing, followed by a sunny day. Exceptional visibility from South Wales to Cornish Coast. Wind negligible at first, later becoming N. 3-4. *Cleave Petrel* moored at 1950 hrs. in a calm sea. A brief, rosy sunset, followed by a beautiful sky at dusk — cool.

10th: Pleasant sunny day, tempered by a cool N. breeze. Warm in sheltered areas. *Polar Bear* arrived mid-morning with Mr. and Mrs. Peter Harman Jones and Miss Marion Harman Jones among the passengers. Sea truck *Shearn* damaged a propeller. Mr. and Mrs. K. Gardner and family left aboard the *Polar Bear* at 1500 hrs. Clouding over later in the day — colourful sky noted in the N.E., a brilliant effect in orange and yellow stripes reaching the horizon surrounded by heavy, dark clouds.

11th: A bright morning, developing into a beautiful day. Mr. Gade unsuccessful in contacting Hartland Coastguards on the R.T. at 0900 hrs. *Cleave Petrel* out fishing for mackerel along E. Side. M.F.V. 647 (with sea scouts or cadets on board) anchored in the Bay, leaving at 1320 hrs. *Balmoral* arrived at 1345 hrs., passengers to stay including Mr. and Mrs. Terry Shannon and son, Mr. and Mrs. Scott-Walker, Miss E. M. D. Acland and friend. Miss Acland generously presented the Museum with 3 original Admiralty Charts and Navigational Handbook (all referring to Lundy sea

areas). Mr. and Mrs. Bob Britton and family, and Mrs. Arthur Brown left on the returning *Balmoral*. Church Service at 2045 hrs., congregation 22.

12th: Damp morning. Occasional rain, ceasing at mid-day. Dull and cool — wind variable 2-3.

13th: Heavy rain throughout morning. *Polar Bear* arrived mid-morning in unfavourable weather, passengers aboard including 2 day visitors making fourth attempt to land, Miss Lynda Thorne, and T.H. technician visiting North Light. Attempt to launch the sea truck abandoned. *Balmoral* sailing cancelled. *Polar Bear* departed 1700 hrs., with Mrs. Rena Grainger and Commander Pollock as additional passengers. "Lundy Sophie" gave birth to a foal, "Siskin" (a dark liver chestnut filly). A beautiful rosy sunset.

14th: Fine and sunny — rarefied atmosphere. Wind E. to S.E. Large rollers coming onto the beach. Mr. John Ogilvie commenced the hay harvest in N. end of Lighthouse Field. Hoopoe observed in Millcombe Valley.

15th: Fine at first, clouding over mid-morning. Light N.W. wind. *Polar Bear* arrived at 1230 hrs., with Mrs. Rena Grainger, Mr. and Mrs. Arthur Brown, and Mr. Ernie Dowding on board. Miss Acland and friend, Mr. and Mrs. M. Wade, and Mr. and Mrs. J. Dymond were among those leaving today. *Balmoral* arrived at 1310 hrs., leaving at 1645 hrs. Considerable tractor activity in the evening — large quantities of prefabricated timberwork transported from *Polar Bear*, which departed at 2230 hrs. Wind N. 4-5 in evening. Small yacht with white hull and sails anchored at 2200 hrs.

16th: An exceptionally pleasant sunny day — slight breeze. Lovely calm evening, with cloud effects. Navigational lights of *Cleave Petrel* noted entering the Bay at 2315 hrs.

17th: Overcast morning — wind S.W. Trinity House helicopter relief at S. Light 0830 hrs., and again at 1000 hrs., presumably to pick up building staff. *Cleave Petrel* out fishing along E. Side. *Margaret* arrived at noon with a party from Bideford, including Mr. and Mrs. Norman Morris; followed by *Toroa*, and later *Will-o-the-Wisp* and *Pinto*. *Gannet* arrived mid-day, leaving at 1745 hrs. *Margaret* and *Pinto* sailed at 1830 hrs. Wind increasing to gale 8, S.W. — shipping moving into safe anchorage after darkness.

18th: Wet morning after S.W. gale, now moderated 2-3. Six Belgian trawlers at anchor, including *Angelus*, *Hendrick Judith*, *Concordia*, and *Zeephaard*. Two British trawlers, including *Willing Boys*, *Will-o-the-Wisp* and *Toroa* left at 1845 hrs., *Cleave Petrel* at 1900 hrs. Rain and low cloud. *Balmoral* arrived at 1530 hrs. Miss E. Heaven came to stay. *Balmoral* left at 1715 hrs., with Mr. Bill Miles and Mr. Charles Smith among the passengers. Depression lifted at 1730 hrs., to become a cloudless, sunny evening, with an enchanting hazy glimpse of the N. Devon coastline. Wind N.W. 3-4. Church Service at 2045 hrs. (20). Mr. Robbie Robinson left for shore leave, and Mr. Ernie Dowding left permanently.

19th: All vessels resumed. Bright, sunny day, after a cloudy period with heavy showers. Wind W. 6-7. "Jenny" gave birth to "Jay" (a dark liver chestnut colt).

20th: Dull, overcast day — blustery S.W. wind 6-8—cool. *Balmoral* arrived in poor conditions. *Gannet* arrived at 1445 hrs., after a very rough crossing — Mr. Robinson and two other passengers on board. T.H.V. *Winston Churchill* off the N. End, later making her way down to the Roads at 1455 hrs. Mr. and Mrs. Grainger and son, Tom, left for Scotland on the returning *Balmoral*.

21st: Grey morning — strong S.W. winds persisting — cool. *Polar Bear* arrived at 0600 hrs., staying overnight. *Quiescence* (left in afternoon) and *Tegeler Plate* (Famagusta) in the Roads. Wet, with occasional dry periods. **22nd:** Grey, with some fine drizzle. Wind S.W. 2-3 at first. Three additional vessels at anchor, *Hanseat*, *Else Priva*, and Naval Minesweeper

M2784. *Tegeler Plate* left at 0915 hrs., *Else Priva* at 1420 hrs., and M2784 late afternoon, by which time it had become gloriously sunny. Cool. N.W. wind 4-5. Mr. and Mrs. Scott-Walker, left on *Polar Bear*

23rd: Bright sunny morning. Belgian trawler, *Atlas*, in the Bay, joined by *Tul Uilenspiegel* — both leaving in the mid-evening.

24th: Damp — persistent low cloud over the island. South Light siren commenced at 0700 hrs., ceasing mid-morning, and resuming in the evening. *Gannet* sailing cancelled owing to poor visibility. *Sylvester* (yacht) and *Sea Melody* anchored at 1830 hrs. *Sarah Noelle II* arrived after dark.

25th: Low cloud, mostly poor visibility. South Light siren in intermittent action. *Gannet* arrived at 1015 hrs. with issue No. 8 of the I.L.N. *Sea Melody* departed at 1015 hrs., on passage to the W. coast of Scotland — *Sarah Noelle* upanchored at 1030 hrs. *Balmoral* arrived at 1314 hrs., with Mrs. Betty Hindson, Miss Sheila Luxton and Miss Pat Dunthorne to stay at Hanmers. Mr. and Mrs. Terry Shannon and son left on the returning steamer — Miss Hilda Biscoe and Mrs. Maxted (Castle), Mr. Roy Dymond (staying at Flag House) left on the *Gannet*, and Mr. Bill Tuckerman, Staff Cook, left permanently. Wind continuing S.W. 4-5. Very thick fog. Church Service at 2045 hrs. (9). Mrs. Liz Stafford returned today.

26th: Poor visibility prevailing, with S. Light fog siren persisting throughout the previous night — rapid improvement after mid-day, becoming warm and sunny. Wind N. 2-3. Full moon — calm, but cloudy at midnight.

27th: Overcast at first, becoming progressively sunny. *Gannet* sailed, but put about at Bull Point. *Balmoral* arrived at 1315 hrs. Mrs. Cherry Richardson arrived to stay, and Mrs. Mary Squires came for the day. *Sylvester* sailed at 1345 hrs., *Freiga* and *Neola* (yachts) in the Bay, leaving shortly afterwards. *Balmoral* departed at 1630 hrs. Beautifully sunny evening — coolish W. breeze.

28th: Wind S.W. 3-4 — cloudy, but mostly escaping Lundy. Day notable for warm sunshine. *Polar Bear* anchored at 1000 hrs., in a calm sea. 17 calves shipped aboard, using the newly constructed container made by Mr. John Shearn large enough to accommodate 5 calves at a time. Final mailing of I.L.N. No. 8 subscribers' copies completed today. *Polar Bear* departed at 1600 hrs. Superb banks of cumulus clouds above Devon and Cornwall coasts during the evening. Beautiful moonlit night.

29th: Heavy rain during the early hours. Cloudy at daybreak, followed by intermittent sunshine. *Gannet* arrived with 5 day visitors, and Mr. Ian Grainger. Reserve lifeboat 44-001



exercising in the Bay (on permanent loan to R.N.L.I. from U.S. Coastguards) and standing in on relief for 70-001 (6 vessels of 44 class have been built and put into service around British coastal waters). Small yacht, *Contessa of Weston* (Bristol) arrived at mid-day. *Balmoral* anchored at 1400 hrs. Mrs. Lois Ley and Mr. Jack Dickens were among the day visitors. A small yacht flying the Welsh flag also in the Bay. T.H.V. *Winston Churchill* lay off N. End until late afternoon, when she arrived in the Roads, discharging stores for

the S. Light. A wonderful evening — the mainland bathed in a warm coral to purple glow. Cloud effects superb all day. Wind W.S.W. 2-3. **30th:** T.H.V. *Winston Churchill* departed for the N. End at 0430 hrs. Sunny at first, becoming dull and overcast. Dr. Valentine reported over R.T. that he would not be sailing to Lundy because of adverse weather forecast. S. wind increased 5-6 in the afternoon; drizzle commenced, developing into a thick mist — later ceasing, becoming virtually calm. Small Welsh yacht still at anchor. *Contessa of Weston* departed unrecorded.

JULY

1st: Overcast, but gradually improving. One yacht at anchor. *Gannet* arrived at 1215 hrs. Unpleasant cross wind on passage. Mrs. K. Harman, Mrs. Bodham-Wetham, Mrs. Leo Smith, and Mrs. Bunty Davis arrived, also Miss Janet Sutton, Mr. Mitchell, Mr. and Mrs. Michael Oerton, and a mechanic to look at one of the Campbell launches. *Gannet* left in early evening, having discharged 3 tons of cargo. Beautifully sunny afternoon and evening, but the N.W. 4-5 wind reduced temperature considerably. *Cleave Petrel* arrived from Milford Haven, having sailed en route from Bardsey, where they had encountered very tricky currents — far more complex than Lundy. In the evening, "Lundy Belinda" gave birth to a bay colt, "Swift", in the Tent Field. **2nd:** Heavy mist, accompanied by drizzle. *Cleave Petrel* left in the morning. Two Belgian trawlers at anchor, *Tul Uilenspiegel* and *North Star*, also Cabin cruiser, *Blitz*, which departed at 1525 hrs. *Balmoral* arrived at 1530 hrs. with Mrs. White (Dulverton) and Mr. and Mrs. Philipse (Holland) to stay. Mr. and Mrs. John Martin, and son (Minehead) were day visitors. Departees on the *Balmoral* were Miss Eileen Heaven, Mrs. Diana Keast, Mrs. Ruth Harman Jones, and Mr. and Mrs. Leach (Illinois, U.S.A.). Heavy rain, accompanied by thick mist in the evening — S. Light siren operational for a brief while. Belgian trawlers departed unobserved. Church Service at 2045 hrs. (11).

3rd: Misty, with drizzle. S. Light siren active at noon. Wind S.W. 5-6. First section of prefabricated wall erected at the western end of Pig's Paradise. Small yacht, *Lamu*, anchored at 1745 hrs.

4th: Continuing misty and overcast. Wind W.S.W. 5-6. Brixham trawler, *Wilhelmin Maria*, at anchor, joined by another, B.M.2, which discharged waste material and sweepings into the Bay at 1545 to be washed up in an unsightly mess on the Cove beach. *Balmoral* arrived at 1320 hrs. *Polar Bear* arrived at 1540 hrs. with 10 passengers on board and departed at 1915 hrs. *Lamu* still at anchor.

5th: A beautifully sunny day, warmer, occasional patches of cloud. Brixham trawlers left before 0830 hrs. also *Lamu*. *Gannet* arrived in the morning bringing 2 Min. of Ag. Vets for the day to do brucellosis tests on cattle. Moderate W. wind 2-3. Western cliffs bathed in a rosy glow, with a sparkling sea in the evening.

6th: Dull and overcast. Two small craft, one the *Sea Wolf*, arrived from Ilfracombe for the day — Mrs. Heather Machin on board who reported seeing a Hooded Crow on the island. *Balmoral* arrived at 1340 hrs.; damp and dismal visit. *Gannet* arrived at 1500 hrs. departing again at 1900 hrs. Wind S.W. 4-5. Sun appeared in the late afternoon.

7th: A very unpleasant day — continuous rain, easing off in the late evening. Heavy mist.

8th: Dull, overcast — Wind S.S.W. 2-3. Small cabin cruiser in the Bay at 0900 hrs. *Gannet* arrived at 0920 hrs., with M. and Madam Laufer and sons, and Dr. Daniels and party on board. Mrs. K. Harman, Mrs. Bodham-Wetham, Mrs. Leo Smith, Mrs. Bunty Davis, and Mr. Mitchell left on the *Gannet* at 1200 hrs. *Polar Bear* arrived at 1330 hrs., with visiting cricket team — continuous rain ceasing in the late evening — calm.

9th: Beautifully sunny day. Wind W, later N.W. 5-6. Cabin cruiser, *Sea Wolf*, and one other in the Bay. Cricket Match in the Tent Field at 10.30 hrs. Visitors won by 1 run — wicket very

wet and spongy. *Balmoral* arrived in a moderate sea — on board, Mr. and Mrs. S. C. Smith Cox, Commander and Mrs. Foden, Mr. and Mrs. Peters, and Rev. R. C. Dixon. Mr. and Mrs. Philipse, Mr. and Mrs. M. Burrows and family, Mr. and Mrs. Edwards, Mrs. Cherry Richardson, and Mr. Robbie Robinson were among those who left. *Polar Bear*, with cricket team, left at 1400 hrs. Church Service conducted by Rev. R. C. Dixon at 2045 hrs. (25). Clear, dry night — strong winds persisting. Small green-hulled boat lying off the E. Side after darkness.

10th: Mr. F. W. Gade's 82nd birthday. Wind N. 4-5; overcast, with occasional periods of sunshine. Communion at 0800 hrs. (10). M.V. *Caernarvon* (1,350 tons), new BP/Shell-Mex coastal tanker, arrived at 0830 hrs. for sea trials. Strong S.W. winds 5-6 by mid-afternoon, gradually decreasing and becoming 2-3 in the evening. Spectacular rosy sunset ranging to purple, against a pale blue-green sky.

11th: Fine, sunny morning. Wind W.S.W. 2-3. *Gannet* arrived with Mr. Peter Edwards on board, also 2 campers, and 1½ tons of cargo. Yacht, *T-Leaf*, arrived at 1300 hrs., followed by *Balmoral* at 1330 hrs., in a calm sea; beautifully sunny. Mr. Stanley Smith (former island inhabitant) came for the day. *T-Leaf* left at 1945 hrs. on a W. course. Calm, tranquil night.

12th: Pleasant and sunny for most of the day. Wind S.W. 4-5 — low tides. One small yacht at anchor. T.H.V. *Winston Churchill* arrived in the Roads at 1800 hrs., landing stores for S. Light, and Mr. Woodward (Radio engineer), staying overnight. Wellwishers made a presentation in the Tavern to Mr. and Mrs. Mike Stafford. Sheep drive, preparatory to shearing, took place today. Calm night.

13th: Overcast morning — virtually windless. T.H.V. *Winston Churchill* moved to the N. End at 0730 hrs., returning mid-morning, then proceeding E. Transfer of M/F.R.T. from N. to S. Light completed by Mr. Woodward. *Gannet* arrived at 1045 hrs., with 2 passengers to stay, 2 day visitors, and 3 sheep shearers, also 3 tons of mixed cargo; on the return voyage Mr. and Mrs. Michael Stafford left permanently. *Balmoral* arrived at 1415 hrs., with a party from Queen Elizabeth's School, Crediton to stay. Miss White and Mr. G. White were day visitors. Small yacht, *Andani* (Penarth) in the Bay, leaving in late afternoon. Three Hydrofoils making a tremendous noise off the E. Side at mid-day. Very warm and sultry — sun breaking through mid-afternoon. Catamaran, *Shearwater*, arrived at 1725 hrs., coming onto the beach, and after disembarking passengers, Miss Alison Grainger and French penfriend, Dominique, departed again for Chivenor. Shearing party completed 396 sheep at 2200 hrs. A beautiful night sky with a soft yellow light on the N.E. horizon. Navigational lights of *Polar Bear* visible on E. seaboard, staying overnight — Mr. Colin Taylor on board.

14th: A beautiful day. Wind N.E.3., cloudless. *Polar Bear* busy unloading building materials. *Little Bittern* (Dr. Valentine), arrived mid-morning, joined by 4 other small craft, including yacht, *Moonfleet*. Grey heron present on the island for 5-6 days, unmercifully mobbed by herring gulls and black-backs at the Battery, also Pondsby area. 22 seals noted hauled out on an off-shore rock opposite Earthquakes. *Polar Bear* left at 1835 hrs. *Margaret* arrived for a brief while at 1945 hrs., having brought bait for the lobster fishing vessel *Marigold*, operating around Lundy for the season.

15th: Another beautiful day, but N.E. wind increasing. T.H. helicopter relief, N. and S. Lights, at 0915 hrs. *Gannet* arrived at 1230 hrs., followed by *Cleave Petrel*, which turned about heading for the W. Side. *Gannet* left at 1700 hrs., with Mr. and Mrs. Peters amongst the passengers. *Susabeth* (Liverpool), *Toroo*, and one other yacht in the Bay — sea much calmer — N.E. wind decreased. Fine, dry night.

16th: Beautifully sunny, but a vigorous E.N.E. gusting 6-7 during previous night and early morning. *Balmoral*, unable to make landing, circumnavigated the island then called in the Bay landing 13 to stay, including Mr. Curtis Lundy (U.S.A.), and taking 7 on board. *Cleave Petrel* came into the Bay from Jenny's Cove at 1805

hrs., but left for Bideford immediately. Wind lessened during afternoon, increasing again late evening. Encouraging rosy sunset. Church Service at 2045 hrs. (30). Mr. Garry Harnett joined island staff.

17th: Overcast — to become beautifully sunny. Wind E.N.E. 4-5. Later clouding and looking thundery. Strong winds blowing during the night. "Lundy Beautiful" gave birth to "Snow-goose", a cream filly.

18th: Bright morning before 0700 hrs. Strong E. wind up to gale 8, abating for a while, then increasing again. R.A.F., Chivenor, helicopter landed one passenger at S. Light after a dummy run, and dropping a canister of orange smoke for wind direction. *Balmoral* arrived at 1330 hrs., but beach conditions did not permit a general landing. 3 visitors to stay landed, and 6 passengers taken on board. *Gannet* arrived at 1545 hrs., and *Polar Bear* 10 mins. later. *Gannet* departed at 1830 hrs., disappearing into a gloomy, thundery horizon. Warm and humid, but cooling with renewal of E. wind. Calm in late evening, with riding lights of *Polar Bear* twinkling and reflecting in the Bay.

19th: Overcast day after a heavy thunderstorm in Bideford Bay at 0430 hrs. E. wind and rain. *Polar Bear* commenced discharging her cargo of sand at 0900 hrs. Conditions on beach unsatisfactory — sea truck, *Shearn*, suffered a mechanical defect and had to be withdrawn. *Marion Ford*, Devon Sea Fisheries patrol vessel from Brixham, arrived mid-morning and resumed in the late afternoon.

Warm and humid late evening, calm. *Polar Bear* moved to outer anchorage at darkness. Shearwaters active at midnight.

20th: Overcast for most of the day — humid. Offshore thunderstorm of short duration 0730 hrs. Renewal of sand unloading from *Polar Bear*. *Balmoral* arrived at 1330 hrs. — heavy downpour for 10 minutes during her visit. *Gannet* arrived at 1500 hrs. Mr. and Mrs. R. Newbigin and family arrived and Queen Elizabeth's School, Crediton, party left today. *Polar Bear* departed on the evening tide. A calm and humid night — Shearwaters again active.

21st: Thick sea fog. S. Light siren commenced 0600 hrs. — calm, visibility down to 10 yards. *Maria Kyriakides* (1929) ship's bell reported missing, believed stolen, on or about July 15th from the Tavern. Yacht, *Ino*, arrived in the evening from Padstow bound for Oban — found the Landing Bay with the assistance of the S. Light siren, visibility being very poor. Small yellow bird perched momentarily on Signal office guttering — later proved to be an escaped canary! Last seen on the Church tower.

22nd: Beautifully sunny morning. Sea like a mirror — entire E. Side reflected in the water. *Ino* left at daybreak. *Gannet* arrived 0900 hrs., with Mr. and Mrs. Christopher Price, Mr. and Mrs. T. G. Oerton, Mr. and Mrs. Odhams, Major and Mrs. Peter Bellers and family, and Mrs. Bellers senior. *Polar Bear* arrived at 0910 hrs. with balance of sand cargo. Very warm and sunny all day. *Chattledore* (yacht) and *Boxer IV* (cabin cruiser) in the Bay, joined at 1930 hrs. by *Sloop John D.* Shoals of grey mullet in Bay. Mrs. Chrys Davey left on *Gannet* for shore leave.

23rd: Overcast at first, developing into a beautifully sunny day. *Chattledore* and *Sloop John D.* had both departed by 1030 hrs. *Polar Bear* remained in the Bay until 1415 hrs. Passengers returning included Miss Alison Grainger (who swam out to the vessel) and her French friend, Dominique, M. and Madam Laufer and family. *Cleave Petrel* arrived at 1300 hrs., departing again at 2100 hrs. *Boxer IV* departed in late afternoon, having cruised around island. Church Service at 1845 hrs. (28). A fine, warm, calm night.

24th: Beautifully sunny day. Small yacht at anchor. Temperature reduced by strong N.W. wind in late afternoon. White yacht, *Pamperrow* and small blue yacht *Ellan Lady*, in the Bay at 2045 hrs. *Scol Spirit* (Hamburg) lying off the Quarries in the evening (see report in I.L.N. No. 9, page 12).

25th: A beautiful morning — Wind N. 2-3. *Gannet* arrived at 0915 hrs. with 10 passengers, including Miss Alison Grainger, also 6 day



visitors. Lone canoist, Mr. Michael Fennessy of Crediton, arrived from Woolacombe at 1212 hrs., having taken 3 hrs. 42 minutes. The return voyage was commenced after reporting his arrival to Mr. J. Webster. Mr. Fennessy is a student teacher at Alsager College, Cheshire. *Ellan Lady* and *Pamperrow* left unobserved. Yacht, *Pigtail* arrived at 1330 hrs. from Penarth, and *Balmoral* arrived with 709 passengers, including Mr. Murrell (author of the I.L.N. "White Funnel Fleet" feature) for the day, and Miss Janie Wilson, to be employed at Millcombe House. Ideal weather conditions, warm and sunny. Open-decked sailing vessel anchored in the Bay late evening.

26th: Another glorious day. Wind N.E. 2-3. Three small craft in the Bay, *Waveband* (Milford Haven) cabin cruiser, and 2 yachts, *Romari* and *Moneta* (on passage from Scillies to Bangor, N. Wales). Open-decked vessel sailed unobserved, also *Pigtail*. *Scol Spirit* still at anchor. *Romari* left on E. course at 1500 hrs. First of a weekly series of Lundy Proms (recorded music) held in the Church at 2030 hrs., 16 present — proceeds in aid of Church funds. Full moon — wind N.E. 2-3.

27th: Beautiful morning, after early sea mist. Cloudless, warm and sunny, light airs. *Gannet* arrived at 1030 hrs., with 4 day passengers, Mrs. Chrys Davey and 3 tons of cargo. Mr. Richard Rolt arrived to assist Mr. Dave Davey resident engineer. *Cleave Petrel* moored at 1030 hrs., leaving again in late afternoon. *Balmoral* arrived at 1345 hrs. (Miss Sue Marsh, a day passenger) leaving again at 1635 hrs. with the Newbigin family and young guests. *Waveband* sailed unobserved. *Moneta* left in the afternoon for N. Wales, calling at Bardsey. A thick mist enveloped the top of the island — Southern end escaping — so that it was possible to watch the vapour pouring down the E. Side combs into the sea like an immense waterfall. S. Light siren commenced at 1915 hrs. Two yachts at anchor late afternoon, *Alekiefix*, and *Wendy* (singlehanded self steering) on passage from the Clyde to Plymouth. *Polar Bear* anchored at 2200 hrs. Red-hulled yacht, flying Irish Tricolour, paid a short visit to the Bay. A minute motor boat with 3 passengers arrived after darkness, the crew taking sleeping bags and spending night on the beach without sanction. Being without a compass, the skipper followed the wake of the *Polar Bear* from Ilfracombe!

28th: Gloriously sunny at first — calm. *Polar Bear* moved inshore and re-anchored at 0720 hrs. to unload remainder of sand cargo. By 0800 hrs., mist had begun to descend on island and offshore — S. Light siren commenced. *Lundy Puffin* and *Little Bittern* anchored at noon, bringing day visitors. *Moonfleet* (yacht) anchored in the afternoon, staying overnight, also yacht *Andromeda*. *Little Bittern* left at 1620 hrs., and *Lundy Puffin* soon after. S. Light siren ceased at about 1700 hrs. Some of the *Scol Spirit* crew came ashore to purchase stores. *Lilt* and *Boyo II* (yachts) arrived in the evening, anchoring overnight. *Polar Bear* left at 1800 hrs., the small motor boat leaving at about the same time. Temperature dropped in late after-

noon with a cooling N.E. breeze.

29th: Dull and misty. Two yachts, joined by *Andromeda* (from Dale, Pembroke, bound for Weston) left at noon. *Lilt* sailed at first light. *Gannet* arrived at 1045 hrs., with 4 day visitors and Dr. and Mrs. Watson and family, also Rev. and Dr. Thexton and family to stay. Fine and sunny, although some parts obscured by fog at times. *Balmoral* arrived at 1310 hrs., Mr. and Mrs. Don Shiers and family and Dr. Williams and family were passengers to stay. Mr. Jonathan Grainger arrived for summer holidays. Messrs. Terry Dymond, Robbie Robinson and Reg Lo-Vel went ashore. Mr. F. W. Gade, Mr. Ogilvie, and Mr. Grainger featured in a B.B.C. 5 minute programme

"Pick of the Week" introduced by Anna Perry. **30th:** Grey and overcast, occasional periods of sunshine. Light S.W. winds. Slight showers at 0830 and mid-afternoon. *Sea Wolf* arrived at 1145 hrs., followed by B.D.74 (both motor launches) at 1230 hrs. Eventually *Siglinde II* (Ilfracombe), *Figit*, *Ba-Cha*, *Sandpiper*, *Pouchel* (London), *Tinkatoo* (Hull), *Esperanza* (Pin Mill, Milford Haven) — all yachts — arrived. *Cleave Petrel* at her moorings, leaving at 1705 hrs., her last voyage under the command of Mr. Roy Glover, he having sold her to Mr. John Baker (Appledore). *Balmoral* arrived at 1330 hrs., leaving again at 1630 hrs. Wind S.W. 3-4. All vessels resumed, with the exception of *Esperanza*, *Tinkatoo* and *Scol Spirit*. Messrs. Stephen Wright and Michael Cordwell (Grenville College, Bideford) left on today's steamer, having given valuable assistance in Tea Garden and elsewhere during past few days. Church Service at 2045 hrs. (28). Heavy rainstorm at 2050 hrs.

31st: Heavy rain continuing during night and occasionally in the early morning — later becoming brighter. *Esperanza* and *Tinkatoo* sailed at 1215 hrs. on passage for Padstow. Wind N.N.W. 3-4 in evening and increasing.

AUGUST

1st: Strong N.N.W. wind during night, and gusting to gale 8 in morning. *Scol Spirit* up-anchored and moved around the island putting her de-salination plant into operation — resuming anchorage later. Sailings of *Gannet*, *Polar Bear* and *Balmoral* cancelled. Brighter in afternoon, although island surrounded by menacing clouds. Wind N. 5-6. *Marigold* (seasonal fishing boat) rocking to and fro at her moorings in the evening, later anchoring off Quarry Beach.

2nd: Aftermath of yesterday's weather prevented *Gannet* sailing. Offshore conditions improving. Wind N.N.W. 2-3. Afternoon and evening sunny but cold — N. wind. *Polar Bear* arrived at 1415, passengers including Mr. Bartholomew Smith (to stay) and a cargo of concrete blocks. Return voyage commenced at 1915 hrs. *Marigold* still anchored off Quarry Beach (giving her more protection from N. wind).

3rd: Beautifully sunny all day. Wind N.W., gradually backing S.W. 3-4. T.H.V. *Stella* anchored in Roadstead at 0900 hrs., preceded by T.H.V. *Argus* off the N. End. 40-001, relief lifeboat, arrived with 11,000 souvenir covers to be despatched from Lundy on R.A.F., Chivenor, Air Day (Saturday). *Balmoral* arrived with full complement at 1330 hrs. *Gannet* moored at 1430 hrs. *Cleave Petrel* arrived with Mr. John Baker, single-handed from Bideford. *Suebre*, yacht (Swansea) arrived at 1530 hrs., leaving for Watermouth at 1930 hrs. *Little Bittern* moored at about same time. District Officer Richards, H.M. Coastguards (Hartland) arrived with new life-saving equipment. Hoist and cable at S. Light being renewed by engineers from T.H.V. *Stella*. Yacht, *Perigee* (Hoylake), arrived during afternoon, sailing unobserved. Mrs. Don Shiers returned in *Balmoral* for hospital treatment. Mr. Phil Anfield (Bristol Channel Divers staff) also went ashore. *Alakiefile* (Snapdragon 26 class) from Newport, skippered by Mr. Alan Watts, anchored in evening.

4th: Heavy mist on top of island. Wind S.W. 6-7. T.H.V. *Stella*, *Scol Spirit*, *Cleave Petrel*, *Little Bittern*, *Alakiefile*, and one other yacht at anchor. Weather gradually improved, giving way to occasional bright sunshine. Wind

moderating. *Eminence* anchored at 1645 hrs. Sheep drive (for dipping) today. *Cleave Petrel* and *Little Bittern* left for Bideford at 2230 hrs. Wind W. 2-3 late evening.

5th: Dull at first, brightening later. Wind W.S.W. 2-3. *Gannet* arrived at 0815 hrs., with full complement, including Mrs. Helen Ramm and family (Tibbetts). Chivnor helicopter arrived at 0930 hrs. to collect Air Day covers. Remaining yachts sailed at 1130 hrs., on N. course. *Eminence* departed, also T.H.V. *Stella*, leaving an engineer to complete hoist and gantry work. *Gannet* left at noon. *Balmoral* arrived at 1345 hrs. Specimen set of Anniversary stamps removed illicitly from Church before arrival of steamer. Mr. and Mrs. N. Morrow (and poodle, "Podge"), Ilfracombe, arrived to take up appointments as accountant and nurse, respectively.

6th: S. Light fog siren commenced in the early hours, continuing until afternoon; heavy mist and drizzle obscuring island features. Wind S. 5-6. Small yacht in Bay, joined later by *Kamina* and *Sonja*, the latter having fouled her propeller (freed by members of the Bristol Channel Divers). *Balmoral* arrived at 1400 hrs., with Mr. and Mrs. A. F. Langham and daughters, Alex and Jenny, also Mrs. Parsons (Chairman of National Pony Society) and daughter, Philippa. Bright and sunny at 1730 hrs., but mist and low cloud returned later. S. Light siren recommencing for a short while. *Balmoral* departed with District Officer Richards on board. Church Service at 2045 hrs., conducted by Rev. C. Thexton (congregation 41). Clear night.

7th: Bright and sunny at first, then clouding over. S.S.W. wind 4-5. Two yachts in Bay, one (*Perinola*) remaining, the other leaving at noon. Visit of Their Royal Highnesses The Duke and Duchess of Kent, Prince George, and Lady Helen Windsor, and Royal party, including Mr. Jack Hayward, O.B.E., and Right Hon., Jeremy Thorpe, P.C., M.P., in the *Lundy Puffin* arriving at 1345 hrs., leaving again at 1745 hrs. (See full pictorial report in I.L.N. issue No. 9). The Venture Scouts from Derbyshire (camping) recovered part of the tail of the crashed Heinkel below the Earthquakes, for the Museum collection.

8th: Grey and overcast. Heavy showers after a blustery night. Gale 8 W. Two Belgian trawlers anchored, also *Perinola* — one trawler departing during afternoon. *Gannet* sailing cancelled. Strong winds persisting, with grey clouds scudding across the sky.

9th: Dull and overcast at first, but with visibility improving — by mid-morning pleasantly sunny. W. wind abating until calm in the evening. *Polar Bear* arrived at 0930 hrs., with a cargo of sand, and Mr. and Mrs. Morrow's furniture — passengers included Mr. and Mrs. Peter Cole and family. Return voyage at 1700 hrs., with the 4 Derbyshire Venture Scouts on board. Coastline exceptionally clear, fringed by a long line of coral-tinged cumulus clouds.

10th: Greyish morning, but with patches of blue sky. *Perinola* sailed unobserved. *Sarah Noelle II* arrived at 0845 hrs. Wind W.N.W. 1-2, cooler. Unpleasant supersonic explosion at 0943 hrs., shaking doors and windows. *Gannet* arrived with Mrs. Shiers returning from hospital treatment, Mrs. Mary Squire and family, Mr. Arthur Bealey, 2 day visitors, and Mr. Terry Bracher and colleague, also 2 tons of cargo. *Morning Star* (cabin cruiser from Gloucester) arrived at 11.30 hrs., also 2 yachts and the 44 ft. yacht *Marisco* (owned and sailed by Mr. T. J. Grant) — named after the Tavern; designed by Messrs. Holman and Pye and built at Penarth for ocean cruising, at a cost of £15,000. Also in the Bay the Australian yacht, *Weir* (registered Sydney, Captain Rodney Perkins), *Double Blue* (catamaran) anchored nearby. *Balmoral* arrived at 1330 hrs., with full complement, returning in late afternoon. *Lady Moyra* (launch) conveyed the S. Light hoist box and 2 engineers to the N. Light landing slip at 1645 hrs. The box, utilised to convey materials, was then brought back. Mainland sharply defined in the evening sunshine with superb cloud formations.

11th: A superb day, beautifully sunny with lovely clouds. Australian yacht, *Weir*, left at

0845 hrs. heading for Padstow. *Morning Star* and *Marisco* left mid-afternoon. Helicopter relief took place at 1645 hrs., the day having been changed from Saturday to Friday. One small yacht in the Bay, all others resuming.

12th: Bright and sunny at first, becoming dull and overcast. *Gannet* arrived at 1030 hrs., followed 20 mins. later by the *Polar Bear*, and *Cleave Petrel*; one small yacht flying the Welsh flag, at anchor. Mr. and Mrs. Jack Westcott and daughter, Susan, arrived to stay, and also Rev. and Mrs. D'Eath and family for Castle Cottage. Moderate N.W. breeze gradually becoming calm. Considerable swell on the West Side, the offshore pinnacle at Montagu Steps being frequently covered by massive breakers. Warm and sunny in the evening. Welsh yacht departed in the afternoon. *Gannet* left at 1700 hrs., with Dr. and Mrs. Watson and family, and Mrs. Ramm and family on board. In the late evening an exceptional atmospheric effect rendered Gallantry Bower (N. Devon) in great clarity, the cliffs standing out loftily, with the ripening cereal crops on the tableland above quite clearly visible to the naked eye. Re-rigging of the N. and S. Lights gantries completed. Laying of water pipe connection between the Old Light and Airfield Reservoir completed. Three R.N. Minesweepers off the West Side today.

13th: A pleasant day with intervals of haze during morning and afternoon. *Sea Wolf* and *Boxer II* arrived at 1200 hrs. from Ilfracombe, with Mr. Ron Machin aboard. Two R.N. Minesweepers anchored offshore at 1315 hrs., leaving in advance of the *Balmoral* arriving at 1445 hrs. Mrs. Ingrid Copland, Miss White, Mr. G. White, and Mr. and Mrs. Frank Elson were all day visitors. Mr. and Mrs. Longford and family arrived for Hammers, and Mr. Keith Hiscock and Miss Margaret Treble (Old Light). Two small yachts in the Bay (1, *Detuva*, en route from Clovelly to Barry). Mr. Arthur Bealey arrived for the day aboard *Cap'n Chris* from Clovelly. *Balmoral* left at 1710 hrs., and Mrs. Mary Edwards went on shore leave. Church Service at 2045 hrs., conducted by Rev. D'Eath (20).

14th: Fog siren commenced at 0600 hrs., continuing for 2 hours, then clearing to become sunny and cloudless all day. Cool, N.W. breeze sprang up at 1400 hrs., becoming N. 5-6 later. *Detuva* and companion yacht sailed in afternoon. Starlight night, very clear visibility.

15th: Bright and sunny after being hazy at first. *Gannet* arrived at 1220 hrs. (fairly turbulent landing, owing to the N.E. wind) with Mrs. Mary Edwards, Mr. Ivor Hopkins (for interview), 8 day visitors, and 1 visitor to stay. *Balmoral* arrived at 1320 hrs., but owing to beach conditions there was no landing and a tour round the island substituted. Six small yachts approached the shore — two, *Jungfrau* and *Finnis*, anchored for a while (from Portishead Yacht Club). After leaving Lundy, *Gannet* suffered engine failure about 8 miles out and radioed for assistance. *Polar Bear* came out and stood by until repair was effected and the vessel able to proceed at reduced speed. There were 12 passengers aboard — the weather being favourable, there was no danger. One yacht in Bay. Wind N.E. 4-5. T.H.V. *Argus* anchored during darkness.

16th: Fine, bright and sunny in morning until 1130 hrs., when clouds formed, later dispersing. Wind N.N.W., light, veering W. 3-4. Brown-sail yacht departed mid-morning. *Scol Spirit* unanchored at 0815 hrs., on a N. course, giving 3 farewell blasts on her siren (the British Dock strike apparently nearing settlement) having lain off Lundy for 24 days. *Polar Bear* at anchor, moving in closer at 0800 hrs., to land building materials. She departed at 1945 hrs., with Mr. Keith Hiscock on board. T.H.V. *Argus* off the N. End having discharged stores at S. Light in the early morning, and then anchoring in the Roads overnight. A quiet night with good visibility.

17th: Dull — heavy mist descended on the island. S. Light siren commenced at 0830, ceasing at 0950 hrs. Wind W. 4-5. *Rifo An* (Groningen), coaster in ballast, anchored off Sugar Loaf. T.H.V. *Argus* departed up to N.

End to continue rewiring of hoist, returning to her anchorage at 2100 hrs. *Rifo An* resumed at 1300 hrs. *Balmoral* arrived at 1400 hrs., with Mrs. Elizabeth Hubbard and son, Stephen, on board; also Mr. and Mrs. David Dyke, camping. *Gannet* arrived at 1430 hrs., with 6 day visitors, leaving again at 1900 hrs. Wind W.N.W. 2-3 — clear night; moon in first quarter. New "monastery" gate leading from Hotel to Millcombe completed and fitted by Mr. Peter Edwards.

18th: Bright sunny morning — strong N.W. wind. *Argus* moved once again into position at the N. End. New tubular metal gate fixed at the S. entrance to High Street, replacing a double-hinged wooden gate. Strong N. wind whipping up the sea in the Bay, becoming N.E. by evening.

19th: Beautifully sunny. Wind W. 2-3. *Loyal Governor* at anchor in the Bay. *Gannet* arrived at 1430 hrs., with Mr. and Mrs. Tony Marsh and daughter, Carlin. *Sara Kate*, yacht, at anchor. *Cleave Petrel* moored at 1545 hrs., staying overnight. About one hour later, three canoeists made landfall from Woolacombe — the passage taking 6 hours. The Rev. and Mrs. D'Eath and family left on the returning *Gannet*. Dark clouds approached the island from N.W. at nightfall, but there was no rain.

20th: Thick fog during morning. S. Light siren commencing 0700 hrs., ceasing 1210 hrs., and operating for a short period at 1230 hrs. Welsh yacht, "2261" anchored at 0500 hrs. *Polar Bear* arrived in the small hours with Mr. and Mrs. John Smith and their 3 daughters on board, to stay. *Loyal Governor* left at mid-day. *Balmoral* arrived at 1345 hrs. and left again at 1635 hrs., with Mrs. Catherine Blaxhall and Miss Jilly Dyke (on short leave) Mrs. Mary Squire and family. Mr. and Mrs. Longford and family and Mr. and Mrs. Peter Cole and family. Welsh yacht departed at 1630 hrs. Cabin cruiser, *Morning Star*, re-appeared, and a small red-hulled yacht anchored. A superb sunset, casting a brilliant brassy reflection in the sky — bright enough to permit only a fleeting glimpse. Church Service at 2045 hrs. 26 in congregation.

21st: Beautifully sunny — fairly breezy — N.E. wind. Landing Bay an uncomfortable anchorage, but *Sara Kate* remained with her nose to the wind and mizzen hoisted to steady her. At 1150 hrs. she departed, heading E. Other vessels had already resumed. Reslating of Millcombe outhouses commenced. Setting sun (through a mirage haze) took on a series of distorted shapes — at one time like a rectangular Chinese lantern — as it gradually disappeared over the horizon.

22nd: Gloriously sunny throughout. N.E. wind 2-3 decreasing to light airs. *Marisco* at anchor and one other yacht. *Gannet* arrived at 0945 hrs. with 10 day passengers, one new employee (Mr. Ivor Hopkins), and Mr. Arthur Bealey. M.V. *Balmoral* arrived at 1335 hrs. with a full complement (including Mrs. Blaxhall and Miss Dyke), and left again at 1635 hrs. *Gannet* left at 1300 hrs. *Polar Bear* arrived at 2245 hrs., with Mrs. Cherry Richardson, son and daughter. A fine, clear night. Bristol Channel Divers held a barbecue in the Cove.

23rd: Another beautiful day. *Polar Bear* at anchor overnight, moved in closer for the purpose of taking on board 276 lambs and 34 ewes. N.E. breeze 2-3 continuing. *Little Bittern* at her moorings. Loading of livestock completed by mid-day. *Marisco* left at 1400 hrs. on a W. course under full sail, making slow progress round Rat Island against the Race — she returned again at 1950 hrs. A small red-hulled yacht came in from N.E. at 1500 hrs. and anchored. T.H.V. *Stella* arrived at 1800 hrs. with stores for S. Light. Weekly Prom Concert in aid of Church Funds attended by 26 persons.

24th: Beautifully sunny day — cloudy at N. End, where T.H.V. *Stella* was lying off shore. *Gannet* arrived at 0945 hrs., with 9 day visitors and 2 to stay, also 3 tons of cargo. She departed again at 1600 hrs. *Bonnie Vie* (Cardiff) arrived at 1230 hrs., also one clinker built yacht. *Balmoral* arrived at 1330 hrs., with a full complement, including Mr. Victor Gray and Mr. P. J. Murrell (Paddle Steamer Society), Herr Hans Hausberger and Herr Georg

Schneider (former staff workers, from Alpbach, Tyrol, Austria), also Miss Lynda Thorne — all day visitors. *Balmoral* left at 1635 hrs., with Mr. and Mrs. Langham and family on board. *Fair Rosamond* (Milford Haven), Neptune class 33 ft., skippered by Mr. Southall, arrived. *Bonnie Vie* and clinker built yacht left at 1600 hrs. *White Swan*, from Saundersfoot, anchored in the evening. *Willy Nilly*, a traditional open-decked Northumberland coble, arrived from Bude at 2230 hrs., bound for Newport, Pembrokeshire — anchoring close inshore, the skipper and boy sheltered under a tarpaulin for the night. A beautiful evening and night sky. Full moon over Hartland connecting the island with a brilliant silvery path.

25th: Superb morning — slight heat haze — wind N.E. 2-3. *Stella* unanchored at 0655 hrs., and removed to N. End. *Willy Nilly* and *Marisco* left at 1030 hrs. in the face of increasing N.E. wind, 4-5, with large troughs and white billows. Some concern felt for the frailty of *Willy Nilly* heading into the wind, but *Marisco* appeared to be keeping in touch. *Fair Rosamond* and *White Swan* had already resumed. Accident, fortunately without injury, occurred at N. End. Haze reduced visibility to one mile at mid-day.

26th: A fine, sunny day, strong E.N.E. wind at times 5-6 — Landing Bay rough. *Gannet* arrived at 1200 hrs., and proceeded to Jenny's Cove to await an improvement, and at 1430 hrs., landed passengers (two boat-loads) at the Cove, it being possible for everyone to scramble over the rocks to the Landing Beach. *Gannet* left again at 1700 hrs. Yacht, *Inspiration* (Burnham-on-Sea) attached to *Marigold's* moorings at 1815 hrs. Cool in evening, strong E. wind 4-5 persisting.

27th: A dull, hazy day. Sun unsuccessful in breaking through the cloud. Bay rough — E. wind 4-5. *Polar Bear* arrived with feeding stuffs, timber and 2 Rayburn stoves — the latter not being landed, owing to unsuitable beach conditions. Passengers were: Mr. John Ogilvie and daughter, Kate, Mr. John Richardson and son, John, and Mrs. Judith Langford. *Balmoral* arrived at 1450 hrs., with Rev. R. C. Dixon, Mr. Peter Dixon, Mr. and Mrs. Peter Carder and family on board — no day visitors landed. *Cleave Petrel* arrived at 1500 hrs. and then anchored in Jenny's Cove. There were several departures — 13 aboard *Balmoral*, and 10 aboard *Polar Bear* — Mr. and Mrs. John Smith, Miss Emma and Miss Dido Smith, Mr. Bartholomew Smith, Mr. and Mrs. Jack Westcott, Miss Sue Westcott, Mrs. Elizabeth Browning, Mr. Ian Bainbridge (assistant to Mr. Nick Dymond), Miss Catherine Hubbard and Miss Sarah Hook (who had been camping for a few days) also remaining campers and climbers. Mr. Bartholomew Smith presented the Museum with a fuse-box cover recovered from the *Montagu*. Church Service conducted by Rev. R. C. Dixon at 1845 hrs. (23).

28th: Communion at 0800 hrs. (9). Wind E. 3-4 — overcast and dull. Mild. *Balmoral* arrived at 1310 hrs., landing not possible — 2 visitors taken off to stay, the vessel then cruising around the island before proceeding to Ilfracombe. *Cleave Petrel* still at anchor in Jenny's Cove. Yacht, *Dinky IV*, arrived from Bideford at 1600 hrs., the crew comprising a man with two wooden legs, a one-armed South African, and a lady! Calm evening. E. wind getting up again at midnight.

29th: Sunny, but with E. wind gusting 5-6. *Dinky IV* sailed early in the face of increasing winds. Trinity House flag flying at half-mast at N. and S. Lights in tribute to the late Prince William of Gloucester. *Balmoral* arrived at 1410 hrs., with Mr. and Mrs. Reid, Rhodesia (Mr. Gade's daughter) on board, who were conveyed to the Cove by Bristol Channel Divers' dinghy, a general landing not being possible, owing to E. winds. *Balmoral* then proceeded on cruise around the island, where Mr. Edwards, senr., was taken on board from Jenny's Cove via *Gannet's* punt — the first occasion within memory that a passenger had been taken on a Campbell Steamer from the West Side. *Gannet* landed 3 passengers at Jenny's Cove, later coming into the Bay as wind decreased, landing stores then departing

at 1800 hrs., with Rev. Dixon and Mr. Peter Dixon among the passengers.

30th: A beautifully sunny day — Cool, E. wind 3-4, subsiding by noon. *Polar Bear* arrived at 1300 hrs., leaving again at 1915 hrs. Wind increased again late evening N.N.E. Starlit sky. T.H.V. *Stella* anchored in Roadstead at 2000 hrs.

31st: A bright, sunny, cloudless day. Wind E. 3-4. T.H.V. *Stella* proceeded up to N. End from her overnight anchorage. *Gannet* sailing cancelled. *Balmoral* arrived at 1330 hrs. and cruised around the island, conditions preventing a general landing. Fourteen departing passengers (including Mr. and Mrs. David Dyke and Mrs. Judith Langford) were picked up before proceeding to Ilfracombe. A sunfish sighted in the Landing Bay. Wind died down in the afternoon, the sea becoming calm. A glowing late evening sun reflected on the spiralling gulls above the Bay. Red-hulled fishing vessel with square stern anchored at 1900 hrs.

SEPTEMBER

1st: A strong E. wind, gusting to gale 8. Sunny at first, but sea mist developed at 0900 hrs., soon clearing. Red-hulled vessel departed at 0830 hrs. in an increasing sea. Breakers prominent in Bay. Remainder of the day sunny and cloudless. *Gannet* arrived in the afternoon with 3½ tons cargo, including beer, groceries, and laundry, leaving again at 2030 hrs. Colour transparencies of Bardsey, taken by Mrs. Jane Strick and Mrs. Shirley Glover, shown in the Hotel kitchen. Auxilliary sloop, *Nandhi*, from Barry Port, anchored at 1945 hrs., Mr. D. C. Mansel Lewis (owner) in command. E. wind continuing at nightfall, 2-3.

2nd: Fine day, with considerable sunshine, clouding over in the evening. Wind still E., moderating. *Nandhi* left for Clovelly at 0800 hrs. Small unidentified yacht lying off Quarry Beach. *Polar Bear* anchored at 1530 hrs., followed by *Gannet* at 1630 hrs. *Polar Bear* brought 80 pints fresh milk, the "Long Life" ordered failing to materialise. Arrivals included Mr. and Mrs. Newton Jones and family, Miss Daphne Harman, and Mr. and Mrs. Peters to stay; Mr. Phiroze Dotiwalla, day visitor. Departees included Mr. and Mrs. John Richardson and family, Mr. and Mrs. Marsh and Miss Serena Smith. Mr. and Mrs. John Ogilvie observed a pair of blue sharks taking a spiral course on the West Side below the Old Light. Moderate E. wind at midnight.

3rd: Sunny all day until late afternoon, then becoming overcast. Bristol Channel Divers active on wreck of *Montagu*, using explosive charge. Church Service at 2045 hrs. (13). Wind increased E. 4-5 after darkness.

4th: Another sunny day, but very strong E. winds blowing to gale 8, moderating during the day. Rat Island caught on fire at 1620 hrs. (see report in I.L.N. No. 10, p. 6 — date incorrect).

5th: Sunny all day until evening. E. 2-3, moderating to light airs. *Gannet* arrived at 0945 hrs., with 2 passengers to stay, and 2 day visitors, Herr Horst and Frau Uta Schellhaass. Cargo included 60 pints of fresh milk. *Gannet* departed at 1400 hrs. *Balmoral* arrived at 1330 hrs., passengers including Mr. Robert Moulton with climbing party, Mr. David Spiegelhalter to camp, and Mr. Whale, day visitor. Rat Island still smouldering. Ship's bell and Trinity House Coat of Arms plaque from Hotel entrance steps removed for safe keeping to Museum store. *Balmoral* left at 1635 hrs. Miss Daphne Harman left today.

6th: Wind in a W. quarter — the first time for 17 days. Occasional sunshine — light W. breeze. Beautiful starlit night sky, virtually windless.

7th: Dull and overcast — some rain in the early hours. Wind S.W. 2-3. *Mazura*, yacht (Plymouth) arrived in the morning. *Gannet* arrived with 6 day visitors, including Min. of Ag. Vets. Six visitors to stay. Three tons of cargo including "Long Life" order. Mr. Tony Vickery arrived to stay, also Mr. Philip Jebb. *Balmoral* arrived at 1330 hrs. (passengers including Mr. Jack Dickens and Mr. Whatley, for the day). Rainstorm preceded her departure

at 1635 hrs. T.H.V. *Stella* at anchor in the afternoon, leaving at 1625 hrs. Mr. and Mrs. Derek Sach and Mr. and Mrs. Norman Morris staying on the island.

8th: Dull and overcast, with continuous rain during preceding night and for most of the day. Wind increased to gale 8 N.E., with a short lull at 2300 hrs.

9th: Heavy cloud with intermittent sunshine after a stormy night. *Polar Bear* arrived at 1110 hrs., with Mrs. Ruth Harman Jones, Miss Marion Harman Jones, Miss Inez Harman, Mr. and Mrs. Montagu and Miss Inga Smith. Leaving today, Mr. and Mrs. Peters, Mr. Philip Jebb, Mr. and Mrs. Norman Morris, Mr. and Mrs. Newton Jones and family. Beautifully sunny after mid-day, but a strong N.N.E. wind 4-5 blowing. 40.3mm recorded on the rain gauge at Stoneycroft, by Mr. John Ogilvie at 0830 hrs.

10th: Bright, sunny day — N.N.W. 3-4. *Cleave Petrel* arrived at mid-morning, later *Ru-Cha*, catamaran *Solaire II*, and *Sea Melody*. *Balmoral* arrived at 1445 hrs., departing again at 1705 hrs. Mr. Paul Munton, Miss Josephine Torquet, Miss Nicola Wickham, sister and friend arrived. Mr. and Mrs. Grainger and Tom went ashore. Church Service at 2045 hrs. (10). Superb sunset — long banks of receding clouds ranging from grey to salmon-pink, set against a pale blue-green sky.

11th: Bright morning with sunshine, but a lot of cloud. Wind 3-4. Water supply to Signals failed. A fine sunny day throughout. U.H.F. out of action.

12th: Wind N.W. 3-4, overcast, with occasional sunshine. Notable for beautiful cloud formations and exceptional clarity of the mainland, especially Hartland. *Polar Bear* arrived at 1215 hrs., with Mr. Martin Harman Jones on board. *Balmoral* arrived at 1325 hrs., with Mr. and Mrs. Grainger on board, having seen Master Tom Grainger admitted to Exeter Cathedral School. *Balmoral* left again at 1635 hrs., with Mr. and Mrs. Montagu, Miss Inga Smith, and Miss Marion Harman Jones; also Mr. Robert Moulton and climbing party on board. *Panacea III* (sailing yacht from Thornbury Sailing Club) arrived at 1600 hrs., leaving at 1820 hrs., for Ilfracombe. Reserve lifeboat 44-001 came into the Bay, cruising around boats at 1625 hrs., and then setting course for Clovelly Roads. *Polar Bear* departed at 1930 hrs., with stallion "Ricky" and mare "Ella".

13th: Cloudy, but bright, occasional periods of sunshine. Wind N.W. 4-5, becoming N.E. during morning and continuing all day. Heavy shower in afternoon — cool. The last of the Lundy Proms at 2030 hrs. 15 attended. Locked the Church doors in anticipation of the E. winds increasing. A fine, clear night. U.H.F. link restored today.

14th: Wind N.E. 4-5. A pleasant day, cool at first, gradually becoming warmer as the wind decreased. *Balmoral* arrived at 1335 hrs., but unable to land any passengers — a cruise around the island was substituted. *Polar Bear* arrived at 1230 hrs., leaving again at 1830 hrs. Whilst in the Bay, the *Balmoral* requested the assistance of a diver when reaching Ilfracombe, as it was thought that something was entangled in her propeller.

15th: A beautiful sunny day. Wind N.N.E. 2-3. 44-001 arrived at 1210 hrs., anchoring, and departing at 1515 hrs., in the direction of Clovelly Roads. A quiet evening with a brilliant half moon at nightfall. The culvert above Golden Well crossroads dug out by Mr. Keith Blaxhall and Mr. Garry Harnett — there had been a seepage running down the road for several weeks from this area. Mrs. J. Dyke commenced decoration of the Church for Harvest Festival on Sunday.

16th: Dull, overcast morning. Wind W. 3-4. *Polar Bear* arrived at 1430 hrs. with Miss Marsh, Miss Edna Spratley, Dr. and Mrs. Ruddock, Mrs. Parsons and party (Little St. Johns), Mr. Barratt and party (Castle), and District Officer Mr. Dick Richards (Hartland Coastguards). Cargo included asbestos sheets. *Cleave Petrel* arrived at 1500 hrs. *Lady Moyra* (launch) left for Ilfracombe in the afternoon. *Polar Bear* left at 1800 hrs., passengers including Mrs. Ruth Harman Jones and Mr. Martin

Harman Jones. Attractive evening sky northwards; banks of towering steel-grey clouds stretching from the West Side; smaller, lighter coloured clouds superimposed on this background. Visibility exceptionally good. Virtually windless.

17th: Intervals of sunshine at first — gradually becoming sunnier — Lundy being much favoured, as it was dull along the mainland coast and to westward. *Cleave Petrel* left at 0930 hrs. Rocket drill under the tutorship of District Officer Richards commenced at 1000 hrs., adjacent to the newly erected Coastguard Hut. Ten males appointed to the team, comprising Messrs. "Dave" Davey (No. 1), Arthur Brown, Reg Lo-Vel, Colin Taylor, "Robbie" Robinson, Syd Allen, John Ogilvie, Keith Blaxhall, Ian Grainger, John Stockwell, and Jim Webster. *Balmoral* arrived at 1335 hrs. Betty Hindson and Miss Pat Dunthorne came for the day. Miss Sue Marsh and party arrived to camp. Mr. and Mrs. Ashton Davis and the Rev. R. C. Dixon came to stay. Harvest Thanksgiving Service at 2045 hrs. (29) — Floral and vegetable decorations contributed by Mesdames Blaxhall, Davey, Dyke and Stockwell, and Mr. John Ogilvie.

18th: Holy Communion at 0800 hrs. (8). Fine, sunny day throughout — exceptionally warm in sheltered areas. Wind N.N.E. 2-3, freshening late evening. Messrs. Robinson and Harnett repairing broken water culvert above Golden Well.

19th: Overcast and dull — considerable cloud. Wind E. 3-4, clearing to become beautifully sunny. *Polar Bear* and *Gannet* both laid up. *Balmoral* kindly conveyed the mail — landing of passengers seemed uncertain, but on arrival at 1320 hrs., the sea had calmed down. Day visitors included Miss Hazel Lundy from

Maine, U.S.A. Captain Wide, Master of the *Balmoral*, came ashore for the first time. Other arrivals to stay included Mr. Adam Smith and Mr. William Joll. Amongst those leaving were Miss Inez Harman, Mrs. J. Dyke, and Rev. R. C. Dixon. Small fishing vessel arrived at 1930 hrs., but finding the Bay untenable owing to increasing E. wind, moved off in an E. direction.

20th: Fine and sunny all day. Wind N.E. 2-3, veering S.E., becoming calm by evening.

21st: Beautiful sunny morning — the sea aglow with the sun's bright orange reflection — light airs. *Polar Bear* arrived at 0845 hrs., and left at mid-day. T.H.V. *Argus* anchored at 0900 hrs., leaving for Milford Haven with Mr. Colin Taylor en route for Bardsey. *Balmoral* arrived at 1320 hrs. Mr. John Dyke went on shore leave on return journey. Mr. and Mrs. Ashton Davis and Mr. Richard Rolt also left today.

22nd: Log kept in editor's absence by Miss Jilly Dyke. Fog siren, S. Light, commenced 0530 hrs., ceasing at 0745 hrs. A lovely sunny, but misty day. Wind E. 3, increasing 4-5. Mr. and Mrs. John Ogilvie and family moved from No. 1 Barton Cottages to "Stoneycroft".

23rd: *Gannet* and *Polar Bear* arrived at 0945 hrs., and proceeded to Jenny's Cove to await an improvement on the Beach, where stores were unloaded in rough conditions at 1400 hrs. *Cleave Petrel* arrived, but didn't stay.

24th: Wind E. 3-4. Sunny, windy day. No sailings.

25th: E. 4-5. Dull, wintery morning, brightening mid-day to become a lovely sunny afternoon. Bull Point light and fog signal inoperative due to cliff subsidence — reported by Ilfracombe Radio at 0934 hrs. Superb harvest moon appeared over the horizon at nightfall.

26th: Wind E.S.E., sunny and warm. *Gannet*

broke down on approaching Lundy and was cast onto the Race off Rat Island. The launch, with Messrs. Peter Edwards and Dave Davey on board, went to assist, but were prevented by conditions from taking the boat in tow — eventually the engines were restarted and she successfully reached her moorings. *Balmoral* arrived at 1330 hrs., sailing again at 1635 hrs. *Gannet* left at 1700 hrs.

27th: Wind variable 1-3. *Little Bittern* arrived in the early morning, leaving again at 1600 hrs. *Polar Bear* arrived at 1100 hrs., with a mixed cargo, including cement, calor gas, and beer. *Balmoral* arrived at 1325 hrs., on her annual cruise from Tenby, leaving again at 1745 hrs. *Polar Bear* departed at 1700 hrs. A sunny and warm day. *Marigold* picked up her moorings and left in the late evening.

28th: Very little wind, hazy — sunny after mid-day. *Gannet* arrived at 1230 hrs., with Mr. Arthur Bealey and 3 rams. *Polar Bear* anchored at 1245 hrs. bringing Pony Society Committee members, also Mr. Christopher Price and Mr. and Mrs. Tim Keigwin for the day. *Balmoral* arrived at 1305 hrs., leaving again at 1650 hrs. *Gannet* departed at 1745 hrs., together with *Polar Bear*. Mr. Adam Smith and Mr. William Joll left. Mr. John Stockwell's half centenary today.

29th: Wind S.E. 3-4. Sunny. Pony branding commenced this morning.

30th: Wind S. 6-7. Sunny, autumnal day. *Gannet* arrived at 1400 hrs., *Polar Bear* at 1430 hrs., Mr. and Mrs. Hogben, and Major Peter Bellers to stay. Both vessels left at 1730, departees including Miss Spratley, Mr. and Mrs. Rogers, and Pony Society members. *Cleave Petrel* arrived at 1400 hrs. Unidentified boat in the Bay at 2000 hrs.

PERSONAL VIEW

by Adela N. Key



10.50 a.m. on 10th August, 1972 - a beautiful day — and just how beautiful we were yet to find out. We were anchored off Rat Island, Lundy. I went ashore in a dinghy rowed by a friend, and found a place where I lay for a short time watching the Gulls spiralling on the thermals of warm air — some were so high they appeared to be mere specks of floating white dust.

The *Balmoral* arrived, bringing 700 people from Ilfracombe to the island, and the beautiful silence was broken as excited trippers came ashore in the launches, to see for themselves the charm of Lundy — I hope that they all experienced the magic of the island as we did. Soon after the trippers started to arrive I returned to the *Morning Star*, an M.F.V. owned by Ian and Simon Kemp, which had brought us here.

When evening came we decided we should pay a visit to the Marisco Tavern — a charming place. It was from this moment when we landed and commenced the long, winding climb to the Tavern that I realised just how beautiful Lundy is. It has an almost Moroccan-Spanish air about the scenery, and perfume from the honeysuckle and bracken pervaded the air; a cool breeze blew off the sea, and I felt happy to be there; no traffic noise, just the gentle whisper from the sea, which was so clear that you could see the bottom from the cliffs.

The next day we returned to the island and walked over the cliffs soaking in the lovely sunshine, which enhanced everything we saw. I shall always remember the guineafowl and bantam hens and cockerels, all strutting about freely, and I thought how lucky they were the island is kept in such a beautiful balance that all creatures can have a natural existence, even man, if he is fortunate enough to live on Lundy.

I will most certainly return for a holiday. I was so impressed by the absolutely relaxed atmosphere of the place and its ability to cope with 700 people and still seem unhurried or worried by commerce, which dominates so many of us on the mainland. My sincerest wish is that Lundy stays this way; with no Yachting Marinas to pollute the sea, or commercial ice-cream kiosks spring up, bringing with them sticky sweet papers and other litter.

I was truly impressed with the island, and even supposing the perfect weather we had was just a fluke, I would be happy to walk round in the rain (properly dressed, of course). This visit to Lundy will be two of the days I shall remember the longest and treasure the most, and I should like to thank all the kind people we met there who were so helpful.

By the way, when we returned to Ilfracombe we were lucky enough to see a Dolphin!

Letters to the Editor



The Editor,
Dear Sir,

May we dispose once and for all with the legend that Lundy Granite was used in the construction of the Thames Embankment, which I am very sorry to see repeated by Kevin Crossley-Holland in his recently published "Pieces of Land".

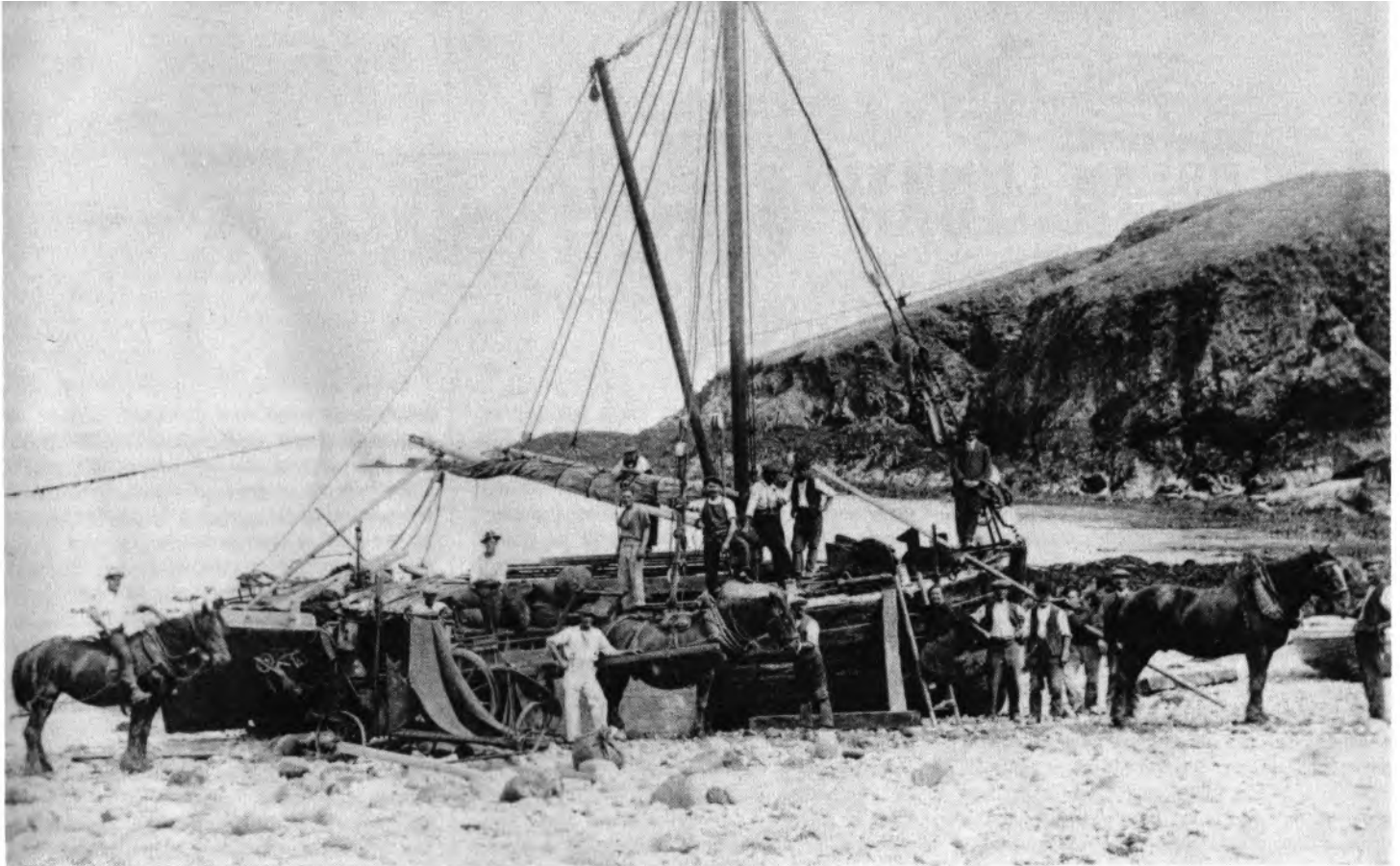
I quote from the *Western Mail* of 9/8/06, in which a report is given of an interview with the Rev. Hudson Grosett Heaven. Mr. Heaven said: "The Company" (i.e., The Lundy Granite Co.) "took a large contract for supplying granite to the Thames Embankment and sent up a specially picked stone as a sample. This was accepted, and some of the stones from this island are in the foundations of Westminster Bridge today. They were pressed to supply stone according to sample, but they sent an inferior stone, and the contract was cancelled".

The late Mr. A. E. Blackwell made enquiries from the Chief Engineer of the then London County Council concerning the granite used in the construction of the Embankment, and was informed that the granite used came from Ross of Mull and from the Dalbeattie Quarries in Kirkcudbrightshire.

Yours &c.

MYRTLE LANGHAM

1 Furzefield Road, Reigate, Surrey.



The photograph, taken on the Landing Beach, shows the 'Tetty Barge' unloading the reaper-binder featured on the cover of I.L.N. No. 9.

The lady standing on the ladder (right) has been identified as Miss Grace Bailey of Ilfracombe.

The Editor,
Dear Sir,

The enclosed print shows I. Baker & Son's "TETTY BARGE" on the beach at Lundy during the year 1919 (I am afraid that there is no more accurate date than this).

The name on the cart board is A. L. Christie — Lundy Island — this may enable you to confirm, or otherwise, the year.

The earliest note I have regarding the barge is that contained in a snapshot of Brunswick Wharf, Bideford; or rather Restarrick's Boat-building Yard, just after my Grandfather, John Cook Baker, had bought it in 1884. The barge is shown tied up alongside a small trading ketch. I have also in my possession a snapshot of the same barge on Spratridge gravel bank off Appledore in 1934. It was subsequently broken up in 1944.

Returning to Baker's dealings with the island; I am told that the 'Tetty Barge' did at times sail the entire distance on its own, but more often it was towed, possibly by an Appledore tug, and Mr. Gade may be able to confirm this by the 'Lerina', when she was bought.

I remember being at Brunswick Wharf on several occasions before the war, when the 'Lerina' would come alongside with horses or cattle from the island to be discharged by our steam crane. The animals would be corralled in the yard and subsequently either driven along Barnstaple Street into railway trucks at the goods yard, or taken away by lorry — the mess was considerable!

A copy letter from my Grandfather to the then island Agent is also enclosed. Unfortunately the Company records were destroyed by enemy action whilst in the safe custody of our auditors at Plymouth in the early part of the war, so I cannot throw any light on the nature of the business done at that time, but sufficient to say that I. Baker & Son were Coal Merchants,

Building Material Merchants, Lime Burners, and Monumental Masons — not to mention wharfingers and hauliers.

Yours sincerely,

JOHN R. BAKER,
"Lynch", Churchill Way, Appledore.

"Bideford,
Sept. 3rd, 1892.
Dear Sir,

We herewith enclose Statement of goods etc. and cash: Mr. Mathews was here this morning and had a copy of the same.

I was very sorry did not see you the other day when I was over to Lundy. I had a gentleman with me that wanted to go to the North end which we made for at once making sure of seeing you on our return.

We did not get back until rather late when I made enquiries for you of Tom Jones who I understood said you had gone down to the beach.

Was much disappointed to find I had made or rather Jones had made a mistake.

If you should require any more help and will let me know I will do my best to get such for you.

Yours truly,

(signed) Jno C. Baker.

Mr. Seldon,
Lundy Island.

P.S. Just received word by Postboy who took Mr. Mathews to Appledore that Cox was coming up on Monday for 35 sacks more of cement.

J.C.B.

N.B.: (a sack of cement in those days was 200 lbs. net weight).

(Mr. Gade confirms that the 'Tetty Barges' were quite capable of making the journey to Lundy on their own, and he believes that the "Lerina" was bought in 1919 or 1920).



The Editor,
Dear Sir,

5/12/72

My husband took a trip to Lundy, September 1970, and it was very rough. His Aunt, Mrs. Mabel McKeog, went along with him — she was 88 years old at the time.

Mrs. McKeog's father (Mr. Davis) was a blacksmith on Lundy when she was a young girl, so she was most eager to do this trip.

Now 90 years old, Mrs. McKeog lives with her sister, Miss Annie Davis, 88 years old, at 37 Lime Grove, Bideford.

The snap enclosed was taken on Lundy during the trip — Mrs. McKeog on the right, and Mrs. Dorothy Taylor, Dance Teacher from Westward Ho! on the left . . .

Yours sincerely,

HILDA SAUNDERS (Mrs.)
94 Lime Grove, Bideford.

17th August, 1922

THE LURE OF LUNDY

A Week-end on "The Restful Isle"

FIRST ARTICLE

IT is really wonderful how many North Devon folk have lived within sight of Lundy Island—which stands like a sentinel in the wide approach to the Bristol Channel—or have, at any rate, lived within a few hours journey of the Isle, and have never set foot upon its shores. Some few, comparatively, have taken the opportunity and have added to their store of happy recollections, something which, like any other thing of beauty, is a joy for ever: still more have paid their steamer fare and cruised a while around the wave-lapped rock: but by far the largest number of the people of the North Devon mainland have (like myself until recently), felt the lure of Lundy, but have not responded to its call.

I confess that the only consideration that had held me back was the persistent idea that the attractions of the Island were negligible, and the accommodation for visitors nil. It was with something of this feeling that I undertook last week to take a trip to Lundy Island on the inaugural voyage of the newly equipped motor launch, the *Lerina*, skippered by Captain Dark. The *Lerina* is the first boat of its kind to ply in the public service, equipped as she is with powerful motors and with sails, which can be used when necessary. The arrangements on board are all that could be desired, there being ample seating and deck-chair accommodation for 200 passengers on the river service (between Bideford and Barnstaple) and over 80 passengers for the open sea. With her hull painted white with gold lines, and her rigging gaily decorated with many-coloured flags, the *Lerina* presented a fascinating and wholly pleasing appearance as she came down the Torridge towards Instow where, on Saturday morning, I boarded her in company with a number of other invitees from Barnstaple. The Mayors of Barnstaple and Bideford were among the invited (but the former was prevented by previous engagements from taking the journey), and those on board included, in addition to the newspaper representatives, of whom I was one, Superintendent R. S. Eddy (of the Braunton Divisional Constabulary), Messrs. W. Dunn, J.P., L. H. Alford (Horridge), H. F. Hagley (Barnstaple), T. E. Allan (Bideford), J. Douglas Calder (Barnstaple), H. Padfield (Barnstaple), and others to the number of about 60. The invitations were issued by Mr. C. H. May of Shirwell, the lessee of Lundy Island, with the view of demonstrating to a representative body of men of the district the practical possibility of the new craft and the claims of Lundy Island on the visitor who is seeking beautiful scenery and a restful holiday. The *Lerina* is fully licensed by the Board of Trade for passenger traffic, and her owners will run a frequent and regular service of trips to and from Lundy, and also (as previously mentioned) a series of river cruises between Barnstaple and Bideford and intermediate places of interest.

We arrived at the Island about 2.30 p.m., and the large party disembarking enjoyed a thoroughly good luncheon at the Manor House Hotel (managed, like the nearby villa annexe,

with conspicuous success by Miss Sage). The hotel was the first of the many delightful personal surprises of the visit—for, in my ignorance, I had always imagined the only house, even remotely resembling a hotel, would be, perhaps, a small inn. Judge my feelings when I discovered the one-time Manor Farm House superbly situated on the eastward slopes of the Island constituting a modern and completely equipped hotel with everything in the way of service and comfort that one expects from a place of its class. The catering was particularly good—and this, despite the fact that our party descended upon (or, I should say, ascended to) the hotel at short notice. Nearby there is a commodious tea-room reserved for non-resident visitors.



Miss Sage with Pam and Spot. Sketches illustrating this article are taken from the late Miss Sage's photo album, with the kind permission of Mr. Cowd.

Personally, I decided to stay upon the Island over the week-end, instead of returning in the evening with the rest of the *Lerina's* passengers, so that I could test for myself (on behalf of the *North Devon Journal*) the claim of those who know, "that Lundy is a spot which, with the increased boat service now available, is destined to become more and more popular in the summer season." On the day of arrival the fog had been somewhat thick, but on awaking on Sunday morning I found the scene transformed—for glorious sunshine lit up the Island and the sea around it, and the view from my window was indefinably entrancing. After a hearty breakfast of ham and eggs—produce of the Island—I commenced my exploration of what I now know to be an Island that is almost fairy-like in its rugged charm and variety of scenic interest. Not one moment during my four days "trial holiday" did I find dull, and my fixed intention is to renew my acquaintance with its natural attractions and its hospitable inhabitants whenever fortune favours me in this way.



Landing stores in the early twenties. Capt. Fred Dark in trilby hat. M.V. "Lerina" in the background.

The south end of the Island (on which the hotel is situated) was the first part to be explored. There was just time before the morning service at the delightful granite Church of St. Helena (of which I shall write more anon) to walk around the south end, with its beautiful white lighthouse gleaming in the morning sunlight perched upon the little headland, and as I looked down upon it from the heights above, and viewed the calm blue sea around, it seemed as if nothing could possibly be more peaceful and soothing. Yet the lighthouse keeper and the coastguards, and the hardy people of the island, will tell you many a tale of Lundy's more serious and boisterous moods in the wintertimes. Close by are the ruins of the ancient keep of Marisco Castle—and enquiries as to its origin lead one naturally to a survey of the history of the Island itself. So essentially romantic is the story—which I was able to learn from a privileged perusal of papers written in 1871 by an uncle of the present Rector's wife, and placed at my disposal by the courtesy of the Rector, the Rev. H. H. Lane, who throughout my stay upon the Island was the very soul of hospitality and friendliness, and others written only this summer by a distinguished natural historian and botanist, Mr. Lewis R. W. Loyd.

SECOND ARTICLE

I discovered then that Lundy resembles somewhat the shape of an oakleaf—the stem being formed by the Peninsula of Lametry and Rat Island (where the once common black rat survives), at the South East. Except this corner, which is of soft friable shale, the whole island is of granite, and is probably a volcanic projection. The cliffs are high, and in most places inaccessible, but at the south east is the landing place, a beach sheltered by the outlying armlet of the Lametry, and here the road carried up the face of the cliff leads to the Down on the summit of the Island through a little valley overlooking the sea. The Island, now the property of Mr. A. L. Christie, of Tapley Park, Instow, and leased to Mr. Charles H. May, of Shirwell, was known to the Greeks and named by them "Hercules Island"—just as Hartland Point yonder was named "Hercules Promontorium" . . .

If you want to forget for a while about trams and "tubes" and income tax—go to the sea-girt haunt of the puffin and the gull, which for too many of us has been so near and yet so far . . . The Old Lighthouse, standing on the highest elevation of the Island is 99 feet high. Built of solid granite, at a cost of £36,000, and made to weather 1,000 years of storm and tempest, this magnificent building was abandoned in the same year as the Church of St. Helena was built . . . Today it is a day-mark only, and from the empty lantern-house the visitor may get a wonderful panoramic view of the Island from North to South, and will



Mr. Herbert May
aboard the "Lerina".

see much of its purple and white heather and furze and bracken-clad slopes, its wide stretches of springy green turf, its sheltered and verdure-covered hollows overlooking the blue ocean.

Lundy has never heard the sound of a motor-horn; not even the ubiquitous Ford has traversed its wild "Main Road", which has to be marked out by huge slabs of granite at intervals of about 30 yards so that you can recognise it is the road. But Lundy is not a backward spot at all; aeroplanes have landed on its green spaces, and already arrangements are being made for the installation of wireless listening sets — one for the Hotel, and probably another one for the use of the Rector. By next season it is expected that a golf course and tennis courts will be laid out, and these will undoubtedly add to the attractions of the Island. A school is being opened within a week or two and will be conducted by the Rev. H. H. Lane, in a delightful and ideal little school-house below the Church, and looking out towards Barnstaple Bay. There are Post Office, Telegraphic Office, telephone, and a miniature Selfridges which has an all-round stock of



Mr. R. Tuck, Farm
Balliff in the early
twenties, emigrated
to Australia to take
up sheep farming.
Relatives inform us
that he is now living
in retirement in
Greenmount,
Western Australia;
still cherishing happy
recollections of
Lundy.

goods dry and wet. The farm is splendidly stocked with Devon cattle, sheep, pigs, and poultry — and I am not surprised to learn from an old gazeteer that Lundy is famous for its butter and fishing.

I cannot close this story of my experimental visit to the "ideal Island Kingdom" without expressing my honest conviction that Lundy is bound to attract more and more seekers after the ideal restful holiday. There are no pierrots, jazz dances, or even brass bands there; but there are simpler and happier and more glowingly-healthy diversions in plenty; there is scenery which cannot be easily surpassed anywhere; there is ideal bathing and fishing and shooting; there is unique hotel accommodation; there is welcome and happiness in the very breezes that blow over and around this Island of Delights.

ARTHUR J. MANATON

THIS · MADE · NEWS

75 YEARS AGO

January 8th, 1898. (*Ilfracombe Chronicle*).

On Wednesday, at the Devon Quarter Session, the jury found James Binding, diver, "not guilty" on a charge of stealing copper steam piping from the ship *Salado*, wrecked at Lundy Island, and he was discharged.

* * *

The bells of the new Church, St. Helen's, at Lundy Island were heard for the first time on New Year's Eve, when the Old Year was tolled out and the New Year rung in, under the direction of Mr. Bussery, who is superintending the erection of the bells for the founders. The bells are a maiden peal of eight, the tenor weighing fourteen hundredweight.

January 22nd, 1898.

Lundy Island: A prospectus has recently been issued of the Lundy Granite Quarries Company, Limited, which has been formed for working these quarries. The capital has been fixed at £30,000 in £1 shares, and among the directors we note the name of Mr. D. W. Wise, R.N., of Rosemead, Ilfracombe. The directors anticipate an output of 24,000 tons of granite per annum, which would produce an income of £25,000. The net profit, after paying six per cent interest on the preference shares, is set down at £3,180, which would admit of a 15 per cent dividend on ordinary shares and a surplus for reserve fund. We understand the capital is being rapidly subscribed.

* * *

Lundy Island: Lundy Island; wild, dreary in the winter, but increasingly beautiful in the summer months, is (says the *Plymouth Mercury*) yearly visited by hundreds of tourists for its romantic beauty. As the steamer approaches the island, the latter rises in the distant horizon as a tower out of the sea, and, getting closer, it is seen to be a mass of granite some miles in circumference. It is in the latter respect that the island may, in the not distant future, rise above the insignificance by which it has been characterised for nearly a century. The granite, of which this spot is entirely composed, is known to experts as of very fine quality, in fact, as good as can be obtained in England. Many years ago a company started with the intention of developing "Granite Quarries", but the expense entailed in clearing away the deads and "rotten granite", and erecting an expensive "jetty" proved too heavy for its resources, and the project failed. Revived interest is now being taken in these quarries, and in North Devon, at Bideford more especially, there is good reason for crediting a rumour that the quarries are to be re-opened — a new company being started with a capital of some £30,000. This company would not meet nearly so many obstacles as the last one, the quarries being almost ready to work, and the proposal is to finish the granite entirely on the island instead

of sending it across to the mainland. The old company, it may be mentioned, supplied the whole of the granite of which the well-known Thames Embankment, in London, is constructed,* and many testimonies to its excellent quality have since been obtained.

* (See "Letters to the Editor", page 18 of this issue).

50 YEARS AGO

February 17th, 1923. (*Hartland Chronicle*).

Father Christmas paid a personal visit to every home on Christmas afternoon, even to the North End Lighthouse. On the three miles tramp, he tucked his costume under his arm for it was blowing hard.

Bad weather prevented the motor boat *Lerina* from making her trip to Lundy with the Christmas mails until Tuesday, the 26th.

February 17th, 1923.

Miss Sage entertained all islanders to a party on Boxing Night. This was much appreciated. She also allowed the Manor Hotel to be used for a similar gathering on New Year's night, when the Rector and his wife issued invitations.

Watch Night was observed in the Church. The walk homewards in the broad moonlight was unforgettable. There were several visitors on the island and from every appearance they thoroughly enjoyed themselves.

Lundy Island has had a football match, thanks to the "mainlanders" who are working on the island and their eagerness for a contest. The result was four against one in favour of the "mainlanders", but it ought to be known that the island lent their opponents two of their best men. However, the position was reversed a few days later, when Lundy was victorious by two to one, but the "mainlanders" in this case were a man short.

Mr. W. T. Williams, Hon. Sec. of Northam A.F.C., pens me the following: "The result of the match between Northam and Lundy I. on Lundy, was a win for Northam by two goals to one, our scorers being Davey and Withecombe. Sanders in goal, and Rendall at back both played great games. One kick from Rendall resulted in the ball being put over the cliff. The game was played in a very sportsman-like spirit, and no doubt it is only the first of several that will be played between the two teams".

* * *

There were twenty entries for a recent bagatelle tournament. The first prize was won by Mr. Maskell of the South Lighthouse, and the second by Mr. Lang, the Storekeeper.

* * *

The Appledore motor lifeboat was put to its severest test since its commission a few weeks ago when, in the early hours of Sunday morning, Jan. 14th, a call was received to

50 YEARS AGO

proceed to a vessel supposed to be ashore on Lundy I. The island is 18 miles from the Bar. and the lifeboat was launched at 6.30 a.m. in foggy weather, proceeded to Lundy, made a careful search, and then returned, completing a distance of about 50 miles. The news which came was that the S.S. *Kirktown*, stated to be owned at Cardiff, a steamer of 1500 tons register, was reported to be ashore on Lundy. The first intimation was received by wireless at the Land's End Wireless Station, and transmitted by telephone and cable to Lundy. Investigation on the island failed to show any trace of the vessel and a message was sent from Lundy to the Coastguards at Appledore and Clovelly. The rocket apparatus on the island was taken all round the coast, a perilous procedure in the darkness, but without any signs of a vessel being observed. In the meantime, the Appledore motor lifeboat went out on its errand of mercy. The call for the crew brought large numbers of the inhabitants to the slip to see the lifeboat launched. She reached Lundy I., searched the coast, and was back at her moorings at 2 p.m., a fine performance for a boat whose speed is not supposed to be more than 7½ knots. Coxwain George Craner, in conversation with a press representative on his return, spoke in high praise of the performance of the boat. They encountered thick weather, he said, but when they reached Lundy about 8.45 a.m., the fog lifted. In Lundy Roads they spoke to a Coastguard reporting that their search had been futile. They spoke to a trawler, but the crew of that vessel did not know of anything having taken place. The lifeboat carried a crew of nine, all of which expressed satisfaction with the behaviour of the vessel. The fact that Lundy was picked up in such a short time in such thick weather is a tribute to the seamanship exercised, which will be readily appreciated by those who know the Bay in thick weather. Throughout the night there had been heavy fog and the Lundy fog signal was being fired.

On Sunday morning another message was received stating that the wireless message received first was an error, and instead of "Ashore on Lundy" it should have been "Caldy" (off Tenby, S. Wales). On Sunday night information was received at Appledore that the *Kirktown* had gone ashore at Porthcawl but it afterwards proved the vessel that grounded there was the *Mildred Powell*.

KEEPING YOU POSTED

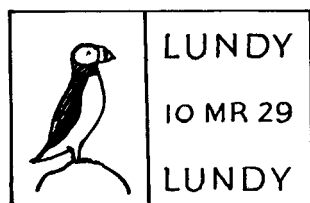
LUNDY PICTORIAL CANCELLERS

by Barry Chinchin

The first canceller used by the Lundy local post was a rectangular metal die depicting a puffin standing on a rock. The date was changed by unscrewing the handle and inserting various metal slugs. There were at least two dies of the frame, wording and design. One seems to have been on Lundy since 1929. The other was probably used by the wartime Lundy Philatelic Bureau in Northamptonshire and was later kept in Mr. Harman's London Office. The dies differ in the position and shape of the rock on which the puffin stands.

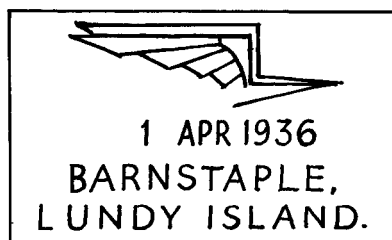


Lundy die

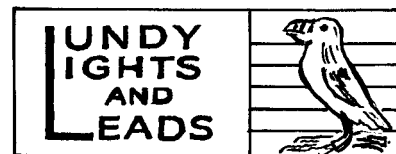


London die

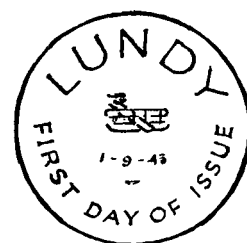
The rectangular airline canceller of 1936 included an attractive abstract device symbolising flight.



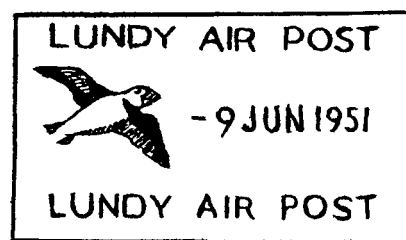
A comical figure of a puffin appeared on the 1938 "Lundy Lights and Leads" slogan canceller in rubber. Clear early impressions show a humorous drawing of a bird with a large unpuffinlike beak.



The Wright Brothers 40th Anniversary in 1943 brought the first one-day Lundy canceller. It was obviously not felt worthwhile even to provide a handle, as the metal die was treated as an ordinary process line engraving and mounted on a small block of wood. The plane is a larger version of the overprint on the corresponding stamp issue.



When the air service was resumed in 1950 another rectangular canceller was used. It was unfortunately made of rubber so that the detail of the puffin in flight is usually lost. A piece of metal type showing this puffin is still on Lundy. Presumably this was used in the production of the rubber canceller and is evidence of the quality of the original design.



MEETING A BASKING SHARK

by Alison Taylor (then aged 12)

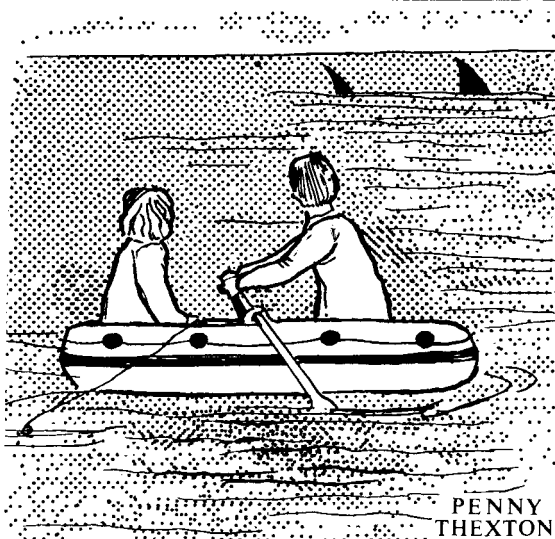
ON the afternoon of 27th July, 1971, my father and I decided to go out in our inflatable dinghy to catch a few mackerel for supper.

We rowed out a little way from shore, dropped our line and feathers over the side, and drifted gently towards Tibbetts, enjoying the calm sea.

Suddenly, my father grabbed the oars from me, and started to row with all his might. I could see from his face that his eyes were fixed on something in the water behind me. I turned round and, to my horror, there was a large black fin and a tail sticking out of the water some twenty yards or so away from our boat. I was told to wind in the fishing line. After about half a minute the fin appeared again a little farther away. At the time, we had

no idea whether it was a basking shark or a killer whale, but our main object was to get as far away from it as possible and as near to the shore as we could. My father did not stop rowing until we could see the stones and seaweed through the clear sea.

Unfortunately, in our panic, I had not fully wound in the line, and it was only when the line went taut that we realised the hooks had been caught in the seaweed. After a few minutes gentle pulling the line became free, leaving the feathers at the bottom of the sea. We then rowed back to the beach, keeping as close to the shore as we could, and we were so thankful to get back safely that we did not even mind losing our new set of feathers!



The relative merits of metal and rubber cancellers could be discussed at length. Both have advantages and disadvantages yet carefully applied using the correct ink each can give excellent impressions.

I now mention the Coronation canceller. It is not pictorial but it appears to me to be the forerunner of an exciting series of truly pictorial cancellers appearing this year (1972). As a one-day canceller the die is roughly nailed to what looks like a cream-painted piece of brush handle, no doubt an example of Island ingenuity.



Two rubber cancellers of practically identical design were used when the 40th Anniversary of the Postal Service was commemorated. These were not very satisfactory as the puffins were too small and poorly positioned.



There has been a spate of attractive pictorial cancellers. The following have been used in 1972

*Restoration of Clevedon Pier.
Used 6th-7th May, 1972.*



Lundy Field Society. Used 4th June, 1972.



*75th Anniversary of the Consecration of
St. Helena's Church. Used 7th June, 1972.*



Chivenor Air Day. Used August 5th, 1972.



As well as these, some cancellers were prepared but not used for various reasons.

National Trust Cruise.

Cancelled owing to a southerly force 8 gale.
30th April 1972.



Visit of "Lindblad Explorer".
Cancelled owing to a mishap in Antarctica,
when the vessel grounded in a blizzard.



The following cancellers have been used so far in 1973.

*National Trust Cruise.
Used 28th, 29th April, 1973.*



*Avonmouth to Lundy.
The Missions to Seamen Cruise
May 5th, 1973*



*Portishead — Weston — Ilfracombe
National Society for the Prevention of
Cruelty to Children, Cruise
May 6th, 1973*



Further cancellations are envisaged for the future, and the writer will be pleased to supply information on request.

Undoubtedly cancellers can add yet another facet to the fascination of collecting Lundy stamps.

B. T. O. CONFERENCE

AT the Annual Ringing and Migration Conference held at Swanwick, Derbyshire in January 1973, Lundy was represented by the Warden, Mr. Nicholas Dymond.

There were 350 people present when Mr. Dymond gave a half-hour talk entitled "First impressions of Lundy", illustrated by transparencies.

At the same Conference there was a private meeting of the Bird Observatory Council, which operates a network of coastal Bird Observatories (comprising all the Wardens of Observatories around Britain and Ireland) — Lundy being one in a chain from Fair Isle, Isle of May, Spurn, Gibraltar Point, Holme, Sandwich Bay, Dungeness, Portland, Lundy, Stokholm, Bardsey, Calf of Man, Copeland, and Cape Clear (off Co. Cork).

ERRATA

We wish to correct two errors contained in the short article under "Personal View", by O. de Pomerai, which appeared in I.L.N. No. 10. This was inserted at the last moment to fit one empty column, and was not as thoroughly checked as it should have been.

It has been pointed out that Mrs. de Pomerai misread the memorial stone in two places—the date of Wendy's death was 1952, not 1957; and she used the word "happiness" instead of the correct "Paradise" when quoting Wendy's verse. We should have noticed these when reading through the M.S., and apologise for the oversight.

Shortly after publishing the last issue, we heard that Mrs. de Pomerai died in May, 1972, and therefore did not see her article in print.

We should also like to clarify a sentence appearing on the cover of the last issue. Mr. Paul Muntion writes to point out the impression given was that the goats of Lundy are in decline due to attacks by ravens, and this is not the case, as numbers have risen from 38 in Jan. 1971, to 46 in 1972, and 52 in 1973, which will probably increase to between 60-65 depending upon how many kids survive from this years breeding season.

Sorry Paul, for a badly phrased sentence—what was really meant to imply was that the Ravens were suspected of being a major cause of death amongst new-born kids.

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