

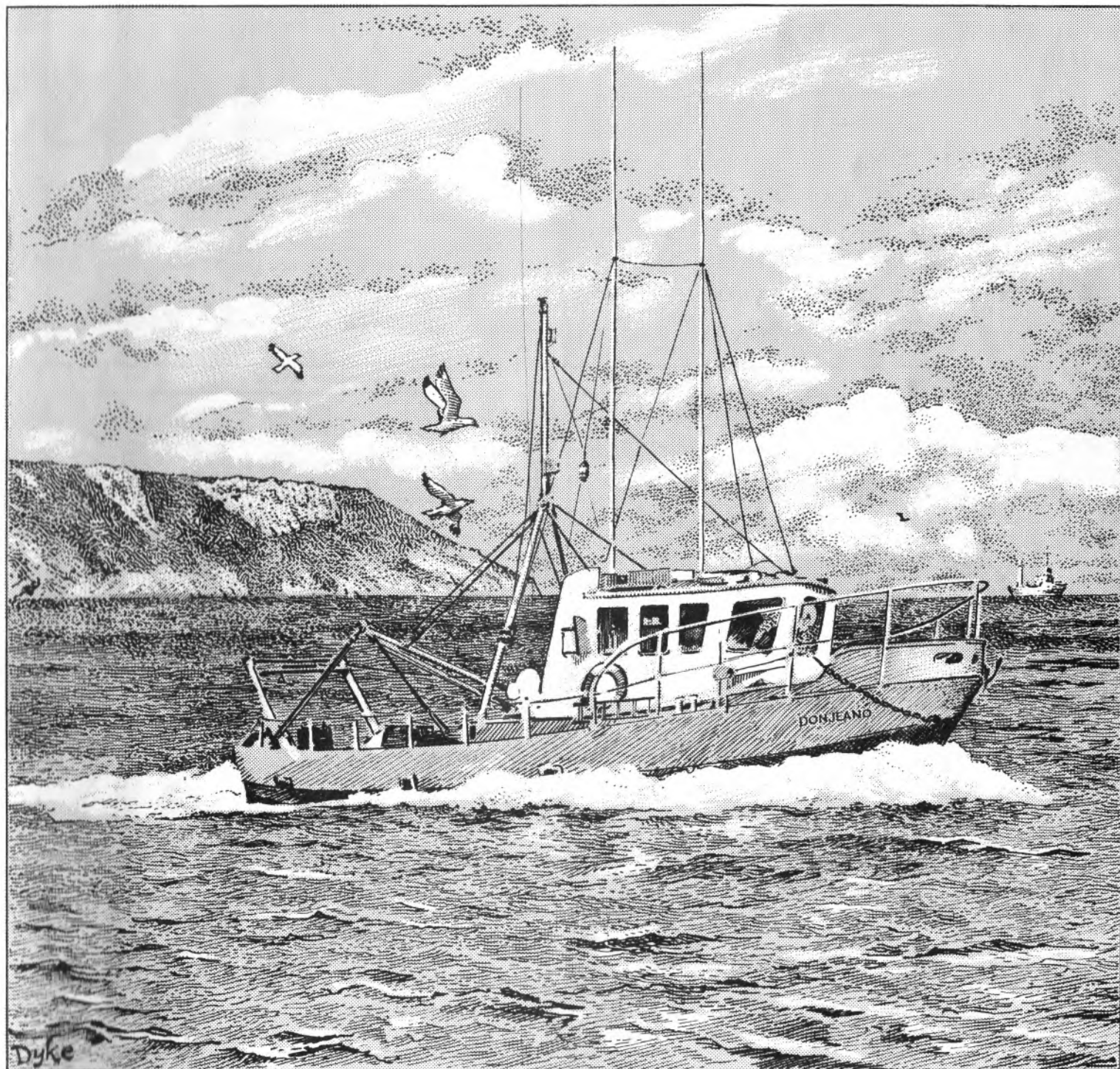
ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL



ISSUE No. 13 1974

VOLUME 3 No. 1



A familiar sight in the Bay last season was the "Donjeano," belonging to Bristol Channel Divers Ltd. Skippered by Martin Webb, with Phillip Anfield and Eric (Pancho) Turner as crew, she was in use as a supply ship and base from which diving operations were conducted on several wrecks, including H.M.S. "Montagu."

The "Donjeano" is a stern trawler constructed to D.T.I. requirements with load line overall length 43ft., breadth of beam 12ft. 6ins., and a draught of 4ft. 6ins. Her engines are Twin Parsons Barracudas, of 108 SHP each, and she

is fitted with a "Sailor" Radio/Transmitter, Simrad Echo Sounder, Sonalog, and Decca Navigator.

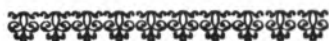
We are indebted to Bristol Channel Divers for various interesting and unique items recovered during diving operations on Lundy wrecks. We are looking forward to putting these on display in the Museum.

The cover drawing of the "Donjeano" was taken from a photograph kindly supplied by Mr. Don Shiers, Director of the Bristol Channel Divers Ltd.



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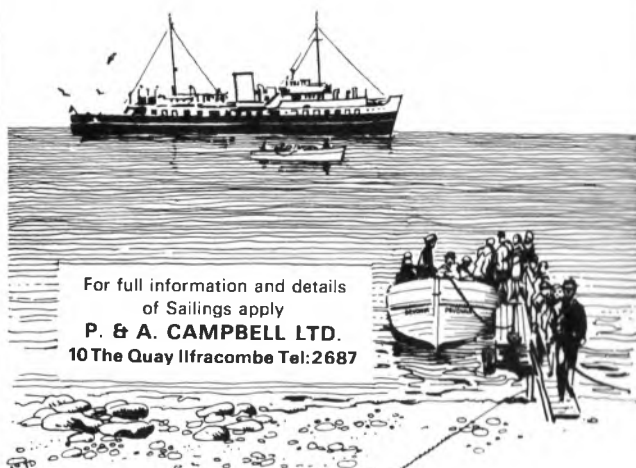
M.V. Polar Bear

Applications for passages, sailing dates and times should be made to The Agent, Lundy, Bristol Channel, via Ilfracombe, N. Devon, or to Capt. J. H. Payne, West Manor House, Quayfield Road, Ilfracombe. Tel.: Ilfracombe 2151 or 3372.

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

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

A New Lundy Issue



A definitive set of 7 stamps was issued on April 1st, 1974.

The design throughout incorporates a medallion portrait of a Puffin; colours and values are as follows:

2 puffin	..	Chocolate Brown
4 puffin	..	Signal Red
4½ puffin	..	Cyan Blue
5 puffin	..	Tan Brown
5½ puffin	..	Pea Green
10 puffin	..	Mauve
20 puffin	..	Black

The stamps are printed by lithography, by Messrs. Bradbury Wilkinson & Co. Ltd., and designed by John Dyke.

The two top values are of a larger format, as illustrated.

These stamps are intended for use on outgoing mail only, and will be applied to the reverse side of envelopes and packets, and to the top left-hand corner of postcards as hitherto. The puffinage rate is to be inclusive of the British Postal Rate, which will be accounted for by use of a franking machine. By this means it is hoped to speed up the handling of postcards, as the stamp will be automatically cancelled at the time of franking.

Orders for Covers and Mint Sets should be addressed to: The Lundy Philatelic Service, Lundy, via Ilfracombe, N. Devon.

Covers (including postage)	60p
Mint Sets (within U.K.)	60p



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

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

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

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

TAXES AND CHARGES

A most tiresome event has recently occurred. The Treasury have written to us to say that people living and working on Lundy will in future have to pay income tax. They say that Lundy has in fact been liable to tax since 1964; but apparently they were letting sleeping dogs lie until "the position was brought to the Inland Revenue's notice last year".

I have corresponded with and seen the Minister of State at the Treasury, and have put to him many arguments, some tear-compelling, some armour-piercing, against such a step. He was most reasonable and I gathered from him that they were sorry to have to do it: but that, once it had been brought to their attention, they had no discretion or alternative, short of introducing special legislation for Lundy in the annual Finance Bill—which one can hardly expect any Government to do.

Those who live and work on Lundy already pay all indirect taxes—indeed all taxes of every sort, with the sole exception of income tax. This exception has always seemed to me fair, since the island does not get many of the things for which taxation is supposed to pay: and, moreover, is obliged to pay for many things which the mainland receives free or in a subsidised form.

Because the sudden imposition of this tax on the islanders, for the first time ever, will amount to an actual reduction in their incomes, the Landmark Trust has felt obliged to make up to them what they are losing. What has been imposed is therefore a direct tax on a charity—and, moreover, on a charity which has treated the Inland Revenue very fairly. We have never, for example, applied for housing or special grants; and because they enjoy the benefits of the mainland we have always paid our boats' crews on the mainland where they are liable to tax—we have not paid them, as we could very easily have done, on Lundy, which would have saved the tax. Furthermore, in other hands than ours Lundy could easily be made to involve the Inland Revenue in loss.

It is unfortunate that Lundy's position was altered in 1964 without anyone noticing it. When the Scilly Islands were taxed for the first time in 1953, the Chancellor of the Exchequer (Mr. Butler) said that it had been decided "on the highest principle" to tax all islands **except Lundy**: and in the same debate one Member of Parliament, a Mr. J. H. Wilson, said "We all feel that when something old and rather quaint gets caught up by the long arm of the tax gatherer, it must always be a matter for regret."

However, the money must be found. Had we proceeded as planned, the sum involved would have been about £13,000 a year. We cannot subsidise the island any further and, therefore, this amount of money must be found from economies or from increased charges. To meet the bill from increased charges would mean **doubling** the price of accommodation on the island, and therefore we have sadly had to reduce our staff, mainly by laying up the Gannet for the winter and by having no resident warden. This is a great shame, but there was no warden on the island when we came, and I am only glad that we have been able to provide a warden, chosen by the Lundy Field Society, for so long as we have. I hope the time will come when the island can have a warden again.

To make up some of the rest of the bill we have had to increase our charges to visitors. I hope that people will understand the need for this; will approve our decision not to let the islanders carry the cost; and will appreciate that those visitors who do stay on Lundy are now being subsidised more than ever. This last point causes us much worry. In the past, staying on Lundy has not only been a marvellous experience; it has also been cheap. People have therefore got used to it being cheap. But since



John Bull (petulantly), "I've abolished Faith and Hope; now for a **TAX** on **CHARITY**!"

1969 several expensive new burdens have been laid on us from outside, of which income tax is only the latest; and, moreover, we are obliged to spend money doing various things which a private owner can do, or not do, as he pleases.

Accordingly, it will in future be very hard to provide cheap accommodation on Lundy. It is possible that a different tenant of Lundy might be willing to subsidise the island more than we do but, if such a tenant could be found, he might well not want resident visitors at all. We do want them—it is the one unique feature of the Landmark Trust, to enable people to stay in the places we look after—though they must in the end pay something approaching what it really costs. On Lundy I am afraid that will now mean paying a good deal more than on the mainland.

We have been considering what we can do to mitigate this. To increase the number of resident visitors would of course be one solution. We are reluctant to do this: even if the water supply and other island facilities could cope with it, which I doubt, it would in our view reduce the sum total of enjoyment provided by the island. At present almost exactly one hundred visitors can stay on the island at a time, in hotel, cottages, hostels or tents, and we think that to increase the number would damage the character (and perhaps even the ecology) of the

island. Another solution would be to provide more of the simpler and therefore cheaper—sort of accommodation, and less of the more expensive; we are looking into this at the moment.

Whatever the solution, we are anxious that Lundy should not become a rich man's island, nor the preserve of some exclusive institution. As I have said many times, we want to make and keep Lundy a solid, unaffected and tranquil place, with a life of its own which visitors can share and enjoy. In spite of this latest trouble, we may yet manage it with the goodwill of friends.

JOHN SMITH.

FOOTNOTE

(An extract from "PUNCH", 14th April, 1920)

"Mr. Allday, a resident in Lundy Island for twenty years, who has just arrived in London, states that he has never seen a tax-collector. There is some talk of starting a fund with the object of presenting him with one!"



ON ROWING ROUND THE ISLAND



An Edwardian recollection
By Eileen Heaven

Have you ever thought of rowing round the island in a 12 ft. punt, with one pair of oars, and three or four companions? It is an adventure which can only be undertaken very occasionally, with all the necessary conditions available.

First, the weather must be (if possible) sunny—at any rate, dry—very little wind, and a calm sea; in fact, a perfect summer day with the right tide, the lowest spring of the series. This is not a combination of circumstances encountered very often! Even then, you must find the boat, and an energetic crew of four or five.

I have been able to do the trip twice—a fascinating experience. We trooped down to the beach in time to start off at dead low water (roughly 1 p.m. 'sun time') and made for Surf Point and the South Race. Passing close to Mouse Island, and along the reef, we prepared to round the Point, turning sharply and rowing as hard as we could to cut the tide race, which would have swept us off the island. Having accomplished this, we made for Seal's Cave, which we entered some little way. We could hear the seals further in, but, what is more important, they heard us, and we retreated hastily at the sound of one (or more) adults coming to investigate.

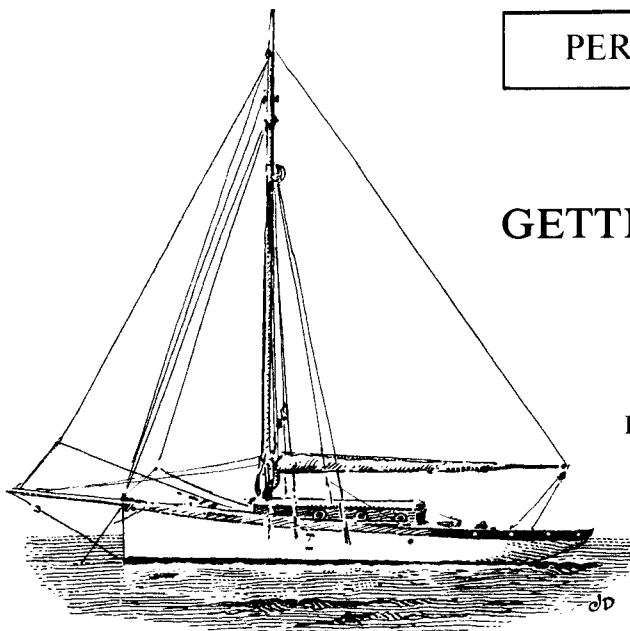
Our next adventure was the Black Rock Race, almost as swift as Surf Point. In a rowing boat you must keep landward of the rock, but close to it in order to cut the current—another few minutes hard rowing, and after that there is a pleasurable paddle up the West Coast shore, passing Pilots' Quay (then, of course, available for landing), under Battery Point Buttress and round the gully to the north. Then on to Jenny's Cove, probably passing the island fishermen, George Thomas and his sons or brothers, hauling their lobster pots. Here, a stop for a picnic, watching the birds and occasional seal (there were not so many at that time), and the water running into the gullies inside the Pyramid. There could be no long stop as the North Race had to be negotiated at the right time, between half flood and high tide. However, a quick look at several caves and inlets is possible, passing close to St. James' Stone and the giant (or Devil's) Slide, then round the Point to the west of the North Light Point. Here preparations began for rounding the lighthouse and cutting the tide race—fresh oarsmen rowing strongly—once we went close round outside the Point, on the other occasion we went under into the cave from the West, watched the fresh water of Virgin's Well bubbling up through the salt, and came out on the East Side. After passing Seal Rock, we turned south into a large shoal of mackerel, making so much noise it was like a heavy rainstorm. Of course, lines were put out, but the fish were so thick and feeding we hardly got the spinner out before there was one on the line. So, past Gannet Rock and Gannet's Combe, looking up at the Mousehole and Trap and Slipper Rock, then Brazen Ward, Gull Rock and Knoll Pins, to the beach, arriving there with getting on for 200 fish.

We reached shore about 7 p.m., tired, but happy, and walked up to Millcombe for a very welcome supper.

PERSONAL VIEW

GETTING TO KNOW LUNDY

By MERVYN JOY



The *Saluté*, built in 1885 at Pickett's yard, Southampton.



WE are a family with a strong West country sailing background. My grandmother's father and father-in-law were both sea captains with their own trading schooners. Gloucester (the Port of Gloucester, as the sign says on the roadside of the A38 as one enters the city) was their home town, and I think of them sailing into the little 'Pills' of the Severn and Channel coast: places like Lydney—St. Pierre Pill—Porlock Weir—Lynmouth—that we, as a sailing family with two children, know so well as we spend our summer weekends cruising around the Bristol Channel in our 6 ton gaff cutter, *Saluté*. Those old sea captains must have sheltered many times in Lundy Roads on passage from Ireland around the 1850's.

We sail from Portishead, and recently, when at sea, I found my family talking as to why we have an affection for Lundy.

It started in 1936 (or was it '35) when, as a Sea-Scout in the 99th Cabot Sea-Scouts (Bristol) we had a week's camp on Lundy. Modern outward bound schemes had nothing on us, although we did not realise it at the time! We left our headquarters in Bristol and caught the train about ten o'clock in the evening to Barnstaple; a few hours sleep on the station, and then a lorry came to take our gear to Instow where the *Lerina*, under the command of Capt. Fred Dark, awaited our advance party. The gear was loaded into the boat; the boys embarked: the engine was heated with large blow-lamps and we got under way.

Seasickness soon set in after we crossed the Bar—we had now been without sleep for 24 hours—some hardened Sea-Scouts were really ill and lay on the deck. What with the smell of the engines and the Atlantic swell we were soon all feeling groggy. Capt. Dark knew how to harden us into sailors and made us wash the decks and slides of the vessel clean when we anchored off the beach. The gear was ferried ashore, loaded into the trek cart, pushed across the beach and up the cliff path. We were pushing the wheels around a spoke at a time on the steeper parts of the path. We pitched camp, as I remember it, on the other side of the wall to the new reservoir—by now it was afternoon and we were dog-tired—we would have laughed if anybody had said 'character building', but in that way I was introduced to Lundy.

I remember the fruit machines in the Marisco Tavern well before they were legal on the mainland. I still have a Lundy puffin coin, but I have lost the half-puffin which I bought. My mother still has a card I sent home and a picture of the island, on which I had written: "We pushed the trek cart up here." We caught mackerel from the *Lerina's* dinghy—we had some of our tents blown down in a gale from the west—I don't know about the others, but I was caught in the magic of Lundy.

The war years came and went, and as soon as possible afterwards, my wife and I took a trip from Hotwells in Bristol on a Campbell steamer to Lundy. This was to be our last trip on the 'Paddlers', but it served to introduce my wife, Jean, to the island I had described to her so many times. It is the air she likes most and the utter silence which reigns there—now the two of us were caught in the magic of Lundy.

Eight years were to pass before we arrived again, and this time it was with our two children. We were on holiday in our own sailing boat, the *Saluté*, and, whilst at Ilfracombe, the weather was good so we sailed to Lundy and anchored in the beautifully clear water off the Landing Beach. What a pleasure it was to introduce my children to Lundy! We slept on board that night in the Landing Bay, and left the next day for Tenby. We were very proud to have taken the boat to the island and all our friends received postcards on which was written, "*Saluté* was here". We even sent one home to ourselves, to be kept as a souvenir of the visit.

The next summer the weather did not allow us to make passage to Lundy. 1971, however, saw us there again in our own boat, and, yet again, on the Clevedon Pier Restoration Fund trip from Weston.

Now we have all come to have an attachment for the island. We look forward to the I.L.N., and my daughter props her bedroom door open with a huge pebble of granite which she smuggled home from Lundy under her bunk on board *Saluté*. In return, it has been our great pleasure to present a burgee of the Portishead Cruising Club to hang in the Marisco Tavern. May it be the first of many burgees from other sailing clubs whose members love to visit Lundy.





SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from previous issue)

The next day was to find us upon the sea. Captain Tom Lee was going out to haul his pots, and we were to avail ourselves of the opportunity of becoming personally familiar with the vagaries of lobster-catching. A worthy fellow is Captain Tom; kindhearted and obliging, one that has read a good deal, and has seen somewhat of the world, and free in communicating the knowledge he has acquired. We found him to be quite an agreeable companion, when he favoured us with his society. He unfortunately lost his ship on the African coast not long ago; and since that time he has devoted himself to the fisheries of the island, which he prosecutes with energy and success. Captain Tom has been an attentive observer of the habits of animals. One anecdote of his was so good, that I think it worth preserving. But the Captain shall be his own narrator:

"A curious animal is a pig, gentlemen! Very cunning, too; a great deal more sensible than people give him credit for. I had a pig aboard my ship that was too knowing by half. All hands were fond of him, and there was not one aboard that

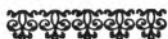
would have seen him injured. There was a dog on board, too, and the pig and he were capital friends; they ate of the same plates, walked about the decks together, and would lie down side by side under the bulwarks in the sun. The only thing they ever quarrelled about was lodging.

"The dog, you see, sir, had got a kennel for himself, the pig had nothing of the sort: we did not think he needed one; but he had notions of his own upon the matter. Why should Toby be better housed of a wet night than he? Well, sir, he had somehow got into his head that possession was nine points of the law; and though Toby tried to shew him the rights of the question, he was so pig-headed that he either would not or could not understand. So every night it came to be "catch as catch can". If the dog got in first he shewed his teeth, and the other had to lie under the boat, or to find the softest plank where he could; if the pig was found in possession, the dog could not turn him out, but looked out for his revenge the next time.

"One evening, gentlemen, it had been blowing hard all day, and I had just ordered close-reefed topsails, for the gale was increasing, and there was a good deal of sea running, and it was coming on to be wet; in short, I said to myself, as I called down the companion ladder for the boy to bring up my pea-jacket, "We are going to have dirty night."

"The pig was slipping and tumbling about the decks for the ship lay over so much with the breeze, being close-hauled, that he could not keep his hoofs. At last he thought he would go and secure his berth for the night, though it wanted a good bit to dusk. But lo, and behold! Toby had been of the same mind, and there he was snugly housed. "Umph! umph!" says Piggy, as he turned and looked up at the black sky to windward; but Toby did not offer to move. At last the pig seemed to give up, and took a turn or two, as if he was making up his mind which was the warmest corner. Presently he trudges over to the lee

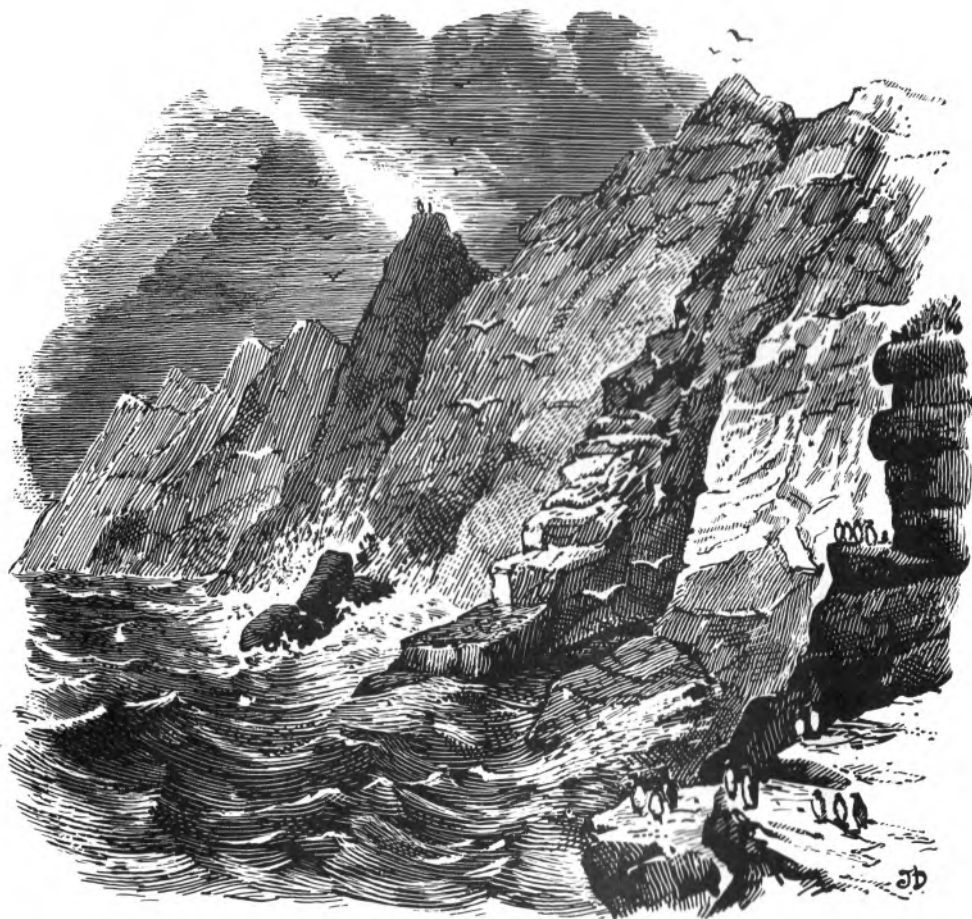
(We apologise for omitting the following extract from "Sea & Land" in I.L.N. No. 12. This should have preceded the continuing column on Page 11.



"On another occasion, near the same spot, I observed a seal treating a salmon, which he had caught, after a similar fashion. It was astonishing to see how utterly powerless were all the attempts of the salmon to escape before the rushing pounce of the seal; it was overtaken and seized in an instant. When he was tired of his play, he suddenly tore off a large portion from the fish's side, and I assure you that the severing of the muscles was distinctly audible where I stood. In this instance the creature devoured the back part first, and, like an epicure as he was, reserved the belly for the *bonne bouche*.

"I believe our species is the common spotted seal (*Phoca vitulina*); I do not think we have any other".

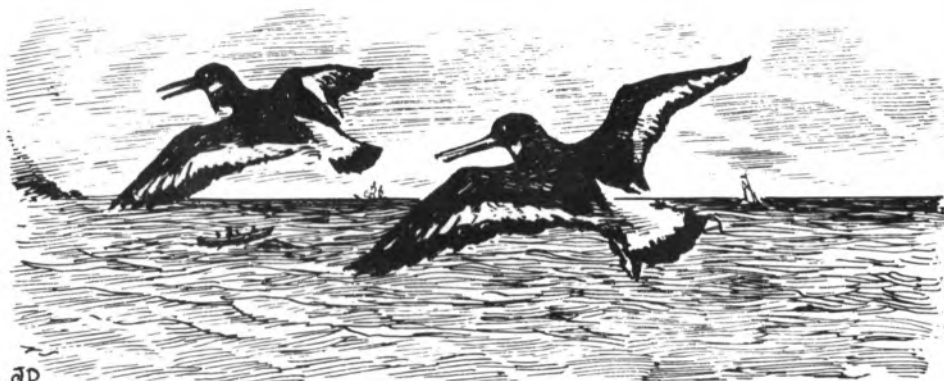
As we were returning, we made a slight deviation from our way, to see a hole which had just been discovered, and which was the present wonder of the little island's population. One of the men had noticed, in a particular part of the moor, that the earth returned a hollow sound. On digging, a block of granite was found a little below the surface. It was about eighteen inches thick, and was estimated to weigh five tons; its ends rested on two upright slabs, between which was a cavity some six feet deep and as many wide. It was evident that the excavation had been made, and the stones placed, by human labour, and the latter operation must have been one of no small difficulty, from the great weight of the slabs; but for what purpose it could have been made, whether as a place for temporary retirement, for some one who feared an enemy whom he dared not resist, or for the secretion of valuable property in some of the troublous times, of which the island has seen many, there was no clue to inform us. No subterranean passage was observed, though the earth at one side was so loose as to suggest the notion that such a communication might once have existed; a fragment of pottery was the only object found. I was myself struck with a rank odour in the cavity, very different from that of newly turned soil; the earth, too, at one end, was black, and of an unctuous appearance, somewhat like that of a grave; but no trace of bone or other organised matter could be found.



Taken from the author's sketch of Lundy's coastline.

scuppers, where the tin plate was lying that they ate their cold 'tatoes off. He takes up the plate in his mouth, and carries it to part of the deck where the dog could see it, but some way from the kennel. Then, turning his tail towards the dog, he begins to act as if he was eating out of the plate, making it rattle, and munching with his mouth pretty loud.

"What!" thinks Toby, "has Piggy got victuals there?" And he pricked up his ears, and looked out towards the place, making a little whining. "Champ! champ!" goes the pig, taking not the least notice of the dog; and down goes his mouth again to the plate. Toby couldn't stand that any longer; victuals, and he not there! Out he runs, and comes up in front of the pig, with his mouth watering, and pushes his cold nose into the empty plate. Like a shot, gentlemen, the pig turned tail, and was snug in the kennel before Toby knew whether there was any meat or not on the plate."



Oystercatchers

"Capital!" we all exclaimed; and so no doubt will my readers exclaim, since the narrative may certainly be relied on as authentic. I give it you as it was told to us; and I am sure Captain Tom is too veracious a man to invent or exaggerate the story.

The morning was foggy and unpromising, but the prospect of lobster catching overcame the disheartening effect of the mist, and we were all upon the beach in pretty good time and in pretty good spirits. When we were at the water's edge the fog had lifted, not resting upon the water, but with a thin stratum of clear air between, through which we could discern the surface of the sea to a considerable distance beneath the fog, which still filled all the higher air, and enveloped all the land in dense cloud. The massive headlands, progressively receding into the distance, loomed through the grey mist with fine effect, their grandeur heightened by the indefiniteness which they derived from their cloudy veil. We thought of some of the effects in Turner's pictures.

The boat was moored some distance off-shore, and we were indebted to the kindness of a brother fisherman, whom our worthy skipper hailed, for putting us on board in his punt. Here, then, we were embarked, Captain Tom and his man Dick, and we three idlers. Scarcely a breath of wind was stirring, and the misty air fell heavy and cold, but we pulled along inshore with hearty good will. The cormorants and gulls swept by us, wondering at the intrusion; the former, with outstretched neck and flapping wings, flying in straight lines, as if with some definite point in view, just as men of business press along Cheapside or Mincing Lane; the latter on easy graceful wing, sweeping round in circles, as if intent only on amusement, as ladies stroll in the parks. Presently came flying by two oyster-catchers, or, as the men call them, sea-pies, conspicuous in black and white plumage, and with beaks and feet as brilliant as red sealing-wax.

We passed some fine caverns in the cliffs, and on the points of the rock far above were seen two

or three of the wild goats, of which there is a flock on the island. It was amusing to observe with what fearless ease and precision of footstep they jumped and scampered about the peaks, delighting to come to the very verge of the precipice, and to run along the ledges not more than few inches wide, or to stand upon the tottering masses, and gaze down upon the sea.

When we came opposite the half-way wall, where the granite takes the form of ancient masonry—so that one can scarcely help imagining that the cliffs are crowned with the remains of walls and towers, built by fabled giants of the olden time—we began to find ourselves once more in the midst of a dense population of birds. There were plenty of guillemots, speckling the grey rock with their dusky forms in rows of black dots. Their numbers appeared to render sitting-space an object worthy of contention; for whenever any of the flying squadron attempted to

land, and to intrude himself among his resting fellows, he was invariably met with opened wings and beaks, and the most threatening demonstrations of resistance, like Caesar when he landed on our shores from Gaul. But the characteristic bird here was the kittiwake, or hacklet, a very small species of gull, with the upper plumage of a delicate French-grey hue, and the lower parts white. They also sat in rows on the narrow shelves, each one with a nest of dried grass beneath it, like so many Turks in a mosque, squatting each on his own bit of carpet. Their size, form, and colour gave them the closest resemblance to doves—a resemblance which was not a little increased by some traits of their manners. Two sitting next each other would occasionally bring their beaks together in that playful toying manner which everyone must have seen our common pigeons practice, and which is so much like kissing, that it is hard to imagine it any other than an expression of affection. It was suggested that one was feeding the other, but I am rather disposed to put the former interpretation on the action. The common name of this little bird is derived from its cry, "Kittiwake, kittiwake"; but the sounds as correctly express the words, "Get away, get away," which we took as a polite intimation on the part of the birds that our morning call was an unseasonable intrusion. We clapped our hands smartly, and the air was instantly filled with birds, though many of the sitters held fast to their nests. The guillemots flew out to sea, but the kittiwakes, after a turn or two, in which their little black feet contrasted curiously with their snowy plumage, returned to pursue their domestic occupation.

We had lain upon our oars for a few minutes to gaze upon the birds, but time was going, and we had other fish to fry. The men accordingly gave way, and as the boat shot off, the little gulls, as if in joy, could not refrain from hastening our departure with renewed vociferations, which rose at the same moment from every ledge, as if by common consent, of "get away! get away!"

(continued in the next issue)

RESCUE ON LUNDY



Lundy, that unspoilt 3 mile long island 12 miles off the North Devon coast, is now archaeologically well-known through Keith Gardner's field investigations of the 1960s (see *Current Archaeology* No. 16). It contains some superbly preserved field monuments ranging in date and type from Bronze Age hut settlements to 19th century quarry buildings and including such sites as a deserted medieval village, complete Celtic field systems, and an Early Christian cemetery with four inscribed gravestones. In essence, however, the whole island is but one archaeological site and a superb open-air landscape-history museum. Untouched so far by commercial development or new roads (though there are now 3 tractors and a Land Rover on the island), it is, perhaps, the last place where one would expect to see M5 archaeologists conducting a rescue excavation; and yet such a situation existed there in early April, after site preparation for 'temporary' wooden buildings had disturbed ground which produced evidence for Mesolithic and Medieval occupation.

This occurred in a field called Pigs' Paradise, one of the stone-walled closes on the west side of the present settlement in the south-east corner of the island. Here, above one of the island's two reasonably good landing places, is some shelter from the prevailing Atlantic winds, Lundy itself being basically a 300-400 foot high plateau with sheer cliffs on all sides. The recently recognised DMV and a 11th-12th century stronghold, precursor of the standing 13th century castle, lie in Bulls' Paradise, the close immediately north of Pigs' Paradise; and it had long been suspected that the early Medieval settlement lay somewhere in this area. Firm evidence, however, was not forthcoming until the present construction work began, when a large quantity of 12th-13th century pottery was unearthed, with a number of flint flakes. Thanks to the prompt action of John Dyke, Lundy Museum Curator, and Ian Grainger, Agent, building operations were halted to allow controlled excavations to take place.

This was not an easy thing to arrange, for there is no local archaeological group on Lundy to cope with this type of situation. Fortunately, three days after the site's discovery, Peter Fowler and Keith Gardner were due to arrive with a group of Extra-Mural students for a Bristol University field survey course and a message was despatched to them. Within 24 hours it was arranged that five archaeologists from the M5 Research Committee would accompany the field course specifically to supervise and conduct the excavations. With additional help from the course members themselves (an optional extra on the course!), it consequently proved possible to carry out an excavation and to finish it 6 days later, literally as the ship for the return journey hove to in the bay below. The subsequent joys of embarking by small boat a 20-strong archaeological party, loaded with equipment and full finds crates, from a shingle beach in a strong on-shore wind, are perhaps incidental to scholarship, but rescue archaeology had meantime arrived on Lundy!

The excavation results were interesting in their own right for, apart from the Medieval occupation, evidence was recovered for a quite extensive Mesolithic site in the immediate area. Although no microliths were found, the number of core flakes and microcores and blades indicate a substantial flint-chipping floor, the concentration of flints on the site being substantially denser than that recorded from the only other Mesolithic site on the island in Brick and Tillage fields, about 300 metres to the N. East. Unfortunately, apart from two flakes recovered from a buried soil level below a Medieval wall, all the flints were scattered throughout the present subsoil alongside 12th century pottery. It seems likely that the Mesolithic site had been completely destroyed by Medieval disturbance.

The Medieval occupation took the form of a cobbled yard with an associated wall of apparently two phases, although modern disturbance had removed the conclusive evidence. Against this wall and over the cobbles was a midden containing 12th-13th century pottery of Devon and Somerset types, including 4 body

(continued on page 8)

REMINISCENCES OF A LIGHTHOUSE KEEPER

By G. W. Staples

I spent some time on Lundy at the North Light as Assistant Keeper, and I'm afraid my reminiscences are like some weather—a trifle hazy! However, I believe the relief was on a Tuesday, and we would all report to the Trinity House Depot at Swansea on the Monday to get all our groceries and other purchases together. We always linked up with certain trades people and forwarded on our particular order by post. The provision merchant, butcher, and baker, were very good and would deliver to the Depot on the appointed day; then, after all was safely loaded aboard and also for other lighthouses and lightships, off we would sail.

The relief at Lundy was generally accomplished in the late afternoon, and very seldom did we land at the North End due to the swell. Sometimes we would nose into a landing as far north as possible and clamber up the side of the island to the top, finishing by walking to the North Light. On other occasions we would land at the South End, and be taken up by tractor, driven by Mr. Gade.

The turn of duty was two months on followed by a month ashore—although the relief came every month when a further quantity of provisions was delivered for the keepers, who generally told their provisioners to "repeat the order" on the relief. At the particular time in question food rationing was still in existence, but as the Lighthouse keepers had a Seaman's Ration Book, the rations were that much larger. Supplies of corned beef, and flour for bread making were obtainable at the Trinity House Depot at very competitive prices.

With reference to "life" at the North End . . . we were certainly out on a limb, and after walking down to the South End one was ready for a glass of Starkey, Knight and Ford, served by Jim Prowse. I well remember the "Welsh" name he had pinned up behind the bar, and on asking what it meant Jim replied that it would cost a penny to know . . . that was cheap enough . . . Jim then said each capital letter was the first letter of a word, and, in the end, I believe it went — "Your Curiosity Will Cost You A Penny To The Island Record Fund", or something similar to that!! We always enjoyed having a chat with Mr. and Mrs. Gade—and Mr. Gade would only have the half-pint for lubrication!

As for visitors at the North End . . . they were conspicuous by their absence . . . but one we did have, in the season, was Lord Geoffrey Percy, who was brother of the Duke of Northumberland. Perhaps someone staying at the hotel would call

on us during the summer months—but not very often. One of the Assistant Keepers at the North Light, Dick Jeffers, had a small garden on top of the island, but all his produce was illegally removed at a very early stage by various marauding animals, to whom nothing was apparently sacred!

On the change of the seasons, and when the wind blew, the telephone lines came down, and off we went into the face of a hurricane to string them together again on our patch—which was as far as the Halfway Wall.

We always charged the accumulator for the South Light radio, and Halfway Wall was again the meeting place to effect the change of a fully charged for a powerless one. On reflection, Halfway Wall had a similarity to the Berlin Wall—one went just that far, and waited for the other person to hove in sight!

I remember the plane coming over from Chivenor with summer guests; the windsock; and painted stones marking out the landing patch. I also recall most vividly the wreckage of the German plane that crashed in Middle Park, for, coming back from the South End one dark and foggy night, my torch failed to pick up the next boulder marking the highway, and after doing a "Cooks Tour" of the locality, stumbled upon the wreckage—from whence I knew not where—to pick up the path again. I always considered it "no joke" to be caught in a fog on the island, especially at night, for although one could hear the fog signal the sound appeared to be coming from all around and not from any specific direction . . . the boulders were man's only hope of salvation!

On the sombre side—I can remember Alderman "Tubby" Harrison from Bristol, who had a retreat on the island, and I was at the scattering of his ashes on Lundy when he died. I believe Canon Stancomb was the officiating clergyman. He was the Vicar of St. Nicholas Church—one of the blitzed central Bristol Churches. Of course, I remember the Lundy Church, although at that time it was not very frequently used—obviously, the upkeep of any Church was a problem, especially fabric exposed to the weather, as is St. Helena's, and I hope that every effort will be made to keep it in a good state of repair.

A few last "bits and pieces" . . . at the South Light, Ernest Mills was P.K., and Jimmy (of everlasting memory) was one of his A.K.'s. Another A.K. was someone whose first name was Glyn—he was a Welshman, so I am sure the surname must have been 'Jones'! With reference to Jimmy; his drinking habits were well known to all the Trinity personnel, but not, apparently, to the Elder Brethren. One always felt he should be on a station at least 100 miles away from any liquor—or on an island rock inhabited by monks (but then, their Benedictine would have been at risk). At the North Light, Dick Ayres was the P.K., and



P. K. Ernest Mills (left) and A. K. Glyn Jones (right) on the Landing Beach. *John Dyke*

Dick Jeffers was one of the A.K.'s together with another man from the Midlands whose first name was 'Nat'.

After leaving Trinity House in late 1952, I went out to Germany with the R.A.F. Cinema Corporation until September 1956, and then in 1959 I journeyed around the world—from London to New Zealand, via the Panama Canal and Pitcairn Island; then, after a stay of 6 months, back again from Auckland to Southampton, via Singapore, Colombo, Suez and Naples. Although I have never been back to Lundy since my Trinity House days, it will always be "so well remembered" — and I cannot say that about many other places I have visited on my journey through life!!

RESCUE (continued from page 7)

sherds of a particularly fine unglazed shouldered vessel, with slight finger dimpling. A parallel for this has not yet been found, but it could possibly be a type of late Saxon or 11th century fine ware. A close-contour survey of Pigs' Paradise suggested that this yard and wall front a building platform terraced into the hillside, in which case any associated buildings are likely to be preserved intact.

Thanks to prompt action and close collaboration of all those concerned, it has proved possible to recover valuable evidence relating to the Mesolithic occupation of the island as well as to the previously unsampled early Medieval civil settlement. But perhaps the most important results are yet to come, first and generally in helping to make us all aware that the destruction of archaeological deposits is not just a mainland phenomenon; and secondly and in particular, the discussions which took place on the island during this very full week (for the field survey was completed too), developing the dialogue already taking place between the Lundy Field Society and the lessees, the Landmark Trust, should ensure that archaeology is built as a very strong element into the management plans for the island. It may seem ironic that an island which was bought for the Nation and given to the National Trust for safekeeping should need such plans, but in fact the essence of good conservation is sound management. Already plans for a marine Reserve around the island are well advanced and 'archaeological areas' are being defined as part of the island's conservation programme. Some of these will be sacrosanct; others, mainly around the present settlement, indicate where excavation is necessary before any new development occurs. Even on Lundy, things do not stand still.

J. BENNET & P. J. FOWLER

We are indebted to RESCUE for permission to reprint this article. RESCUE is a charitable Trust that seeks to raise money to make the public aware of the rapidly accelerating destruction of our Archaeological heritage and to help record the past before it is too late. The annual subscription is £1; members receive RESCUE NEWS free and discounts on a wide range of archaeological goods and publications. For further information, contact: RESCUE, The Trust for British Archaeology, 25a The Tything, Worcester.



Jim Prowse, 'Mine Host' at the Tavern, seen in conversation with Mr. Pendry. At that time, hotel guests entered the Tavern through the door behind the bar.

Photo: courtesy of F. W. Gade

WHITE FUNNELS IN LUNDY ROADS



Glen Usk on the River Avon

Photos by courtesy of the Author

THE Paddle Steamers **Glen Usk** and **Glen Gower** were two very similar vessels, although the former had one funnel and the latter two. They were survivors from the second world war of the quite extensive class of 'second line' Campbell paddle steamers of pre-war days. In the period covered by these articles (1946 - 1972) they only occasionally sailed to Lundy, being used mainly, in the case of **Glen Usk**, on the Weston-Cardiff section, and, in the case of **Glen Gower**, on both the South Coast and Swansea-Ilfracombe sections.

By

E. B. DUMBLETON

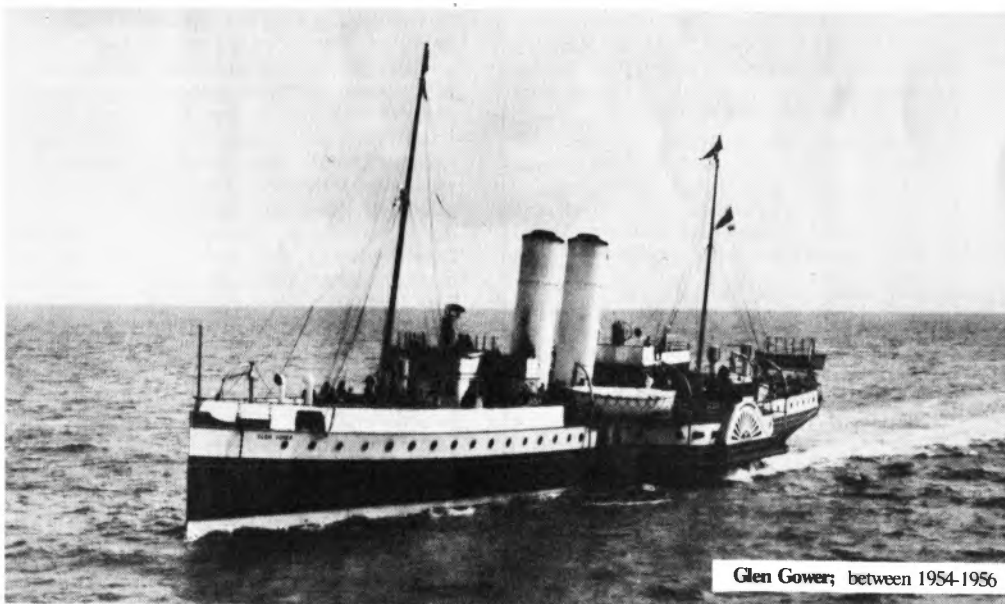
P.S. GLEN USK

P.S. **Glen Usk** was built for P. & A. Campbell by Ailsa Shipbuilding Co. of Troon. She was launched by Mrs. Peter Campbell on 11 April 1914 and, at the subsequent banquet, success was drunk to the **Glen Usk** with enthusiasm. Her speed on trials was 17½ knots and she was fitted with a pair of compound diagonal engines supplied with steam from a marine Boiler. These engines were capable of indicating 1500 to 1600 horsepower. She was upholstered and decorated in a luxurious manner. Captain D. Taylor brought her from the Clyde to Cardiff in just under 24 hours.

World War One started in August 1914 and on 5th February 1915, after conversion, she left her home port for Minesweeping duties. Her first station was the N.W. coast of Ireland and on 7th May, in company with the **Britannia** she was called to patrol the Firth of Clyde, searching for submarines. After minesweeping in Lough Swilly, the two Bristol paddlers were engaged on long distance sweeping from Inistrahull to Barra Head in the Outer Hebrides. On 12th August 1915 they left Troon for the Moray Firth and then to Granton and were continually sweeping for the Grand Fleet until 31st March 1919. After such valiant service it was only fitting that **Glen Usk** was present at the surrender of the German Fleet. **Glen Usk** resumed her Bristol Channel excursions in September 1919, and she proved to be a popular vessel.

In 1939 **Glen Usk** was again requisitioned for a second term of minesweeping at North Shields. She served as an A.A. Auxiliary ship in the Thames, at Methil, and on the Solent. She later became an examination vessel off the Normandy beaches and during February 1945 was chartered to the Dutch Government. She returned to Bristol on 3rd October 1945 having survived two wars, and once more resumed her Bristol Channel excursions, after being reconditioned by Charles Hill & Sons.

On 30th August 1959 she grounded on the Horse Shoe Bend in the River Avon. As the tide was on the ebb, passengers were landed and transport arranged for them: the vessel was not damaged and floated off on the next tide. She was withdrawn from service at the end of 1959, but it was not until 1963 that **Glen Usk** was towed to Ireland to be broken up. She had served her owners well, and was a great favourite with her passengers.



Glen Gower, between 1954-1956

P.S. GLEN GOWER

Built in 1922 by Ailsa Shipbuilding Company, Troon, **Glen Gower** was a stately vessel with her two large funnels, cowl topped, and Bridge Deck.

She carried five lifeboats. Steel was in short supply after World War One, hence the delay in building her. Her engines were secondhand, having been removed from the P.S. **Albion**. P. & A. Campbell had bought the **Albion** in 1899, when she was the **Slieve Donard** running on the Belfast-Bangor Service. **Albion** was hit by a small bomb near the end of 1918 and was due to be scrapped. However, the engines were in good order so they were transferred to the **Glen Gower**. The hull of **Albion** was broken up at Troon in 1920.

Captain Alex. Campbell had his home at Kilmun. A Flag-pole made from the **Glen Avon's** original mast was made for him, and the **Glen Gower** conveyed it from Troon to Kilmun on the same day as her speed trials. The mast was cut down to about 60ft. and was carried up the Firth across the Paddle Boxes. At Kilmun Captain D. Taylor had arranged for a truck to be ready. One end of the mast was landed onto the truck and it was trundled ashore with very little effort.

Captain D. Taylor, with Mr. F. Nunn as mate, and Captain Duncan Smith brought **Glen Gower** to Bristol. Mr. Ward, the Weston Agent, was also on board.

Glen Gower spend her early days on the Swansea-Ilfracombe run and subsequently on the Brighton Station. In 1932 she was chartered to take passengers to Dublin for the International Eucharistic Congress.

Glen Gower was requisitioned in 1939 and saw service as a Minesweeper, with the distinction of saving 3,000 soldiers from the beaches at Dunkirk. She made three trips to Dunkirk, and during one of them a shell struck her and twelve soldiers were killed. Under heavy gun-fire she was driven ashore but H.M.S. **Snaefell** (Barry) was able to render assistance. On another occasion she towed the **Laguna Belle**, disabled and under fire, to safety. Commander M. A. O. Biddulph received the D.S.C., and one Able Seaman and a Fireman were honoured with the D.S.M. Under Lt. Commander Maclean Shedden she rescued 43 survivors from a Dutch steamer and the crew of a Norwegian vessel.

Glen Gower returned to Bristol on 26th June 1945, where she was reconditioned by Charles Hill & Sons. On May 16th 1947 she left Avonmouth for Newhaven, arriving on May 18th, and went

into service on May 21st. After service on both the South Coast and the Bristol Channel, she was withdrawn at the end of 1957, laid up at Penarth and during April 1960 she was towed to the Scheldt to be broken up.

THIS MADE NEWS

100 YEARS AGO

October 25th, 1873: ("Ilfracombe Chronicle")

A Supposed Disabled Barque off Lundy: On Thursday, a vessel was observed about seven miles northeast of Morte while the gale was blowing, apparently in a disabled condition. Two skiffs immediately left Ilfracombe for the purpose of rendering assistance. Their help was, however, not required further than putting a pilot (George Davis) on board. The vessel turned out to be a Spanish barque, bound from Greenock to Barcelona, and was anchored off Lundy when the skiffs reached her. The pilot being put on board she proceeded on her voyage. The fear that she was disabled was quite without foundation. In the evening rockets were observed to be fired off at sea, apparently indicating a vessel, or vessels, in distress.

November 1st, 1873

A lighthouse at Hartland Point: A boon for which all mariners navigating the Bristol Channel will be sincerely grateful, is about to be conferred on the southern coast in the shape of a lighthouse on Hartland Point. The lanterns are being placed in the tower, and it is expected that in less than three months the lighthouse will be in operation. Appliances for saving life will be provided and communication with the lifeboat station at Clovelly will be ultimately established by means of a telegraph wire.

November 1st, 1873 (advertisement)

TRINITY HOUSE SERVICE LUNDY ISLAND



Tenders are invited from Parties desirous of contracting to supply CRAFT HIRE to attend upon the Lighthouse and Fog Gun Stations at Lundy Island, by fortnightly trips during the year, namely, on the First and Fifteenth days of each month, weather permitting.

Tenders, stating particulars as to description and size of craft proposed to be used, number of crew, port sailing from, and annual sum required for the work, to be forwarded by post to the Secretary, Trinity House, London EC, on or before the 10th day of November, 1873.

Charges for extra trips to the island, and trips with ammunition to the Fog Gun Station, to be quoted separately in the Tender.

By Order

H. Evans

Superintendent

Trinity Wharf, Neyland, S. Wales
October 28th, 1873

75 YEARS AGO

Ilfracombe Chronicle), July 23rd, 1898 (advertisement)



POCKETT'S
Bristol Channel
Steam Packet
Company Ltd.

MARINE EXCURSIONS From Ilfracombe

(weather and circumstances permitting)
by the

Magnificent sea-going saloon
Passenger Steamship

(Classed A1 at Lloyds)

"BRIGHTON"

Monday, July 25th, at 10.15 a.m., to
CLOVELLY and LUNDY ISLAND. Leaving
Lundy at 2.45 p.m. and Clovelly at 4
p.m.

Wednesday, July 27th, at 11 a.m., to
CLOVELLY and LUNDY ISLAND. Leaving
Lundy at 4 p.m., and Clovelly at 5.15
p.m. Steamer leaves for Swansea 7.30 p.m.

Fares: to Clovelly, Lundy etc. Return:
Saloon 3s. 6d. Fore Cabin: 2s. 6d. Single
to either place: 3s.

Tickets at the office on the Pier—Refresh-
ments on board.

All further information, and season tickets
for the S.S. Brighton, may be obtained of
the Agent, J. W. Smyth, 1 Quayfield Road,
Ilfracombe, or at the Offices on the Quay
and Pier.



September 24th, 1898 ("Ilfracombe Chronicle")

Opening of new Bells in Lundy Island: On Wednesday, the music of a peal of Church bells was heard for the first time on the lonely island of Lundy at the entrance to the Bristol Channel. It will be remembered that some year or two ago the owner of the island, the Rev. Mr. Heaven, built a pretty little Church, which was dedicated to St. Helena. Since then, a full peal of eight bells has been added and, at the invitation of the donor, the ringers of Ilfracombe Parish Church, who are members of the Devonshire Guild, were invited down to ring the first peal. A special trip was made by Messrs. P. & A. Campbell's steamer Lady Margaret, and about 400 passengers from Minehead, Lynton and Ilfracombe availed themselves of the opportunity of visiting the island. The weather was delightful. The ringers and members of the Guild included the Rev. Prebendary Martin (Vicar of Ilfracombe), the Rev. Hugh Pigott (Vicar of Simonsbath, Exmoor), Messrs. G. Bowen, R. Dadds, A. Dadds, F. Reed, W. Slocombe, W. Carnell, J. German, R. Slocombe, W. Vickery and P. Gibbs. Upon arrival, the party were entertained at luncheon by Mr. Heaven, after which an adjournment was made to the belfry. Here several peals were rung, including touches of Grandsire Triples. The striking was very good. The peal is a good one. The tenor weights 15 cwt. The Rev. Mr. Heaven was much pleased with the result and cordially thanked the ringers for their visit. Some capital photographs were taken of the Church and ringers by Mr. Gratten Phillipse of Ilfracombe (one of these appears on page 7 of I.L.N. No. 9).

50 YEARS AGO

September 4th, 1923 ("Hartland Chronicle")

The Bishop of Crediton (Dr. Trefusis) spent the weekend on Lundy, journeying to the island on Friday, July 27th, in the Royal Mail Motor Yacht Lerina. On Sunday, his Lordship celebrated Holy Communion at 8.30, and officiated at Mattins at noon, this service having been postponed from 11 a.m. in order to give passengers on the Lerina—which ran from Barnstaple—an opportunity to attend. After the service, the Bishop unveiled a plain white tablet bearing the following inscription:

"In loving memory of Hudson Grossett Heaven, Priest, Lord of the Manor of Lundy, who died in 1916, having accomplished the dream of his life by erecting this Church to the glory of God."

Several members of the Heaven family attended the service. The Bishop, in an impressive address, sketched the history of the Church since the foundation stone was laid in 1885, and paid a touching tribute to the life and work of the Rev. H. G. Heaven. After Evensong, the Bishop conducted a Confirmation Service, there being two candidates—a youth and a girl, both residents on the island. The hymns were most heartily sung, including "Fight the good fight", with which the impressive service closed. Several Barumites who were staying on the island attended the services. Six ringers came over from Shirwell and rang changes on the Church bells during the afternoon.

The first wireless concert heard at Lundy was enjoyed by a number of listeners at the end of July, thanks to the kindness of two demonstrators who were visiting the island. American stations were quite distinct.

Through stress of weather, some of our visitors had to stay on Lundy Thursday night, the 23rd. Usually the complaint has been that not so much time as promised was allowed on the island.

The Daily News of Wednesday, 29th August, has a short article on "What struck me most in N. Devon" by J. Hugh Jones. He says: "Devon is superior to the claims of her songs—The hazards of the 20 miles sea trip to Lundy Island suggests something that should attract the cross Channel swimmers."

October 16th, 1923

The Christian Herald for September 6th has a photo by F. Lumbers of our Rector preparing his evening meal at his tent door.

November 17th, 1923

(An extract from the "North Devon Journal" of October 30th)

The well known cutter, Gannet, chaperoned by the Lerina, her successor in connection with the mail service to Lundy, once again made her curtsy to Bideford Bar, over which she passed on Saturday, September 1st, en route to her new home in S. Wales. Viewed stern on, her lines are not dissimilar to those of a lifeboat, and when seas ran high in the Channel she behaved like one. It is probable she will be refitted by her new owner.

25 YEARS AGO

July 9th, 1948 ("Ilfracombe Chronicle")

Sea Limits for 'Combe Boatmen—despite Mr. Fairchild's protests.

A recommendation made by the Highways Lighting and Licensing Committee that limits from Ilfracombe to Combe Martin and Lee, keeping within three miles of the shore, should be imposed for pleasure boats, was adopted by Ilfracombe Urban District Council at their monthly meeting on Tuesday evening. Moving the deletion of this recommendation, Mr. R. Fairchild pointed out that the Committee had been influenced by the decision of the Board of Trade to impose similar limits on boats capable of carrying more

than 12 passengers. "I do not see," he added, "why we should be guided by an authority which has made its decision many miles from Ilfracombe. Local boatmen have gone to Lynton and Lundy for years and there has not been one fatality during the past 50 years. If boats are not allowed to ply to Lundy it will be tragic. I am sure that if the weather and tides are not favourable boatmen would not go out." . . . After a further discussion, the resolution to delete the recommendation was lost and the Committee's report was approved.

July 23rd, 1948

Personality Parade – Lundy's only link with the world.

Much of the story behind the recent broadcast on Lundy has already been told, and many of the local residents know something of the island and the hazards that are faced in attempting to land there. The man who can claim the most intimate knowledge of this difficult operation must be George Irwin, skipper of the 40 ft. Cornish lugger, **The Girl Joyce**, for it is he who, with his two man crew, Arthur (Taffy) Davis, and Tom Barbeary, maintains the only link with the few permanent inhabitants of this lonely isle throughout the year. Upon him and his vessel depends their hope of survival. The B.B.C. broadcasting unit made two trips to the island; the first was for the purpose of writing the script, when Frank Gillard made the crossing with a companion. They were left for three days and the trip was without incident. The second voyage was a rather different proposition, for on that occasion there was a quantity of heavy equipment to transport; all of that had to be kept dry, and that was no easy matter with the waves breaking over the small strip of beach and rocking the dinghy. The heavy batteries and recording apparatus were passed hand to hand by a human chain and nothing was damaged. That was, in itself, a tribute to the seamanship of the crew. The second party, including engineers, mechanics and broadcasters, were left for five days and their return was delayed one day by heavy seas and inclement weather. It had to be very bad weather to prevent **The Girl Joyce** from carrying supplies to the island, but with such valuable equipment involved it was thought to be unwise to take unnecessary risks.

Those two trips were a break in routine for George and his crew, but during the season **The Girl Joyce** makes almost daily trips to the waters of the island. Many of the fine, edible crustaceans which grace the slabs of local fishmongers come from near Lundy. When Mr. Irwin was interviewed by an "Ilfracombe Chronicle" reporter he had just returned from a very wet trip to Lundy but had been repaid for the discomfort of a rainy Saturday with a fine catch of lobsters and crabs, and his lobster pots had also captured a big crayfish. George comes from a family of seamen and maintains a fine tradition of mariners' skill, of which the boatmen of Ilfracombe are justly proud. **The Girl Joyce** sails in all weathers, and conditions must be rough before a trip is cancelled. His knowledge of the local waters is unsurpassed, and in the thickest of foul weather he finds his way back to Ilfracombe like a homing pigeon. His lugger is easily recognisable, being painted in a bright blue shade, and it is the only craft of its type in Ilfracombe. She batters her way through the heaviest seas, and on Saturday sailed home into the inner harbour out of a flurry of driving rain, which had reduced visibility to a few hundred yards.

July 23rd, 1948. Puffins and Religion

Now the haunt of seals and Puffins, Lundy Island was once the lair of ferocious pirates and smugglers, who were the terror of the Bristol Channel. Passing through the hands of Turkish pirates, Spaniards, Frenchmen and English renegades, Lundy finally lost its bad name and

(continued on page 19)



The Devil's Chimney

Based on a photograph by the author

A VISIT TO LUNDY May 8th — 22nd, 1973

It is always an effort to contain one's patience as the transport approaches the Landing Bay. On this occasion we were aboard M.V. **Balmoral** which crossed from Ilfracombe in the excellent time of one hour and twenty minutes. Even so I can never reach this lovely place quickly enough. The phrase "Staying at Old Light" means something very special to me. The happy memories of previous holidays spent in this wonderful building with its homely atmosphere persist. These are partly due to the vivacity of the individuals who have lived and worked in this particular environment. This year is no exception by any means, the wit (and wisdom) of Nick Dymond (Warden), Mick Rogers (Assistant Warden) and Tony Taylor (Guillemot specialist extraordinary) is certainly an experience not to be missed.

This year we had to take our holiday somewhat earlier than usual. In the event however this proved to be a most interesting period. The weather, known as "unsettled", was most definitely so with strong to gale force winds from the West and then from the East in turn. Precipitation was not unknown at this time either.

Even though the rhododendrons were not yet in full bloom, there were great splashes of colour along the East Side especially in St. John's Valley and on Hangman's Hill where the gorse this spring has been extremely abundant. Along the Terraces were more masses of yellow—this time from wild broom. It is extremely gratifying to see young oak trees I raised from acorns are thriving—one hopes they will continue to do so.

The spring migration of birds was in progress. This brought rare and interesting species including a Woodchat Shrike and an Alpine Swift. We were all very sorry that the Golden Oriole brought in by Nick had previously been picked up dead, probably through starvation, which was also the probable cause of the death of a Turtle Dove; many others of this species were in a very poor state. There were several reports of a Peregrine being seen in the last few days. An influx of weather-bound homing Pigeons will probably supplement the raptor's diet. Also seen was a Hobby which feeds on small birds including Swallows and Martins. The hazards of migration were very apparent this spring.

As yet the full complement of Puffins had not been seen, though numbers of birds were present at all the current nesting sites. The first Guillemot eggs appeared during the second week in May. Of these several disappeared within a day or two thanks to the predation of gulls — an

ever-present threat which is increasing. Ponds-bury, one day in particular, was fairly ringing with the wonderful, wild notes of Curlew, supplemented by the rippling voices of Whimbrel passing overhead. These sounds in this particular setting have an effect upon me which I find quite impossible to explain, but I am quite sure that other "Lundyphiles" know exactly what is meant. Whilst on the subject of sounds, there were two "Shearwatering expeditions" during our stay. The first can only be described as depressingly damp. The second was an individual visit to Jenny's Cove at around the midnight hour on a relatively calm night. Whilst quite light by Shearwater standards there were many birds coming on to the island. There was loud crowing very close at hand by the Mangonel Buttress and much more amongst the boulders on the slope above Devil's Chimney. However most birds were heard on the return to Old Light; these were between Battery and Old Light. Quite an evening!

The ponies in Middle Park appeared in fine fettle, "Unity" was in foal and, as usual, expecting (and getting) the odd tit-bit as we passed on our way either to or from North End. The very handsome stallion at present with the mares should have fine progeny indeed. This fellow is extremely persistent where any spare food is concerned but seems quite friendly.

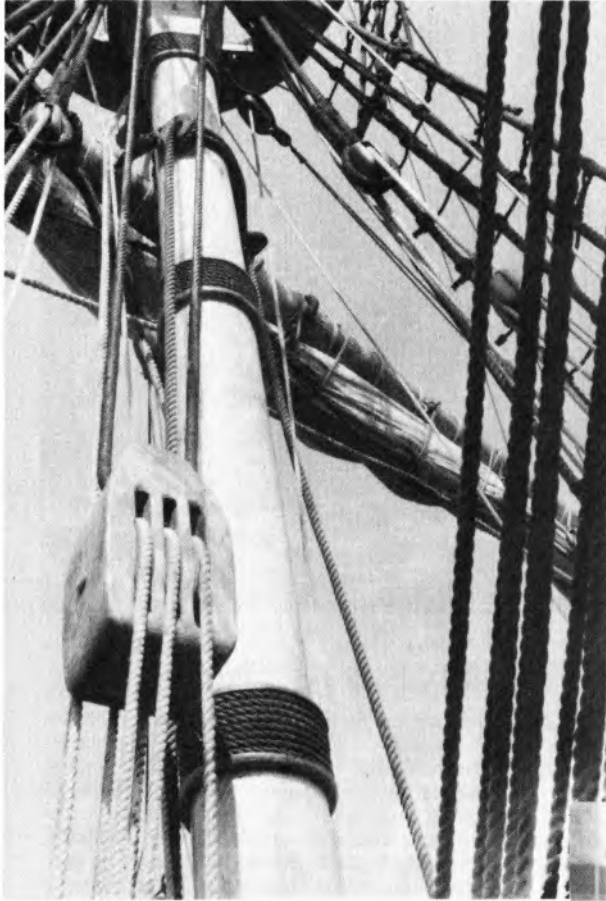
It is very difficult, and perhaps quite wrong, to have any favourite spot on Lundy. However I do find that the West Side north of ¾ Wall is particularly inspiring. From St. James' Stone (like some magnificent natural cathedral), Devil's Slide, Double-Decker Cave, Pinnacle Cave and Arched-stack Gully (please excuse my personal nomenclature) to Long Roost are the most impressive buttresses, gullies, caves, raised beaches and geological samples. It was here that we came, quite unexpectedly, upon a pair of Purple Sandpipers asleep just above sea-level. Obviously a well earned rest on migration.

We were reminded of the great service and work of Trinity House. There were visits from T.H.V. **Winston Churchill** and T.H.V. **Patricia** bringing the Elder Brethren. Also the relief, by helicopter, of keepers at the North and South Lights.

It is no surprise, then, that the time spent on Lundy seems to pass so very quickly. All too soon the dreadful time of departure comes. Our gratitude to all our friends on Lundy, and to the magical isle itself, is quite boundless. As ever, we will return.

BOB BRITTON

HERE and THERE



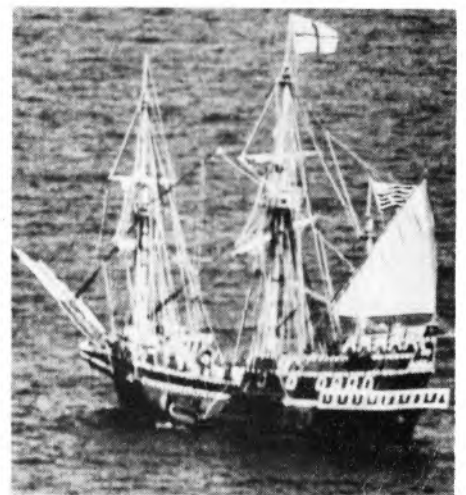
Photos: John Dyke

We were delighted to see the famous replica of the **Golden Hinde** in Lundy Roads on August 17th, 1973. Running under power, with her mizzen sail hoisted only as a steadier, she was on her way from Appledore to Milford Haven. On board the vessel as a passenger was the Rev. Donald Peyton Jones, who took advantage of the trip to Lundy waters to enable him to visit the island. He is pictured (Top right) with two members of a Lundy 'boarding party', Mr. Peter Edwards (left) and Master Tom Grainger.

The **Golden Hinde** was built as closely as possible to the original design, and the photograph (Above) looking up to the crow's nest shows the fine workmanship of the mainmast, block and tackle, and rigging.

(Right)

Captain Adrian Small aboard the **Golden Hinde** anchored off Lundy. The Union Jack and Lundy flag were flying from Hangman's Hill, and the Trinity House flag from the South Light, in honour of the visit.



Dr. J. A. G. Watson

(Above)

This replica of Drake's famous flagship was built at the Appledore yards of J. Hinks & Son, and took 18 months to complete. It is planned to sail her across the Atlantic by the same route as the original **Golden Hinde**, then to berth her in San Francisco Harbour as a memorial to Drake's landing in the vicinity.



Derek Sach

Miss Marsh (Anastasia to her Lundy friends) spends part of her annual autumn holiday helping in the Church, and St. Helena's offertory box is never so well patronised as when Anastasia is on duty! Holding her famous 'staff of office' she chats with visitors on the occasion of a steamer trip. (Above) She enjoys arranging the flowers in the absence of Mrs. Dyke.

(Above)



John Dyke

Mr. Reg. Tuffin of Bridgwater, annual visitor to Lundy, thinks it's "grate" sitting by an old fireplace from derelict Coastguard Cottages, which has found a temporary home outside the editorial offices.

Mr. Keith Hiscock of the Department of Marine Biology at the University College of North Wales, provides this photograph of a display which was prepared for Open Day at the Marine Science Laboratories, Menai Bridge, Anglesey; also shown at the Scientific Symposium of the World Federation of Underwater Activities held at Grosvenor House, Park Lane. The latter occasion was attended by many scientists from all over the world—a number of whom appeared to be impressed that Britain had gone so far in this sphere. Mr. Hiscock hopes to bring the display to Lundy in the summer, and adds "Some people may feel it a little presumptuous to call Lundy 'Britain's first Marine Nature Reserve' but I think we have got to such a stage that, as far as the island is concerned, it is a Marine Nature Reserve."

Keith Hiscock



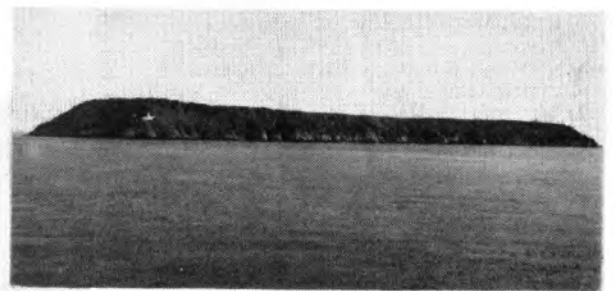
Catherine Blaxhall

Jill Parkin, Mrs. Mary Edwards' niece, is 'sitting pretty' on "Lundy Tich" for her photograph. At the pony's head is Kate Ogilvie and (in the background) Anne Marie Bowles.



John Jones

A group of Venture Scouts camped on Lundy from 9th to 14th August, 1973. During their stay they explored the Old Copper Mine at Long Roost, Queen Mab's Grotto, and two caves in the vicinity of the Mousehole and Trap. Both North and South Lighthouses were visited, and an extensive search traced all the known features of the Granite Quarries. The boys were impressed with the dignity of the short Service held in St. Helena's on the Sunday evening. All members of the expedition were reluctant to leave Lundy and have asked for a repeat trip of longer duration in 1974. This photograph of several of the group shows (from left to right) Andy Lewis, Jeremy Bartlett, Ian Sanders, Pete Pedington, Paul Dixon, Nigel Seggie, Ken Dalton and Mike Aston (Venture Scout leader), of the 5th Potters Bar company.



Photographs by Derek Sach

The Atlantic in more tranquil mood—an unusual view of Lundy from the north-west, taken from M.V. **Balmoral**.

Aboard the **Balmoral** during her 1973 season: Chief Officer John Laidlaw, Captain E. J. Wide and Captain Davies.



LUNDY LOG

FEBRUARY TO MAY, 1973

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.

FEBRUARY

1st: A picture-dawn—quite spectacular, with the angular rays of a golden sun throwing into bold relief the principal buildings of the island against a grey background—the whole resembling a giant stage set. **Gannet** arrived at 0910 hrs., with a ton of cargo aboard, also Mr. and Mrs. Grainger, Miss Jilly Dyke and Mrs. Mary Squire. All vessels resumed, with the exception of **Lincoln Ellsworth** and 70-001. **Gannet** departed at 1400 hrs. and the remaining vessels had resumed by mid-afternoon. Wind N.W. Mist descended on top of island during afternoon. Evening dry and clear.

2nd: Wind N.N.W. 3-4, decreasing during the day. Overcast, with occasional patches on top of the island. Very mild.

3rd: A grey day. **Cleave Petrel** (John Baker) announced at 0900 hrs. that she was about to tie up at her moorings in the Bay. **Gannet** arrived at 0950 hrs., with a ton of cargo, mail, but no passengers, and left again in continuing calm weather at 1400 hrs., with Mr. Robbie Robinson on board. **Cleave Petrel** departed shortly afterwards. **Vigilant** (Milford Haven) arrived at 1830 hrs. Weather continuing calm after dark—wind S. 2-3.

4th: A fine day—sunny and warm—quite Springlike in sheltered positions. **Cleave Petrel** reappeared in the Bay, leaving again at 1430 hrs. **Vigilant** off Tibbetts' Point for most of the day, taking up various positions and presumably seeking wreck-scrap; disappearing unobserved. Church Service at 1130 hrs. (7). Wind S.S.E. 2-3.

5th: A beautifully sunny day—mild in sheltered areas—Wind S.W. 2-3. Sheep drive preparatory to the lambing season commenced from the N. End; John Ogilvie being assisted by Messrs. Nick Dymond, Nick Morrow, Misses Jilly Dyke, Janet Sutton, Janie Wilson and Mrs. Mary Edwards. Heavy clouds came in from the West at about 1530 hrs. and it became cooler, with just a suggestion of drizzle. Future forecast W. 4-5. Mainland clear after darkness.

6th: Grey morning. Wind W. and increasing after mid-morning, with accompanying drizzle and fog. **Polar Bear** arrived at 1145 hrs. with Mr. and Mrs. Keith Blaxhall and Mr. Robbie Robinson on board; also 3 x 45 gallon drums of paraffin, feeding stuffs, anthracite and concrete reinforcing. **Polar Bear** left again at 1540 hrs., with Mr. Ivor Hopkins on board, also Mr. and Mrs. Nick Morrow (on a fortnight's leave). Slight drizzle early evening—a quiet night with good visibility.

7th: Overcast—Wind W.S.W. 4-5. A little sunshine in the afternoon, otherwise persistently dull. Finalising of the sheep round-up this afternoon, when the southern section was covered. Rain spread in from the West, accompanied by increasing W. winds. One vessel sheltering in the Roads at 2130 hrs. Strong S.W. blowing throughout the night.

8th: Unidentified vessel departed by first light. Island shrouded in mist and rain. S.W. wind 6-7. **Gannet** sailing cancelled. Rain dispersed by mid-morning—occasional sunshine. **Thoge** (Hamburg) in ballast, arrived at 1230 hrs. Heavy rain. Wind veered W. becoming gale force 8. An additional vessel came in after darkness at 1815 hrs. Later a fine, starlit night.

9th: Second vessel departed unidentified during darkness. **Thoge** still at anchor. A sunny morning, with clouds scudding by—the Bay becoming choppy. 70-001 arrived from an E. direction at 1250 hrs., by which time the strong N.W. wind had veered N. 6-7. Sheep "drenching" today—first lamb of the season born in Lighthouse Field. Hailstorm at 1300 hrs., cold—strong wind continuing throughout the evening. **Peter Sonne** (Svaneke) at anchor.

10th: Strong N. winds still persisting—bright, sunny, but cold. **Eva Sif** anchored at 1255 hrs. Information regarding sheltering vessels being transmitted to Lloyds by way of the U.H.F., as the Coastguards are in some dispute with the Board of Trade and the Lloyds Telex system from Hartland is not being operated. 70-001 departed at 1300 hrs., reappearing in the early evening. N. wind 6-7 persisting after dark—occasional showers—moonlit night with swift moving clouds.

11th: All vessels resumed, with exception of 70-001. Bright intervals—Wind N.W. 4-5. Hartland Coastguards gave details of ammunition boxes coming ashore on the Cornish Coast and in Ireland. It is believed to come from an illicit cargo of arms to Ireland. The boxes are regarded as highly dangerous, especially if broken open. T.H.V. **Stella** arrived at 0930 hrs., landing two boat loads of oil (500 galls). Church Service at 1130 hrs. (6). **Eminence** anchored (in ballast) at 1355 hrs. Heavy clouds, but hardly any rain.

12th: **Polar Bear** left Ilfracombe at midnight for Lundy in very severe weather—the worst crossing since taking on the Lundy passage—she anchored in the Bay at 0555 hrs., the voyage taking just under 6 hours, being a constant battle against a headwind of force 8-9, gusting to storm 10. Mr. Colin Taylor and Mr. Ivor Hopkins were passengers—very little cargo; mainly vegetables, bread, meat, papers and mail. Mr. and Mrs. Grainger were conveyed to the mainland on return trip for dental appointments, also Mr. Nick Dymond (on shore leave). **Polar Bear** left at 0930 hrs., in continuing heavy weather, reaching Ilfracombe again at 1220 hrs. Hartland Coastguards reported winds up to force 10. **Eminence**, T.H.V. **Stella**, and 70-001 still anchored, being joined by **Katie** and **Pythagore** overnight. Spume (Lundy butterflies) drifting over and landing on Signal kitchen windows. Belgian trawler, **White Horse**, sought shelter at 0850 hrs. Shell/BP tanker, **Dundee**, arrived at 1245 hrs. Future forecast W.8 to storm 10, veering N.W. later. Showers and bright intervals during afternoon. **Katie** attempted to make a run for it, but at 1700 hrs. sought the shelter of the island again. Small fishing vessel, G.V.8221, anchored at 1635 hrs. (possibly French)—blue hull. Heavy blizzard at 1755 hrs., but did not pitch. A further fall of snow at 2230 hrs., which did lie on the ground for a short while. Strong N.W. wind persisting—cold.

13th: Gale force wind now N. Much less shelter

in the Roadstead; nevertheless all vessels continued at anchorage and were joined at 1030 hrs. by an "antique" cargo vessel, **Vassom** (Reg. Famacuta). 70-001 left at 1100 hrs. Sunny intervals after a dull start—cold but dry. Wind backed N.W. during afternoon and abated a little, increasing again at 2200 hrs., at which time there were 6 vessels sheltering. The 1755 hrs. forecast gave winds N.W. 6-8 gusting to 9. Moonlit night—visibility good—wintery showers of hail.

14th: Early morning wintery showers—cold—Wind N.W., but abated. Large patches of blue sky, swift moving clouds and occasional sunny spells later. Snow visible on Exmoor and Bodmin Moor. Vessels resumed in more favourable weather—T.H.V. **Stella**, **Dundee**, **Katie** and **Pythagore**. Remaining **Eminence**, joined by a sister ship, **Quiescence**, the latter departing at 1125 hrs. and the former at 1355 hrs. **White Horse** departed at 1440 hrs. and **Vassom** shortly afterwards. Snowstorm at 1545 hrs. Grey, cold sky; growing progressively colder. Beautiful moonlit night—freezing.

15th: Very cold, with ice on pools and puddles. North Devon and Cornish coast looking very beautiful, cloaked in snow, with the hedges and woodlands standing out in dark contrast. **Gannet** arrived at 0815 hrs., with Mr. and Mrs. Grainger aboard. Ilfracombe Quay completely covered with snow (a rare event), also the **Gannet** deck, the snow remaining throughout the voyage so that Mr. Victor Knock was able to snowball Mr. Peter Edwards on arrival in the Bay! Wind increased after a comparatively calm early morning, S.E., then backing N.E. 5-6. Long, sunny periods. **Gannet** sailed at 1215 hrs., with Mrs. Linda Brown as sole passenger. 'Lundy Hannah' gave birth to a foal early this morning (to be called Dove). Moonlit night with clear visibility.

16th: Wind E. 3-4. Cold, but not freezing. Beautifully sunny all day. Mr. Gade unable to establish radio contact with Hartland Coastguards at 0900 hrs. Wind became E.S.E. 2-3 and later N.E. Full moon illuminating a calm sea.

17th: Wind S.E. 2-3. **Polar Bear** arrived at 0930 hrs. with 12 passengers including Major Peter Bellers, Mr. and Mrs. Clarke (for interview as staff cooks), Mrs. Linda Brown, Miss Alison and Mr. Jonathan Grainger and friend. Also Mr. Robert Bendall Junr. for the day. 'Swift', bay pony, returned to the island. A new piece of mobile equipment arrived—a bowser, 250 gallon diesel oil tank. **Cleave Petrel** came into the Bay at 0950 hrs. but did not stay. Leaving today, Mr. and Mrs. Peter Edwards and 'Smugger' the kitten (to have his operation). Moonlit night—calm.

18th: Wind N.W. to N. 2-3. **Eminence** at anchor, leaving at 1515 hrs. Church Service at 1130 hrs. (10). Pleasant sunny morning, clouding over in the afternoon. Wind N.W. 3-4 in late evening—fine, but cloudy. Major Bellers discovered a dead grey heron near Quarry Pond.

19th: Wind continuing N.W. 3-4. Patches of low cloud hanging over the island—occasional heavy drizzle—clear at sea. **Ocean Crest** (Swansea) appeared after mid-day on the E. Side towing a long line, afterwards proceeding to Ilfracombe harbour. Wind increased in the evening N. 4-5. Rain during the night.

20th: Dull and misty on top at first, clearing at 1030 hrs. Sunshine—wind N.W. 2-3. Larks singing. **Gannet** arrived at 1045 hrs. with Mr. Philip Jebb and two day visitors on board, also Mrs. Ivor Hopkins and son. **Gannet** left at 1530 hrs. in a calm sea with Mr. John Ogilvie and Major Peter Bellers. Afternoon became overcast, but with good visibility. Rosy sunset—wind light N.W., dry. Quiet night.

21st: Wind S.W. 3-4. Dull at first, becoming very misty with drizzle. Visibility down to 100 yds. South Light siren commenced at 1255 hrs., ceasing at 1545 hrs. Mild. Fog lifted at 1630 hrs., whereupon the sun appeared, together with blue sky and fleecy, golden clouds. Wind N.W. 4-5. Starlit at midnight—waning moon in the eastern sky.

22nd: Wind N.W. 5-6. Rain showers at 0900 hrs.

Sunshine mid-morning. **Gannet** sailing cancelled. 70-001 arrived at 1130 hrs., **Twilight** anchored at 0915, followed by two other Belgian trawlers, **Venus** at 1230 hrs., and **Shamrock** at 1450 hrs. Two more vessels sought shelter during the early evening. Wind N.W. gusting to 8; visibility good.

23rd: A blustery day, still blowing strongly but more W. **Caroline**, **Mariner**, and collier **Quiescence** joined those already listed yesterday, also the Lowestoft trawler L.T.371 arrived unobserved. Helicopter relief N. and S. Lights commencing at 1240 hrs. **Westondyke** (Hull) anchored at 1410 hrs. **Lincoln Ellsworth** arrived at 1435 hrs. Rain in the late afternoon, remainder of the day becoming dry but still blowing strongly—good visibility at darkness.

24th: All vessels resumed—last to leave being the **Westondyke** at 0840 hrs. Raining until 1030 hrs. and again slightly at noon, after which weather improved, with sunshine. N. wind increased 4-5. **Polar Bear** arrived at 1245 hrs. with 10 passengers aboard—Master Tom Grainger, Mr. Nick Morrow, Mr. and Mrs. Ernie Dowding, Mr. John Ogilvie, a radio technician (to install a U.H.F. transmitter and receiver from Lundy Office to **Polar Bear** and **Gannet**). Also on board for the day were Messrs. Terry and Charlie Bratcher and two other visitors. I.L.N. No. 10 arrived, all subscribers' copies being despatched by return of post on the **Gannet** at 1730 hrs. The Bay having become boisterous, shipment of passengers and cargo was undertaken with some difficulty. Four campers, due to have departed on Thursday last, left today. Motor cruiser, **Margherita** arrived today at 1420 hrs., with a party of students from Atlantic College. St. Donat's, Glamorgan; supposed to have anchored overnight, but owing to conditions departed unobserved. Visibility good, and continuing so after dark. N. wind decreasing—cold.

25th: Steely grey morning—sleet and snow at intervals—calm. Church Service at 1130 hrs. (10). Wind increased in the afternoon, S.E. 3-4. Occasional breaks in the cloud revealed a snow-covered mainland. Rain in the late evening, becoming a fine drizzle.

26th: Grey sky—calm—later clearing, becoming pleasantly sunny and mild in the afternoon. A cold N.W. wind commenced at 1700 hrs., gradually increasing. T.H.V. **Winston Churchill** anchored at 1900 hrs.

27th: **Polar Bear** anchored at 0330 hrs. A fine, sunny morning—wind S.E. 2-3. T.H.V. **Winston Churchill** weighed anchor at 0920 hrs., proceeding up the East Side and then taking a S.W. course past Rat Island. **Polar Bear** departed with Mr. I. Grainger and family, also Miss Julie Stamp, Miss Janet Sutton, and the Radio technician from the Marconi Company. Sunny conditions prevailed, and attempts were made by Messrs. Blaxhall and Taylor to recover some of the Heinkel fuselage from the E. side with partial success. Mrs. K. Harman and Mrs. Cherry Richardson arrived, also Mr. Peter Edwards (from shore leave). Strong S. wind after darkness—raining—one vessel at anchor.

28th: Very dull at first, becoming lighter, with low cloud on top throughout the day. Wind S.E. 5-6, then backing S.W. **Westondyke** at anchor, and one other vessel. **Polar Bear** arrived at 1845 hrs. having encountered some heavy weather, with Mr. Ian Grainger, also Mr. Ron McGregor and Mr. Sandy Hinshelwood to cull the Sika deer. S.W. winds prevailed throughout the night, 6-7.

MARCH

1st: Heavy mist and rain continuing on top, with occasional clearances. Strong S.W. wind. **Westondyke** and one unidentified vessel departed at 0800 hrs. **Lincoln Ellsworth** anchored off the Quarries. **Quiescence**, at anchor, departed in the direction of Bideford bar at 1230 hrs. **Polar Bear** left at 1240 hrs., with Messrs. C. Taylor and J. Webster (shore leave) on board. Heavy rain at 1400 hrs., coinciding with a veering wind to W. Downpour ceased at 1545 hrs., sky becoming lighter. Very sodden underfoot. Wind N.W. 4-5 at nightfall. Starlit sky.

2nd: Bright, sunny morning. Wind S.W. 5-6. **Lincoln Ellsworth** still at anchor. Cloudy for remainder of the day—dry. S.W. gale 8 forecast. 2 vessels came in for shelter after darkness.

3rd: Dull, damp and overcast all day, with slight

drizzle at times. Wind S.W. 5-6. **Gannet** sailing cancelled. **Shetland Trader**, in ballast, arrived at 0815 hrs. and departed 1735 hrs. L.T. 371 (out of Milford Haven) left her overnight anchorage at 0855 hrs. T.H.V. **Winston Churchill** at anchor, having called at N. End at 0900 hrs., returning to discharge stores at the S. Light. S.W. wind continued throughout the night.

4th: A pleasant, bright morning. Wind S.W. 3-4. T.H.V. **Winston Churchill** left at 0845 hrs. Church Service at 1130 hrs. (8). Rain and mist developed at 1600 hrs., easing by 1730 hrs. Some drizzle in the evening after darkness. N. Light siren in action—S. End clear.

5th: Rain and heavy mist on top. S. Light in action for a short while during the small hours. **Lincoln Ellsworth** left her anchorage at 0815 hrs. Rain ceased at 1230 hrs.; calm, a pleasant afternoon, clouds dispersing, and becoming sunny. Miss Elizabeth Ogilvie's 1st birthday—the island ladies attending her party at Stoneycroft at 1530 hrs. Starlit sky—wind 5-6.

6th: N.W. Wind 6-7. Squally showers at first, dying out towards the end of the morning—fine and sunny afternoon. Coaster, **Kingsgate** (Hull), anchored at 1245 hrs. **Gannet** sailing cancelled. A vigorous wind from the N.W. after nightfall—clear visibility. **Polar Bear** anchored at 2350 hrs. Capt. Payne was asked to keep his 6 passengers aboard overnight and to provide breakfast before landing.

7th: **Polar Bear** in closer at 0700 hrs. Passengers landed, including Mr. Barry Chinchin (Lundy Philatelic Service), 1 electrician and 2 Trinity House personnel for the day, also 2 Accountants from Taunton. Beautifully sunny, a gentle S. breeze; becoming overcast in the late afternoon. **Polar Bear** left at 1750 hrs., after unloading a quantity of building materials, including a large Potterton boiler, for Pig's Paradise extension, and taking on several carcasses of venison. Calm sea—Mrs. Joan Dyke went ashore for hospital appointment. Clear night, with a galaxy of stars overhead.

8th: Medium frost at first, then developing into a warm, sunny, summer-like day. **Gannet** arrived at 1045 hrs., with 3 day visitors, including Mrs. Mary Squire and departed again at 1540 hrs., with Mr. Barry Chinchin, Mr. R. McGregor and Mr. Sandy Hinshelwood. T.H.V. **Winston Churchill** at anchor after darkness. Superb starlit night—calm.

9th: Fog developed in the small hours. S. Light siren commenced, ceasing at 1015 hrs., and, on the dispersal of cloud, it became beautifully sunny. Wind S.S.E. 2-3, becoming S.E. A pleasant, mild evening.

10th: Wind E., overcast at first, brightening, and then developing into a very pleasant day. Wind becoming 3-4. **Gannet** arrived at 1130 hrs., with Mr. Colin Taylor and Mr. Nick Dymond (returning from leave); day visitors Mr. Ian Scott-Walker and Mr. Bob Jory (the latter for interview). Cargo included two new gas stoves for Pig's Paradise. Landing Bay choppy, but improving later in the day. Mr. and Mrs. Ernie Dowding were return passengers at 1700 hrs. Mr. Dowding presented several objects to the Museum, including 2 clay pipe bowls and 2 Victorian glass bottles, one inscribed "Mellin's Infant's Food, London". A quiet, moonlit night.

11th: High pressure system persisting—a lovely sunny day, tempered by a cool E. wind 3-4. No Church Service, owing to the indisposition of Mr. I. Grainger.

12th: Wind E. 3-4. Sunny at first but becoming hazy by mid-morning—sun reappearing in the late afternoon. Sheep drive from the N. End commenced at 1430 hrs. to bring all the ewes into the lambing park—Mrs. Catherine Blaxhall, the Misses Jilly Dyke, Janet Sutton and Janie Wilson and Messrs. Keith Blaxhall, Ivor Hopkins and Colin Taylor, assisting Mr. John Ogilvie in the round-up. Pair of Pied Wagtails flitting around Signal Cottage. **Polar Bear**, with material for the second phase of Pig's Paradise, and **Gannet**, with animal foodstuffs, arrived after darkness. Mr. I. Grainger still confined to quarters with a high temperature. Clear night with a half moon.

13th: E. wind gusting 4-5 during the night, providing a bumpy anchorage for the two island boats. **Gannet** landed 2 Trinity House technicians for the day, and 48 pints of fresh milk. **Gannet** departed at 0930 hrs., with Messrs. John

Stockwell, Robbie Robinson and Ivor Hopkins on board. Sunny afternoon. Mr. Arthur Brown recovered a **Gannet** with a broken wing, which



John Stockwell

A fine example of the Taxidermists' art—the **Gannet**, now in the possession of Mr. Arthur Brown.

had died of starvation in the Bay (see 'Here and There', issue No. 11). Mrs. Kay Harman and Mrs. Cherry Richardson left on the **Polar Bear** at 2130 hrs. Wind resuming E. after a period of calm in the early evening.

14th: Wind continuing E. Misty and overcast at first, becoming sunny. Cloudy, dull weather resumed in the afternoon. Landing Bay inhospitable, sailing tomorrow improbable.

15th: Cloudy, dull and cold. E. wind continuing 4-5. Sky cleared at mid-day, becoming beautifully sunny, although still cold—moderate E. wind. No **Gannet** sailing. Mrs. Jean Stockwell found Millcombe House marvellously dry after its winter closure—testimony to the effectiveness of the new roof and the coppersmith's skill.

16th: A fine, sunny day, virtually windless—quite mild in the early afternoon. **Gannet** arrived at 0830 hrs. after a calm crossing (Mr. John Stockwell on board) and left again at 1200 hrs. The Landing Beach a mass of disgusting oil-spattered rubbish from the English and Welsh coasts, resulting from the persistent E. wind. Mr. I. Grainger improving in health.

17th: Calm at dawn; but a N.E. wind sprang up, increasing 3-4 as the **Gannet** approached her mooring at 0900 hrs.—passengers, Mrs. Joan Dyke and Mr. Jim Webster. **Gannet** left again at 1300 hrs. Wind continuing N.E., moderating in the evening 2-3.

18th: A bright, sunny day—occasional cloud patches until late afternoon when it became overcast. Wind increased N. to N.E. 3-4. Clash of heads in the stockyard between the pony 'Carmine' and Mrs. Catherine Blaxhall, the latter coming off worst. No Church Service, owing to Mr. Grainger's illness. A beautiful moonlit night.

19th: A beautiful day—sunny with occasional patches of cloud. Cool breeze coming in from the N.E., becoming calm in the evening. Exceptionally low tides—full moon.

20th: A superb sunny day throughout. Very warm in sheltered places—better than many a summers day. Cuckoo heard by Miss Janet Sutton. **Gannet** arrived at 1020 hrs., approaching out of a fog bank—passengers including Mr. and Mrs. Philip Jebb, Messrs. Robinson and Hopkins (returning from shore leave) and 3 day visitors, including Mrs. Mary Squire. Miss Kate Ogilvie had her first ride on the pony, 'Titch'. **Gannet** left at 1530 hrs. Calm evening and equally quiet moonlit night.

21st: Another superb day. First official day of the lambing season—previous arrivals being Soay crosses. T.H.V. **Winston Churchill** anchored at about 1930 hrs. **Polar Bear** also arrived in the evening. Working party comprising Mesdames Chrys Davey, Rena Grainger, Gwenda Morrow, Lucy Jebb and Mr. Keith Blaxhall, active in getting Tibbetts letting ready for the season. The

moon presented a squashed orange appearance over Sauntton at 2300 hrs., a rather weird, fiery effect. Calm.

22nd: Another beautifully sunny day. T.H.V. **Winston Churchill** left her overnight anchorage at 0730 hrs., proceeded up to the N. Light and landed Mr. Henry George of Trinity House, former Lightship Master, who walked back to the S. Light and was later taken off on the Landing Beach in the early evening. **Polar Bear** commenced unloading in the very favourable conditions—virtually calm. **Gannet** arrived at 1130 hrs., with Mr. Reg. Lo-Vel to take up re-employment on the building staff. Mr. Beric Morley (Ministry of Works, London) arrived for the day to inspect the scheduled Monument, Marisco Castle. **Gannet** departed at 1705 hrs. with Mr. and Mrs. Arthur Brown, and Mr. Richard Lambert, of the S. Light, suffering from appendicitis. Mr. Nick Dymond observed the first Puffin of the season offshore. Mr. and Mrs. Keith Blaxhall removed from Little St. Johns to temporary quarters in Mr. and Mrs. Gade's future dwelling in Pig's Paradise. Pleasant rosy glow from the setting sun—light W. airs. Quiet starlit night.

23rd: Beautifully sunny throughout the day, but tempered by a cooling S.S.E. wind. T.H.V. **Winston Churchill** anchored for a short while at noon. An advance party from Atlantic College arrived at 1330 hrs. in two well equipped inflatable rubber dinghies, preceding the chartered vessel **Margherita**, which arrived at 1450 hrs., with other members of the college. The slight swell which had manifested itself in the Bay in the morning had by this time flattened out. Trinity House helicopter relief took place at the South Light at 1535 hrs., Mr. John Smith being a passenger.

24th: Strong winds, 4-5, prevailing from S.W., gusting to 6. **Gannet** arrived at 1215 hrs., with Mr. and Mrs. Arthur Brown (returning from shore leave), Mr. Syd Allen, Master Tom Grainger and Miss Jill Farncombe (for interview as secretary), Miss Diana Poole and 4 other day visitors, also one Trinity House employee. Showery weather (until late evening) with sunshine. S.W. winds persisting. **Gannet** departed at 1730 hrs., with Mr. and Mrs. Philip Jebb as additional passengers. During the evening, Mr. John Smith, assisted by Mr. Keith Blaxhall, marked out the route of the continuing path from the northern Quarry to Tibbett's Point, to be constructed by the Conservation Corps.

25th: Rain during the night and early morning ceasing, apart from a heavy shower, at 1330 hrs. Sunny during the afternoon and evening. Morning Service conducted by Mrs. Joan Dyke at 1130 (10). **Polar Bear** arrived at 1415 hrs., departing at 1915 hrs., with Mr. John Smith, Mr. and Mrs. Grainger and Tom on board en route for Scotland. Sea fairly rough off the N.E. point as the sturdy vessel ploughed her way through the Race.

26th: A fine, sunny morning. Wind S.E. at first, becoming 2-3. District Officer Dick Richards (Hartland Coastguards) arrived in the 70-001 at 1100 hrs. Rocket drill was not proceeded with owing to the Tent Field (as is customary) being utilised as a lambing park. A discussion was substituted instead, during which Mr. Richards spoke of various life-saving techniques. 70-001 left again at 1530 hrs., in ideal conditions. Lay-out of the second phase of Pig's Paradise dwellings commenced today. Afternoon became overcast, but dry. Quiet night.

27th: Beautifully sunny day. Wind S.E. 3-4 at mid-day. Two of the inflatable dinghys belonging to Atlantic College proceeded to Lynmouth to put aboard the waiting R.N. **Marherita** students who have been staying at the Old Light, and to convey a new group back to the island. The inflatables were reported as passing Ilfracombe at 1435 hrs., arriving back in the Landing Bay at 1605 hrs.

28th: Heavy rain during the early hours. Strong N. wind 5-6 commencing at 0800 hrs. and continuing all day. Beautifully sunny after a greyish start. **Laurentine Forest** passed close to the S. End out-ward bound at 1700 hrs. Destroyer, H.M.S. **Caprice** (see page 8 I.L.N. No. 12) anchored in the Roadstead after darkness. Wind increased again after midnight.

29th: Superb sunny day—morning gloriously calm and warm, but breeze in afternoon. H.M.S. **Caprice** (DO-1, last destroyer left in Royal Navy—2749 tons, 31 knots, 186 crew, commissioned 1944) departed at 1030 hrs., en route for Swansea, where, we were informed, the crew would be paid off. **Gannet** arrived 0855 hrs., with Miss Lynda Thorne and party for Little St. John's, Miss Edna Spratley (Staff Cook), and one passenger for interview a farm assistant. **Gannet** returned at 1220 hrs., with Mr. John Dyke aboard (to attend Course at Bristol Museum). Starlit night.

30th: Light N. winds—warm and sunny during day. Clear, starlit night. T.H.V. **Stella** anchored during darkness.

31st: Cold, bright morning—sunny all day. Galloway cattle came around Signal Cottages and consumed Mrs. Mary Edwards' daffodil bulbs! **Gannet** arrived at 0915 hrs., with Mr. and Mrs. W. Cobbledick and daughters for Big St. John's, Goodison party for Hammers and Kenchington party for Millcombe. T.H.V. **Stella** in Bay and S. Light hoist in action—**Stella** left for N. End at 1030 hrs. **Margherita** arrived at 1330 hrs., to take back Atlantic College party and left again with her passengers at 1515 hrs. **Gannet** sailed at noon with Miss Jilly Dyke on board.

APRIL

1st: Cold, grey morning. Wind S.W. 6 to gale 8. **Gannet** sailing cancelled. Three ships sheltering at mid-day; coaster, **Sambre**, Sea-scout boat **Felstead**, and a small stern trawler, LI 116, **Lady Irene**, originally from Chichester but now out of Padstow making for Conway. Z571, **Caterpillar** arrived at 1500 hrs. and **Quiescence** at 1830 hrs. Mr. Colin Taylor reported a male Pintail seen on Pondsbyr. A wild, wet night.

2nd: Grey and cold. Wind N.W. 7 to severe gale 9. Eight ships sheltering at 0800 hrs. **Frances B.** (London) arrived at 0830 hrs., anchoring well out in the Bay and taking a tossing throughout the day, frequently changing position. Belgian trawlers coming in during morning, with angry seas sweeping over the length of the ships—last to arrive (at noon) **De Zwer Ver** (Z) and **Shamrock** (Ostend). Total of 12 vessels sheltering, including trawlers **Mariner**, **Rubens** and **White Horse**, coaster **Colston** and those from previous day. Occasional rain and sunny periods, but with several hailstorms during day—one very heavy storm at 1350 hrs. and a severe one at 1730 hrs., stones very large and settling on ground, sending lambs scurrying for shelter. Stanley Bank casting up great waves and flying spray. Several large wooden sections for Pig's Paradise buildings blown across field. Pipe to Signal water tank disconnected in gale. **Quiescence** and **Frances B.** moved off N.E. at 1330 hrs., in bad conditions, making heavy weather of it and disappearing into a hailstorm. Fine, starlit night—wind decreased 4-5. 11 vessels sheltering overnight, including 70-001 which arrived at 1930 hrs.

3rd: Fine, sunny morning—cold—Wind S.W. 3-4. **Gannet** arrived at 1030 hrs., with members of

Conservation Corps (who had been waiting to sail since Sunday) also Mr. Chris Price, to inspect ponies, lambs and future cricket pitch! **De Zwer Ver** departed at noon, followed by **Lady Irene** bound for Conway (but turning back to Padstow instead). All vessels resumed by afternoon, except 70-001. **Gannet** left at 1500 hrs., with Kenchington party aboard, in worsening conditions. Large ring around the sun and mainland very clear, with large banks of continuous cumulus cloud lying from Cornwall to Ilfracombe. Mr. Mike Burrows (of 70-001) came ashore, together with District Officer Richards (who was substituting for Coxswain until a new appointment) with the information that Captain Sowman of Clovelly had died, and his successor, Captain Carr, would take over later in the month. **Polar Bear** reported at Isle of Man on homeward journey.

4th: Misty with drizzle. Wind S.W. 5-6. 2 coasters, **Henri** and **Dintelborg** sheltering in early morning, together with 70-001. Rain and mist cleared later until about 1630 hrs., when mist descended again with heavy rain which continued lashing down all evening. Wind increased to gale 8, gusting 9. During the day the Conservation Corps worked on the Rhododendron Path, cutting away new growth. **Lincoln Ellsworth** joined other sheltering vessels during darkness. Lambing continuing under most unpleasant conditions.

5th: Early mist and drizzle, clearing in patches, then improving to become sunny, but cold, after 0900 hrs. **Henri** resumed in darkness. **Gannet** arrived at 1130 hrs., with Mr. John Dyke and Mrs. H. Ramm, family and friend on board. **Lincoln Ellsworth** departed at noon and **Dintelborg** at 1300 hrs. T.H.V. **Stella** at N. End at 1400 hrs. **Gannet** left on return trip at 1515 hrs., with Mrs. Linda Brown on board and 70-001 returned to Clovelly at 1600 hrs. T.H.V. **Stella** anchored in Bay at 1900 hrs. Fine, cold night—new moon.

6th: Blustery morning with rain showers and sunshine. Wind N.W. 6. **Quiescence** arrived at 0915 hrs. and left again at 1645 hrs. **Polar Bear** arrived at 1130 hrs., with Mr. and Mrs. Grainger, son Tom, and Mr. and Mrs. John Hinshelwood (to reside and work on Lundy). **Polar Bear** returned at 1800 hrs. **Antares II** off N. End at noon and anchored in the Bay. T.H.V. **Stella** still attending S. Light. R.N. salvage vessel, **Uplifter**, arrived at 1930 hrs. 70-001 at anchor. Starlit night—windy and cold. N.W. 5-6.

7th: Fresh N.W. winds continuing. A beautifully sunny, bright day—cold wind, but warm in sheltered places. **Antares II** left in the late morning and the salvage vessel **Uplifter** departed at 1230 hrs. **Polar Bear** arrived at 1300 hrs. with Alison and Jonathan Grainger, Mrs. Linda Brown and Monroe party, leaving again at 1845 hrs. A clear, cold, starlit night.

8th: Fine, but cold, with a fresh N. wind which abated during early afternoon when the sun appeared, then increasing again later. 70-001 left her anchorage at 1400 hrs. Church Service at 1715 hrs. (18).



Mr. and Mrs. John Hinshelwood photographed aboard the **Polar Bear** (their removal van) on Loch Leven (Argyllshire) at the start of the long sea trip to Lundy. The snow-capped mountain (right) is the Pap of Glencoe.

David
Gammon



The **Polar Bear** alongside the Quay at Kinlochleven.

David Gammon

9th: Fine, but very cold—bright sunshine all day. Winds N-NNE. 5-6. **Gannet** and **Polar Bear** sailings cancelled. Exterior painting of Marisco Tavern in progress. Several members of Conservation Corps with sore throats. 'Lundy Cinderella' gave birth to a dun filly, 'Serin' during night. Clear, starry, moonlit night.

10th: Beautifully sunny all day. Wind N.W. 3-4. **Gannet** arrived at 1330 hrs., with Dr. Daniels and students from Exeter University. **Polar Bear** arrived at approximately 1400 hrs., with a new V.A.T. cash register and technician to install it in the Stores. Miss Jill Rowcliffe and the newly appointed Priest in Charge, the Rev. Donald Peyton Jones, arrived to stay. Conservation Corps members continuing with the repair of Threequarter Wall and other tasks. **Gannet** departed at 1655 hrs., with Mrs. Joan Dyke on board. **Polar Bear** sailed at 2030 hrs. Sky overcast at dusk, with a slight spattering of rain. **Marigold** (skipped by Dave Chapman) arrived from Padstow for a few hours visit to collect moorings.

11th: Much colder—strong N. wind 5-6—fine drizzle for a time. Communion Service 0800 hrs. (13). Palm crosses distributed to island families. Brighter at mid-day when the sun appeared, clouding over again in the evening. Church Service at 1715 hrs. (21).

12th: Greyish sky, gradually clearing. Hartland Coastguards reported at 0900 hrs. that the **Gannet**, sailing from Ilfracombe at 0630 hrs. had had to put about with engine trouble—6 passengers aboard. The vessel returned to port at half speed in a N.W. wind 5-6. Cold and overcast for remainder of the day. Slight rain. Coastal visibility exceptional after darkness.

13th: Grey dawn. Wind N.W. 4-5. **Gannet** arrived at 0800 hrs. Smooth crossing. 3 passengers, including Mrs. Joan Dyke and Mr. John Fanshawe, assistant Warden for the bird observatory. **Vibrant** (Pin Mill, Glamorgan) 18ft. yacht, arrived approximately 1030 hrs., departing at noon. **Gannet** left at 1215 hrs., with Rev. Peyton Jones and 5 members of the Conservation Corps on board. Building site excavations revealing archaeological remains in Pig's Paradise. Sunny intervals throughout the afternoon. Good visibility in the evening. Quiet, moonlit night.

14th: Grey morning—visibility good. **Gannet** arrived at 0900 hrs. and **Polar Bear** ten minutes later. Passengers on board included Mr. and Mrs. Tony Marsh, Mr. and Mrs. Keith Gardner and family, Mr. and Mrs. Peter Fowler and family and members of an Archaeological Survey party; the joint leaders of whom were Messrs. K. Gardner and P. Fowler. An intensive dig in Pig's Paradise was commenced immediately. Small unidentified yacht anchored at 1530 hrs., leaving again at 1800 hrs. Dr. Daniels and his party of students, two members of the Conservation Corps (Miss Sarah Frazer Clarkson and Mr. John Clements) left on the departing **Gannet** and **Polar Bear**.

15th: A superb day—warm in sheltered areas. Slightly choppy in the morning owing to N. wind,

but calming down by mid-day. Mr. Gade established R.T. contact with **Cleave Petrel** at 0900 hrs., which subsequently arrived with Mr. John Baker and Mr. and Mrs. Roy Glover as passengers. **Gannet** arrived at 0945 hrs., and **Polar Bear** 15 minutes later. Arriving today: Williams party (Castle) and Mr. R. Moulton and climbing party. **Gannet** departed at 1310 hrs., with Mrs. Ramm and family (Tibbetts) and Mr. Monroe and family (Hammers). **Cleave Petrel** left at 1345 hrs., followed by the **Polar Bear** at 1415 hrs., with Mr. and Mrs. Cobbledick and family, Miss Jill Rowcliffe and Mr. Reg Lo-Vel (a leg injury requiring medical treatment). Archaeological dig revealing extensive foundations at E. end of site. Church Service at 1715 hrs. (11). N. wind renewed in the evening. T.H.V. **Stella** anchored in Roadstead for the night, having lain off the N. End all day whilst technicians were making secure the new hoist. St. John's Valley and Heath Mount ablaze with golden yellow gorse, giving off a peach-like scent.

16th: Dull at first, followed by sunny intervals, then a gradual improvement to clear skies and bright sunshine. Wind fresh N.N.E. 4-5, decreasing. T.H.V. **Stella** moved up to the N. End to investigate conditions, but returned to her anchorage at 0815 hrs., leaving again for the N. end at 1300 hrs. T.H.V. **Stella** anchored again in the Roadstead in the evening, the wind having increased N. 5-6.

17th: Beautifully sunny day, but cold N.N.E. winds persisting 4-5, gusting to 6. **Gannet** arrived at 1000 hrs., with 9 day visitors and 3 archaeologists to join the medieval settlement dig in Pig's Paradise. Conditions were unfavourable for a beach landing and passengers, mail, luggage and general cargo were discharged on the Pyramid at Jenny's Cove. T.H.V. **Stella** up-anchored at 1100 hrs. and proceeded to other stations as there was no prospect of continuing work up at the N. End. Mr. K. S. Gardner gave an illustrated lecture at 2100 hrs. in Millcombe, on the archaeology of Lundy.

18th: Cloudy with bright intervals. Wind gusting to N.6. **Cape Horn** arrived from Ilfracombe at 1300 hrs., with the Campbell moorings, to be laid by Capt. Dave Jones. T.H.V. **Stella** anchored for a short duration in the early afternoon. 'Lundy Titch' gave birth to a cream-coloured colt during the morning ('Bosun'). Afternoon and evening brilliantly sunny, tempered by a persistent N. wind.

19th: Cloudy at first, becoming brilliantly sunny for the remainder of the day. Very cold—strong N winds 5-6. No **Gannet** sailing. Church decorated with flowers for Easter. Impossible to send the Campbell launches in time for tomorrow's **Balmoral** visit, owing to state of weather.

GOOD FRIDAY: Continuing windy—N.N.W. 4-5. **Gannet** arrived at 1300 hrs., with stores. Archaeologists spent the morning packing in readiness for departure on the **Balmoral**; all finds being temporarily conveyed to the mainland to be

concentrated in Bristol for further study. **Balmoral** paid her first visit of the season at 1400 hrs., landing only passengers booked to stay, numbering 67, including Mr. Nunn and party, Mr. and Mrs. Richard Hampton, Mr. and Mrs. Hailstone, Mr. R. Tuffin, Mr. R. Curtis, Mr. and Mrs. Duncanson and family, 8 members of the Gloucestershire Mountaineering Club, and 14 from Stockwell Manor School. Owing to adverse landing conditions, all were conveyed to the Cove Beach, from where the departing archaeologists and Miss Janet Sutton were taken to the waiting vessel.

21st: Overcast at first—N.W. winds continuing. Landing Bay considerably rougher than yesterday, the wind becoming more E. Developing into a sunny day with cloudless skies. The English common cold prevalent amongst islanders! 'Lundy Carmine' gave birth at 0700 hrs. to a bay filly, to be called 'Brambling'.

EASTER SUNDAY: Wet, windy and cold. E. gale 8 blowing all day. 'Lundy Maria' gave birth to her first foal ('Golden Oriole') on the Airfield at 0930 hrs. Church Service at 1715 hrs. (28). Miss Alice Nunn played the organ and Mrs. Pauline Hailstone gave a most beautiful rendering of the first and last movement of the G. Minor Sonata for unaccompanied violin, by J. S. Bach. The lessons were read by Mr. Nunn and Miss Helen Bristow.

23rd: Bright and sunny throughout—sharply contrasting with previous day—strong E. wind continuing. **Balmoral** sighted just before 1300 hrs., cruising around the island before coming into the Landing Bay—220 passengers on board. No day visitors landed—11 to stay were put ashore on the Cove, including Miss Janet Sutton, Mr. Dennis Knight, 4 Lloyd party (Castle), 4 Viveash (Tibbetts) and Miss Gibson for the Old Light. 66 persons, and an immense amount of luggage, were ferried out in the cable to the **Balmoral**, which finally departed at 1600 hrs., with 7 Williams party (Castle), Mr. R. Moulton and climbing party, Mr. R. Tuffin, Mr. R. Curtis, 8 campers, 14 Stockwell Manor School, 8 Gloucestershire Mountaineering club, Mr. and Mrs. Richard Hampton, 3 members of the Nunn party (including Mr. Bristow) and others including Mr. and Mrs. Ian Grainger, Mrs. Gwenda Morrow and Mrs. Ina Hinshelwood. During the afternoon an Air Sea Rescue helicopter flew low over the Bay looking for the fishing vessel, **Mariner**, with a crew of 5 on passage from Ilfracombe to Swansea (this vessel was later declared as lost at sea with all hands). Yacht, **Madoc** (Skipper Mr. Alan Greedy) on passage from Dunmore East, Eire, for Barry, put into Jenny's Cove in the morning, the crew of 3 made a rendezvous in the Tavern with Mr. Duncanson (staying at Little St. John's). 70-001 also anchored in Jenny's Cove.

24th: E. wind up to force 6 veering S.E. and moderating 2-3 in the evening, with a calming effect on the hitherto rough sea in the Bay. **Madoc** left anchorage at 0830 hrs., escorted by the 70-001 for 5 miles out, as she was relying on her sails—her magneto having failed. Fine day throughout, with a beautiful sunset.

25th: E. Wind in evidence at 0230 hrs., after a relatively calm period. Fine and sunny all day, during which the wind gradually abated. **Gannet** arrived at 1510 hrs., with 2 day visitors, leaving again at 1745 hrs., with 9 additional passengers, including Mr. and Mrs. Tony Marsh. Mr. Peter Edwards picked up a hatch cover thought to have belonged to the capsized **Mariner**. An encouraging sunset.

26th: A gorgeous day with a slight E. breeze. **Margaret** (Bideford) arrived at 1000 hrs. to convey 11 members of Mr. Nunn's party ashore. Sailing conditions ideal for the return voyage. **Gannet** arrived 1415 hrs. with Mr. Christopher Price and Mr. John Graves, Veterinary Surgeon; the latter to geld the pony, 'Swift', and to extract 'Unity's' tooth. Two home-bred Galloway bulls, 'Progress' and 'Progression', were inspected and passed for Min. of Ag. licensing, the former to be retained on the island for breeding purposes. Other passengers aboard included Mr. and Mrs. Wilson and son, Miss Jill Farncombe (new Company secretary) and her cat, 'Titus', also Mr. Robbie Robinson returning from shore leave. **Gannet** departed at 1800 hrs., with Mr. and Mrs. Hailstone and party, Mr. Dennis Knight, and Mr. Albert Fisher and colleague (having brought over the Campbell

launches, **Devonia** and **Ravenswood**, today). Calm, starlit night.

27th: **Polar Bear** anchored at 0400 hrs., with Mrs. Ina Hinshelwood on board. Foggy at first—S. Light siren commencing at 0710 hrs. and ceasing at 1100 hrs., whereafter it became beautifully sunny all day. **Polar Bear** departed at 1010 hrs., with Mr. Ivor Hopkins on board. Cooling E. wind throughout the day and at nightfall.

28th: A very pleasant, sunny day. **Gannet** arrived at 0800 hrs., with cottage letting visitors, including Mr. and Mrs. Whitaker (Little St. John's), Mr. Jones' party of 5 (Tibbetts) and Mr. Cole (Millcombe). Mr. Bob Jory arrived for the day. A privately owned DUKW arrived at 1045 hrs., with a senior ex Naval officer at the helm. Mr. and Mrs. John Duncanson and family left on the departing **Gannet**, together with Miss Viveash and party, Mr. and Mrs. Lloyd and family and Miss Gibson. **Balmoral** arrived from Swansea on special charter by the National Trust. The 345 passengers included Lt.-Col. and Mrs. Jennings (Hon. Organiser) and Mr. Claude Page (Regional P.R.O.). E. wind had considerably abated on arrival and beach landings were accomplished without difficulty—a cool E. breeze persisted on top of the island. The island exhibition presented in the Church was well patronised. Towards the end of the afternoon, the wind increased and the last two launches had to contend with a developing swell when putting the final visitors aboard. **Balmoral** departed at 1630 hrs., proceeding around Rat Island and along the West coast for the benefit of passengers.

29th: A superb day, even better than the previous one. Slight E. breeze, becoming calm in the afternoon. Sunny and wonderfully clear. The DUKW left at 1025 hrs., rounding Rat Island on a W. course. A small blue-hulled fishing vessel, **St. Beatus**, arrived at 1045 hrs., staying for a short while, during which time the crew visited the Tavern and obtained stores. **Balmoral** arrived at 1320 hrs., in perfect conditions with 463 passengers, also a B.B.C. Wales T.V. crew. Island exhibition well attended, and then, at 1530 hrs., rapidly dismantled to allow the special National Trust Service to be held. The congregation of approximately 100 was led by a splendid Welsh choir. The hymns were sung bi-lingually, with Welsh vigour predominating. The Service was conducted by Mr. I. Grainger: Lt.-Col. Jennings read the lesson; and Mr. David Mansell-Lewis (Lord Lieutenant of Carmarthenshire) was the organist. The **Balmoral** sailed at 1700 hrs., on a course along the W. side concluding a most successful weekend, attended by superb weather. The exhibitions and Service benefitted the Lundy Church funds to the sum of £40.78p. The clarity of the outlined coast on the E. side suggested a change in the weather.

30th: Dull, foggy and raining at 0830 hrs., becoming heavier—much needed moisture! Rain ceased in the afternoon, giving way to sunshine. Lovely evening sky with a multiplicity of fleecy clouds, tinged by the setting sun. Wind cyclonic, variable, 4-5 during the day. Lundy featured in a Welsh language News programme on B.B.C. T.V. at 1905 hrs. 'Lundy Julia' gave birth to her first foal—a dun colt, named "Dunnoch" (born at lunch-time in the pouring rain).

MAY

1st: Cloudy, with sunny intervals. Wind W. 2-3. Becoming very sunny and warm. **Gannet** did not sail. **Balmoral** arrived at 1330 hrs., visitors to stay including Mrs. Kay Harman and Mrs. Cherry Richardson, Mr. Hills (Chief Agent of National Trust) and Mrs. Hills. Other guests for Millcombe: Mr. and Mrs. Fisher and Mrs. Dight and companion. Mrs. Gwenda Morrow returned from shore leave. **Balmoral** left at 1635 hrs., with Mr. and Mrs. Wilson and son and Miss Janet Sutton (shore leave).

2nd: A beautifully sunny morning. Wind E. 1-2. **Gannet** arrived at 0945 hrs., with a large consignment of Long Life milk. **Gannet** departed in an E. wind, veering S.E. and increasing in the late afternoon. Periods of rain of short duration recommencing in the late evening.

3rd: Torrential rain during the night. Wind strong S.E. 6-7. Rain continued after dawn, but abated by 0930 hrs. Cloud gradually decreasing—sun emerged—becoming warm. T.H.V. **Winston Churchill** anchored in the Roads at 2130 hrs.

4th: Strong S. winds—grey, overcast. T.H.V. **Winston Churchill** departed after 0900 hrs. Wind increasing all the while, becoming a full gale. Arrival of the **Gannet** at 1115 hrs., greeted with some astonishment—a very rough passage. 2 passengers to stay, Mrs. Cole and Mrs. Evans (Millcombe) and 2 day visitors for employment interview. **Cleave Petrel** also braved the storm, arriving at 1135 hrs. S. gale increased to severe gale 9. Enormous breakers clawing Rat and Mouse Islands, the latter frequently shrouded in spray. **Gannet** and **Cleave Petrel** wisely decided to remain overnight. The wind gradually abating to become force 4-5 by late evening.

5th: Dull, with intermittent heavy mist on the island. **Cleave petrel** departed at 0520 hrs., and **Gannet** at 0600 hrs., with Mr. and Mrs. Hills, Mr. and Mrs. Fisher, Mrs. Dight and companion. The 2,334 ton Bulgarian cargo vessel, **Botengrad** (informant Mr John Stockwell) at anchor in the Roadstead. Strong S.W. wind veered W. 5-6. **Polar Bear** arrived at 1130 hrs., with Mrs. June Bendall and son Robert (for the day), and Rev. Peyton Jones on board. Mr. Davey erected a new flagstaff on the Church tower, on which the Reverend hoisted the Missions To Seamen flag to flutter conspicuously in the W. breeze. The new stallion, 'Greenwood Minstrel' (New Forest breed) also arrived on the **Polar Bear**. After an early morning shower, the weather improved in the afternoon, although high winds made it cool. **Balmoral** anchored at 1350 hrs., on a Missions to Seamen charter direct from Avonmouth. Passengers included Sir Kenneth Brown (Chairman), Commander and Mrs. Tom Foden, Rev. Christopher Pilkington, Rev. David McCoombe (Organiser), Mr. and Mrs. John Brown and Mr. Ingledew. Island exhibition in the Church well attended. Also arriving today Mr. Davies and Mr. Whale. **Balmoral** left at 1650 hrs., with a following wind. **Polar Bear** departed at 1700 hrs. with Mr. and Mrs. Wheeler on board. 70-001 anchored at midnight.

6th: Strong, cold S.S.W. wind 5-6 in the morning. 70-001 still at anchor. Scattered showers. **Balmoral** arrived at 1450 hrs., having been chartered by the Clevedon branch of the N.S.P.C.C. Strong S.W. to W. winds made for an uncomfortable passage to Lundy, but provided a useful following wind on the return voyage. Mr. Smith Cox (Managing Director of P. & A. Campbell Ltd.) on board. Mr. and Mrs. Scott-Walker and family were day visitors; also Mrs. Allen and family to stay. Island exhibition again put on in the Church. Mr. and Mrs. Jones and family left and Mr. Peter Edwards also went ashore. At 1800 hrs., the tug, **Fairplay XI** (Hamburg) anchored in the Roadstead, towing a barge, **Ballyronan**, and being assisted earlier by 70-001 when she got into difficulties after wrapping the tow-rope around her propeller. Church Service at 2045 hrs., conducted by the Rev. Peyton Jones (18).

7th: Dull and overcast—occasional bright periods—cool. **Fairplay XI** and her tow, **Ballyronan**, left at noon. Intermittent showers. Church meeting held at 1700 hrs. (6). Presentation from wellwishers by Mr. Gade to Mr. Colin Taylor, shortly to be leaving the island.

8th: Cool N.N.W. wind 3-4. Grey and overcast—light rain. 70-001 departed at 1105 hrs. **Gannet** sailing cancelled. **Balmoral** arrived at 1350 hrs., passengers including 209 teachers and scholars from Derbyshire State Schools staying at Westward Ho! Visitors to stay included Mr. and Mrs. Dymond Senr., Mr. and Mrs. Bob Britton and family, also the new Assistant Warden, Mr. Mick Rogers. Mr. Peter Edwards returned. Mrs. Evans, Mrs. Cole and Mr. Whale left, also Mrs. Linda Brown (shore leave).

9th: Overcast at first, but brightening. A little warmer—S.W. wind 3-4, increasing to 7 in the afternoon—occasional light showers. No **Gannet** sailing. A three-masted sailing vessel passed Rat Island at 1535 hrs., on a N.E. course—possibly the sail training schooner, **Sir Winston Churchill**. Torrential rain during late afternoon and evening. Mr. Colin Taylor observed a pair of puffins on the N. side of **Gannet's** Rock, which might have been prospecting for a nesting site.

10th: Beautifully sunny all day. Cool W.N.W. wind 5-6. T.H.V. **Winston Churchill** arrived at 1530 hrs., to convey building staff and technicians to Swansea at 1930 hrs. 70-001 arrived at 1545 hrs., remaining overnight.

11th: **Polar Bear** arrived in the small hours to convey Mr. I. Grainger ashore at 0400 hrs. A bright sunny morning—occasional patches of heavy cloud, which dispersed. A pair of house sparrows flitting in and out of the Old Light Keeper's cottage eaves. Continuing sunny for remainder of the day. Wind W.N.W. 3-4. 70-001 left at 1930 hrs. Farewell party for Mr. Colin Taylor held in the old Billiard Room of the hotel. **12th:** A beautiful day throughout. **Gannet** arrived at 0845 hrs., followed by **Polar Bear** at 0915 hrs. Aboard were Dr. and Mrs. Tim Ross and family, Mr. and Mrs. Prior and son (Castle), Mr. Basterfield's party (Big St. John's), Mr. and Mrs. Webber and Mr. and Mrs. Wright (Millcombe). Both vessels departed at 1230 hrs. Mr. Colin Taylor left permanently after 3 years residence; also aboard were Mrs. Allen and family, Mr. and Mrs. Gardner and family, Mr. Davies and Mr. and Mrs. Keith Blaxhall (shore leave). **Pertinence** anchored after darkness.

13th: A bright morning, with the sun lurking behind the clouds. **Pertinence** sailed at mid-day. Clouds gathered at 13.00 hrs. and fine drizzle commenced for the remainder of the day. Wind S.S.W. 3-4. Becoming progressively misty on top. Church Service at 1715 hrs. (5).

14th: Exceptionally strong E.S.E. wind in the early morning—deluges of heavy rain. White-capped seas off the E. Side. Rain eased at 0810 hrs., and by mid-day it had become beautifully sunny—cold E. wind persisting. Adjacent coasts very distinct at nightfall.

15th: **Gannet** arrived at 0845 hrs., with a fairly strong E. breeze 3-4. Mr. I. Grainger and 4 hotel visitors were among the passengers. Slight swell on the water—gorgeously sunny, cloudless day throughout. Golden Oriole reported as having been seen in Millcombe woods. **Gannet** departed at 1340 hrs., with 5 passengers, including Mr. and Mrs. Webber. Wind continuing N.E., but future shipping forecast gave E. up to gale 8.

16th: Fine all day—sunny. Wind E. 4-5, gradually increasing to gale 8, with consequent heavy seas off the E. Side. A stormy night, with Signal doors, windows and guttering rattling.

17th: Dull at first, becoming brighter. Mountainous seas on the E. Side resulting from the gales. Trees just coming into full leaf, badly scorched by the salt air—rhododendrons also affected. No **Gannet** sailing. Launch, **Devonia**, suffered a broken transom and tiller during the recent storms. Wind gradually decreased during the afternoon and veered S.E.

18th: Bright morning with sunny spells after a few quickly dispersing fog patches passing over the island. T.H.V. **Patricia** arrived in the Bay at 0930 hrs., on the Annual Visitation; representatives of the Elder Brethren having previously landed at the N. End to inspect the N. Light. They were then conveyed down to the S. End by tractor trailer to inspect the S. Light, and were taken off the Landing Beach by tender. T.H.V. **Patricia** up-anchored at 1245 hrs. and proceeded on a N.N.E. course. **Gannet** arrived at 1050 hrs., with Mr. and Mrs. K. Blaxhall on board. Owing to the state of the sea on the ebb tide, cargo was discharged on the flood. **Balmoral** arrived at 1315 hrs., but was unable to land any day passengers. Visitors to stay included Mr. and Mrs. Blaxhall, Senr., Commander J. Pollock, Mr. and Mrs. Newton Jones (Millcombe) and the Fuller and Brambleby parties (Millcombe). **Balmoral** proceeded on a cruise around the island. Mr. and Mrs. Prior and party left on the **Gannet** at 1530 hrs. A changeable day, the sea becoming flat calm in early evening, later becoming turbulent in an increasing S.E. wind. Rain after darkness.

19th: Strong E. winds 4-5 with heavy rain in early morning. **Polar Bear** arrived before noon, discharging her passengers at Jenny's Cove. Three cottage letting parties arrived: Jones, Muse and Stenning, also two visitors for the Old Light. **Balmoral** arrived at 1400 hrs., on charter to the Clevedon Pier Supporters' Club—no prospect of landing passengers, but some campers to stay overnight were set down, afterwards the vessel circumnavigated to the island and gave four blasts on her siren as she left south of Rat Island, homeward bound. **Polar Bear** left at 1645 hrs., taking on passengers in the Landing Bay, including the Basterfield party, Dr. and Mrs. Ross and family, Mr. I. Grainger and others. Very heavy

rain, followed by thick mist and drizzle for remainder of the day. Wind becoming S.E. Shearwaters active around S. End of island during the night.

20th: Suggestion of rain in the air—dull at first, but brightening, becoming pleasantly sunny in the afternoon and evening. Wind S.E. 3-4, becoming virtually calm at dusk. Warmer. **Balmoral** arrived at 1515 hrs., with about 450 Clevedon Pier supporters, and a team of Morris Dancers superbly and traditionally garbed, from Bristol University. A performance was given on the green outside the Tavern to an appreciative audience. The island exhibition was once again well patronised. **Balmoral** departed at 1800 hrs., in a calm sea. Church Service at 2045 hrs. (14). An evening notable for its placidity after the recent rough weather. Attractive cumulus cloud formations over the Devon coast.

21st: Very misty in early morning, clearing gradually. A warm afternoon, clouds increasing in the evening. A gentle breeze after nightfall. Starlit.

22nd: Brilliantly sunny at first, but clouding over at 1300 hrs., with wind S.E. increasing. **Gannet** arrived at 1245 hrs., followed by **Polar Bear** 10 minutes later. Passengers included 9 day visitors, Mr. Webb (H.M. Coastguards, London) for Millcombe and Mr. Truscott to camp. **Polar Bear** also brought over a cargo of cement. Campbell launch, **Lady Moyra**, arrived at 1330 hrs., with Mr. Albert Fisher at the helm. **Gannet** departed at 1600 hrs., with Mr. and Mrs. Dymond Senr., on board and towing the damaged **Devonia** back to Ilfracombe. **Polar Bear** left at 1805 hrs., with Mr. and Mrs. Bob Britton and family. Rain in late afternoon—grey and overcast at dusk, with slight rain. Wind S.S.E. 3-4. Church Vestry cleared ready for cleaning and decorating.

23rd: Considerable rain during night. A dull morning, misty and damp, with continuous rain. Wind W.S.W. **Polar Bear** arrived at 1330 hrs., with over 8 tons of concrete blocks, leaving again at 1800 hrs., with 2 Trinity House workmen on board. Weather gradually improved during afternoon—still dull, but rain ceased. Bristol Channel Divers' new boat, **Donjeano** (Faversham) arrived for the season after darkness, with Mr. Martin Webb, Mr. Phil Anfield and Mr. 'Pancho' Turner aboard.

24th: Misty at first with patches of sunshine, gradually becoming more sunny, but low cloud persisting. **Gannet** arrived at 1300 hrs., with 2 day passengers and visitors for Millcombe. **Balmoral** arrived at 1330 hrs., with about 200 passengers, including a party of schoolchildren, Mr. and Mrs. Wade for Millcombe, also 12 members of Purley School to stay at the Old Light. **Balmoral** left at 1630 hrs., with Commander Pollock, Mr. and Mrs. Newton Jones and the Brambleby party, also Miss Jill Farncombe (secretary), Mr. Robbie Robinson and Mr. Ivor Hopkins (shore leave). A combined ops exercise between a Nimrod aircraft and the Clovelly lifeboat took place during afternoon. The aircraft circled the island dropping smoke signals between Lametry and Benjamin's Chair—70-001 returned to the mainland at 1730 hrs., reappearing in the Roadstead about 2 hours later. Thick mist developed after darkness and S. Light siren commenced at 2230 hrs., ceasing in the small hours of Friday morning.

25th: Greyish at first, becoming warm and sunny, the afternoon being exceptionally pleasant and windless. Mr. Dave Davey busy renovating the Lundy Fire Engine (a fire tender brought by Mr. John Hinshelwood)—probably a pre-war model. Mr. John Ogilvie dipping lambs, crutching sheep and worming both sheep and lambs. Good visibility after dark. E. wind blowing. Brilliant half-moon during the night.

26th: **Polar Bear** arrived at 0630 hrs., with Mr. Ian Grainger, children Alison, Jonathan and Tom, and Mr. Sandy Hinshelwood: leaving again at 0730 hrs. Fine, sunny morning, after early cloud. A white-hulled yacht, **Festina**, anchored in the Bay at 0800 hrs. **Donjeano** left her anchorage at 0815 hrs., heading in the direction of Ilfracombe. **Cleave Progress** at anchor in Jenny's Cove. Yacht, **Zeeblomen** (Milford Haven), arrived in the Bay at 0930 hrs., via the South coast. **Donjeano** arrived back at the Cove at 1345 hrs., with stores and passengers, then set sail again for Ilfracombe at 1415 hrs. **Gannet** arrived at 1400 hrs., with about 11 passengers including Mr. and Mrs. Blackie

and Mr. and Mrs. Sparkes and party—also a cargo of coal. **Polar Bear** arrived at 1430 hrs. A brilliantly sunny day—very little wind. **E. Cleave Petrel** came into the Bay at 1700 hrs. and then proceeded to the westerly anchorage at Jenny's Cove. **Polar Bear** departed at 1840 hrs., with the **Gannet** up-anchoring 10 minutes later. Visitors leaving today included Mr. and Mrs. Jones and party (Castle), Mr. and Mrs. Muse and party (Big St. John's), Mr. and Mrs. Stenning and party, Mr. and Mrs. K. Blaxhall Senr. and Mr. Truscott. Visitors to stay: Major Peter Bellers and Mr. Tony Walker. Small clinker-built yacht with red sail arrived at 1830 hrs., from a N. direction. **Donjeano** arrived on her second passage from Ilfracombe at 2115 hrs. Freshening E. wind—slightly choppy in the Bay. Beautiful thundery sky over and to N.W. of Church—multiplicity of powdery clouds outlined by the setting sun.

27th: A hint of sunshine, soon blotted out by heavy clouds—very dull at 0900 hrs. **Festina** left on a S.E. course at 0810 hrs., **Zeeblomen** having already departed, but both returned to anchor in the afternoon. **Cleave Petrel** left at 1115 hrs., proceeding to Bideford. The clinker-built yacht left at 1135 hrs., on a N. course, but returned later. Heavy rain mid-morning—wind E. 3-4. At mid-day the E. coast took on an unrealistic appearance, with vapour rising and filling the combs, giving a sharp grey edge to ridges dividing them, rather like an oriental landscape painting. Afternoon became warm and sunny. **Balmoral** arrived at 1330 hrs., with about 180 passengers, and left again at 1635 hrs., by which time the swell in the Bay had increased. Mr. and Mrs. Tucker and family arrived (Hammers), also Dr. and Mrs. Watson and family and Mr. and Mrs. Ashton Davis. Miss Jill Farncombe returned from shore leave. **Cleave Progress** left at 1640 hrs., possibly to go round to Jenny's Cove. Wind subsided in the evening—bright intervals. Only the **Festina** and **Donjeano** at anchor at dusk. Church Service at 2045 hrs. (20).

28th: Fog siren commenced at 0330 hrs., continuing until daylight. **Cleave Progress**, **Festina** and **Inspiration** (Burnham) at anchor in the Bay in the morning. Very misty on top of the island at first, gradually clearing—blue sky appearing at 0930 hrs., with accompanying sunshine. Misty weather developed again later in the day with the Old Light disappearing from view at times. Rhododendron blooms on E. Side really magnificent. **Donjeano** left for Ilfracombe at 1600 hrs., and all other vessels resumed, with the exception of **Cleave Progress**.

29th: S. Light siren commenced during night and ceased 0500 hrs. Grey early morning sky. Belgian trawler, **Venus**, arrived at 0820 hrs. **Donjeano** at 0825 hrs. and the **Gannet** at 0830 hrs., passengers including Mrs. Jane Strick, Major Lamprey and 2 lady day visitors. **Cleave Progress** left at 1050 hrs. Sunny periods at mid-morning led to heavy rain and thick mist, which coincided with the arrival of the **Balmoral** at 1330 hrs., with 370 passengers. Cabin cruiser, **Knight Express** (Royal Solent Yacht Club) arrived at 1320 hrs., for a short stay from Appledore to Newport (Mon.). **Gannet** departed at 1340 hrs., with Major Lamprey (Mrs. Jane Strick returned on the **Balmoral**). Arriving today: Oliver party (Castle), Whitehouse party (Millcombe), Mortham party (Tibbetts), Mr. Sage and friend (Millcombe) and the Rev. Peyton Jones — departing: Mr. M. Preece (Old Light), Mrs. Penny Ogilvie and children and Miss Edna Spratley. **Balmoral** left at 1635 hrs. and **Knight Express** soon after. **Venus** departed at 1645 hrs., on a W. course. Rain eased off after 1600 hrs., but mist prevailed until the evening, during which time the S. Light siren was in operation—cool. **Donjeano** left for Ilfracombe at about 1700 hrs., and returned at 2140 hrs.

30th: Rain during the night. Wind S.W. 3-4. Dull and overcast at first, gradually improving to bright with sunny intervals. Belgian trawler, **Westerhinder**, arrived at 1030 hrs., and anchored in the Roadstead. **Solaire II** (catamaran) arrived in the Bay at mid-day. **Westerhinder** and **Solaire II** sailed at 1720 hrs., however the latter returned, and departed again unobserved. Rogation-tide Service conducted by Rev. Peyton Jones in the farmyard opposite Barton Cottages. 47 inhabitants and visitors assembled and 11 animals, including the best behaved ponies, were present, in the charge of Mrs. Catherine Blaxhall and

assistants, also 'Queenie', Mr. John Ogilvie's sheepdog; 'Monty', Mr. and Mrs. Davey's ginger cat and 'Podge', Mr. and Mrs. Nick Morrow's poodle.

31st: Grey and overcast. Wind N.W. light 2-3 at first. Communion at 0800 hrs. (13). **Gannet** arrived at 0830 hrs. and at 0915 hrs., a miniature depression descended on the island bringing with it strong N.E. winds 4-5, which made beach conditions difficult. Mr. Debenham arrived to camp. **Balmoral** arrived at 1320 hrs., but owing to large breakers coming in onto the beach a general landing of passengers was not possible, and the usual tour around the coast was substituted (380 passengers on board), following which departing visitors were taken aboard, including 16 members of Purley Grammar School from the Old Light. Mr. and Mrs. Derek Sach arrived to stay (Millcombe). The **Gannet** left at about 1430 hrs., with Mr. and Mrs. Ashton Davis on board and two guests staying with Mr. and Mrs. Morrow. Tom and Jonathan Grainger also left today. Weather improved during the course of the afternoon, becoming sunny, but cold—N.W. winds continued, although lighter. Perfect visibility of mainland after darkness—starlit night.



Photo (Derek Sach)

THIS MADE NEWS—continued from page 11

became known as the "Kingdom of Heaven" from the name of its owner, the Rev. H. Grosett Heaven. As the result of his generosity, the little church of St. Helena was built for the inhabitants to worship in, and to this day services are still held there.

The priest in charge is the Vicar of Appledore (the Rev. H. C. A. S. Muller), who has crossed to the island over 100 times. Now the Church is sadly in need of repair. Owing to a succession of fierce gales, the roof of one side of the structure and that of the vestry has become dislodged and damp has penetrated. Two windows have been blown in, and other structural damage caused, and the Trustees are anxious to carry out a complete restoration. An appeal for public help in raising the £300 necessary has been launched by Mr. Muller and the Archdeacon of Barnstaple (the Ven. Denis James).

August 20th, 1948

Yacht in distress off Lundy — Clovelly lifeboat called out. The 15 tons yacht, **Easding**, registered at Plymouth, was assisted by the Clovelly lifeboat off Lundy on Friday. She lay disabled and helpless before a strong N.W. wind and rough seas. The lifeboat took the yacht in tow and after a difficult journey lasting about four hours brought her into Appledore. The yacht was first seen from Lundy to be in apparent difficulty and a message was sent to the mainland. The Clovelly lifeboat was launched in charge of Coxswain George Lamey, and made good progress in spite of the strong wind and heavy seas. The yacht was located about two miles south-east of Lundy. During the gale her sails had been blown away and both steering and engine had been put out of action. The lifeboat returned to Clovelly from Appledore on Friday night's tide. There was only one occupant on board, a man who gave his name as Barnett and his address as c/o the General Post Office, Fowey. He said that he had left Falmouth on August 6th, and it is understood he was making for Carrickfergus.

Continued on page 21

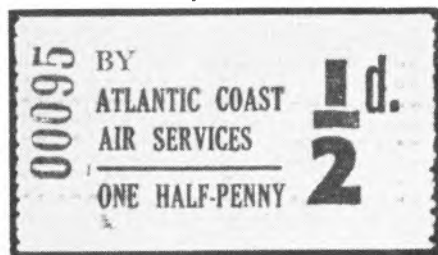
KEEPING YOU POSTED

THE AIRLINE LABELS OF THE 1930's

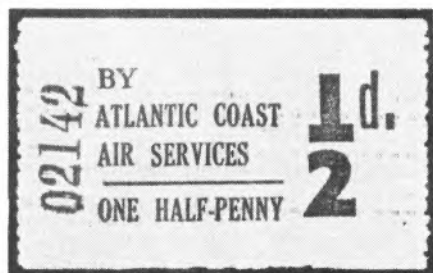
by Barry Chinchin

After making a number of experimental flights between Barnstaple aerodrome and Lundy in 1934, a company was created, entitled "Atlantic Coast Air Services", which became operational in April, 1935, when regular flights commenced to the Lundy Airfield rented just north-east of the Old Light.

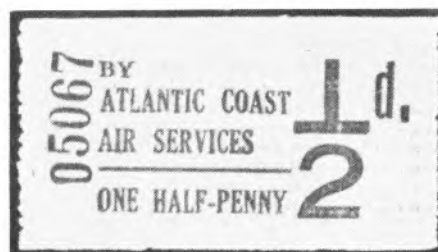
The company arranged for ½d. and 3d. carriage labels to be printed by Willsons of Leicester for use on packages sent by air to and from Lundy. As soon as philatelists became aware of these, demand increased and a second printing was made later that year.



1935 Tramticket roll 1



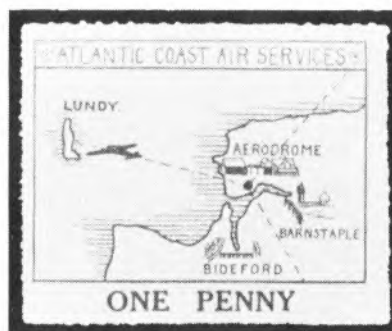
From roll 5



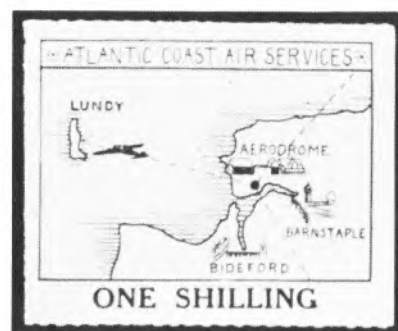
From roll 10



From roll 6



Large Maps April 1st, 1936



When an issue with a wider range of values was contemplated, and with philatelic interest having been aroused, a more stamp-like design was produced by Mr. R. T. Boyd, the pilot, and a director of the company. These labels of a standard design soon became known by collectors as "Large Maps". They were printed in sheets of 12 by H. Pincombe & Son, and issued on April 1st, 1936. Each label on the sheet was slightly different from the others. The values were ½d. (black), 1d. (red), 2d. (green), 3d. (grey), 6d. (orange) and 1/- (purple). Probably 12,000 of the ½d. value, 6,000 of the 1d. value and 2,400 of the others was made.

Although attractive in appearance, they had their drawbacks as their nickname implied—they were large and cumbersome. Some 1d. labels had to be bisected diagonally and used as ½d. ones when there was insufficient room on an envelope, and they are seldom found on postcards.

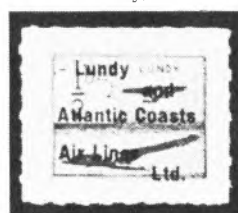
On 1st November 1938 some of the labels which had previously been withdrawn were overprinted with the name of the company in five lines by Pincombes and issued. 5,328 labels are said to have been so treated and are known rather unimaginatively as the 'Five line overprint'.

The ½d. airview was reprinted in red and issued on 31st March 1939. 96,000 copies were made this time and the 'red airview' remained in use until the outbreak of war in September forced the airline to cease operation.

The last of the airline labels was issued on the 25th of April 1939. It was a small one penny value with a picture of a plane over the Old Light. This, printed in black by Willsons, had the inevitable nickname 'Penny Lighthouse'. 48,000 copies were printed.



20th July, 1937



1st November, 1938



25th April, 1939

A smaller ½d. value was prepared in June 1937 but was withdrawn before issue. This was illustrated in I.L.N. No. 8 (Vol. 2 No. 2). However its successor with a similar design suitably modified to include the new name of the company—Lundy & Atlantic Coast Airlines Ltd. — was issued on 20th July 1937. This stamp became known as the 'halfpenny airview' or later the 'violet airview' and was printed in violet in sheets of 48 by Willsons.

ATLANTIC COAST AIR SERVICES					
NORTH DEVON AERODROME.					
		Depart from	Time	Fare	
LUNDY	Daily	Barnstaple Lundy	10.00 a.m. 10.30 a.m.	15/-	Plus 1/- landing fee
	Day Excursions	Barnstaple Lundy	10.00 a.m. 5.00 p.m.	Return	Excess Luggage: 1d. per lb. (single journey)
CARDIFF	Daily	Barnstaple Cardiff	11.00 a.m. 12 noon	23/6 Single	Fare includes taxi between Cardiff City and Airport Excess Luggage: 1d. per lb.
PLYMOUTH	Tuesdays and Fridays	Times on Application	Departure Times are controlled by the state of the Tide in Jersey	25/- Single	Excess Luggage 1d. per lb.
JERSEY				50/- Return	
				80/- Single	Maximum Luggage allowed on Jersey Aerodrome 150 lbs. per passenger
				130/- Return	

Southern National Airways Services (101 and 102) run half-hourly, between Barnstaple and Braintree, stopping at the entrance to the Aerodrome.

Bookings must be made half hour before the time of departure.

Free Luggage: 15 lbs. per passenger on Atlantic Coast Air Services.

Heavy Luggage may be forwarded to Jersey per Southern or Great Western Railways.

All journeys undertaken at the operator's discretion.

Telephone:
DAY BRAUNTON 121.
NIGHT BRAUNTON 87.

Pre-war Timetable Schedule.

Although these were not Lundy stamps, the labels frequently appear in Lundy stamp collections. The nicknames often confuse newcomers to the hobby but the labels have a character of their own which is attractive to some. Others scorn them as only being carriage labels in much the same way as some philatelists do not collect Lundy because they are only local stamps.

HORSES OF THE YEAR

By CATHERINE BLAXHALL



"Lundy Tich" and "Bosun". Derek Sach

After the interesting articles written by Mr. Gade and Mrs. Langford, which appeared in issues 10 and 11, it was suggested that readers may like to keep in touch with the progress of the Lundy ponies and it has, therefore, been decided to publish an annual report in the magazine. I hope this will be of interest to all readers, as our ponies are yet another unique feature of Lundy.

DECEMBER: Wild, wintery weather brought 1972 to a close after a successful year in which the Lundy Ponies were officially registered by the National Pony Society. "Lundy Unity" and a Sika deer were found entangled in the wire fence on the airfield during the week preceding Christmas. Fortunately, the pony made a complete recovery and is none the worse for her experience.

JANUARY: 1972 foals "Pipit" and "Siskin" now officially yearlings and growing rapidly. On January 2nd I left the island to attend the National Pony Society's "Pony Breeders' Course" held at Bristol University, leaving the ponies in the capable hands of Mr. John Ogilvie, my husband Keith, and Mrs. Mary Edwards—to whom I am most grateful. Weather milder now, and mares in good condition, but unfortunately "Lundy Linnet" lacerated her mouth badly, causing grave concern for many days. However, she eventually responded to treatment and began to make a good recovery.

FEBRUARY: Weather very cold, and snow lying on the ground for several days. On St. Valentine's Day "Lundy Hannah" surprised everyone, including herself, by producing a cream filly foal, who was promptly christened "Dove".



Just branded—dun, "Serin" (Lundy B1) and bay, "Brambling" (Lundy B2). Each brand will be almost entirely obscured when the coat grows over in the Spring.

Photo J. M. Langford

MARCH: Still cold, windy, and wet. Animals and humans alike all awaiting the first signs of spring. Ponies looking well, but longing for a taste of the new grass yet to come.

APRIL: First foal to "Legend of Brae Tor" born to "Lundy Cinderella" on the 9th—a dun filly, "Serin". Weather improving at last. "Lundy Titch" foaled a cream colt, "Bosun" on the 18th—a tiny creature, who was to charm visitors to the island throughout the summer. Easter weekend brought two more foals: to "Lundy Carmine" a bay filly on the 21st, and a dun colt to "Lundy Maria" on the 22nd. The foals were named "Brambling" and "Golden Oriole" respectively—all Lundy foals being named after birds. Towards the end of the month, Mr. John Graves, M.R.C.V.S., from Barnstaple, came to carry out dentistry work on some of the mares, and to geld a yearling colt. "Unity" had one of her molar teeth extracted. On the last day of the month, "Lundy Julia" gave birth to a dun colt on the airfield—her first foal. He was named "Dunnoch".

MAY: Stallion, "Greenwood Minstrel", arrived on the 5th from his home in the New Forest. Spring grass at last appearing. Rogationtide Service held in High Street Paddock. The following ponies were present: "Carmine" and "Brambling", "Titch" and "Bosun", "Unity", "Linnet", "Pipit" and "Siskin", "Pipit" disgraced herself by eating a hymnbook during the singing of 'All things bright and beautiful'.

Sadly, "Elan" gave birth to a dead foal.

JUNE: Weather very hot and sunny. Mares and foals enjoying the summer in Middle Park. On the 24th, "Lundy Unity" foaled a dun colt, "Goldcrest".

JULY: Summer continuing hot and dry. The mare, "Lundy Beautiful", foaled in the Light-house Field—a black filly, "Magpie", the last foal of 1973, and "Beautiful's" 14th!

AUGUST: Still very hot—no rain for many weeks. Water in Middle Park very low and ponies brought to Pondsby to drink. Much concern for the Lundy stock should it not rain soon. Preparations being made for the annual visit of the National Pony Society, Lundy Committee.

SEPTEMBER: National Pony Society party arrived on 11th, consisting of Mrs. D. E. M. Alexander, Mr. and Mrs. R. M. Taylor, Major and Mrs. R. Pritchard, Miss Ronnie Booth and Mr. Charles Purse. All this year's foals, with the exception of the cream ponies, "Dove" and "Bosun", were approved for registration. The following ponies were branded: "Lundy Serin" (B1), "Lundy Brambling" (B2), "Lundy Magpie"

(B3) and "Lundy Swift" (A3). On the 25th, "Swift", "Snow-Goose", "Dove", "Bosun" and "Dunnoch" were shipped off the island on the Polar Bear to be sold at Barnstaple on September 28th. "Greenwood Minstrel" was also shipped ashore on that day to return home for the winter. He will be back on Lundy next Spring.

OCTOBER: Beautiful autumnal weather concludes a happy and successful summer. Ponies all wearing their thick winter coats. Preparations being made for the winter ahead.

NOVEMBER: Weather very changeable — glorious sunshine one day, and howling gales the next. Ponies taking advantage of the airfield walls to shelter from the winds. "Golden Oriole" and "Goldcrest" shipped ashore to their new homes in Hertfordshire on the 20th.

In conclusion, I wish to add my sincere thanks to those officials of the National Pony Society who have made the future of the Lundy Ponies so assured. We are indebted to them for sparing so much of their valuable time, and for all the help and advice so generously given.

Also, I should like to take this opportunity of thanking Mr. Gade and Mrs. Langford for writing their most useful articles, and my appreciation for the encouragement I have received from visitors to Lundy this summer. It is very rewarding to know that so many of you are interested in the future and welfare of these wonderful ponies.

THIS MADE NEWS (continued from page 19.)

September 24th, 1948

Flying Club may restart soon — Revival of activities at Chivenor * — Tentative plans.

Barnstaple and North Devon Flying Club may soon be in operation again. Capt. R. T. Boyd, founder of the Club and pioneer of North Devon flying states that tentative plans for re-forming the Club are in hand, but the secretary, Mr. W. J. Bond, points out that before the club took steps to buy aircraft — an extremely expensive item at the present time — they would have to be sure that accommodation was available for them at Chivenor.

The Station, which was built up by private enterprise, was taken over by the R.A.F. during the war and became a major operational airfield. While the Air Ministry retains the airfield, it has now been provisionally agreed that private and commercial aircraft may use the field providing they conform to the requirements of flying control.

* The re-formation of commercial flying at Chivenor led to the renewal of flights to Lundy (by 'Devonair').

CHANGE OF SUBSCRIPTION

Costs have increased greatly since the rate was fixed in Spring, 1972, and we are extremely sorry to say that, if the magazine is to continue, we must raise the price to 30p per copy—annual subscription by post: 3 issues for £1. This will apply to all new subscriptions, and renewals from now on.

At the moment the I.L.N. is costing more than the selling price; and we should like to take this opportunity of thanking most sincerely those readers who have continued to support us, both financially, and by their kind encouragement and letters of appreciation. It is impossible to reply to everyone personally, or to acknowledge receipt of subscriptions, due to the high cost of postage, but we should be only too happy to do so if readers enclose a stamped addressed envelope for the purpose.

LETTERS TO THE EDITOR



Dear Mr. Dyke,

We have not been in touch for some years—not, I believe, since I wrote 'Wreck and Rescue in the Bristol Channel'.

Browsing through some copies of I.L.N. I noticed a photograph of the 'Tetty Barge' at Lundy Landing. Between the wars, and just after, I enjoyed a long correspondence with the late Vernon Boyle and, at the time of his unexpected death, we were collaborating on a book about the North Devon fleets. Now, I fear, the subject has been so creamed and fragmented by others, such a book would be surplus. However, I thought you might like a print of a photograph I took of the 'Tetty Barge' being loaded on Sprat Ridge in June, 1934. You may know that Boyle built a fine little model of this craft which is now lying, somewhat neglected, in Bideford Museum. By all means publish the photo if you think it of interest. The 'Tetty Barge' was not a registered craft (nor named, as far as I know) and so difficult to find out anything about. She was 37¼ ft. long, and one hopes she was not as deeply laden for the Lundy trip as when she barely floated from Sprat Ridge!

You might also be interested in some information regarding Capt. Dark's steam tug, *Advance*. This little wooden screw tug plied the waters of the Taw and Torridge for 17 years, and Captain Dark was a part owner for two of them. He already owned the *Gannet* and it might be deduced that he obtained a third share in the *Advance* in 1885 in order to take on the mail contract for Lundy. Perhaps she proved uneconomical in this role, for Captain Dark and his two co-owners — Thomas Rodd, a farmer and John Hoyle, esquire—all of Instow, sold her complete 64 shares to William Claude Rafarel, a shipowner of Barnstaple, in 1887. It was about this year that Captain Dark is said to have begun using the *Gannet* for the mails.

The *Advance* had changed hands and homes several times. She was built by David Allan at Leith in 1878, and fitted with a simple (as opposed to compound) two-cylinder engine from a Leith foundry. She was 60 ft. long and of 36 tons gross. Allan sold her in the following year to John Jones of Aberystwyth, then a port with considerable trade, and owning quite large sailing vessels. In 1883 she was sold to John Kent of Waterford. After her period 1885 to 1902 in Barnstaple registry, she was sold to Joseph Guy of Hull, but she disappears from the register about 1909 and I have not yet been able to ascertain her fate.

Yours etc.

GRAHAME FARR

98 Combe Avenue,
Portishead, Bristol.

Our recent notification regarding rising costs of the magazine has prompted a reader to prepare the following scale of comparisons:

Dear Mr. Dyke,

... Of course, on a comparative basis the cost of the I.L.N. is not great. In fact the annual subscription is equivalent to, e.g:

- 76 miles of motoring; or
- Telephone for 1 month; or
- 1¼ concert tickets; or
- 1 copy R.A.C. Handbook—
- Hard covers,
- 768 pages,
- 48 maps in 5 colours; or
- 6 weeks water supply; or
- ½ price of cruise down Manchester Ship Canal; or
- 12 weeks subscription to the R.A.C.; or
- 4½ days fuel for our house; or
- 20 copies of Radio Times; or
- 1 new College tie; or
- 5 monthly copies of 'Waterways World'—
- Paperbacked,
- 32 pages, excluding adverts.
- 4-colour front cover;

etc., etc., but even from that list it tends to show up rather unfavourably against similar items, viz, 'Waterways World' and the R.A.C. Handbook.

However, this is largely beside the point. The Illustrated Lundy News is our link with Lundy and we don't want to break it...

Yours sincerely,

G. MAUGHFLING,

Washington, C. Durham.

TAVERN FESTIVITIES

Photographs by John Stockwell



A Christmas toast from Mrs. Rena Grainger and son, Tom; Joan and John Dyke, Mrs. Jean Stockwell, and Katie Ogilvie.



Mrs. Diana Keast shares a table with Mr. Felix Gade and Mr. Jonathan Grainger.



A more serious group at the bar: Mrs. Penny Ogilvie, Mr. Jim Webster, Mr. Theo Rowe, Mr. John Edwardes (North Light) and Mr. Keith Blaxhall.



Mr. Ian Grainger chats to Mr. John Ogilvie and his younger daughter, Liz.

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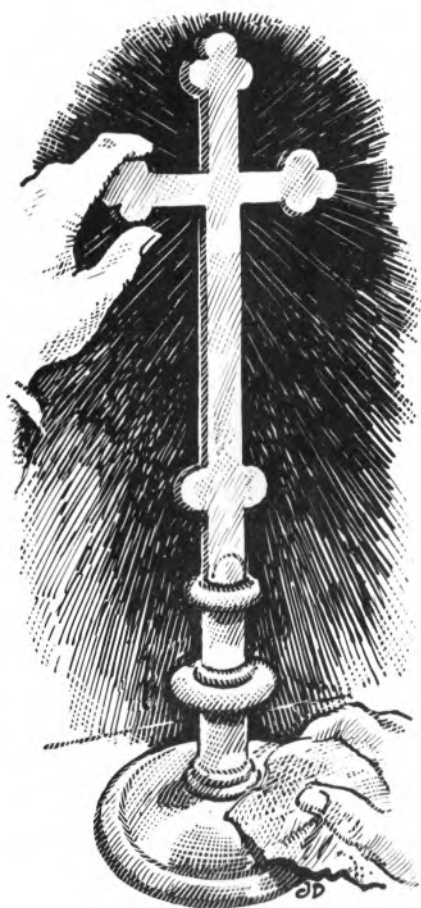
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ON POLISHING THE ALTAR CROSS — A Personal Reflection

How may sinful man approach God? How can I lift the altar rail and step on hallowed ground? How may I dare to touch God's Cross? Only the Royal Priesthood may enter the Holy of Holies—and I am sinful. Kneel, be quiet, wait on God, and know the sanctity of ages here in the air, and in the spirit of St. Helena's.

"Oh God, I would serve Thee in this act. Purify me in Thy love, and sanctify me in Thy service. Lay Thy Spirit upon me and give me thoughts to worship Thee."

"Come, Son, know that all ground is holy. Pick up the Cross from the altar and do not fear. Understand the difference between symbolism and reality, and, with it, pick up the Cross of the Word, daily. Enter and lift it from its place; it is no insult, but the service I require. The altar looks bare, but it is not. Remember the intangible emptiness of my tomb, and know the mystery of my presence, that I am with you always. Lift my Cross, polish it tenderly, know also your share in the burden of the World, and neglect it not. Rise from your knees at the foot of my Cross and assume your burden of Love".

"Oh Lord, it is heavy—heavier than I expected!" ("It always is, Son").

"It has tarnished so quickly in the breath of the World." ("It always does, Son").

"My finger-marks stain it, leaving my individual prints upon it." ("And it is equally true, Son, of the mark you leave upon my creation, the World").

I polish the foot, round and smooth with the care of ages, and feel my unity with those long since gone who have served faithfully. "Oh Lord, the Community of Saints is Thy Gracious Gift

and Glorious Kingdom; and knowing how near they are in Love, I thank Thee."

"My face is revealed as I polish the flat face of the crossed brass—not the face I saw at first in the tarnish, but a glowing face. So may my soul be polished in Thy presence and reflect my encounter to Thy World. My eyes reflect from the cross-member, also my ears, nose and mouth, as I turn and polish: I am all there, but not all my aspects are visible at once—nor is the infinite variety of the face of God revealed all at once to the eye of man or to the depths of his soul, but from the glimpses constantly revealed, Faith determines the glorious fullness of the whole.

"The edges, Lord! They have darkened where the brasso has removed a black deposit of metal and washed it into the cracks and hollows. Finely divided and filthy, this deposit is nevertheless metal, the same metal as the glowing Cross, but now separated from it. The same metal, the same stock, capable when melted and refined in fire of being burnished to the same brilliance. Even here, by rubbing against Thy Cross it is transformed by hard work onto the cloth, assuming a sheen and faint lustre in the semblance of unity. So may the darkens of our lives and the divisions of Thy Church be transformed into Thy unity."

"The other side of this flat Cross: who is it for? Who is intended to be made in the likeness of God, the mirror image of God—spread in sympathy back-to-back, limb-to-limb—touching, sensing, learning, knowing, but not being able to see His presence?" ("Who do you think, Son?")

"Oh, Lord, make me worthy, for I fault and fail every second of my life."

As I restore Thy symbol to the middle of the altar, I know its place—it has left a depression in the smooth white cloth for all to see, and none to mistake, just as Thy Cross marks the cloth of life. As I leave Thy symbol, help me to accept Thy reality, and may those who come to the Church today from the steamer meet Thee in the quiet stillness of St. Helena's, and seeing this soft radiance glowing in the shadow of the altar, know that there is Love on Lundy.

June, 1973

B.L.T.

We should be glad to hear from any reader willing to part with their copy of I.L.N. Vol.1. No.4, as several new subscribers are desirous of obtaining this particular issue.



PHILATELIC

I am looking for all sorts of: **COVERS**, postcards and parcel-pieces sent to or from LUNDY before 1971. (Except covers with the 2p. stamp from 1957 and FDC's after 1960). I pay at least 25 pence per piece. I also require the Red Cross set unused.

Lasse Liwendahl, Runtunav 8
S-125 40 ALVSJO, Sweden.



John Stockwell

PADRE'S NOTES

It takes a child to fill the Church—and thus it was on Wednesday, 21st November when all residing in Lundy attended the Baptism of Marc Leo, infant son of Arthur and Linda Brown—both resident in Lundy, Arthur working as a mason and Linda one-time secretary to the Agent. The baby's godparents were: Mr. F. W. Gade, Mrs. E. A. Hunt (of Ilfracombe), and Mr. Syd Allen. It was a happy Service with hymns led by our organist James Webster. An Island Family reception followed in the Tavern with a massive Christening cake expertly produced by John Stockwell. This was only the twentieth Baptism recorded at St. Helena's Church—the last being in August 1955—we look forward to many more! It was a great joy to have all residing and working in the Island worshipping together. We want everyone to feel that St. Helena's is your Church and you are welcome to attend all our Services. Similarly we invite all visitors to the island to join in our worship—to thank God for all His Blessings and especially for the beauty and peace of Lundy—and to Praise His Holy Name. We have an open altar so welcome all denominations and if you are not yet confirmed you are still invited to the altar rails for God's Blessing.

We wish you all a Happy and Peaceful 1974 in the Name of the Lord.

Yours sincerely in Christ,

Donald Jones

(During October, the Rev. Peyton Jones spent a holiday in Malta where, quite by chance, he had the pleasure of meeting two of our readers: Major and Mrs. D. Collins, Villa Mimosa, West St, Msida.)

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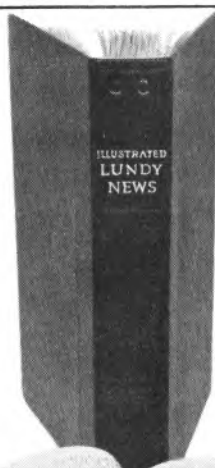
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