



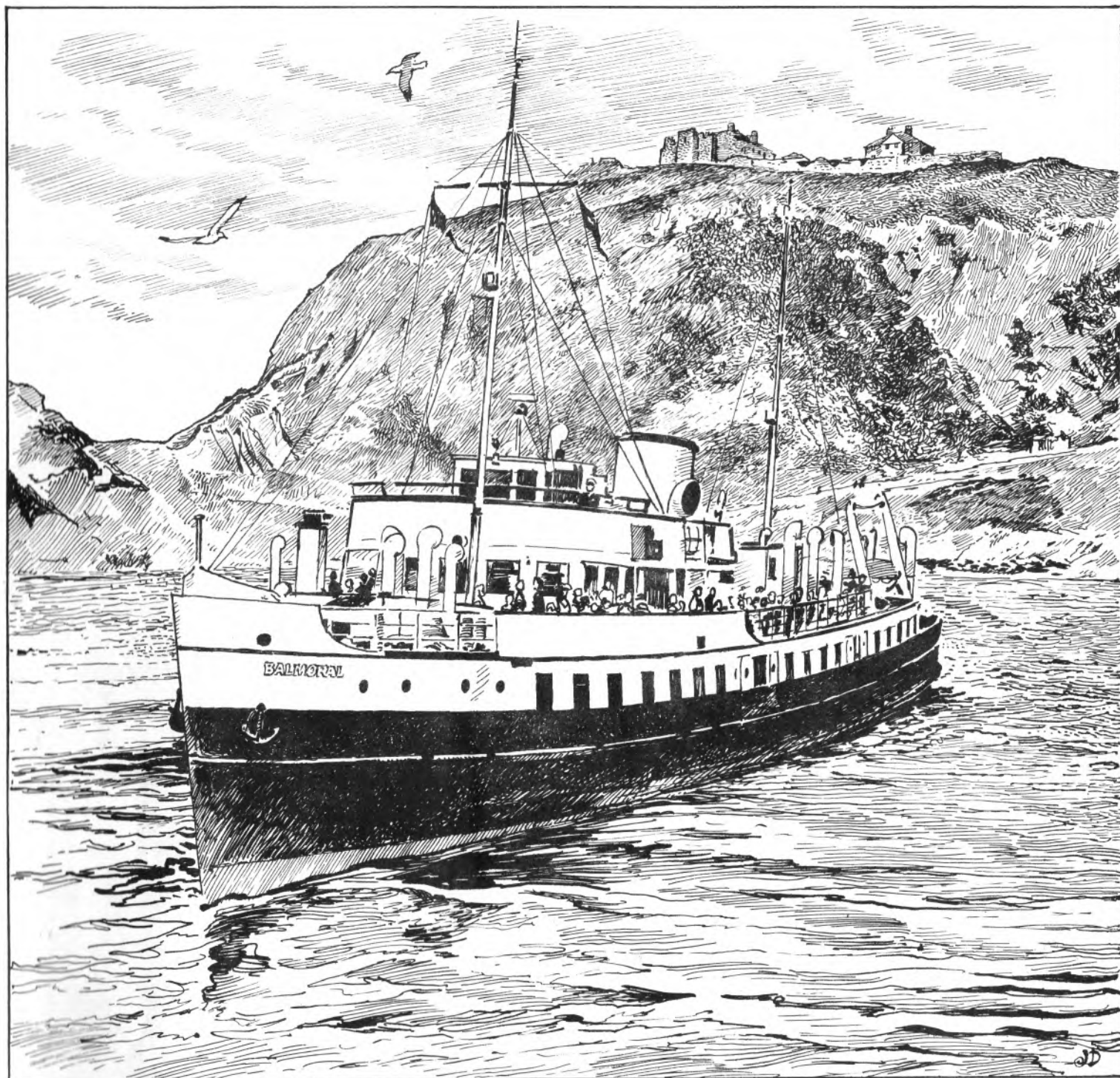
ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL



ISSUE No. 14 1974

VOLUME 3 No. 2



"Parting is such sweet sorrow" . . . Once again, M.V. "Balmoral" steams out of the Bay heading for Ilfracombe and South Wales. For the day visitors this is probably "goodbye" to an island where they have spent a pleasant, though energetic, afternoon—but to those for whom Lundy is an "affair of the heart", this final view of the majestic cliffs above the Landing Beach, crowned with the ruins of Marisco Castle, must always be a sad moment.

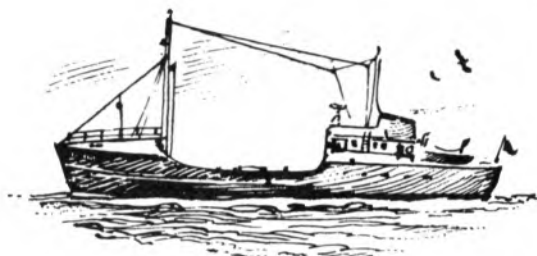
The vessel moves on and the island recedes from their view—but never from their thoughts.

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FROM

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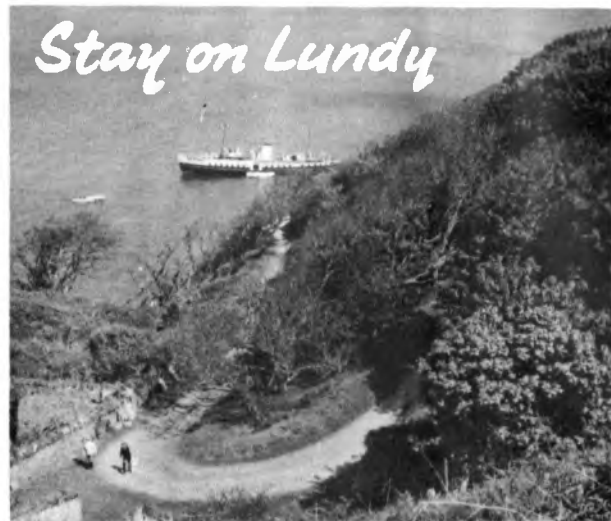
by **M.V. POLAR BEAR**
or **M.V. LUNDY GANNET**



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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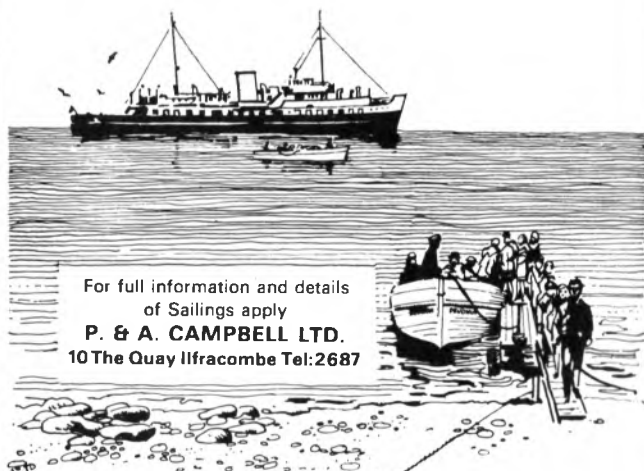
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FORTHCOMING LUNDY STAMP ISSUE

Values, colours, and date of this new
Commemorative issue to be announced
later.



Ilfracombe Life-boat



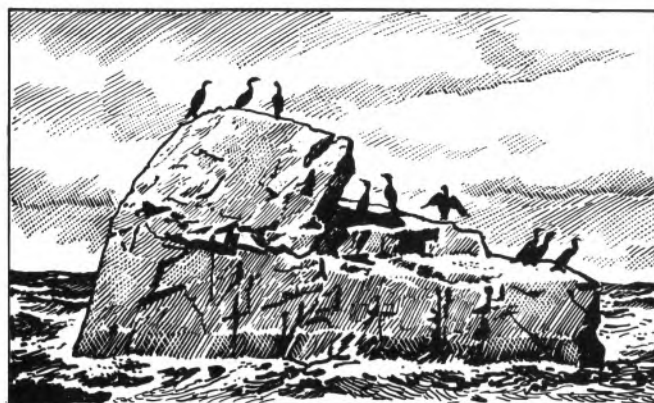
Clovelly Life-boat



Appledore Life-boat



R.N.L.I. Crest



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

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*Due to lack of space, our serial "Sea and Land" is being withheld
until the next issue.*

*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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via Ilfracombe. N. Devon

Battle of Britain

Give for those who Gave





Loading the deer at Surrenden-Dering, Kent, preparatory to shipment to Lundy in 1927.

The Wild Animals of Lundy

part II

by F. W. GADE

In the first article about the wild animals of Lundy I confined myself to those species which could possibly be indigenous. This article will deal with those species which have been introduced by man, both intentionally and accidentally.

The first species which comes to mind immediately is the rabbit. It is generally accepted by zoologists, and historians, that the rabbit was introduced to England by the Normans, and that it spread fairly rapidly all over the country and into Wales and Scotland, but it could not reach off shore islands without man's agency, and so it seems very likely that the holders of Lundy in the middle of the 12th Century, the De Marisco family, introduced rabbits to Lundy, any time between the middle of the 12th Century and 1242, the year when Sir William De Marisco was hung, drawn and quartered for his part in an alleged plot to assassinate King Henry III.

The King, having restored law and order to Lundy, had an inventory made of the assets of the island, in which it is mentioned that 2,000 rabbits could be taken in a year. That, as far as I know, is the first reference to there being rabbits on Lundy. As all visitors know, they survive in hundreds, possibly thousands, to this very day. How often, and in what degree, there have been introductions of fresh blood is not known, except that some time prior to 1926, when the late Mr. Martin Coles Harman actually took possession of his purchase, Angora rabbits had been introduced. The evidence of this introduction is that between 1929 and 1934, two rabbits with long fur of the same texture as Angora fur, but of a light fawn colour, were trapped at intervals on the West Side, between Halfway and Three Quarter Walls. The fur on the heads and shoulders of these rabbits was more or less similar to the wild rabbit, and even on the back the fur was tipped with black, but the flanks, legs and bellies were fawn coloured, the bellies shading to white. Both rabbits were slightly larger than the biggest wild rabbit.

About 1930 or 1931, during Mr. Harman's lifetime, some 20 mixed Angora and Chinchilla tame rabbits were liberated in the vicinity of Millcombe, below the walled gardens. Mr. Harman chose to free them where he would have a reasonable prospect of being able to observe the success, or otherwise, of his experiment. All these rabbits were extremely tame, literally "getting under one's feet" as one walked along the Beach Road between Windy Corner and Millcombe House drive gates. It seems to me that these tame rabbits survived but a few months. It is 42 years ago, and my memory may play me false, but I have a very strong impression that by Christmas 1930 there were none left alive, and there is no evidence to show that any interbreeding between wild and tame rabbits occurred. Had the tame rabbits been liberated where a larger wild rabbit population existed, and where feral wild cats were either absent or scarce, they would have had a better chance of surviving and propagating, either amongst themselves or with wild rabbits.

The only other attempt to introduce tame rabbits was made by Mr. Albion Harman in 1956 or 1957, when he liberated about 12 to 16 Rex rabbits, whose fur is a very deep chocolate brown, indeed almost black. As there have always been quite a lot of melanistic wild rabbits on Lundy, the Rex rabbits, a short furred breed, were immediately accepted by the normally coloured wild rabbits, and interbreeding must have taken place.

Undoubtedly there was a marked increase in the number of black rabbits in the area where the Rex rabbits were liberated, which was from Ladies Combe, just north of Hangman's Hill, to the Wendy Mitchell seat on the East Side Path. Some, however, established themselves in the thicket of gorse and blackthorn north of the path between the Hotel and the Ugly. It was difficult to decide whether any black rabbit one saw was a wild rabbit or a Rex rabbit, and so, unfortunately, several Rex rabbits found their way into cooking pots. Furthermore, feral wild cats abound in the area given above,

and the infant mortality must have been very high. Even the adult Rex rabbits were comparatively easy prey for the cats, because they were tame and therefore less alert to the danger of predators.

Fresh wild rabbit blood was introduced once during the period when the island was owned by the Harman family. I believe it was in 1954, when 7 wild buck rabbits were turned down between Quarter and Halfway Walls. All were marked by having a small clip cut in their left ears. Only one was subsequently trapped or shot.

In 1926 the population of wild rabbits was very large. Mr. M. C. Harman estimated it at 20,000, and that may not have been very far out. Mr. Harman was a most humane man, who refused for several years to allow gintraps to be used. Serious trapping was not started until the autumn of 1929, and only snares and long nets were used. The trapper, who was Robert Helson, grumbled about not being permitted to use gintraps, but Mr. Harman was adamant. A total of about 1,800 was taken between September 1929 and February 1930, but far too many sheep were also "taken" by the wire snares. The danger to sheep was due to the animal being strong enough to break the wire, but the loop remained around the sheep's fetlock, embedded in the flesh, and it was not until one observed a sheep limping badly or "carrying" a leg that one realised what had happened. The treating of a sheep thus injured was a long and difficult business, and not always successful, because the wound sometimes became gangrenous, and there was then no alternative but to sacrifice the sheep. A few ponies were caught by snares, and the same danger from embedded wire was experienced with two or three animals. The risk run by domestic animals from the use of snares, the demands of the trappers, and the need to reduce the rabbit population at a faster rate than could be accomplished by using only snares and long nets, at last broke down Mr. Harman's scruples about using gintraps. The first season of using gintraps resulted in 11,000 rabbits being trapped, and in subsequent years there were totals of 7,000 and 8,000.

Thinning the rabbits was beneficial for them. Whereas during 1926/7/8/9, there was a number of thin and sickly rabbits, by 1930 it was rare to encounter such; on the other hand many rabbits weighed 3lbs., and some even a few ounces more, after disembowelling. The quality

of the rabbits varied, those from the area south of Quarter Wall were usually prime, between Quarter Wall and Three-quarter Wall they were good average rabbits. North of Three-quarter Wall the rabbits were less plentiful and, in winter the islanders insisted that the flesh was a trifle bitter in flavour and poor in texture, which they attributed to sea-pink diet.

When myxamatoxis was rife on the mainland the rabbits on Lundy escaped infection—a circumstance which was pleasing. The extermination of any creature, even though it might be a pest, by the introduction of a long and painful type of disease, or by gassing, is most distasteful to me. The wild rabbit has its place in maintaining the balance of nature. I remember walking through arable fields in Surrey in May 1954 and observing the dense mat of weeds in root and corn crops, which weeds would have been consumed by rabbits had they not been exterminated by myxamatoxis. Of course it was not long after that the agricultural chemists produced a variety of sprays and dressings which would kill the weeds, and, incidentally, the birds, small rodents and insects; the rodents and insects forming the main diet of a number of species of birds and animals.

In the early years of my residence on Lundy there were dense thickets of gorse to the right of the main track between the little stream which runs down towards the Quarry Pond, and the highest ground to the northward; also on Middle Park to the right and the left of the main track. Rabbits had established themselves in these very dense thickets, which afforded them excellent shelter, and made it unnecessary for them to excavate burrows. The gorse was so thick that the rabbits could run on top of it, and there were many "bolt holes" in the plateaux of gorse. These plateaux were very level, indicating that the rabbits ate the new shoots of gorse as they grew. The ponies, which were imported in August 1928, were responsible for the gorse thickets on Middle Park eventually disappearing, as they would eat the gorse shoots as soon as they appeared. It took several years before all the gorse died out. The thicket near to the ruin of the Quarries first aid post was consumed by the fire which swept the east sideland from St. Helen's Combe to the northern limit of the Quarries in 1926.

The incidence of both Black and Brown Rats, I have mentioned quite fully in the first article in No. 8 Volume 2 of the Illustrated Lundy News, and it remains only to say that both species must have been imported to Lundy by means of shipping, and that the Black Rat was the first to arrive. Since writing the first article, my attention has been drawn to the Report of the Oxford Lundy Expedition in 1962. Based on the success of trapping both species of rats, using tunnel traps, break-backs, jars and Longworth traps, the report says that the black rat is more numerous than the brown rat, and that the black rat, though numerous in the South eastern part of the island, is by no means confined to that area (with which statement I entirely agree) but I venture to doubt the claim that, because more black rats than brown rats were trapped, there must therefore be a preponderance of black rats. The brown rat is undoubtedly a more successful animal than the black rat, because it is a more intelligent, cunning and adaptable creature. This being granted, brown rats, on encountering a strange object, a trap, even though well concealed and camouflaged, would be immediately suspicious, and take avoiding action. Even the faint aroma of man on the trap, and the ground and herbage around would be enough to alert a brown rat, but probably not a black rat, which species has never had as close an association with the human race as the brown rat.

Both house mice and field mice have been introduced to Lundy by accident, but now there are none. There were house mice in the Hotel and the Marisco Store when I arrived on Lundy in November 1926, and they were fairly numerous until 1929 when a vigorous campaign, using traps and poison, exterminated them, and there has been no introduction since.

Wheat and oat straw, for thatching ricks, was imported annually up to 1939, and I recall that single long-tailed field mice, but not harvest mice, arrived in the niches on two occasions at long intervals, and so there were no opportunities for propagation.

There are no reptiles on Lundy and, so far as is known, there never have been any except the three or four green tree frogs which John Harman, V.C., introduced about 1933, when he was a schoolboy, after assuring his father that the frogs would be on Lundy for only a few weeks, and be closely confined, as he would take them with him when he returned to school. Reluctant permission was given for the tree frogs to be brought to Lundy, and John constructed an ingenious vivarium for them on the hotel garden lawn. It was constructed mainly of sheets of glass, overlapping each other and fixed with a potent, strong, durable adhesive. There were two chambers, one much bigger than the other, in which the frogs lived, and into which a leafy branch could be introduced. The smaller chamber was contiguous with the larger, and there was communication at ground level between the two. A narrow passage of glass strips led from the smaller to the larger chamber through which flies could pass. Meat was placed in the smaller chamber, which attracted flies, which could push through a light wire bristle funicular trap to gain ingress which precluded exit. The flies could only escape by passing through the short tunnel into the large chamber, and I need hardly say that they were quickly transferred to the frogs' interiors, with lightning strokes of their tongues. This method of feeding the frogs was easy and entirely successful, until one early morning when the milking cows gained access to the lawn and disturbed the vivarium, from which the three or four green tree frogs escaped. Possibly John Harman captured one or more, but I know that one or two were not captured. The green tree frog is a very small creature, barely two inches in length from mouth to tail end. It is a lovely vivid green all over and difficult to see amongst herbage, including shrubs and trees. As frogs go it is an attractive looking little creature. It is not a native of Great Britain, and the possibility of its survival in our climate is not good. So Mr. Harman was not much worried about the possibility of Lundy becoming infested by green tree frogs.



In 1939 Mr. Richard Perry and his wife spent six months on Lundy from March to the end of August, during which time they studied the bird life on the island minutely. There was no hour

of the days and nights, particularly during the fledgling period of the nestling auks, (puffins, guillemots and razorbills) that Richard and Mildred did not spend on the sidelands and cliffs intently watching and noting the actions of the fledglings, as it gradually became certain that the supplies of fish so regularly brought by their parents, had completely ceased, and it was borne in on them to discover how and where to appease their hunger, ending in the perilous journey overland for the young puffins, and the "drop" from the cliff tops to the surging water below. The young guillemots and razorbills would only have the agonising drop to the sea, but later the nestling manx shearwaters would have to make the overland journey. The account given by Mr. Perry in his book "Lundy, Isle of Puffins" is a classic of the observation of birds.

It was one night in late July 1939 that the Perrys and Alan Richardson, whose photographs contribute so much to the success of "Lundy, Isle of Puffins", were returning from Puffin Slope to Stoneycroft, where they lived, when they heard a frequently repeated chirrup from the direction of Pondsburry. Although so late at night, and pitch dark, they felt that they must investigate and discover the "bird" which uttered the "chirrup". The sound was elusive, seeming to come from several directions. The search was fruitless, but the following night, on the homeward journey, the "chirrups" were heard again, and again a search was made, and located, and there, in the beam of the hand torch, was the songster, none other than a green tree frog, which was captured and later brought to the Tavern in an empty 2lb. jam jar.

Could it be one of John Harman's frogs of 1933? Or was it a recent, and illicit, introduction? No one can decide, for no evidence was ever found of such an introduction, and one would expect the introducer to seek information about the result of his, or her, experiment.

I did not hesitate about the frog's fate. It seemed to me that a frog which could live on Lundy for six years, and evade all predators, from rats to the occasional heron, should be given the freedom of Lundy, and I asked Richard Perry to liberate it in the swampy area in the South eastern corner of the Lighthouse Field. It was one of the things to do, to go into the Tent Field and listen to the frog after dark. For several nights it could be heard and then the chirruping ceased, and was never thereafter heard again. Someone, or some bird, must have caught it. For perhaps six years it had lived in comparative safety in the marsh of Pondsburry, but a week in an area where ducks and geese were numerous ended the episode.

Mr. M. C. Harman was a countryman, born and bred, and although much of his life was spent in the city of London, he never lost his interest in the countryside and wild life. When he became the owner of Lundy, one of his principal ambitions was to add to the number and varieties of wild life. He, therefore, was responsible for the introduction of three species of deer, red deer, fallow deer and Japanese Sika deer.

It was January 31st 1927 that the fallow and Sika deer arrived in the M.V. *Lerina*. Fortunately the day was fine and the sea calm. The animals were in handy crates and all were disembarked by late afternoon, and liberated just north of Quarter Wall. There were 30 fallow deer, of which 2, 3 or 4, I cannot remember exactly, were bucks. All bucks had had their antlers sawn off.

In 1927 there was more "cover" on the island plateau than there is now. For instance along the little stream which runs eastwards from the smaller Quarter Wall pond to the first quarry, there was a grove of alder trees 15 yards wide, and alder trees which have now completely disappeared also grew quite densely on the plateau at the entrance to the defile leading into

the first, or most southerly quarry. All the other "stands" of alders, the length of the Quarries Path, were in much better heart than they are now, including the very large alder which stretches halfway across the Quarry Pond. Alders or bog willows also fringed the west and south sides of Pondsby. Many more small alders, elders, and rhododendrons grew on the quarry Stable Flat, and vegetation of all sorts was denser and more luxuriant. Narrow belts of tall gorse fringed the East Sidelands path, from the junction of the St. Helen's and Tillage fields, to the rock outcrop, midway along the Brick Field eastern boundary; and from the gateway at Quarter Wall westwards until the swampy ground was met.

The deer, particularly the fallow deer, appreciated the cover, especially the grove of alders along both sides of the stream feeding the Quarry Pond, which was large enough for all 30 head of deer to lie or stand, concealed from passers by on the main track.

The question of the desirability of the introduction of deer had been discussed at Christmas 1926, and one of the house party, Sir Park Goff, a landowner from Northumberland, was emphatic in his recommendation that deer should not be introduced. He was really the only member of the party who had any appreciation of what it might mean to have half a hundred deer roaming the island. Martin Harman listened politely to all that Sir Park had to say, but he had made up his mind to have deer on Lundy, and nothing and no one would persuade him to abandon the idea. Sir Park had said "Deer and farming don't go well together", and this remark inspired me to suggest that a really good deer fence should be erected right across the island, east to west, and it was agreed that a 10 feet high fence would be erected, following the course of Quarter Wall before the deer were brought to Lundy. The erection of such a fence, in such a terrain, was beset with many problems, which were not taken into account by Mr. Harman. There was not overmuch labour available, in fact only two men, Robert Helson and Thomas Pugsley, were able to be on the job for 5 out of six days of each week; the sixth day would be "boat day" when most hands were needed for three or four hours to discharge cargo.

To use expanded metal fencing material, and iron or steel uprights, would have been very expensive, and it was decided that larch poles 12 feet long at 12 feet intervals should be used, and high quality sheep netting, 6 feet wide, surmounted by two or three strands of barbed wire. It was considered that deer would not descend the cliffs at either the east or west ends of the fence. This estimate proved right as to the west, but wrong as to the east, where earth and vegetation gave enough foothold for a narrow track several feet below the cliff top and the east end of the fence. Mr. Harman wanted Quarter Wall Copse to be a sanctuary for the deer, and the fence had therefore to straddle Quarter Wall about 25 yards down the sideland. This was not easy to do without affording possibilities for the deer to find a way through. The inequalities of the ground and the full length of the fence also provided problems, as in places this would give an undefended space below the wire netting of perhaps 3 feet in length and 12 to 18 inches high. Experience showed that does and fawns could, and did, worm their way beneath the fence at such points.

As should have been anticipated this fence was far from completion before the unexpected, and almost unannounced, arrival of the 38 deer. It was also not surprising that the deer quickly discovered the grass south of Quarter Wall was of better quality than anything which could be found north of that boundary, and consequently they were more often to be seen on the farm land than elsewhere. Furthermore, although the

east sideland between Quarter Wall and St. Helen's Combe was a blackened desert, as a result of the fire of Christmas 1926, there was still flourishing rhododendron thickets south of the Combe, and there were also the shrubberies of Millcombe, and the wood on the hill south of the house, and the deer were quick to discover them.

It was a very trying time until the deer fence was completed, with deer, mostly the fallow, invading spring sown oats and young kale. Much of my time from dawn to dusk was spent in scaring the deer off the crops with the help of dogs. This proved bad for the dogs, who naturally could not be expected to discriminate between deer and sheep.

My recollection is not clear as to the exact date when the deer fence was completed, but it was most likely in late April 1927. The problem then to be solved was "How to make sure that all deer were north of the fence?" With about 40 yards of the netting to be stapled, at the extreme east of the fence, a "deer drive" was organised to comb the Millcombe and St. Helen's Combe coverts, with shouts and the barking of dogs, to drive the deer through this gap. Sentinels had to be posted along the top of the sideland to stop any tendency of the deer to break away to the westward. On the whole the "drive" was successful, but I think two or three deer foiled us. They could have been lurking in the very small stand of trees on the east sideland, below and to the south of Hanmers.

For a few weeks there was no sign of invasion, but I have yet to write of the arrival of 15 red deer, on a date in March, 1927. The red deer could jump the gate at Quarter Wall on the main track, and the gate further to the westward. The bridge gate on the path along the west sideland was 7 feet high with two strands above that of barbed wire, but the other two gates were vulnerable because sufficient head room had to be provided for drivers and loads of farm carts, which meant a gap between the top rail and the single strand of barbed wire.

At a date early in March 1927 fifteen red deer were brought to Lundy in the M.V. *Lerina*. There were, to the best of my recollection, 4 stags and 11 hinds, one stag being white. They arrived in crates, the stags having had their antlers sawn. The weather was threatening, in that the wind was from the south-south-east and freshening, and later there were heavy showers.

The crates in which the hinds were confined were of the same size as those used for the fallow and Sika deer, and they were, in the estimation of all here, too small for red deer hinds. Captain Fred Dark, master of the *Lerina*, reported on arrival that some of the hinds appeared to be either unconscious or dead, having attempted unsuccessfully to turn round in the crates, and had their heads and necks lying along their backs. This decided us to disembark the hinds first, particularly those which might be injured.

It must be borne in mind that there were only six men, including myself, to do the work. Two men were carters and two were boatmen, leaving only two men to run the boats onto the beach, and three men, including one boatman to manhandle the crates from the boats to the beach.

The crates were loaded, two to each cart and taken up to the farm, and the animals liberated in the Round House. The four hinds which had seemed to Captain Dark to be dead, were indeed dead, or dying. It seemed that their necks were broken.

Meantime, difficulties on the beach were increasing. There were seven crates of living hinds to be picked up by the carters, and the stags in their huge crates, nearly 6 feet high, 7 feet long and 3 feet wide, were being ferried ashore, one at a time. The wind had freshened a lot, and both boatmen were needed to handle one boat,

as the tall crates, resting on the boat's thwarts, gave a large expanse to the wind. This meant that the boatmen had to make for a point as far to the south as the beach allowed, in order to fetch up on the beach at all. The task of the four men to move the gigantic crates, with their stags, from the boat to the beach was superhuman, and took some time, as each crate had to be levered onto very stout plunks, and then eased down to the shingle. So long did this work take, that the tide had turned to the flood well before the last stag was ferried.

It seemed that the tide was leaping up the beach, as we moved the four crates a few feet further up every minute or two. The wait for the carts to reappear was agonising. There were four crated hinds still on the beach as well as the four stags, and the tide racing in. At last I decided that, if the remaining deer were to be saved, they must be liberated there and then on the beach; and it was done, but our troubles were not over, because, whilst two stags and three hinds wended their way up the Beach Road, one stag and a hind established themselves on the Quay by the boat cave, and the stag was inclined to dispute the right of way, stamping his fore feet, lolling out his tongue, and generally looking menacing. Another stag took to the sea and swam towards Rat Island, pursued by our boatmen. Captain Dark, on board the *Lerina*, seeing what was happening, lowered the *Lerina's* boat and, with the mate, Jack Branch, assisted our men to head off the stag, which then made for the shore between the Cove Beach and the Landing Beach. It scrambled over the rocks towards the Landing Beach, one of our boatmen got ashore and drove it along, and it then joined the stag and hind on the Quay. By this time the carts were descending the road, and we were soon pulling up the last of the hinds which were still in their crates and on the slipway. With the carts again on their way up the road, we manhandled the now empty crates far enough up the slipway to be in no danger from the tide, and turned our attention to the angry stag and hind. The latter soon moved up the road, and, when she was about 20 yards away, the stag followed her and there was no more trouble and we were able to leave the beach, and see what could be done about the injured hinds. Two were dead when uncrated and the other two died before I was able to see them.

I felt that all of us had had enough by the time we got back to the farm, so I decided to let the two uncrated hinds, which had been liberated in the Round House, go free, making sure that they went northwards, and that the gate at the top of the farm was open to give them easy access to the wild areas. The red deer, which had come from Sir Ian Walker's park at Ashbourne in Derbyshire, were descendants from a Red deer-Wapiti cross, and were therefore a little larger than the native red deer of Britain. This might have been the reason why the hinds were cramped for room in their crates, but that does not excuse Sir Ian Walker's keepers and agent for using crates which were inadequate. The deer had been railed from Ashbourne and might have been 24 hours or more on rail before arriving at Bideford, and possibly had to spend another 10 or 12 hours before shipment, and 3 hours before disembarkation. Altogether it was a regrettable business which had been badly planned, and I am sorry to say that Mr. Harman must bear a portion of the blame, in that he failed to appreciate the length of time which was bound to elapse between crating and uncrating. Possibly the complete success of the shipment of the fallow and Sika deer had made him feel that shipping deer to Lundy was easy and presented few difficulties. It should have been obvious that the arrival at Bideford should correspond with the state of the tide, so that embarkation could be followed immediately by sailing for Lundy. ●

LUNDY DAY

by M. R. Whatley

I am awakened at crack of dawn by the muffled sounds of the shipping forecast coming from the next bedroom and I groan, putting a pillow over my head in disgust. I consider mid-day a perfectly reasonable time to get up and am not at my best before then. A few minutes later the bedroom door opens and Dad comes bounding in with a cup of tea.

"Wind force three to four—get your skates on—looks like being a good day!"

I give an unenthusiastic grunt. How can any day look good at this unearthly hour? However, I manage to struggle out of bed and get dressed in suitably nautical attire. We're off to Lundy again

At eight o'clock we are speeding along Jersey Marine towards Swansea, having been bidden a smug "Bon voyage" by Mum, who wouldn't be in our shoes for all the tea in China!

"Any signs of her yet?"

I gaze seawards. It looks quite calm, and between the sand dunes I catch a glimpse of the **Balmoral**, a change from the days when it used to be the **Cardiff Queen** or the **Glen Gower**. I was fascinated by those paddle steamers and would spend hours hypnotised by the rhythms of the engine room on past Lundy trips.

We are soon at Mumbles and after parking the car join a large queue at the pier entrance, lugging the bag, packed to capacity with enough food for the **Kon-Tiki** expedition.

She's in! The gang-planks go down and on we get. "Up front?" Yes, up front it always is. I think optimistically of warm salty winds, hot sun and glistening seas, and we settle ourselves up in the bows with satisfaction. A quarter of an hour later with a fair number on board, we cast off. The first ten minutes is blissful, still in the shelter of Mumbles Bay—not a ripple—going along beautifully with a hazy sun struggling to appear and a breath or two of wind. Five minutes later, having hit the open sea, I am concentrating on deep breathing! If it's a Bad Day, another five minutes and I'm wishing I was dead, but today it's a Good Day and after a while we start on the sandwiches.

Halfway to 'Combe we've usually consumed our elevenses plus half the lunch, and the bag has to be firmly zipped up and put under the seat. Entry into 'Combe warrants more deep breathing, though why this should be a danger zone I can't imagine, and three-quarters of us get off—the mad fools—but we take on quite a number and the **Balmoral** is almost full again.

Now the *real* voyage starts, as we turn into the wind and head for the island. It can be quite nasty, this bit. It looks tranquil enough but there are a few vicious waves which cause me slight concern. However, it is soon time to watch for the first appearance of Lundy on the horizon. It's a sort of "now you see it—now you don't" in reverse. Everyone strains their eyes, with or without binoculars, when suddenly it's there, just a sort of dark patch. For ages it doesn't seem to get any bigger, so I give up and read for a while, then look again, and we really are getting nearer. Rat and Mouse have become distinguishable, and so has the North Light.

We gather up our belongings and go down below. It's a point of honour to be in the first boat load off, and it's exciting standing by the hatches with the sea so near and the island looming larger every second. In no time at all it has become packed below deck, but we're in the front of the queue and feeling pretty pleased with ourselves.

At about two o'clock we are anchored in the bay with the first motor boat coming to meet us. I scramble on with all the rest, and chug-chug-chug we desert the **Balmoral** for Lundy's pebbled beach.

Now the fun begins! You see, the great advantage Lundy has over Lundy, indeed the only advantage as far as I can see, is that it has no steep hills. I find the cliff path quite steep, and when it's a necessity to over-take everyone else and get to the top first, it becomes quite a formidable task. Halfway up we pause to admire the view. It is now a beautiful day and quite hot. The calm bay with a Campbell's steamer rocking gently at anchor, and the boats ferrying passengers across to the island is something you don't forget.

Up we go, and on the way I decide to give up

smoking and lose weight, and hope I don't collapse before we get to the top! Just as I am about to give up, we're there, with the church on the left, shop and tavern ahead—and we are the first! So it's straight into the shop to say hello, and buy our postcards to let a few people know what they're missing.

Now what to do—the North Light, the church, and Marisco Castle have all been visited recently so we have a cider in the tavern and wander off. I always suffer from a kind of amnesia on Lundy, and can't imagine anything else but grass and sun and sea and peace, everything else seeming a rather unpleasant dream. Lundy never seems to change, and that can't be bad.

We have our tea overlooking the sea, then making our way back to the beach call in the church on the way because, all too soon, it's time to go. I'm sure the clocks run faster on Lundy. It's not really very fair.

Back on the **Balmoral** we lean over the rail and watch the remaining passengers scrambling down the cliff path to the sound of the ship's warning signal.

Then we begin to move, and we are leaving. I always feel at this point that I shall never have the chance to return to Lundy again; that something will stop me from going back—but when that island's got you it doesn't let go in a hurry.

The journey back to 'Combe is quiet and warm—lovely in the evening sun. Once there we again exchange passengers, regarding with curiosity those who have spent the day in 'Combe (no offence!) when they might have gone to Lundy. Perhaps they get seasick or something

Darkness sets in halfway across the Channel, and about nine the lights of Swansea and Mumbles appear. We dock and land, faces tingling, hair windswept, looking quite different from the two pale-faces who left early in the morning—but the greatest change is inside, and it lasts longer than any sun tan ●



PADRE'S NOTES

Derek Sach

All children should be brought to Church for a Blessing—just as Our Lord was presented in the Temple at an early age—and Baptism can be left to a later date, or until they are old enough to take their promises themselves to join the Church. So it was that two infants were Blessed at St. Helena's Church this Easter: Jenny Patricia—daughter of Mary and Peter Edwards, and James Arthur Timothy—son of Gilly and David Dyke, and grandson of Joan and John Dyke.

Again this year we asked for God's Blessing on all the island's animals, and our hay harvest, at a Rogationtide Service held in the farmyard, with ponies and other animals present, as well as a congregation of over forty. Children camping at the Old Light, from a Woolacombe School, provided the choir, and their Headmaster, Mr. Green, accompanied the hymns on his accordion.

With the beauty of the island we should surely

be able to worship more often outside, and informally, when weather permits. The former site of the Tin Tabernacle—at the head of Millcombe by the sycamore trees—would make an ideal open-air Church; all we need is a small granite altar, and maybe someone would like to present a garden bench as a memorial. There's no need to always enter a Church building to Praise the Lord; we can best do this in fine weather under a blue sky, with the magnificent sea and coastal scenery around us, and the birds and animals joining in our praises—just as Jesus preached and taught his disciples around the shores of Galilee, drawing on the sea and country scene for his parables.

Yours sincerely in Jesus Christ,

Donald P. Jones



THIS MADE NEWS



370 YEARS AGO

1603/4 (Barum Parish Register)

Richard, son of Jeremyie Bayment born upon the Island of Loundye. Bapt. 16 August 1604 at Barnstaple, being 1½ year old as the mother did report.

100 YEARS AGO

January 3rd, 1874 (Ilfracombe Chronicle)

DISASTROUS WRECK IN THE CHANNEL: On Thursday night last week during the thick fog prevailing, the brig *Speck* of Plymouth bound for Cardiff, went ashore on Northam Burrows sand, near Westward Ho! The Master had seen lights which he thought were those of Lundy Island, and starboarded his helm to keep clear. He ran full inshore before he discovered his mistake. The sea was running heavily on the Bar and began to break over the vessel, placing the crew in great danger, as an ordinary boat would soon be dashed to pieces. All on board were, however, rescued by the lifeboat—the vessel shortly afterwards beginning to break up.

January 24th, 1874 (Ilfracombe Chronicle)

ACCIDENT TO A LARGE STEAMER AT LUNDY: On Thursday morning at about 4 o'clock, a large steamer, the *Fingal*, about 1000 ton burthen, Capt. Allen, struck on Lundy Island, and could not be got off until nine a.m. The steamer was bound from Cardiff with a cargo of coals for Malta. She was found to have suffered somewhat seriously forward, and was run over to Ilfracombe where she lay outside the harbour (it being low water) until evening, with her fore compartment full of water and her pumps at work. She was brought into the harbour with the flood tide the same night. We understand it is the intention of the Captain to return to Cardiff to have the damage thoroughly repaired after temporary repairs have been effected here.

January 31st, 1874

POLICE NEWS: CLAIM FOR PILOTAGE IN THE CASE OF THE "FINGAL":

N. Vye, Esq., and the Rev. C. A. Bassett, attended at the Police Station on Monday last to hear the claim for pilotage of the *Fingal*, a large steamer of 550 tons register, which struck on Lundy Island and had been brought to Ilfracombe. Mr. Fox appeared for the pilot (Thomas Vowles) and Mr. Barnett for Capt. Allen, master of the *Fingal*. Before the case was gone into, Mr. Vye said that the Bench thought it would be much better if the parties could come to a settlement between themselves. This, however, could not be done and the case, therefore, proceeded.

Mr. Fox, in opening the case, said that on the morning when the *Fingal* struck, his client was anchored in his boat in Lundy Roads and saw a boat, in which was the Captain of the *Fingal*, and three or four men rowing about, as they said, in search of a steam tug. The pilot then told them there was no tug lying there; the Captain then told him that his vessel was aground on Lundy; the pilot accompanied the Captain to the steamer and they got her off; he then agreed to take her to Cardiff for £10, believing that they could safely reach that place as he found the engine room was clear of water. He found, however, that when off Morte the water was coming in at the rate of three, four and five inches in a quarter of an hour, and then said that the only safe way would be to run the steamer into 'Combe. There was no agreement made as to running into Ilfracombe, the only agreement was that the

Pilot was to have £10 for taking the vessel to Cardiff.

Thomas Vowles, Pill Pilot No. 17, was called and said that he remembered Thursday, the 22nd instant: he was anchored at Lundy and saw a boat pulling from the north to the south of the island. He told his boy to get out the boat, and went to meet the other boat, which contained the Captain and three men. He (the pilot) asked the Captain where he came from; he said from his vessel which was ashore, and asked if there was any steam tugs about. Witness said that there were none; he then asked witness what he was, and said he had better get into the boat and see what could be done. He went aboard the steamer and went into the engine room, but found very little water there and told them to go ahead; they said they were afraid to move the engine because of the fan striking the rock. He saw the marks above the water where the steamer had bumped on the rocks before he went aboard, because her bow was heaved up. After they had got her off, the Captain asked witness what he would take the vessel to Cardiff for; he said £30; the Captain said he would not give a quarter of that. Witness then asked the Captain to give him Bristol pilotage, which amounted to about £14. This sum he would not give, but offered £10, which witness accepted. Not a word was mentioned about Ilfracombe, that he would swear. When they were coming up Channel, the Captain asked witness if he could not run the vessel in over the Bar, and witness said 'no'; the tide was low and they would all lose their lives. The vessel was making about 5 inches of water. The Bench: In how long? Witness: A quarter of an hour, and one quarter as much as eight inches.

Examination continued: It was below Morte when he first thought they should not be able to reach Cardiff. When the Captain saw Woolacombe Sands he asked what sort of place that would be to run her in, and witness said that it "would be no place at all, could he (the Captain) not see how the sea was breaking on the beach?" The Captain told him to keep the ship well in so that they might be able to steam her ashore if needed. Witness brought the ship safely into Ilfracombe, and he did not think she would have reached this place if he had not had charge of her. He thought that, looking at the value of the vessel (£25,000 or £26,000) that £100 was but proper compensation for the risk he ran in bringing the steamer to Ilfracombe.

Cross-examined by Mr. Barnett: If your services were worth £100, why were you willing to take £16 when it was offered you?—I would have taken it on condition that it should be part payment (Mr. Barnett said the witness offered to take £16 in ready money).

Mr. Fox thought it was only right to say that a telegram had been received from the chairman of the Pilot's association, saying that £16 was not half enough

Thomas Allen was called and examined by Mr. Barnett; said he was Captain of the *Fingal*, and on the 22nd his vessel went ashore on the south end of Lundy. In answer to the Bench, witness said the steamer went ashore through thick weather

Witness: the pilot offered to take £30, but as the owner wishes the Court to make the award they proceeded to do so on the evidence given

The Court was cleared to deliberate, and on the re-admission of the public the chairman (N. Vye, Esq.,) said they had considered the case and thought that it was one of ordinary pilotage; the pilot ran some risk, but £100 was altogether too large a sum. They therefore thought that

they would be doing fairly by awarding the pilot £20 and his expenses, which were not to exceed two guineas.

THE "FINGAL"—The owner of the *Fingal* (T. Casey, Esq.) arrived in Ilfracombe on Friday night last week and, in conjunction with Mr. R. Huxtable (Lloyds Agent) made a survey of the steamer on Saturday. It was found that several rivets had been displaced by her striking on Lundy, and the plates on her bow had been much bruised. The accident, according to the Captain's statement, occurred at about 4 o'clock on Thursday morning, January 22nd, during thick weather. The steamer remained some time on the rocks

Since the vessel has been in harbour the pumps have been kept working at frequent intervals, and on Sunday the damage she had sustained was partially repaired. Now it has been decided to unship her cargo of steam coal into the Ilfracombe fleet for conveyance to Cardiff; the reason for this being probably the Insurance Company would not be responsible for the cargo crossing to Cardiff in the present state of the steamer. The vessel is going over to Bristol to be thoroughly repaired. She is a fine vessel of 1,000 tons burthen, 250 feet long, and carrying a crew of 23 all told. She was running "dead slow" when she fouled Lundy, or probably she would have been completely wrecked

75 YEARS AGO

January 7th, 1899 (Ilfracombe Chronicle)

A terrific gale raged throughout the whole of Tuesday resulting in terrible shipwrecks and great loss of life in the Bristol Channel.

Great excitement prevailed in the neighbourhood of the Quay, Ilfracombe, on Wednesday night at about 10-30, caused by the arrival of the New-quay lifeboat, *The Willie Rogers*, with some rescued men on board. These were nine of the crew of a large steamer, the *Voorwaarts*, manned by Norwegians, which left Cardiff on Sunday bound for Genoa with 3,400 tons of patent fuel. After losing her Captain overboard, and a ship's boat and occupants in an attempt to rescue him, a further boat was lost in an effort to reach the shore, but she was discovered smashed in Mawgan Porth, making a total loss, with the Captain, of thirteen hands.

Unsuccessful attempts to take the *Voorwaarts* in tow were made by the steamer *Viola*, and Padstow tugboat. The lifeboat remained alongside all day, but at about 5-30 in the evening they took the remaining crew, numbering nine, on board, landing them at Newquay. On Wednesday morning, the steamer being afloat, the members of the crew returned to the vessel, the lifeboat remaining in company. A Falmouth tugboat, came and took both steamer and lifeboat in tow, intending to proceed to Cardiff as being the nearest suitable port. At about 4-30 in the afternoon the tow ropes parted. Just then the steamer, *Olivia*, passed and put another rope on board, but owing partly to the fury of the storm and to the amount of water in the steamer's hold, no headway was made—they were now about 15 miles S.W. of Lundy. The steamer's crew (with the lifeboatmen who had been put aboard) signalled to be taken off. This was accomplished with great difficulty and risk, the gale being one of increased violence. The *Olivia* then agreed to tow the lifeboat with the rescued crew to Ilfracombe, which, after experiencing great exposure, they reached at 11 o'clock. Here the crew were hospitably treated by the Shipwrecked Mariners' Society. The life-

boat was sent back to Newquay by train.

January 14th, 1899 (Ilfracombe Chronicle)

Bideford Town Council has done something to bring the Harbour of Refuge question to a head by urging upon the Government the necessity of fortifying Lundy Island. The movement should be backed up very heartily by all public authorities having jurisdiction on the seaboard of the Bristol Channel.

January 28th, 1899.

I made an incidental reference a week or so ago to the lack of a school on Lundy Island. Now I learn that Lundy Island is the only place in England that is beyond the reach of the attendance officer, and that the absence of educational facilities on the island is receiving the attention of the authorities.

March 14th, 1899 (Bideford Gazette).

PROPOSED HARBOUR OF REFUGE: The Clerk reported to Bideford Town Council yesterday that he had forwarded the Council's resolution recommending that Lundy be made a fortified Harbour of Refuge to the several authorities concerned and had received favourable replies from Bridgwater, Minehead, and Wadebridge. None of the other Councils had responded to the motion. He read a letter from Sir Cameron Gull, M.P. The letter ran:—

"Dear Mr. Mayor,

I am much obliged to you for your letter with reference to the need of improved harbour accommodation in the Bristol Channel, and can assure you that there is no subject in which I have taken a keener interest since I have been in public life.

The discussions which have taken place on three occasions during the present parliament, together with the careful consideration of the Reports of the Royal Commission of 1859 and the Select Committee of 1884 have, however, very reluctantly brought me to the conclusion that the difficulties in the way of a harbour at Lundy are very considerable.

Owing to the depth of water, the cost would be very great, indeed I believe that no reliable estimate of the cost has ever been attempted. Add to this the fact that at the present moment the Government are spending large sums on Dover, and that for the protection of the Bristol Channel we have Milford Haven and Pembroke, and that only this year the Government have taken steps to fortify the approaches to Cardiff and Barry, and I think I have said enough to show that for the present to pin our case entirely on Lundy would be to court failure. At the same time, I am convinced that there is no more favourable time than the present for steps to be taken to improve and extend one or two of the existing harbours in the Bristol Channel and on the coast of Wales.

The answer of the President of the Board of Trade the other night gives us good ground for hope that if only the local authorities will combine and settle what ought to be done, and how far they can meet the cost themselves, the Government might be induced to give some practical assistance in the event of the district being too poor to raise the whole of the necessary money.

Might I suggest, Mr. Mayor, that the terms of your communication with the various Councils might be enlarged so as to leave the whole subject open for discussion, and that they might be asked if they thought fit to appoint a delegate or delegates to meet and consider what harbours should be chosen with power to get advice and rough estimates of the cost. If only the localities interested will move in the matter, they will, I know, get every assistance from their M.P.s.

Yours faithfully,

W. CAMERON GULL.

House of Commons,

March 10th, 1899.

March 28th, 1899 (Bideford Gazette).

Mr. George Taylor, of Abbotsham Court, has taken Lundy Island on lease from Mr. Heaven and has, we understand, arranged with the Bideford and Bristol Steamship Company so that the S.S. *Devonia* will run trips to the island. In the season the steamer will make two calls weekly at Lundy for and with passengers and goods. It is expected that the journey will take about two hours and a quarter, which is a consideration when compared with the time taken by the sailing vessel now running. Hope is also expressed that Mr. Taylor will provide better accommodation for landing on the island.

50 YEARS AGO

Bideford Gazette Almanack, 1924.

Postal Information INSTOW POST OFFICE

Postmaster: Mr. Molland

DELIVERIES—7 a.m. and 4 p.m.

DESPATCHES—10.45, 1.45 and 7.10 p.m.

LUNDY ISLE MAILS despatched
every Friday morning

the usual Telegraphic and Money Order
business is transacted.

January 29th, 1924 (Bideford Gazette).

LUNDY ISLANDERS AND MEDICAL TREATMENT: At the quarterly meeting of the Devon Insurance Committee at Exeter, the Medical Benefit Sub-Committee reported it had received an enquiry with reference to the position of employed persons upon Lundy Island, and also an application from the Approved Society concerned for the Committee's assistance in connection with an account for £5 5s., which had been incurred by one of the members there in obtaining treatment. The Sub-Committee stated that an interview had taken place between the Chairman of the Committee, the Clerk, and the officers of the Ministry of Health, who reported that the insurability of the employed persons upon the island was not doubted by the Department and accordingly the question of the provision of medical benefit was discussed. In view of the interview it would appear to be a matter for decision between the Panel Committee and the Insurance Committee with reference to the making of a recommendation for a special grant of "mileage". It was suggested that the Committee might recommend that application be made for a certain amount on the basis of between £5 and £10 per day for actual visits and that the duty of looking after the islanders be allocated to one doctor by agreement with the two Committees, and in the event of his services being required he should be entitled to be paid out of the suggested special fund. It was resolved that the matter be referred to the Panel Committee for observations.

Mr. Toogood (the chairman of the Sub-Committee) said that there were seven insured persons on the island and there was difficulty in their getting medical benefit owing to the population not being sufficiently large to support a doctor. The report was adopted.

February 12th, 1924 (Bideford Gazette).

**LUNDY POLITICS:
VISIT OF CONSERVATIVE AGENT.**

Mr. Fred Bottomley, Chief Conservative Agent for the Barnstaple Division, has covered practically the whole of the widely scattered area of the constituency since he commenced his intensive organising campaign, and his efforts have been nowhere more heartily appreciated than by the inhabitants of remote and lonely Lundy, who have had the pleasure of welcoming him at the first meeting of its kind ever held within their memory.

Mr. Bottomley made the crossing in Mr. Herbert May's trim motor boat *Lerina*, and the meeting was held on Friday. Mr. May, who is the popular lessee of the island, presided, and Mr. Bottomley gave an address of much propagandist significance, for which he was heartily thanked. Attention was drawn to the great difficulty experienced by the islanders in recording their votes at election times owing to their duties clashing with the arrangements made for the crossing to the mainland. The "Social" that followed the meeting was thoroughly enjoyed and the programme included songs and recitations. Mr. Bottomley deserves complimenting on his enterprise in making the journey to so distant a portion of the constituency at an unpleasant period of the year.

February 19th, 1924 (Bideford Gazette).

Seals are not very familiar visitors to North Devon. A recently published article on the species found off the coast round St. David's Head reminds me that seals are in the habit of reaching the northern coast of Cornwall and do, indeed, get near Lundy Island. For myself, I cannot remember having seen such animals in local waters, although probably many of my readers may have had the opportunity. The skins of these seals are of little value, or their owners would not have survived as they have done.

As the writer of the article above-mentioned remarks, "the maker of fur is snow and ice", so British seals are of no account, and with the exception of having their sleeping quarters invaded now and again are subjected to little annoyance. There is a tradition that some North Cornwall folk were in the habit of utilising the seal for dietary purposes. Anyway, the late Rev. S. Baring Gould related the story of a meal at Boscastle, the "meat" served at which was more than suspected to be seal. Hawker of Morwenstow, one of the diners, was convinced that he had eaten seal. (*Ubiquitous*).

March 4th, 1924 (Bideford Gazette).

Viewed from the North Devon coast yesterday morning, Lundy Island appeared white from end to end. Snow on Lundy Island is exceedingly rare, the last remembered fall of any extent being about 30 years ago.

March 25th (Bideford Gazette)

LUNDY ISLAND: A very successful dance was held at the Assembly Rooms on the 17th instant, the occasion being the celebration of the twenty-first birthday of Mrs. C. Ottley; also to commemorate St. Patrick's Day in honour and a compliment to Mr. and Mrs. Barter. Previous to the dancing, Mr. Sleep, chief officer of Lloyds Signal Station, made a brief speech thanking Miss Sage, the popular hostess of the Manor Hotel, for her kindness in granting the use of the hall, and expressed the hope that the social life of the island would continue to improve. Mr. Barter, chief Signaller of Lloyds, who carried out the duties of M.C., in a pleasing manner, also spoke.

At 8 p.m., Miss Sage and Mr. Sleep opened the Ball. The hall was tastefully decorated with fairy lights, contributing a pretty effect. The music played on the grand piano by Misses F.

Continued on page 10



The postcard I bought on Lundy.

WHITE FUNNELS IN LUNDY ROADS

P.S. BRITANNIA by Robert Wall

With this article on P.S. Britannia—perhaps the most famous of all the White Funnel Steamers—we come to the end of the series. We have dealt with all the White Funnel Steamers which have served Lundy since the War. As far as we can trace, T.S. Empress Queen and P.S. Ravenswood, which also served on the Channel after the War, never visited Lundy (although the Ravenswood was a frequent pre-war visitor).

Of the steamers discussed, M.V. Balmoral remains in service, and M.V.s St. Trillo and Westward Ho are still afloat. At the time of writing, Westward Ho is reported to be in Manchester Docks in the now fashionable role of floating restaurant, whilst St. Trillo remains laid up in the old Graving Dock at Barry. Her fate still seems uncertain, but the usual crop of rumours and counter-rumours, which seem to characterise the shipping scene so much, surround her.

Readers who would like to read more of the fascinating subject of Bristol Channel Steamers are commended to a new book recently published by David and Charles of Newton Abbot, "Bristol Channel Steamers", by Robert Wall, author of our concluding article.

P. J. MURRELL (Series Editor).

Not so long ago, on the last occasion that I visited Lundy, I bought a postcard. Nothing in that, you may think. Hundreds of people do it every day of the season. Yet to me, this one is a very special postcard. It is a photograph of visitors arriving in the launches at the landing beach. They are coming ashore from a smart, two funnel paddle steamer which is lying anchored in the Bay. The point is that the paddle steamer in the photograph is the **Britannia**, the lovely steamer that went for scrap in December 1956—that is seventeen years ago—after a wonderful career of nearly sixty years.

Britannia must have visited Lundy hundreds of times in those sixty years. She spent most of them as flag-ship of Campbell's White Funnel Fleet. In the heyday of the Company, **Britannia** always operated the Bristol–Ilfracombe "blue-ribbon" run, and to thousands of Bristolians "our Brit" was their special steamer.

Britannia came out in 1896 and rapidly established her position as "Queen of the Bristol Channel"! Under the command of Captain J. Taylor, she set up a number of record runs and she appears to have been good for a speed of around 20 knots for most of her career.

Always a beautiful lady, **Britannia** changed her appearance almost as capriciously as any member of the fair sex. Originally she had a single tall funnel and square saloon windows. These, alas, were replaced by portholes when heavy Channel weather proved that, while square windows might be suitable for trips on the Clyde, in the Bristol Channel you really went to sea!

The **Britannia** was rebuilt in 1921 and again in

1935 when she received a large elliptical funnel. On this occasion also, she received two lifeboats and an additional deckhouse.

Although she spent nearly all her time in the Bristol Channel, the ship did occasionally run trips to Penzance, the Scilly Isles and the south coast resorts. She also attended a number of Naval Reviews at Spithead. She was called up in both world wars for use as a minesweeper, being renamed as H.M.S. **Britain** in World War I and H.M.S. **Skiddaw** in World War II.

When she returned to the Bristol Channel after the second war, boiler trouble led to a complete rebuild and she continued her career in 1948 with a new boiler, oil fuel and two funnels. She then spent two years at Brighton but returned to the Channel in 1950 and continued until September 1956 when she was withdrawn from service for scrapping at Newport. Today, almost 20 years after that sad occasion, **Britannia** is remembered affectionately on both sides of the Channel, and I am sure that she holds pride of place among the shades of the old paddle steamers that gather around the cliffs of Lundy.

STATISTICS.

BUILT:	1896, by S. McKnight & Co., Ayr.
ENGINES:	C.D., 2 cyls., 37", 67"—66", by Hutson & Son, Glasgow.
TONNAGE:	459 gross, 185 net.
DIMENSIONS:	230.0' x 26.6' (55.3' over paddles x 9.6').
SPEED:	19½ knots (trial). 16 knots (service).

THIS MADE NEWS—continued from page 9.

Sleep and B. Smith, was greatly appreciated. Refreshments were served during the interval. A very successful comedy was carried out by Mr. W. H. Lang and Mr. Sleep entitled "The Policeman and the Chink". The merriment continued until midnight, when it concluded with the singing of "God save the King", everyone having thoroughly enjoyed themselves. Those present included Miss Sage, Mr., Mrs. and Miss Sleep, Mr. and Mrs. Ottley, Mr. and Mrs. Barter, Mr., Mrs. and Miss Smith, Mr. and Mrs. Hayward, Mr. and Mrs. Lang, Miss Coaker, Mrs. Eynon, Mr. C. and Jack Parminter, Mr. and Mrs. Worth, Mr. Sam Stooks, and Miss Alford.

25 YEARS AGO

January 25th, 1949 (Bideford Gazette)

Mr. Martin Coles Harman, owner of Lundy, has recently appointed Mr. Arthur (Boxer) Evans to the captaincy of his motor vessel, *Lerina*, which for the last thirty years (with a short break at the close of the last war) has plied between Lundy and the mainland. Formerly under the captaincy of the late Fred Dark of Instow, *Lerina*, which in 1919 succeeded the *Gannet* (skipped by Capt. Dark Senior) berthed at Appledore and made her sailings from Instow. After some repairs now in progress, *Lerina* will resume her trips to Lundy sailing from Bideford Quay. Mr. F. W. Gade, who resided on the island in a managerial capacity for over 25 years up to a few years ago, will resume his former activities there in the Spring of this year.

February 15th, 1949 (Bideford Gazette).

RATTERS WANTED: To counter interference by rats in the work of the Lundy Field Society, the President (Mr. Martin Coles Harman, owner of the island) suggested in the annual report that a gift of ferrets, and kittens coming from good mousing cats would be welcome. Miss R. E. Studdy, who was on the island from April 13th to July 1st, reported that the presence of rats was a serious obstacle to the establishing of colonies of Manx Shearwaters. At the annual meeting at Exeter last week it was reported that the Society now has a membership of 178.

BLUE FULMAR: From an ornithological point of view it was stated the most interesting find was that of a Blue Fulmar nesting on Gannet's Rock from April 4th to the middle of July. A total of 592 birds of various species were ringed during the season. Several of the ringed birds have already been recovered, including five from abroad. In comparison of birds seen in 1948 and those seen in 1947 and 1939, the most striking feature, says the report, is the apparent stability of both the number of species seen and the number believed to breed in each year. Figures for the Herring Gull seem to indicate a very considerable decline, and the decline of the Auk also appears to have continued. Mr. H. G. Morgan spoke on his botanical and entomological work on the island, which chiefly comprised the mapping of plants which were beginning to re-colonise on the North End, which was burnt down to the bare rock in 1935. The Warden, Mr. J. H. Boyd, reported that some birds, such as Wheatears, were confined to the higher parts of the island, and others, the Warblers, were found mostly in the sheltered parts on the eastern side. Some birds showed sudden variations in numbers due to the arrival of waves of migrants.

DELAY IN MAILING

We regret that this mailing is late in reaching you. Paper shortage has upset printing schedules, and we have been unable to obtain our usual supply of envelopes for the magazine.

Delays are likely to continue, but we ask you to bear with us, as these are circumstances entirely beyond our control.



Left: Lloyd's Signal Station and British Sub-Post Office. The Post Office was located in the room on the left—the familiar red letter-box occupying a space in the bottom left-hand corner of the front window. The submarine cable from Hartland ended here, and it was from this office that the Rev. Hudson Grosett Heaven despatched his celebrated first message: "The Kingdom of Heaven rejoiceth".



Mr. Allday's enamelled Lloyd's cap badge, presented to the Lundy Museum by Mrs. Thomas.

REMINISCENCES

by Mrs. Mildred Thomas

My father, Frederick William Allday, was born at Blackheath, London, on 28 January 1858 and entered the Royal Navy at fourteen years of age. He served in many naval ships during his twenty-four years of service and visited every continent in the world with the exception of Australia and New Zealand. At the end of his naval career he applied to Lloyds Shipping Insurance at Tower Hill, London, for a position in February 1896. In those days Lloyds had signal stations all round the coast of the British Isles, reporting passing shipping. My father was successful, and received his training at Start Point, South Devon, and the Lizard in Cornwall. His hours were daylight until dark. On 1 October 1896 he was appointed to the Lloyds signal station on Lundy.

We were living at Gillingham, near Chatham in Kent, at the time. We left for Instow, North Devon, and crossed to Lundy on the small sailing boat called the *Gannet*, owned by a very good and clever seaman, Captain William Dark of Primrose Cottage, Instow, on the River Torridge, near Bideford and opposite Appledore. Captain Dark had a weekly contract to take the mail and goods to Lundy (on Thursdays), weather permitting. The *Gannet* was a truly wonderful little ship and carried mail and goods for just over 40 years without a mishap.

My mother was born in Greenwich, next door to Blackheath, and like my father settled down very happily on Lundy. I was five years old at the time. I remember that the post office was at the farm and that the farmers were Mr. Ackland and his son-in-law Mr. Dickinson, who left the Island late in 1905. The farm was then rented from the owner, the Rev. H. G. Heaven, by a Mr. George Taylor, a wealthy man who lived at Abbotsham Court, Abbotsham, near Bideford, and he held it 7–8 years. The next tenants were Mr. Barfoot and Wilfred Saunt, solicitors, from Westcliff, near Southend, Essex, who took it for 7 years. George Thomas, fisherman, who built the small bungalow on the side path, near Lloyds signal station, for £150, also looked after the church and kept the clock wound up. When he left the Island, my father took over his work and rang the bell for services. In 1918 when the Island was without a resident clergyman, the Bishop of Crediton made my father a lay reader, and I played the organ in the Church. My husband, William Thomas, and I



'The Palace'—built by Mr. George Thomas.

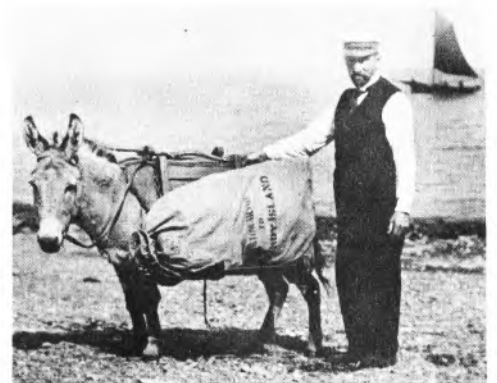
were the first couple to be married in the Church, by the Rev. Swatridge on 1 February 1916. Mr. Swatridge was on the Island for two years and lived in George Thomas's little bungalow (Palace Bungalow), now known as Hanmers.

The Admiralty took over Lloyds signal station in 1909, and my father was retired with a small pension from Lloyds. He moved the post office from Signal Cottage to the cable house attached to Marisco Castle. Thursday was the recognised mail day, weather permitting. The Island residents used to come to the post office to collect their mail while my father was sorting it out. The mail boat waited on average two hours, which gave people who happened to be quick with their pen time to reply. All our shopping was done by post.

My mother was a very good dressmaker and made most of her own and my clothes, but she often ordered costumes and odd coats, and often blouses from a London Firm or from a well known large store in Bristol. Items were selected from a catalogue, which was also shown to the other people on the Island. It was very rare that any garments had to be returned when the money was sent off by the next mail day.

Another thing I remember very vividly was

that when the farm was in the hands of Messrs. Ackland and Dickinson, their blacksmith, Tom Jones, used to brew the beer at the Tavern. I used to hear people saying how good it was. Tom Jones left the Island when Mr. Ackland left. Ackland's successor, Mr. Taylor, did very well with cattle and sheep.



Mr. Allday and the post donkey, "Irwin". Mail boat, 'Gannet' in the background.

(Continued on page 23)

HERE and THERE

(Right) Friendly faces look over the stable-yard gate, hoping to coax passing visitors to stop and chat. All ponies have foaled successfully up to now and it is interesting, to note that, with only one left to foal, there have been no albinos born this season.



(Below) Dr. and Mrs. Mark Hubbard and family enjoyed their usual annual holiday at Hammers this year, and this cheerful group, including visiting friends, was photographed outside the cottage by Dr. Hubbard. *Top right*, Mr. David Robinson and Dr. Victor Wordsworth. *L. to R.* Mr. Warwick Dyer and Mrs. Pat Robinson; Miss Sean Wordsworth, Miss Debbie Fraser, and Mrs. Mary Wordsworth; Miss Sarah Robinson, Miss Catherine Hubbard, Mrs. Elizabeth Hubbard, Mr. Stephen Hubbard, and Mr. Steve Wilson; Master Nicholas Robinson and Mr. Lee Bray; Miss Margaret Cavill and Mr. Martin Clare.



Mark Hubbard

(Right) A welcome improvement to the water supply for the South end of the island—the reservoir on Castle Hill has now been cleaned out and covered over. Mr. John Smith (Chairman of the Landmark Trust) inspects the work in progress: *L. to R.*, Mr. John Hinshelwood, Mr. Smith, Mr. Peter Edwards, Mr. Ian Grainger (Agent)—inside the tank, Mr. Keith Blaxhall.



Derek Sach

(Above) Miss Jilly Dyke and Mr. Reg Lo-vel (former island employee) have something to smile about, as they became engaged early in the year and are to be married in October. They are also very pleased with themselves for unearthing several items of Victoriana and other objects from an old tip. These will be added to the Museum collection.



John Dyke

(Top Right) Going home—unfortunately! Mr. and Mrs. Nick Morrow say goodbye to members of their family at the end of a holiday visit. L. to R., Mrs. Christopher Morrow with 'Roma' the Boxer, and Mrs. Gwenda and Mr. Nick Morrow with grandchildren, Amanda and James.



John Dyke



Derek Sach

(Below Right) Mr. John Ogilvie is photographed in his kitchen at 'Stoneycroft' feeding 'Jenny', one of this year's orphan lambs, found abandoned near the old Hospital, but now well and thriving. Mr. Ogilvie reports that lambing this year was about average, but ewes have had a good supply of milk, so lambs have done well despite the dry and rather cool summer.



Angela Harris

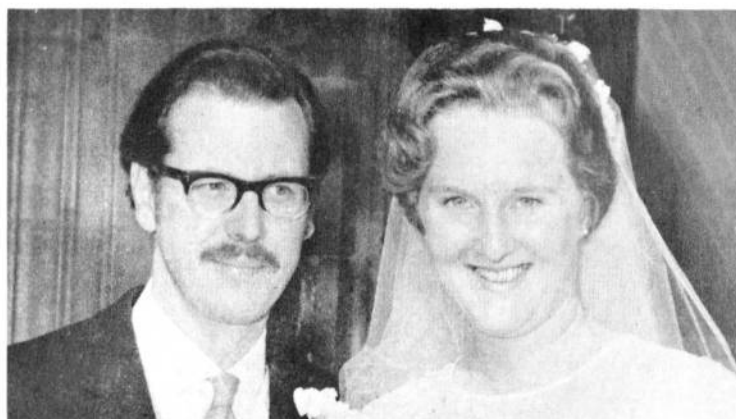


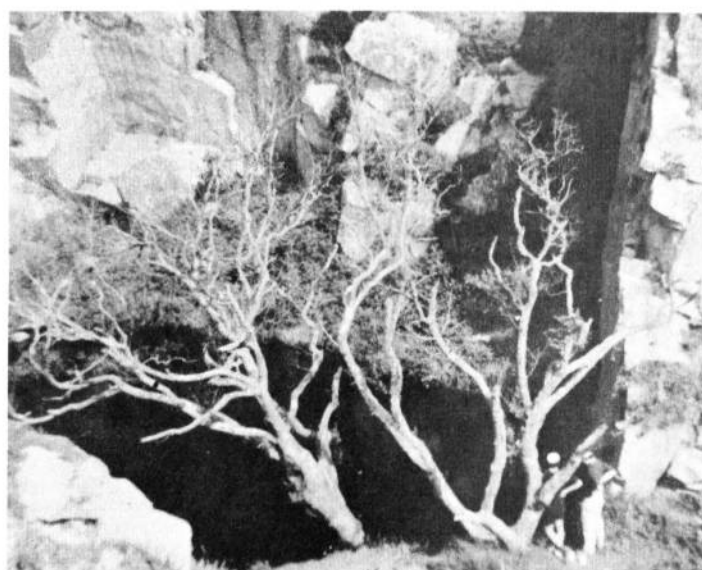
photo: J. W. Kirchenham Ltd.

(Below) Mrs. Mary Edwards is delighted to show you Jenny Patricia, born in January of this year. Photographed in April, Jenny is now a very pretty young lady of over 7 months, brought up in true island style, braving all weathers in a 'papoos' carried on Mary's back.



Bill Cobbledick

(Above) On 6th October, 1973, the marriage took place of Miss Ann Coaster to Mr. Victor Gray, at Bournemouth. Mr. Gray, who has visited Lundy on several occasions, was author of the article on P.S. Cardiff Queen in issue No. 12 of the I.L.N., and is treasurer of the Paddle Steamer Preservation Society. (The photograph arrived just too late to be included in I.L.N. No. 13).



Jenny Langham

(Above) Most visitors have a favourite place on Lundy; and for many this is the Quarry Pond—dark and deep, surrounded by furze and heaths, where the old tree leans over nearly touching the water, and the Golden Orfe are to be found. We congratulate Miss Jenny Langham for this interesting photograph, which was taken several years ago, when she was only about 10 years old.

LUNDY LOG

JUNE - OCTOBER 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.

JUNE

1st: An exceptionally fine morning. Slight N.N.W. breeze 1-2. Brilliant sunshine for remainder of the day. Belgian trawler *Adriatic*, anchored at 0940 hrs. *Catamaran Tiki* (flying Welsh flag) arrived at 1330 hrs., from the S.W., departing again at 1500 hrs. 70-001 appeared in the Bay and departed at 1450 hrs. T.H.V. *Stella* anchored at 2030 hrs., staying for a short while. *Donjeano* anchored at 2150 hrs., having presumably sailed from Ilfracombe. *Adriatic* sailed unobserved. A superb but menacing sunset.

2nd: A very unpleasant morning—heavy rain interspersed with drizzle. Wind S.S.W. 6-7. *Gannet* and *Cleave Petrel* arrived at 1030 hrs., followed by the *Polar Bear* at 1130 hrs. All experienced a rough crossing. Arrivals today included the *Capper* party (for Little St. John's) *Carrier* party (Millcombe), Mr. Bill Miles' party (Tibbetts), 12 Morris party (Old Light), Mr. & Mrs. Wade (Millcombe), and Miss Edna Spratley returning from leave. Among those departing were the *Mortham Party* (Tibbetts), Major Peter Bellers, Mr. Tony Walker, Mr. & Mrs. Whitehouse, Mr. Sage and friend (all from Millcombe), Mr. Sparks' party (Hammers) and Mrs. Pam Darlaston, son and friend. *Gannet* left during the afternoon, followed by *Polar Bear* and *Cleave Petrel* at 1610 hrs. Improvement in the weather during the day. Strong W. winds continuing into evening—dry but cool. A vessel anchored at midnight, sailing again unobserved.

3rd: Wind W. 3-4. A superb day—warm and sunny, with a coastal haze—slight shower at noon. Z331, *Sonny Boy*, anchored just north of the Sugar Loaf at 0925 hrs., leaving again at 2005 hrs., after supplying the inhabitants with fish. *Gannet* arrived at 1215 hrs., with Mr. & Mrs. K. Starr and family (Hammers), and

Romford party (Big St. John's). *Gannet* departed at 1600 hrs., with Dr. and Mrs. Watson and family, and Mr. & Mrs. Tucker and family on board. Mr. and Mrs. R. Machin arrived today from Ilfracombe in their new 26ft. 6 berth fibreglass boat, *Ciona*; the outward voyage under sail taking 6 hours. Church Service at 2045 hrs. (15). Wind dropped to a gentle W. breeze—clear visibility after darkness.

4th: Slight N. breeze at first—gloriously sunny—N.W. winds becoming variable. Charter cruise of the *Balmoral* in aid of the Barnstaple Parish Church Restoration Fund arrived from Bideford at 1115 hrs., with a full complement, including the Rev. Peyton Jones. Island Exhibition in the Church well patronised. Yacht, *Eilean Siheil* (Gloucester) anchored at 1400 hrs., leaving again at 1710 hrs. *Balmoral* left at 1700 hrs., in a calm sea, after a marvellous day. Welsh and English mainland exceptionally clear in the evening. Starlit night sky—new moon.

5th: Another beautiful, cloudless day. N.N.E. wind 2-3—warm and sunny. Communion at 0800 hrs. (15). *Sonny Boy* anchored again at 0200 hrs., departing unobserved. *Gannet* arrived at 1215 hrs., with Mr. & Mrs. D'Oyly Wright, Ministry of Ag. Vet and his wife, Mr. & Mrs. Verlinden, Antwerp (Old Light), and Mr. and Mrs. Glover (Castle). *Balmoral* arrived at 1320 hrs., visitors to stay including Mr. and Mrs. Coop, for Millcombe, also 2 Sunday Times staff. *Balmoral* departed at 1650 hrs., with Rev. Peyton Jones and Mr. Debenham as additional passengers. *Gannet* departed at 1800 hrs., with Mr. & Mrs. Oliver (Castle) and the *Carrier* party (Millcombe) on board.

6th: Warm, sunny, cloudless weather continuing. Wind N.E. 3-4. T.B. tests commenced on island cattle. Cabin cruiser *Cap'n Chris* arrived from Clovelly at 1100 hrs. Islanders and part-timers assembled on the Tavern Green at 1415 hrs., to be photographed by the Sunday Times for publication in their edition of the 10th June. *Cap'n Chris* departed earlier than intended with an island casualty for hospital treatment, Mr. Ivor Hopkins having fallen on the Pig's Paradise building site and fractured his wrist. *Betty Too* arrived in the Bay unobserved. By 1815 hrs., the N.N.E. wind was steadily increasing 6-7, and the crew having come ashore, were compelled to rejoin their craft at 2000 hrs., and leave on the evening tide.

7th: High pressure system continuing—E.2-3—warm and sunny. *Balmoral* arrived at 1315 hrs., with Mr. Jack Dickens on board for the day and Mr. Wilfred Fyson (constructor of the *Montagu* model—see I.L.N. No. 4, page 7) and Mr. Keith Hiscock. *Gannet* arrived at 1330 hrs., with Mrs. Betty Hindson, Mr. & Mrs. Richardson and family among the passengers. Mrs. Grace Redfern arrived for the day. *Balmoral* departed at 1635 hrs., with Mr. and Mrs. Derek Sach, and Mr. Tony Taylor. *Gannet* departed at 1800 hrs., with Mrs. Ina Hinshelwood, Mr. Sandy Hinshelwood, Mr. Holder and Mr. Dunn. Two yachts in the Bay during the afternoon—*Rampager*, and one unidentified. *Isolde* (Milford Haven) arrived for a short visit at 1900 hrs. Hay harvesting commenced in the Lighthouse Field.

8th: A beautifully sunny day after early morning cloud. Warm and sultry, later tempered by a cool N.W. breeze. T.H.V. *Winston Churchill* at anchor, leaving the Roads at 0815 hrs., and proceeding to the N.E. Point where she lay off most of the day in attendance on the North Light. *Cleave Progress*—a picturesque sight as she entered the Bay with her lovely red sails unfurled—moored at 2000 hrs. Mrs. Betty Hindson designed and worked three beautiful kneelers, which she presented to the Church today.

9th: *Cleave Progress* left her moorings at 0710 hrs., sailing round Rat Island on a W. course. Cloudy but warm—occasional sunshine. Mist

patches on the island from time to time. *Gannet* arrived at 1430 hrs., with eleven passengers, including Tarbett and Buck parties from Millcombe, Mr. White and family (Little St. John's) and Mr. R. Tuffin. *Polar Bear* arrived with Mr. and Mrs. Harman Jones, also Mr. Barrett and party for the Old Light. Cargo included wood shingle tiles for second phase Pig's Paradise dwellings. *Cleave Petrel* appeared in the afternoon, joined by *Morning Cloud*, and later a clinker-built fishing vessel out of Appledore, with the skipper, a small child, and a large Rhodesian Ridge-back dog on board. *Gannet* left at 1800 hrs., with the Romford Party (Big St. John's), 2 *Capper* party (Little St. John's), Mr. & Mrs. Richardson and family, Mr. & Mrs. Gardner (Min. of Ag.). *Polar Bear* departed at 1755 hrs., with Mr. & Mrs. Verlinden and Mr. Morris' party from the Old Light. Thick mist on top of the island throughout the evening—clear at sea level. Mrs. Ina Hinshelwood returned today. *Cleave Progress* arrived back at 1940 hrs., together with *Willow-the Wisp*.

10th: Grey, overcast, but brightening at 1115 hrs. Very chilling N.W. wind 2-3 at first. All five small vessels still in the Bay. The day gradually becoming warm and sunny—hazy at times. *Balmoral*, on charter to the Lundy Field Society, arrived at 1320 hrs. with over 500 passengers, including the secretary, Mr. A. F. Langham, Misses Alex and Jenny Langham, Dr. and Mrs. Colyear Dawkins, Mr. and Mrs. Keith Gardner and family, Dr. & Mrs. Mark Hubbard, Mr. Bob Britton and Mr. W. Britton, and Mr. Cowd (who presented the Museum with Miss Nancy Sage's watch given to her by the islanders). Mr. Fyson, Mrs. White, Miss Terry and Mr. & Mrs. M. Burrows and family arrived to stay. The Island Exhibition was displayed in the Church and various guided tours were arranged by the Field Society. *Balmoral* departed at 1800 hrs., after a very successful day's outing, the weather for the most part being fine with a slight N.W. breeze. Mr. & Mrs. Starr and daughters (Hammers), Mrs. Hindson, and Mr. Keith Hiscock left today. All small vessels resumed, with the exception of *Cleave Progress* and *Morning Cloud*. Church Service at 2045 hrs. (27). Quiet night.

11th: Overcast at first, then becoming warm and sunny. *Morning Cloud* left at 1015 hrs., and *Cleave Progress* a little later. N.W. wind virtually ceased in the late afternoon—cloudy and overcast weather developing—continuing warm. 70-001 anchored in the afternoon and remained overnight. Quiet night with good visibility.

12th: Grey and overcast—S.W. wind 2-3. *Gannet* arrived at 0810 hrs. 70-001 departed at 1300 hrs. *Gannet* departed at 1315 hrs., with Mr. & Mrs. D'Oyly Wright, and Mr. & Mrs. Glover on board. *Balmoral* arrived at 1320 hrs., with Group Captain Williams (Secretary of the Landmark Trust) to stay. Also on board, Miss Jilly Dyke. *Balmoral* left at 1630 hrs., with Mr. Fyson, Mrs. Edwards Senr., and Mr. John Dyke on board. Cold N.W. wind, increasing in the evening 6-7. Misty rain later.

13th: Cold, fresh wind, variable at first becoming N.W. 4-6, moderating later. Belgian trawler *Nautilus*, came into the Bay at 1215 hrs., leaving again at 1600 hrs. Mrs. Buck had the misfortune to break her left wrist as a result of a fall in the Quarries. The Chivoner helicopter was summoned, with Dr. Riley (Bideford) in attendance—landing in the Tent Field. The patient was conveyed to the North Devon Infirmary, Barnstaple.

14th: A beautifully sunny day—light airs. *Gannet* arrived at 0840 hrs., with 3 day visitors, including Miss Knock, daughter of Mr. Victor Knock of the *Gannet*. *Balmoral* arrived at 1315 hrs., with over 300 passengers, including Mrs. Lois Ley, Mr. Jack Dickens, Mr. Basil Ellis, and Mr. Bill Davies (Falmouth), Mr. & Mrs. Kendall and family, and Mr. John Dyke. A party of 24

school children also arrived. **Balmoral** left at 1630 hrs., with Group Captain Williams on board. T.H.V. **Winston Churchill** proceeded down from the N. End, anchoring at 1700 hrs., and landing stores at the S. Light. First remote control established between N. and S. Lights today. Colourful evening sky followed by a calm and beautiful night with full moon. A buzzard was observed today by Mr. R. Tuffin.

15th: Another exceptionally sunny day. S.E. wind 2-3 at first, creating surf on the beach. T.H.V. **Winston Churchill** sailed unobserved. S. Light helicopter relief at 1300 hrs. Wind decreased to light airs—warm. Thin wisps of cloud set against a blue sky—developing into a pleasant evening.

16th: Fine, sunny, but clouding over at 1700 hrs., becoming overcast and humid. **Gannet** arrived at 1013 hrs., departing again at 1600 hrs. **Flora Rose** arrived at 1015 hrs. from Appledore with a diving party on board, leaving again in the mid afternoon. 5 small vessels in the Bay at 1245 hrs., **Ciona**, **Ru-Cha**, **Betty Too**, and 2 Shakespeare Cruisette class speed boats, **Sea Maiden** (Mr. Christopher Price) and **Sea Pigeon** (Mr. Friend): the two latter craft having accomplished the voyage from Ilfracombe in 48 minutes, leaving again mid-afternoon. **Cleave Progress** arrived at 1530 hrs., staying overnight. **Boxer IV** (now equipped with V.H.F. radio transmitter) anchored, skippered by Mr. Roy Lancaster. **Triamaran**, **Gancia Girl**, also arrived during the afternoon, skippered by Mr. Tony Bullimore of Cabot Cruising Club, Bristol (this craft was formerly the **Toria**, winner of the Round Britain Race, 1966, and single-handed in 1968). 8 vessels in the Bay at 1900 hrs. Arrivals today included Mr. & Mrs. Terry Shannon, son and friends (Castle), Campfield party (Little St. John's), Mr. & Mrs. Philipse (Holland), Herr. Brullhardt (Switzerland). Mr. Ernie Dowding and assistant came to carry out plumbing on new buildings. Departures included Mr. & Mrs. Wade, Tarbrett party (Millcombe) and White party (Little St. John's).

17th: Rain during the night. Wind S., veering 2-3. S. Light fog siren commenced during the early hours, ceasing at 0900 hrs. Sky cleared at 1130 hrs. **Cleave Progress**, **Boxer IV**, **Ru-Cha**, **Ciona**, **Gancia Girl** and **Phedre** anchored overnight, joined by **Lundy Puffin** (Capt. Fred Hutchings). A beautifully sunny day—occasional misty patches. **Balmoral** arrived at 1440 hrs., and departed again at 1725 hrs. Arrivals included 4 guests for Millcombe (Smith, Land, Holman and Brown), Mr. & Mrs. Dunster and family (Hammers), Mr. Wood's Party for Old Light (14) and 8 campers. Departures included Mrs. White and Miss Imbert-Terry, Mr. Bill Miles, Mr. Charles Smith, and Mr. and Mrs. Don Wise (Tibbetts), Mr. & Mrs. Mike Burrows and family (Hammers), a camping school party (24) and Barrett and Gregory party from Old Light (12), Mrs. Mary Edwards and Mrs. Joan Dyke. All vessels resumed by 1900 hrs., with the exception of **Gancia Girl**, having fouled the **Gannet**'s moorings — later sailed unobserved. Wind N.W. 3-4 during a brilliantly sunny evening.

18th: Fog siren commenced in the early hours. Thick fog—visibility down to 125 yards on top of the island. Wind W. 2-3. **Dorothy Ann** (Barry Yacht Club) on her annual cruise anchored in the Bay at 1330 hrs. This vessel was built by Hinks of Appledore in 1938. Fog siren ceased at about 1900 hrs. Wind S.W. 3-4 at dusk. Improved visibility.

19th: S. Light fog siren commenced at 0100 hrs., ceasing at 0840 hrs. Rain and low cloud throughout darkness and morning. **Dorothy Ann** sailed on a W. course at 0930 hrs., her pretty white sails showing up against a sombre sea as she passed, dipping into the Race off Rat Island. **Gannet** arrived at 1215 hrs., with I.L.N. No. 11. Weather cleared at noon, becoming beautifully sunny, with a cloudless sky. **Balmoral** arrived at 1310 hrs., with only 100 passengers (the previous spell of poor weather doubtless deterring many) and left again at 1635 hrs. **Gannet** sailed at 1700 hrs., without passengers. Wind gradually increased during the evening, S.W. to N.W. to N. 4-5, with a drop in temperature. Good visibility after darkness.

Three day visitors missed the return voyage in **Balmoral** and were accommodated at the Old Light until Thursday. Arrivals today included 2 Lucas (Millcombe), and Mrs. Mary Edwards. Departures included 1 Smith, 1 Land (Millcombe).

20th: A small vessel entered the Bay at 0015 hrs., but left unobserved at daybreak, the Bay having become turbulent, resulting from the strong winds. Much cooler—cloudy for most of the day—occasional sunshine. 70-001 arrived at 1600 hrs., anchoring overnight.

21st: Cloudy at first—cool N. wind 3-4, developing into a warm sunny day. **Gannet** arrived at 1225 hrs., with N. wind decreasing—sailing again at 1800 hrs. **Balmoral** arrived at 1415 hrs., and left at 1650 hrs. Arrivals today included: Miss Eileen Heaven, the Rev. Ronald Herniman (Archdeacon of Barnstaple), Miss Alison Grainger, Mr. T. Rowe, Mr. and Mrs. Clifton Smith-Cox, Rev. Donald Peyton Jones and daughter, Mary; also Mr. and Mrs. Bob Bendall and Mr. and Mrs. David Gammon (who departed on the next sailing). Mrs. Linda Brown went ashore today. Mrs. Mary Squire and Mr. Whatley came for the day.

22nd: Calm morning—beautifully sunny—considerable heat haze in early afternoon clearing with an intensifying N.W. wind blowing 4-5 in late evening. 900 bales of hay carted from the Lighthouse Field, with an estimated 400 bales remaining to be carried. At 2045 hrs., there was a Service of Induction for the Rev. Donald Peyton Jones, Priest-in-charge of St. Helena's, the Admission of Mr. Ian Grainger as Lay Reader, and swearing in of Churchwardens. The Service was conducted by the Archdeacon of Barnstaple.

23rd: Fine and sunny for most of the day, tempered by a cooling N. breeze. Communion at 0800 hrs. (14). Unidentified yacht arrived in the Bay in the early morning, sailing again at 1630 hrs., on a W. course. **Donjeano** departed for Ilfracombe at 0900 hrs., with the Rev. Herniman, Rev. Donald Peyton Jones, Miss Mary Peyton Jones, Mr. Reg Tuffin, Mr. and Mrs. Harman Jones and two guests from Millcombe. **Gannet** arrived at 1335 hrs., with Mr. and Mrs. Peters (Big St. John's), 4 Red Slab climbers (Tibbetts), and Mrs. Linda Brown. Cap'n Chris arrived at about noon, sailing in the mid-afternoon. The third Campbell launch, **Devonia**, arrived at 1335 hrs., with Mr. Albert Fisher at the helm. **Cleave Progress** anchored at about the same time—**Cleave Petrel** at 1405 hrs., **Willow the Wisp** and **Chalky** at 1430 hrs., the latter departing at 1700 hrs., **Jillette** and **Chattledore** also at anchor—**Ciona** arrived at 1645 hrs. 7 Kayak canoeists arrived from Woolacombe at 1500 hrs., remaining overnight. **Bittern** (Weston-super-Mare) anchored unobserved. **Donjeano** arrived back in late afternoon with 8 passengers (Old Light).

24th: Overcast at first, developing into a sunny morning. Wind N. 3-4. **Cleave Petrel** left her overnight moorings at 0900 hrs. Only **Bittern** remaining of the previous day's craft. The 7 Kayaks departed at noon in a calm sea. **Balmoral** arrived at 1310 hrs., with Mrs. Kay Harman, Miss Inez Harman, Mrs. Boddam-Whetham, Mrs. Bunty Davis, Mrs. Leo Smith and Miss Jane Shemilt (Hammers), 2 Bristow (Millcombe), 10 campers, including Miss Miranda Trew (former employee) and Mr. B. Turnpenny. **Balmoral** departed at 1730 hrs., with Mr. and Mrs. Bob Bendall, Mr. and Mrs. David Gammon, Mr. and Mrs. Smith Cox, Mr. and Mrs. Dunster and family (Hammers), Herr Brullhardt, and Miss Alison Grainger. **Ciona** and an unidentified cabin cruiser departed at 1900 hrs., **Bittern** remaining overnight. Sky becoming overcast—wind W., increasing 4-5. Church Service at 2045 hrs. (15). 'Unity' gave birth to a handsome colt—to be called 'Goldcrest'.

25th: Sunny at first, becoming hazy, the sun appearing for a short while in the afternoon. Cloud thickening and looking menacing. Adjacent coastline ominously clear in the evening. T.H.V. **Siren** (Harwich) deputising for her sister ships T.H.V. **Winston Churchill** and T.H.V. **Stella**, anchored at 0300 hrs., and after servicing the S. Light proceeded up to the N. End. Yacht, **Boreas**, anchored in the Bay at 1730 hrs., departing at 1915 hrs. Easterly forecast 4-5. **Bittern** depar-

ted at 1900 hrs., both craft on an E. course. Porpoises observed offshore by Mr. Nick Dymond. N.E. wind at 2300 hrs., after a calm day with an oily sea. Light rain in the evening.

26th: Overcast at first, becoming very misty for a short while in mid-morning. Rain continuing overnight—occasional bright sunshine. **Gannet** arrived at 0800 hrs., with Mr. Greaves (to camp) and Miss Imogen Ramm to stay at Signal Cottage. **Gannet** departed at 1210 hrs., in an increasing N.E. to E. wind 3-4. **Balmoral** arrived at 1415 hrs., with about 170 passengers, but a general landing was impossible owing to beach conditions, and a cruise round the island was substituted. On returning from the cruise, Mr. and Mrs. Van Zon, Mr. and Mrs. I. Miles (Millcombe) and Mrs. Joan Dyke were set down. Afternoon warm and sunny, with occasional mist patches passing over island, and thick mist lying on top of the island during evening. Wind continuing E. 2-3.

27th: Hazy sunshine in morning—wind E. 2-3. Mist thickening, and accompanied by rain which ceased during afternoon, but visibility poor throughout day. S. Light siren operative for a short while, and N. Light siren also clearly heard, carried on the N.E. wind, which became N. in the evening 2-3.

28th: A bright sunny day throughout—wind N. 2-3. **Gannet** arrived at 0830 hrs., with Mr. and Mrs. Christopher Russell on board and 2 Charlton, all staying at Millcombe. **Gannet** departed 1345 hrs. **Balmoral** arrived at 1335 hrs. in ideal weather conditions with 400 passengers. **Balmoral** departed at 1650 hrs., with Mr. and Mrs. Van Zon on board. A clear, dry night.

29th: Dull and overcast all day—wind S.W. 3-4 becoming S. One unidentified trawler in the Bay after darkness undergoing welding repairs to one of her masts; joined at 2300 hrs. by another vessel, who approached with her searchlight on and anchored in the Bay.

30th: Beautifully sunny all day after an overcast start. Trawler sailed unobserved, and the second vessel, **Fish**, departed at 0915 hrs., heading E. **Polar Bear** and **Gannet** arrived simultaneously at 0945 hrs., bringing the following passengers: Mr. and Mrs. Bowyer, 2 Parker, 1 Daniels (all for Millcombe), Mr. Victor Gray and party for Castle Cottage, and Mr. and Mrs. Shanahan (Tibbetts). A somewhat bumpy crossing—wind S.S.W. 4-5. **Polar Bear** and **Gannet** left again at approximately 1530 hrs., with aboard (P.B.) 2 Charlton, 2 Bristow (Millcombe) and 6 Bristol Channel Divers party—(**Gannet**) Mr. and Mrs. Shannon and son, Mr. and Mrs. Campfield (Little St. John's), 3 Red Slab Climbers (Tibbetts), 2 Phillipse, Mr. Brian Turnpenny, and Mr. and Mrs. I. Miles (Millcombe). Stallion attacked Mrs. Catherine Blaxhall, 'unity' and her foal 'Goldcrest', ripping the shoulder of the latter and injuring Mrs. Blaxhall's ankle. Fine, clear evening and starlit night. T.H.V. **Siren** arrived in the Bay.

JULY

1st: A beautifully sunny day, but steadily increasing S. wind 4-5 during the afternoon. Yacht, **Vagabond**, at anchor in the morning. T.H.V. **Siren** left her anchorage at 0955 hrs. **Solaire II**, catamaran, at anchor later in the morning, also **Cleave Petrel**—the latter departing at 1500 hrs., and former at 1630 hrs. Strong S. wind developed during afternoon, backing S.E. T.H.V. **Winston Churchill** anchored at 2045 hrs. Church Service at 2045 hrs. (26). Barbecue down on the beach in the late evening dampened by a heavy drizzle, turning to rain. Wind S.S.E. 2-3.

2nd: A fine sunny day throughout. Yacht, **Vagabond**, sailed unobserved, also T.H.V. **Winston Churchill**, returning at 1345 from the direction of Bideford Bay. Exceptional visibility—many topographical features on the mainland showing up distinctly. Sea calm—light S.W. wind. Church meeting at 1700 hrs. attended by 6 parishioners and Miss Eileen Heaven. Red-hulled vessel, **Fish**, returned to the Roadstead at 2030 hrs. White-hulled cabin cruiser, **Abuelo**, also at anchor at this time. Wind S.W. 3-4, subsided in late evening, becoming calm. An attractive evening sky northward.

LUNDY LOG—continued

3rd: Beautifully sunny—wind S. 1-2. East side a great sheet of sparkling water. **Gannet** arrived at 1130 hrs., with 2 Graves (Millcombe), also Mr. and Mrs. Philip Jebb and Mr. Theo Williams for the day. 2 Army craft arrived on the beach at noon, the journey having taken 40 minutes from Fremington, departing again at 1400 hrs. Small white-hulled yacht also at anchor, leaving again in the afternoon. Campbell steamer anchored at 1430 with 480 passengers, in ideal conditions. Mrs. Gwenda Morrow returned, also on board several persons to camp, and the Rev. Peyton Jones. **Balmoral** left at 1650 hrs., with Mr. and Mrs. Chris Russell. **Gannet** departed at 1730 hrs., with Mr. Greaves (camping). Pleasantly warm all day—gentle S. breeze.

4th: Beautifully sunny and warm—a cooling breeze developed during mid-morning from a N.W. direction. **Cleave Petrel** at anchor in the Bay. Communion celebrated at 0800 hrs. (13) including Miss Eileen Heaven and Mrs. Kay Harman. 2 military speedboats re-appeared from Fremington at 1150 hrs., with 7 Commandos aboard, departing again at 1600 hrs. **Little Bittern** (Dr. Desmond Valentine) arrived at 1220 hrs., departing again at 1630 hrs. N. breeze in late afternoon increasing 3-4 at mid-night. **Cleave Petrel** anchoring overnight. Shearwaters active. Exceptional visibility in the evening—English and Welsh coasts very clear. Editor saw 3 Puffins on the water off the Battery.

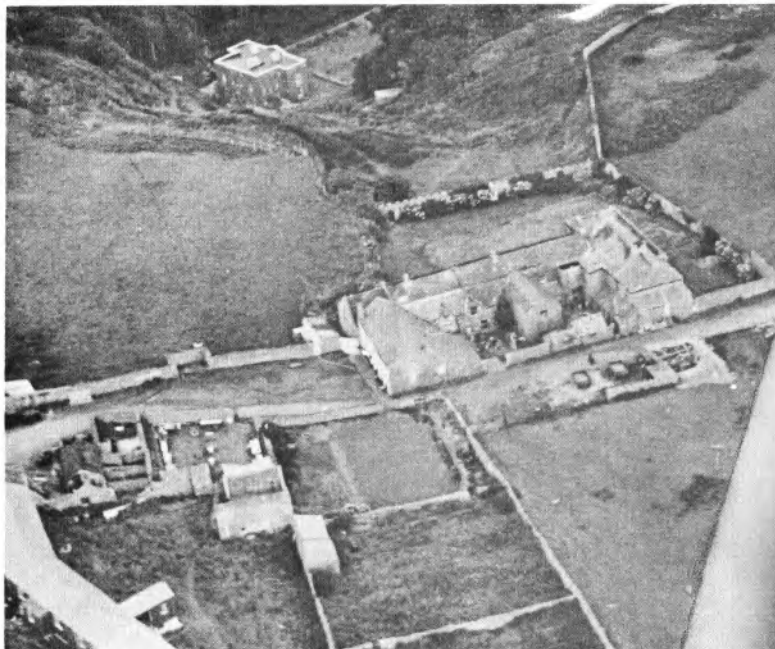
5th: Hazy, overcast morning—wind N. 2-3. A pleasant day, sunny intervals, very warm, (possibly warmest day of the summer). **Gannet** arrived at 1220 hrs., with 10 passengers. **Cleave Petrel**, absent from the previous evening, re-appeared and anchored simultaneously with the **Gannet**. **Balmoral** arrived at 1315 hrs., with 460 on board, including 2 Handle (Millcombe). **Gannet** departed 1830 hrs., with Mr. and Mrs. Bowyer on board. **Balmoral** left at 1635 hrs., with Miss Miranda Trew and party, Mr. Theo Rowe, and Mrs. Linda Brown. **Romegas**, 22ft. white-hulled yacht anchored at 1545 hrs., and sailed unobserved. Very dull and overcast over E. Side in evening.

6th: Rain during night continuing through the morning—much cooler—wind N. 2-3. Blue-hulled vessel perceived passing Rat Island, having come out of the Bay at 0830—name not discernable. N. wind continued in the evening 3-4, becoming choppy in the Bay. **Donjeano** left at 1750 hrs., with Mr. and Mrs. John Dyke on board, for Ilfracombe.

7th: Wind S.W. 3-4, backing N. later—sunny and breezy—almost cloudless sky. **Gannet** arrived at 1400 hrs., with Rev. and Mrs. Lister and party (Hanmers), Mr. and Mrs. J. Westcott (Millcombe), 1 Farr (Millcombe), Dr. McKean for the day, visiting Mr. Gade, and Mrs. Linda Brown. **Gannet** departed again at 1830 hrs., with Mrs. Boddam Whetham's party from Hanmers, Mr. Victor Gray, Mr. Phil John and Miss Ann Coaster (Castle), 2 Parker and 1 Daniels (Millcombe). 4 Yachts, **Sylvester**, **Moonduster**, **Navajo**, and **Ilykit**, also a catamaran in at 1850 hrs., departing unobserved. Cabin cruiser, **Coleen** arrived unobserved, sailing at 1800 hrs. Fishing vessel, **Purbeck Isle**, DH104 out of Padstow, arrived at 1900 hrs., to put down lobster pots in Lundy waters.

8th: Sunny and calm, later becoming variable 2-3. 70-001 arrived at mid-day, leaving at 1530 hrs. **Balmoral** anchored at 1340 hrs., with 330 passengers, leaving again at 1630 hrs. Yacht, **Caldy**, arrived at 1915 hrs., followed by **Cleave Progress** at 1950 hrs. Wind W. 4. Madame and Monsieur Laufer and family (Big St. John's) arrived today, also Mrs. Friend and family (Castle), 2 Ball, 1 Dickinson, 1 Williams, 2 Payne, and Rev. Trevor Nicholls—all for Millcombe. Mr. and Mrs. Peters, Mr. and Mrs. Andrews, and Miss Eileen Heaven left today.

9th: Bright sunny morning—calm. Yacht, **Caldy**, left unobserved. Sheep roundup for tomorrow's shearing. Cloudy at 1700 hrs., but still sunny—light airs. An Auster 'Autocrat' light aircraft from Taunton flew over Bull Point to Lundy, circling the island (leaving Taunton at 1910 hrs.,



The Tavern and old hotel look down upon Millcombe, nestling in her lovely valley.

*Photo:
Mark
Hubbard*

and arriving Lundy 2010 hrs.) and returning in direction of Clovelly. Pilot, Mr. Maurice Kirk, MRCVS., is a well known aerial photographer, and his passenger was Dr. Mark Hubbard.

10th: Mr. F. W. Gade's 83rd birthday. Overcast morning—wind S.W. 3-4, veering N.W. **Gannet** arrived at 0815 hrs., with Mr. Dalling and assistant (sheep shearers). **Cleave Progress** departed at 0930 hrs. Mist and drizzle developed at 1100 hrs., lifting at 1250 hrs. Sheep shearing in progress. **Gannet** left at 1200 hrs., with 2 Graves (Millcombe). **Balmoral** arrived at 1350 hrs., with 579 passengers, including a school party from Forest Hill (12—camping). **Balmoral** departed with 2 Payne (Millcombe). **Quiescence** anchored in the Roadstead at 1900 hrs.

11th: Dull, overcast morning—wind N.W. 3-4, later backing S.W. 5. Fishery Protection vessel, **Marion Ford**, arrived at 1000 hrs., with Mr. Arthur Bealey on board, leaving again at 1445 hrs. Sunny for most of remainder of day. Severe water shortage on the island necessitating the issuing of notices to all residents and guests restricting usage. Sheep shearing completed today.

12th: Fresh, bright morning—wind N.W. becoming S.W. 3-4. **Gannet** arrived at 0820 hrs., Mr. Nicholas Price and friend (camping); departing again at 1400 hrs. **Balmoral** arrived at 1320 hrs., with 350 passengers, including Mr. and Mrs. John Dyke, Mr. Warren Davis (National Trust), 4 Court (Millcombe), and 25 members of Queen Elizabeth School, Crediton (Old Light and camping). Leaving today: 1 Dickinson and 1 Williams (Millcombe). Marisco Castle vandalised by members of the departing Forest Hill School campers today. Warm and sunny afternoon, becoming overcast in the evening. Light airs. Sloop, **Heremoana**, anchored at 2200 hrs., from Ile de Yeu, Bay of Biscay, France, with a crew of 7.

13th: Overcast, windless morning. Penzance trawler, PZ195 **William Stevenson**, came into the Bay at 0900 hrs., and departed 15 minutes later on a W. course. Becoming warm and sunny as day progressed. Helicopter relief S. Light at 1425 hrs. Low cloud obscuring Old Light tower in mid-afternoon. 2 Basking Sharks seen in the Bay. Sloop, **Heremoana**, sailed on the evening tide. Light rain during evening and throughout night. **Don Jeano** sailed for Ilfracombe unobserved.

14th: Light rain continuing throughout the day—dull and overcast. **Lundy Puffin** arrived at 0900 hrs., towing 5 Appledore salmon boats competing in a race commencing at 0910 hrs., from Lundy to Appledore; the escorting vessel following in the wake of the rowers—each boat consisting of two crewmen (single and pair of oars). **Don Jeano** and **Gannet** arrived at 0920 hrs., with Dr. and Mrs. Hubbard and family and Mr. Warwick Dyer (Hanmers), Mr. and Mrs. Robinson and family (Castle), Mr. and Mrs.

Manger and Mr. Cooper, Bowden party (Little St. John's), and Mr. and Mrs. Wilkinson (Millcombe), and Hedley Prole party for Tibbetts. **Polar Bear** arrived mid-morning with the cricket team. **Gannet** departed at 1500 hrs., with Mrs. Friend and family (Castle), Mr. and Mrs. Shanahan (Tibbetts), and Mr. and Mrs. Westcott (Millcombe). **Polar Bear** left at 1515 hrs., with Rev. and Mrs. Lister and party (Hanmers), 2 Ball, Rev. Nicholls and Mr. Warren Davis (Millcombe). **T-Leaf**, yacht, and one other, plus two cabin cruisers unidentified, at anchor 1600 hrs.—two latter vessels departing at 1730 hrs. Yachts, **Cleon** (Southampton), **Ketchedro**, **Mailoma** and one other white-hulled, at anchor at 1900 hrs. **Polar Bear** returned at 2030 hrs., anchoring overnight. **Cleave Petrel** sailed unobserved earlier in the day.

15th: Rain continuing with low cloud clinging to the valleys on the E. Side. Sea calm. **Raag II**, **Sea Wolf**, and one unidentified cabin cruiser, also **Flora Rose** (clinker built Appledore boat), and **Ciona** at anchor mid-day. Basking sharks still in evidence. Intended cricket match—Lundy and The Rest of the World, which included former Test cricketer, Harold Gimblett (Somerset), abandoned without a ball being bowled—ironically, rain ceased and sun appeared as farewells were being made to the departing visitors on the beach at 1530 hrs. **Polar Bear** left at 1550 hrs. Trinity House vessel observed towing the Helwick lightvessel back to her station at 1800 hrs. (presumably after refit). A fine sunny evening—glassy sea. Later, a large orange moon rose above mainland coast, casting an illumination on the waters behind S. Light. Church Service 2045 hrs. (15).

16th: Bright with occasional sunshine—later becoming sunny. Wind S.W. 1-2, becoming calm. A vessel with lifting gear in the stern, **Edward Forbes** (Cardiff) approached the island from the south, passing along the E. Side at 1145 hrs., and then moving further out to sea. After a rather stormy sky westward and northwards, the day concluded with a favourable sunset and a fine, calm, moonlit night. 3 Basking sharks seen at N. End.

17th: Rain during night—dark and dismal early morning. Rain cleared at noon—calm. **Gannet** arrived at 1050 hrs., with Mr. and Mrs. Brown and Miss Lynda Thorne for the day, and 1 to join Hedley Prole party at Tibbetts, also Mr. Stirling Melhuish (to join staff). **Balmoral** arrived 1310 hrs., with 160 passengers, by which time the rain clouds had dispersed and it became sunny. Aboard **Balmoral** were Ogilvie party and Miss Tyerman, B.B.C. (Millcombe). Slight N.W. wind developed in afternoon. **Gannet** departed at 1715 hrs., with Mr. Nick Price and friend, also Miss Jill Farncombe and Mr. Paul Thompson (shore leave). **Balmoral** sailed at 1635 hrs., with Mr. and Mrs. Ian Grainger aboard. N.N.W. wind increasing after nightfall, 6-7.

18th: Dull at first, brightening during morning and becoming warm and sunny—later clouding over again. Sail training schooner, **Malcolm Miller**, sighted off south coast during mid-morning, and although under full canvas was making slow progress owing to lack of wind. She eventually anchored about 1400 hrs. in the Bay, officers and crew coming ashore during watches. Editor paid a courtesy visit on learning that Captain Patrick Collis was in command (Capt. Collis is an I.L.N. subscriber). The **Malcolm Miller** was bound for Newport, having called at a French port, Guernsey, and the Scillies. She departed at 1915 hrs., on a S.W. course with a farewell blast on her siren, in order to rendezvous with her sister ship, the **Sir Winston Churchill** off the Devon/Cornish coast. H.M.S. **Torquay**, R.N. Frigate, exchanged signals with the **Malcolm Miller** as they passed within a few miles of each other as the latter was approaching Rat Island in the morning, providing a colourful sight—the grey silhouette of the naval vessel in the distance—the sailing schooner in the middle distance, and the little brightly painted fishing vessel, **Purbeck Isle**, hauling lobster pots in the foreground. The late afternoon grew progressively overcast, with threatening rain clouds and an increasing S.W. wind. The **Elizabeth**, from Ilfracombe, arrived at 2030 hrs., to collect Miss Ann Tyerman (B.B.C.) whom it is said was required urgently to report on the morrow at Buckingham Palace for Garden Party. 'Lundy Beautiful' gave birth to a filly today, named 'Tystie' (Black Guillemot). As a result of movement, protective wooden sleepers were forced out of position on the S. Light footpath across the saddle.

19th: Some rain during night and early morning, clearing at 0830 hrs., by which time the **Sir Winston Churchill** was approaching the island, anchoring in the Bay at 0915 hrs. Wind S.W. 3-4. **Gannet** arrived at 1145 hrs., with Miss Brambleby (Millcombe), Mr. Bartholomew Smith, Mr. Paul Thompson, and 2 American day visitors. **Balmoral** arrived at 1415 hrs., with over 400 passengers, including Dr. & Mrs. Collins and family (Millcombe), Mr. Ivor Hopkins (returning from sick leave) and Mr. Robert Bendall, day visitor. Yacht, **Isolde**, arrived in the Bay shortly before noon. **Malcolm Miller** returned and joined her sister ship at anchor at approximately 1630 hrs. **Balmoral** sailed at 1705 hrs., with 25 scholars from Queen Elizabeth School, Crediton, and the Ogilvie party (Millcombe). **Gannet** departed at 1730 hrs., with Miss Imogen Ramm, in addition to her day passengers. **Malcolm Miller** and **Sir Winston Churchill** left simultaneously at 1845 hrs., passing along the E. coast—the former for Newport, Mon., and the latter for Milford Haven. Heavy squally showers from S.W. developing about 1800 hrs., the wind gusting from 6-7, continuing after darkness. Cargo vessel, **Duvenstedt**, anchored at 1930 hrs. Mr. John Stockwell sighted an Oberon class submarine passing between the island and Hartland Point at 2100 hrs.

20th: Rain during night and early morning—dull, becoming bright and sunny—wind S.W. 4-5. **Donjeano**, departed at 0830 hrs., in the direction of Ilfracombe. T.H.V. **Siren** discharging stores onto the South Light gantry box at 0900 hrs. **Duvenstedt**, **Isolde**, and **Purbeck Isle** at anchor. Rain at 1245 hrs., becoming dull. T.H.V. **Siren** sailed at 1250 hrs. Bright periods during afternoon—rain showers at sea. **Duvenstedt** sailed at 1820 hrs., on a W. course. Evening sunny and cool with beautiful coral pink cloud effects over N. Devon coast towards Hartland.

21st: **Polar Bear** arrived at midnight with Mr. and Mrs. Grainger, Tom, and Mr. Peter Edwards aboard, who came off in the dinghy. **Polar Bear** commenced discharging cargo of plasterboard at 0600 hrs., and departed at 0800 hrs. Wind W. 2-3: bright intervals and showers. **Isolde** and two other small white-hulled yachts at anchor at 0900 hrs. (one of which was named **Stowaway**). **Isolde** sailed about one hour later. **Gannet** and **Donjeano** arrived 1235 hrs., in a calm sea, with Mr. and Mrs. Wordsworth and family (Little St. John's), 2 Worthington (Millcombe), and Mr. and Mrs. Gill and party (Castle). **Balmoral** arrived at 1340 hrs., with about 180 passengers, including

Campbell party (Millcombe), Mr. and Mrs. Wren and family (Tibbetts), Nicholls, James and Littlewood parties. Miss Farncombe and Mr. Thompson returned. **Cleave Progress** arrived at 1530 hrs. **Balmoral** left at 1635 hrs., with Mr. Farr and M. Laufer and family (Big St. John's). **Gannet** departed at 1750 hrs., with Mr. and Mrs. Robinson and family, Bowden party (Little St. John's), Mr. and Mrs. Manger (Millcombe), H.M.S. **Venturer**, M.1146, R.N. Minesweeper, arrived in the Roadstead and anchored at 2045 hrs. Clear night—wind W.N.W. 3-4. Paul Thompson left today permanently.

22nd: H.M.S. **Venturer** left in early morning at 0420 hrs. All vessels resumed, with the exception of **Cleave Progress** and **Donjeano**. A fine, bright, sunny morning—Wind N.W. 3-4. Cool on top of island. Sunny for remainder of day, but becoming cloudy in evening—wind N.W. 2-3. Cabin cruiser, **Osprey B.**, arrived unobserved and left at 1830 hrs. **Cleave Progress** departed about the same time. A small yacht came into the Bay and left again about an hour later at 1815 hrs. Another white-hulled yacht arrived unobserved. Church Service at 2045 hrs. (28).

23rd: Cloudy at first, becoming brighter at 1330 hrs., with sunshine—wind N.W. 2-3—cold. White-hulled yacht sailed at 0800 hrs. Clouding over in the evening—exceptional visibility across the Bay.

24th: Rain for greater part of day—wind N.W. 2-3—becoming calm. **Balmoral** arrived at 1340 hrs., with a full complement, including Mr. Jack Dickens, Mrs. Ley, and Miss Jane Scott-Walker for the day. Visitors to stay included Wickham party (camping). Rain poured almost incessantly during visit of the large steamer party and on departure at 1635 hrs. Those leaving included Campbell party, Mr. and Mrs. Wilkinson and Dr. and Mrs. Collins (Millcombe). **Gannet** arrived at 1430 hrs., with Mr. Dennis Knight, and Jenkins party (Millcombe) and Miss Judith Cobblestick (to stay at Signal), also Mr. and Mrs. Holmes and Mrs. Cobblestick for the day. **Gannet** departed at 1855 hrs., with Miss Jill Farncombe (leaving permanently) with her cat 'Titus'. Weather continuing wet, but rain easing off, then resuming again after darkness. 3 yachts at anchor in the Bay during afternoon, **Chris-Cross** (Bristol), **Alekifik**, and one clinker-built gaff sailing yacht, the latter arriving at 1840 hrs. Fishing vessel, **DH104**, passed along the S. coast in a W. direction at 1920 hrs. All vessels resumed unobserved. Heron sighted flying over the South End in the dusk, crying in a distracted manner.

25th: Damp, dull and misty at first—light airs—becoming sunny by mid-morning with clear blue sky. Wind N.W., increasing. Mr. and Mrs. Dyke and Miss Cobblestick spent afternoon sifting through excavated soil at Pig's Paradise; obtaining a good yield of flints and medieval pottery. 3 motorised rubber dinghys arrived at 1330 hrs., from Atlantic College—personnel engaged in diving are staying at the Old Light, with overflow camping. Beautifully sunny all afternoon and evening. 2 yachts at anchor at 1900 hrs., **Black Rose** (flying a Welsh flag) and **Risani**. A fine, rosy sunset.

26th: Yacht, **Black Rose**, sailed at 0300 hrs. Beautifully sunny all day—Wind N.E. 2-3, increasing 3-4 mid-day, then decreasing before the arrival of the **Balmoral** with 650 passengers at 1345 hrs. Visitors to stay included Preece party. **Gannet** arrived at 0810 hrs., with 6 passengers on board—4 day visitors, and Mr. and Mrs. Whitehead to stay at Millcombe. 10 metre Bobcat catamaran, **Kwahlee**, (Bristol) arrived at 1330 hrs., from Waterford—crew of 5 including Mr. Frank Tregurtha in command—leaving again on the afternoon tide, at which time the **Risani** also left. **Gannet** sailed at 1230 hrs., with Mr. Tony Taylor (Old Light) on board. Mr. Dennis Knight left today. **Sea Pigeon**, speed boat, arrived mid-day, leaving at 1700 hrs. **Balmoral** departed at 1650 hrs., having to turn about to pick up two late day visitors. Yacht, **Moonfleet**, arrived at 2010 hrs., and anchored. N.E. wind increased in the evening 4-5. Mrs. Linda Brown gave birth to a son today at 1630 hrs., in Barnstaple Maternity Hospital.

27th: Dull and overcast—wind N.E. 3-4. **Moonfleet** sailed unobserved. A small white-hulled yacht approached the Landing Bay at 1010 hrs., but on seeing the conditions decided to turn about, and for a time anchored in Lametry Bay. Weather improved, becoming sunny by 1430 hrs. Wind N.N.E. throughout the day. T.H.V. **Strathclyde II** arrived at approximately 1745 hrs. Mr. Gareth Attley of South Light promoted to Assistant Keeper. A fine rosy sunset—N.E. wind abated slightly after dark.

28th: Beautifully sunny all day—wind W. 2-3. **Polar Bear** arrived at 0840 hrs., and **Gannet** at 0845 hrs. Passengers included Mr. and Mrs. Smith and party (Castle), and Lucas party for Millcombe. **Cleave Petrel** at anchor, later joined by **Cleave Progress** and **Ciona** at 1130 hrs. **Cleave Petrel** left at 1505 hrs. **Gannet** and **Polar Bear** left at 1410 hrs., with Dr. and Mrs. Hubbard and family, Mr. and Mrs. Wordsworth and family, Mr. and Mrs. Hedley Prole and family, Mr. Warwick Dyer, Gill party (Castle) and 4 Bristol Channel Divers (Old Light). Mr. and Mrs. Don Shiers and family arrived in the **Donjeano** from Ilfracombe, staying at Hammers. Mr. Jonathan Grainger arrived today. **Wilma** anchored off Quarry Beach at 2345 hrs. Very warm and sultry—calm in the evening.

29th: **Wilma**, **Ciona** and **Cleave Progress** anchored overnight. Mr. and Mrs. Mervyn Joy and family arrived in the mid-morning in their sailing yacht, **Saluté**, (Portishead Yacht Club) from Ilfracombe. As the sea was flat calm they had to use their auxiliary motor for entire trip. The vessel departed at 1330 hrs. **Cleave Progress** departed at 1345 hrs. **Boxer IV** arrived unobserved, sailing again at about 1300 hrs. **Flying Fish** (Appledore) at anchor at the same time—detained in the Bay with engine trouble. **Tamarisk** and **Ru-Cha** arrived at 1100 hrs., both sailing again in the late afternoon. One small cabin cruiser remaining overnight. **Balmoral** arrived at 1330 hrs., with over 300 passengers, including Mr. Sammy Johns (former island worker from Hartland), Mr. Roy Dymond, Mrs. Ley, Mr. and Mrs. Stafford, Senr., day visitors. Rev. and Mrs. D'Aeth and family arrived to stay at Big St. John's. **Balmoral** departed at 1705 hrs., with Mr. and Mrs. Bill Wren and family, and Mr. Dawkins, Junr., on board. Church Service at 2045 hrs., conducted by the Rev. D'Aeth. Severe drought on island.

30th: Another gloriously sunny morning. Wind N. 2-3 at mid-day. **Flying Fish** anchored overnight, joined in the early morning by **Stormalong of Breaksea** (Barry), yacht **Harbinger**, at 1120 hrs., and a smart new white catamaran at 1335 hrs. Large Basking Shark in the Bay, estimated by Mr. Peter Edwards to be up to 25ft. long.

31st: Clear at first light, visibility becoming poor at sea level by 0700 hrs., clear on top of island. S. Light fog siren commenced at 0740 hrs., ceasing about 1045 hrs. **Lundy Puffin** arrived at 1000 hrs. **Gannet** arrived at 1030 hrs., with a full complement, including 7 day trippers. **Stormalong of Breaksea** sailed unobserved. **Grenadier** (Worcester) arrived from Ilfracombe at 1130 hrs., departing again at 1540 hrs. **Balmoral** arrived at 1325 hrs., with a full complement of 700 on board. Unfortunately, owing to the low state of the tide, it was not possible to land any day visitors. Mr. Bob Jory came ashore (from leave). A cruise around the island was substituted, picking up Mr. Nick Dymond and Miss Denise Ogden, and setting down Rev. Peyton Jones, on return to the Bay. **Lundy Puffin** left at 1558 hrs., towing the **Flying Fish**, which had been stranded at Lundy with engine failure since July 29th. **Gannet** departed at 1630 hrs., with Miss Brambleby on board. Fog returned and became thick on top of the island—siren recommenced at 2130 hrs. Hottest day of the summer.

AUGUST

1st: S. Light siren continued throughout the night, ceasing at 1330 hrs., resuming for a time in the afternoon. Communion at 0800 hrs. (8). 70-001 arrived and anchored mid-morning, with District Officer Richards, Hartland Coastguards, to inspect equipment; departing again at 1540

LUNDY LOG—continued from page 17

hrs. Warm and sunny in the afternoon and evening—calm. Yacht, **L'Admiral**, came into the Bay in the evening, anchoring overnight. Church Service at 1730 hrs.(7).

2nd: Dull and overcast—wind S.W. 2-3. Rain mid-morning, ceasing at about 1300 hrs. S. Light siren commenced in late morning, ceasing at 1445 hrs. **Gannet** arrived in thick fog at approximately 1145 hrs. Mrs. Ina Hinshelwood returned from shore leave. **Balmoral** arrived at 1435 hrs., with full complement—landing difficult because of low state of tide. 3 yachts at anchor in the Bay at 1530 hrs., **Lucy May** (arrived 1130 hrs.), **Sterth** (departing at 1805 hrs., and returning again at 1905), and **Midi**. Fog cleared at sea level by 1445 hrs. **Balmoral** departed at 1710 hrs. Mr. David Britton came to stay at Signal Cottage No. 3. S. Light fog siren recommenced at 2345 hrs., for 10 minutes.

3rd: **Donjeano** left for Ilfracombe at 0830 hrs. Mist and rain clearing and brightening at 1130 hrs. **Lucy May**, **Sterth**, and two other yachts at anchor at 0900 hrs. Belgian trawler, **Juhel**, arrived at 1130 hrs. (registered at Ostend). Yacht, **Swiftsure Lady**, arrived at 1230 hrs. Wind S.W. 3-4. A fine, sunny afternoon—clear sky, later clouding over in the evening. Wind W. 3-4. All yachts resumed with exception of one. **Juhel** sailed unobserved.

4th: A pleasant, bright morning—calm. **Boyo II** joined the remaining yacht in the Bay—the latter leaving mid-morning but returning again about an hour later on finding the sea increasing due to a S.W. wind developing (forecast as becoming between force 6-8). **Cleave Progress** at anchor. **Gannet** arrived 1240 hrs., followed by the **Polar Bear** 10 minutes later with a caterpillar tractor on board. **Purbeck Isle** in the Bay, sailing on a W. course at 1345 hrs., into a fairly rough race off the S.E. corner. **Donjeano** arrived from Ilfracombe at approximately 1300 hrs. The following persons arrived today: Turner Lees party (Hammers), Barker party (Castle), Brown party (Big St. John's), Bernston, Bulgin, Hurley, and Parker parties (Millcombe), 9 Bristol Channel Divers, and 1 day visitor. Departees: Rev. and Mrs. D'Aeth and family, (Big St. John's), Smith party (Castle), Lucas, Jenkins, and Winston parties (Millcombe), Mr. and Mrs. Don Shiers and family (Hammers), and 9 Bristol Channel Divers (Old Light). 9 vessels at anchor in the Bay at 1530 hrs., including **Steel Fish**, **Marie Claire**, a small French fishing vessel from Camaret, and a handsome motor yacht (unidentified) with a yellow funnel, leaving at 1545 hrs., on a N. course. Later a small British trawler came in to anchor. Wind increased to S.W. gale 8, and **Gannet**, **Donjeano** and **Polar Bear** left in very heavy weather—raining. Caterpillar tractor safely brought ashore from **Polar Bear** today. **Boyo II** set out in early evening, but returned owing to rough seas.

5th: Still raining at 0800 hrs. Gale blown out and virtually calm—rain. Lundy sheltering: **Atlas**, **Angelus**, **Juhel**, **Twilight**, and one other Belgian trawler; also CH4444 (possibly Cherbourg trawler), **Steel Fish** (Djibouti), **Whitethorn**, **Cleave Progress**, **Boyo II** and **El Lobo**, yacht—12 vessels in all at 0800 hrs. Light rain continued throughout morning—thick mist and drizzle descending at 1400 hrs. S. Light fog siren commenced at 1500 hrs. **Balmoral** arrived at 1500 hrs., with 200 passengers, including Hall party (Little St. John's), Harrington party (Tibbetts), and Mr. Holland-Hibbert, son and nephew (Millcombe). Miss Jan Newbigin and Miss Penny Thexton arrived to camp. Strong S.E. wind sprang up at 1615 hrs., a miserable visit for the day trippers and campers. All vessels resumed with the exception of CH4444, **Steel Fish**, **Whitethorn**, and three trawlers. Fog siren ceased at 1630 hrs. **Balmoral** left at 1715 hrs., with Roberts party (Millcombe) on board. A very wild night—rain coming through Signal roof—Wind gale force S.W. to S.E. Church Service at 2045 hrs.(18)—wind so noisy in Church one could hardly hear the service, even sitting at the front.

6th: Rain ceased by early morning—wind abated, but increasing again S.W. at 0930 hrs.

6 vessels reported in the evening yesterday still at anchor 0930 hrs. Sunny throughout the day, but wind increasing considerably. S.W. 7-8. **Surveyor** (Ostend) arrived at 1215 hrs., cargo vessel. **Parkgate** anchored at 1230 hrs. **Coudekercke** (Belgian trawler) anchored at 1430 hrs., and **Marie Claire** at 1905 hrs. Heavy rain shower at 2130 hrs., wind continuing S.W. Thunderstorm, with vivid lightning offshore at 2330 hrs., accompanied by further rain. Albert, of the **Marie Claire**, came ashore (after 7 years absence) with some of his crew. Crew of **Steel Fish** also came ashore in the evening. CH4444 sailed unobserved.

7th: High winds persisting—W. 6-7. One additional vessel, **Salvinia**, joined the sheltering vessels, including the three aforementioned yachts. **Coudekercke** and **Marie Claire** sailed unobserved. **Gannet** sailing cancelled for the day. Chivenor Helicopter arrived at 0935 hrs., bringing Dr. Bill McKean to attend on Mrs. Gade. Helicopter left at 1035 hrs., circled around the S. End and landed again briefly in the Tent Field before heading out to sea again. Bright sunny morning—swift-moving clouds, casting their shadows on a lively pale indigo sea. **Surveyor** sailed at 1200 hrs. on a N. course. Pleasantly sunny during afternoon and evening—wind continuing W. 4-5, and abating. No sailing of **Balmoral**—cancelled owing to rough weather.

8th: Heavy clouds offshore, with occasional bright intervals in the morning. Wind—S.W. 1-2. **Polar Bear** arrived at 0340 hrs., Miss Angela Harris, Secretary, on board, sailing again at 1110 hrs. **Boyo II** departed at 0735 hrs., and **Whitethorn** at 0825 hrs. All vessels resumed, with the exception of **Cleave Progress** and **Steel Fish**, which departed at 1330 hrs., giving long farewell blasts on her siren. S.W. wind increased in afternoon, 4-5. Yacht, **El Lobo**, left at 1215 hrs., but returned later. **Donjeano** arrived from Ilfracombe in early evening. Yachts, **Sylvester**, and **Maeva** (French) arrived in the Bay. **Edward Forbes** dropped anchor at 2015 hrs. Mr. Holland-Hibbert, son and nephew left on **Polar Bear** today. **Cleave Progress** still at anchor. Evening sky indicating further rain and increased wind.

9th: **Gannet** arrived at 0830 hrs., in an increasing S.W. wind. **Steel Fish** arrived at 1015 hrs. Overcast, but no rain. **El Lobo** made another attempt to leave at 1120 hrs., but was caught in the Race off S.E. corner with strong S.W. wind and in danger of capsizing, so wisely returned to her anchorage, sailing again 10 minutes later having, presumably, adjusted her rig; however, after a rough time off the Race she returned again. **Gannet** sailed at 1300 hrs., with Miss Janet Sutton on board. **Balmoral** arrived at 1415 hrs., with a full complement. **Whitethorn** anchored again at 1645 hrs. **Balmoral** departed at 1710 hrs., with Mr. Robbie Robinson on board. Overcast evening—at anchor in the Bay: **Cleave Progress**, **El Lobo**, **Maeva**, **Sylvester**, **Purbeck Isle**, **Edward Forbes**, **Whitethorn**, **Steel Fish**, and **Donjeano**. Mrs. Cherry Richardson, daughter Mary, and Mrs. Crabtree (from Australia), also Mrs. Mary Squire and family arrived today.

10th: S. Light siren commenced at 0055 hrs., for about half-an-hour. Rain and heavy mist on the island. S. Light siren resumed at 0915 hrs., ceasing at 1315 hrs., slight improvement in visibility on top only. Fog eventually lifted entirely. **El Lobo** in Bay at 1330 hrs., all other vessels having resumed. T.H. Helicopter relief at South Light 1435 hrs., two members of staff being transferred to the N. Light, necessitating two further landings within half-an-hour. **El Lobo** left 1520 hrs., returning again later. A moist, warm afternoon—wind continuing in a S.W. quarter 2-3. **Eminence** arrived at 1650 hrs., anchoring rather unusually close to Rat Island. Bristol Channel Divers held a barbecue down in the Cove. Misty evening.

11th: Intermittent S. Light siren during the night, ceasing at 0730 hrs. **Polar Bear** and **Gannet** arrived at 0900 hrs., in favourable sailing conditions—apart from poor visibility at first. Passengers included Mr. and Mrs. John Smith and family (Hammers), Rev. and Dr. Thexton

and family (Big St. John's), Mr. and Mrs. Tony Marsh (Castle), Mr. Tony Walker, Mr. and Mrs. Jack Westcott; and Williams, Barnett, Cameron and Jeffries parties (Millcombe). **Willow the Wisp** arrived and anchored at 0930 hrs. **El Lobo** departed at 1130 hrs. Occasional patches of mist and bright intervals—calm at noon. **Willow the Wisp** unanchored at 1415 hrs. **Eminence** departed at 1430 hrs., and **Gannet** and **Polar Bear** at 1440 hrs. Departures today included Turner Lees, Barker, and Brown parties. **Donjeano** left earlier in the day with Bernston, Bulgin, Hurley, and Parker parties from Millcombe. Fine, sunny evening—wind N.N.E., very slight. In the Bay: **Ciona**, **Passé Partout** (Nigel Holder), **Cleave Petrel** and **Boxer IV**, on board which vessel Rudi Lancaster celebrated his 9th Birthday with a special party held, by request, in Lundy anchorage—an occasion he had been looking forward to for weeks! An unidentified catamaran and a fishing vessel, also moored during evening, departed unobserved in the early hours.

12th: Misty at first, with a pronounced swell in the Bay. All vessels resumed—only **Ciona** left from previous evening. Wind in a S.E. quarter 3-4, abating 2-3—sea calming in time for the arrival of **Balmoral** at 1345 hrs., with 350 passengers. A glorious day, warm and sunny. **Balmoral** departed 1630 with Miss Jan Newbigin, Mrs. Cherry Richardson, and Mrs. Crabtree on board. A warm evening, with a rosy sunset—perfect night sky and a large moon. Church Service at 2045 hrs.(36). **Ciona** sailed unobserved.

13th: Hazy, warm and sunny—wind E. 2-3. S. Light siren commenced at 1135 hrs., for about 20 minutes. **Cap'n Chris** (BD 9) came into the Bay for a short while in the afternoon.

14th: Another glorious day—wind E. **Polar Bear** arrived at 0955 hrs. Privately owned helicopter arrived with an I.T.V. camera crew, and after two missions, returned with Mr. and Mrs. Jeremy Thorpe, son Rupert, and party—landing in the Tent Field at 1045 hrs. The party left after a picnic lunch. Sea Truck from Instow arrived at noon, and left again almost immediately. **Balmoral** arrived at 1330 hrs., and, being unable to land her 600 passengers, circumnavigated the island before dropping anchor and setting down and picking up passengers to stay, or having stayed—finally leaving at 1500 hrs., by which time E. wind had moderated. Yacht, **White Swan** (Saundersfoot) arrived at 1300 hrs., and departed at 1400 hrs. **Polar Bear** left at 1630 hrs., with Miss Judith Cobbledick on board, also I.T.V. camera crew. "Minstrel," the bull, left today, also "Silkweed" (Hereford cow—"Friendly's" mother) and 8 steers. Arrivals included Dr. J. A. G. Watson and family. Mr. and Mrs. Riley and family, and Mr. and Mrs. Peter Cole and family. Beautifully warm and sunny—sun disappeared as a huge red ball in a cloudless sky behind the Church. A quiet night.

15th: Another superb day—E. wind commencing in the early morning with a sudden gust and increasing 4-5 at times. **Cap'n Chris** anchored again in the Bay and landed day visitors. **Cleave Progress** arrived at 1115 hrs., and seeing unfavourable conditions in the Bay, proceeded to Jenny's Cove, returning at 1930 hrs. Sheep drive in morning—separating ewes from lambs. E. wind dropped in afternoon—continuing warm and sunny.

16th: **Cleave Petrel** at anchor overnight. Peachy coloured sea at sunrise, resulting in a lovely day throughout—slight E. breeze. **Polar Bear** arrived at 1140 hrs. Yacht, believed to be **Galienta**, arrived unobserved, sailing again at 1430 hrs. **Purbeck Isle** in the Bay. **Balmoral** arrived at 1400 hrs., with a full complement, and departed at 1700 hrs. **Polar Bear** departed at 1700 hrs., with 182 lambs on board. Evening sky clouding over and becoming cooler with a W. air stream, after an exceedingly warm day. Mrs. Gade seriously ill—in a coma.

17th: Grey, overcast morning—cool wind E. of N. 2-3. Bright intervals during morning. **Golden Hinde** in sight, down to a speed of 4 knots, **Lundy Puffin** acting as escort. **Little Bittern**, skippered by Mr. James Eddleston, assisted by her former owner, Dr. Des Valentine, arrived at

noon, leaving again at 1615 hrs. **Cleave Progress** sailed at about 1430 hrs. **Golden Hinde** anchored at about 1415 hrs., being visited by a 'boarding party' of Mr. John Smith, Mr. I. Grainger and Tom, and Messrs. John Dyke, Peter Edwards, Bob Jory, Keith Blaxhall, and David Britton. They were welcomed by Captain Adrian Small and Rev. Peyton Jones, who had been conveyed from Appledore to Lundy to stay. The vessel, undergoing engine and steering tests, anchored some way out as she had a draught of 13ft., and proceeded on her way to Milford Haven about 1530 hrs. Union Jack and Lundy flags flying from Hangman's Hill, and Trinity House flag from S. Light, in honour of visit. **Golden Hinde** and **Lundy Puffin** parted company off the N. end at 1600 hrs. At the Barnstaple Market today, "Minstrel" realised £180, and "Silkweed" £165. A beautiful afternoon. Helicopter arrived at 1800 hrs., with Dr. Riley on board to attend Mrs. Gade—leaving again at 1900 hrs. Small red-hulled yacht, **Majestic** (out of Deauville, France) anchored at 2000 hrs. Wind N.E. 4-5. Mrs. Gade died peacefully at 2310 hrs.

18th: Bright, sunny morning, occasionally clouding over. The French yacht, and another, **Calypso**, at anchor in the Bay 0900 hrs. Wind E. 3-4. **Polar Bear** arrived at 1155 hrs., with Mrs. Cherry Richardson, Mr. Mark Richardson, and Mr. Vince Squire among the passengers. The vessel left again at 1800 hrs. Warm and sultry, becoming calm and cloudy. 2 small vessels anchored in the Bay, together with **Donjeano**, (which arrived back from Ilfracombe in the late afternoon) and the French yacht. Mr. and Mrs. Smith and family removed from Hammers to Castle Cottage. **Boxer IV** arrived at 1800 hrs. A Survey vessel arrived and anchored at 2350 hrs.

19th: Survey vessel sailed at 0815 hrs. Misty at first, developing into a beautiful morning and early afternoon. Calm at sea level. **Polar Bear** arrived at 1230 hrs., and yacht, **Coquet**, at 1235 hrs. **Balmoral** arrived at 1515 hrs., with 600 on board, including Mr. and Mrs. A. F. Langham, daughters Alex and Jenny, and Mr. Roger Allen to stay. **Ciona** anchored at 1430 hrs., departing again at 1820 hrs. **Boxer IV** sailed in the evening unobserved. At about 1730 hrs., the family and friends of Mrs. Rene Gade assembled on the beach as the coffin was conveyed to the **Polar Bear** (see page 3, I.L.N. No. 12). Just previously the **Balmoral** departed, with flag at half mast. Also leaving on **Polar Bear**, Mr. Gade and family, and Mr. Ivor Hopkins. During the evening a Memorial Service was held in St. Helena's, conducted by Rev. Peyton Jones, with a congregation of 70 present.

20th: Bright, sunny morning, becoming misty and cloudy in afternoon—calm. **Lundy Puffin** arrived at 1230 hrs., departing again in late afternoon. 70-001 at anchor, arriving at 1525 hrs. **Desafinado** (Cardiff) arrived at 1620 hrs., and a catamaran, **Raca**, anchored at 1650 hrs., leaving about an hour later in the direction of Ilfracombe. Dull and overcast in the evening—continuing calm—warm.

21st: Hazy at first—wind N.E. 2-3. **Desafinado** and 70-001 still at anchor, but left later in morning in the face of an increasing sea. **Polar Bear** arrived 1345 hrs. Wind increasing 4-5—substantial sea—temperature plummeted. **Balmoral** arrived at 1415 hrs., but was prevented from landing passengers. Leaving today: Miss Janet Sutton and Mr. Syd Allen. **Polar Bear** sailed at 1930 hrs., with Mr. and Mrs. Tony Marsh, Mrs. Penny Ogilvie, Mr. Ian Grainger, and Mr. John Dyke on board, also 4 day visitors who had been unable to land due to bad conditions on beach. This was the 100th voyage of the **Polar Bear**—she reached the Quay at Ilfracombe at about 2230 hrs. Arrivals today included Mr. Adam Smith, Mr. Chris Kennedy (to join staff), also Mr. Ivor Hopkins (returning from leave). Dark and hazy at nightfall.

22nd: Fine, fresh morning—sunny—wind S.E. 4-5. An eruption of butterflies on the island, including Red Admiral, Peacock and Tortoiseshell varieties. Wind becoming S. 3-4. Mrs. Rene Gade's funeral took place at Barnstaple Crematorium at 1500 hrs., Service conducted by Rev. D. Peyton Jones. A large number of relatives and friends attended. Wreaths and

other floral tributes were brought back to Ilfracombe and placed in the hold of the **Polar Bear**. Mr. Roger Allen gave a Wagner concert on records in the Church at 2030 hrs.: 18 persons present. Heavy rain commenced at 2300 hrs., accompanied by Wagnerian thunder and lightning during the night.

23rd: **Polar Bear** sailed from Ilfracombe at midnight, arriving and anchoring in the Bay at 0305 hrs., and landing her passengers: Mr. Ian Grainger, Mr. John Dyke, and Mr. John Hinshelwood Jnr., also two members of the British Aircraft Corporation for the day, to set up equipment for tests in connection with the First European Geostationary Scientific Satellite, GEOS, to be launched in 1976. Wind S.E.—Bay active, but safe. All floral tributes were landed and arranged in the Church. **Polar Bear** departed at 1130 hrs. **Balmoral** arrived at 1400 hrs., with 500 passengers, but because of the renewed E.N.E. wind 4-5, none were landed except Mrs. Cherry Richardson (bringing Mrs. Gade's ashes), Miss Janet Sutton, and Mr. Morrow Jnr., and family. Sunny and warm in afternoon with increased temperature. Wind subsided in evening.

24th: Wind N. 2-3. A fine sunny day throughout. 3 Basking Sharks in evidence in the Bay, also shoals of mackerel causing great flurries in the water as they rose to the surface. **Cleave Progress** anchored at 1750 hrs. T.H.V. Winston Churchill proceeding up to the N. End from S. End at 1915 hrs.

25th: **Polar Bear** anchored at 0740 hrs., followed by the **Gannet** and **Donjeano** at 0810 hrs., Grey and overcast, becoming fine and sunny. **Seaforth Prince** (Aberdeen)—a new oil rig tender and supply vessel out of Appledore undergoing sea trials, arrived at 1130 hrs., departing later unobserved. **Sehlola** and **Contessa of Weston** at anchor. **Ecrehos** arrived at 1240 hrs. **Gannet** departed at 1245 hrs., and **Polar Bear** at 1305 hrs. Arrivals today included: Baker, Gabriel and Ford parties, also Mr. and Mrs. Jack Westcott and daughter, Susan. Departures: Mr. and Mrs. John Smith and family, Rev. and Dr. Thexton and family, Mr. Tony Walker and Mr. Roger Allen. Calm and mild during evening. 8 yachts in the Bay at 2000 hrs.

26th: A fine, sunny morning and afternoon, clouding in the early evening. Wind S.E. 2-3 at first, later becoming calm. **Cleave Petrel**, **Sehlola**, **Contessa of Weston**, anchored overnight. **Ecrehos** sailed unobserved. **Sara Kate** and **Sea Wolf** arrived at 0830 hrs., joined at 0900 hrs., by **Peg-Leg**, **Karina II**, and **Pepitta** (latter two catamarans). **Serene**, a small clinker built open-decked sailing boat in the Bay at midday (owner camping on the island). Yachts, **Shearwater** and **Cracker** arrived at 1000 hrs. **Balmoral** arrived at 1345 hrs., with over 400 passengers, departing again at 1630 hrs. Very hot and sunny all afternoon. Sunfish observed in the Bay by Mr. Peter Edwards. Church Service at 2045 hrs.(39).

27th: Poor visibility at first, clearing as day progressed. **Cleave Petrel**, **Donjeano**, **Serene**, **Karina II**, and **Pepitta II** anchor at 0900 hrs., all other vessels having resumed. **Lundy Puffin** arrived at noon, leaving again at 1500 hrs. A catamaran anchored at 1215 hrs., sailing unobserved. **Nandhi** and **Mallema** at anchor, sailing unobserved. **Ice King**, a converted fishing vessel arrived at 1545 hrs. A pleasant afternoon and evening—warm. Mr. and Mrs. Jack Westcott (Barnstaple) celebrated their 25th Wedding Anniversary with a buffet lobster supper at Millcombe—catering achieved magnificently by Mr. and Mrs. John Stockwell and Miss Janie Wilson. The evening concluded with a Punch Party held in the Billiards Room at the old hotel. Mainland lights very sharply defined after darkness—calm, mild, with a starlit sky. A fitting conclusion to a splendid evening.

28th: Grey and overcast. Wind N.E. 2-3. **Wimpey Seadog** (a new oil rig tender and supply vessel out of Appledore Shipyards) arrived at 0830 hrs. to commence sea trials—departing unobserved. **Polar Bear** and **Lundy Puffin** arrived almost simultaneously at 1000 hrs.: passengers included Mr. and Mrs. Plumpton and family. Mr. Peter Cole, with others, descended into Seal's Hole

Cavern during morning. Bright and sunny by noon. **Ice King** sailed at 1300 hrs. on a W. course, returning shortly afterwards and re-anchoring. **Balmoral** arrived at 1330 hrs., with 590 passengers, departing again at 1645 hrs., with Mr. and Mrs. Cole and family, Mr. and Mrs. Riley and family, and Dr. and Mrs. Watson and family. **Polar Bear** left at 1615 hrs., with Mr. and Mrs. Jack Westcott and Susan among the passengers. A gloriously sunny afternoon and evening—wind N. 2-3. A fine, clear night with exceptional visibility.

29th: Grey and overcast—wind S.W. 3-4. **Ice King** at anchor and **Serene**, also **Donjeano**. S.W. wind brought rain. **Severn Bridge** passed by the S. End about 2 miles off at 1435 hrs. on W. course. **Ice King** left her anchorage at 1500 hrs., on a W. course. Heavy drizzle and mist descended at 1700 hrs. S. Light siren commenced at 1710 hrs., ceasing at 1745 hrs., when the mist dispersed and the sun appeared. S.W. wind veering W. 5-7 to N., causing a choppy sea in the Bay—then backing N.W. and gradually decreasing. 3 yachts in the Bay at dusk, including **Talantic**, and one vessel anchored about 2 miles off, the **Ocean Crest** (Swansea). "Pancho" Turner (Bristol Channel Divers) responsible for saving the **Serene** during evening when she was in danger of being washed up on the rocks, having dragged her anchor.

30th: Beautifully bright, sunny morning—fresh—wind N. 3-4. **Talantic**, one other yacht, **Donjeano**, and **Serene** at anchor. **Balmoral** unable to sail to the island due to an engine defect. **Polar Bear** arrived at 1115 hrs., with Lord and Lady Hunt among the passengers to stay—departing again at 1715 hrs., with Mr. and Mrs. A. F. Langham and daughters, Mr. and Mrs. Kendall and family, and Mr. John Hinshelwood on board. Small red-hulled yacht from Clevedon departed at 1405 hrs. All vessels resumed by 1800 hrs., with the exception of **Donjeano**.

31st: Bright and breezy—warm and sunny—wind W. 6-7. **Rubens** arrived at 0845 hrs., leaving again on a W. course at 1525 hrs. **Cape Horn** at anchor at 1350 hrs., sailing unobserved. Large bulk ore carrier, **Trentwood**, passed close to the S. End on a W. course. Cargo vessel, **Harting**, passed by at 1345 hrs., but, on moving out of the shelter of the island into the Atlantic, elected to seek protection in Lundy Roadstead—anchoring at 1445 hrs. Strong W. winds continued throughout afternoon and night. Mrs. Gade's floral tributes re-arranged in Church during late afternoon and evening by Mrs. Joan Dyke, assisted by Mrs. Cherry Richardson and Mrs. Hinshelwood.

SEPTEMBER

1st: Strong S.W. wind 6-7 persisting. 3 vessels sheltering: **Harting**, **Laurenz**, and **Carebeka IV**. **Donjeano** departed for Ilfracombe at 0830 hrs with a full complement. At 0900 hours no vessels remaining in the Bay. **Cleave Progress** arrived at noon with Mrs. Penny Ogilvie as passenger. **Polar Bear** arrived at 1235 hrs. **Gannet** sailing cancelled owing to weather conditions. Overcast all day—fine, misty rain during afternoon. **Cleave Progress** left at 1730 hrs., also **Polar Bear**, in gathering mist and gloom. S. Light siren active for a short period in early evening. Rain continuing during night.

2nd: Fine, sunny morning—wind S.W. 3-4. **Z331**, **Sonny Boy** (Zebrugge) arrived at 1035 hrs. Fresh fish obtained for islanders by Mr. Peter Edwards. Wimpey vessel, **Whitethorn**, cruising slowly along the South Coast in a W. direction at 1000 hrs. **Donjeano** arrived at 1315 hrs., with students from Atlantic College. **Balmoral** arrived at 1500 hrs., with over 540 passengers, including Mr. Bill Copp to stay. Mist descended at 1545 hrs., with an increasing W.S.W. wind 4-5. Sun blotted out soon after steamer arrived. **Balmoral** departed at 1730 hrs., with Mr. and Mrs. Longford and family (Hammers), Mr. and Mrs. Plumpton (Tibbetts), Mr. and Mrs. Morrow Junr., and family, Mrs. Cherry Richardson, son Mark and daughter Mary, Miss Janet Sutton, Miss Alison and Mr. Jonathan Grainger, Mr. and Mrs. Fewins (Castle), Mr. and Mrs. Keith Blaxhall, Mrs. Edwards' two nephews, Mr. and Mrs. David Dyke

LUNDY LOG—continued

and friend, and Mr. David Britton. Heavy mist descended at 1700 hrs. S. Light siren commenced at 1800 hrs., continuing for the remainder of the day and throughout the night. Church Service at 2045 hrs.(19). Mr. I. Miles presented the Church with a new shade for the tall brass table lamp at the rear of the nave.

3rd: S. Light siren continued throughout the small hours, ceasing at 1130 hrs. for 25 minutes and then continuing intermittently until about 1500 hrs. Heavy mist persisted on top of island all day. S. Light siren resumed at 1540 hrs., ceasing in the early evening. 70-001 at anchor in Bay. Wind S.W. 4-5. Mr. Bill Copp commenced cutting perspex sheets for the protection of the Church windows.

4th: Dull at first, developing into a warm and sunny day—wind S.W. 3-4. Seals very audible from direction of Hell's Gates. **Polar Bear** arrived at 1340 hrs. **Balmoral** arrived at 1415 hrs., with over 360 on board, including Mr. John Hinshelwood, Mr. Syd Allen, Miss Janet Sutton, and Mr. and Mrs. Keith Blaxhall. **Balmoral** departed again at 1700 hrs. Gorgeous afternoon—light airs—very warm. Leaving today: Lord and Lady Hunt and party (including Dr. and Mrs. Wynne Wilson), and Mr. and Mrs. I. Miles. Lovely evening with splendid sunset—continuing warm with light W.S.W. breeze.

5th: Dull and misty—N.W. air stream—very light winds at 0900 hrs. Yacht, **Isolde**, **Don Jeano**, and **Purbeck Isle** in the Bay. Mist cleared during early afternoon—occasional sunshine. **Morning Star** arrived at 1430 hrs., later, **Tamarisk** and one other yacht, **Jemima**. Mist developed again in early evening. Heavy-lift vessel arrived in Roadstead at 2000 hrs., followed later by T.H.V. **Winston Churchill**—both anchoring overnight.

6th: S. Light siren commenced in the small hours, ceasing at 0740 hrs., resuming again at 0920 hrs. for 25 minutes. **Tamarisk** and **Jemima** still at anchor. Heavy-lift vessel and **Morning Star** departed unobserved. **Isolde** also departed, but returned at 1920 hrs., re-anchoring in the Bay. Very heavy mist on top of island, clearing by arrival of **Balmoral** at 1335 hrs., with 460 passengers, including Miss Dorine Bennett, whose father was born on Lundy. **Gannet** arrived at 1435 hrs., with 3 bags of mail. Warm and sunny afternoon, slight W. breeze. **Balmoral** departed at 1635 hrs. **Valiant** (H.M. Customs) arrived at 1700 hrs., landing a party on the Cove beach and on the Landing Beach, departing again at 1730 hrs. **Gannet** departed at 1900 hrs., in a calm sea. **Marie Claire** arrived at 1740 hrs., and shortly afterwards the mist descended again. S. Light siren commenced at 2130 hrs., ceasing about midnight.

7th: Overcast at first. **Marie Claire** departed unobserved, and yachts, **Tamarisk**, **Jemima** and **Isolde**, sailed at 0850 hrs. Windless—sea flat calm. Miss M. Trebble sailed to Ilfracombe aboard the **Jemima**. The sea, being so calm, took on the appearance of an enormous river delta viewed from the air—great stretches of pale strands and darker patches extending outwards as far as the eye could see—large shoals of mackerel active off Rat Island. T.H. Helicopter relief at S. Light at 1450 hrs., with Mr. Cranley Onslow, Parliamentary Under-Secretary of State for Aerospace and Shipping at the Department of Trade and Industry, accompanied by Captain I. R. C. Saunders, a member of the Board of Trinity House, and Captain K. Carstens, Superintendent of the Trinity House Depot, Swansea. **Cleave Petrel** arrived at 1845 hrs. T.H.V. **Winston Churchill** anchored overnight. Re-roofing of the Old Light Ringing Room proceeding. Lovely mild evening.

8th: Wind E. 2-3. **Polar Bear** arrived at 0650 hrs., followed by the **Gannet** at 0845 hrs. A very pleasant day—hazy, warm. Arriving today: Mr. and Mrs. Chris Price and Mr. Tom Oerton (Hammers), Mr. and Mrs. Langford, and Vallis party. T.H.V. **Winston Churchill** at anchor in the evening. **Shiralee**, yacht from Ilfracombe, anchored at 1800 hrs., after cruising down the W. side, departing unobserved, in the company of one other yacht. Continuing fine and warm.

9th: Wind E. 2-3, moderating to a gentle

breeze—a beautiful day; even better than yesterday. **Balmoral** arrived at 1330 hrs., with 450 passengers on an L.F.S. Charter visit. Island Exhibition staged in the Church. Visitors included Dr. Colyer Dawkins (Chairman), Mr. A. F. Langham (Secretary), Mr. Keith Gardner and Dr. and Mrs. Mark Hubbard (Committee members) and Dr. Bruce Campbell. Arrivals to stay included Mrs. Betty Hindson's party. **Purbeck Isle** left for Padstow in the afternoon. **Balmoral** departed at 1800 hrs. Students from Atlantic College left today. **Cleave Petrel** sailed at 1330 hrs.

10th: Dull and overcast—wind E. 3-4, becoming brighter, then overcast again in afternoon and evening. Much cooler.

11th: Beautifully sunny after an overcast start. Wind E. 2-3 at first. **Gannet** arrived at 0930 hrs., bringing members of the Pony Club of Great Britain to attend pony branding operation—also Mr. Terry Bracher and Courage Brewery representatives for the day. **Balmoral** arrived at 1330 hrs., with 300 passengers—beautifully sunny afternoon—slight S.E. breeze. **Gannet** sailed at 1525 hrs., and **Balmoral** at 1630 hrs., Mrs. Rena Grainger and Tom went ashore today. Ravens very active performing aerobatics off S. End during the afternoon. Large numbers of butterflies observed—some of which were descending into the sea on the E. side and drowning. A pleasant evening, with full moon casting a silver path on the waters.

12th: Gloriously sunny morning and afternoon. **Polar Bear** arrived at 0900 hrs., for the purpose of shipping livestock by the afternoon tide. Wind E. 3-4. **Polar Bear** left at 1600 hrs., with 136 lambs and ewes. Clouding over at 1615 hrs., and E. wind bringing temperature down. A fine, moonlit night—wind increasing.

13th: Wind E.S.E. 4-5—rough in the Bay. **Polar Bear** arrived at 1115 hrs., and stayed in the Bay, whilst arrangements were made for visitors and mail to be taken off from Jenny's Cove. Sky overcast, with sunshine in afternoon—wind E. 6-7. **Balmoral** anchored in the Bay at 1315 hrs., proceeding along the coast to W. Side where passengers were picked up and Mrs. Rena Grainger was landed. Also arriving today: Mr. Theo Rowe. **Balmoral** rounded the S. coast at 1445 hrs., heading into a formidable Race off the S.E. corner. **Polar Bear** left Jenny's Cove at 1520 hrs. Over 30 persons left the island today including members of the Pony Club of Great Britain, Mrs. Mary Edwards, and Mrs. Linda Brown and baby. Mr. Burns (Barman) left permanently. Beautiful moonlit night—E. conditions prevailing, with heavy seas off E. Coast—wind gusting to gale 8.

14th: Bright and sunny, continuing very blustery—rough seas off E. Side. Atlantic College inshore rescue inflatable in trouble at 1315 hrs., when, owing to heavy seas, she parted company with her moorings and was brought ashore with a damaged propeller and, having lost her oars, assistance in the water was given by Mr. Phil Anfield (Bristol Channel Divers), Mr. Mick Rogers (Old Light) and Mr. Keith Blaxhall; the craft being guided onto the cable's launching ramp and hauled up the beach by tractor and Landrover. Fine during evening, followed by a moonlit night. Wind continuing E. 6-7.

15th: **Gannet** sailing cancelled owing to starter motor defect. Heavy (and welcome) rain during night. Dull autumnal morning, gradually becoming sunny, but overshadowed by large oppressive clouds coming from the S.E. An electric storm at 1120 hrs., continuing for half-an-hour with heavy rain. **Polar Bear** reached Jenny's Cove at approximately 1145 hrs., landing her passengers, including Dr. and Mrs. W. Ruddock and party, Rev. D. Peyton Jones, Mr. M. Messenger and Mr. Davies (Taunton). Sunny again at 1300 hrs., and **Polar Bear** re-appeared in the Bay, with landing conditions improving, and anchored at 1415 hrs. Mr. Chris Price departed, also Mrs. Betty Hindson's party, and Mr. and Mrs. John Langford. Wind considerably abated by this time—warm and sunny. Church decorated for Harvest Thanksgiving. A quiet evening with a superb golden sunset.

16th: Holy Communion celebrated at 0800 hrs. and 1000 hrs. Mist patches on top of island all day with occasional bright intervals. Heavy rain for a very short while at 1255 hrs. **Gannet** arrived at noon, followed shortly afterwards by the **Polar Bear**. **Cleave Progress** arrived at 1245 hrs., and 5 other small craft arrived at approximately 1305 hrs., including **Ru-Cha** and **Jemima**—all sailing again at 1600 hrs., in a favourable sea and W. breeze. **Gannet** left at 1645 hrs., with Mr. Tom Oerton and Mrs. Mary Price among passengers. **Polar Bear** left at 1520 hrs., with members of Atlantic College aboard. I.L.N. No. 12 arrived today. **Cleave Progress** weighed anchor at 1730 hrs. Wind S.W., veering W. 3-4 in evening—overcast. Harvest Thanksgiving Service at 2045 hrs.(30). Arrivals today included Miss Marsh, Mrs. Diana Keast and Mrs. Livie Noble; also Mrs. Edwards and Mrs. Brown returned.

17th: Commencing overcast with a slight W. breeze—becoming sunnier, but with rain clouds offshore. Mrs. Livie Noble injured her ankle near Quarter Wall at noon. Dr. William Ruddock and Mrs. Gwenda Morrow (Island Nurse) attended the patient, and, a fracture being suspected, the helicopter was summoned, arriving at 1345 hrs., and departing at 1412 hrs., with the casualty accompanied by Mrs. Diana Keast. **Balmoral** arrived on her annual excursion from Tenby, with only 250 passengers—anchoring at 1400 hrs. Wind W. 3-4. Beautifully bright and sunny, the landscape sharply defined and the mainland showing in great clarity—long banks of cumulus cloud ranging along the Devon and Cornwall coastline. Hartland Coastguards confirmed at 1600 hrs., that Mrs. Livie Noble had suffered a fractured ankle and that it had been put in plaster at the North Devon Infirmary. A fine, dry evening, with a pleasant moonlit night.

18th: Very dull and overcast at first. S.E. wind mid-morning—becoming increasingly rough by 1300 hrs. A full gale blowing at 1400 hrs. **Gannet** arrived at 1215 hrs., followed by the **Balmoral** at 1415 hrs. (250 passengers) by which time the weather was severe, and she departed along the E. Coast without delay and made for Ilfracombe. **Gannet** elected to stay overnight in view of the state of the weather. 1755 hrs. forecast gave Lundy S.W., veering N.W. storm 10. Mrs. Diana Keast returned on the **Gannet**, together with Mr. Ernie Dowding and assistant, Mr. and Mr. George Thomas' party, and Mr. Gardner (Vet). Mrs. Mary Edwards made hot soup, coffee and sandwiches for the beleaguered **Gannet** crew. One vessel anchored after darkness.

19th: **Gannet** spent an extremely unpleasant night in the Bay—at one time it was thought that the wheelhouse was in danger of being damaged. Force 10 storm blew itself out—conditions improving throughout the morning. **Noorderkroon** (Delphzul), anchoring overnight, sailed at 1020 hrs. Two helicopters from R.A.F., Chivenor, a Canadian Armed Services aircraft, and the Ilfracombe and Appledore lifeboats searched the sea area early in the morning—red flares having been spotted by the **Gannet**. A 30ft. ketch was found in difficulties to the S.W. of the island. The **Chong Pang** (Littlehampton) was towed into the lee of the island by the Appledore lifeboat, where the crew—a man and a woman—were winched into a helicopter at 1015 hrs., and flown to the North Devon Infirmary for treatment for exposure and sea sickness. The yacht was towed into Ilfracombe harbour. The **Gannet**, which left Lundy at 1700 hrs., acted as escort to another yacht, the 21ft. sloop, **Bluebell**—encountered near Bull Point on the homeward voyage. The **Bluebell** (two man crew) had fired flares, but were able to sail their yacht to safety under their own power. Wind N.W. 3-4 mid morning—sunny and clear until early evening, when it clouded over for a short while. Light airs after darkness. Mr. Messenger and Mr. Gardner (Vet), left today. Church window cleaning party organised by Rev. Peyton Jones (visitors assisting) during afternoon. 4ft. of Church guttering fell from E. side of roof during storm.

20th: Holy Communion celebrated at 0800 hrs. (6). A bright, sunny day—light N.E. wind at mid-day. **Gannet** arrived at 1320 hrs., and **Balmoral** at 1330 hrs., with 230 passengers, departing at

1635 hrs. 4 day visitors missed the boat but were later conveyed to Ilfracombe by the Gannet, which departed at 1745 hrs. Arrivals today: Mr. and Mrs. George Cothay, on their 22nd consecutive annual visit; also Miss Angela Harris to take up secretarial post. Mr. Theo Rowe and Mr. Davies left today. **Donjeano** at her moorings in the afternoon, arriving in the wake of the **Balmoral** at 1335 hrs. At 1830 hrs., the wind suddenly increased N.W. 4-5. A sunny evening. **21st:** Heavy showers during the night, ceasing at 0800 hrs., thereafter becoming sunny, with exceptional visibility—cool N.W. wind. Impressive banks of cloud on the horizon. **Donjeano** left her moorings at 1145 hrs. T.H.V. **Winston Churchill** arrived at 1215 hrs., and discharged stores for the S. Light during afternoon. Wind continuing N.W. 3-4.

22nd: Gannet sailing cancelled. **Polar Bear** arrived at 1030 hrs. T.H.V. **Winston Churchill** anchored overnight. Fresh W.N.W. wind—showers and bright intervals. **Edward Forbes** arrived at 1115 hrs. Passengers on **Polar Bear** included Mr. Dale LeVack (Westward T.V.). **Polar Bear** left at 1250 hrs., with Dr. Ruddock's party. Mr. Ernie Dowding, Vallis party, Mr. J. W. Hinshelwood, Mr. and Mrs. George Thomas and Mrs. Thomas' sister, amongst passengers. Sunny periods and heavy squally showers. Wind N.W. to N. 5-6 veered N.E. at 1800 hrs., later backing N. A day of superb cloud effects—the sea at times presenting a dark indigo mass with white billows and strands and patches of aquamarine where the sun cast its rays. Large mumuration of starlings—crane flies (which have been in evidence for several weeks) as numerous as ever and a great nuisance. Colder than any day since Spring. Strong N. wind during evening. 70-001 anchored off the Miller's Cake in the early evening. **Arklow Bay** sunk in heavy squall 40 miles off Milford Haven—crew picked up by adjacent vessels—two injured. Six containers of dangerous cargo afloat—Island authorities warned.

23rd: All vessels still at anchor. Fresh N. wind—grey and overcast but gradually brightening and becoming very pleasant in afternoon with a mild N.W. breeze. **Edward Forbes** left at 1230 hrs. N. wind abated in evening. Church Service at 2045 hrs. (17). T.H.V. **Winston Churchill** still at anchor. A fine, starlit evening, following an exceedingly colourful day with beautiful sea effects.

24th: A tranquil morning, exceptional visibility, bright and sunny. Many mainland features showing clearly like an oriental painting. T.H.V. **Winston Churchill** weighed anchor at 0815 hrs., making for the N. end and departing unobserved. **Gannet** arrived with 8 passengers in a calm sea. Clouding over at 1030 hrs. Wind W. 2-3. Rain at 1315 hrs., for a short while. **Gannet** departed at 1300 hrs., with Mr. and Mrs. John Ogilvie and family and Mrs. Diana Keast aboard. Rain during evening and night. 70-001 departed unobserved, with Mr. Chris Kennedy on board.

(We are indebted to Mr. and Mrs. G. Vardigans (visitors) and Miss Jilly Dyke for the following entries up to October 20th).

25th: Grey and overcast at first—visibility improving. **Polar Bear** arrived at 0900 hrs., to take back a shipment of ponies. Light E. airs. **Balmoral** arrived at 1330 hrs., with Mr. and Mrs. Vardigans and Westward T.V. camera crew among the 200 passengers. Mr. and Mrs. Norman Morris and family came for the day. Launches **Lady Moyra** and **Devonia**, ended their tour of duty for the season and left for Ilfracombe in a calm sea. **Polar Bear** departed at 1400 hrs., and **Balmoral** at 1635 hrs., with Mr. and Mrs. John Dyke and Mr. and Mrs. Ian Grainger on board.

26th: Dull at first. Wind N.W. 4-5 becoming S. 6 at 1500 hrs. Sunny. 70-001 arrived during darkness. Clear, starlit night.

27th: Beautiful sunrise, but becoming dull. 70-001 at anchor. **Gannet** arrived at 0950 hrs., with Mr. and Mrs. I. Grainger on board, also Miss Lynda Thorne (Old Light), Mr. Richardson (Millcombe), 6 R.A.F. campers, and a Trinity House technician for the day. **Lundy Puffin** arrived at 0935 hrs., with Mr. Tony Hatfield on

board for the day. **Lundy Puffin** and **Gannet** sailed at 1530 hrs. in appalling weather—S.W. gale to force 10. Amongst those leaving today, Mr. Syd Allen, Mr. and Mrs. Hinshelwood, Mrs. C. Blaxhall, and Mr. Ernie Dowding and assistant. Three vessels sheltering at nightfall: **Lincoln Ellsworth**, **Harnis**, and one trawler. A further boat sighted in the small hours.

28th: A bright start to the day, with showers; becoming dull mid-morning. Wind N.W. 6-8. Unidentified trawler left at 0850 hrs. Lovely lilac and pinkish-purple cloud effects at sun-down.

Prices realised by Lundy ponies at Barnstaple today: Snowgoose—100 gns.; Dove—88 gns.; Swift—50 gns.; Bosun—40 gns.; Dunnock—27 gns. A total of 305 gns.

29th: Bright, showery, wind N.W. 6 to gale 8. **Polar Bear** arrived at 1234 hrs., with 13 passengers, including Mr. Bill Miles, Mr. Charles Smith, and Mrs. C. Blaxhall. Sunny afternoon with extremely heavy shower at 1630 hrs. Vessels arriving for shelter in Roadstead: **Spica** (Antwerp) at 1345 hrs., **Nierdersachen** at 1600 hrs., **Kaiserberg** (Hamburg) at 1640 hrs., **Vaterland** at 1645 hrs. **Polar Bear** departed in heavy seas at 1720 hrs. 70-001 came into Bay during darkness.

30th: **Lincoln Ellsworth** sailed at 0730 hrs., **Nierdersachen**, **Kaiserberg** and **Vaterland** departed unobserved, **Harnis** sailed at 1230 hrs., and **Spica** at about 1300 hrs. A windy day with sunny intervals—N.W. 6-7 backing S.

OCTOBER

1st: Beautiful rosy dawn with pinkish-purple clouds. Wind N. 4-5; rough sea. **Donjeano** arrived at noon with Mr. Martin Diamond on board. **Gannet** arrived at 1240 hrs., passengers including Mr. and Mrs. Hogben and family. A beautifully clear, sunny morning. 70-001 departed at 1410 hrs., and **Gannet** sailed at 1700 hrs. Innumerable Swifts around Castle Hill, flying very low.

2nd: A warm day. Wind N.E. 3-4, increasing 5-6 later. **Gannet** arrived 1245 hrs., with Wakefield school party (Old Light), and departed at 1700 hrs., with the 6 R.A.F. campers, Mr. and Mr. Keith Blaxhall, and Mr. 'Dave' Davey aboard. **Balmoral** sailing cancelled. Wind increasing N.E. gale 8.

3rd: A dull start to the day with bright intervals during morning. Wind N.E. from 5-6 to gale force 8. **Polar Bear** arrived in unfavourable conditions at about 1400 hrs., and had to anchor in Jenny's Cove. Arrivals included Mr. and Mrs. Newton Jones, Mr. and Mrs. Hinshelwood, Mr. Dave Davey, and Mr. Chris Kennedy. **Polar Bear** due to sail at 1900 hrs. but was unable to put out to sea in the gale force conditions—three passengers were put aboard with great difficulty (Mr. and Mrs. George Cothay and one member of the Westward T.V. staff) but it was impossible to complete embarkation of remaining passengers. **Polar Bear** anchored in Jenny's Cove overnight.

4th: Sea now much calmer. **Polar Bear** arrived in Landing Bay at 0658 hrs., and took on rest of passengers, including remainder of T.V. personnel, Miss Jilly Dyke, and Mr. Reg. Lo-Vel (staff), and sailed into a fiery red sunrise at 0730 hrs. Day became warm and sunny, but with an uncomfortable swell in Landing Bay. Wind E. 3-4 increasing 5-6, with thundery showers. **Gannet** left Ilfracombe but was forced to turn back.

5th: T.H.V. **Winston Churchill** arrived in the early hours attending on S. Light, and finally departed to N. End at about 1000 hrs. Helicopter landed at S. Light 0905 hrs., bringing 3 T.H. technicians for routine overhaul of machinery. Occasional rain—wind E. 5-6, veering S.

6th: Calm morning—grey sea, and mist over island. Some sun early morning, but dull later. A gentle warm breeze. **Gannet** arrived at 0830 hrs., with Major Bellers amongst passengers, and departed at 1135 hrs. **Lincoln Ellsworth** arrived at 1330 hrs., **Crescence**, at 1640 hrs., and **Cleave Petrel** at 1658 hrs. Wind W. 4-5, backing 3-4.

7th: Mild start to day, with sunny intervals. Unidentified cabin cruiser arrived at 1230 hrs., and **Crescence** departed at 1245 hrs. **Cleave Petrel** departed unobserved, and **Donjeano** left at about 1315 hrs. The sea like a millpond when **Balmoral** arrived at 1445 hrs., with 100 visitors, including Mrs. Dennis (Mrs. Mary Edwards' mother). **Balmoral** left at 1700 hrs., with Mr. and Mrs. Arthur Brown, and Mr. Bill Miles and Mr. Charles Smith amongst passengers. Cabin cruiser departed at 1715 hrs. Birds singing beautifully in Millcombe gardens—robins, blackbirds, and 8 goldcrests seen and heard. Weather becoming oppressive late afternoon: wind S.W. 3-4. Church Service at 2045 hrs. (19). A quiet, warm evening—lovely and serene.

8th: A dull start, sultry and practically windless, sun breaking through at intervals. Wind S.W. 4-5 later.

9th: Squally showers during night, but still mild. No **Gannet** sailing. **Balmoral** dropped anchor at 1305 hrs., after a rough trip from Ilfracombe, with Mr. and Mrs. Ogilvie, Kate and Liz, and Mr. Syd Allen amongst passengers, also Mrs. Mary Squire for the day. **Balmoral** departed at 1630 hrs., with the Wakefield school party, Major Peter Bellers, and Mr. Jim Webster aboard. **Lincoln Ellsworth** sailed at mid-day. Wind S.W. 4-5.

10th: A dull morning. Wind S.W. 3-4, becoming variable and later E. Rain during night.

11th: Chilly and windy—heavy surf on Landing Beach. No **Polar Bear** or **Gannet** sailings due to strong E. wind up to force 6. Occasional rain.

12th: A stormy day, with wind E. or S.E. up to gale 8 or 9—rough seas and 'white horses' in Bay.

13th: Rain for most of day. Wind E. 7 to severe gale 9—very heavy swell in Landing Bay. No **Polar Bear** or **Gannet** sailing.

14th: A warmer day. Wind E. Backing N.E. 5-6, increasing 7, with occasional rain. Church Service at 2045 hrs. (16).

15th: Warmer—early sunshine. **Gannet** arrived at 1224 hrs., with Miss Jilly Dyke on board, also Mr. Albert Fisher to convey remaining launch, **Ravenswood**, back to Ilfracombe (Mr. Peter Edwards accompanied Mr. Fisher in the launch, leaving at 1500 hrs). Day becoming beautifully sunny. **Gannet** departed at 1600 hrs., with Mr. and Mrs. Newton Jones among passengers. T.H.V. **Stella** arrived during afternoon to carry out refuelling operations at S. Light. Wind N.E. 3-4 increasing 5-7.

16th: Stormy—no sailings today. Wind N.E. to N. 6 to gale 8.

17th: Quieter, with sunny intervals. 70-001 arrived in Bay at 1120 hrs. **Polar Bear** arrived at 1345 hrs., passengers including the Misses Wickham, Mr. and Mrs. J. Dymond, and Mr. Peter Edwards. Wind N. 4-5, backing N.W. **Polar Bear** departed at 1900 hrs., with Mr. Ian Grainger, Mr. Stirling Melhuish, Mrs. Gwendolyn Morrow, Mr. Robbie Robinson, Mr. John Stockwell, Miss Marsh, Mr. and Mrs. Vardigans, Mr. and Mrs. Edwards and Mrs. Dennis, on board. Blue sky with beautiful cloud effects.

18th: Fine, sunny day with a slight breeze. **Donjeano** returned from Ilfracombe at 1320 hrs. Wind W. 3-4.

19th: Dull morning—mist and drizzle. Two vessels in the Bay—**Vani** and **Jörna**. Unidentified vessel arrived at 0920 hrs., and a Belgian trawler arrived at 1000 hrs. Wind W. 6-8, moderating 5-7. Continuous rain by 1030 hrs. Trawler departed at 1530 hrs., and unidentified vessel during afternoon. Rain ceased at about 1500 hrs., wind dropped and brighter conditions prevailed. **Jörna** departed at 1925 hrs.

20th: **Polar Bear**—sailing overnight—arrived at 0315 hrs., and set down her passengers at 0730 hrs.: Mr. and Mrs. Ian Grainger, Mr. and Mrs. John Dyke, and Mr. and Mrs. Bob Britton and family. **Polar Bear** departed at 1015 hrs., with Mr. and Mrs. Hogben and family on board. 70-001 departed at 0940 hrs., and all other boats resumed by 0930 hrs. Rain commenced at about 1030 hrs. **Turnberry** (London) at anchor in Roadstead at mid-day.

21st: A sunny morning. Wind N.W. 4-5, backing

S.W. Turnberry and Whitethorn at anchor. Bright sunshine with cumulus clouds. Turnberry left at 0930 hrs. A beautiful evening sky. Donjeano departed at 1835 hrs.

22nd: Dull and overcast. Wind S.W. 5-6. Whitethorn at anchor overnight, leaving at 0810 hrs. Mist descended on top of island, gradually thickening. Wind became N.W. in late evening. Large migratory bird movement. Starlit night.

23rd: Clear, calm and bright. Polar Bear arrived at 0915 hrs. with Mr. John Smith, Mr. and Mrs. Blaxhall, Rev. T. Nicholls, Mrs. Gwenda Morrow, Mr. John Stockwell, and Mr. Stirling Melhuish among passengers. 70-001 departed at 1030 hrs. Whitethorn appeared to be drilling 2 miles off the E. coast. Polar Bear departed at 1340 hrs., with the Misses Wickham and Mr. Bob Jory on board. Beautifully sunny afternoon—calm. Fine starlit night.

24th: Communion at 0800 hrs.(10). Beautifully sunny all day—calm and warm. Donjeano arrived at 1000 hrs. Small white-hulled yacht, Amikeco, anchored at 1120 hrs. Sheep drive commencing from N. End—Mr. John Ogilvie assisted by Mr. Bob Britton, son David and daughter Rosie, Messrs. Martin Preece, Nick Dymond, Mick Rogers, and Stirling Melhuish. Donjeano standing off H.M.S. Montagu wreck and recovering scrap. Evenson at 2045 hrs.(11) conducted by Rev. Trevor Nicholls. T.H.V. Strathclyde II arrived at 2315 hrs. Crane flies—a considerable nuisance this year—still very active.

25th: Dull morning but dry—cooler. T.H.V. Strathclyde II, having discharged stores for the S. Light, sailed unobserved. Polar Bear arrived at 0930 hrs., with 6 day visitors, and Mr. Jim Webster on board. Cleave Progress arrived from Bideford at about 1000 hrs., departing again at 1405 hrs. Amikeco departed unobserved at about noon. Polar Bear sailed at 1515 hrs., with Mr. John Smith, Rev. Nicholls, Mr. and Mrs. J. Dymond, on board.

26th: A beautifully sunny day. Calm at first—light S. breeze developing. Mr. Dave Davey completed the installation of the electric generator to serve Signal Cottages. Work proceeding on site excavating for the building of a new store at the back of the hotel (where the Tea Rooms used to be). Starlit night sky—S.S.E. wind increasing 4-5.

27th: A bright scarlet sunrise, and sunny for remainder of day. M.F.V. 93, flying White Ensign, at anchor in the Bay at 0900 hrs., departing later unobserved. Polar Bear arrived at 1030 hrs., with Mr. and Mrs. Terry Shannon and son on board. Cleave Progress anchored at 1100 hrs. Mr. Arthur Brown commenced wiring up Signal Cottages. Polar Bear sailed at 1535 hrs., with Mr. and Mrs. Britton and family on board. Donjeano sailed for Ilfracombe at 1705 hrs. Sea calm. One small vessel at anchor at 2300 hrs. Wind S. 2-3. Mr. Nick Dymond observed a large day-feeding Bat over the Lone Pine—species not known, but one which feeds by sight rather than by echo—wing span 6"—8". Mr. Dymond also found a large aquatic mammal,

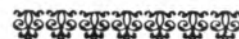
freshly dead, 5'6" long, believed to be a porpoise, washed up on the rocks between Gannet's Rock and Buttress.

28th: Fine sunny day—warm—placid sea. Wind light N.N.W. airs, becoming N.E. 3-4 in the evening. Cleave Progress at anchor. Church Service at 1130 hrs.(7). Motor cruiser, Amron, arrived at 1030 hrs. Solaire II and Lightning arrived mid-morning. Small cabin cruiser off the S. Coast during early afternoon. All vessels resumed by 1630 hrs.

29th: Dull at first, becoming pleasantly sunny. Slight E. breeze—blue sky. Wimpey Sealion undergoing sea trials, leaving at 1535 hrs. Donjeano arrived after darkness. Wind E. 2-3 at 2300 hrs.

30th: T.H.V. Strathclyde II anchored in the small hours, sailing during the day unobserved. Gannet arrived at 1050 hrs., departing again at 1550 hrs. Sunny day—wind E. 2-3 at first, moderating to light airs. Bay calm.

31st: Wind E.S.E. 3-4, visibility 3 miles. Overcast—cool. Polar Bear sighted at 1120 hrs., the beach proving unsuitable for landing her cargo of sand from Appledore, the vessel went to the W. Side to await favourable conditions—reappearing at 1450 hrs., when unloading commenced. Donjeano left the Bay at 1710 hrs. Wind S. 2-3 after darkness. Polar Bear anchored overnight.



Letters to the Editor



Dear Mr. Dyke,

You may be interested to have this brief account of a trip over to Lundy in a 17ft. dinghy.

The Serene is a Bermudan rig dinghy built in 1963 by J. Hinks at Appledore (this boatyard subsequently built the replica Nonsuch and Golden Hinde). Three of us made the journey; myself (Lieutenant R.N.), brother Richard (art student) and friend Charles Clutterbuck (biology student in Plymouth).

We left Appledore, where the boat is usually kept, on Sunday, 26th August, and crossed the Bar at 0600. The weather was fine with a light easterly wind which made the crossing dry and comfortable. Due to a fine haze, Lundy was not visible until at about 5 miles. A strong ebb tide clearly slowed us down and we arrived in Lundy Roads at 1200, giving us a speed of not more than 3½ knots. Anyway, the boat was built for comfort, not speed.

We remained on the island camping until Thursday, and on Wednesday night, in the Tavern, Pancho (a member of the Bristol Channel Divers) asked us if we were good swimmers, because our anchor chain had parted and the boat had narrowly escaped destruction off Rat Island.

Apparently Pancho had spotted the Serene bobbing unconcernedly towards its doom, and his intervention certainly saved it—we were

more than grateful. This accident was the result of a very strong N.E. wind, causing constant tension on the anchor cable, which had finally yielded under the strain.

We left Lundy at 1400 the following day, Thursday, the 30th. There was quite a swell from the Northwest, and whilst it was slightly alarming to be lost at the bottom of a 10ft. wave from time to time, we did in fact make excellent progress. The 19 miles to the Fairway Buoy were covered in three hours, which was a very satisfying speed for us. Having edged gingerly onto the Bar, we were practically submerged by the first breaker, and rather than wait until it was high water in three hours time (it was doubtful whether conditions would have improved by then anyway) we made for Clovelly, 9 miles away, arriving in the harbour at 2000 hrs., extremely wet, but having had an exhilarating afternoon's sail.

Our four days on Lundy were most enjoyable, and we were favoured with good weather most of the time.

Yours, etc.,
NICHOLAS SOWMAN.

Highlea, First Raleigh,
Bideford.

1973.

The Editor,
Dear Sir,

May I, through your pages, be permitted to ask whatever has happened to the Lundy Island Study Circle? As many of your readers will know, this is (or was) a philatelic society for those interested in the postal history and philately of the island. At one time, its management seems to have been guided by the capable hands of Mr. Barry Chinchin, who now runs the island Philatelic Service but now it seems to be dead, or, at best, very seriously ill. That is bad enough, but more importantly, does anyone care? I have tried to gain information but without success, and feel that some publicity in your columns might stimulate someone into doing something, for surely the study of the postal history of the island is one aspect of its social history. Having said that, I know what is involved in running a Postal History Society, being Chairman of one of this country's most active groups, so I would say to anyone interested in getting something on

the move again—make sure that you have the time, and are really keen.

Yours, etc.,

JOHN L. HOBBS.

"Meadows",
South Lane,
Downton, Salisbury. SP5 3NA.

REMINISCENCES—continued from page 11.

The day 30 May 1906 was a very memorable one for us on Lundy. The sea was very calm but a thick fog surrounded the Island. Now and again in a clear gap we saw a steamer passing into the fog. It was in the very early days of wireless tests. Marconi was in the Scilly Isles testing between there and the cruiser Montagu, 1,800 tons. On the previous day at 4 o'clock in the afternoon we saw the ship on the east side of the Island in a clear patch, and she signalled that she was going further down channel to pick up Trevoze, to improve contact with the Scillies. At 2 a.m. next morning we were awakened by minute gunfire and knew something was wrong. Our phone rang from North End Lighthouse to say that a boat from the Montagu had come ashore at their landing thinking they were aground on Hartland Point. My father, being Lloyds' signalman, sent a telegram straight to Lloyds, London, and the Admiralty. The fog still persisted but the sea kept calm, and within a few hours we had quite a fleet of warships in the area. They brought a lot of men and money ashore, and the latter was placed in the old Squire Heaven house for safety. The battleships Duncan and Cornwallis soon appeared on the scene, with several others, one of whom I remember was the Ocean. Every effort was made to refloat the Montagu, but she was holed so very badly that they were unsuccessful. She had apparently come ashore at high water and was very close to the cliffs.

Footnote: St. Helena's Church preachers' book tells us that Frederick Allday left the island on 3rd July, 1926 after 29 years 9 months residence. He was Church custodian from 1911 and Lay Reader from the 1st March, 1918. The Rev. Hugh Muller, Priest in Charge, also records the gratitude of the islanders for Mr. Allday's work amongst them.

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