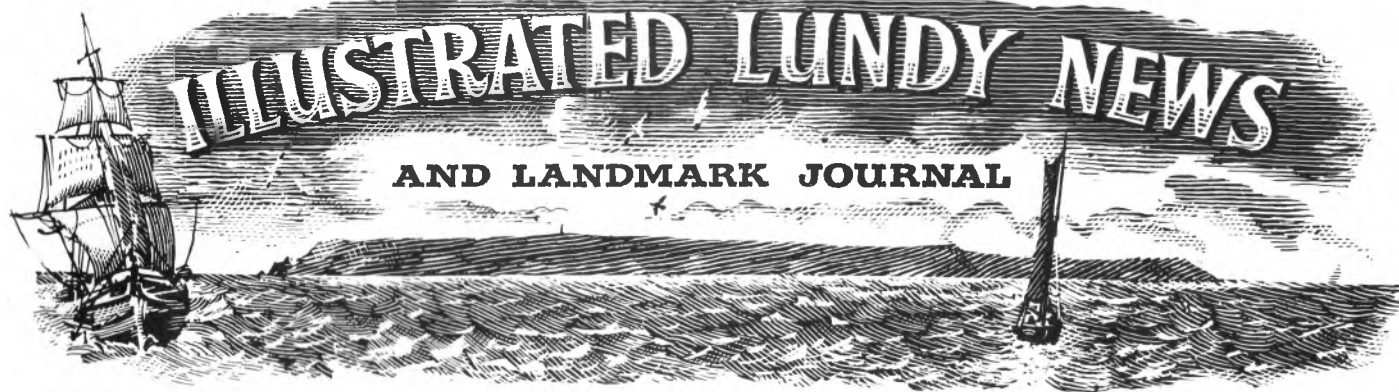
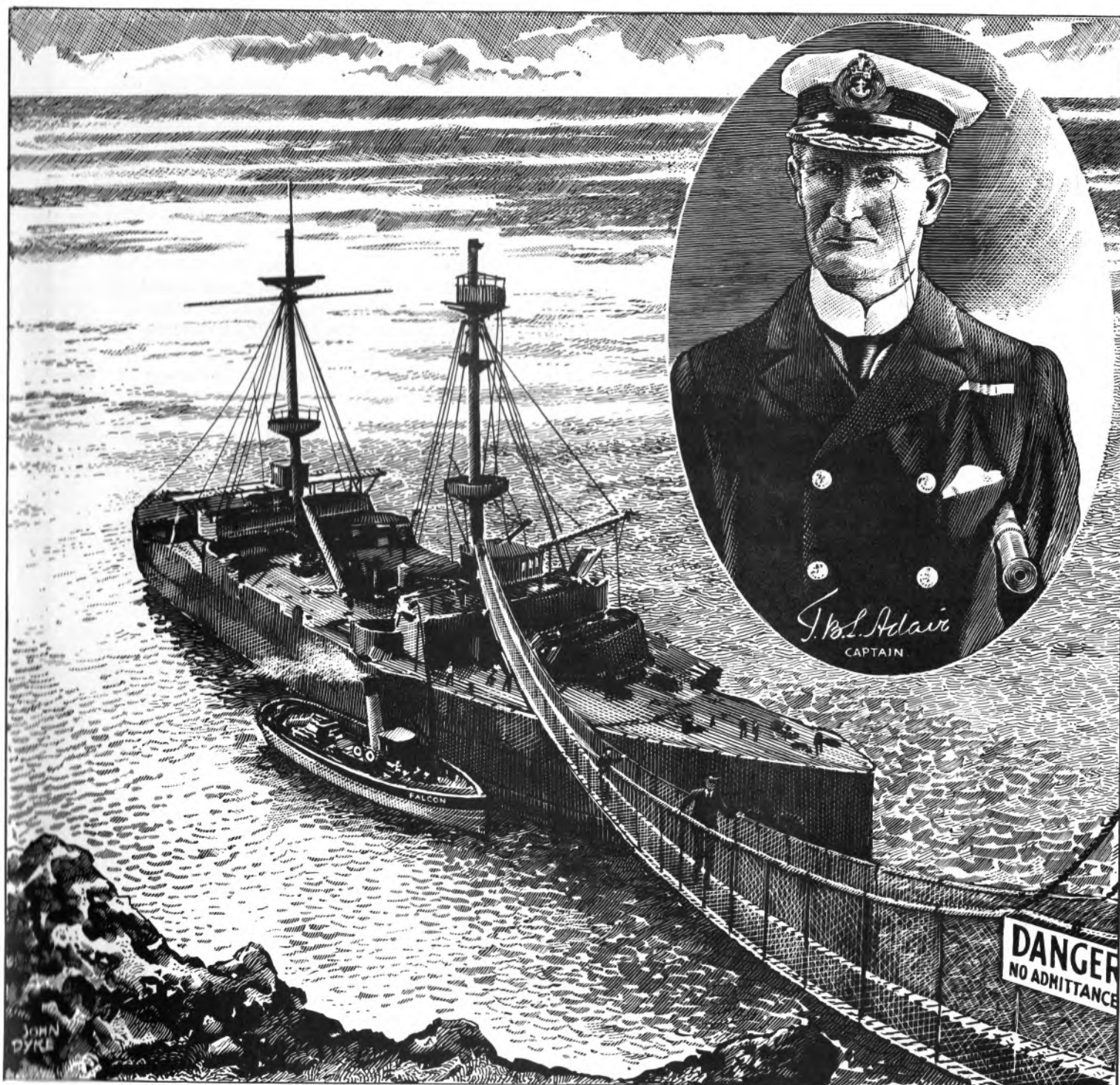




ISSUE No. 15 1975

VOLUME 3 No. 3



Lundy's most famous shipwreck. In May, 1906, H.M.S. *Montagu*, first-class Battleship of the Channel Fleet, struck Lundy near the Great Shutter Rock during thick fog whilst on manoeuvres.

We have always felt a great deal of sympathy for her captain, for we have been told by Captain Nelson Clover (midshipman at the time) that he was popular

with all ranks. Captain Adair, and the Navigating Officer, Lieut. Dathan, were court-martialled and dismissed their ship.

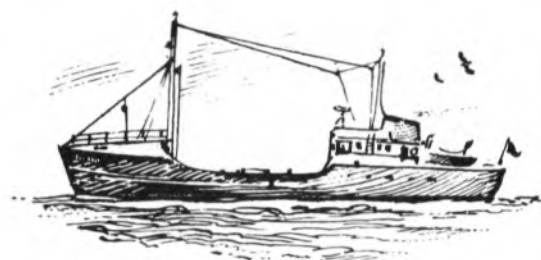
The aerial footway was built by the salvage experts to facilitate access to the wreck by their employees.

The Navy's loss was the pleasure-boat proprietors' gain—thousands of sightseers being brought to the scene of the stranding.

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



M.V. Polar Bear

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

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

A message from John Smith

CHAIRMAN OF THE
LANDMARK TRUST

This will, sadly, be the last issue of the Illustrated Lundy News in its present form. It is now more uneconomic than ever to produce and, as there is constant pressure to reduce our costs, we have reluctantly decided to give it up. If later, as we hope, we do produce something simpler it will be sent initially to all those who subscribe at present. However, those who would like to recover the balance of their subscription—either in cash or if they prefer in the form of particular back numbers of this magazine—should apply to the editor.

We are also making other changes of plan partly in order to provide cheaper accommodation for those who want to stay on the island and partly to improve matters for them and for day visitors in other ways. There is clearly a demand for this but to achieve it the building work necessary to open the museum must, regrettably be put off, probably for another two or three years. As our curator, John Dyke, has also been editor of the Illustrated Lundy News, this most unfortunately means that his talents would be greatly wasted in the next few years here. He, and we, and the National Trust have discussed the matter and as a result the National Trust have offered him a position which he has accepted. Our mutual arrangement is that he should remain curator and custodian of our museum collection (for which his knowledge of the island is invaluable) and spend a part of his time here; but that he should be based "ashore", at Boscastle, and do more designing for the National Trust.

John has always done design work for the National Trust, both before he came to Lundy and while he has been here, and therefore this change is really one of emphasis—indeed a fortunate arrangement. Nevertheless, it is sad for us. When we took on Lundy in 1969 several people, including John, wrote to us asking to live here. At that time I could see that it would be a struggle to organise repairs and to keep the existing people acceptably housed and served, let alone add to their numbers, and that one really ought not to take on someone of John's talents for some years. However, having met we liked—and came to admire—him and his wife Joan so much that of course they had to come. The Illustrated Lundy News and the beginnings of our museum collection (and some distinguished issues of stamps) have been the result, for which the island has cause to be grateful. It is a shame that events have now caused a change of direction for all of us, but we look forward to seeing him, like Proserpine, for a part of each year; and we look forward to his continuing work as curator of the museum which will, I believe, turn out in his hands to be something very exciting.

NOTICES.

You will find enclosed a paper giving details of the amount standing to your credit (if any), and it would be most helpful if we could receive your instructions as soon as possible, in order to facilitate winding up the affairs of the I.L.N.

Most back numbers are still available (apart from No. 4) and a limited stock of Nos. 1, 5, and 10. Copies may be obtained in future from the Lundy Office, Lundy, via Ilfracombe, N. Devon.



ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

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

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

DIVING AROUND LUNDY

—July 1973

by

N.K.Cooper



A 7 a.m. start on a dull Devon morning aboard the *Lundy Gannet* turned into a somewhat rough voyage once out to sea from Bull Point. A heavy swell was causing the *Donjeano*, astern of us, to ship water over her shallow freeboard; in comparison, the *Gannet* was only damp and not waterlogged.

On arrival, I discovered that the diving beach, my main area of interest, was linked to the main part of the island by only a single rope which extended up a sheer cliff-face. Methods of getting onto and around Lundy were clearly fairly demanding of both physical fitness and courage. I gingerly edged my way down the rope to be met at the diving hut by Martin Webb, of the Bristol Channel Divers. Over a welcome cup of tea I was informed that I was the only visiting diver on the island and could more or less dive where I liked.

My first dive was on the Knoll Pins and, like most rocky pinnacles extending up from the sea bed, they had a fascinating zonation of plants and animals. The first thing a diver sees is a mass of densely growing kelp being wafted to and fro by the current. These big, brown seaweeds are always impressive when seen en masse, as opposed to the single tattered pieces which one finds on the beach after storms. The kelp forest extends to a depth of 40 feet or so, and is just as thick as bracken to move through. There is, perhaps, no better cover for stalking the shoals of pollack or groups of wrasse which, because of the ban on spear-fishing around Lundy, will approach divers with the naive curiosity only found in unhunted creatures. Below 40 feet, where the light is too dim to allow kelp to grow, the smaller red seaweeds take over, and form little clusters growing in those nooks and ledges of the rocks which will allow them to establish a firm anchorage. Edible crabs are to be found in this region, and, like any crustacea which may end up on the fishmonger's slab, they regard divers with suspicion and will commence a slow and dignified retreat to the nearest hole, and woe betide the rash man who puts his hand in after it!

But the creatures I had really come to Lundy to see were the cup-corals. These beautiful animals are superficially like sea-anemones, and only grow in clean, oceanic water. They possess a calcareous skeleton and are hard to touch. Best of all, many rare species as well as common ones are found around the island, and here on the Knoll Pins they were present in large clumps.

I was also particularly interested in seeing the remains of *H.M.S. Montagu*. I had dived on several wrecks around Ireland, both of recent and more ancient vintage than the *Montagu*, and I wished to see how they compared. I dived on the battleship twice and saw the buckled and flattened hull plates, which are the hallmark of any wreck which has been exposed to years of storms. Kelp was growing amongst the wreckage, but only rather sparsely. I saw a few corroded masses, which were the copper and brass condensers, at that time being salvaged by the owners of the wreck, but their removal, if any thing, improved rather than worsened this decaying scene of the sea's victory over the Royal Navy. The armoured gun-turrets are recognisable, as are one or two hatchways; the guns, of course, were removed in 1906 when salvage of the vessel proved more difficult than expected.

I also dived in Jenny's Cove, half hoping that some of the gold-dust which the *Jenny* was carrying when she foundered might have accumulated in one of the many rocky crevices nearby, but my luck was out! Undersea gold has, so far, eluded me, although I have found drinkable champagne in a Northern Irish sea-lough.

Around the coasts of both Britain and Ireland is one species which has identical characteristics—*Scylorhinus canicula*, the lesser-spotted dogfish. This small member of the shark family is usually 2 to 3 feet long when adult, and appears an extremely sluggish fish underwater. The Lundy dogfish is no exception, and the aqualung diver has little difficulty in catching one in his hand, or rudely pulling the tail of another which is quietly going about its business. More spectacular, however, were the larger sharks which appeared around Lundy in unprecedented numbers during the week I was there. Some were so large that they must have been basking-sharks, but I never got close enough to positively identify them. I did not happen to be in diving gear whenever there were sharks about and so whether my curiosity to see them below the surface would overcome my fear of being hit by their very powerful tails, remains a moot point. The fact that there is no record of a shark attack upon swimmers in British waters is a powerful incentive to 'have a go', and certainly this philosophy resulted in some fine photographs of a Lundy shark being taken by a member of the Ilfracombe Sub-Aqua Club in 1972.

Finally, there were the seals. I had hoped to

see one swimming under-water, but never did. Like the grey seals of Ireland, however, they are inquisitive beasts, and frequently come up to see what one is doing on the shore or in a boat. They will also approach human habitation provided they are not molested, and one evening I came to within ten yards of a seal swimming near the jetty off the diving beach. This incident suggests that the establishment of a diving centre has not disturbed the seals, as none of them would remain in that area if it had.

What else is there to say? I know of no other island where an exposed West Side and a sheltered East Side combine to give the visiting diver such contrasting undersea vistas in such a small area, and where so much more field-work needs to be done in order to identify species found here and nowhere else around the British coasts. In this respect, the plants and animals below the sea around Lundy equal those above the surface for their variety and numbers.

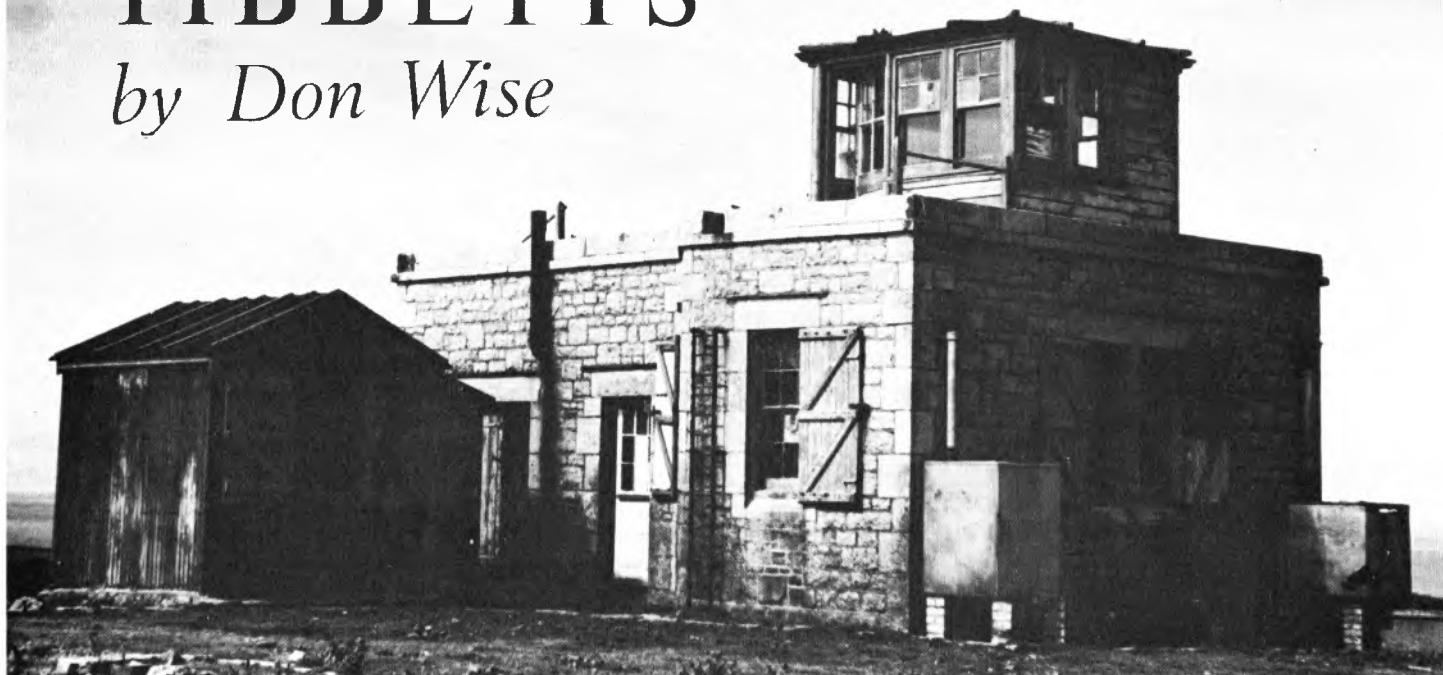
Like the rest of Lundy, the sea around the island has been protected from the baser influences of mainland civilisation.

I hope that the far-sighted policy in establishing Britain's first marine nature reserve at Lundy will be continued in the foreseeable future for it is this, above all else, which will maintain a beautiful part of Lundy's heritage for all who wish to put on an aqualung and go down to enjoy it, and I recommend it wholeheartedly to all who love the place and want to go back there again.



TIBBETTS

by Don Wise



Tibbetts in 1967, before the removal of the Watch Room

Derek Sach

According to a dictionary the word 'mad' can be defined as 'out of one's mind, insane or wildly foolish'. Yet this word has often been applied to me, as well as others, simply because in some respects I do not conform with other people's views. This description is often used when the subject of holidays arise, as my wife and I always think of 'somewhere away from it all' as the best form of break possible. Therefore, we frequently visit Lundy, and whenever we do so we always stay at Tibbetts.

During our visits we often meet other visitors who obviously agree with the description 'mad'. "Why on earth stay right out there?" is a frequently asked question, although not necessarily in those words. God alone knows what they mean by 'right out there'. It conjures up to my mind a derelict cottage some twenty or so miles from any habitation of any description. This can hardly apply to Tibbetts. If we look at the position objectively the reasons why most people would avoid staying at this cottage, attract us to it.

Granted, there is no running water or electricity, as there are in the other cottages available for visitors to the island. But a paraffin lamp and candles give sufficient light and have a certain charm of their own, and I have yet to hear of anyone, barring the aged or infirm, who has been harmed by the strain of walking a few yards to fill up a container from a water storage tank. Perhaps some people think one of the ponies will have a fit and attack on sight anyone going to the water tanks!

True, it does mean walking down to the stores for any supplies needed; but a gentle stroll in the morning to the Stores and back—a distance of approximately three miles—is a very small price to pay for the pleasure of awakening to the sounds of sea and gulls. Admittedly we have only stayed at Tibbetts during the summer months; however, I have had the experience of visiting the Stores and returning into a force 9 gale, whilst loaded with a weighty rucksack, to be greeted by my wife shouting, "Get a move on!" This walk did not worry me one bit—on the contrary I found it an exhilarating experience.

Tibbetts is ideal for exploring any part of Lundy. The North End is more accessible from here than from anywhere else on the island. If the intention is to visit the South End and we decide not to return to the cottage for lunch, we usually carry sandwiches.

If the weather is so bad that we cannot get out—and it would really have to be abominable for this—we can sit and read, talk, or listen to a concert on the transistor radio; snug within the pine-panelled walls. Whilst sitting in the living room, the windows afford a view of the northern part of the island straight ahead, while the Atlantic Ocean and Bristol Channel can be seen from the side windows. It is not possible to see any sign of human habitation at all from this room. Such isolation has its uses, as a friend discovered when staying at Tibbetts—it is difficult to imagine many other places where anybody can wander around collecting mushrooms for breakfast whilst still in pyjamas.

Another thing that pulls us back to Tibbetts is the pleasure we always get when the wind or rain causes the cattle and/or ponies to shelter at the cottage. If treated with respect, these animals are most friendly, and it invariably gives us great pleasure to stroll out to the kitchen in the morning and find ourselves surrounded by them.

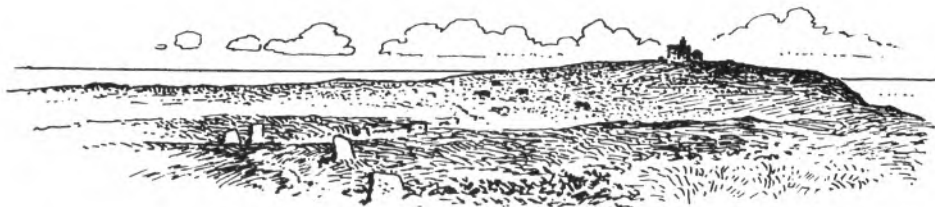
I can only think of one disadvantage,—and this is not confined to Tibbetts alone—the supply is rain water and should be boiled before use, therefore cold drinking water is not readily available on a very hot day. However, we get around this by always taking sterilisation tablets with us, and when the weather is warm it is a simple matter to keep a supply of treated water to hand.

Visitors staying at Tibbetts can always stroll down to the tavern in the evening if the feeling of loneliness gets on their nerves. Then, provided they have not imbibed too freely, they can count the number of lighthouses to be seen on the various coastlines to the south, east, and north as they return across the island at night.

If another form of exercise is required as a change from walking, there is always the 'grave digging' to be done to dispose of the contents of the Elsan Closet.

Perhaps the story that Tibbetts is haunted is a trifle off-putting to some people. On this subject, I remember one of the keepers of the North Light, whilst chatting in the tavern, emphatically stating that the lights were on in Tibbetts at about 2 o'clock the previous morning, when I know for a fact that all of the people staying there, including myself, had been settled and asleep by midnight. Could it be that the ghost was frightened of the dark? I have my own views about this, but I will not explain them here. You may place whatever credence you wish in the stories of the haunting of Tibbetts. However, I will admit if you are alone in Tibbetts at night, the sounds caused by the wind, and the animals outside can be very eerie at times.

My wife and I regard the people who rush off to the crowded coastal resorts, be it Holiday Camp or not, as being 'mad'. When we have a holiday we want a complete break from the rush and noise of everyday city life. Therefore we want somewhere quiet where we can just sit, or roam around to our hearts' content without breathing exhaust fumes and the like. Lundy, and Tibbetts in particular, gives us the haven we seek.



STORM TOW

(Reproduced from the R.N.L.I. Journal)

HARTLAND POINT Coastguard informed lifeboat 70-001, *Charles H. Barrett* (Civil Service No. 35), at 0210 on Feb. 6 1974, that a trawler was sinking 281°T 26 miles from the Point. The lifeboat was under way by 0220 and 12 minutes later copied a mayday relay from Ilfracombe Radio to all ships which had been received by VHF at Hartland; it reported flooding, with the trawler's pump unable to cope, and giving a Decca position of the trawler, *St. Pierre*, which was on a course north.

Staff Coxswain Michael Houchen, in command of 70-001, plotted this position and, allowing for *St. Pierre's* course of north, he set a course 290°M from Hartland Point at 0305 to intercept.

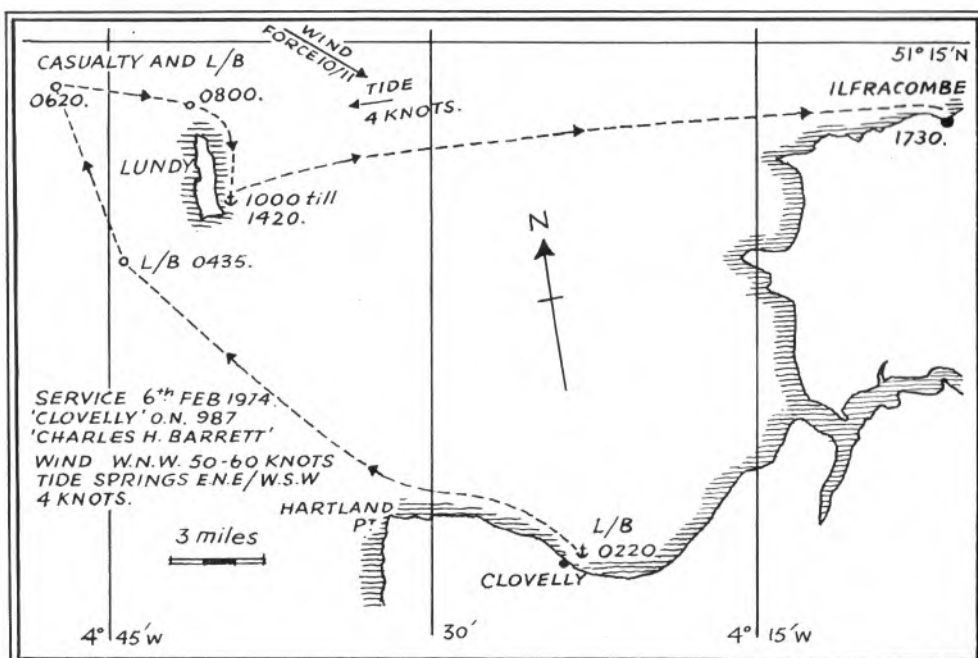
The wind on slipping from the moorings at Clovelly had been westerly force 6, but within an hour it had increased to force 8 and had veered slightly to west by north. The tide was in the third hour of flood and was setting the lifeboat back by about 1 knot, while the wind and sea accounted for another reduction of about 1½ knots. Thus, at full speed, the lifeboat was making good over the ground about 8½ knots.

Various messages were exchanged with the trawler, through Hartland Coastguard, until at 0435, when six miles west south west of South Lundy, 70-001 sighted a red flare from *St. Pierre* just forward of her starboard beam. She altered course towards it. Quarter of an hour later another red flare from the trawler was sighted and answered with a white parachute flare. Then 70-001 switched on her searchlight to show *St. Pierre* her position, at the same time making VHF contact with her.

At 0515 the lifeboat sighted the trawler. She was slightly smaller than 70-001, being 54' overall and of about 20 tons, registered. She was heading about north by east with the wind slightly forward of her port beam, and appeared still to have plenty of freeboard and not to be in any immediate danger of sinking.

By now the wind had reached force 10 to 11 and had veered slightly further to west north west accompanied by violent hail storms, and Staff Coxswain Houchen decided it would be a most hazardous operation for *St. Pierre's* crew if he attempted by any means to embark them in the lifeboat. With the object of trying to get the stricken trawler into the lee of Lundy Island, therefore, he prepared a tow, heaving-to while the lifeboat's mizzen was struck to get it out of the way.

At 0540, with the tow prepared, 70-001 approached *St. Pierre* from her weather side and Boat Mechanic Ivor Young fired a rocket line. It was a perfect shot, falling right across the trawler, but her



crew were not able to reach it quickly enough to lay hold of it and the line slid clear of the rigging to be lost over the side.

Staff Coxswain Houchen now appreciated that it was going to be difficult for the crew of the casualty to help, so he decided to make an approach on her lee side, as close as he dare go, and endeavour to throw a heaving line into the hands of the crew. He therefore passed across *St. Pierre's* bow, turned starboard and approached directly upwind on to her starboard quarter. Although this would make the throwing of the heaving line a Herculean task, it was the only prudent and seamanlike approach with the lifeboat, having a higher profile, making more leeway than the trawler.

At the last moment it was realised that the crew of *St. Pierre* were not ready to receive the tow line, and so the approach had to be cut off and made all over again. As the lifeboat turned away and lay off while awaiting preparations on board the casualty, the crew noticed that when both boats were in troughs of the very heavy seas *St. Pierre* was completely disappearing.

At 0600, 70-001 approached again. With first-class ship handling Staff Coxswain Houchen brought her bows to within a few feet of *St. Pierre's* quarter and, with both boats ranging a good twenty or more feet, Fleet Mechanic Peter Crofts threw the heaving line hard into the wind; the waiting crew of *St. Pierre* had no difficulty in catching it. A warp (70 fathoms of 4½" nylon) was now passed and the long tow began at 0620, making good about 4 knots.

Lundy lay about eight miles to the east south east and so course was set to pass round the north end of the island. The tide had turned by this time and was starting to run against the wind. *St. Pierre* had lost the use of her engines, but did not appear to be making a large amount of water although her crew reported that she was leaking.

All went without incident until about

0800 when the tow entered the northern fringe of the Lundy Race. Here the tide was now setting about 4 knots against the wind, which was still blowing force 10 to 11; the combined result was a phenomenal sea. The waves were high and precipitous, about 40' with very steep sides, so that at times Staff Coxswain Houchen was actually standing with his feet on the forward bulkhead of the wheelhouse as he tried to steer 70-001 down the face of a wave. Huge, vicious seas stove in the transom of the trawler and one wave broke completely across the lifeboat from port quarter to starboard bow so that jets of water spurted through the top of the wheelhouse door and soaked all within. The lifeboat crew believe that it was only their tow which saved them from broaching-to and, likewise, the lifeboat's pull on the bows of the trawler that held *St. Pierre* from a similar fate. The staff coxswain said that had the tow parted at this point, it would have been the end for the trawler and her crew because he would have been powerless to save them.

However, the tow held and the lee side of Lundy was reached by about 1000. Anchor was let go in Lundy Roads and at 1030 *St. Pierre* was brought alongside for pumping. By 1330 she was about 75 per cent pumped out and it was then discovered that the hose connections for the salvage pump suction hose were in fact leaking air, so that suction was impaired.

The wind had now moderated to about force 8 west north west and, the BBC TV weather forecast and synoptic chart having been seen on the lifeboat's new TV set, Staff Coxswain Houchen decided that it would be possible to continue to Ilfracombe with the tow.

Anchor was weighed and the tow got under way at 1420, arriving at Ilfracombe without further incident at about 1700. *St. Pierre* was towed to within heaving line distance of the jetty and the tow was slipped at 1715, both boats being secured alongside by 1730.

At 1825, however, 70-001 having parted two mooring lines, lost one

fender and damaged the rubber D fender belting, Staff Coxswain Houchen decided to leave and return to anchor off Lundy once again to shelter from the now north west gale which was still force 8 gusting 9.

For this service a bronze medal for gallantry was awarded to Staff Coxswain Michael Houchen. Medal service certificates were presented to Boat Mechanics Ivor Young and John Leech, Fleet Mechanic Peter Crofts and Assistant Mechanic Peter Braund.

Sesqui-centenary of the Royal National Life-boat Institute LUNDY STAMP ISSUE

Stamps issued 3rd December, 1974, to commemorate the 150th Anniversary of the Royal National Life-Boat Institution.

Ilfracombe Life-Boat: 1p.

Ilfracombe Life-Boat station was established in 1828. The boat depicted on the stamp is "Lloyds II", Oakley type, 37' by 11'6", with 52 h.p. diesel engines. It was sent to the station in 1966, a gift from Lloyds of London.

Clovelly Life-Boat: 4½p.

Clovelly Life-Boat station was established in 1870. The boat shown on the stamp is "O.N. 978 'Charles H. Barrett'", sent to the station in 1968; it was the 35th Life-Boat given by the Civil Service.

Appledore Life-Boat: 5½p.

Appledore Life-Boat station was established in 1825. The Life-Boat which appears on the stamp is "O.N. 965 'Louisa Anne Hawker'", Motor, Watson Cabin type, 47' x 13', which was sent to the station in May, 1962, a gift from Mr. G. P. D. Hawker of Exeter.

R.N.L.I. Badge: 10p.

The stamp shows the badge of the Institution and examples of past and present protective clothing and life jackets.

The stamps were designed by John Dyke of Lundy, and printed by Walsall Security Printers Ltd.

Further details of Lundy stamps and philatelic facilities can be obtained from: The Lundy Philatelic Service, Lundy, via Ilfracombe, North Devon.



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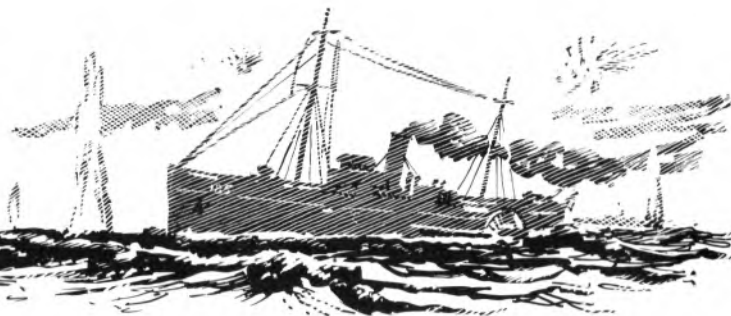
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THE MYSTERIOUS THIRTEEN

by David Perris



HERE is the story of the "mysterious thirteen", Bristol's famous White Funnel Fleet which performed so gallantly in the exciting, but hazardous occupation of mine-sweeping. Earlier mine-sweeping vessels had an unhappy knack of finding the floating danger with the bottom of the ship, with disastrous results, and it soon became evident that the great necessity was for vessels of light draught. Here, in the Old Port of Bristol, was a fleet of ships with the desired qualifications, and so successful were their trials that every one was requisitioned.

Zeebrugge and Ostend.

In August, 1915, the steamers took the lead for the bombardment of Zeebrugge and successfully swept the way for our warships in spite of heavy fire from the shore batteries. In the German reports, the Bristol paddle-steamers were described as "six light cruisers", and, as an officer of the *Devonia* aptly remarked—"very light!". These were the *Brighton Queen*, *Westward Ho*, *Cambria*, *Glen Avon*, and two drifters. Next month, the flotilla was again leading for the bombardment of Ostend. Here, the war career of the gallant *Brighton Queen* ended, for she was blown up on the night of October 5th off Westende, all the Bristol men aboard being rescued. The unit then returned to the Thames Estuary sweeps, where the *Lady Ismay* fell a victim to an enemy mine and was blown up. Once again, all Bristol men were saved. Another ship of the flotilla, the *Duchess of Hamilton*, met the same fate as the *Lady Ismay*. The steamers remained in the Thames until relieved by another section. Having been fitted with wireless, the next station was off the Dutch coast, and then back to the Great Yarmouth region where a large number of vessels were being mined. Then back to the Belgian coast, and later to the Tyne area until December, 1918, where the Bristol paddlers were engaged in keeping the channel clear of mines. On one occasion, an enemy submarine was sighted and at once the flotilla gave chase, but their luck was out. One boat, however, did corner a mine-laying submarine and drove it onto the sands, where it was captured.

Britannia and Glen Usk.

When these two vessels were in commission, their first duty was sweeping off the north-west coast of Ireland, but on May 7th, 1915, they were called on to patrol the Firth of Clyde, searching for submarines. They also swept for mines in Lough Swilly, where H.M.S. *Audacious* was sunk. Then these two Bristol paddlers were engaged for a period on long distance sweeping from Inistrahull to Barra Head (Outer Hebrides), and on August 12th, 1915, they left Troon for the Moray Firth. Thence they proceeded to Granton, and were continually sweeping with the Grand Fleet until March 31st, 1919, when the steamers proceeded to Glasgow for reconditioning.

In the Moray Firth, the *Britannia*—flagship of the Campbell Fleet in peacetime—had a narrow escape when a mine exploded in the kite and pieces of the wrecked machinery flew all over the deck.

After such valiant service, it was only fitting that the White Funnel Fleet should be repre-

sented at the surrender of the great German Fleet, and when this historic spectacle took place, the *Glen Usk* was present.

The Barry (now the Waverly)

Concluding her work for that season, this vessel was a week later requisitioned for the transport of 400 German prisoners to Dublin. She sailed from Bristol on September 21st to Walton Bay, where the Germans were transferred from the steamship, *Trevilly*, together with an escort of 200 men of the Royal Scots. She returned to Bristol on September 25th. July 24th, 1915, saw the *Barry* leaving Bristol Floating Harbour for Ilfracombe, which she left the following day under sealed orders. On August 8th she arrived at Mudros Harbour, where she received orders from H.M.S. *Europa* to ship ammunition and troops for Sulva Bay. Here she came under a great deal of fire both from the Sulva Ridge and from aeroplanes, and although missiles fell on both sides of the *Barry* she was never hit. For six weeks she carried out her work, and then came a mishap, when a transport collided with her—unable to continue her work, she was taken to the repair ship, H.M.S. *Reliance*. When fitted out again she returned to her duties, which were very hazardous, as the trip from the torpedo nets of Mudros to Sulva was something like 60 miles, and had to be done on a set course because of the minefields of the Aegean Sea.

In November, a blizzard raged for three days and nights, and when the storm had abated, the *Barry* went to Sulva Bay to take off cases of frost-bite. A Naval V.C. Captain superintended operations: he sank a couple of small steamers to provide a breakwater, then gangways were run out to bring the sufferers aboard for Mudros.

Three or four times the *Barry* put off with something like 750 men on each trip.

In the final evacuation of our forces, the *Barry* played a prominent part. With the transport, *Princess Ena*, she stood alongside the embarkation stage and packed the troops in as fast as they arrived. The first load went to the battleship *Magnificent*, the second to Imbros, then to Mudros. The last few loads broke all records, and totalled as many as 800 a time.

After running the Kaffala Ferry between Imbros and Mudros, the *Barry* went to Syra, an island off the Greek Archipelago, for repairs. Following this she was on duty at Salonika, and carried troops and ammunition to Katrina in the Gulf of Salonika, landing under Mount Olympus. She was often bombed while on this duty. In June of 1917, a relief crew of the Mercantile Marine reserve arrived, and the crew of the *Barry*, who for two years had faced dangers from land, sea and air, were shipped home to England.

Other White Funnel Steamers.

Of the share of the *Waverly* and *Glen Rosa* in winning the great victory, it may be mentioned that, after sweeping and patrolling westward of Ilfracombe, they were latterly engaged on the same duties at the mouth of the River Thames. The last two steamers, the *Ravenswood* and the *Albion* put in much valuable work sweeping between Dover and Dunkirk.

In conclusion, two outstanding facts must not be forgotten—when they first went away, the steamers were manned entirely by local men, and although two White Funnels were lost, other vessels of the same fleet were able to rescue all the Bristol men aboard.

THE FLEET

Below we give the vessels of the fleet, the date of their departure on war service, and the date of their return.

NAME OF SHIP	DEPARTURE	RETURN
DEVONIA	SEPT. 30th, 1914	MAY 2nd, 1919
BRIGHTON QUEEN	SEPT. 30th, 1914	SUNK OCT. 6th, 1915
CAMBRIA	DEC. 2nd, 1914	MAY 4th, 1919
WESTWARD HO	DEC. 2nd, 1914	APRIL 1st, 1919
GLEN AVON	DEC. 2nd, 1914	MARCH 11th, 1919
LADY ISMAY	DEC. 2nd, 1914	SUNK DEC. 21st, 1915
BRITANNIA	FEB. 5th, 1915	APRIL 11th, 1919 (to Glasgow)
GLEN USK	FEB. 5th, 1915	APRIL 11th, 1919 (to Glasgow)
RAVENSWOOD	JULY 1st, 1915	MARCH 5th, 1919
ALBION	JULY 1st, 1915	FEB. 15th, 1919
BARRY (NOW WAVERLY)	JULY 24th, 1915	SEPT. 27th, 1919 (to Troon)
WAVERLY	MAY 30th, 1917	MARCH 17th, 1919
GLEN ROSA	MAY 30th, 1917	MARCH 23rd, 1919



SEA AND LAND

by Philip Henry Gosse, F.R.S.

(continued from issue No. 13)

Near this part the cliffs become much lower than usual. Here, in the time of Charles II, a fort was erected, which was furnished with brass cannon. Local tradition commemorates this circumstance in the title of "Brazen Ward", still applied to this point; and the old brass guns themselves are said to be visible in calm weather and clear water, far down in the depths, whither they were thrown overboard by the French when the fort was dismantled. This event took place in the reign of William III. The stratagem by which the unscrupulous Frenchmen got footing on our island, which might well have been deemed impregnable, is curious as illustrating the usages of war.

The island at that time was more extensively cultivated than at present, and supported a population more than twice as numerous. Barley, potatoes, and all kinds of culinary vegetables were raised in great abundance; the fields were well stocked with cattle, sheep, and goats; a brisk trade was carried on in the skins of rabbits, which then, as now, perforated the barren slopes by myriads, and the resources of the inhabitants were increased by the sale of feathers and eggs, the produce of the sea-fowl which every summer tenanted their cliffs.

Confiding in the natural strength of their insular rock, the inhabitants dwelt in unsuspecting security, notwithstanding the war that raged abroad. One day an armed ship was seen to anchor in the roads. She hoisted the national flag of Holland, with which country England was at that time in amity, and presently a boat was seen to leave her side and pull for the landing. The crew, in imperfect English, contrived to make themselves understood. They stated that they had mistaken the proper channel, and had taken shelter in the road; that their captain was lying grievously ill, and that supplies of milk, and other luxuries of that kind, would be a desirable addition to his comforts, and would be gratefully received. The simple people believed the story, and readily granted such supplies as were desired, which were regularly fetched for several days in succession. At length the crew reported their captain was dead, and they requested, as the last favour, that if there were any church or consecrated ground on the island, they might be permitted to deposit the corpse in it; and they intimated also, that it would be an additional favour if the principal persons of the island would be present at the burial. Everything was promised without suspicion; and the

greater part of the inhabitants, arrayed in their best garments, assembled to render the last honours to the foreigner by following his body to the grave. They even volunteered their assistance to carry the corpse, as the chapel was more than a mile distant on the other side of the island, and the access to it was not, as now, by a good broad road, but by steep and difficult paths. The coffin, indeed, seemed more than usually heavy; but they supposed that the deceased captain might have been a very corpulent man, especially as Dutchmen are reputed to manifest a tendency to a somewhat bulky build, and, therefore, this circumstance passed without exciting any particular notice.

The little chapel is at length reached, the corpse deposited on a bier, and the burial service commenced. A little hesitation occurs; one or two of the foreigners whisper among themselves; and then one of them steps up to the islanders, respectfully intimating that the customs of their religion forbid those of a different persuasion to be present at that part of the ceremony which is now about to be performed. It will, however, he assures them, occupy but a few moments, after which they shall be readmitted to see the interment. The inhabitants comply with prompt courtesy, leaving the strangers in undisturbed possession of the chapel.

In a few minutes the door was thrown open, and a band of armed men rushed out, who took their astonished and unresisting hosts prisoners. The whole had been a ruse de guerre, a vile and complicated falsehood, with which the inhabitants, by their very kindness and courtesy, had been beguiled to their ruin. Instead of Dutchmen, they found that they had to do with their wily bitter enemies the French; and learned, with unavailing regret, that they had helped to carry upon their own shoulders, in the coffin, those arms which were destined to make them captives.

The whole of the island was now ravaged without mercy; and, not content with robbing the poor people of their property as could be carried away, the invaders wantonly and wickedly destroyed the remainder. The historians of the time state that the island contained at this period fifty horses, nearly the same number of meat cattle, three hundred goats, and five hundred sheep. The greater part of the horses and cattle they hamstrung, so as to disable them for use, and the goats and sheep they threw over the cliffs. They took away even the clothes of the wretched inhabitants; and so bent were they on destruction, that a large quantity of meal happening to be in certain lofts, under which was salt for curing fish, they scuttled the floor, and so, by mixing the meal and salt together, spoiled both. They then went over to the fort on the eastern side,

dismantled it, threw the brass guns into the sea, as I have already mentioned, and left the scene of their villainous exploit destitute and disconsolate.

A little way beyond the Brazen Ward, there is, on a projecting headland, a large square block of granite, with one end resting on a smaller piece, exactly in the same manner as a brick is tilted upon a bit of stick, to form a rude but effective trap for imprudent mice. The block rests on a smooth platform, and stands in dark relief against the sky, while just behind it there is a natural perforation in the rock, through which, the light streams brightly. The Mouse-trap and Mouse-hole are the designations applied to these curious objects; and I thought them so interesting, that I begged to be put on shore for a few minutes to sketch them. The swell made landing and re-embarking rather a ticklish business; but I managed to effect both the one and the other without a wetting, and found myself on one of the narrow ledges, just above the water-line where I made the accompanying drawing of the scene.

We now approach Gannet Rock, the church-like mass of granite which I have before mentioned. It stands just in front of a projection of the coast, forming, with one of the points which we have just passed, a little bay, somewhat deeper than a semicircle. We understood that the Admiralty had contemplated to select this as the site of the Harbour of Refuge, which has so long been thought desirable on the internal side of the island. It is supposed that a comparatively little outlay would effect the purpose here, as all that is necessary is to fill the interval between Gannet Rock and the Point and to form a pier or breakwater from the outside of the former, so as to narrow the entrance to the Cove.

By this time we had commenced the business which had been prescribed as the chief object of the excursion. All along this end of the island is excellent ground for lobsters, and here Captain Tom had sunk some thirty or more of his pots. These were in succession hauled up and examined. They are set at considerable distances apart, and the place of each is indicated by buoys of cork, affixed at certain intervals to the rope. But it was now spring-tide, and the time of high-water was scarcely passed; hence some of the buoys were submerged, their length of rope being insufficient for the depth of water. The position of these, therefore, could not be determined; and though the captain and his man knew by the bearings of the land whereabout to look out for each, they had to wait for the successive "watching" of each buoy, as its first appearance on the surface is technically termed, before they could haul.



The Mouse Trap and Mouse-Hole

Lonely Lundy

August 11th, 1898 ("North Devon Journal").

Lonely Lundy: The wind sits in the shoulder of your sail and you are stayed for. Yes, we were late, but the hour is early, and we had more than one mile to travel. We are off to Lundy, whose usually dim outline acts like a loadstone upon visitors of North Devon. There is an irresistible yearning to visit this outpost of Devon, not only because of its solitude; its romantic history and natural curiosities have a great attraction. It has been praised since the time of Michael Drayton, and the lawless dwellers up to the present century have thrown a halo of interest around the island which can never be lost. Of course, one can get to Lundy by steamer from Ilfracombe, but a good sail is a naveline, and we have elected to journey by the mail boat *Gannet*, which sails weekly from Instow. There is a magnificent tide and the estuaries of the Taw and Torridge, bathed in the soft, morning glow, look really charming. We are unlucky to have the wind against us, and this, with a strong spring running out, means a choppy sea. Little does this concern us for we have full confidence in that Captain Dark can almost **"weather the roughest gale that ever wind did blow."** It is certainly choppy, sometimes very much so, but the boat is handled so skilfully as to give the minimum of discomfort, and even in tribulation there is a tinge of humour. Passing the lighthouse, we soon have a peep at Croyde, peacefully embayed between Baggy and Down End, while on the other side Westward Ho! is blissfully unconscious of the day's worries. With constant tacking, a good view of every dent in the coast is afforded, and, in succession, one noted Peppercombe's sandy beach, Buck's cleft in the hill line, and the white outline of Clovellycombe. The sun also sets clearly out the gloriously quaint staircase of Clovelly. Soon we are in range of Lundy, before reaching the shelter of which there is a peep round the Point to Hartland Quay and the Cornish coast. Sloping and gentle as has been the coast lower down, here the cliffs become stern and frowning—"a waste and howling wilderness of rock and roller"—with the tilted strata peculiar to this part; leviathan saws, one rasp of which would grind the timbers of the stoutest ship, and, alas, over and over again they have! Now, however, with a lifeboat crew at Clovelly and a telephone round the coast, the danger has considerably minimised. What a difference does Lundy present upon close acquaintance! Its awe-evoking cliffs show up in all their grandeur. How high they do lift their heads into the sky defying the mighty oceans and their storms, and beyond and around all, the illimitable Atlantic—not green, but an intense sapphiric black-blue such as it never is inshore, and so clear that every rock and patch of seaweed shows plain down in the deep. Lundy is practically impregnable. There are whispers of a Government inspection with a view to fortification. It could certainly command the Channel to Hartland Point and a large portion of the stretch to Milford Haven, while a breakwater on the inner side could shelter cruisers or torpedo-boats. It is a merciless island, the number of whose victims would make a terrible record of calamity. As we approach, indeed, there is a shell of the fine steamer *Salado*, high and dry, which went ashore only two years ago.

What a change from the broken sea, just left. Not a ripple on the water, and the huge seaweed waving its arms as if in welcome. Journeying up the roadway we glance into a large hollow scooped in the rock and our minds revert to piratical days. and to those of Mr. Thomas Benson, once M.P. for Barnstaple, who sent convicts to Lundy Island



Before the South Light was built — A Victorian camera records the Landing Bay, with S.S. *Velindra*, out of Bristol, at anchor. The vessel was sent to the breakers in 1897. In the foreground is the newly constructed shipwright's shed, with handsome castellated gable ends, beside which was a collecting place for timber from wrecked ships. On the skyline the Castle can be seen; also Lloyds Signal Station and Flagstaff.

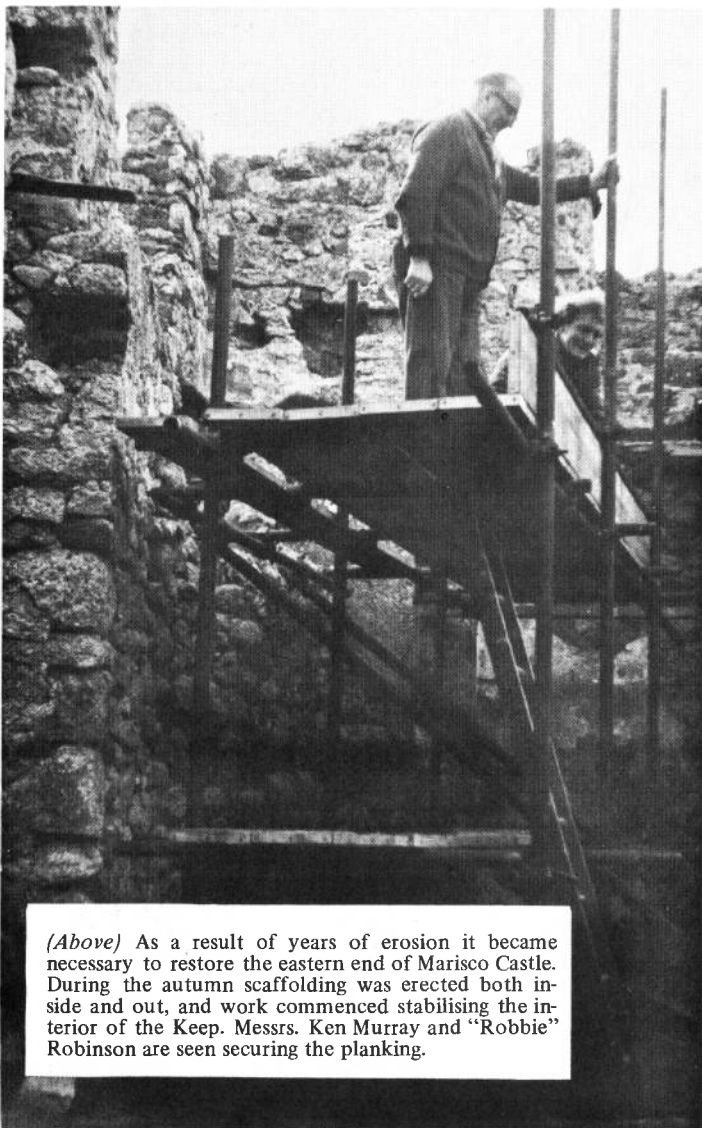
instead of abroad, and scuttled his vessel off the island. To this day his memory is perpetuated at Barnstaple by the yearly use of a punch bowl presented to him by the Corporation. Formerly the chief landmark was the lighthouse standing 600 feet above the sea. Now there is also the beautiful Church, built of the island granite, and looking as virgin as the day it was dedicated. At the present moment, however, everything vanishes before creature comfort, and the hospitable store of Mr. Ackland soon sets us at peace with humanity. Strange to say, you lack for nothing here. There is a fine dining hall, for as many as one hundred steamer visitors sit down to luncheon at one time. Everything is provided on the island, and a free kingdom is Lundy. Here the Excise troubleth not, and the taxpayer is at rest. Mr. Ackland brews his own ale, without let or hindrance, kills his own bullock or sheep, and bakes his own bread. Afterwards we visit the store, which is post office and everything else combined, and witness the preparations of the outgoing mail. Here is the island fisherman consulting about a consignment of lobsters, and there an unlettered swain listens eagerly to the tidings, no doubt, of far-away kin. What a contrast to the bustle and conventionalism on the mainland! There are now about sixty island residents, as against seventy at the last census. This slight falling off is due to Lundy being made a rock station, since the opening of the two new lighthouses. Now, consequently, there are no lightkeepers' children on the island, the men being relieved from Milford.

Our time is limited, as the boat must sail ere five. First is visited the Church and salute the Rev. H. G. Heaven, the owner of the island, who has come up to inspect two beautiful west windows, an offering from and the work of Mr. St. John Hope. They are of the same workmanship as the Munich windows in Peterhouse College Chapel—painted first and subsequently burnt. The subjects treated are miraculous draught of fishes and Christ's prophecy to the wondering fishermen. It is impossible to refuse admiration of the beautiful Church, which has been designed by Mr. Norton to stand the stress of many centuries—"Each minute and unseen part" has been wrought with greatest care. As we issue forth, the tenor (of grand tone) tells the hour of three, and on looking up we are met with the words "*Tempus Sator Aeternitate*"; (Time, the sower of eternity). It is impressive, almost beyond expression—the solemn stillness, the deep sense of solitariness and the ocean's infinitude. We gaze at the scroll, and in fancy watch the Sunday Service—from the lecturn, the reverend proprietor passing to the organ and from the organ to the pulpit—and can imagine his words of import—"For ever, never! Never for ever!"

But at least a portion of the island must be seen, and Mr. Dickenson (who is farming the island) drives us in what we may call a drosky to the Templar Rock on the east. There is the steel-capped Crusader keeping lonely vigil. Thence we turn to the western side where the "Ally Sloper Rock" provokes a smile. We have time to inspect the North Light, whose revolution is so rapid that it revolves upon mercury. Luncheon awaits us at the hotel and we sit down in a room furnished equal to that of a first class mainland hotel. There is every comfort and accommodation for visitors whatever their station, and the tired brain can here recuperate, unworried by daily posts and the thousand and one irritations of ordinary life. An intimation that the sail is being set makes us scurry and we quickly return before a kindly breeze and a flowing tide.

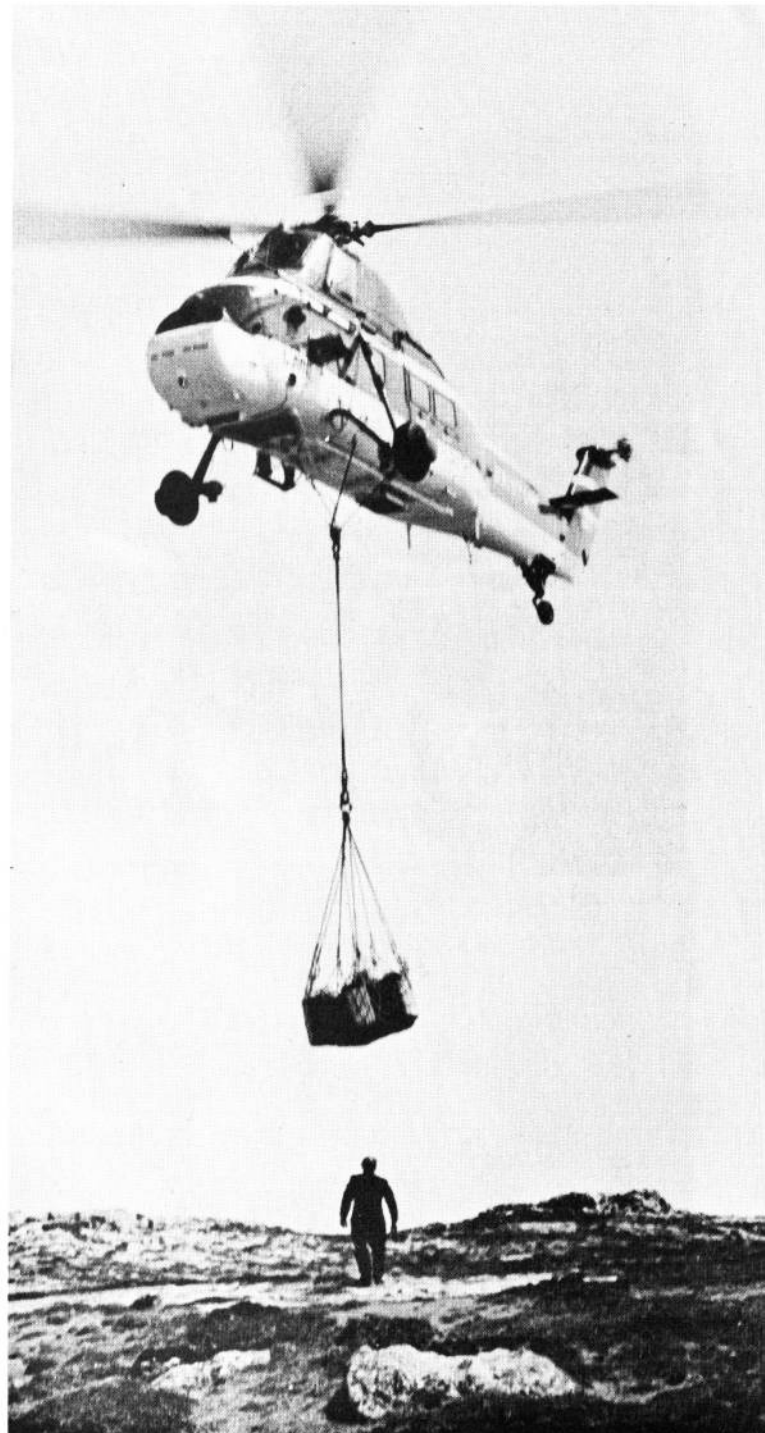
As we pass out we notice that Lametry is surely, if slowly, becoming an island. Upon it the second new light throws its genial beams on Rat Island. An outlying reef is named Mouse Island, and our attention is called to a pair of Puffins bleaching their feathers upon it, as corroborative of Kingsley's remark that one always witnessed the sight at that particular spot. It is now very beautiful. Soft shades and gleaming lights are here, while a raincloud over the coastline paints the rocks black. There are shoals of mackerel about, with porpoises bobbing up and down, and the wildfowl are also partakers of the bounty which they follow. There are thousands of birds to be seen and the call of the old to the young is peculiarly plaintive. Now and again a mighty *Gannet* swoops to the water, and our genial Captain informs us that this bird was driven from Lundy during the blasting operations for the North Light, which is over the sea birds' eyries. He has belief, however, that it will return, now that quietude has been restored. Conversation now returns to the perils of the Channel in fog and storm; and the Captain tells of touching instances of the sea giving up her dead. We recall the discovery at Clovelly of the richly dressed Spanish boy who was afterwards claimed, and we hear that some of the Schiller victims had been washed here. But hark! the bell buoy whiling away the lonesome hour—its mournful cadences follow us for a long distance. We are soon off the Northam Burrows and notice that the high tide has invaded them, leaving the ridge terminating with Grays and an island of sandhills. In a very few minutes we are off Instow (which looks even more charming than when we left it), having run back in about 2½ hours. It has been a delightful day, and after thanking our excellent and entertaining skipper, we depart with a store of memories which can be drawn upon for many a day.

HERE and THERE



(Above) As a result of years of erosion it became necessary to restore the eastern end of Marisco Castle. During the autumn scaffolding was erected both inside and out, and work commenced stabilising the interior of the Keep. Messrs. Ken Murray and "Robbie" Robinson are seen securing the planking.

John Dyke



John Barrett



(Above) Trinity House helicopter relief at the North Light. This photograph taken in June last shows a Lighthouse Keeper awaiting the descent of supplies.

The Editor remembers his surprise on coming across a cricket bat and wickets on this unlikely terrain—obviously the practice pitch for Keepers participating in the annual cricket match! He also recalls the productive vegetable garden cultivated by the Keepers on the southern slopes of Gannet's Combe.

(Left) Mr. H. E. Morris, of Portsmouth, sent this idyllic picture of the Beach Road taken on a summer day about 12 years ago. The vessel lying off the Landing Beach is the P.S. Cardiff Queen, who, together with her sister ship the Bristol Queen was a frequent visitor to Lundy during the years 1949 to 1966.

H. E. Morris



John Barrett

(Above) An animated summer's scene excellently captured by the camera; cows and calves in the High Street on their way to the cattle pens. The drovers are (l. to r.) Lasse Liwendahl, a popular visitor from Sweden, who helped in various capacities during the summer; Stirling Melhuish, farm assistant; and John Ogilvie, Farm Bailiff.



Photo: Derek Sach

(Above) Mr. Albert Fisher of Ilfracombe, and Mr. Peter Edwards of Lundy are well known to regular visitors, as they ferry passengers from the *Balmoral*. Albert travels from Ilfracombe on each trip in order to take over command of one of the launches, and was photographed with Peter whilst waiting for the next boatload of holidaymakers returning to the steamer.

(Left) On October 12th the marriage took place at Ilfracombe of Miss Jilly Dyke, only daughter of Mr. and Mrs. John Dyke; and Mr. Reg Lo-Vel of Ilfracombe. Both bride and bridegroom have lived and worked on Lundy. The photograph, taken during the signing of the register, also shows the Rev. Prebendary Arthur Chandler, Vicar of Holy Trinity Church, who officiated, and the Rev. Donald Peyton Jones, Vicar of Appledore and Priest in charge of Lundy, who assisted at the ceremony. Rev. Chandler has been a regular subscriber to the I.L.N. since the first issue.



(Left) Without the aid of four cheerful volunteers it would have been impossible to get out subscribers' copies of issue No. 13 by return of post in September last. All were students from Atlantic College, St. Donats, S. Wales: l. to r.: Kuo Pei Lee (Singapore), Penny Aitken (Jamaica), Ruth Edwards (England), and Anne Schulze Rabbecke (W. Germany).

(Extreme left) In many of our issues we have been privileged to include the excellent photography of Mr. Derek Sach of Newport, Gwent., and we are now happy to return the compliment by publishing a photograph of Mr. Sach inspecting the Keep of Marisco Castle. Visitors to the Island Exhibition held in the Church will remember Derek's fine array of Lundy photographs, which have been much admired during the season.

(Below left) Mr. Jim Webster rings "Time" for the last time—in spite of interference by Mr. Peter Edwards! This concluded a farewell gathering in the Tavern prior to his leaving to take up the Stewardship of the North Devon Yacht Club, Instow.

(Right) Jim inspects new binoculars—a gift from island friends—watched by Mr. Chris Way, Mr. and Mrs. John Dyke, Mrs. Penny Ogilvie, Mrs. Chrys Davey, Mr. "Dave" Davey, Mrs. Gwenda Morrow, and Mr. Nick Morrow.

John Dyke



George Wheeler



John Dyke

(Above) Conversation piece in the Tea Garden. Enjoying a few moments' relaxation, (l. to r.) Miss Eileen Heaven, great-niece of the Rev. Hudson Grossett Heaven, one-time owner of Lundy and founder of the Church; Miss Edna Spratley, Staff Cook; Mr. F. W. Gade; Miss Marsh (Anastasia, to her Lundy friends); and Mrs. Chrys Davey, manageress of the Tea Garden.

John Dyke

LUNDY LOG

NOVEMBER 1974 — FEBRUARY 1974

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.

NOVEMBER

1st: Dull and overcast. **Polar Bear** commenced discharging her cargo at 0800 hrs., in calm conditions, leaving at about 1800 hrs. Light S. airs. Quiet night. Daily Mail reporter and cameraman visited the island today.

2nd: A typical hazy November morning—grey, overcast—damp atmosphere—calm. Brightening mid-morning and becoming sunny. Wind S. 2–3. Three Atlantic College inflatable dinghys active in the Bay at 1700 hrs. Later wind S.S.E. 3–4.

3rd: Fine, sunny early morning, becoming hazy. Wind S.E. 3–4. **Polar Bear** arrived at 1330 hrs., conditions unfavourable for discharging cargo, but passengers landed, including former island staff Herr Friedl Hausberger, Hans Hausberger and wife (formerly Miss Alison Muskett) for the day, and Miss Denise Ogden to stay. Mr. Tom Dulake was also a day visitor. Considerable surf on the beach, and Atlantic College obliged by landing perishable stores on the Cove beach to await transfer. Mr. and Mrs. John Stockwell and Miss Janie Wilson left for shore leave. T.H. helicopter relief, South light, at 1700 hrs. **Polar Bear** sailed at 1930 hrs.

4th: Rain during the night. Fine, sunny morning, becoming cloudier and greyer. S. wind increasing. Atlantic College students left during the morning. Church Service at 1130 hrs.(8). Rain accompanied by thunder and lightning at 1700 hrs., re-occurring during the night. Wind N. to gale 8.

5th: Bright—sunny intervals—swift moving clouds. 70-001 anchored at 1130 hrs. Wind N. 5–6, gradually decreasing and becoming N.W. 4–5, increasing after darkness 6–7. Noticeably colder; fine, starlit night—visibility exceptional in the moonlight. Firework displays noted along the English and Welsh coasts. Electric wiring of Signal Cottages completed by Mr. Arthur Brown.

6th: Strong N.W. winds during the night. **Lincoln Ellsworth** at anchor in the Roadstead at first light. Wind abated as day proceeded. Clear, starlit night—warmer. Work commenced on covering over the top of Castle Hill reservoir.

7th: Cloudy and dull all morning—good visibility. **Lincoln Ellsworth** and 70-001 sailed during the morning unobserved. Light airs developing into S.W. winds 4–5 in the afternoon, gusting to 6, sunny.

8th: Wind S.W. during darkness, backing S.E. for a while. **Polar Bear** arrived at 0730 hrs., with Mr. Peter Edwards & Mr. Bob Jory returning from shore leave. Also on board 2 climbers to stay at the Old Light. Grey but pleasant morning—mild. **Polar Bear** departed at 1250 hrs., with Mr. and Mrs. John Ogilvie and family, Mrs. Ina Hinshelwood, Miss Denise Ogden, and Mr. Ivor Hopkins. Wind remaining in S.S.W. quarter all day, increasing to gale 8 during night.

9th: Grey and overcast all day—slight lull in S.W. gale, but renewed at 0900 hrs. **Whitethorn** oil survey vessel, anchored after darkness. S.W. gale with rain continued during the night.

10th: Strong winds persisting—heavy squally showers. **Swansea** arrived at 0800 hrs., for sea trials, departing again unobserved. Z.571, **Zephyr**, Belgian trawler, anchored at 0910 hrs., sailing 1515 hrs. **Rosemary D.**, and **Whitethorn** also sheltering. Installation of oil-fired heating commenced at Signal No. 3, necessitating the removal of the old black-leaded range. Wind veered N.W.—sunny at 1300 hrs. A beautiful night—full moon.

11th: Remembrance Sunday. A bright, sunny day—handsome cloud shapes casting purple shadows on a sea festooned with white billows. **Quisecence** and 70-001 joined yesterday's two remaining vessels, but all, with the exception of 70-001 resumed by 1630 hrs. Church Service 1100 hrs.(13).

12th: Overcast—strong S.W. winds to gale 8 occasional showers. Trawler, **Cinderella**, anchored at 1330 hrs. **Adriatic** anchored at 1735 hrs., and **Mamry** (Polish) anchored in the late evening. A wild and stormy night up to force 9 S.W.

13th: Strong winds W.S.W., abated a little—occasional sunshine in the early morning. **Polar Bear** sailing cancelled. Trawler, **Venus** (1130 hrs.) and **Kamina** (1145 hrs.) anchored in the Bay. 70-001 left for Clovelly Roads at 1245 hrs. Clouding over in the afternoon. Wind moderating 4–5 W.

14th: Dull and overcast. All vessels resumed by early morning—storm having abated. **Polar Bear** arrived at 1130 hrs., having encountered a heavy swell, with bows frequently awash. Mr. Mick Rogers on board. Thick drizzle for a time during the afternoon. **Polar Bear** departed at 1630 hrs., in a westerly gale, which abated during the night. Mr. Bob Jory commenced planting oak and sycamore and five fallows from cuttings in St. John's valley. Tavern inner entrance altered by Messrs. Arthur Brown and Chris Kennedy, so that admittance is on the right where the old Stores door and post box was formerly sited.

15th: Dull and overcast. Wind W. 3–4, later N.W. **Harting** (London) and **Craiova** (Constanta) at anchor, the former sailing at 1800 hrs. Slight drizzle in the evening.

16th: **Craiova** sailed early morning unobserved. Grey morning with occasional patches of sunlight. Belgian trawler, 0224, anchored at 0905 hrs. Wind N.N.W. 4–5. Bright and sunny by mid-day. **Polar Bear** anchored at 1315 hrs. Mrs. Mary Edwards returned from shore leave, also Mr. and Mrs. John Ogilvie and family, Mr. and Mrs. John Stockwell, Miss Janie Wilson, and Mr. Ivor Hopkins. Mrs. Ruth Harman Jones, and Mr. Reeve and colleague (on a filming and photographic expedition) arrived to stay. **Polar Bear** departed at 1835 hrs., with 2 climbers (Old Light). Trawler, 0224, sailed. N.W. wind abated.

17th: Fine and sunny all day—wind S.S.E. 2–3. Work continued on Old Tea Room site clearance. Orange Georgetted Flycatcher observed by Messrs. Nick Dymond and Mick Rogers in the old threshing barn. Wind S.S.E., veering E. for a time during early morning of Nov. 18th.

18th: Grey morning with strong S. wind 5–6 becoming S.W. during the day—abating. Church Service at 1130 hrs.(7).

19th: Wind S.W. Grey and overcast at first. Mild, then brightening and becoming beautifully sunny. Wind N.W. 3–4. Mr. Robbie Robinson commenced plumbing from the 'Hamco' installed in Mrs. Edwards' house at Signals. Wind moved to an E. quarter 3–4, later in the day.

20th: A superb day—commencing with a rosy dawn. **Polar Bear** arrived in the small hours. Mrs. Ina Hinshelwood returned from leave—Mrs. Hunt (Ilfracombe) and Rev. Peyton Jones were also passengers. **Polar Bear** departed at 1145 hrs., with Mrs. Ruth Harman Jones, Mr. and Mrs. Grainger, Mrs. J. Dyke, Mr. Reeve and colleague (staying at Old Light), also 2 ponies, "Goldcrest" and "Golden Oriole". Windless by mid-day. Island bathed in warm sunshine. Mr. Mick Rogers injured his ribs when falling off the Shearn.

21st: Grey dawn—becoming bright and sunny by 0730 hrs., and developing into a pleasant day. Cooler than of late—wind S.S.E. 3–4. Communion at 0800 hrs.(8). The christening of Marc Leo Brown, infant son of Mr. and Mrs. Arthur Brown, took place at 1500 hrs. The baptism was performed by the Rev. Donald Peyton Jones. Mr. F. W. Gade, Mrs. Eileen Hunt, and Mr. Syd Allen were godparents. Mr. James Webster played the organ and the font was adorned by flowers grown and arranged by Mrs. Jean Stockwell. All residents at the time (36) attended. A reception and buffet followed in the Tavern. A tranquil evening and night. Forecast E. gale 8 failed to materialise.

22nd: Continuing fine and sunny after a dull start. A gentle S. breeze. **Donjeano** arrived at 0750 hrs., and proceeded to the Montagu salvage grounds. A quiet evening.

23rd: S. Light siren commenced in the early hours, ceasing and then resuming before dawn, and continuing until 2010 hrs. Persistent fog banks. Drizzle, very mild. S. wind developed in late afternoon, becoming S.W. and increasing in the late evening. **Polar Bear** arrived at 0800 hrs., Mrs. J. Dyke the only passenger. **Polar Bear** left at 1230 hrs., with Mrs. Hunt, Miss Angela Harris, Miss Jilly Dyke, Mr. Nick Dymond, and Mr. Mick Rogers (with a suspected hairline fracture of the ribs). **Cleave Progress** arrived at 2230 hrs.

24th: Bright, pleasant morning. Wind S.W., veering W. and becoming S.W. 6–7. Mrs. Shirley Glover came ashore from the **Cleave Progress**, which sailed at 1400 hrs., with an increasing sea and wind approaching gale force. A superb crimson sunset and turquoise sky. 70-002, **Grace Paterson Ritchie** (Kirkwall), deputising for 70-001, anchored at about 1800 hrs., later joined by the **Lincoln Ellsworth**—both remaining overnight.

25th: A bright day, with occasional periods of sunshine. 70-002 and **Lincoln Ellsworth** departed during the afternoon unobserved. Wind became N., and increasing 4–5 at 1600 hrs. Clear sky and good coastal visibility after darkness. N. wind 6–7 at 2300 hrs. Slight rain.

26th: Cold N. winds 4–5. Sharply defined coastline. Occasional sunshine. **Wimpey Sealion** arrived from Appledore Shipyards at 0830 hrs. for further sea trials, and departed at 1430 hrs. Short, sharp hailstorm at 1000 hrs. A sudden sleety squall struck the S. End at 1510 hrs., followed by a brilliant rainbow effect. Dry in the evening. N. wind persisting.

27th: A steely grey sky. Cold wind N. 3–4. Occasional sunshine—choppy, billowy sea.

Polar Bear sailing postponed. Strong W. wind during the evening with heavy rain. **Lorraine D** (Newport) arrived at 1830 hrs. 70-002 anchored unobserved.

28th: Grey sky. Wind S.W. 2-3. Bay calm. **Polar Bear** arrived at 1100 hrs. Mr. and Mrs. Grainger and Miss Angela Harris on board. Wind veered W., increasing to gale 8. Torrential rain for most of day. **Polar Bear** left at 1500 hrs. Work on the building store site foundations at the rear of the hotel abandoned for the day, owing to weather conditions. **Lorraine D.** sailed unobserved. 3 vessels at anchor at 2300 hrs. Wind veered N.N.W.

29th: Bright sunny, after stormy night. 70-002, **Lincoln Ellsworth**, and **Ank Winsemius** at anchor. N. wind abated, but Bay remaining inhospitable for sheltering craft—much improved by mid-day. T.H.V. **Strathclyde II** arrived in the Bay, anchoring briefly at 1230 hrs. Clouding over at 1330 hrs., light W. airs. 70-002 departed for Clovelly Roads at 1415 hrs. **Ank Winsemius** sailed at 1700 hrs., on a W. course. Virtually calm later in the day. Tibbetts surveyed for kitchen improvements by Mr. Keith Blaxhall.

30th: Dull and overcast—calm—light rain. **Lincoln Ellsworth** departed at 0815 hrs., on a E. course. **Polar Bear** arrived at 1230 hrs. Misty—thickening in the afternoon. N. wind becoming N.E. to E. 4-5. Good visibility. Sheep tugging ceased today.

DECEMBER

1st: Very cold night—E. gale—continuous sleet from 0430 hrs., until dawn. Temperature rose with sunshine, but still cold. Mainland covered in snow. Large breakers in the Bay. T.H. helicopter relief N. and S. Lights. A fine, clear night—wind E., but abated.

2nd: Clear and fine. Wind moderated S.E. 2-3. Freezing during night and early morning. Church Service at 1130 hrs. (9). Remainder of day calm and mild. Quiet, moonlit night.

3rd: Very dull at first, becoming brighter. Wind N.W. 3-4. Chimneys at Mr. Grainger's residence converted for solid fuel burning. Continuing mild. 70-002 anchored after darkness, remaining overnight.

4th: Dull, N. W. wind. Belgian trawlers, **Surveyor**, and **Wielamena** towing **Nautilus**, arrived at 1015 hrs., and anchored. **Eminence** anchored at 1330 hrs. 70-002 departed unobserved. **Gannet** arrived at 1500 hrs., sailing again at 1725 hrs. All trawlers resumed by 1700 hrs., after fresh fish had been kindly supplied to islanders. Mr. Mick Rogers returned, having recovered from his rib injury. A quiet, dry night.

5th: Fine, dry morning—light cloud. Collier, **Crescence**, arrived during darkness to join her sister ship, both sailing by 1400 hrs. Calm, mild day. Signal cottages illuminated by electric lighting for the first time, to the great benefit of the occupants. Cattle treated for liverfluke.

6th: A very beautiful dawn—salmon-pink clouds against a azure ground eastwards over the Devon coast. Building staff moved to Pig's Paradise, but continuing to use Barton Cottages for cooking breakfasts, and storing equipment. Rain after darkness.

7th: Wind S.S.W. 6-7. Grey, becoming sunny for a short period—wind approaching gale force. **Surveyor** at anchor. **Frisco**, cargo vessel in ballast, anchored at 1105 hrs. **Polar Bear** sailing cancelled. **Juhel** anchored at 1350 hrs. Blowing a full gale; forecast westerly 7-9, veering N.W. T.H.V. **Winston Churchill** anchored at 1445 hrs. Heavy rain during evening, easing off at about 2130 hrs. Six vessels visible sheltering, including the lifeboat.

8th: A stormy night, Wind veered N. All sheltering vessels forced to leave anchorage. 70-002 last to leave at 0830 hrs., re-anchoring in the Rattles. A fine, bright morning. No **Polar Bear** sailing. Ostend trawler perceived passing along the E. Side and drifting S., with apparent engine trouble. Wind abated in the evening—brilliant moonlight. 70-002 returned to anchorage in the Bay.

9th: Light S.E. airs—beautifully bright and

sunny. T.H.V. **Winston Churchill** anchored at 0800 hrs. Sea calmer on the E. Side. Icing on puddles in the early morning. S. Light hoist out of action. **Polar Bear** arrived at 2000 hrs., with Mr. Nick Dymond on board. 70-002 sailed unobserved.

10th: Wind S.S.W. 6-7. **Venus**, **Zepaard**, and **Atlas** at anchor. **Polar Bear** busy unloading a full cargo, including 15 tons of steel girders for the new building store at the rear of the old hotel, and dressed granite sills and lintels for the old barn and round-house. S.W. wind veering W. to gale 8 after darkness. **Polar Bear** left at 1615 hrs., with Mrs. Mary Edwards and Miss Edna Spratley on board. All vessels resumed by evening. Heavy rain during the night.

11th: A fine, sunny morning. W. wind abated. **Polar Bear** arrived at 1000 hrs., with 2 men to erect the steel girders on the new building store site. 2 members of Devon County Police arrived for the day. Wind W., occasional rain showers. **Polar Bear** departed at 1515 hrs., with Messrs. Mick Rogers and Nick Dymond on board.

12th: Wind W., a bright but cloudy morning. Work commenced on connecting hot water system at Signal Cottages. Strong S.W. 5-6 developed during afternoon, accompanied by squally showers; veering W. gale 8. Milford Haven trawler, **Bryher**, arrived in the Bay at 1500 hrs. Vessels sought shelter after darkness.

13th: W. winds to gale 8. Dark, menacing clouds surrounding the island—only slight showers. 6 vessels at anchor at daybreak—one cargo vessel departing on a W. course before identification—**Johanca**, **Mariann**; Belgian trawlers **Normauwl** and **Sonny Boy**; British trawler **Bryher** joined by **Willing Boys** (both departing at 1420 hrs.). **Mariner** arrived at 1510 hrs. Strong winds persisted throughout the day, becoming N.W.

14th: All vessels resumed, with exception of **Mariann** and 70-002, leaving later in the day. **Polar Bear** arrived at 1300 hrs. Wind N.W. 4-5 becoming a full gale. Arriving today: Mrs. Mary Edwards, Mr. Jimmy Hinshelwood, and day passengers, Mrs. Mary Squire and Mr. Tony Wilby and son. Gale continued to rage, giving the **Polar Bear** an uncomfortable anchorage. Capt. Payne kept the vessel in the Bay overnight, riding out the storm, it being impossible to take on board the day visitors. A dry night with a magnificent moon.

15th: Wind subsided considerably, having veered round to the S.W. **Polar Bear** departed at 0730 hrs., with Mr. and Mrs. Davey, Mr. Nick Morrow, and Mr. Chris Kennedy, in addition to yesterday's stranded visitors. S.W. wind increased during the morning. Relaying of water pipes between reservoir, Signals and Hammers, undertaken today.

16th: Grey, overcast morning—heavy rain at 0900 hrs. **Similarity** anchored at 0915 hrs., departing unobserved. T.H.V. **Winston Churchill** arrived to land stores at S. Light. Church Service at 1130 hrs. (8). The day remained fine but cold. Superbly colourful sunset with exceptional visibility after darkness, when 4 vessels were at anchor, including 70-002—the latter sailing unobserved.

17th: Bright, sunny morning—all vessels having resumed. T.H.V. **Winston Churchill** left at 0815 hrs., on a N. course. Water puddles frozen during night—cold N.W. wind 3-4 during the day

18th: Bright and sunny again, with S.S.W. wind 3-4. Belgian trawler, **Christopher**, at anchor, supplying islanders with welcome fresh fish. **Polar Bear** arrived at 1530 hrs., with Christmas fare, including 3 Christmas trees. Cargo also included much needed paraffin. Mrs. Diana Keast, and Mr. Theo Rowe came to stay. **Polar Bear** left at 2000 hrs., with Mr. Ian Grainger, Mrs. Mary Edwards, Mr. and Mrs. Arthur Brown (leaving permanently), Mr. Robbie Robinson, Mr. and Mrs. John Hinshelwood, Mr. Jimmy Hinshelwood, Mr. Stirling Melhuish, and Miss Janet Sutton (leaving permanently), also the 2 steel erectors from Exeter. Wind became S.E. in the late evening—rain.

19th: Wet, miserable day—continuous rain until late evening, but resuming again during night.

Bean Goose observed in the Lighthouse Field by Mr. John Ogilvie.

20th: Heavy rain ceasing at 0830 hrs. Calm—clouds dispersed during morning, becoming sunny, but clouding over in the afternoon. Continuing calm—rain during the night, following a dry period

21st: Superb mild morning—calm and sunny, like a summer's day. Clouding over at 1300 hrs. Light N.W. wind. Mist patches mid-afternoon. Heavy rain during evening; afterwards good visibility.

22nd: **Polar Bear** arrived at 0750 hrs., after a reasonable crossing, with Mrs. Polson, Mr. Ian Grainger, Jonathan, Alison, and Tom Grainger, Miss Jilly Dyke, and Mr. Reg Lo-Vel. **Polar Bear** departed at noon with Miss Angela Harris, Mr. Bob Jory, Mr. Peter Edwards and cat, "Smugger". The morning was notable for spectacular offshore rain storms pouring out of dark clouds giving a smudged effect to the sky and horizon. The new meter-mark system for postal franking arrived today. Two Belgian trawlers sought shelter from the S.W. gale in the afternoon. Wind abated after darkness—4 vessels at anchor. Newly installed electric lighting at Signal Cottages failed at 2230 hrs.

23rd: A bright, sunny day. Wind S., later becoming S.E. **Eminence** at anchor in the morning—all vessels resuming by 1330 hrs., the sea having calmed. Church Service at 1130 hrs. (9) taken by Mrs. J. Dyke; Mr. Grainger being indisposed. Dry, starlit night.

24th: A pleasant day. Wind SSE. Bay fairly rough during the earlier part of the day. Ladies formed a foraging party to gather decorative material for the Church and Tavern. Carol Service at 1645 hrs., with 17 present, including Mrs. Diana Keast. Lessons read by Mrs. C. Blaxhall, Miss Alison Grainger, Mr. Theo Rowe and Mrs. J. Dyke. Afterwards the congregation assembled outside Mr. Gade's house and sang Christmas carols. Expressing his delight, Mr. Gade said it was the first time such an occasion had taken place since Mr. and Mrs. Stanley Smith sang carols outside Millcombe House in 1956.

CHRISTMAS DAY: A simply glorious day throughout—mild and calm, with continuous sunshine. Editor picked edible mushrooms, and observed sea-pinks still in bloom. It was positively warm at Benjamin's Chair at 1130 hrs. Mr. Gade exchanged the customary seasonal greetings with Hartland Coastguards and friends over the R.T. at 0900 hrs. Church Service at 1130 hrs. (13). A very enjoyable get-together and cold buffet was organised by Mr. and Mrs. John Stockwell in the Tavern at 1300 hrs., with additional dishes provided by the island ladies. Mr. James Webster dispensed the wine—a gift from absent islanders. Present were: Mr. and Mrs. K. Blaxhall, Mr. and Mrs. J. Dyke, Miss Jilly Dyke, Mr. F. W. Gade, Mr. and Mrs. Ian Grainger, Jonathan, Alison and Tom Grainger, Mrs. Diana Keast, Mr. and Mrs. John Ogilvie and daughters, Kate and Liz., Mrs. Polson, Mr. and Mrs. John Stockwell, Mr. James Webster, Mr. Reg Lo-Vel and one member of the Trinity House staff, North Light. Weather continuing mild and calm, with a fine night.

BOXING DAY: Grey and overcast—continuing mild with SE airs. **Cleave Progress** arrived at 1145 hrs., with Mr. and Mrs. Roy Glover aboard, and Mr. John Baker. Another gathering in the Tavern at 1230 hrs., with guests from the **Cleave Progress** joining in the buffet. The intrepid mariners departed from the Bay at 1430 hrs. Visibility deteriorating on the island. Wind W. 2-3 S. Light siren commenced at 1830 hrs., for an hour, resuming at 2330 hrs. N. Light siren also audible.

27th: Fog siren ceased at 0115 hrs. Grey, overcast day, with occasional fog patches on island. A final gathering in the Tavern at 1230 hrs., to consume the left-overs of the festive board. Wind W. to NW. 4-5.

28th: Dull and overcast at first—calm sea. Helicopter relief at 0930 hrs., S. Light. Sun emerged just as the **Cleave Progress** arrived at

NEW YEAR'S EVE PARTY 1973



1100 hrs. **Polar Bear** anchored at 1120 hrs., with Rev. Donald Peyton Jones and French guest, also Miss Edna Spratley, Miss Angela Harris, Mr. Bob Jory, Mr. Stirling Melhuish and Mr. Peter Edwards and "Smugger" (all returning from leave), and a Min. of Agriculture Vet for the day. **Cleave Progress** departed at 1530 hrs., and **Polar Bear** at 1600 hrs., with Miss Jilly Dyke and Mr. Reg Lo-Vel on board. The coble (island boat) taken on board to Ilfracombe for the renewal of runners on the hull bottom. Wind freshened SW. 4-5 in late evening—slight drizzle. T.H.V. Winston Churchill arrived and anchored in the Roads during the evening.

29th: Overcast morning. Supplies for the S. Light being conveyed from the T.H.V. Winston Churchill, which proceeded to the N.End at 0930 hrs., and re-anchored in the Bay in the afternoon. SW. wind steadily increasing 6-8 during afternoon. Heavy rain after midnight.

30th: Clear skies and bright sunshine—remaining fine all day. Cold NNE. wind in the early morning. Family Service and Communion at 1100 hrs. (12) conducted by Rev. Peyton Jones. Fire lit successfully in vestry fireplace—the first time for many years.

31st: A superb day, sunny throughout, virtually calm. Long banks of coral-pink tipped cumulus clouds off the Devon coast resembling snow-capped mountain range. T.H.V. Winston Churchill departed from the Roadstead at 0800 hrs New Year's Eve Fancy Dress party in the Tavern at 2100 hrs—many astonishingly inventive costumes.

JANUARY 1974

NEW YEAR'S DAY: An impressive sunrise. Gradual deterioration, with advancing ominously dark clouds and a steadily increasing SSE. wind. **Polar Bear** arrived at 1245 hrs. (after a turbulent crossing) with the island coble (repaired) on board, also a contingent of passengers—friends and relatives of the crew, and members

of Brookdale Church, Ilfracombe (for the day). Church Service at 1700 hrs.(30). **Polar Bear** departed at 1820 hrs., with Rev. Peyton Jones and guest. Strong S. winds at dusk.

2nd: Bright and sunny at first, thereafter dull and overcast. Cold wind S. to SE. 4-6.

3rd: Dull and overcast in early morning. Wind SSE. Turbulent race off Mouse Island. Rain, clearing towards the afternoon. Fine, starlit night with moon.

4th: SSE. wind continued throughout the night. **Polar Bear** anchored at 0300 hrs., with Mr. and Mrs. Morrow, Mr. and Mrs. Davey, Mr. Robbie Robinson and Mr. Chris Kennedy. **Polar Bear** departed at 1030 hrs., in ever increasing winds up to force 9 from a S. quarter. Intermittent rain—winds reached storm 10 after darkness, accompanied by heavy showers.

5th: Dull, overcast and mild after a very stormy night—wind gradually moderating. Broken branches scattered along the Millcombe Road; torrents of water flowing from the waterfall down the Beach Road to the cliff edge past Windy Corner. The road from the crossroads to Signal Cottages a morass of mud and water. Mr. John Stockwell reported meeting seven rampaging deer in Millcombe Valley. Heavy showers after darkness.

6th: A bright and occasionally sunny day. Wind moderated SW. 4-5. A wild sea off Rat and Mouse Islands. Long white rollers pounding the cliffs. Cooler. Church Service at 1130 hrs. (15). T.H.V. Winston Churchill arrived at 1640 hrs., departing unobserved. Several islanders reported seeing the comet 'Kehoutex' at 1815 hrs., low on the W. horizon. Mr. Peter Edwards reported a rockfall of some 40 tons, which further breached the disused path above the Divers' hut. A band of cement coping blown down from the S.E. facing wall of No. 3 Signal Cottages, narrowly missing a ground floor window.

7th: A very stormy day up to force 10 S.W. 13 vessels sheltering in the Roadstead at 1430 hrs., including coasters, **Orion II** and **Hasewint**; 11 trawlers including **Surveyor**, **Mariner**, **Atlas**, and **Christopher**. A late arrival, a small orange-hulled trawler, broke down or lost power in the S.E. race, receiving a severe buffeting until she could make headway 40 minutes later. A long, barge-like vessel, **Klimping** (1877 tons) anchored at 1630 hrs. Beautiful moonlit night. Wind much abated. An enchanting silvery sea with 15 illuminated vessels at anchor.

8th: All vessels resumed during the night except **Twebro**, having anchored unobserved. After a quiet night, the S.E. wind steadily increased to gale 8 providing a very uncomfortable anchorage and suddenly becoming S.W. at 1230 hrs., increasing in ferocity to storm 10 with heavy showers. The tops of breakers on the E. side were now subjected to an oncoming fury and were whipped up into a fine, swirling spray-like spirits in agony, as the heavy sea flattened out into short, choppy troughs. Mild. No **Polar Bear** sailing. **Lincoln Ellsworth** anchored at 1635 hrs. Another fine night. Wind speed of 100 miles an hour recorded by Ilfracombe Coastguards. Some storm damage inflicted on island property—glazing blown out of Old Light lantern, U.H.F. aerial blown down, slates removed from the N.W. end of the Church nave, and retaining wall on the west side of the Tillage Field collapsed, necessitating the removal of rams, which were the occupants.

9th: A fine morning—extensive high cloud. Wind W.S.W. 2-3, reduced to light airs at noon—tide and becoming pleasantly sunny—mild. 70-001 anchored off Millers Cake in addition to **Lincoln Ellsworth** (the latter sailed at 1330 hrs.) **Twebro** having sailed unobserved. **Polar Bear** arrived at 0930 hrs., with Mr. and Mrs. John Hinshelwood, Messrs. Nick Dymond, Mick Rogers and Ivor Hopkins (all returning from leave), and Miss Janet Sutton for the day. **Polar**

Bear sailed at 1445 hrs., with additional passengers: Mrs. Joan Dyke, Mrs. Diana Keast, Mr. Jim Webster, and Miss Alison and Master Tom Grainger. Sea much abated after recent storms. Heavy rain at 1635 hrs. Moderate S.W. wind. Fine and brilliantly moonlit night.

10th: Wet, dull, S. gale 8 gusting to 9. Tremendous seas off the S.E. end of the island. Heavy mist descended and S. Light fog siren commenced at 1035 hrs., ceasing at 1220 hrs. Strong S. winds persisting; clouds dispersed, giving way to sunshine in afternoon. Heavy thunderstorms with vivid lightning, and S.S.W. winds storm 10 struck the island at 2225 hrs., lasting about 25 minutes. Old Light lantern struck by lightning.

11th: Another particularly ferocious storm hit the island at about 0345 hrs., accompanied by hail and heavy rain. Winds up to 11–12. No sailing of **Polar Bear**. S.W. gale 8, gusting to 9 at dawn. Windows covered with salt spray. Bright, sunny morning—mild. Enormous breakers on Stanley Bank. **Esso Dover** at anchor in Roadstead, departing at 1415 hrs. **Pandora** anchored at 1100 hrs. **Durward**, Bulk liquid gas carrier (Singapore) anchored at 1115 hrs., and **Groveport** at 1155 hrs. Sunny afternoon, winds decreasing. **Pandora** sailed after darkness, by which time all other vessels had resumed. Weather pattern repeated itself, with a S.S.E. wind steadily working itself up into a fury.

12th: Further violent storms from S.S.E. up to force 11—the worst occurring at 0500 hrs. One vessel, **Warstade** in ballast, at anchor 1045 hrs. S. gale 8—heavy squall at 1055 hrs. Off-shore rocks at back of Rat Island pounded by enormous seas and frequently obscured by towering breakers. Gale demolished the field gate separating Aclands Moor from South West Field. Weather moderated. **Kamina** anchored at noon. Dull and overcast in the afternoon—S.W. 2–3, increasing after darkness.

13th: Stormy, with heavy showers including hail. **Warstade**, **Blackthorn** (with a deck cargo of motor cars), **Birling** (1771 tons), and **Kamina** at anchor (the latter sailing at 1705 hrs.). **Crescence** anchored at 1100 hrs. Church Service at 1130 hrs. (11). Strong winds persisting, but becoming sunnier. **Busko Zdroj** (Gdynia), Polish cargo vessel of 1974 tons, anchored at 1550 hrs. **Crescence** sailed on the evening tide.

14th: Dull and overcast all day. Wind W.S.W. 6–8. Damp, with thick drizzle. Six cargo vessels and two trawlers at anchor at noon, the latter sailing at 1400 hrs. **Xileno** (Bilbao—Spain), anchored unobserved, sailing during darkness. Strong winds and mist prevailed throughout the day-mild.

15th: S. Light siren in action during night. Dull, damp morning. Strong S.W. winds 6–8, abating by 0900 hrs. Visibility improved, rain ceased—brighter. **Busko Zdroj** sailed at 0845 hrs., and other vessels resumed, excepting **Warstade** (1,543 tons), and **Blackthorn**. **Ballydoran** (Belfast), 1,092 tons arrived unobserved and sailed at 1400 hrs. Torrential rain and gale force winds from S.W., at 1210 hrs., gradually abating and becoming S. 2–3 at 2300 hrs. All vessels resumed excepting one trawler. Telephone wires broken in several places on the island.

16th: Very strong S.W. winds up to force 9 persisting. Proposed overnight sailing of **Polar Bear** cancelled. One merchant vessel and one trawler sheltering. **Coudekercke** anchored at 0745 hrs. Heavy squalls, becoming brighter at 0830 hrs., with occasional sunshine. Winds increasing—violent storm struck the island during late morning—wind estimated to be gusting to hurricane force 12, blowing away pipe connection between water tank and Signal Cottages. External walls of S.E. corner of cottages also damaged. White door separating Tavern from Marisco Cottage blown down. 9 vessels at anchor by mid-day: trawlers **LT371 Bryher**, **Mariner**, **Rubens**, **Venus**, **Christopher**, **Atlas**, **Kamina**, **Surveyor**, and **Coudekercke**. Mr. Gade stated that today's storm was among the fiercest he had experienced in 47 years. Shipping forecast at 1355 hrs., gave Lundy storm veering N.W. force 11. This occurred at 1420 hrs., accompanied by torrential rain. Hartland Coastguards asked Lundy to

look out for a Dutch coaster, **Abenir**, at 1600 hrs. 'Mayday' message via Ilfracombe radio reported the French trawler, **Keriolet** (Loiret) badly damaged and hoping to make for Milford Haven, but later sought shelter in Lundy Roadstead. G.P.O. cable ship, **Iris** (1,449 tons) standing by. The cable ship provided pumps to get 6 feet of water out of the trawler's hold—the result of a stove-in hatch and damaged midships. **Keriolet** continuing to make water—there was a possibility of the crew having to abandon her. Vessels at anchor included container-ship, **Kerry** (Dublin), **Anneke B.**, **Bent Barsoe** (499 tons), **Balsalt** (Hamburg), 1,399 tons, **Warstade**, **Nereus** (Hamburg) 424 tons, **Markab** (500 tons) and **Pergo** (383 tons).

17th: Dull and overcast—wind abated, but increased again S.W. 6–8 by mid-morning. 14 vessels at anchor, including **Iris**, whose pumps had successfully averted the abandonment of the **Keriolet**. At 1450 hrs., **Iris** took the trawler in tow with the intention of taking her to Swansea, but heavy seas necessitated their return to the Roadstead. **Polar Bear**, having arrived earlier in very rough conditions, departed at 2245 hrs., with Mr. Nick Dymond and Mr. Ivor Hopkins (both leaving permanently), Mr. Ian Grainger and son, Tom, and Mr. Peter Edwards. 15 vessels at anchor at 2300 hrs., including 70-001 with **Keriolet** alongside. Wind W.S.W. 6–8. Clear visibility.

18th: 14 vessels at anchor 0800 hrs. **Pergo** and **Nereus** proceeded at 0900 hrs. **Iris** departed at 1000 hrs., together with 70-001, towing **Keriolet** to Ilfracombe for immediate repairs. Chivenor helicopter landed at 1245 hrs., to convey Mr. John Stockwell (with a heart condition) to North Devon Infirmary, Barnstaple. Sea becoming much calmer. All vessels resumed by 1600 hrs. **Crescence** anchored at 1705 hrs. Reference on I.T.V. children's programme "Magpie" to the Lundy pony of the same name. Mr. John Smith (Chairman of the Landmark Trust) interviewed on I.T.V. News programme.

19th: Grey and overcast all day; mild. **Crescence** sailed unobserved. **Lincoln Ellsworth** at anchor, joined by **Booker Tausman** at 1130 hrs. Wind S.W. 4–5.

20th: Dry, but cloudy. Wind S.S.E. 3–4. Church Service(7) conducted by Miss Angela Harris and Mr. Bob Jory. **Booker Tausman** sailed at 1630 hrs., on W. course. Quiet night with good visibility.

21st: Continuing dry. Light wind from S.E. 2–3 increasing after darkness and becoming more E. **Lincoln Ellsworth** sailed at noon. 5 ridge-tiles restored to Stonecroft roof, after recent gales.

22nd: Fine at first and brightening, becoming damp with patches of fog on top of island. Wind S.E. 3–4—mild. Beach conditions poor. **Gannet** sailing cancelled. Wind veered S.W., and increased, with heavy drizzle. Two trawlers at anchor 1400 hrs., **Sally McCabe** and **Deelux**, (both built in 1930) fishing out of Swansea and Milford Haven respectively. Roofing slates from hotel being removed for re-use on the Old Light outhouse, formerly the Lundy Field Society Ringing Room. Future forecast S.W. 6–8.

23rd: Predicted S.W. gale reached Lundy at 1030 hrs., **Georgina Wilson**, **Willing Boys**, and **Bryher** at anchor at first light, in company with yesterday's trawlers—merchant vessel, **Sine Boye**, also sheltering. Heavy, squally showers—becoming colder—much brighter in afternoon. Mr. Ian Grainger and Mrs. Joan Dyke arrived unheralded on the 70-001 from Ilfracombe at 2100 hrs., after a rough voyage and a hazardous landing in the surf and darkness on the beach.

24th: **Sine Boye** sailed unobserved. Wind abated 4–5. Fine, sunny morning—mild. New ferryboat, **Grima** (Lerwick) for use in the Shetlands, arrived for sea trials. Wind W. 2–3 in the afternoon. **Grima** and 70-001 departed unobserved. Rain after darkness, becoming starlit later.

25th: Bright, sunny morning—swift moving clouds. T.H. helicopter relief S. Light at 0800 hrs. **Polar Bear** arrived at 1050 hrs., after a

lumpy crossing, with the two steel erectors to complete the new building store, and 8 R.A.O.C. personnel from the British Army in Germany (on a survival course) camping. **Polar Bear** departed at 1530 hrs., with Mrs. Chrys Davey, Mrs. Jean Stockwell and Miss Edna Spratley on board. Strong W.S.W. wind 4–5; occasional sunshine. S.S.E. gale raged during the night.

26th: Gale continued. Very heavy showers in morning. Wind veered S.W. at noon, abating slightly, and becoming sunny at 1520 hrs., increasing again after darkness, and gusting to gale 8.

27th: Strong S.S.E. winds moderating during the morning, and becoming sunny. Small vessel in the Bay, GV8193, **Regis-Eric**—possibly a French Crabber—sailing again unobserved. Winds gradually increased by nightfall to become very stormy, S. 9–10. Northern facing wall of Coastguard ruins collapsed at about 2000 hrs., considerably reducing the protection for S. end of Signal Cottages close to Mr. and Mrs. Peter Edwards' door. Signal cold water supply ceased.

28th: Another stormy night—S. gusting to force 10. Lundy sheltering: **Hebe II**, **Teutonia** (container vessel), **Ingeborg II**, followed by **Georgina Wilson** (0920 hrs.), **Carnoustie** (1000 hrs.), **Lanrick**, Leith (1055 hrs.). **Regis-Eric** returned at 1115 hrs., and **Rose Diviore** (L.194080) a new French trawler, arrived at 1120 hrs. A fine, sunny morning—wind S.S.W. 6–8. **Esso Fawley** (11,046 tons) anchored at 1525 hrs. Wind abated, becoming S.S.W. 3–4 at nightfall. Occasional heavy showers.

29th: A fine, sunny morning. Wind S.S.W. 4–5, but increasing. All vessels departed by 0910 hrs., during a lull, with the exception of **Esso Fawley** (departing 1100 hrs.), and **Hebe II** (departed early afternoon), **Ingeborg II** reappeared at 1100 hrs., and anchored near Halfway Wall. **Rose Diviore** re-anchored at 1215 hrs. **Polar Bear** arrived at 1220 hrs., after a turbulent crossing, with Miss Cynthia Cousins to stay at Old Light, and day visitors: Mrs. Mary Squire, Mrs. Ross, Mrs. June Bendall, and Miss Pamela Bendall. **Brandon** (Newport, Mon.), 586 tons, anchored at mid-day, departing in heavy seas on a W. course at 1530 hrs. **Polar Bear** sailed at 1710 hrs., with additional passengers, Mrs. Catherine Blaxhall, Mr. Robbie Robinson, and Mr. Chris Kennedy (the latter leaving permanently). Very rough after darkness—engine mounting of coble damaged.

30th: Another night of ferocious gales—moderating 7–8 by daylight. Ashen-grey sky—damp. Signal roof leaking. **Ingeborg II** sailed unobserved. **Rose Diviore** departed at about 1800 hrs. Wind much subdued in the evening. Rain belt cleared—starlit night.

31st: Fine, sunny morning. S.W. wind freshening. **Tyne** cruised down the E. coast at 1050 hrs., on a S.W. course. Wind steadily increased to S. gale 8–9 after darkness

FEBRUARY

1st: Gale continued throughout the night, backing from S.W. to S.E., rain. Chivenor helicopter landed at 1130 hrs., to convey a visitor, Mr. Graham Wetherall, to North Devon Infirmary, Barnstaple. **Polar Bear** anchored at 1430 hrs., with Mrs. Chrys Davey, Mrs. C. Blaxhall and Mr. Robbie Robinson on board. Very rough outward passage. Miss Bridget Wright and Mr. Tom Dulake were day visitors. One coaster at anchor, 1600 hrs. Bright periods—strong S.W. winds blowing with renewed vigour after darkness. **Polar Bear** sailed at 2100 hrs., in heavy seas and a following wind. Miss Edna Spratley, Mr. Bob Jory, Mr. James Webster, and Army personnel were additional passengers. A fierce S. gale after darkness, with rain coming through Signal roof. Gale veered W. at 2315 hrs. Three vessels sheltering.

2nd: Sunny intervals after another stormy night. W. gale. At anchor: **Carnoustie**, and **Owenbawn** (Dublin) 1,438 tons. **Vlenors Malling** (London) 1,596 tons, arrived at 1115 hrs., and **Reginald Kearon** (Arklow, Eire) 464 tons, anchored at 1215 hrs. Wind decreased during the afternoon, becoming virtually calm

at 2000 hrs. Starlit sky—clear visibility. All vessels resumed during darkness.

3rd: Crescence at anchor, sailing at 1130 hrs. Period of calm—placid sea on E. Side. Bright, sunny morning—mild. Church Service at 1130 hrs. (7). A pleasant day—warm in sheltered areas. S. wind developing in the evening.

4th: Wind veered N.W. during the night. Bright, sunny morning, and sunny intervals in the afternoon. Wind W.N.W. in the evening. Mr. Peter Edwards constructing a new wooden floor in the laboratory at the Old Light. One vessel at anchor after darkness.

5th: Vessel departed unidentified before first light. Dull and overcast—light W. airs, increasing. Stretches of Devon coastline bathed in beautiful silvery glow, surrounded by an array of clouds in various shades of pearly grey. **Polar Bear** arrived at 0730 hrs., departing again at 1100 hrs., towing the disabled landing barge, **Shearn**. Wind freshening at mid-day, gusting to S. gale 8. Heavy rain—wind abated in evening, becoming a gentle breeze, with a night sky of fleecy clouds and soft moonlight. 3 vessels at anchor.

6th: Severe NW. gale force 9 sprang up during the early hours. 4 vessels at anchor: **Z418 Atlas**; **Z499, Coudekercke**; **Venus**; cargo vessels **Parnassus II** and **Coral** (Famagusta). **Foxtongate** (Hull) 718 tons, anchored at 0955 hrs., arriving simultaneously with 70-001 towing a disabled Brixham trawler, **BM180, St. Pierre**—followed by **Z405, Kamina**, who had answered her distress call. **Alchemist-Kiel** (Famagusta) anchored. Unobserved. 70-001 left at 1400 hrs., with **St. Pierre** in tow heading for Ilfracombe. 10 vessels at anchor 2300 hrs. Dark, menacing clouds passing over moonlit waters. 70-001 returned unobserved. Much colder. **Parnassus II** sailed unobserved.

7th: Bright sunny morning—cool wind NW. 4-5. All vessels resumed, with the exception of **Coral**, **Coudekercke**, and **Kamina**. 70-001 departed at 1350 hrs. Beautifully sunny, with good visibility—cold NW. wind. All vessels resumed by 1600 hrs. Quiet night—variable 2-3.

8th: Strong SW. wind developed during night, reaching gale force later. Grey and overcast. **Polar Bear** arrived at 1000 hrs., with Miss Edna Spratley, Mr. Bob Jory, Miss Alison Grainger, Mr. Jonathan Grainger, Miss Julie Stamp as passengers, also one Trinity House technician for N. Light. **Polar Bear** sailed at 1400 hrs., with Miss Angela Harris on board. Heavy misty drizzle in afternoon, continuing throughout the evening. 3 vessels at anchor after darkness. New outboard motor fitted to coble.

9th: W. winds to gale 8—torrential rain. Clouds dispersed at noon. Sunshine and improved visibility followed. Trawlers: **Lord Rodney**, **Deelux**, **Willing Boys**, **Georgina Wilson**, and **Bryher**, at anchor 1050 hrs. **Apollo** (1555 hrs.) and **Venus** anchored at 1640 hrs. **Chesterbrook** (London), 1,594 tons, in ballast, anchored at 1710 hrs. Aga cooker dismantled and removed from Old Hotel kitchen to staff kitchen in Pig's Paradise. 12 vessels at anchor 2300 hrs.

10th: Very strong SSW winds continued throughout the night. Heavy and continuous rain clearing at 1100 hrs., becoming sunny. Larks singing. Church Service at 1130 hrs. (9). Rain percolated into the Nave through recently damaged roof. Tremendous amount of water lying in land surfaces—streams bubbling over, and lower garden of Millcombe partially flooded. Flood water caused the collapse of the lefthand side of castellated wall by St. John's lettings entrance gate. Hot water system failed at Signal Cottages. 10 vessels at anchor at midnight.

11th: Dark grey sky at first light after a very stormy night. SE. gale. Rain once more coming through Signal roof. Mountainous seas off S. Coast pounding Rat and adjacent islets during exceptionally high tides. Flying cloums of spray passing completely over Rat Island. Seas gushing through Hell's Gates almost to the level of the Divers Hut. 10 vessels sheltering, including **Bell Voyager** (container ship) leaving at noon. Bright periods in late morning, followed by another rain belt. Wind suddenly veered NW. at 1430 hrs.,

increasing to gale force, persisting throughout darkness.

12th: Wind subsided by dawn but strong winds increased to gale at 1000 hrs. **Emanuel II** and **Marwan** (Lebanese cargo vessel) anchored overnight and resumed by 1600 hrs. Last remaining trawler departed at 0930 hrs. Heavy hailstorm followed by bright sunshine. Very wet around Signals due to defective guttering and lack of adequate drainage. Island like a damp sponge. **Polar Bear** arrived at 1300 hrs., with Mrs. Mary Edwards and Jenny, Mr. James Webster, and 2 Trinity House technicians on board. Cargo of 2 tons of coal not unloaded owing to beach conditions. **Esso Europa** (Hamburg), 126,321 tons, arrived at 1345 hrs., and lay about 2 miles off the E. Side. Rain commenced at 1700 hrs. **Polar Bear** sailed at 1730 hrs. Wind changing to eastwards. An unusually quiet night.

13th: Bright and sunny at first, becoming cloudy. Light SW. airs increasing. Wind veered NW. 4-5. Bright intervals. **Arco Severn**, 2,800 tons, Sand Dredger out of Appledore Shipyards, undergoing sea trials in late morning, departing about 1630 hrs. **Esso Europa** sailed for Milford Haven during the early evening.

14th: Grey and overcast. SE. 5-6 at 1100 hrs., followed by rain. Chivenor helicopter approached the island and cruised along the S. Coast at 1630 hrs., then made for the Bude-Bosccastle area, endeavouring to sight the pilot of a missing Hawker Jet aircraft. Wind S. gale 8 after darkness—rain.

15th: Overcast—R.N. helicopter, continuing search for missing pilot, hovered over Rat Island area at 0830 hrs. WSW gale 8 for most of the day. N. Light keepers reported a considerable rock-fall north of the Old Lookout. Lundy sailing cancelled. Another section of walling collapsed in the Brick Field. A 14" eel with blue eyes observed in Millcombe stream by Mr. Mick Rogers. A quiet night.

16th: Overcast and dull, brightening mid-morning for a while. Wind NW—N 5-6. Some rain. **Polar Bear** arrived at 1700 hrs., with Miss Angela Harris, Mrs. Morrow Junr., son and daughter, and Master Tom Grainger, on board. **Polar Bear** sailed at 2300 hrs. Wind continuing N.

17th: Dull and overcast. Cool, dry N. Wind 4-5. Church Service at 1130 hrs. (18). Starlit night—light airs.

18th: Bright sunny morning at first, becoming cloudy—light airs. Overcast afternoon and evening. SE. 3-4.

19th: **Polar Bear** arrived 0730 hrs., with Mr. and Mrs. John Smith, Mr. Philip Jebb, and Mr. Tom Dulake on board. Fine sunny morning—cloudless sky in afternoon. Temperature cooled by NE wind 4-5. Springlike day assisting in drying out the island. **Polar Bear** sailed at 1300 hrs. Miss Alison Grainger, Mr. Jonathan Grain-

ger, and Miss Julie Stamp were additional passengers. T.H.V. **Strathclyde II** arrived in the Bay at 1410 hrs., having been unsuccessful in landing at N. End; sailing unobserved. Signals electricity supply failed.

20th: Beautifully sunny—mild—virtually calm. Cloud formed late afternoon. Slight drizzle in the evening. Electricity supply restored to Signals.

21st: Continuing mild—dry—becoming misty during mid-morning. **Donjeano** at anchor, leaving again at 1600 hrs.

22nd: Wind variable 3-4. **Polar Bear** arrived at 0915 hrs., with Mr. and Mrs. Melhuish Senr., on board for the day. T.H.V. **Winston Churchill** arrived mid-morning (sailing unobserved), coinciding with helicopter relief S. Light. **Polar Bear** departed at 1500 hrs., with Mrs. John Smith, Mr. Philip Jebb, Mr. Tom Dulake, and Mrs. Mary Edwards and Jenny. Messrs. Bob Jory and Mick Rogers left today permanently. Wind NW. 4-5, continuing sunny and dry—much colder. Miss Edna Spratley cooked the first meal in the new staff quarters at Pig's Paradise today.

23rd: Fine, sunny day, with variable winds becoming N.

24th: Beautifully sunny, Spring-like day—light airs. Church Service at 1130 hrs. (10). T.H.V. **Winston Churchill** at anchor overnight. Motor cruiser, **Amron**, arrived at 1215 hrs., leaving at 1530 hrs.

25th: Pleasant sunny morning. **Polar Bear** arrived at 1030 hrs., with Mr. and Mrs. John Stockwell; and Miss Jilly Dyke (day visitor). Placid sea—calm. Mr. John Smith addressed islanders in the new staff dining-hall at 1400 hrs. **Polar Bear** sailed at 1615 hrs., with Mr. John Smith, Mr. Stirling Melhuish, and Master Tom Grainger on board. 2 calves born today ("Progress's" progeny). E. wind commenced during darkness.

26th: Dull, overcast morning—calm. Work proceeding on Castle Hill reservoir. 1400 hrs., meeting of island ladies to allocate work for coming season. 70-001 anchored in mid-afternoon. Wind ESE. 3-4. Dry.

27th: Grey sky but with blue patches. Wind NE. 3-4. Small fishing vessel, **BA70**, circumnavigated the island, lying off the Knoll Pins, then proceeding towards Bideford Bay at 1030 hrs. 70-001 unanchored at 1055 hrs., the Bay becoming rougher as the NE. wind increased, to continue for the remainder of the day.

28th: Dull and overcast. E. wind 5-6 developing into a full gale by late afternoon. Heavy rain. Polling day—the islanders having despatched their postal votes on February 22nd. Gale blew itself out by late evening. 4 trawlers anchored after darkness.

DEAD BIRDS, LUNDY, 19th AUGUST, 1974.

*Both young, both dead, the merlin and its victim,
Lying together as they were found, like heroes struck out of battle;
The victim a common starling in immature plumage,
Slashed with its common wound, flesh ragged and drying;
Beside it, disarmed, the weapons: jet-gleaming, curved-thorn talons.*

*Sharp from the high blue pride of the morning
The merlin fell, eagerly seizing on life—
Yet somehow seized death, and lies here, neck snapped, head lolling.
Neither is predator, neither is prey any longer.*

*And we of one species endlessly curious, predators without mercy,
Look down on them in the grass, in the sun, and ponder.
Two minor deaths—almost too neatly symbolic.*

LOIS LAMPLUGH.

(It transpired however on identification that the predator proved to be a sparrow hawk).



THIS MADE NEWS



172 YEARS AGO

29th November, 1802: (Western Flying Post, and Sherborne and Yeovil Mercury).

The Island of Lundy, situated in the Bristol Channel, consisting of 2500 acres of land, was sold on the 17th inst., by Messrs. Shurmer and Dyke for 5270L to Sir Harry Vere Hunt, Bt. (Correct acreage is 1,100).

170 YEARS AGO. (Western Flying Post, and Sherborne and Yeovil Mercury) July 2nd, 1804: Ilfracombe. Arrived a most beautiful lugger, *Fanny*, of Fowey, captured in a calm with 400 ankers of spirits on board, off the Isle of Lundy a few days since by the *Nimrod* Cutter, 14 guns, Lieut. O'Neil. She had run 600 tubs on shore at Lundy previous to capture.

76 YEARS AGO.

December 1st, 1898 (North Devon Journal).

Earl of Jersey. Tug wrecked off Lundy—crew landed at Ilfracombe: Whilst the Cardiff tug, *Earl of Jersey* was cruising off Lundy Island on Monday morning, she struck a sunken rock and sank almost immediately. The crew of six just managed to jump into their boat and rowed to the Cardiff tug *Royal Briton*, which was about a mile away.

Captain William Albert said that himself and crew all belonged to Cardiff. They left that place on Saturday night for a cruise down the Bristol Channel on the lookout for up Channel vessels. All went well until about nine o'clock on Monday morning. There was a strong N.E. wind blowing, with a rough sea. The *Earl of Jersey*, of which he was captain, and which belonged to a Cardiff firm, was off Lundy Island when all at once she struck a sunken rock. The water rushed into the fore compartments, and the hands had just time to run on deck and jump into their boat when the tug heeled over and went down, the crew losing all their belongings. Noticing a tug about a mile away (which proved to be the *Royal Briton* of Cardiff) they rowed to her and were taken on board, being subsequently brought on to Ilfracombe where the disaster was reported to the Custom House authorities. The crew being thoroughly done up, were then taken charge of by the Shipwrecked Mariners' Society, and taken to St. James boarding house. They were provided with new clothes, and having partaken of a substantial meal, the men were only too glad to retire to rest.

75 YEARS AGO

January 19th, 1899 (North Devon Journal.)

Great Gale—Wreckage of property in Town and Country—Tremendous Seas—Vessel lost off Lundy.

The British Schooner *Boadicea*—Dungarvan for Plymouth with oats—has foundered near Lundy. Two of the crew were picked up by a French steamer and landed at Havre. There being no news of the other four hands, it is feared they must have perished.

The Disaster off Lundy:

The London and South Western steamer *Alma*, from Havre, arrived at Southampton on Tuesday morning and landed Thomas Slattery, mate, and James Montague, seaman, of the *Boadicea* of Bridgwater. The crew of four had constructed a raft, but two, John Kirby and John Kennedy, both belonging to Dungarvan, were washed off and drowned. The survivors on the raft spent three hours with terrific seas breaking over them, and were picked up by the steamer *Crosshill*, which landed them at Havre on Monday night. Mr. B. A. Farrow, R.N.R., supplied the men with all necessities and sent them to their homes at Dungarvan.

The Mission to Seamen—The terrible gales and fog of the past winter seriously affected the lives of sailors and fishermen, and, naturally, tinge the Report of the last year's work which the Missions for Seamen presented to the Annual Meeting held in St. James' Hall, London, on Wednesday, April 26th, which was presided over by Sir T. Foxwell Buxton, Bart., G.C., M.G., lately Governor of South Australia.

Sixty-seven steam and sailing Mission-vessels and other boats are employed all the year round in the visitation of shipping and fishing vessels, as many as 11,700 Services and Bible readings being held on board with the crews. A new steamer Mission-vessel of 70 tons was added last year for the service of various roadsteads, lightships and islets, including Lundy Island, in the Bristol Channel. Though this exposed work afloat is most needed in stormy weather, but one life has been lost in this hazardous duty during the last forty-three years.

April 11th, 1899 (Bideford Gazette)

Great Gale—The western coasts were swept by a sudden violent gale last week. Wind blew with hurricane force, and it is feared that, in addition to the melancholy wrecks of which we know, several ships in the Bristol Channel and off Lands End must have foundered.

The crew of the *Spitfire* of Ramsgate were landed at Appledore—four men and a boy—by Mr. Dark's trawler *Gannet* of Instow. The captain states that the *Spitfire* left Milford for fishing on Friday. During the morning she became dismasted owing to the gale and tremendous heavy seas, the decks being swept of everything. They managed to drop the anchor and during the night shipped a heavy sea which washed overboard an apprentice about 18 years old, who was drowned, the others being unable to throw him a line. A passing German steamer outward bound bore down on them, but was unable to launch a boat owing to the tremendous seas. Ropes were thrown on board which they fastened around their bodies and jumped into the sea, and were dragged through the water. The boy was sent first, the others following. The steamer falling in with *Gannet* on Saturday, returning from Lundy, transferred the men to her, then proceeding on her voyage. The men were brought to Appledore, and were very worn out and exhausted. They received every attention, and warm clothing and food from Mr. T. H. Kelly, Honorary Agent of the Fishermen's Society. The men speak in the highest praise of the Captain of the German steamer of the able manner in which he came to them in such a rough sea.

Supposed Foundering off Lundy Island—A Pathetic Incident.

Captain T. Plumridge of the Brixham Trawler *Vivid*, landed at Ilfracombe on Saturday and reported that on Friday, about 11 a.m., when 15 miles ENE of Lundy Island, he saw a Norwegian pram, about 200 yards distant. Three men in her were without hats and coats, and one appeared to be praying. The poor fellows were screaming for help and looked quite worn out. In trying to heave round the *Vivid*, the jib gave way, and she would not stay. Captain Plumridge immediately set another jib and reached away to the SE to get to the pram. Not succeeding, owing to the heavy seas and strong wind, he put the *Vivid's* head to the NW. The small boat with the distressed sailors disappeared from view all at once in the trough of the sea. The captain of the trawler ordered his men in the rigging and remained for three hours searching, to the great danger of his craft and crew, as the seas were breaking clean over them.

They saw another trawler, her gaff gone and her crew also in the rigging. This proved to be the Ramsgate, *Flora Isabella*. Captain Plumridge asked if they had seen a boat with three men, but owing to the terrific storm they could only reply to him by pointing to the leeward. Further search was made, but to no purpose. The board and gangway of the Ramsgate trawler were carried away, as was also her bulwarks on the starboard bow. She did not require any assistance, and on Saturday morning was safe in Lundy Roadstead. The Captain of the *Vivid* reported that on Thursday and Friday in the Atlantic a hurricane blew from the WNW. There were 12 or 14 steamers anchored off Lundy on Saturday, and the Brixham trawler *Carrie*. The *Carrie* had small portions of her bulwarks washed away. The *Vivid* arrived in Ilfracombe nothing the worse for her rough experience. Captain Plumridge thought he saw two masts, as of a ship which was foundering, when looking for the poor men in the pram.

April 29th, 1899 (Ilfracombe Chronicle).

Collision—The smack *Fish Girl* of Brixham, arrived at Milford Dock on Friday morning and reported that at three a.m. she collided with the smack *Escort* of Brixham, 18 miles east of Lundy Island. A huge hole was cut in the *Escort's* side and she sank almost immediately. J. Parnell, mate, and Frederick Haycock, boy, were drowned, but the remainder of the crew, after a struggle, boarded the *Fish Girl* and proceeded to Milford.

A Vessel Founders—The sailing vessel *Bernard Burton* of Bridgwater for Cardiff with wheat, foundered last week about thirty miles southward of Lundy Island. A fishing smack picked up the captain and crew of four men and on Saturday evening landed them at Tenby.

June 27th, 1899 (Bideford Gazette).

If Mr. George Taylor and Mr. Manley Tucker can arrange the proposed excursion to Lundy, they ought to secure a large company. Some years since, steamer excursions from Bideford were arranged every summer. The steamers engaged were rather much of the tug-boat order, though safe and roomy enough, and it did not attract enough passengers to make the venture remunerative. If the projected trip to Lundy is carried out, a regular Bristol Channel excursion steamer will be engaged.

I daresay people have wondered now and again why the excursion steamers out of Bideford do not put in an occasional off-day at Bideford. The fact is, the owners of these big boats funk Bideford Bay. It is alright and safe and pleasant as long as the weather holds good, but a lumpy sea will rise on the Bar within a few hours, and generally the Steamship Companies do not care to risk detention of a steamer in Appledore Pool one day, or possibly three, in the height of the excursion season.

If things were thoroughly organised, there would be a future for Lundy as a health resort. Its situation is remote from stuffy towns, yet there is constant cable communication with the mainland, and a fairly regular steamer service in the summer. The rock scenery is magnificent, and there are miles of open, breezy tramping ground for the vigorous, whilst those who prefer to laze away a holiday will find every invitation to indulgence within the shadow of some great rock. Words fail one in an attempt to describe the beauties of Lundy, and I must pull up, or there will be an impression that this is a puff more or less direct, which, by-the-by, it emphatically is not.

In winter I would rather live on the mainland – the incessant roar of breaking waves, the howling of the westerly gales, the driving rain, and general air of desolation, must become a trifle harrowing for such a small community. Yet they tell me that there are frequent interludes in the monotony, when ships lie under the headlands sheltering, or pilots and tug-boat men put in for provisions, and I daresay, for men with work to do, a cosy fireside seems more cosy after hard buffeting with the weather. Every ill has its compensations.

July 4th, 1899 (Bideford Gazette).

Salvage Service in the Bristol Channel: In the Admiralty Court on Tuesday, before Mr. Justice Bucknill, with Trinity Masters; the owners, masters and crews of the steam tugs *Lady Lewis*, *Eagle*, and *Clarissa*, sued for salvage remuneration for services rendered in May last to the London steel screw steamer, *Kaisow*, belonging to the China Mutual Steam Navigation Company. The *Kaisow*, from Glasgow to London, via Newport, to Eastern ports with coal and general cargo, ran ashore during foggy weather on Lundy Island. The *Lady Lewis*, which had anchored in the vicinity owing to fog whilst proceeding to Falmouth to tow an Italian ship from Falmouth to Newport, went to her assistance, followed by the *Eagle* and *Clarissa*. The tug got the *Kaisow* into deep water, and she proceeded to Barry, where the *Eagle* and *Clarissa* assisted her to dock. The total value of the ship's cargo and freight salvaged was about £140,000. His Lordship awarded £5,100–£1,800 to the *Lady Lewis*, and £1,650 to each of the others.

July 11th, 1899 (Bideford Gazette).

Appledore: On Friday night, the crew, three in number, of the ketch, *Star*, of St. Agnes, lost off Lundy last week, were landed here from Mr. Dark's trawler and were sent to their respective homes on Saturday morning by Mr. T. H. Kelly (Honorary agent of the Shipwrecked Fishermen's Society at Appledore).

July 18th, 1899:

A Bristol gentleman has taken the Old Lighthouse at Lundy for a summer residence, says the Western Morning News

50 YEARS AGO

April 8th, 1924 (Bideford Gazette).

A very successful Whist Drive and Dance was held at the Manor Hotel on Tuesday 25th: a large number attending. Mr. Sleep, Chief Officer, Lloyds Signal Station, carried out the duties of M.C. in his usual bright and cheery manner. The prizes were presented by Miss Sage—the 'booby' prizes causing the recipients much amusement. The prizewinners were: Ladies: 1, Mrs. Barter, 2, Mrs. Heywood, 3, Miss Alford, 'booby' Mrs. Worth—gentlemen: 1, Miss C. Parminter, 2, Mr. Smith, 3, Mr. J. Parminter, 'booby' Mr. Worth. In a few well chosen words Mr. Sleep thanked Miss Sage on behalf of all present for her kindness in providing such a pleasant evening. Mr. Hayward seconded. Three cheers having been given for Miss Sage and Mr. Sleep, dancing was indulged in at the Assembly Rooms up to midnight, whereafter, everyone thoroughly enjoying themselves, the evening concluded with "God Save the King" and the singing of "He's a jolly good fellow" (in reference to, and good wishes to, Mr. Sleep—it being the occasion of his birthday).

April 22nd, 1924

The funeral of Miss Lucy Constance Heaven, who died in a London Nursing Home on the 10th inst., took place on Wednesday. Deceased was the elder daughter of the late Mr. De Bonniot Spencer Heaven, of Coombe Cot, Abbotsham, and formerly of Jamaica.

May 6th, 1924 (Bideford Gazette).

The weather was ideal at Lundy for the Easter holidays. A few visitors have arrived, and bathing and boating have begun. Capt. Honey, with two men, has arrived for the lobster fishing and already good results have been obtained. A yacht arrived from Weston and stayed two days—the visitors landed, and were charmed with the scenery. On Easter Monday night a fancy dress ball was held at the Assembly Rooms in honour of Mr. Sleep (Junior's) marriage—this was celebrated in Yorkshire. Telegrams of congratulations were sent by Mr., Mrs., and Miss F. Sleep (parents and sister of the bridegroom), and also the best wishes of the whole island were accorded them. About 30 attended the ball, and the costumes were very pretty. Mr. Javosky as the "Mad Mullah" was awarded the first prize for gentlemen, and Mrs. Ottley as a Pierrot, the first prize for ladies. Miss Rene Smith gave a most artistic dance, "A Scotch Reel", which did her great credit and she was greatly applauded. Mr. Barter gave the Sailor's Hornpipe, this, also, being greatly appreciated. At the conclusion a hearty vote of thanks was accorded Miss Sage for her kindness in providing refreshments, and also to the visitors who so kindly helped to make the islanders' evening a success.

May 13th, 1924:

Rural Dean at Lundy Island—Interesting Visit:

On Friday, the Rev. Gerald Payne Cook, R.D., accompanied by the Rev. Hugh C.A.S. Muller, (Vicar of Appledore) visited Lundy, and were received by Mr. Allday, the Postmaster and Lay Reader, who was supported by the principal and staff of the Lighthouses, and Mr. Sleep, R.N., the chief officer in charge of the Coastguard establishment, Mr. Honey and others. Miss Sage, Churchwarden, provided an excellent lunch, and after visiting the scene of the wreck of H.M.S. *Montagu*, the party, who were accompanied by Mr. McIntyre and Mrs. Payne Cook (mother of the Rural Dean), called at the homes of the Coastguards and others, inviting them all to a five o'clock Evensong at St. Helena's Church.

A delightful Service was held, well supported by the different branches that compose the community on Lundy, Rev. G. Payne Cook taking the prayers. After Rev. H. Muller and Mr. Allday had read the lessons, the Rural Dean expressed his pleasure at observing what a beautiful Church they had, how scrupulously clean it was and how pleased he was with his first visit to the island. He hoped his bell ringers would come over and give them a hearty peal. Mr. Allday, Captain Honey (Port Isaac), Mrs. and Miss Smith, and one of the farming staff returned in M.V. *Lerina* with the Clergy to the mainland.

Mr. Allday is attending, by special invitation, the Bishop's visitation to be held at Bideford. Captain Honey is to take charge of a yacht at Southampton, whilst Mrs. Smith and daughter were proceeding to Weston-super-Mare for a holiday.

Curiously enough, the Rev. Payne Cook, who visited the island as Rural Dean of Hartland, was accompanied by his churchwarden, Mr. Abbot, who is the chief engineer of the *Lerina*, and also by Mr. McIntyre, deputy churchwarden. Another curious incident was the visit of the Vicar of Appledore. It was exactly 23 years ago since he landed on the beach on that occasion in company with Rev. Gurney Goldsmith (now in Australia); he was received by Mr. Allday, and he and Mrs. Allday are the only two left on the island who were present on that occasion. He found amongst the Coastguards and Lighthouse-keepers many mutual reminders of their active career in the Royal Navy, and was soon at home talking about "old ships", as Lord Charles Beresford used to say. The reverend gentlemen were much

touched with the warmth of reception offered them when visiting the island and the courteous attention of Captain Dark and staff in M.V. *Lerina*. Fortunately for all parties it was a fine weather trip.

July 1st, 1924.

Lundy Island: As the present Rector of Lundy, Rev. Lane, has resigned the rectorship of Lundy and his resignation has taken effect from June 30th, 1924, the Bishop of Exeter has requested the Vicar of Appledore to take charge until arrangements can be satisfactorily made. The Vicar of Appledore has already thrice visited the island and taken services, which have been well supported, and, at his request, Rev. G. Molesworth, who is shortly joining the staff at Sherborne Abbey Church, proceeded in rather rough weather to the island last Saturday and held Holy Communion and Morning Service on Sunday morning in St. Helena's Church. He returned to the mainland in the afternoon and preached in the evening at St. Mary's, Appledore, where he presided at the organ ten years ago previous to joining the 6th Devons during the war.

July 8th, 1924.

On Friday, Mr. Peto visited the island and spoke to the islanders. The Vicar of Appledore held an afternoon service, which was well attended, and Mr. Peto read the lessons. Mr. May, who escorted Mr. Peto, showed the latter various places of interest on the island, and he lunched with several others at the Manor House where Miss Sage, as usual, made excellent arrangements.

Politics on Lundy: Mr. Basil Peto, on Friday, addressed the first Conservative meeting ever held on Lundy Island, the most distant portion of the Barnstaple division, which is reached by a 20 mile journey from Instow. Mr. P. H. May, lessee of the island, who presided, introduced Mr. Peto and spoke of the privilege it was to have him with them. He was sure Lundy was solid for the party Mr. Peto represented. Mr. Peto, who had a cordial reception, gave an interesting and instructive address and the audience comprised every elector on the island.

It is an interesting fact that the recent presentation to Mr. Peto from his supporters in N.W. Devon was subscribed to by every inhabitant of Lundy.

July 15th, 1924 (Bideford Gazette).

Message from the Sea—Bottle thrown from a Bideford Schooner off Lundy:

The following message, written on a slip of paper and enclosed in an empty sauce bottle, was washed ashore at Criccieth, Cardigan Bay, on Saturday:

"Schooner *Ython of Bideford*—To finder of this bottle, we wish the best of luck. Thrown overboard 10 miles North-West by West of Lundy Island, May 27th, 1924, at 1-25 a.m. All well. Bound East. Kind regards from Master and crew."

From the position where the bottle was thrown overboard, the distance to Criccieth, North Wales, is about 150 miles. In all probability the bottle was washed along the coast of Cardigan Bay after clearing Pembroke.

July 15th, 1924.

Super-Lifeboats at Bideford—a sudden call for service—Dash over the Bar—A race to Lundy: Several thousand people lined the Quay and river banks at Bideford on Sunday afternoon, when the New Brighton lifeboat, *William and Kate Johnston*; the Watson type Portrush lifeboat, and the Appledore Tyler-engined self-righting lifeboat, came up from Appledore and Instow with a flotilla of sailing pleasure boats . . .

The public were given the opportunity of

examining at close quarters three of the latest types of British lifeboats. Whilst crowded with sight-seers, a call was received for service at sea, and the public marched off the *William and Kate*, and she and her companion craft proceeded speedily down river and over the Bar. There was a rough sea running, and the boats made a grand sight as they dashed on their errand across the Bay. When the *William and Kate* reached the vessel in distress, a mile off Lundy, she was found to be the Greek S.S. *Atlantis*, light, which had broken down with engine trouble. She was by that time in tow of the S.S. *Trentwood* of South Shields, which had answered her calls, and when the steamer had been safely got into Lundy Roads, the lifeboats proceeded to Clovelly, which they reached about 8.55 in the evening.

July 22nd, 1924 (Bideford Gazette).

Service at Lundy Lighthouse: On September 12th, 1901, nearly 23 years ago, the vicar of Appledore, at that time a Lay Reader at Appledore assisted Rev. Gurney Goldsmith to hold a short Service at South Lundy Island Lighthouse, and on July 18th, 1924, the Vicar again held prayers in the Lighthouse, which was appreciated by the Keepers. It was rather a unique incident and the Visitors' Book showed the following names at the 1901 Service: Rev. Coombes (at that time Missions to Seamen Chaplain in the Bristol Channel), Rev. W. H. Brind, who has just vacated the Curacy at Appledore, Mr. Goldsmith (now Captain Malcolm Goldsmith, R.N., of Heligoland fame), Rev. Gurney Goldsmith (at that time Vicar of Appledore, now of Melbourne), and the present Vicar—"Tempus Fugit". Miss Eileen Heaven of Bristol, a close relative of the late Rev. H. G. Heaven, is visiting the island, staying at the Manor House.

25 YEARS AGO

May 13th, 1949. (Bideford Gazette)

'King' Landed at Bideford: The well known M.V. *Lerina*, passenger and store vessel, and Lundy Island's only link with the mainland, had a novel cargo when she returned from the island at the end of last week. The cargo was sixteen ponies, including the stallion acknowledged to be the 'King' of the island ponies. The ponies, all bred on Lundy, proved difficult to catch in their semi-wild state and did not show the least inclination to leave the island when they were driven down to the sea and towed out to the waiting *Lerina* anchored off-shore. They were hoisted on board one by one by means of a derrick, this procedure occupying Wednesday afternoon and Thursday morning. The *Lerina* sailed on Thursday evening, reaching Bideford late that night—the ponies had an uncomfortable passage in a rough sea. They were unloaded by means of slings suspended from Bideford's new crane on Friday morning and transported to Barnstaple to be sold. Their unloading was watched by quite a crowd, but they took good care to stand clear of those kicking hooves as the ponies were hoisted and lowered.

June 24th, 1949. (Bideford Gazette)

Lundy Memorial to John Pennington Harman, V.C. Friends gather at his favourite boyhood spot.

Of all the stirring scenes which the island of Lundy, in its long and chequered career has witnessed, nothing could have been more impressive than the ceremony which took place on Monday afternoon when a memorial was unveiled commemorating John Pennington Harman, who was posthumously awarded the V.C. for his outstanding bravery at Kohima in 1944.

Lance-Corporal Harman, who was 29 when he lost his life in this gallant action in some of the

bitterest fighting of the Burma campaign, was the elder son of Mr. Martin Coles Harman, owner of Lundy.

This was no ordinary setting for such an occasion. On Monday, the fifth anniversary of the publication of the citation announcing the V.C. in the London Gazette, a large party of personal friends of Mr. Harman and his family travelled to Lundy and assembled in "V.C. Quarry", the name given by Mr. Harman, the owner of the island, to the spot which his son made his playground. No more fitting spot than this could be found. In a deep, wide cleft in the granite on the East Side of the island from which thousands of tons of granite have, in the past, been excavated, stands a sloping mass of rock on which has been erected a slab of blue Oxfordshire slate four feet long and three feet three inches wide, whereon, with incised floral pattern, appears the following inscription:

"Greater love hath no man than this, that a man lay down his life for his friends."

To the memory of John Pennington Harman, aged 29, son of Martin Coles Harman and Amy Ruth Harman, who died of wounds in Burma on Easter Sunday, the ninth of April, 1944. For his bravery he was awarded the VICTORIA CROSS.

This tablet is erected by his brother and his sisters, Albion Pennington Harman, Ruth Pennington Harman Jones, Diana Pennington Keast.

"At the going down of the sun and in the morning we will remember them."

Members of the family at the ceremony were: John Harman's father, Mr. Martin Coles Harman; his brother, Mr. Albion Harman, his two sisters, Mrs. Ruth Pennington Harman Jones and Mrs. Diana Pennington Keast; his two nephews, John Harman, aged two, who was named after him, and Martin Harman Jones, aged five. Mr. F. W. Gade, resident agent on the island, Mrs. Gade, and others resident on the island, including Trinity House lighthouse keepers, were among those at the ceremony.

The hymn "O God our help in ages past" was sung, after which the memorial was unveiled and dedicated by the Rev. H. C. A. S. Muller, Vicar of Appledore and priest in charge of Lundy. After prayers, Mr. Muller gave an address based on the text "The earth is the Lord's" from the 24th Psalm. In it he recalled John Harman's love of Lundy and interest in its natural history, his quiet, consistent courage and the inspiration his life was to others. Mr. Muller also reminded the gathering that on Easter Sunday, 1944, when John Harman died, his father was reading the lesson at Appledore Parish Church.

The singing of the hymn "Fight the good fight", followed the address. The "Last Post" and, after the Act of Remembrance, the "Reveille" were sounded by Mr. Arthur Boyles of Appledore, late of the Royal Air Force. The singing of a verse of the National Anthem and the Benediction closed the religious service.

Those who were privileged to take part in this ceremony can never forget its unique character. In this open-air cathedral with towering masses of granite on three sides, the sounds of the simple but impressive ceremony, especially of the "Last Post", must linger in the mind. The peacefulness and beauty of the spot are unequalled. Nor did the words which fell from those privileged to speak on this occasion fail to evoke fine emotions. The Rev. H. C. A. S. Muller spoke of the gallantry of him to whom the memorial was erected. Lt. Col. H. J. Lavery, who commanded the 4th Battalion of the Queen's Own Royal West Kent Regiment at Kohima, said that he was proud to be the commanding officer of Corporal Harman, a fine fighter and a man of excellent qualities. Major

C. H. Keenlyside also represented Corporal Harman's Regiment. Lt. Col. Jenkins, representing Lt.-General Sir John Harding, G.O.C. Southern Command, expressed his deep sympathy felt for Mr. Harman and his family in the loss of one so dear to them. Rear-Admiral H. G. C. Franklin recalled that during the war the Service he represented had great affection for Lundy, of which it was often said that if nothing was happening elsewhere something would be sure to be happening around Lundy. This, added Rear Admiral Franklin, was more than an ordinary occasion. It was a unique one. The island was unique, and the island's family had rendered an unique service.

Mr. Harman spoke appreciatively of all those who had helped to make that day memorable: the Rev. H. C. A. S. Muller, whose energy and attention to many necessary details had produced so satisfactory a result; Col. Lavery, whose attendance was a signal honour. Others who attended to do honour to the occasion included Warrant Officer Breden, Quartermaster of the Battalion at Kohima; ex Sergt. Tacon, who was Corporal Harman's Platoon Sergeant; Rear-Admiral Franklin; Commander Rudyerd Helpman of the Coastguard Service; Capt. Woolnough, representing the Elder Brethren of Trinity House; Lt. Col. Jenkins; and Mr. and Mrs. F. W. Gade, who had worked so hard for the comfort of the large gathering attending the ceremony on the island. Mr. Harman paid special tribute to the "Lundy Armada"—the boats which had been placed at his disposal by Mr. W. Blackmore, Mr. H. Trickey and others for the transfer ashore of visitors.

Here, said Mr. Harman, in the quarry which had been the playground of his son while on the island, stood granite masses which he had been assured were between 1,500,000,000 and 1,750,000,000 years old, and might be expected to show the same aspect 20,000 years hence. Lundy, he added, quoting from an old record, was in February 1647 "held for the King". It was still held for the King, for there was no more loyal community, a loyalty direct and personal to the King. And so, in this idyllic spot there stands the memorial to Lance-Corporal John Pennington Harman, V.C., whose last resting place is at far off Kohima. It was characteristic of him that his rank in the army should be what it was and that his culminating deed should be what it was, a simple unaffected gentleman whose memory is preserved in the hearts of his relatives and friends in the memorial lovingly placed in a spot which he knew and loved so well, far from the crowd, accessible to those who treasured his memory.

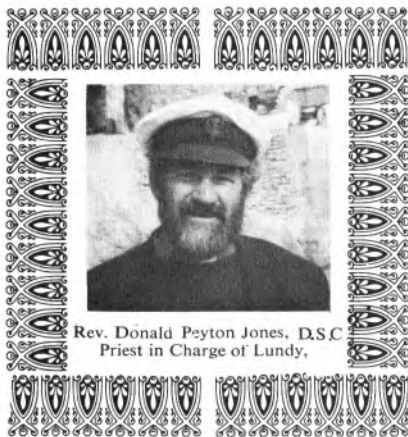
(This contribution was followed by a triple column picture of the ceremony by R. L. Knight).

July 1st, 1949. (Bideford Gazette).

After ten Years: Visit of the *Glen Gower* to Lundy on Monday of last week bringing a large party of John Harman's friends to the unveiling of his memorial in "V. C. Quarry", marked the re-commencement, after a gap of ten years, of the landing of passengers on the island from the steamers of Messrs. P. and A. Campbell. Among the large number of persons who landed that day were several paying their first visit, one being a visitor from New Zealand. From the many who had not been to Lundy for some years, mainly due to the war, the occasion was in the nature of a re-union; "Old Lundyites" greeting each other with much enthusiasm. One of the party first visited the island in 1877, and another, a former Coastguard officer, was stationed on Lundy exactly fifty years ago.

[continued on page 23]

PADRE'S NOTES



Rev. Donald Peyton Jones, D.S.C.
Priest in Charge of Lundy.

It is sad to think that this may be the last edition of the I.L.N. as we know it. We all owe a great debt of gratitude to John and Joan Dyke for editing it and arranging for its printing and distribution over the years. Their departure from the island for National Trust duties elsewhere will leave a great gap in our worship and maintenance at St. Helena's Church. As vergers, florist and organist, Joan has faithfully contributed to our regular worship and the cleanliness of the Church. John's tireless energy in displaying and manning the Island Exhibition in Church for the benefit of our visitors, has contributed well over £200 to our funds this season alone. He has regularly maintained and lit our oil lamps and many candles, and always supported our worship as Churchwarden. All who visit and worship in our Church will say a big "thank you" to them both for their devotion to duty in the name of the Lord.

Our former organist, Jim Webster, has also left the island recently, and we thank him for his years of regular playing at our worship, and wish him well with his new duties at the North Devon Yacht Club, Instow.

Bob Jory was another faithful servant of St. Helena's—as vergers, during his time in Lundy as gardener—and we thank him too, for his services.

Here is a challenge to all who remain on the Island to take over these various duties and keep St. Helena's alive and spirit-filled Church—with regular worship and attention. Each islander can make their contribution in their own particular way—and all our visitors can help by joining in our worship and so encouraging us to Praise the Lord for all His Blessings.

We thank so many well-wishers for their support. The anonymous donor of £100 towards the installation of the redundant organ shipped over from Devon and now expertly assembled by Mr. D. Sims, assisted by Mr. Banham. To Mrs. Audrey Thorp and her sons for the gift of a hymn case in memory of her husband, Francis. Also for several offers of garden benches in response to our plans for open-air worship. All good Christians should also be sun-worshippers, as our bodies are but the temple of the Holy Spirit, and we should make best use of the sun, unpolluted air, and sea all round us in Lundy—God's free gifts to man—so let us thank Him for all these blessings and praise Him in our worship in the open-air, when weather permits.

Yours sincerely in Jesus Christ,

Donald P. Jones

The Newly Installed Organ

St. Helena's Church

The organ, newly installed and almost completed, was rescued from a redundant Church at Harracott, near Barnstaple, during the months of June to October, 1974.

Unused for many years, dismantling the instrument posed special and considerable problems: damp, decay, and mice had all taken their toll, and it proved particularly difficult to take the organ apart without doing yet more damage to the delicate mechanisms. It would have been easier, really, to have shipped the organ to Europe—containerisation would have left it undisturbed all the way; as it was, some of the hundreds of parts were wrapped with sticky tape, tied in bundles, and packed in tea-chests: indeed, one particularly fragile mechanism was transported in a box which had been specially made to hold perishable large flowers. Large pipes and flat panels were fastened together for safe man-handling.

Some time in early July the whole load was taken by road to Ilfracombe Quay and shipped with infinite care and skill by the Captain and crew of the *Polar Bear* to Lundy. It had been emphasised that, should any part of the consignment be dropped into the sea, there would be no organ on Lundy, and it is to the eternal credit of the crew that out of more than two tons of irreplaceable material only one small piece of wood from the mouth of one bass pipe went astray.

The instrument was built about eighty years ago by Bishop and Son, of London, organ builders of high reputation. It comprises two manuals and pedals, two stops on the Great Organ, three on the Swell Organ, one stop of thirty pedal pipes, and three couplers between manuals and pedals. The two flute stops have a distinctively pleasing tone quality and blend perfectly with the fuller sound of the Great Diapason. Full organ—almost beyond the capacity of the unfortunate person deputed to pump!—is more than adequate for the size of the Church: this practical problem will be overcome when an electric blowing plant is added—it is hoped in 1975.

The instrument has fitted fairly comfortably under an arch in the Chancel, with the loss of but three bass pipes, which are now housed at the back. The successful installation of the organ in this particular position sees the realisation of the ambition of the builder of the Church, the Rev. Hudson Grossett Heaven and his architect, Mr. John Norton, who made allowances in his design for the future installation of such an organ—almost a hundred years ago.

D.S.



LETTER TO THE EDITOR



STAMPS WANTED

To all readers of the I.L.N.:

Muscular Dystrophy Group of Great Britain (Plymouth Branch).

Before you dispose of Christmas wrappers and envelopes will you please look at the stamps—and then think of the children who are, probably, unlikely to survive their teens due to the terrible disease—Muscular Dystrophy. Over 20,000 cases are known in Great Britain.

Postage stamps all kinds of trading and tea stamps, also cigarette coupons, are very badly needed to bring in money for research—now being done by a team of scientists at Newcastle—into the cause and cure of this killing disease.

All help, including donations, should be sent to me:—

Ken D. Garrett,

(Branch Founder Vice-President),

Cann House, Cheshire Home,

Tamerton Foliot,

Plymouth. PL5 4LE, Devon

Phone 772 645.



In the photograph (above) Mr. Garrett is seen reading the I.L.N. to his fiancée, Miss Joan Francis, who is completely disabled, suffering from Multiple Sclerosis. Mr. Garrett who has been a subscriber to the I.L.N. since its inception, once lived in Bideford, being well known in North Devon for breeding and showing cage birds throughout the South West. A victim of Muscular Dystrophy since the age of twenty, Mr. Garrett has been a resident of Cann House for over 9 years; and during the past 6 years (with the help of countless friends) he has been able to raise £1,000 for medical research, and £1,000 for Cann House.

We congratulate him, and wish him the best of luck with his endeavours in aid of medical research.



Ton Transport: The memorial commemorating the gallantry of John Harman consists of a slab of Blue Oxfordshire gault set in a 25 ton block of native granite. Incidentally, it took nearly 3 days to transport the gault slab weighing nearly a ton, from the island's landing beach to its resting place in "V. C. Quarry". It was floated ashore lashed to drums from the *M. V. Lerina*, and a tractor was used to haul it to the top of the island and along it to a point above the Quarry. Mr. F. Cane, the Appledore builder responsible for the erection of the memorial, had to clear the paths leading down to the quarry, disused for the past sixty years.

BOOK REVIEWS

A NEW GUIDE—THE 1974 EDITION OF "LUNDY" ROCK CLIMBS.

by R. D. Moulton.

This new guide covers 169 climbs on 52 different cliffs on Lundy, and contains full details of the high standard developments (by Pat Littlejohn, Frank Cannings and others) that have taken place on the island since the first edition of the guide was published in 1970 (when 50 climbs were described). General details are also given of the climbing on a further eight cliffs. Seven diagrams in the guide are in the form of maps and plans, which are particularly suitable for the nature of the terrain on Lundy, where finding the cliffs can be a major problem.

A large number of fine climbs described here are unlikely to be eclipsed by any future developments, and it is the author's intention to issue further supplements when necessary to update the guide. This latest edition comes in the form of a 7" x 5" pocket size booklet, reasonably priced at 75p, and is available from most climbing equipment shops, and from the Lundy Stores. It can also be obtained, post free, from R. D. Moulton, 2 Gladstone Road, Buckhurst Hill, Essex. IG9 5SW.

DEVON SHIPWRECKS.

by Richard Larn.

This book, the result of years of research and study, is the first comprehensive account of the shipwrecks of Devon, recording in detail incidents from the sixteenth century to the present day. It is illustrated by 21 charts showing wreck locations, and 50 clear, dramatic photographs. An index lists over 1,000 vessels known to have been wrecked off the coasts of North and South Devon, giving names, dates and positions. Of special interest to our readers will be the section on Lundy, where some 150 wrecks are listed from the year 1757 to 1952, including details of *H.M.S. Montagu*, stranded on the Shutter in 1906, which forms the subject of the jacket illustration.

A study of the profusion of wrecks marked on the location charts has a sobering effect, when one realises that these are only the known and listed casualties and that many more fine ships lie in the crowded graveyards along the coasts of North and South Devon.

Published by David & Charles, Newton Abbot. 272 pages. Obtainable from mainland Booksellers. Price: £4.25. (U.K. only).

ISLANDS OF THE BRITISH ISLES.

by Donald McCormick.

Together, these three attractively produced books, with full colour covers, provide a handy reference to 495 islands, arranged in alphabetical order, with accompanying photographs and outline maps. Perhaps the latter could have been carried to greater detail in certain instances, to include more of the place-names mentioned in the text.

Inevitably, as the author acknowledges in his introduction to each volume, some of the information is out-of-date. In the section devoted to Lundy, for example, the 1969 population of 12 is listed—the lowest total in recent years. Also mention is made of the seasonal Campbell steamer trips to the island only, whereas there is an all-the-year-round service provided by the island's two boats, the *Lundy Gannet* and *Polar Bear*. The crossing is described as taking 3 hours, when, in fact, the *Balmoral* takes 1 hour 40 mins. and the two island boats just over 2 hours. There are some historical inaccuracies, and one wishes that the author had first submitted the MS. to ensure that these facts were correct. However, these three books are bound to provide interesting information for "collectors" of islands, and will whet the appetite of those who love to explore the remote and unusual.

Published by Osprey Publishing Ltd., Reading, and obtainable from mainland Booksellers.

Islands of England and Wales;	
229 pages.	Price £2.75 (U.K. only).
Islands of Scotland:	
256 pages.	Price £2.95 (U.K. only).
Islands of Ireland:	
140 pages.	Price £1.95 (U.K. only).

OUR FINAL SIGNAL

We are most grateful to Mr. John Smith and the Landmark Trust for the opportunity of editing the I.L.N. since 1970, but now inflation has overwhelmed the magazine, in spite of all endeavours to keep costs to the minimum.

During the past 4 years we have received such kind and encouraging letters from our readers, and it has been a delight to know that we have been able to bring a welcome breath of Lundy into your home with the aid of the I.L.N. Many friendships have been forged, and we hope to make many more during our annual visits to the island—we will not forget you—and our thanks go especially to those who have allowed us to use their articles in the

magazine, and to our most competent photographers—all of whom have been happy to allow use of their contributions without payment. Thank you, also, to kind friends who forwarded donations to the funds, and to those who have remembered us at Christmas-time—we cannot post cards to you all, but would take this opportunity of sending our readers every good wish for the New Year.

As from mid-January our address will be:

*Harbour View,
Boscastle,
Cornwall.*



Photo: Derek Sach

LUNDY PHILATELIC SERVICE



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a Deposit Account and
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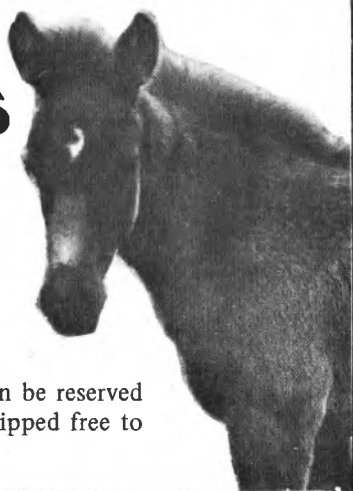
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PLEASE WRITE TO:-

The Curator, Harbour View, Boscastle, Cornwall.