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DRAMATIC RESCUE

Eye witness account by Mrs. M. S. Payne.

"Polar Bear" arrived off the Landing Beach of Lundy in near gale force East South Easterly winds. Unable to land either passengers or cargo, we lay there waiting until able either to go to Jenny's Cove, or unload later in the day when the tide turned.

We could hear the Island and Hartland Point talking to the 32ft. Inflatable No. X23 in their position in Jenny's Cove. One of their number was suffering from exposure with lapses of unconsciousness, and they were discussing how best to get him ashore. Ian Grainger told them we were in the bay, so they decided to motor from Jenny's Cove and put their man aboard "Polar Bear".

The next report was that their engines had broken down and that they were anchored under "South Light". Captain Payne told Hartland Coastguard and Mr. Grainger that we would sail around and see what we could do to help. The Hartland Coastguard Station Officer, Mr. K. Lewis—aboard on his annual visit to the Island—mustered the helicopter from Chivenor.

We saw the Inflatable first through the rocks at Rat Island, being pounded by very heavy seas. "Polar Bear" sailed in slowly, the strong wind blowing her broadside towards the rocks on the Island and the Inflatable. They were about 100 yds. off the rocks, so it was necessary to be careful as the draught and rocks were hazardous at that point. We waited until the helicopter arrived (doing so in three minutes) when the man was quickly and successfully lifted aboard, bound for the hospital. "Polar Bear" then edged her way slowly towards the Inflatable, the seas



Injured man being winched aboard helicopter with Polar Bear in background.

were heavy and she rolled considerably. Within about five minutes we were close enough for the crew to throw lines to those in the Inflatable. The first one missed, the second was caught and lashed. The students then found that they had no knife with which to cut themselves loose from their anchor rope. They were drifting under the stern of "Polar Bear" so speed was essential. Capt. Payne threw them his knife, which they used to cut themselves loose. The students were obviously suffering from cold and exposure, so they were very slow in reacting to orders. Safely alongside, they then had the hazardous task of jumping onto "Polar Bear" on the rising waves. One small girl had difficulty, falling back twice, so Sterling Melhuish grabbed her bodily the next time she was brought level with the side of the ship. The others scrambled in with the aid of our crew and passengers—who all worked very hard. One of the students was very sick and others numb with cold and ex-

posure. However, with hot tea and blankets they were soon back to normal.

BX23 was taken in tow to Jenny's Cove; no easy task, one towing line snapping with a sharp 'ping', leaving only one line fast. However, moving slowly she was brought into the cove, hoisted aboard and lashed down for the trip to Ilfracombe.

On the turn of the tide we returned to the Bay and picked up the other six Atlantic College party who were living in the Divers' hut. The crew of their small inflatable made a magnificent job of ferrying them and their equipment and even Miss Edna Spratley to the "Polar Bear", conditions still being too bad to work the landing beach. With some difficulty they and their small inflatable were taken aboard, two of whom were very sick, but again, hot drinks and blankets soon put them right. All eleven travelled to Ilfracombe on "Polar Bear" when she returned on the evening tide.

SHIP FOUNDERS

by Angela Harris

Shortly before noon on 21st January a Panamanian coaster, the M.V. Robert, en route from Newport to Rouen, sailed into Lundy Roads with a heavy list to starboard after her cargo of coal dust shifted in rough seas. Her four-man crew were quickly taken aboard the Clovelly lifeboat 70-002 which was sheltering at Lundy at the time, ferried across by ex-Polar Bear crewman David Clarke. The Robert's crew, bar her Captain, were taken back that evening by the Polar Bear to Ilfracombe where they were met by a bevy of police and immigration officials.

Next morning, islanders were woken at 6 o'clock when South Light started her foghorn as the Robert's lights went out and she became an "unlit casualty". At daylight the foghorn stopped as the Robert became visible, and it was clear that her list had worsened overnight in the deteriorating weather conditions. Throughout the morning the waves crept almost imperceptibly up her deck until at 11.30 she started drifting quickly northwards, pursued by 70-002, and finally sank stern first at 11.41, an estimated 1½ miles from South Light and ½ mile from Tibbetts.

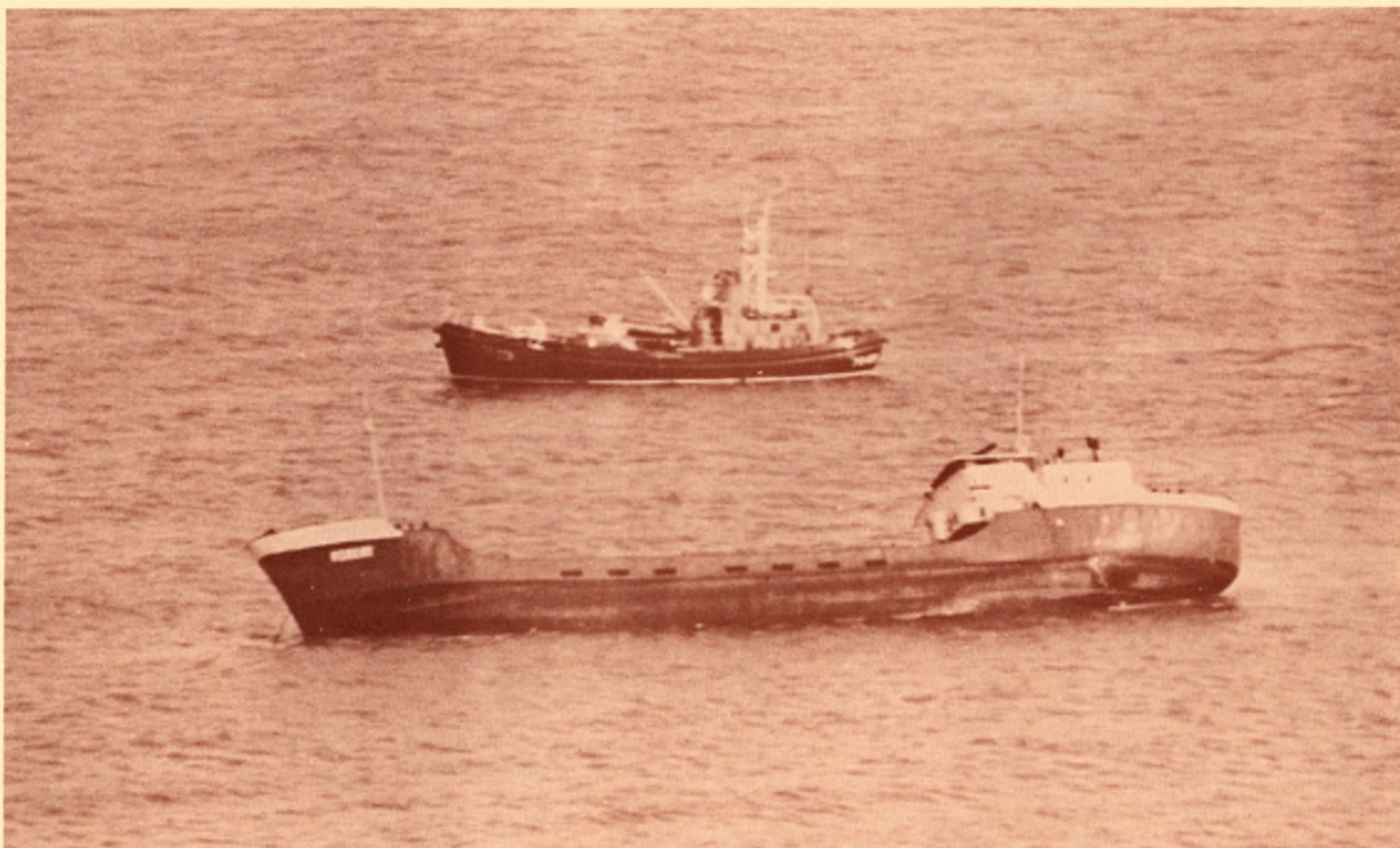
It was several days before the THV Stella was able to find her, but she was eventually located when a sheltering vessel pulled up her anchor chain. An international wreck buoy was then laid, and at night its flashing green light is now a familiar sight from the top of the island.

M.V. 'Robert' just before sinking, with Clovelly Life-Boat standing by.



MAINS DRAINS

A new main sewer for Barton Cottages. The Barn, Paradise Row and the Ladies and Gents. Already the trench is backfilled and by the summer little evidence will remain of this part of the winter work programme. This is but part of an extensive water supply and drainage scheme to meet island needs.



EDITORIAL by John Smith

This is the first issue of the Illustrated Lundy News in its new and less ambitious form. It aims to give an impression, no more, of life on the island; for so small and inaccessible a spot, it is extraordinary how much happens on Lundy, and we cannot report it all.

I also hope that by degrees it will convey an idea of what we are trying to do here. Our aim is that Lundy should be a tranquil and unobtrusive place with a genuine life of its own which visitors can share—a place where they can live for a little in contact with nature and away from the “attractions,” distractions and, sometimes, false values of the mainland.

About twenty thousand people visit Lundy each season, and last year over thirteen hundred of these actually stayed on the island for an average of six days each. This sounds a lot, and in terms of administration and shipping it most certainly is. However there can never be more than a hundred people staying on the island at any one time—perhaps ten per mile of coast—which leaves plenty of space and solitude both for human beings and for other creatures. Lundy is one of the places, exceptional so close to the large population of Southern England, where man still shares the Earth with the rest of creation, and does not dominate it; that is its point and value, and that is how we hope to keep it.

However most visitors, even with these noble sentiments, still need or wish to eat and wash, and to sleep under cover. When we arrived on the scene five years ago most things on the island—buildings, services, etc.—were wearing out, and although it was exceedingly attractive and enjoyable, as places like that always are, it was a state of affairs which in the nature of things could not last, indeed it was coming to an end. If the island was to remain inhabited, and receive visitors, and comply with all the mainland legislation to which it is now subject, an immense amount of very expensive, unromantic and disruptive work had to be started immediately. Absolutely everything was very urgent, and still is.

It may well be that the island would have been better abandoned by man and left to other creatures. I often think about this. But it was decided otherwise; we are managing to accommodate islanders, workmen and visitors on the island, which demands understanding from each; and we hope by degrees to rehabilitate Lundy, as unobtrusively as possible, so that for many years to come visitors and islanders alike may benefit from the tremendous experience of just being there.



THE BARN is now nearing completion as a hostel and will be available to accommodate 12 people at a time.



Mary and Jenny Edwards and Catherine and Nicholas Blaxhall.

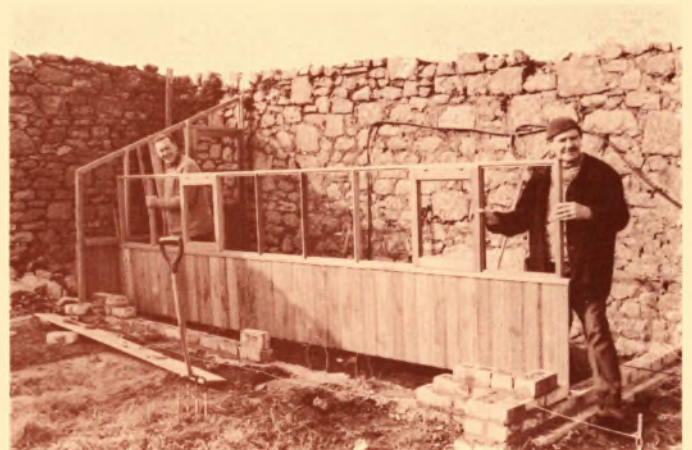
This is the first time since 1933 that two prams have been needed for a new generation of Lundy Islanders.



The bell which was stolen from the Island has now been recovered and is hanging once again in the Marisco Tavern

Nick Morrow's new greenhouse is nearly ready.

There are now six active gardeners on Lundy, and the results of their efforts will make a real contribution towards the island's self-sufficiency.



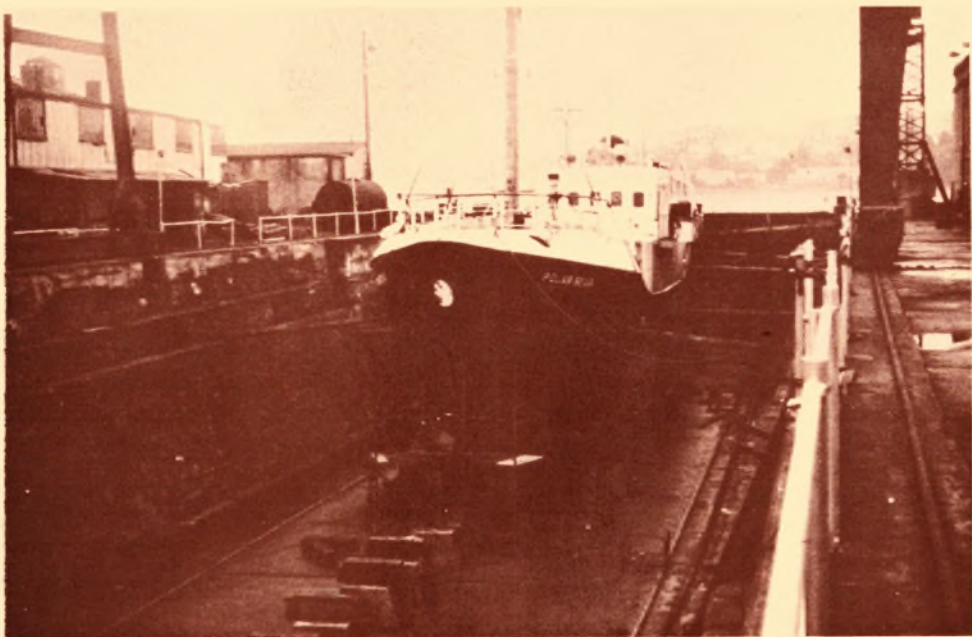


From left to right: Barry Chinchin (Lundy's Philatelic agent), Tom Dulake of the Landmark Trust, Mrs. Finch and Mr. Jagers (both of Pilgrim Philatelics), Captain Lowry of the Appledore Branch of the RNLl and (kneeling) Inspector North, Coxswain of the 70 002, which carried the group to Lundy to handle this issue.



UNDERGROUND

The island has buried a new cable, which connects the North and South Lights for Trinity House, from just above the battlements on the beach road to the Coastguard Shed.



DRY DOCK

The Polar Bear in dry dock at Appledore, for the two-yearly examination by Lloyds of her propellor, propellor shaft, rudder and under-water apertures.

Our thanks for contributions to this Issue to: Bob Bendall, Barry Chinchin, David Gammon, Ian Grainger, Angela Harris and Capt. and Mrs. Payne.

STAMPS

In 1973 it was suggested that Lundy should issue stamps to commemorate the 150th Anniversary of the R.N.L.I., March 4th, 1974 being the most suitable date as it was on this date in 1824 that the R.N.L.I. was established at a public meeting at the London Tavern, presided over by the Archbishop of Canterbury and with King George IV as patron. Unfortunately, the issue was delayed but, with much encouragement from Captain Lowry of the Appledore Branch of the R.N.L.I., it did take place on December 3rd.

The stamps were designed by John Dyke and printed letterpress by Walsall Security Printers Ltd. in two blocks of four se-tenant stamps on white gummed paper.

The red 1 puffin stamp showed Ilfracombe Life-Boat which was named "Lloyd's II" in appreciation of the generous support received from the Corporation and Members of Lloyd's and Lloyd's Brokers. Since 1970 the Lundy vessels have been berthed at Ilfracombe. The 4½ puffin stamp in green showed Clovelly Life-Boat. This station was established in 1870 when this was often the port of departure for Lundy. The boat depicted on the stamp is the "Charles H. Barrett". Appledore Life-Boat appears on the blue 5½ puffin stamp. This station was established as early as 1825 and the stamp shows the "Louisa Anne Hawker" which was the gift of Mr. G. P. D. Hawker, an eye specialist of Exeter. The brown 10 puffin stamp showed the Institution badge and life-jackets.

Covers bearing the new stamps were taken by Clovelly Life-Boat 70-002 from Ilfracombe Pier to Lundy on December 2nd, 1974 ready for the stamps to be issued on December 3rd. The stamps remained in general use for about six weeks. All the 1st Day covers were sold and only very few of the se-tenant sets now remain.



R.N.L.I. ISSUE

EUROPEAN ARCHITECTURAL HERITAGE YEAR

The next issue of stamps will be on 1st July 1975, and will mark European Architectural Heritage Year.

Further details about Lundy stamps and philatelic facilities can be obtained from the Lundy Philatelic Service, Lundy, Via Ilfracombe, North Devon.

The ILN appreciates any contributions, whether stories or photographs.

The ILN thanks all those people who donated the balance of their subscription to the ILN funds.