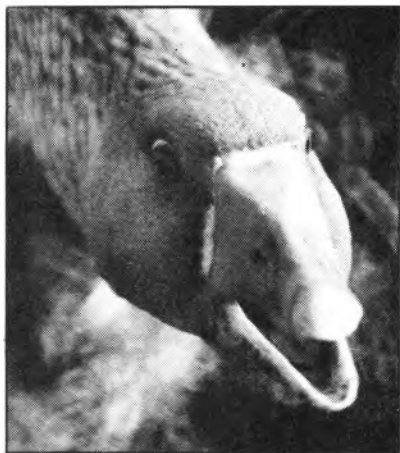




LETTER FROM THE EDITORS

It is with great astonishment and pleasure that we present the first issue of what we hope to be a regular feature of the Island calendar ...

"The Lundy Island Chronicle"

Our astonishment arises from the ease with which we were able to find contributors of articles and we hope this degree of interest will persist and support this venture into maturity. We would like all our readers to feel the Chronicle is theirs to express their views or communicate their Lundy adventures and discoveries to others, and we look forward to hearing from you.

We would like to thank Mr. John Smith, Chairman of the Landmark Trust for his financial assistance and encouragement for which we are most grateful.

The Lundy Island Chronicle begins her career at a new era in the island's history. There will be several new islanders coming to Lundy this year, replacing old friends who will be leaving. Those new faces are unknown but those who have shared our life on Lundy will always be remembered.

John and Ina Hinshelwood leave for their retirement home in Scotland, preceded by their budgie Mac-"cheeky" who will be getting the nest ready for them. I'm sure that after living on Lundy for nine years they must have many memories to muse away a dram or two with friends in an evening. I feel hardly qualified to extol the breadth of their contribution to Lundy but I'm sure they will be well known to the island's visitors.

Ina has turned her hand to most roles from cottage lady to shopkeeper and finally Millcombe Manageress.

John has been our Clerk of Works and, was for a short time acting agent between the reign of Ian Grainger and the arrival of Bob Gilliat. In his spare time he has expended a lot of energy coaching his egg-team of Rhode Islands and his horticultural success is unquestionable! Good-luck to you both ... you will be greatly missed!

Our Administrator of the past 4½ years has been Bob Gilliat who will also be leaving in March. He has felt it necessary to join the mainland stream of

Lundy Island Chronicle



Spring Issue, 1983

Twenty five pence

Volume 1 No.1

Contents

	Page
Quarrying on Lundy ~ TIM MARSH	1
Lundy Ponies BY MARY SQUIRE	2
Paradise Regained BY W. PUDDY & L. MELHUSH	2
Marisco Reverts to Tavern & Stores BY COL. R.C. GILLIAT	2
Bird Log BY K. MORTIMER	2
Windpower Harnessed ON LUNDY BY J. PUDDY	3
Holiday Feature: CANOEING TO LUNDY	3
Kaaksberg Requiem BY COL. R.C. GILLIAT	3
Out and About on Lundy	4
St. Helena Church BY D. PEYTON-JONES	4
Excerpts from Lundy Logs	4
Spring Activities BY CLAIRE MELHUSH & ROWENA GABE	4

life once more as he has been finding it difficult to carry on here without the support of his family. It can be quite a lonely life here on an island and I'm sure Bob will be much happier when he can visit his daughters more easily. Bob very much regrets having to leave us but intends to keep in touch with all his Lundy friends. He will be living in Ilfracombe for some time and has extended an invitation to us all to call in on him when we are ashore. We wish him well and hope his plans work out for him. Bob Gilliat hands over temporary administration to Nick Morrow whom we assure of our support and encouragement. Good Luck!

It is only left for us to say that we hope you enjoy reading the Lundy Island Chronicle and that you will give us your support.

Louise Melhuish and Wendy Puddy

Quarrying on Lundy

An interview with Tim Marsh

The quarries on Lundy had not been worked for over 100 years prior to the arrival of Tim Marsh on the Island. Tim is a 'banker' mason or stone cutter and has worked for the past four years in Trenoweth Quarry in Cornwall. He was born in Cornwall and went to school there but does not describe himself as a Cornishman though he obviously is drawn to the life there. He began learning the trade of stone cutter by working for a London firm which undertook restoration work on churches.

Granite differs from site to site and is defined by the fineness of the grain. It can run the whole spectrum from very fine to very rough grained granite. Most of Lundy's granite tends toward the rough end of the spectrum although the

biggest quarry has fine grained granite. Fine grained granite is much harder but cuts much cleaner.

Good quality granite is described as 'blue' granite. Brown granite or 'list' is found at the edges of fissures in the granite where seeping water has stained the stone. 'Elvin' is the name of the grey stripe running through some granite 'lambs leg' is another name for it. Samples of all these may be found on Lundy.

When starting a quarry the first things to look for are the natural joints or faults coming down vertically. These are called the 'tough way' joints and the 'cleaving way'. In theory, a piece of granite should come out cleanly if its cut along the 'quartering way' which is 90° to the tough way joint.

—It's not always quite that simple as Tim can bear witness. The Lundy quarries are not easy quarries to work, they are also expensive to work because there are so many tough way joints and it's quite difficult to get a good long piece of granite. Tim thinks this may have been a contributory factor to the failure of the quarries here. Large pieces of granite would be hauled out from the quarry by means of cranes sited usually at the corners and/or above each quarry. The bases on which the cranes on Lundy were fixed can still be seen in each of the quarries.

Quarrying has changed very little since the 19th Century, other than the use of



a compressor for operating drills rather than hand drills. When deciding how to split a piece of granite, consideration must be given to which way the 'grain' is running. If possible the largest face required for the stonework will be cut the quartering way. This is because it is the easiest way to work the stone as it would be with wood. The procedure for cutting a stone is to first draw a line along the edge to be split. Traditionally this is done with a piece of 'red' a slate like material found on Porthpean beach in Cornwall. Tim has found pieces of 'red' in the Lundy Quarries but has not established whether Lundy has its own source or whether workers who came here in the 19th century also found theirs on Porthpean beach! The next step is to trace the line, tapping sharply with a chisel. This is known as 'stinging' the granite so that when it splits it will (hopefully) follow the

desired line. The next stage is to mark out a series of holes called a 'race', about a hammer head apart and then drill holes. The depth of hole required to ensure that the stone splits cleanly depends on whether the stone is being split the quartering way, when as little as a 3" hole is all that's required to split a large piece of granite or along the tough way when it is necessary to drill down to within 2" of the bottom. As you walk around the quarries you can still see drill hole marks on many of the stones lying on the ground.

At this point 'plugs' and 'feathers' are brought into use. Plugs are metal wedges and feathers are half round metal pieces. A plug is used between two feathers in each hole of the race. The plugs are tapped in progressively until the granite starts to hiss which is a sign that the granite is about to split.

In former years there would have been many different tradesmen involved in the quarry. The Quarry men would have extracted the stone and formed the rough shape required with the help of labourers and apprentices. The stone would have been placed ready to work on the 'bank' or working bench by the 'banker hands', they would stand beside the banker mason and turn the stone as

he worked. The banker hands thus became expert at handling very heavy weights. A quarry would support a Master mason who would design all the templates and drawings and its own blacksmith or toolsmith to make all the necessary chains and gear required. Nowadays the blacksmith skills required for quarry work are still very specific and there are very few who can do the work. The blacksmith who works at Trenoweth is shared with other small quarries in the area and spends only about one day per week keeping the tools etc. in order. Of course, one aspect of the blacksmith's work in the quarries which is now not required is that of shoeing horses. When Lundy's quarries were worked last much of the heavy work would have been done by horses and in fact some of the ruins on the terraces are believed to have been stabling.

New stones for the buildings under restoration have been made from pieces of stone quarried by Lundy's last generation of stone masons using the same techniques as they would have used. It underlines Lundy's timelessness somehow to take up a task after an interval of over a hundred years and carry it through to completion.

LUNDY PONIES

by Mary Squires

Although Lundy Ponies have only recently been recognised by the National Pony Society, they have been born wild out on the island since 1927. All our ponies are of New Forest origin, so are hardy and well suited to withstand severe winters.

This winter which has just passed has been very kind compared with that of 1981/82. That winter began with torrential rain, causing the worst floods that can be remembered since the 1930's (not much fun if you are an outdoor pony or the person who looks after them). It ended with a spectacular fortnight when all the vegetation was encased in ice after freezing rain. Fortunately for the ponies, they were already in the stable yard when the blizzard struck, as movement on the island was greatly restricted and it would have made feeding most difficult.

We usually begin supplement feeding with hay about a fortnight into December. The ponies are often waiting at the High St. gate in the mornings to spend the day in the stable yard where hay boxes are sited and are driven out to spend the afternoons and nights out on the islands.

So it was most unusual during this bad weather, when the mares had to be kept in for four days, whilst the youngsters were housed for 10 days. Only a shortage of water in the farmyard forced us to turn them out. The ponies had looked quite dejected with icicles

dangling from their stomachs and snowballs in their tails and manes.

However, Spring eventually arrives each year, and to watch them galloping towards Pondsburry, their tails and manes flying you would never guess that winter could have held us in such an icy grip.

A welcome break in the daily care routine is the joy of riding one of the ponies out on the island. Our ponies are quiet and friendly which makes the work involved in looking after them seem worthwhile.

We have six ponies for sale, three of which are rising four and old enough to break for riding and the other three are rising two.

They were all sired by a New Forest Stallion called Knightwood Grenadier.

"Lundy Stonechat" bay filly — rising two.

"Lundy Shearwater", dun gelding — rising two.

"Lundy Buzzard", dun gelding — rising two.

"Lundy Coot", dun gelding — rising four.

"Lundy Roller", golden dun gelding — rising four.

"Lundy Dusky Warbler", dun gelding — rising four.

Lundy ponies, when fully grown average 13.3 hands and make ideal children's ponies.

If you are interested, please contact Mary Squires.

Paradise Regained

(Pigs return to Lundy)

by W. Puddy and L. Melhuish

On Tuesday 25th January 1983 two Landrace/Large White cross piglets arrived via m.v. Polar Bear to take up residence in the 'Pigs Palace' (formerly known as the potting shed).

Most of Ilfracombe will already know of this event as the piglets were carried



screaming on board slightly later than 11 pm on Monday night. They were hardly more discreet over their removal from the back of the landrover into their newly restored residence but took very rapidly to their hay beds to regain their composure.

They appear to have healthy appetites and hope it will not be too long before they are able to go out to root up the garden.

Marisco Reverts to Tavern and Stores

by Col. R.C. Gilliat (Retd.)

Lundy purists have always been averse to change and part of the attraction of the Island is that it remains largely unspoiled and unravaged. Where else in the United Kingdom would one still find remains of German aircraft that crashed forty years ago? There was obviously much comment when the Tavern and General Store were split and the shop was moved up to its present location in the cart sheds. However, this move was essential with the need for more room in the Tavern from the increasing number of people able to stay on the Island in the last decade. When the Old Hotel had to be vacated, Lundy lost its focal point and for the last ten years the Tavern has become the centre of village activities.

When the Trustees of the Landmark Trust embarked on their very extensive restoration of the Old Hotel complex they were mindful of a need to recreate a village centre and to return as far as possible to the concept of a Tavern and General Store. With the increasing number of places for visitors to stay on the Island it was necessary to increase the size of the Tavern, to provide a communal area in the village centre where visitors and islanders could meet, drink, buy snacks, play games and incidentally, shelter from the wind and rain.

The present restoration works, which should be completed by the early summer, meet these requirements by providing more drinking space by

converting Marisco Cottage into part of the Tavern with the great advantage of magnificent views over the sea which drinkers have not previously enjoyed. The shop will be relocated in the west end of the present Tavern with the secretary's office in the Bakery. At the same time the Tavern/Shop will be equipped with a modern kitchen behind the scenes so that bar snacks and simple meals can be provided on the premises.

No matter how late a pub stays open, revellers are always reluctant to leave — a sentiment not normally enjoyed by the barman! The 'new' Tavern while hopefully retaining the atmosphere of the past is designed so that customers may stay on in the building after the bars have closed to chat and play darts. There will even be light providing the wind is blowing!

Bird Log

by Keith Mortimer

The 1982 bird list was another good one for the Island with over 120 different species having been recorded including a Yellow Breasted Bunting which was the first record of this species for the Island.

The beginning of the year started well with a Grey Phalarope turning up in the Lighthouse field for a couple of days during early February and early migrants such as Wheatear, Sand Martin and Ring Ouzel started to arrive during the last third of March.

April saw the return of the seabirds to the cliffs with good numbers of Puffin, Razorbill, Guillemot, Kittiwake and Fulmar arriving along the rugged West Coast whilst on the gentler East coast at the same time the main passage of summer migrants was taking place with many hundreds of Warblers, Flycatchers, Swallows, Martins and Wheatears busily feeding away after their long flight North.



As usual May was a good month for the rarer spring migrants with a male and a female Woodchat Shrike arriving, one in Millcombe and one around the Rocket Pole area along with a very nice male Red Backed Shrike. On the 16th a Red Breasted Merganser turned up in the landing bay and stayed for eight days, this bird being only the second record for the Island. Other interesting birds in May were Hobby and Marsh Harrier.

June and July were quiet months as usual the only highlights being a Black Tailed Godwit on the third of July and a Ruff on the 31st August saw a slight increase in activity with the start of the Autumn migrants making their journey south, but the main highlight was a

Semi Palmated Sandpiper which stayed at Quarter Wall pond for five days at the end of the month, this very uncommon North American wader was only the fourth record for Lundy.

Like most years September turned out to be the best month for the birds: two Pectoral Sandpipers also from America, Curlew Sandpiper, Hobby, Barred Warbler, Ortolan, Lapland Bunting and Snow Bunting with fourteen of the latter on the twenty fifth. There was also a large increase in the number of birds moving South with counts of over a thousand Swallows and larger movements of Warblers and Pipits.

October saw the start of winter with the arrival of Redwing, Song Thrush and Fieldfare and Meadow Pipit numbering well over two thousand at times. October also turned up a few nice surprises including a Red Breasted Flycatcher at Quarry Pond and a Serin in the High Street.

November saw our fourth and final bird from the States, an adult American Robin which was present on the air field for five days feeding with Blackbirds and Redwings.

December was a very quiet month with the only birds of any great interest being Great Northern Diver and three Firecrests at the end of the month — still I wasn't worrying too much sat there with my glass of wine and mince pie in front of the Tavern fire.

Holiday Feature: Canoeing to Lundy

by D. Mitchell

The first step is to find out about Lundy. A detailed guide to accommodation arrangements, camping, transport and general facilities can be obtained from the Administrator, Lundy Via Ilfracombe, N. Devon (Tel. Woolacombe 870870). Any bookings need to be made well in advance, even for camping in peak season. Problems of being weather-bound on the island must be considered as transport home via the island boat or helicopter service may not be easy to get at short notice. Extra luggage for paddlers staying on the island can be transported by arrangement on the island boat from Ilfracombe but paddlers are advised to keep bivouac kit with them in case of a forced landing and abandonment of a crossing. Car parking, keys and telephone contact arrangements should be worked out to cater for all eventualities. Before setting out you should obtain the latest weather report and contact Hartland Coastguard to give full information about the group. The Lundy expedition is an advanced one requiring physical fitness good equipment and a good knowledge of coastal navigation. It is best not attempted by paddlers below British Canoe Union Advanced Sea Proficiency

standard and should have as a minimum, a leader of that standard. There are two main routes, from Woolacombe westwards or Hartland northwards. Routes from Barnstaple Bay lose tidal advantage and are longer. The easiest but not the shortest is from Woolacombe (or Lee Bay if the surf is too heavy). This takes between 4 and 5 hours for a fit group in good weather and is done on the ebb tide. The ebb sets S.W. so deviation must be allowed for. The deviation is minimal at neaps but significant at springs. In poor visibility (i.e. less than 5 miles) the paddler is out of sight of land for two hours or more and an accurate fix must be obtained from the last sight of land. When approached from the east Lundy presents a 3½ mile wide 'target', another advantage of the Woolacombe route.

The Hartland route is more complex. Hartland Quay is the best launch site and this means Hartland race is close to the route. The angle of tide to course is greater and the tidal speeds higher than on the Woolacombe route so there is less margin for error. The simplest tactic is to leave Hartland Quay an hour before flood starts, paddle to the N.W. of Hartland Point and then 'ferry glide' the early flood into the tidal eddy east of Lundy. This crossing takes about 3 to 4 hours in good weather. The Hartland route is not advisable in poor visibility.

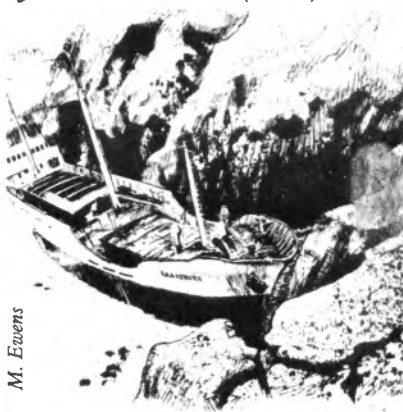
Landing on Lundy is only practicable at the Landing Beach north of the South

Light. This is calm except in N to S.E. winds when there may be dumping surf (onto stones!). A landing is not normally possible if the wind force is 4 or greater with the wind in these quadrants. There is no storage for boats at the beach except in a small cave as slipway space is limited and high tide extends to the cliffs. From the landing beach a track climbs to the island plateau (350 ft). Wherever you land you must report to the Coastguard straight away as they will have been keeping a listening watch on your progress. The Keepers at the South Light are very helpful in this respect. (There is no public phone on the island except via the administrators office.)

I personally did the trip from Woolacombe last April and was blessed with poor visibility, though otherwise calm conditions. I was out of sight of land for over 3 hours which though disconcerting did not prevent me from enjoying my trip. Whilst staying on Lundy with my family (their canoes were brought over on the Polar Bear) we had a memorable trip around the island in the company of several very friendly but curious seals.

Kaaksberg Requiem

by Col. R.C. Gilliat (Retd.)



M. Ewens

The Devon coast has always been treacherous for shipping and Lundy is no exception. The lifebelts hanging on the Tavern walls serve as a grim reminder of those ships that came to grief on the Island. The latest lifebelt on the wall, marked "Kaaksberg" 6 November 1980, was presented to the Island in a sad little ceremony by the ship's owner, Captain Hartwig Voss, following the loss of one of his fleet of eight coasters based at Hartland.

The last entry in the ships' deck log was made at 0018 on 6th November at Sharpness and records the wind as ENE 7-8 and a compass deviation of 1° presumably after she sailed for Par, Cornwall to pick up china clay. At 02.30 Hartland Coastguards heard two German vessels in conversation on the emergency frequency and noticed that one operator appeared very agitated. The Coastguard asked if assistance was required. The other West German ship, the Padberg, replied that she was in touch with the Kaaksberg and then a few minutes later broadcast a mayday message that the Kaaksberg was ashore on the east side of Lundy. Hartland Coastguard requested the Clovelly lifeboat to proceed to Lundy with all speed, scrambled a Sea King helicopter

Windpower Harnessed on Lundy

by J. Puddy

The Lundy wind turbine generator (WTG) is a machine marketed by NEI Clarke Chapman of Gateshead. It is fixed pitch with a three bladed rotor of 14m diameter. It rotates at a nominal 52RPM giving 415Volts 3 phase at 50HZ. The rated output is 55KW which is achieved at a wind speed of 25-28 mph. Drive is transmitted to the markon alternator via a gearbox and vee belts which increase the speed to 1500 RPM. Overspeed protection is achieved by the use of spoilers which fit into pockets at the rear of the blades, these operate if the power output is excessive or the WTG output exceeds 55HZ. The turbine is held into the wind by two fantails which operate through a gearbox and a gearcut tower top plate. The tower itself is a lattice construction bolted together on site.



After some delay our WTG arrived on Monday 8th November. It was a perfect day — the landing beach was mirror smooth. All parts were brought ashore with little difficulty although our methods did appear to bring beads of sweat to the foreheads of the Clarke Chapman engineers. By late afternoon we had a windmill 'kit' spread around the site ready for an early and eager start on Tuesday morning.

That day we were again favoured with good but windy weather. The machine soon started to take shape lying horizontally along the ground. The method of raising is as follows. First the complete WTG is assembled on the ground with two hinged tower feet attached to the foundation. The whole assembly is then hauled up using a hand winch and 'A' frame. It is a tedious operation but with many willing volunteers we managed to break Fair Isles record of 56 minutes when our machine settled on its foundations after only 54 minutes. The final bolting down was completed, electrical connections were made and we were off. On the first day of operation the winds were strong and we achieved full output without any difficulty. It continued windy for almost a week, so much so, that the Clarke Chapman engineers were unable to leave but had to stay and roast in the electrically heated cottages of Lundy.

Since commissioning our WTG has behaved well apart from some minor teething problems. It has proved reliable and regularly produces 1000KW hours over a 24 hr period.

The distribution consists of storage heaters and immersion heaters fitted into cottages, these are controlled by frequency sensitive consumer units. Following an increase in wind strength, the WTG tries to accelerate so increasing the frequency of the output. This is sensed by the consumer units and heaters are switched on over a range of priorities, the highest being in residential cottages, the converse happens when the wind decreases.

The Old Hotel complex when redeveloped will be heated by water which in turn is heated by banks of immersion heaters fitted in a phase change heat store, hydropscopic salts being used as the storage medium. This heating system will also be heated in calm periods utilising waste heat from the exhaust of the diesel generator by means of a heat exchanger.



from RAF Brawdy and last (but not least) called out the Lundy Coastguard. Kaaksberg then contacted Hartland Coastguard to confirm that she had 7 persons on board, was in ballast and that she was hard aground with her engine room flooded.

Twelve members of the Lundy Coastguard rescue company moved quickly to Tibbetts Point and set up a search light to search for the wreck. At the same time the Sea King helicopter arrived overhead and started a slow pass down the east side using her powerful searchlights to try and locate her. The helicopter found the casualty tucked into the bay opposite No 4 Quarry and informed the Lundy Coastguard who moved quickly to the top of the quarries to link up with the helicopter which landed above them. A 'fan' search down the cliff was initiated and shortly afterwards the seven survivors were met as they climbed up the cliff face having jumped one at a time from their rolling ship onto the rocks below. The Coastguards assisted the crew to the helicopter which flew them to RAF Chivenor. The only woman on board (the cook) was suffering from delayed shock and the engineer (in his long johns!) had also slightly injured his leg when jumping from the side of the ship.

The 468 ton Kaaksberg was badly holed and was quickly ravaged by the high seas breaking over and through her. The crew consisted of Ergon Lippa (Master) Hans Mayer (Mate), Elke Wollert (cook), Pete Otto, Frank Duitserman, Dimingo Dias and Asik Husezn (engineer). Three of the Lundy Coastguards went down a cliff line to the ship at the first light but it was too dangerous to stay aboard for as long as she was still rolling and crunching on the rocks. Two days later the Owner and the Master flew back to the Island by helicopter and we carried out a complete inspection of the wreck. She was declared a total loss by the owner and the lifebelt was presented in the Tavern.

The vessel broke in two during the easterly gales in December 1981 and the stern section has collapsed leaving the bow section high and dry, tucked under the cliff.

A news feature in a Hamburg newspaper on 23rd August 1981 reported that there was a lawsuit against the Mate who was officer of the watch when the ship was wrecked. He lost his licence because he left his course without adequate reason and did not continuously watch radar and even left the bridge for a while. When coming back to the bridge he tried to turn away from the land but crashed on to the rock instead. There are still mysteries about the wreck which will never be solved — although there was a radar scanner no radar set was to be found on the bridge during the inspection by the Owner on 8th November. The Master told me just after the rescue that the Mate was suffering badly from sea sickness and only called the Master to the bridge when it was too late for him to avoid the rocks. Thus the 20 year old coaster completed her last voyage to her final resting place on Lundy with only a few grim souvenirs on the Island from what was a fine ship.

OUT AND ABOUT ON LUNDY



Island Residents: Summer 1981



Where is it?



Michelle mucking in or is it mucking out?

ST. HELENA CHURCH LUNDY

Invited by the enterprising Publisher and Editor, (who are resurrecting the LUNDY ISLAND CHRONICLE), to contribute a few notes about Lundy's Church, I write by oil lamp, before a wood fire, in the Vestry on Palm Sunday.

My predecessor, the Reverend R.C. Dixon — who was for 20 years Vicar of Appledore and Priest-in-Charge of Lundy — first fitted out this spacious Vestry for summer holidays for his family.

During my five years following, as Priest-in-Charge here, with the help of friends from Appledore Shipyard, an upper deck was built with a ladder so I could sleep aloft, and live in the Vestry during my many visits to the Island — both in summer and winter. A calor gas cooker and comfortable bunk with piscina for washing — provide the basics for monastic comfort — with plenty of candle-power handy, and just a few paces through the door to the Altar for Daily Offices and Communion Services.

Maybe St. Helena's Church urban-type Victorian architecture — built in 1896 — seems incongruous for Lundy, and much too large for present-day requirements for a much smaller Island population, and standing in the most exposed position, but nothing more suitable has been constructed since, and it is surely a remarkable achievement that such a large Church was built in so remote and inaccessible spot in those days, during the reign of the Reverend Hudson Grossett Heaven, then owner of the Island.

The Church is the only part of Lundy (apart from Trinity House Lighthouses)

not owned by the Landmark Trust — so its upkeep, repairs, and cleanliness is left to the Church Authorities on the Mainland, and the Islanders themselves who worship here.

We were able to re-erect a mast over the Church Tower with the help of our friends, the keepers from Lundy South Light, who also provided and rigged halyards. Amongst all the modern buildings, St. Helena Church is still the most conspicuous building as you approach the Island by sea, so it is important to keep the Christian Flag flying.

We need all the help available from visitors, as well as busy Islanders, to care for the Church and keep it clean and tidy, for the state of any Church reflects the concern and devotion of local Christians.

We pray that Lay folk will be called to conduct Services regularly, when it is not possible for a Priest to be available. Any visiting Minister or Lay Reader will be most welcome. I'm sure the present Priest-in-Charge and Vicar of St. Philip and St. James, Ilfracombe — the Reverend Andrew Edwards, would conduct Services whilst on holiday on the Island, and could rest in the Vestry by previous arrangement.

I'm always delighted to be invited back to meet old friends and to officiate at Services, so hope I may return next Eastertide, so I can again spend Holy Week spring cleaning the Church and drying out the Vestry, as well as joining you in worship. Thank you all Islanders, and the Work Force, for your kind help, support and hospitality, giving great joy to an Ancient Mariner and Minister.

Donald Peyton-Jones
Honorary Chaplain
Missions to Seamen
(Formerly Vicar of Appledore and Priest-in Charge of Lundy)

Excerpts from Lundy LOGS — 1982

"To those who come here after us, I hope they find the magic of Lundy as we have. However, be warned, once Lundy gets into your bloodstream the fascination lasts forever.

Try the rhododendron walk after a shower of rain. The scent is indescribable and if you are lucky you will catch a glimpse of sika deer outlined against the sky.

Make a trip to the North end on a fine sunny day and you will be rewarded with the sight of grey seals, basking on the rocks and singing their own peculiar sad song.

Invest in a pound of carrots for the ponies and you will have many friends, but mind their hooves!!

Spend some time in the Marisco Tavern and you will make some good friends and be told many an interesting tale.

Above all just enjoy Lundy in all her many different ways."

2nd May — 8th May 1982 Anne Simester

SPRING ACTIVITIES

by Claire Melhuish and Rowena Gabe

We were enjoying our usual quiet drink in the Tavern when we were called upon to give Peter de Groot the benefit of our horticultural expertise! It was rather cold outside but with our usual dedication to Lundy affairs (and a firm hand from the Mummies) we deferred our beverage-taking and set off down to Millcombe Valley. Unfortunately no one was in Millcombe so we couldn't even check Joan's cookie jar! Actually it was rather fun and when we had carefully dispatched the pear trees



into the earth, we could have done with a few more trees ... so ... if anyone would like to send us some more trees we would be happy to plant them for you.

You are invited to contribute articles or letters to future issues of the Lundy Island Chronicle. Please write to the Editors.

Publishers and Co-editors
MRS LOUISE MELHUIHSH AND
MRS WENDY PUDDY

LUNDY ISLAND • VIA ILFRACOMBE
N. DEVON • EX34 8LA
TEL: WOOLACOMBE 870870