



LETTER FROM THE EDITORS

Once again we would like to thank those who have offered support and encouragement to us particularly those who have submitted articles, some of which are printed in this issue, some of which will appear in future issues — finances permitting!

The island population continues to change. This autumn has seen the departure of Nick and Gwenda Morrow, Pete de Groot (Ghandi), our two American friends David and Cynthia and last but not least my co-editor Louise Melhuish and her daughter Claire. Nick and Gwenda will be sadly missed by those that live here and those that revisit Lundy regularly. For more than eleven years Nick has taken care of all the accounting side of Island affairs and Gwenda has ministered to all those unfortunate enough to fall sick or be injured whilst visiting or living on Lundy, besides looking after cottages and working in the shop. Their home on Lundy was a haven of peace and hospitality to so many whilst they lived here. Now they have gone to live in their bungalow in Ilfracombe taking Pippa minor with them but relief is at hand, they have extended a warm welcome to those that know them to visit them there! Pete came to work on the Reafforestation scheme in 1981, and stayed on to look after the trees until now when the programme has ended. We wish him every success for the future. Although only on Lundy for a short time David and Cynthia will long be remembered by all those lucky enough to visit the island whilst they were here, not only for the hard work they put into Millcombe Valley and the Casbah but for the sheer fun they brought into our lives. The Volley Ball Competition and the Casbah Club will live on in our memories besides being immortalised in the form of the trophy and the article within. Louise has gone to take a University course in Horticulture at Bath taking Claire along. Claire is 'at University too' attending the Creche there whilst Mum is at her lectures. Both seem to be relishing the challenge, Claire greatly enjoying the stimulation of being with other young children and Louise enjoying the intellectual stimulation of being back in the mainstream of education. Her enthusiasm and imagination plus her willingness to tackle any job that was offered from shop to cooking, to cleaning and bar work makes her a great loss to the island. The Chronicle too will be much the poorer for her absence.

Lundy Island Chronicle



Tony Langham wrote in to tell us about the above drawing by John Dollar about 1934. 'I understand that the characters depicted are a Goddess standing behind Mrs. Gade who is seated among the birds and animals of the Island and who is holding her baby daughter Mary. Paying tribute are 3 regular pre-war Lundy visitors — John Dollar (standing), his brother Ivor, known as Bob, (kneeling) and 'Judd' Turner, followed by a seal. The drawing was surrounded by an inscription which read "Ex Libris Irene Gade"'.
Autumn/Winter Issue 1984 Fifty pence **Volume 1 No.3**

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This autumn too we welcome to the island Elizabeth Bromfield (Lizzie) Stirling Melhuish's sister. She has given up her job on the mainland to live over here and we hope she will quickly settle in. We also welcome John Alford who came to the island as a sub contractor to Ireland's and who so much enjoys the life here that he is staying on to work for Lundy.

The summer has been very busy and has seen the completion of the new properties — Old House North, Old House South, Square cottage and the New House and we thank all those who have borne with us amongst the unavoidable upheaval that the building programme has brought in its wake. The extension of the Tavern into the

former Marisco Cottage has been completed but although the new offices are in use the shop area is not quite ready. The party held to celebrate the inauguration of this new Tavern was great fun (as was the slightly less formal one the night before!) and we are looking forward to seeing many of the familiar artefacts back from their safe storage and in their new places.

The summer has not been without its dramas too. The Polar Bear was damaged when she was run into in thick fog whilst sailing back from Lundy on the 14th July. She was temporarily repaired and only missed one sailing at the time. Full repairs were carried out at Dartmouth in October and she is now back in service looking good as

What do you DO on Lundy?

(A glance backward at 25 years of visiting the island)

'We' is used sometimes to mean the family, sometimes family and friends and sometimes everyone on the island at the time.

The first visit we paid to Lundy was about 1956 on a Campbell's day trip. It was a bright summer day, with a sharp S.E. wind into the bay. We did not land. I was so furious that I vowed I would never try to set foot on the island again.

In 1958, Stanley Thomas, who had written an account of Benson ('The Nightingale Scandal') and knew Lundy from before the war, persuaded us to go and stay.

One or more members of the family 'have been over each year since. I could not then, and cannot now, put a finger on the magic. Perhaps magic cannot have fingers put on it.

Over such a long period one does not remember individual years, only a splendid mosaic. The Harman family were lovely hosts — one always felt one was a special guest. Mr and Mrs Gade were constants, part of the very structure of the island. So many people worked so that we could visit Paradise: Red Lyall and Jane (Lamprey) and Arthur Strick; John Ogilvie (though now it is difficult to think of him without Penny and the girls).

I remember the Austrians collectively. They merge into a tall, blond, bearded figure in Lederhosen, whether they were like that or not; playing the accordion and doing the broomstick routine in the Tavern.

Banjo George of the Tattie Bogle Club, and Mary Trapnell (of Westward Ho!) delighted us in the bar one year. I had never heard the Tiger Rag on the Banjo before.

When we sailed from Bideford on the Gannet it always seemed to be the crack of dawn. And one never could choose just the right place to sit on deck that would not wreck Trevor Davey's sight-lines: 'A matter of life and death'.

Vince Squire sculling a boat piled high

new. The 'Shearn' also went ashore for a complete refit and returned just in time for Christmas. Fortunately her return trip was not quite so wild as the outward journey (see picture in 'Out and About').

We had visitors staying with us over Christmas and over the New Year — eight at Christmas and fifty five over New Year — which was a great success. We hope to see this trend continue as more and more people come to see that Lundy in the winter can be fun!

Finally, we extend our deepest sympathy to Mr and Mrs John Smith, who have given so much to Lundy, in the tragic loss of their daughter, Emma last November.

with beer barrels was a miracle. So was taking off sheep and cattle. The year Fortescue the bull (who weighed one ton) was taken off, the beach was crowded with people all poised on high points where he could not reach them if he ran amok. But he walked down like a great gentleman and swam out to the Gannet behind the rowing boat.

One late August 45 people were stuck for four days because of adverse winds. We ran out of bread, and we had to eat Lundy mutton (gorgeous). We sat in the Old Hotel drawing room eaves-dropping on Mr Gade on the RT sending all our telegrams via the Hartland Coastguard. It was about 1966, I think. In the end we all got off the same day on a motley collection of vessels: the 'Gannet', the 'Cape Horn', the 'Lundy Gull &/or Puffin' and Doctor Valentine's 'Little Bittern'. The beach was like Piccadilly Circus. I have never known another such drama.

I can think of three other 'disasters' though. Peter Edward's Campbell launch ran aground in black weather on the diver's beach/Cove in 1967-ish and an instant crowd watched from the Castle battlements while it was

'salvaged' by my son, my nephew and Tony Walker, under P.E.'s direction.

Another year a tractor slid over the curve of the plateau edge, 50 yards to the North of Hammers in foul weather. An instant crowd (there's nowhere like Lundy for instant crowds) watched the islanders, led by Dave Davey, get it back up to the top. The Langham's were in Hammers that year and sustained immense numbers of instant visitors. We hardly noticed the foul weather.

One steamer day (so the instant crowd was *huge*) a helicopter from the carrier 'Hermes', went into the sea off Lametry. No-one was hurt, and the arrival of the 'Hermes' not to speak of the flotilla of small local craft, was sensational. That was about six years ago.

The Jubilee Bonfire was very splendid. All the telegraph poles from the West side Path went up in it. I miss them, but it was glorious pyre.

The Queen's visit was a special day too ('77), with the Royal Yacht enhancing the bay, and everyone seeing H.M. off on the beach. One's admiration for her

willingness to walk up from Brazen Ward was unbounded, one does not think of queens sweating it out up a 45 incline, no matter how often one may have done it oneself.

I became a Lundy botanist and a Lundy archaeologist about the same time (1966-ish) when the children no longer needed me. Flora and Tumps are an abiding fascination.

I have swum, or watched others swim, off Montague Steps, Pilots' Quay, Jenny's Cove, the North Light Steps, Brazen Ward, Maiden's Pool, in a pool on the way to Rat Island, but never all round the island like Sir James Lighthill (in '72 or '73).

Of course I have bathed on Lundy, but my predominant recollection is of water shortage: in 1958 I could not wash my children, this year the Great Unwashed were grand children. In the great drought year of 1976 we swam (as we did in 1983) instead of washing: the notable swim was off Jenny's when the wind was unexpectedly right (S.E.) and we all went in in our underwear (90% provided by Marks & Sparks, to whom we intended sending an unsolicited testimonial).

I have taken part in unnumbered EXPOTITIONS to the NORTH POLE (apologies to A.A. Milne). I have been escorted to Rat by Dr Colyear Dawkins (armed with the Millcombe bread knife) to do research on the turf growth. I have listened to shearwaters under Bob Britten's guidance. My breakfast birthday party to years ago on the site of 'DAMBREEZEE' at the North End was a divine madness.

Our Silver Wedding and two grandchildren's christenings have been celebrated on the island — and we all celebrated the Cole's twenty fifth this year too.

I have argued philosophy, talked nonsense, and sung my head off in the Tavern.

New building programmes and new friendly faces, as well as familiar ones, do not alter the island's magic, which is potent and unchanged. And the same sort of people, who have always visited, still find that it is there sort of magic. ET EGO IN ARCADIA VIXI.

Anne Westcott

A Small Boat Sailor's View of Montagu's Last Hours

It was our first visit to Lundy. We had decided that a visit in our own boat was not particularly acceptable because of the lack of a safe anchorage at Lundy and the general inhospitality of the Bristol Channel Coasts. We spent a delightful week on the island, but with one mystery — how could an experienced Naval Captain put his ship on the rocks after a mere 40 miles, 7 hour passage. After all, many small boat sailors navigate in low visibility without modern aids with very much greater accuracy after many more hours on call and no comfortable cabin and armchair to relax in.

So I decided to explore a little further by analysing the contents of the booklet 'Trial of Error' by Jill Davis and by studying the Ship's Log and the proceedings of the Court Martial in the Public Records Office at Kew which included a paper by the hydrographer of the Navy (dated 1st September, 1906) commenting on the Court Martial).

The results of this investigation are shown in the diagram. The final estimated position of HMS Montagu ignoring wind, tide, leeway and swell would have been almost precisely the same as the position at 7.05pm on 29th May, 1906. All these other effects on the movement of the ship take it to the left on its final course towards Lundy (ie north of the course line). Lieutenant Dathan's estimated position at 2.12am is therefore quite impossible. Good navigation with all the facts known and



applied would have made HMS Montagu's estimated position at 2.12am as 1½ miles off Shutter Rock, a reasonable estimate of her actual position on the rocks at Shutter Point. So there is in fact, no mystery about Montagu's grounding.

However despite the fact that Lieut. Dathan's dead reckoning position at 2.12am incorrectly put him well away from Lundy, as soon as the 19 fathom sounding was called Captain Adair should have realised his dangerous position. In conditions of poor visibility he should have studied the chart sufficiently closely to have firmly in his mind the possibility of wrong navigation and the likely depths that would indicate where he was. A 19 fathom sounding could only have two possibilities: a position to the right of his estimated position inside the 20 fathom line off Hartland — reasonably safe, or a position to the left of his estimated position near to Lundy — highly dangerous. He should have ordered the engines astern immediately

not gone to look at his charts. Perhaps to be fair, an echo sounder in the cockpit of a modern yacht makes coast hopping in fog rather easier.

So, two major errors, one of navigation, the other of seamanship caused the loss of HMS Montagu — a reasonable conclusion in the peace and quiet of the Public Records Office at Kew and at home in Salcombe, but rather different in a battleship at sea with concerns about radio trials and arriving off Lundy from Portland the previous day with consequent lack of sleep. We can only blame the people concerned but at the same time sympathise with the human errors made.

Details of Analysis

Errors and Omissions in 'Trial of Error'

The details of the Court Martial show this 'Times' report to be a very accurate record of the proceedings. However there are three points which need clarification —

1. All bearings, courses and tidal streams, except where very rarely mentioned as otherwise, are magnetic (with variation of 17 17' west)
2. Helm orders in those days were different to now — to turn a ship to starboard the helm was ported (a relic presumably of the days when tillers were used — Admiral Fisher's sweeping reforms towards greater efficiency in the Royal Navy were not in full effect by 1906!)
3. On page 17 and 20 the word 'terms' should be 'turns'.

Initial Position at 7.05pm 25th May 1906

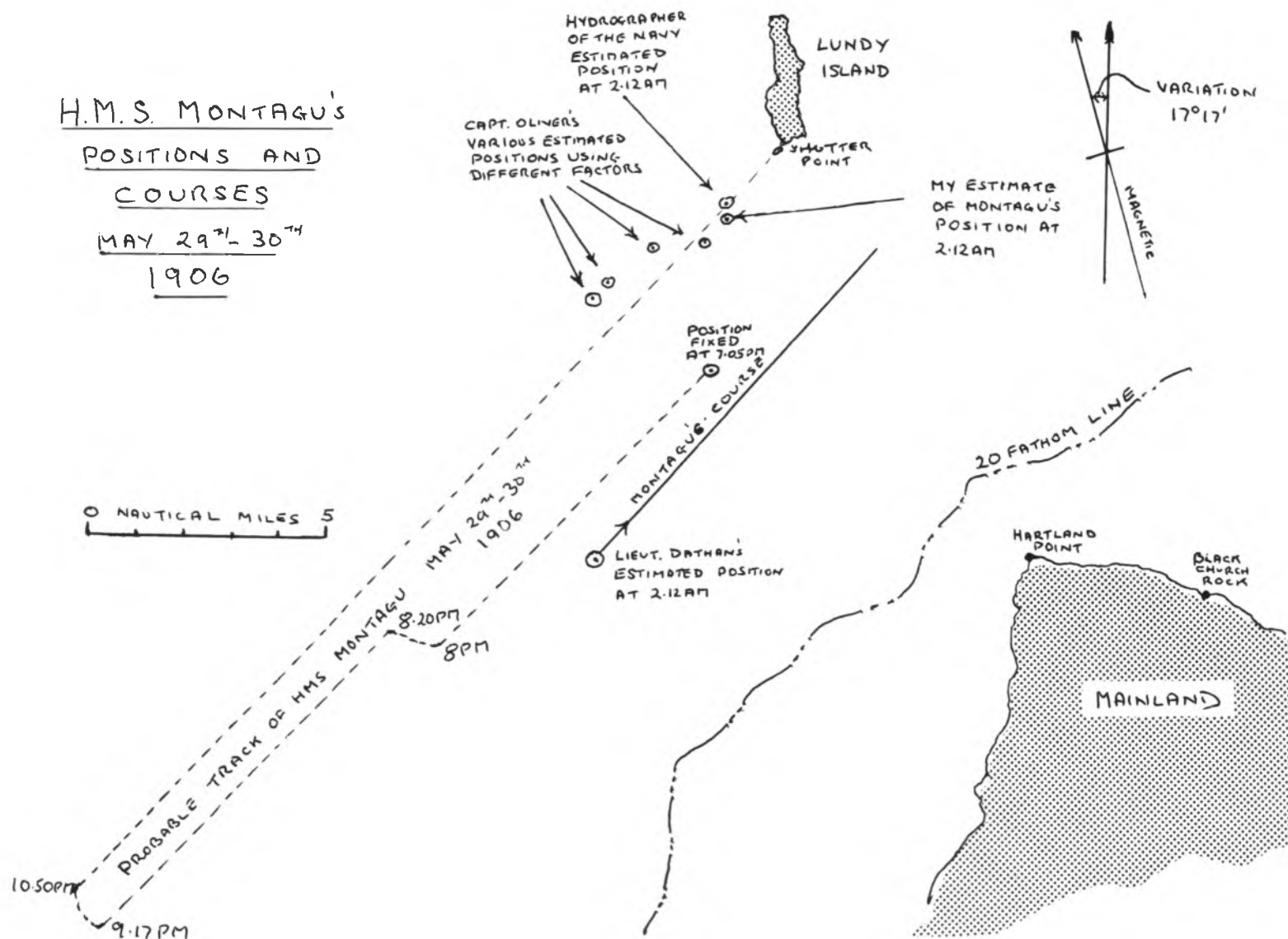
Once it was realised that the bearings given were magnetic not true, the two fixes confirm each other and are likely to give a true position of the ship.

Ship's Powered Movement Through the Water

On a course of S58W (238) True and its reciprocal N58E (058) the distance travelled due to power alone are summarised below (figures from 'Trial of Error')

7.05pm 75rpm	50 mins at 12½ knots	10.4 miles
7.55pm 48 rpm	5 mins at 8 knots	0.7 miles
8.00pm stopped		
8.25pm 75rpm	50 mins at 12½ knots	<u>10.4 miles</u>
9.15pm stopped		
10.50pm 48rpm	40 mins at 8 knots	5.3 miles
11.30 pm 36rpm	2hr 40 mins at 6 knots	<u>16 miles</u>
		21.3 miles on 058 True

H.M.S. MONTAGU'S POSITIONS AND COURSES MAY 29TH-30TH 1906



Result 0.2 miles in direction 238
This calculation is confirmed by readings of the engine revolution counter in the engine room (sc. the Court Martial proceedings)
Outward 7.05pm - 10.00pm Port Engine 7326, Starboard engine 7489 — mean 7408
Return 10.00pm - 2.12am Port Engine 7445, Starboard engine 7430 - mean 7437
Difference is 29 revolutions 136 yards.

The ship therefore returned to her 7.05pm position in consideration of engine powered movement alone. Engine revolutions were not recorded in the ship's log at all, but the evidence was there in the engine room but ignored by the navigation officer. As no patent log for distance measuring was used this was a vital omission. No present day yachtsman would sail under the conditions that night without using a Walker log or similar.

Tidal Streams

I plotted all the tidal information given by Liet. Dathan and Capt. Oliver in 'Trial of Error' and compared it with present day information given in the Tidal Stream Atlas for the Bristol Channel and also a tidal diamond adjacent to the area near Lundy in the current chart of the area. This confirmed the 1906 work as correct and gave a net tidal movement for HMS Montagu of approximately 2 miles in a SW direction.

Windage

The wind was approximately SW between force 1 and 3 but generally at the lower end of this range. This would have some effect of the ship, moving her N.E. during the periods stopped from 8.00pm to 8.20pm, and 9.15pm to 10.50pm. Captain Oliver reckoned 2½ miles, Capt. Adair reckoned 1½ miles and the Hydrographer of the Navy suggested that 1 mile was quite enough. Lieut Dathan however appeared to have ignored the effect altogether in his plot.

Turns

When HMS Montague stopped at 8pm and 9.15pm the ship was turned to starboard (ie to the North of her course) in order to be beam-on to the radio transmitter at Scilly. This would have had some effect on the ship's position, Captain Oliver reckoning 1½ miles west but the hydrographer of the Navy suggested not less than 2 miles North West. Again Lieut Dathan did not allow for this movement in his estimated position.

Indraught due to Swell

The hydrographer of the Navy in his paper of 1st September, 1906 summarising his views on the proceedings at the Court Martial introduced a further factor which he suggested could have affected HMS Montagu's position considerably. This was the indraught due to swell which would operate on the ship for the whole 7 hours under consideration. He

estimated this to be ½ knot ie 3½ miles for the total time. Neither Capt. Oliver nor Lieut Dathan had considered this factor.

Final Estimated Position at 2.12am on 30th May

As it is reasonable to assume that the ship's movement under power alone would have returned her to her 7.05pm position on 29th May, a fair estimate of the ship's position at 2.12am can be found by applying the preceeding movements to the 7.05pm position.

From the various estimates made the following movements can be satisfactorily assumed.

Tide 2 miles S.W. 2½ miles NE
Windage 1 mile NE
Indraught 3½ miles N.E.
Turns 2½ miles N.W.

Plotting these movements gives Montagu's estimated position at 2.12am as 1½ miles 220 True from Shutter Point. Her course way N58E magnetic 41 True, the reciprocal of which is 221 True.

I.R. Lyon

The author wishes to acknowledge reference made to 'Trial of Error' by Jill Davis

Comments by a Lesser Ringed Naval Officer (Retd.)

Captain Fishhook
(alias Cmdr J. McPhee)

I too have been intrigued by the Montagu incident and am most grateful for Mr Lyon's thought provoking article. I can find no fault with Mr Lyon's workings and analysis based on these reports but my own guess (nothing more dogmatic) as to the cause of the grounding would be based on a little historical, not personal, knowledge of naval affairs of the time and on the personality of one of the witnesses.

Captain H.F. Oliver, 'in charge of the School of Navigation', the expert witness on navigational matters at the Court Martial was perhaps the world's leading authority on this subject. His exploits are legion — on one occasion he navigated 97 (yes ninety-seven) warships in thick fog from off Plymouth right into Gibraltar harbour. He was the father of modern sea navigation rising to become Admiral of the Fleet Sir Henry Oliver, dining in his beloved School of Navigation — now HMS Dryad, on his 99th birthday before heading for his last anchorage in his 102nd year. He had the satisfaction of drawing from the government his pay (Admirals of the Fleet do not retire) after his last day of service for over 40 years.▶

He was known, above all for his accuracy and we can be sure that given the official navigational figures known at the time his computations would be beyond question. His attention to detail in such an important matter as the Court Martial of a fellow officer would be absolute. The figures themselves therefore must be suspect in at least one respect. Times and compass accuracy are nowhere questioned, tidal stream discrepancies do not conflict significantly over the timescale involved, nor does windage. (My own experience of managing a warship of comparable size puts me firmly in the 'Adair' camp however.)

The error which shouts at me is the computation of speed through water. The ordering of a set number of revolutions, the achieving of these, the recording of them and the relationship of revs to knots seems entirely shambolic. To say that steaming from slow speed at 2020 to full ahead (19kts) until 2115 would result in 10 miles covered is highly problematical. (I would guess that a ship of such weight and shape would take much longer than 1 hour to reach maximum speed for example). Thus my guess is that Montague in fact covered much less than 21.5 miles to South West before turning to its fateful bearing of 058.

Comments please.

The Volley Ball Competition



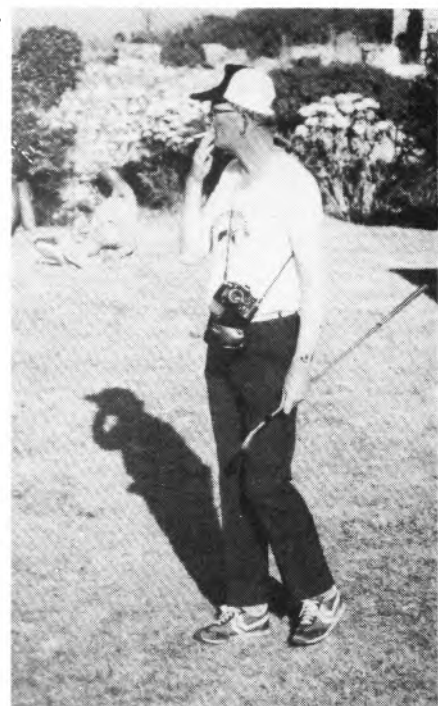
Adopting the spirit, if not the decorum, of the Gentlemen of Wessex; who so nobly laid willow on leather against the Island those years ago; Islanders, Contractors and Visitors alike joined to compete in what must be the first international Lundy volley ball tournament, so ably promoted by Dave Tinsey and Cynthia More.

Some induced no doubt by the prospect of discounted ale, and others entered

with all the subtlety of a Elizabethan Press Gang, competitors soon found themselves under intense vocal and physical training for their respective teams comprising, The Casbah Cronics, The Able Boggets, The Hasbeens, The Pub Crawlers, The Puffin Billies, The Marisco Mauraders and The Hit & Hopes. The whole proceedings being held under the watchful eyes of the judge, umpire, scorer - Tony Waker.

After much endeavour, dedication and, of paramount importance, great fun for

The Umpire



all, the Puffin Billies (Mick Knight, Geoff Lloyd, Mick Godwin, John Handbag Esq., Pete King and led by Joan Foster) proved triumphant.

The trophy now displayed behind the bar was duly presented during the evening on the very emotive last night of the Old Tavern.

Puffin Legs

Bird Log

K. Mortimer

After sampling the joys of the spring migration, the summer months became very quiet, the main highlights being a raft of about 450 Manx Shearwaters off of Rat Island in early June and a Moorhen on Pondsburry on the 25th June.

The long hot days of July were spent sun bathing on the west side where the company of the Puffins was most welcome whilst in Millcombe young spotted Flycatchers had fledged and were preparing for their first taste of migration.

August started off slowly but the second half of the month saw the start of the Autumn migration with the arrival of Pied Flycatchers, Whinchats, Yellow Wagtails, good numbers of Warblers and, on the 29th a Melodious Warbler, an uncommon autumn visitor to Lundy. The other highlight of August was a very early record of Fieldfare on the 27th which was watched by Richard and Martha Campey along the east side.

As in previous years, September was once again the best month. A westerly gale on the 2nd brought in two North American Waders, a semi-palmated Sandpiper and a buff breasted Sandpiper, both on Pondsburry. Then on the 7th whilst opening the curtains in Little St John's, Tony Taylor saw a Tawny Pipit feeding below the window in the grass (only the 5th record) it was last seen at the North End of the terraces on the 10th.

Things then went very quiet until an Icterine Warbler was trapped and ringed by Mike King's ringing group. Things then hotted up and on the 25th a Rose Coloured Starling was found on the airfield and stayed in Brick and

Tillage fields for several days, the same day also produced a Wryneck at Quarter Wall.

On the 27th the bird numbers shot up with counts of about 1,000 Meadow Pipits moving through and bringing two Richards Pipits with them, one on the 27th and one on the 29th. Also on the 29th we had the pleasure of the company of a Short-toed Lark, only the 4th record for Lundy, whilst in Millcombe there was a Yellow Browed Warbler and a Red Breasted Flycatcher, both species now appearing to be annual on Lundy.

The other highlight of September was Honey Buzzard which was seen being mobbed by Ravens at the South End before flying off south.

The Short-toed Lark was still with us at the beginning of October but soon disappeared. We then saw the arrival of some of our wintering birds with five redwings on the 6th and Water Rails calling in Millcombe. On the 20th a flock of about 250 Jackdaws in the Lighthouse Field made the largest number ever recorded on one day and just to finish the day off nicely, there were two Yellow Browed Warblers feeding together in Millcombe.

My ringing trainer, Tony Taylor was on the island for the latter part of the month which enabled me to bump up my ringing totals. During his stay with Tim Scoones in the 'Blue Bung', three of us managed to ring several hundred birds including: Kestrell, Water Rail, Firecrest, Blue Tit, Great Tit, Coal Tit, Treecreeper and Redwing, all good birds for the Lundy ringing list. Let's hope that 1984 is going to be an even better year for the birds.

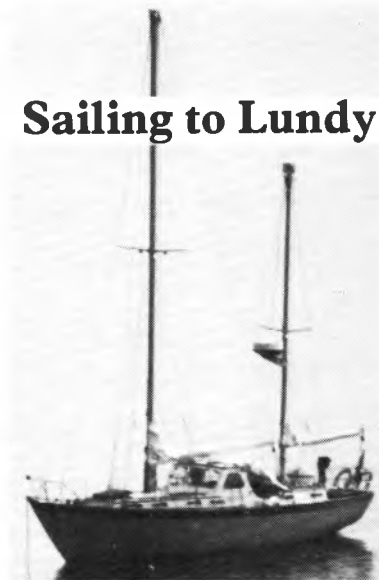


Winning Form



Presenting the Trophy

Sailing to Lundy



Visiting the National Trust Arlington Court, I was offered a copy of the first issue of 'Lundy Island Chronicle'. Now living in North Devon, it stirred memories of times past, in the early seventies, when in a 21ft Sailing Sloop, three of us had sailed from above the Severn Bridge via Porlock Weir to Lundy.

Our time ashore was short, anchoring off, the row ashore in our inflatable was uneventful. A brisk uphill walk brought us to the Tavern — sadly closed. An interesting, if short walk about, viewing from above our small craft at anchor far below and looking so minute, reminded us that time and tide wait not for us. Back at the landing place, turning tide caused a slight swell — enough to make re-embarking in our inflatable interesting! While skipper boarded, one crew member held tight and the other entrusted with two cameras in a sealed plastic bag — was later heard in Ilfracombe to mutter: 'I could have drowned as long as his cameras were safe!' Sailing away, camera recorded for all time a glorious sunset beyond the Island, as we a small dot sailed on to be overtaken near Ilfracombe by the Polar Bear returning to her berth ahead on us.

Since then other visits have occurred, one during a sunny day in 1973 bringing a new craft around. Going ashore was helped by the Landing Jetty, as Campbells were there also! No memory yet competes with the late evening, when leaving the warm hostelry for return to my anchored craft, an acquaintance who knew the island well — said briefly — 'follow me'. All was well — my heart pounded as we raced downhill in total darkness every footstep into a void, yet safely arriving on the pebbled beach. Prior to this marathon descent, time allowed to gaze into the starry sky — noting shooting stars amid the Milky Way — up channel and down channel — over in Wales — across to Cornwall were lights, from Lighthouses and Light Vessels, ships gliding along.

Few islands can surely equal Lundy. Around it the Bristol Channel offers so much and it has the height to enable the visitor these panoramic views. Since then, I have sailed around it to see its other side, facing to the west — that however is another story I may be allowed to tell later.

C.C. Watts

St. Helena Church

Again invited to contribute to our splendid 'Lundy Island Chronicle', I must thank Brother Andrew, Priest-in-Charge and Minister of St. Philip & St. James, Ilfracombe, for allowing me to return and conduct our annual Harvest Festival on the Island, and to celebrate my birthday — three score years and nine!

The Church was beautifully decorated with hardy flowers able to grow on the Island, and plenty of hay to relieve the hardness of pews! A second service was held in the Marisco Tavern after dark, for cliff-climbers and bird-watchers who missed the church service. Films were also shown of our work around the world for the Missions to Seamen and a handsome collection was given for our seafarers.

So many old friends have left Lundy this year—including Nick Morrow, who has been our faithful Church Treasurer for many years, and wife Gwenda, as the Island's doctor — and a regular supporter at our Services, keeping the flowers fresh and the Church tidy. Also all around are new buildings — to first class specifications — blending into the scene. The work force can be proud of their labours, contributing to the Island's future.

But the strength of the Church and our Faith lies in factors that don't change: "Oh Thou who changest not, abide with me". God is the same yesterday, today and forever, and the attractions of Lundy are the cliffs and bays and seas, which are always the same though in different moods and seasons. So our visitors can always rely on the Church (and Trinity House) always staying the same — though in future they can live in greater comfort on the Island.

Personally, I'm content with my log-fire in the Vestry, a simple bunk, and water to be humped (it makes you more careful with its use!).



On the helicopter day of changing comings and departures, our local M.P., Sir Peter Mills, flew in with Lady Mills, and called on St. Helena — ever interested in its upkeep and our monastic way of life.

Our young clock-maker from Appledore, Bill Smith, spent his holiday on the Island repairing our

Church clock, assisted by his wife Helen; so now we have the hour displayed once more. Trinity House keepers kindly trim our oil lamps and keep our flag flying. Thus, whilst times change, the Church is always the same, and always open and available: Praise the Lord!

Donald P. J.

Oscar Wilde and Lundy

In 1876, when Wilde was at Oxford, a college friend of his, William "Bouncer" Ward, stayed on Lundy, for two or three weeks it would seem. They corresponded, with Wilde indulging in some gentle banter at Lundy's expense.

A letter from Wilde to Lundy at the end of June begins:

"My dear Bouncer, I am in terrible dread of reading a pathetic account in 'Reynolds' Police News' of 'the death by starvation of a young man on Lundy Island.' The idea of *you* forgetting your food — I hope you got it safe — I sent it off by 12 o'clock on Thursday."

Early the next month Wilde wrote to another friend, Reginald "Kitten" Harding, saying:

"I had an awful pencil scrawl from him [Bouncer] yesterday, written sitting on the rocks at Lundy. I hope nothing will happen to him."

In mid-July, to "Bouncer" on Lundy:

"I have never heard from you except your scrawl written from the rocks on your arrival. However I hope to find some letters at home waiting for me. ... I suppose you will see the Kitten after you leave Lundy."

In late July, to "Bouncer", (no longer on Lundy):

"I sent you two charming letters ... Did you get them? Or are they now used by the literati of Lundy Island as models of polite letter writing?"

Why did Ward go to Lundy? How did he get there, and where did he stay? One would like to have read that "scrawl written from the rocks".

The quotations are from letters printed in "Son of Oscar Wilde" (2954) by Vyvyan Holland. Holland suggests that "Bouncer" got his nickname from a character in Cuthbert Bede's novel of undergraduate life, "Verdant Green"; "Kitten" got his from music-hall song of the time, which began: "Parding, Mrs Harding, Is our kitting in your garding?"

Nigel Barnes

Lundy Folk

It was a glorious summer's day
A sunny day in June;
The sun had ruled the golden hours -
At night it was the moon.
'Twas on a simple Channel ship,
"Balmoral" was her name;
We sailed the Bristol Channel
And to Lundy Island came.
There she stood, erect and proud,
Defiant as the Law -
As we stepped into the little boats
And gently came ashore.
Assisted by the Lundy folk -
Ashore without a fuss,
Then someone in the boat remarked
"They look the same as us--"

Jimmie Cross
(Little Cott. Lynmouth, Devon)



The new
Tavern:
Would it ever
be ready?



You must be
joking!

OUT



We're not
sure—



I have my
doubts . . .

AND



Success!



And MORE
SUCCESS!

ABOUT



Barbeque
Time



Always
seat the
customers
Down-wind!



**RATHER
YOU THAN
ME —**
The Shearn
returns to
Ilfracombe
for a re-fit



You're never
really far
from
LUNDY

Dining out on Lundy



The Venue

With all Colonial drive and enthusiasm, Dave Tinsey and Cynthia More are to be congratulated in opening Lundy's new restaurant the Casbah.

Ignoring the traditional fare from long established Millcombe House, the couple tastefully rearranged the contents of the Island tool shed to provide a fascinating backdrop and decor. The whole meal, prepared on the premises by the proprietors, is tastefully served to crisp linen and spotless cutlery. Treatment of the speciality beans can only be said to be different and an unforgettable experience.

The whole meal, to include drinks, at a 10p draw ticket, is to be considered extremely good value, (gratuities made in Tavern later!) and you are recommended to purchase some whenever available. For reservations, call at the Casbah when you see the house flag flying.

Who know's this is probably how Langan's Brasserie started!

Puffin Legs

Behind the scenes with mine hosts



Mr. John Smith & Barty wishing they had won



Rare Robin Arrives on Lundy

On 25th May this year Bill Hall brought his 4 seater Robin Aiglon (French for eaglet) to Lundy airfield. The aircraft is a fine looking single engine, 180 H.P. plane with a range of approximately 800 nautical miles. It has a cruising speed of 120 knots with a



maximum speed of 135 knots. When he brought it over to Lundy his cruising altitude was about 2,500 feet and from take off at Wycombe Airpark near High Wycombe, Oxford to Lundy only took about 1 hr. 20 mins.

Bill at 24, who lives in Oxford and works as an electronic engineer/computer programmer has been flying for about 4 years. He trained mostly at Oxford and now has around 500 flying hours under his belt — some of these hours having been clocked up solo piloting to such far flung places as Katmandu and America. His longest single stretch of solo piloting was about 7 hour duration (the plane can carry approximately 8 hours worth of fuel). He says the most disconcerting thing about landing on Lundy was landing on a grass strip whereas he is much more used to a surfaced strip. The landing was achieved in a remarkably short distance — only about 60 yards but it took rather more for take off.

His visit was fortunately rather less eventful than the first visit of Bob Boyd

in May 1935 when starting the 'regular' service to Lundy in his eight seater De Havilland Dragon as recorded in Felix Gade's book 'My Life on Lundy'. The wind was easterly, which meant the landing had to be made on the shortest runway. 'The bisecting wall between Aclands Moor and that area which is still known as the airfield stood, in fact, all the way through from Quarter Wall to the Lighthouse Wall, but about sixty yards of the west wall of the Brick Field had been removed, which



doubled the length of the east-west runway. The ground in the Brick Field slopes away gently from west to east and it is therefore, not an ideal area for aeroplanes to land. Knowing this, Bob Boyd decided that he would make a more or less oblique landing from a point about midway along the western boundary of the Airfield, putting the Dragon down as close to the bisecting wall as possible. Some of us were on the Airfield at the time of the plane's arrival and were horrified, as it approached from the westward to see it just scrape the top of the bisecting wall. The undercarriage was swept away and the Dragon performed a complete circle only two or three feet above the ground before plumping down on its belly, when one of the engines promptly fell off. No one was hurt.' This sad incident delayed the start of the regular air service for a few months but when it recommenced with a more suitable aircraft — a six seater Short Scion it proved a very popular and successful service.

Extract from F. W. Gade 'My Life on Lundy' by kind permission of the Publisher.

Since Bill's visit in May we have had three more visiting aircraft, in September, November and January. We hope that other light aircraft pilots will come and visit us through the coming year.

Wendy Puddy



The Old Light on Lundy Stamps

It seems strange that it should have been twenty-five years after the introduction of Lundy Stamps that the first pictorial issues showing island scenes appeared.

The last issue of the Lundy & Atlantic Coasts Airlines Ltd. in April 1939 had set an example with its neat little line drawing of the Old Light, presumably by Mr. R.T. Boyd who issued these labels.

The Old Light is a subject which is particularly attractive and John Dyke used it very effectively in the 1954 pictorial stamps, once as a background for a group of Soay sheep and then on the airmail stamps with a view from the air.

A more formal drawing of the Old Light by Mr. V. Whiteley was used on the Antimalaria 6 puffin stamp issued in 1962.

John Dyke next used it as a subject in 1973 on the 1 puffin value of the Trinity House issue.

Then in 1975 to commemorate European Architectural Heritage Year the Lundy Architect Philip Jebb prepared a very interesting and unusual stamp design in the form of an architectural drawing of the front elevation of the lighthouse.

The most recent stamp to depict the Old Light was the Christmas stamp of 1976 which showed the building in a snowy landscape. It is amazing how John Dyke produced this effect by the omission of line and colour rather than actual drawing.

Competition

Closing date: 31st June 1984

The first correct entry selected from a lucky-dip will win a complete sheet of 48 of the 1939 'Penny Lighthouse' labels.

Entries on a postcard please to the Lundy Island Chronicle, marked **COMPETITION**.

Just answer these five questions, the answers to which are all to be found on the stamps illustrating this article (provided that the reproduction is clear enough)

1. Who designed the Old Light?
2. When was the Old Light designed?
3. When was the Old Light built?
4. When did the Old Light cease to be used as a lighthouse?
5. Why were special pictorial stamps issued in 1954?

B. Chinchin

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



MRS WENDY PUDDY
LUNDY ISLAND • VIA BIDEFORD
N. DEVON • EX34 8LA
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Little Lundy Mysteries

2. Why Rat Island?

This is perhaps the second oldest name for a feature on Lundy but its origin is unsure. There are two possibilities — firstly that the island resembles a crouching rat facing out to sea when seen from the Landing Beach, and secondly that it is, or was, the haunt of rats.

There are both forms of rat on Lundy, the Black and the Brown, and they appear to be equally distributed over the island but favour sites of human occupation. The Brown Rat did not reach Europe till the mid-18th century and as Rat Island appears on maps before this date, the name must refer the Black (Ships) rat, and in view of the many wrecks around this part of the Lundy shore it is highly likely that Black Rats came ashore there.

But why would they stay there? and what would they eat? Can anyone tell us more?

A.F. Langham

3. Why Benjamins Chair?

This is a more modern name than some on the island and seems to have appeared first about the mid-1850s at a time when the Heaven family were resident owners.

The site, on the south coast, has been likened to a seat where a Giant might sit, staring over to Hartland with his feet dangling in the sea and with his elbows resting on the island plateau. But who was Benjamin? There is no known Giant of that name. Was it a Heaven family nickname for the 'Giants' dug up in the Shippens? There is another legend that a shipwrecked sailor, the sole survivor of a wreck dashed on the rocks below, managed to climb the cliff and was discovered next day, exhausted and dying, on the ledge. Was his name Benjamin? or was his ship so called? Perhaps it was a favourite spot for an islander to rest — We know that there was a wooden bench there in Heaven days — perhaps the island carpenter was called Benjamin? Can anyone tell us more?

A.F. Langham

Lundy

Lundy is a romantic island,
Surrounded all by sea;
After you have walked the isle,
You are ready for some tea.

Now I sit and wonder why,
I've never come before;
I think it's because I have to walk,
Which makes my feet get sore!

I am going back again to Lundy,
To see what is left to find
And to see again those friendly folk,
Who were so very kind.

Louisa May August 1983

Excerpts from Lundy Logs — 1983

"Twixt the Spring and Summer times
Bird-nesting 'stricts the Lundy climbs,
Still, there are ascents above the tide
And no birds on the Devil's Slide.
(A cautionary climbers parenthesis:
COW PIE is a route to miss.)
From Time's first tick, it has been said
These windy shores were inhabited
By flint-scrappers, marauders too,
Now at Tibbetts here are you.

Gulping fresh air as an Eastern sage,
Sniffing the gorse or saxifrage.
Clinking of 'krabs' around the waist,
Swilling beer of Swimbridge taste —
It all adds up, say what you may
Towards the ideal holiday.
Confined betimes in ELSAN'S space,
Or perched on sunlit Western face,
The mind expands to realms beyond
Minutae of the workday monde.
With squawking gulls and peewits' pipe,
There's little here of which to gripe.

Should gales to cottage you confine,
Order up the Marisco Wine,
Roy's CHOICE comes in red or white,
It's just the thing for rainswept night.
So. Minus papers' gloomy news,
Far away from taxman's dues,
No Thatcher's rant, no Radio One
But glistening sea and setting Sun.
Whether skies be blue or grey,
Tibbetts is the place to stay."

*John & Peter Whittle, Kevin Bradbury
& Tony Wooldridge. Manchester.
23rd — 30th April*

"The lovely, lazy days of Lundy air
Knit up a ravelled sleeve, or two, of cave,
But if we're too solemn, islands find a way
To bring us back to earth without delay.
As Persian carpets need a tiny flaw,
Along with perfect moments we recall:

The cosy warmth of Hartland's heliport
When weather causes flying to abort;
The drone of swing-wing jets on sunlit
days
And mists that trip the foghorn's
raucous brays;

The windmill that begets more sound
than light
And fails to keep us warm throughout
the night;

The taste of Longlife milk from waxen
teat
In tea brewed using water sharp with peat;
The puffins massing on the cliffs beneath,
But all dismissed as razorbills by Keith.

I'm sure to value Lundy as we do
Needs a minority mental hue.
Well, let it be so, count us in the few,
And, gentle Reader, no doubt so count
you."

*Patricia & Peter Stones
(with apologies to practically everybody)
12th — 18th June*