

LUNDY LIGHTS AND LEADS

Lundy Review

ISSUE No. I.

SPRING 1957.

OWNERS MESSAGE.

Stanley Smith has asked me to write a few words for this first issue of his paper, and it is a great pleasure to do so.

To produce such a paper on Lundy seems to me a worthy task to tackle and one that could give a great deal of pleasure both to those who know the Island well and to some who have never yet had the chance to visit it.

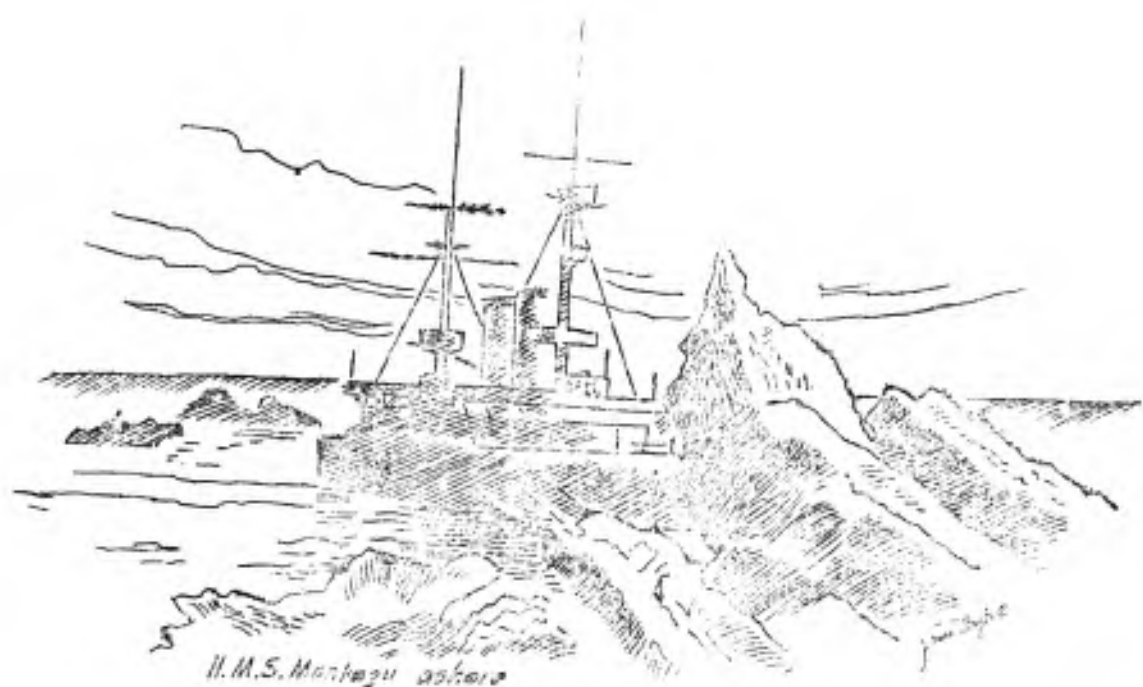
The permanent community on Lundy is no larger at present than would go to make just a hamlet in other places, so there is not a lot to be written about the Islanders themselves. But about Lundy, its history, the people who lived there in the past and what they did, about storms and wrecks and countless other things a wealth of writing could be done, all of interest and very well worth recording.

I have suggested to Stanley that his paper should not claim to be issued at any stated times or intervals, for that is the only way I know for a small publication never to be late with an issue.

But I wish him the very best of good fortune with the venture, and believe that if those many who can provide interesting material for his paper back him up by doing so, then this will be the first of very many issues which will bring pleasure to a lot of people.

ALBION P. HARMAN.





THE WRECK OF THE "MONTAGU".

BY JOHN DYKE.

(Who also contributed all the illustrations in this issue)

Fifty years ago, on May 30th. 1906, an event took place which focussed world - wide attention on Lundy. H.M.S. "MONTAGU", one of the most recently commissioned battleships, and pride of the Channel Fleet, surrendered her massive armour - plate to the treacherous sea at the south - western corner of the Island. Here she was doomed to end her days despite every device known to salvage experts.

The "Montagu" was a first - class twin screw battleship of 14,000 tons with a complement of 750 officers and men. Launched at Devonport in 1901, she carried 16 guns, had a speed of 19 knots and 18,000 horse - power. The battleship had been assigned an important part in manoeuvres, and on the day previous to grounding was patrolling the entrance to the Bristol Channel on the open side of Lundy. Captain Adair had been carrying out wireless signalling trials with the Scilly Isles. The signals proving unsatisfactory owing to the distance, it was decided to move in closer to obtain better results. Visibility was poor and during the night dense fog developed. To add to the difficulties a strong prevailing current drove the "Montagu" off her course. Soundings were taken at frequent intervals, and at 1.7 a.m. showed 70 fathoms - at 2 a.m. 19 fathoms, and just before 2.12 a.m. Lundy loomed up with startling suddenness. The ship grounded before any evasive action could be taken. Although the "Montagu" was steaming very slowly the impact was so great that several of the crew sustained injuries. The Captain tried going astern, but without success, as there was no room to manoeuvre. He stopped - then tried to go ahead - but both propellers failed - no wonder, for they were both carried away. The "Montagu" lay firmly across a ledge of rock, with a large hole in her starboard bottom and a heavy list to starboard, water rising above her torpedo nets. The engine room, boiler room, and stokehold were badly flooded - wireless telegraphy was also badly damaged. Fortunately the sea remained relatively calm and there was no loss of life.

Immediately on striking, distress signals were fired, and minute guns continued until 6 cases of ammunition had been expended. In the meantime, Lieutenant S.P.B. Russell and a junior officer left the vessel in a gig and pulled under the lee of the Island, in the direction of the North Light, the approximate position of which was indicated by

continuous fog signals. In this manner, the two officers proceeded for about two and a half miles along the western coastline. Then, scrambling ashore, they clambered up the face of the cliffs, a difficult matter on such a dark night - to the summit of the Island. They presented themselves at the North Light at 5.40 a.m., 3½ hours after the "Montagu" struck, and were very surprised to hear they were on Lundy, being quite convinced in their own mind that they had struck Hartland Point. This, of course, was the first intimation on Lundy of the mishap.

As soon as the news reached the mainland, tugs and salvage vessels literally swarmed to the scene, and the battleships "Duncan", "Dido" and "Albermarle", speeded to assistance. At first the Admiralty had great hopes of saving the "Montagu", and ordered a floating dock to be towed across the Atlantic from Bermuda. Then it was thought it would be possible to refloat her in July, when the tides would be at their highest for the year. After a while it was obvious that Lundy would become her grave, and work was put in hand, under the direction of Admiral Wilson, to remove guns, arms, torpedoes, and all possible stores, which were transferred to lighters and government vessels, using Lundy roads as their anchorage.

The salvage operations proved a great attraction for sightseers; passenger-carrying craft from the coastal resorts did considerable business, and it must have been an impressive concentration of shipping, with the warships "Cornwallis", "Duncan", and "Mars" in attendance, and numerous salvage craft in support.

The Court Martial opened at 10 o'clock on Wednesday morning, August 15th, 1906, aboard the "Victor" - Rear-Admiral Charles Cross presiding. The officers put on trial were Captain Adair and the navigating officer Lieutenant Dathan. There were two charges against the prisoners, the first alleging that the prisoners, being persons subject to Naval discipline, on the 30th May 1906, did negligently, or by default, hazard, strand, or lose, H.M.S. "Montagu", and second, that on the same date, the prisoners negligently, or by default, suffered the said ship to be hazarded, stranded, or lost. The report of the Captain to the Admiralty was read, and other officers gave evidence as to the movement of the "Montagu" during the six hours preceeding the disaster. All witnesses agreed that there was no reason to think she was off her course. No fog signals were heard from Lundy or Hartland Point, though the Officer of the Watch was listening for them in between the intervals of sounding the "Montagu's" own siren. Following further evidence, Commander G.E.S. Petch said he turned out of his bunk when the ship grounded and was on deck 5 minutes later. Immediately after striking, the bower anchor was got out and the capstan manned by hand as the compartment working the steam engine was flooded. The behavior of the crew was excellent in all respects - in fact the grounding might have been all part of the daily routine. When Captain Adair was asked if any officers and men had especially distinguished themselves, he replied, "I do not wish to make distinction, where all did so well. The conduct of Artificer Eng. Marchant, who was the Officer of the Watch in the engine room was admirable, but I do not consider it necessary to mention anyone else in particular. The behavior of the officers and crew was in all respects what it ought to be."

During the course of cross-examination, the Navigating Officer, Lieutenant Dathan, admitted that he was several miles out in his reckoning.

The trial concluded with the Court finding the charges proved against both prisoners; ordering Captain Adair to be severely reprimanded and dismissed from the "Montagu", and Lieutenant Dathan to be severely reprimanded, dismissed from the "Montagu", and to forfeit two years seniority as Lieutenant of the Fleet. Part of the sentences might be regarded as distinctly quaint under the circumstances; the force of the wind and sea already effectually anticipating the decision that both officers should be dismissed their ship.

The press gave a sympathetic report on Captain Adair's career and future. One paper said, "He is universally regarded as a rising officer, and at the Admiralty, where his ability and professional record are well known, there will certainly be no disposition to dispense with

his services. That he may not get command of another ship is probable, if only in deference to public opinion, but that staff employment will be found for him until he attains flag rank, may be regarded as more than probable". Public opinion did not consider the punishment meted out to be unduly severe. It was thought that the loss of the "Montagu" was particularly due to the amount of attention Captain Adair had devoted to his wireless telegraphy experiments, which was considered detrimental to his command of the ship. The blot upon his career was all the more regretted, for the service contained no more devoted servant, who, in addition to his scientific proficiency, was one of the leading experts in naval gunnery. Thirty two of his 45 years had been spent in the Navy, and he had a first-class record, especially in gunnery. He served as Assistant to the Director of Naval Ordnances, and was a member of the Ordnance Committee. Captain Adair was a qualified interpreter in Hindustani, and was a member of the class of the Spanish Naval Order of Merit; he had previously won the Egyptian Medal and the Khedives Bronze Star for his service with the Naval flotilla in the Egyptian War of 1882.

Of Lieutenant Dathan, the press treated him thus:- "He has a highly meritorious record and comes from a well known Naval family. Not least amongst the personal virtues which fit him for his responsible post is the fact that he is a staunch teetotaler". !!! (Something of a Naval rarity).

The battleship was officially considered as being paid off on August 20th., the date on which the Court Martial dissolved. Sanction was received from the Admiralty to abandon operations on the "Montagu"-the Navy withdrawing in favour of more experienced salvagers led by Captain Young of the Liverpool Salvage Association. The announcement by Admiral Wilson was received with tremendous cheering. The heavy and incessant work and lack of sleep had put a heavy strain upon the nerves of the men, they had been at it like Trojans, labouring continuously for as much as thirty hours at a stretch. These conditions had already led to some disorder aboard, and the final "down tools" resulted in a few thirsty workers breaking into the Marisco Tavern and helping themselves to Mr. Penningtons liquor. Several of the imbibers suffered injury through falling over the cliffs and paid for their misdemeanours in broken limbs and bruises.

Admiral Wilson must have been very happy to relinquish his unfamiliar task, for besides coming in for a good deal of criticism from the press and public opinion over his handling of the salvage operation, he very nearly lost his life whilst in charge; a heavy sea swept him off his picket boat while returning to the flagship and he was rescued with some difficulty - and some loss of dignity! Another catastrophe was averted by the timely action of Petty Officer Cosh of H.M.S. "Duncan" who rescued a seaman thrown overboard when a "cannel" broke loose. The "cannel" weighing 6½ tons, was rolling within 5 ft. of the ship, and Cosh, at the risk of being crushed, jumped into the narrow space and succeeded in saving the man, who had sustained head injuries. Petty Officer Cosh later received the Royal Humane Society's Bronze Medal.

Captain Youngs primary task was the salvaging of the four 12 in. breech guns. Of the latest Mark X wire wound pattern they cost £2,049 each, measuring 40 feet in length and weighing 48 tons apiece. The Admiralty attached great importance to the successful recovery of these guns, for apart from the monetary value, the reserve of big guns was very low, having been drawn on to replace defective ordnance in the "Majestic" and "Canopus" classes.

Eight shipwrights were engaged to work on the "Montagu" and it was reported that they had revealed serious defects in the battleships construction. It was alleged that rivets in the bulkheads had been driven in too far apart to secure watertightness; that joints had been passed over uncalked, and tack rivets to join to two thicknesses of plating, where armour plate bolts pass through, had been omitted. In some places the removal of cement revealed that wooden plugs had been driven in instead of rivets. The allegations brought an indignant denial from the officers and men at Devonport; who stated that scamped work was impossible. There was no undue haste in her construction; over 15 months having been taken in bringing her to the launching stage - the usual time being a

little over a year. She was the fourth modern battleship to be built at Devonport. Probably there was truth in these allegations, since it would have been to no one's advantage to put out false reports on the constructional work.

Salvage operations vastly improved under the expert guidance of Captain Young. In fact the success which attended the efforts of the salvage men when they were given an absolutely free hand, lent colour to the suggestion that had they been allowed to do their own work in their own fashion the results might have been much better. "The Mercury" commented, "They undertook to recover the four inch guns and this has been done. Why was it not done during the three months that Admiral Wilson was superintending affairs on Lundy? It is the old story of each to his kind. As a strategist Admiral Wilson is "par excellent"; as a salvage authority he is a bit of a novice". The newspaper suggested that an official inquiry should be held into the conduct of the "Montagu" salvage operations.

Captain Young certainly knew his job; by the end of September his men had recovered, in addition to the 12 inch guns; the foremost gun cradles, the remains of the starboard propellor weighing about 10 tons, the slide and fittings from the after barbette, and divers had picked up a quantity of small gun gear. Although a good deal of time had been spent in trying to locate the second propellor, it was not until nearly eighteen months later that it came to light in rather curious circumstances when the salvage steamer "Zephyr"'s anchor became entangled with something on the sea bed. Repeated efforts were made to move it, but without success; finally it was decided to send a diver down to investigate, and he returned to report that the object was no less than the long lost and much sought after propellor. Dynamite was used to dislodge it and the "big screw" salvaged in two pieces, together weighing nearly 13 tons; at the prevailing price of £60 a ton it had proved a very profitable hinderance. The metal was landed at Ilfracombe and sent to Devonport for resmelting; ten horses were used to haul it to Ilfracombe station, an uphill task for the team, prolonged by the breaking of one of the trolley wheels which had to be replaced.

With the approach of Winter, work on the "Montagu" ceased and the Admiralty guardships returned to base. The salvage ship "Langer" with Capt. Young aboard left Lundy on October 15th. Six of the "camel" or tanks prepared for the salvage work were sold, and the remainder were filled with concrete and utilized in the repair of Plymouth breakwater.

It was now proposed to use the "Montagu" for target practice before submitting her to the auctioneers hammer, and H.M.S. "Doris" was detailed to carry out the experiments. The Admiralty were anxious to try out some of their latest weapons and since the "Montagu" contained a belt of "Krupp" steel extending 286 feet from 5 ft. below water, 14 ft. deep and 7 inches thick amidships to 3 inches at the bow; what better than to try their modern projectiles on the future enemies armour plate. However the Admiralty had not reckoned on strong objections from Mr. Heaven and the Trinity Brethren, who both feared for their property on the Island, and made it clear that the Service would be held responsible for any damage done. The risk was too great. Experimental firing was stopped, and in pursuance of more recent instructions, a boarding party from the cruiser "Doris" blew out the side of the wreck with the object of facilitating the removal of her machinery, but were not entirely successful, for they only managed to make a small hole in her port side and a large dent in the armour belting about 15 ft. long by 7 ft. deep. Westerly gales sprung up during this time, and on November 18th., 29 steamers were sheltering in Lundy Roads. When the weather improved, two torpedo warheads were fastened to the stern, the result of which has not been recorded, but very soon after, on November 22nd., the "Doris" and "Vixen" left for Plymouth, and the Admiralty put out a statement that no further experiments would be made on the "Montagu".

The severe gales in December 1906 did a lot of damage to the wreck, which settled considerably during this time. The 'tween deck stanchions were forced through the main deck, and a heavy ground swell helped to wash adrift many of the battleship's bottom plates. Water was now pouring through the vessel at every tide and in a rough sea she was

completely buried in the waves.

After the Admiralty's announcement of the battleship's auction on January 28th. 1907, Lundy was visited by representatives of ship-breaking firms from all over England and was eventually purchased for £4,250 with possible risk of the ship disappearing bodily in a gale - in fact by the time the purchase was effected, the ground sea had played havoc with the hull, armoured plates had parted in places under the severe strain and a portion of the bridge was washed away. However, the speculation proved profitable to the purchasers, romantically described by contemporary papers as a "Syndicate of South Wales Adventurers".

A large number of men were employed on this final phase of salvage operation. Like most of their predecessors they were housed in the Marisco Castle cottages, and an aerial footway over 500 yards long was constructed from the top of the cliffs to the roof of the charthouse. Work was only possible for a short while at low tide and speed was essential. Every day, weather permitting, lighters were brought alongside the wreck and, piece by piece, huge sections of armour plating were removed and brought ashore. A vast quantity of copper and brass was also salvaged. The company continued blasting and carrying away metal and parts of machinery from the engine room, well into the Autumn, the bulk of which was taken to Ilfracombe and disposed of.

A thrilling incident took place during these operations. The chain of a derrick, used on board the wreck became jammed, and one of the men climbed up the chain to clear it. By some mischance the block and chain became detached and fell to the deck leaving the man hanging by his hands to the end of the derrick, 40 ft. above the jagged iron plates of the broken deck. Before help could reach him he was forced to let go, but in falling, fortunately deviated slightly to one side, escaping the iron-work and certain death, by falling through a hole in the upper deck. The force of his fall broken, he miraculously escaped with a few bruises and temporary shock.

Towards the end of October heavy ground seas, among the most severe ever experienced on Lundy, battered the wreck continuously and she settled down forward. A large quantity of valuable diving gear was washed overboard and lost, and further salvage work abandoned. Half the vessel which formerly listed to starboard now inclined towards the port side; this meant that the "Montagu" had practically broken her back.

The "Montagu" was soon to be engulfed by the ocean upon which she might have won great battle honours at Jutland or Zeebrugge and perhaps witnessed the final surrender of the German Fleet at Scapa Flow. Instead, she was destined to become a monument to the tremendous power and force of the sea surrounding Lundy's shores. Before the last war, it used to be possible during calm weather to make out her rusty plates resting on the sea bed but all that remains now as a positive reminder are the few surviving steps of the cliff path leading down to the scene of one of our great peacetime naval disasters.

Finis.

INHABITANTS 1957.

As a matter of interest to historians and others, the u/m people lived on the Island during the winter 1956-7.

Mr. & Mrs. F W Gade, Agent & wife; R. Bendall & family, farm bailiff; Richard Jennings, farm student; Vince and Mrs Squires, shepherd & mech Frank Cannon, gardener; Stanley Smith & family, Tavern stores and building; Mr. J C Spink, Tibbetts; Barbara Whitaker, Warden Lundy field Society; Barbara Morris, student, Old Light.
There are also 3 men at each lighthouse.

TRACING LUNDY'S PAST.

By Anthony F. Langham.



the Island, I little realised that the task would take so long or prove so interesting.

Trying to find new information about Lundy's past and trying to verify or disprove some of the legends has been rather like following a treasure hunt. The first clues were given to me by a librarian friend who supplied a list of magazine articles concerning Lundy. The only known copy of one of these was in the depths of Kensington Public Library---- a helpful but incredulous librarian led me, with considerable trouble, to the volume which proved to be of no interest! However, I felt I ought to study it with every appearance of great interest before handing it back. Another book was to be found only at Reading Library --- I arranged for it to be sent to me and was astonished to receive three huge volumes which did, nevertheless, contain some interesting pages on the coins minted at Lundy during the Civil War. The paper had originally been read in the presence of the late Mr. M.C. Harman a year or so before the appearance of the Puffin Coins.

There are several references to Cleeve Abbey having had some connection with Lundy, but so far I have been unable to ascertain the exact tie which existed. It has been stated that the Abbey formerly housed some ancient Lundy documents but no trace of these can now be found; while another theory that they were lost in a fire at the Public Record Office towards the end of the last century is ruled out by the authorities there. To go to the Public Record Office to do research is to enter upon a new and other world and it is fascinating to see quite ordinary looking men reading ancient vellum records as if they were the daily press. The British Museum also has an atmosphere quite its own, and never fails to have in the Reading Room interesting and famous people. My wife and I have spent a great deal of pleasurable time there and amongst our findings have been able to modify and expand the list of 53 owners of Lundy given by Loyd to one of 76. We discovered amongst other things that there had been a Commonwealth Governor on the Island after Thomas Bushell had surrendered it and that the notorious Captain Kidd had been brought, captive, to Lundy on his way home to stand trial.

We have also carried out some practical work on the Island into the pre-historic settlements, particularly the one at Gannet's Coombe which seems to be of late neolithic date. There are several stone circles and we have found one or two flint tools amongst the chippings we found there. We discovered, in Bristol, the beads dug up from the "Giants Graves" unfortunately we were very pushed for time and in our hasty photography took a double exposure resulting in a picture of the beads floating artistically over a Devon landscape! A quest for the old cannons from Brazen Ward has led us to Cardiff and Swansea but having made all possible enquiries I now believe they no longer exist. We later made a second visit to Cardiff where, in the Exchange, there are two pictures of Lundy painted in or about the year 1775; Loyd states that trees are visible on the plateau in these paintings. We left London very early to get to the Exchange before it closed but when we eventually found the paintings we were unable to see anything but a very dim outline of Lundy with some ships in the bay - if there had been trees there, they would have been quite invisible under the grime and viewed only from a balcony some feet away and at a very acute angle. Once again feeling that something was demanded of us, we took photographs.

We have been very fortunate in finding Lundy literature. Amongst a pile of old Church guides I found, not long ago, a privately printed pamphlet on Lundy which was signed by the author, and have recently found a copy of the strange "North Devon Magazine, Lundy Review and

Critical Revolving Light". A recent advertisement resulted in my acquiring, for six shillings, Chanters own copy of the first printing of His address to the Devonshire Association.

Although to my friends it seems I have taken ages about it, the text of the book is now virtually completed, and it will appear as soon as we are able to find a publisher or finance private printing! It has made an absorbing hobby and not the least of the enjoyment it has given us has been that of making new and pleasant friendships and the deepening of our appreciation of Lundy itself.



READERS LETTERS

Under this heading we invite readers to submit their views on topics "Lundyish". Letters must be brief and interesting as space is limited to a half page or so.

F O R E N O O N.

In bracken'd chair, with thyme-scents moving by
 I lie beneath a tilted ancient slab
 And count the grasshoppers that leap, or change
 The ranging ants from some moss-glade to heath;
 Now breathing on a folded butterfly,
 I pry between the grasses to the sea;
 Meandering, my eye swings down the slope
 And floats out on a grey gull unaware,
 Where from a height the cliff's long pile it sees;
 Beyond the stern rock there, a sanded cove
 Woven with foam-strands and long ribboned weeds
 That feed the big-eyed fishes in the deeps
 And sweep the green light from pale fickle waves
 To bathe the drowned corners of the pools.

(From "MUSINGS" by John Dollar, by kind permission of the Author.)

RECOVERY

The old cannon, which has lain on the beach, 12 ft. or so from the foot of the slip for untold years, has, at last been successfully salvaged and dragged above high water mark with the aid of the Ferguson tractor, by Robert Pendall and Richard Jennings. Several attempts have been made to retrieve this ancient piece in the past, modern equipment finally winning the day. The cannon, weighing approx 25 cwt. is 9 ft 5 ins long, diameter at rear 16 ins, at muzzle 8½ ins with a bore of 5 ins, is one of those which are presumed to have been hurled over the cliff from Marisco Castle above by marauding French at the end of the 15th century.



THE NEW STAMP ISSUE.

BY F. W. GADE

On February 1st. the first definitive issue of Lundy stamps will be made since the six airmail stamps issued on January 1st. 1954. A "definitive" issue is one that is not commemorative of any event or anniversary. The Lundy definitive issues, including the forthcoming issue, number six. The two original stamps, $\frac{1}{2}$ puffin and 1 puffin, were issued on November 1st. 1929, followed in June 1930 by the six puffin, 9 puffin and 12 puffin stamps. Nine years were to pass before the next issue, which was of the 2 puffin, 3 puffin and 4 puffin stamps on November 1st. 1939. That completed ten years of "Puffin" postage.

Some readers will remember that between 1935 and 1939 the Lundy & Atlantic Coasts Air Lines were operating between Heanton Court, near Barnstaple, and Lundy, and that that Company issued special stamps of their own for franking mails carried to and from Lundy by air. Thus there was no necessity for definitive issue Lundy air stamps. The airlift ended abruptly at the outbreak of war, but was resumed on November 8th. 1950, under a new Aegis, and from that time, until the arrival of M V "Lundy Gannet", the bulk of the mails was carried by air. As a temporary measure limited quantities of the eight denominations were overprinted with the words "BY AIR"; and Mr. John C Dyke, the well-known illustrator and commercial artist was commissioned to prepare designs for a definitive airmail issue of seven stamps, the values to be $\frac{1}{2}$ puffin, $1\frac{1}{2}$ puffin, $2\frac{1}{2}$ puffin, $3\frac{1}{2}$ puffin, 5 puffin, 7 puffin and $7\frac{1}{2}$ puffin. These seven stamps were issued on June 9th. 1951. The printing was carried out by Harrison & Sons Ltd. of St Martins Lane, London W C 1, and the process was lithography. Simultaneously 38,250 of the old 12 puffin were surcharged 8 puffsins, and 2,000 of that number were also overprinted "BY AIR". This overprinting, in black, was done by the Bideford Gazette Printing Service. There were no more definitive issues until January 1st. 1954, when the postal silver jubilee airmail and surface mail stamps were issued, and the definitive airmail issue referred to above. The postal silver jubilee stamps were withdrawn from use on March 31st. 1954, but the definitive airmail stamps were current until the issue of the Erik Bloodaxe millenary stamps on March 7th. 1955.

The six stamps to be issued on February 1st. are all of one design, which is similar to the design of the stamps issued in 1939. It shows a single puffin standing in an alert position, facing left. A beautiful picture of a puffin, sketched from a photograph taken by Mr. A Falcon in 1927. The design is executed by Bradbury Wilkinson & Co. Ltd of New Malden in Surrey, well-known printers of stamps for the British and other governments. The stamps are taken from steel engravings, and are printed in sheets of 60 stamps, having two panels. The denominations are:- 1 puffin - pink; 2 puffin - green; 3 puffin - blue; 4 puffin - black; 6 puffin - red; and 9 puffin - violet. The issue is of 500,000 stamps, the proportions being:- 1 puffin - 150,000; 2 puffin - 100,000; 3 puffin - 100,000; 4 puffin - 80,000; 6 puffin - 35,000; and 9 puffin - 35,000. The face value of the six stamps is 2s 1d.

Many philatelists make a speciality of envelopes postmarked on the first day of a stamp issue, and, to take care of their requirements, 1,000 envelopes have been prepared and will be posted to Mr. A P Harman here on Lundy on January 31st. at Bideford, and brought to Lundy on February 1st. They will be stamped on the front of the envelopes with complete sets of the new stamps and cancelled February 1st. 1957. These envelopes will be for sale at 3/- each.

Attention should be drawn to the absence of a definitive airmail series. It is obvious to all living here that, to all intents and purposes, the airlift to and from Lundy has ceased. Perhaps only suspended, but there is no evidence at present to lead

THE NEW STAMP ISSUE. cont.

anyone to believe that it will be resumed in the near future. The issue of a definitive airmail series is therefore unnecessary.

For twenty seven years the rate for a letter or postcard up to 2 ozs has been $\frac{1}{2}$ puffin. With ever rising costs, $\frac{1}{2}$ puffin has long been an uneconomical charge, but Mr. M C Harman was loathe to raise it; but the time has now come to make a change, and the new rates, as from February 1st. will be:-

Up to 8 ozs.	1 puffin
From 8 ozs to 16 ozs	2 puffin
From 16 ozs to 24 ozs	3 puffin
From 24 ozs to 2 lbs	4 puffins
From 2 lbs to 3 lbs	6 puffin
From 3 lbs to 5 lbs	9 puffin
And thence, at the rate of	
2 puffin per lb, up to	
the limit of 15 lbs.	

The rate for a registered letter up to 8 ozs in weight will be the same as for an ordinary letter.

Stone discovery

Local interest was aroused by the discovery of a circular stone, accidentally come across by the farm bailiff & staff whilst pursuing their daily work. Its position is situated approx 100 ft down the sidelands from the quarry path at its northernmost end. Looking like a millstone, Mr Gade suggested it may be the stone upon which the steel tyres or rims were shrunk on to cartwheels. To back this supposition, there is, almost directly above the stone at the sea side of the quarry path a circular stone-walled pit in which it seems a fire was lit and the metal band heated therein, afterwards being shrunk on to the wheel, held meanwhile by the stone. The stone is a finely worked piece of granite 41 ins in diameter with a 6 in hole centrally, and is 8 ins thick. It appears obvious that its present position is the result of human interference.

CONTROL

During early January, Mr Charlie Collins, employed by Mr Harman to reduce the number of wild animals on the Island, destroyed in the matter of a fortnight the following:-
38 soay sheep;- 28 goats;- 86 deer.
A large number of each still remain to be reckoned with.

THE "LUNDY GANNET"

This fine little ship has now been in attendance on Lundy long enough for one to judge her capabilities and her stoutness in standing up to the heavy demands made on her by weather and circumstances, and well, with her Master Capt. Trevor Davey has she come out of it. Scottish built in 1950 under a Government grant, she was purchased in late winter 1956 by Mr Albion Harman who had a new engine, a Kelvin 88 Diesel installed and several alterations performed to conform to Board Of Trade regulations for the job he needed her for. Sailing from Scarborough on the last Sunday in June 1956, she arrived after an uneventful trip at Lundy a week later after calling at Dover, Weymouth, Falmouth, Newlyn and Clovelly. She is 52 ft. long, with a beam of 17 ft and a draft of 6 ft, being powered by the 88 hp engine already mentioned, carries 12 passengers and 10 tons at a speed of 8 knots. A new foremast has been made and fitted by Capt Davey himself, the late one having been too weak to use as a derrick, essential for heavy cargo work. She has successfully shipped cattle and sheep from the Island and brought in heavy machinery.

Particulars of her sailings from Bideford can be obtained from:-

Capt Davey, Church Park, Bucks Cross, Bideford.

Tel. Clovelly 296.

or: E W Gade Lundy.

It was 2 a.m. one morning in October, 1917, when, as a small child, I was soundly asleep in the Manor House on Lundy. I was awakened by my parents to witness an event which will forever be firmly implanted in my memory.

Looking towards Bull Point one could see a flaming mass. It was clearly recognised as a ship well and truly on fire and rapidly bearing down on the Island. From its course it was obvious that within a short time, the stricken vessel would be aground below Millcombe where the dry bracken covering the sidings reached almost to the waters edge.

As a precautionary measure everyone prepared to evacuate in case fire should spread to their homes. We stood watching this spectacle helplessly, the current slowly but surely bearing her towards the landing bay and when it appeared that nothing could prevent this holocaust from grounding, the current bore her around Rat Island, passing within a 100 yards of land. As she passed beneath us, the flames were raging from stem to stern and it was clear that no life could survive on board. It was then that the main mast slowly toppled into the sea, sending masses of boiling water 30 ft into the air.

As she slowly carried around the South End and the pallid reflections died away, came the anti-climax. Away towards the mainland could be seen two tiny spots of light marking the positions of the Ilfracombe and Clovelly lifeboats searching in vain for survivors and with us was left the doubt of the fate of the unfortunate crew of this stricken ship.

Next morning all that remained was a smouldering hulk to the west of the Island and despite repeated attempts made after the war to establish the origin of the vessel, no information was forthcoming and the identity of this phoenix will forever be shrouded in mystery.

CONTRIBUTIONS.

We appeal to our readers to support this venture by submitting interesting matter connected with Lundy. We regret no payment can be made.

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Printed & published by Stanley C Smith at the Marisco Tavern on Lundy, & issued as and when material is available.

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