

LUNDY REVIEW



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EDITORIAL.

I am greatly indebted to my friend, John Dyke, and his wife, for their assistance in the preparation of this, the second issue of the "Review". Without their aid this issue would doubtless be delayed yet another three months or so, the pressure of my other work on Lundy allowing so little free time to devote to its publication .

The first issue, of which, incidentally, 120 copies were sold, is to be repeated in the autumn, when a further 100 copies will be reprinted to meet demand.

There have been several interesting links with the article on the wreck of the 'Montagu', written by John Dyke, which appeared in the first issue. Mr. and Mrs. Thomas of The Quay, Ilfracombe, have very kindly shown me the sitting room in their house, the walls of which are entirely panelled with the interior woodwork of the Captain's cabin. Mr. Thomas worked on the wreck, and made a splendid job of removing and re-erecting the panelling. Mr. Dyke tells me he has heard that items of furniture from the Ward-room of the ship still exist in a farmhouse in Hartland, and quite probably there are other reminders of the wreck to be found in North Devon. The Secretary of the West Somerset Branch of the Somerset Archaeological & Natural History Society informs me that Mr. Sidney Stenner of Porlock, was a gunner on the 'Montagu' and assisted in her salvage, whilst from the author's own Parish of Alwington, came one of the stokers aboard the 'Montagu', who for ever afterwards was derided by his friends for being over-zealous in his stoking!

Stanley Smith.

.....
*The Queen Mother
bids farewell to
Mr Albion Harman
and family
.....



(Photo Stanley Smith)



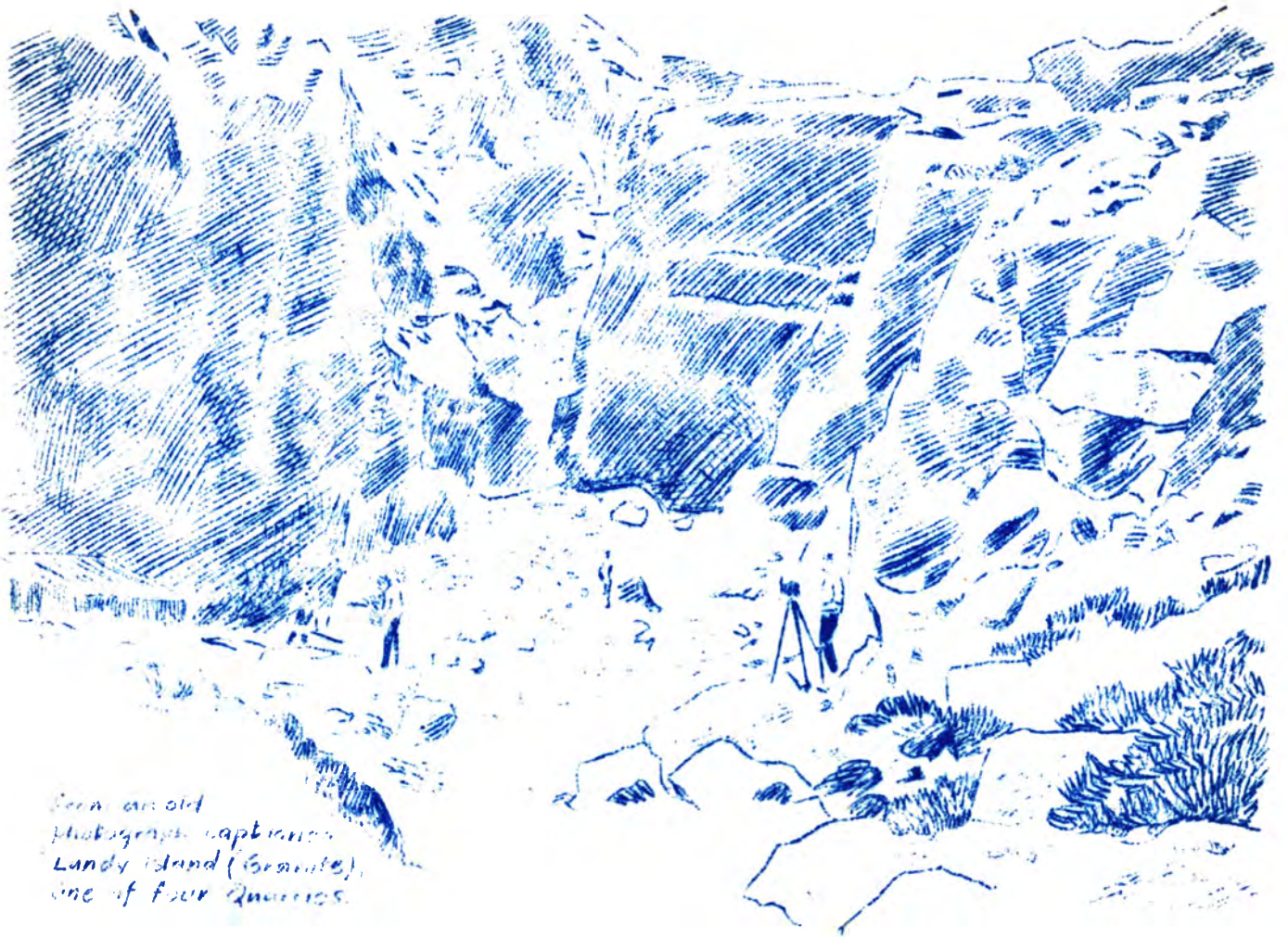
QUEEN MOTHER'S VISIT.

In May, Lundy was greatly honoured by the visit of Her Majesty the Queen Mother. Little preparation for her reception had been made, as it was stressed that the visit was to be quite informal and she wished to relax. There being no programme, Her Majesty went where she would and saw all she asked to see. We like to believe that the freedom from Police, civic dignitaries, and minute to minute programmes gave her the entrancing smile and manner she carried with her all afternoon, and she came and went as a good friend. It was a great and historic occasion, long to be remembered by those fortunate ones who sat around her with their tea and cakes; Her Majesty's cup being replenished four times by Mrs. Harman-Jones, as presentations interrupted, or her natural curiosity prompted her to neglect her own enjoyment. We hope we shall see more of the Queen Mother and her family.

The illuminated vellum designed by John Dyke and signed by Her Majesty, now hangs, beautifully framed, on the Tavern wall, where it was unveiled by Mrs. Albion Harman on 12th July, 1958. It is an interesting document of which the Islanders are justly proud.

THE GRANITE QUARRIES

by Alfred E. Blackwell.



Seen from old
photograph captioned
Lundy Island (Granite),
one of four Quarries.

At what date granite was first worked on Lundy is not known. J.R.Chanter, whose 'Monograph' "Lundy Island; Descriptive and Historical", published in 1377, still remains the most fundamental and fully informative work on Lundy up to that date, and is known to all Lundy bibliophiles as "Chanter", states: "That quarries must have been worked in former times is evident, as the Lundy granite is largely used in many of the churches and towers along the north coasts of Devon and Cornwall". Alwington Church in North Devon, and the church of St.Endellion near Port Isaac, for instance, are partly built of Lundy granite, and it is evident, therefore, that it was quarried at least over 500 years ago. Of the early working we have no record, but inasmuch as the granite was used in places not many miles from Dartmoor where there were inexhaustible supplies, its transport from Lundy must surely have been comparatively easy and inexpensive, or else its superiority in quality must have been pronounced.

THE LUNDY GRANITE COMPANY.

It was in 1863 that a company was formed to work the Lundy granite, and did so successfully for a few years. The oft-repeated statement that the Victoria Embankment and the Charing Cross Hotel in London were built of Lundy granite does not appear to be well-founded. Chanter says: "It was intended to be used for the Thames Embankment, and other works in London". L.R.W.Loyd (Lundy; Its History and Natural History, 1925) says "It is said that during the working of the quarries (from which was taken much of the material used in the construction of the Victoria Embankment and the Charing Cross Hotel) by the Lundy Granite Company, over two hundred workmen were resident on the island, in addition to the staff, but the census of 1871 gave a return of only 144 persons, crowded, by some miraculous means, into ten cottages". Other writers of eminence have made the assertion regarding the Victoria Embankment, and in order to determine the matter I communicated with the Chief Engineer of the London County Council, who replied that the three lowest courses of the granite facing on the river wall of Victoria Embankment came from Ross of Mull and the remainder from the Dalbeattie quarries, Kirkcudbrightshire, and that he could find no record that Lundy granite was considered. H.V.Morton, in one of his books on Scotland, states that the people of Dalbeattie are proud of the fact that granite from their quarries was used for the Victoria Embankment.

(Quarries - cont.)

I have been unable to discover whether the Charing Cross Hotel is built of Lundy granite, despite enquiries I have made to that end assisted by Mr. Anthony F. Langham, who has also kindly supplied me with some details he has unearthed regarding the dates during which three Quarry Companies were in existence.

The Lundy Granite Co. Limited, was registered on 18th July, 1863, and was wound up on 19th November, 1863.

TRAMWAY AND JETTY.

Certainly the granite was used extensively for public and private works and the company operated successfully during its somewhat brief existence. Valuable plant was laid down, a tramway was constructed, and there was a wooden jetty to assist shipment. Considerable activity prevailed on Lundy during the working of the quarries. Workmen were accommodated in cottages, not all of which have survived, and in quarters constructed within the walls of the Marisco Castle. The "executives", as we should now call them, lived in those strongly and elegantly built villas just north of Quarter Wall. When I first knew those residences (thirty-five years ago) they had reasonable floors and rafters and the plaster work on the walls was such that one could read a mural inscription which ran round the walls of one room: "There is sorrow on the sea; it slumbereth not". Looking at that inscription I conjured up the picture of stormy nights when the Atlantic boomed on the West Side and the inhabitants of this villa sat in the light of their oil lamps, appreciating to the full its appropriateness.

The change wrought in the wonted peace of Lundy by the advent of the Granite Company and its works is well pictured by that popular Victorian novelist, "Rita". In "Asonath of the Ford" the heroine laments: "Alas! how changed is my enchanted island now! For instead of some score of people dwelling there, there are nigh on two hundred: and steam and rail have done their work and ploughed up the fair green country along the coast-----". The association of "steam and rail" with Lundy is fantastic to anyone who has known the island within the last fifty years or so, and although Rita's novel was written between 1890 and 1900 it is evident that it was to the quarrying period that she refers.

A NEW COMPANY

I recently came across a copy of the Prospectus of the Lundy Island & Mainland Quarries Limited, issued in 1899 from registered offices in the City of London, and a Form of Application for £1 shares of which the first issue was 10,000, with a Capital of £80,000. This Prospectus states that the quarries "are estimated to contain not less than 50 millions of tons or upwards of 800 million cubic feet of granite of a very high class for durability, purity of colour, and fineness of grain". "To secure economy and to avoid uncertainty in shipments it is intended to construct an Aerial Cable-way" (of which a sketch was given) "whereby the granite as soon as ready will be conveyed direct from the Quarry into the hold of the vessel". Machinery of the most modern type was to be laid down and there were to be no rubble or waste products. An interesting project for "enlisting the co-operation of Mechanics of the best class" was that they should have "an interest in the business under a well defined scheme of profit sharing".

The Prospectus states that "Lundy granite has already been used in the construction of such important works as the Thames Embankment, Westminster Bridge, Cannon Street Terminus, and other large buildings in the Metropolis, as well as of churches, monuments, etc., in the provinces". In some particulars this statement is, as we have seen, inaccurate, but it exemplifies the fact that once a statement has been committed to print it becomes very difficult to establish a disclaimer. Of this we have a notable example in the story of the Constable Rock on Lundy. A very early writer having stated that this rock attains to a height of 800 feet, and this statement being repeated by many subsequent authors, we find that even in a book published as late as 1930 this fiction persisted in, despite the ease with which the correct altitudes might have been obtained by reference to an Ordnance Survey Map.

The statement in the Prospectus that "there will be no rubble or waste products" reminds us that the first Quarry Company must have had waste of a sort since the overflow found its way down the side of the cliffs where it is visible to this day in the form of whitish streaks to be discerned on a clear day from the mainland. The Prospectus states that the supply of granite from these quarries is "practically inexhaustible" and the quality "equal to any quarries now being worked". I do not know whether this project, despite its attractive boosting, ever matured. It was linked with schemes to acquire quarries at St. Miniver (Cornwall) and at Hollington and Alton in Staffordshire.

(Quarries - cont.)

GRANITE OF HIGH CLASS CHARACTER

In a letter dated 4th June, 1902, from the Secretary of the Company to prospective shareholders, it is pointed out that "the Granite is of a high-class character for Engineering and Architectural purposes; as evidence of this the Trinity Board have built three Lighthouses on the Island of this stone, and the owner of the Island a Memorial Church". There are nearly 50,000 superficial feet of workable quarry face in the four quarries, and not less than 17,000 superficial feet of cleared ground available for the construction of workshops and the erection of machinery that may be required for masons, blacksmiths, etc."

Although we may pardonably look upon statements in prospectuses as being sometimes painted in rosy colours, there is no gainsaying the worth of such testimonials as those furnished by the eminent London architect, John Norton, and by Messrs. Harry Hems & Sons. The former was the architect of the Rev. Heaven's Church in which its most handsome feature, the reredos, as well as the pulpit, altar, screen, font, and lectern, were the work of Harry Hems. John Norton, F.R.I.B.A., writes: "Upon my first visit to the Island the owner took me to see the disused quarries, three of which remain on the eastern cliffs, which fairly astonished me - one showing a clean perpendicular height of 100 feet, and another of 80 feet - enormous blocks lay on the plateau formed at the base of the quarries; from these blocks (left by former workings) I directed my contractors to work, for facing the walls of the church and tower, and it gives me pleasure to assure you no finished masonry ever gave me such complete satisfaction. As to the durability of the stone there can be no doubt, as proved by a visit to the old lighthouses, exposed as they are to Atlantic gales; there are no signs of exfoliation but look as if worked yesterday. I am thus fully persuaded that the walls of the church will last as long as the Island, and that I am fully justified in recommending to engineers and my brother architects the use of Lundy granite for dock and other cognate works, as well as for ordinary architectural purposes".

This letter is dated February 2nd, 1897, when the church was nearing completion, but as the North End and South End Lighthouses were also completed in 1897, the reference to "the old lighthouses" appears to be an error. Certainly the 'Old Light' has well stood the test of time and one can have little doubt about the durability of the two newer lighthouses, but in 1897 the description of all three as old was a little premature.

The testimonial from Harry Hems & Sons was as follows: "We consider the grey granite procured from Lundy Island to be some of the best West Country granite we have ever used. It has undoubtedly a wide future before it, if the vast resources the Island offers are worked with anything like ordinary energy. For high-class work we prefer Lundy Island granite to any other we know".

FAILURE TO ATTRACT SHAREHOLDERS.

From information kindly supplied to me by Mr. Langan, it appears that this Company (Lundy Island and Mainland Quarries Limited) derived from seven shareholders of a previous Company - Lundy Granite Quarries Ltd - which was registered on 15th December, 1897 and was wound up on 26th October, 1900, having attracted only the said seven shareholders. I am not aware how many shares of the 80,000 issued by the Lundy Island & Mainland Quarries Limited were taken up or how much work, if any, was done, but on 14th March, 1902, the name was changed to "Lundy Island Granite Quarries Ltd" and it appears to have existed as such until it was dissolved on 10th February, 1911. It is evident from Mr. Norton's letter that he was using the island granite for "facing the walls of the church and tower" so that some working must have been in progress.

This year (1957) is the diamond jubilee of the completion of the Church and of the two lighthouses, as I have pointed out in my article in the Western Morning News of 25th July, and there are probably comparatively few people now living who knew Lundy in those days to the extent of being able to give particulars of the extent to which the granite was then being worked.

The quarries, far from defacing the beauty of the island, provide niches, as it were, where vegetation mellows with the towering masses of granite and add considerably to the interest of a walk along the east side.

V.C. QUARRY MEMORIAL.

Only once in recent years have the quarries resounded to human voices en masse. On 20th June, 1949, a moving ceremony took place in the largest excavation, now named the "V.C. Quarry". It was the favourite haunt of John Pennington Harman, elder son of the late Martin Coles Harman, owner of the island. Death claimed him in the execution of a gallant act at Kohima in Burma on 8th April, 1944, for which he

(Quarries - cont.)

was awarded, posthumously, the Victoria Cross. In commemoration, Mr. Harman erected an inscribed stone in the quarry, and this was unveiled in the presence of a large number of Mr. Harman's personal friends and a few of his son's former comrades. I can remember few scenes more impressive than that of the sounding of the Last Post in that lofty arena. The sea fretted at the base of the cliffs far below, sea birds poised themselves aloft, and the notes of the bugle echoed against the mass of granite which towered above us. John Harman's playground was furnished with a tangible memorial of him whose body lay far away in a distant land. Requiescat in pace.

There is everywhere something essentially majestic throughout Lundy. Its rugged West Side against which the Atlantic batters ceaselessly; its gorse and heather clad plateau; its eastern cliffs and verdure; and not least of all, the quarries whence stone has been used for many centuries for buildings for the usefulness of man and the glory of God.

THE SURRENDER OF A FRENCH PRIVATEER

by Stanley Thomas



Between 1739 and 1748 England was at war with Spain and France. French and Spanish privateers, little more than officially licenced pirates, played havoc with English merchant shipping. Thomas Benson, who leased Lundy from its owner, Lord Gower, in 1748, was a prominent merchant of Appledore and suffered losses at the hands of the privateers. The following is a contemporary account of an encounter of Alexander Ley, master of Benson's vessel, the "Newkey" with an armed Frenchman in November, 1744:

"This evening arrived in this port (Barnstaple) the Pierre and Marie, a French Privateer of 35 tons, 47 men, six carriage guns and four swivel guns, capt. John Lacoaste, belonging to Morlaix, who on the 19th instant met in latitude 51.15 about 15 leagues to the westward of Cape Clear, the "Newkey" of this port, Alexander Ley, master, 13 guns, 13 men, 71 passengers (Irishmen) and 15 French prisoners; after a few shot the privateer boarded the "Newkey" with thirty men; the Irish passengers refused to fight, and stayed on deck; on which Capt. Ley and his twelve brave fellows retreated to close quarters, and fired promiscuously amongst French and Irish; some of the foremost of the French were killed and the rest retreated: They boarded a second and a third time, with their captain, and took the dead Irishmen, and stopt the holes thro' which Capt. Ley and his people fir'd then cut up the decks and threw down granadoes and a stinkpot, on which Capt. Ley surrendered, who had but one of his own people killed; but there were 31 Irishmen killed and 30 wounded. Capt. Ley had his shoulder bone broke by a musket which he fired thro' the hole at the French captain as he was cutting up the deck, and which wounded the latter in the hand, and the ball grazed his cheek. The captain of the privateer took Capt. Ley on board his ship and put him in his own bed, used him very well, because, he said, they were very brave fellows: the Irish he put in the Newkeys long boat, turn'd then adrift, being about 12 leagues from Ireland. There were eight French killed and ten wounded, several of the latter are likely to die. On the 23rd instant the privateer made Hartland and Lundy, which he took for the coast of France; but finding his mistake, and being very leaky, he gave up his commission to Capt. Ley and surrendered himself and his people. The French captain is now here (Barnstaple) as are his wounded, the rest are sent to Plymouth."

PLACE NAMES

BRAZEN WARD

Brazen (of brass); Ward (guard). This fortification is named after the brass cannons formerly installed there, which had disappeared by the middle of the 19th century. As the most likely date of their installation was during the Civil War, the name must have come into use between the middle of the 17th and 19th century.

(A.F.L.)

A Description of St. Helena Church Lundy

by Anthony Langham

On July 16th, 1895, a notice appeared in "The Devon and Exeter Gazette":-

To Builders and Contractors

Tenders required for the erection of S. Helens Church on Lundy Island.

Plans and specifications lie for inspection at the offices of Messrs. Groves Cooper and Stapledon, Bridge Chambers, Bideford.

Explanations or further particulars may be obtained from John Norton Esq., the Architect, 95, Ridgmount Gardens, London, W.C.

Tenders, under seal, to be delivered at the address of the Architect on or before 20th July next. The undersigned does not bind himself to accept the lowest or any tender.

HUDSON G. HEAVEN.

Lundy Island, June 29th, 1895.

From this beginning the new church progressed quickly. The foundations were laid in the same year and finished in 1896.

The building was described as a "handsome one" with a seating capacity of 165, and boasted a chiming clock and a peal of eight bells in its square tower.

The roof is covered with stone tiles from the Tetbury quarries in Gloucestershire, which are themselves of interest, being of an oolithic formation found within a few feet of the surface of the ground, overlying a bed of clay, and, though at an altitude of 200 feet above sea-level, are encrusted on the upper surface with myriads of small fossilised sea shells of beautiful shape and colour.

The Church comprises Nave and Chancel, is furnished with a pulpit, eagle-lectern and Screen, and has a "handsome" reredos and two stained glass windows, one of which commemorated William Hudson Heaven and his wife, the parents of the donor. Apart from the fine reredos, there are three marble panels displaying in high relief the "Passover", "Scapegoat in the Wilderness", and "The Last Supper".

The expense of building was borne entirely by the Rev. Heaven, and its completion is said to have fulfilled his dearest wish. The expense, being considerable, necessitated his mortgaging the island, a step which led eventually to the island passing out of his hands.

Many contractors supplied the furnishings under the guidance of the architect. The stained glass was the work of Messrs. Clayton and Bell, of London, and the pulpit, altar, screen, font, lectern and reredos by Messrs. Harry Hens & Sons of Exeter. The bands and diaper of blue and cream coloured bricks with which the interior red bricks walls are embellished are from Staffordshire and Marland respectively. The encaustic tiles in the Chancel and Sanctuary floors are from Langwardine in Herefordshire, the dressings of stone from Somerset, and the pillars of Purbeck Marble.

A tablet inserted in the East Wall records:-

TO THE HONOUR AND GLORY OF GOD,
AND IN PIOUS MEMORY OF ST. HELEN.
THIS STONE WAS LAID
THE 5th DAY JUNE 1896.

The porch has a plaque on both its West and East walls and also now contains The Giants Pillow, which rests on the granite seats there. This stone was presumably placed there for safety after being excavated in the Giants Graves.

The West Plaque says:-

In loving memory of
Hudson Grosett Heaven,
Priest, Lord of the Manor of Lundy
who died in 1916 having accomplished
the dream of his life by erecting this
Church to the Glory of God.

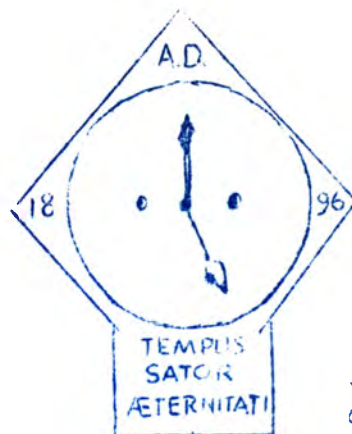
The East Plaque says:-

1905,
Church of St .Helena,
Lundy,
Gloucester & Bristol
Diocesan Association
of Change Ringers
on Wednesday, August 23rd.
Eight members of the above
Association, at the kind invitation
of the Rev. H. G. Heaven rang a
True and Complete Peal of
Stedman Triples
5040 changes Tenor 15 cwt.
A variation of Thurstons Four Part.

Rev.H.A.Cockey	1st.	W.A.Cave	5th.
C. H. Tonkins	2nd.	P. Cane	6th.
C. H. Gordon	3rd.	Rev.F.E.Robinson	7th.
R. J. Wilkins	4th.	Rev.G.F.Coleridge	8th.

Conducted by the Rev.F.E.Robinson.

This is the first peal rung upon the Bells.



*Time is the
sower of
eternity*



The West Plaque was consecrated on July 29th, 1923, by the Bishop of Crediton. The report of the Church Plate Committee of the Devonshire Association, printed in the Transactions of the Devonshire Association, vol.47, 1915, includes:-

"The Chalice: has a broad band with engraved inscription in old English capitals -

"CALICEM SALUTARIS ACCIPIAM ET NOMEN DOMINI INVOCABO"

Marks: EB & JB (E & J Barnard).

& London date marks for 1860.

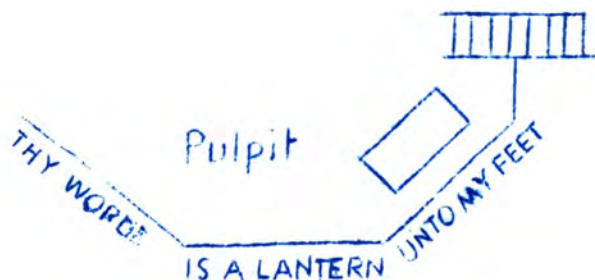
"Paten: Engraved round the border

AGNUS DEI QUI TOLLIS PECCATA MUNDI DA NOBIS TUAM PACEM.

Marks as on Chalice but date letter for 1866.

The Flagon has a pointed lid set with stones and an ornamental border set in anethysts. It is engraved with the words: SANCTUS, SANCTUS, SANCTUS.

Marks Maker H. E.W. and London date 1895.



The accommodation is made up of
147 in Nave
& 18 in Chancel.
Total 165.

PLACE NAMES

SUGAR LOAF

The name of a rock north of the Landing Bay, dates from the late 18th or early 19th century, when sugar was supplied in loaves of a similar shape to the rock.

LONG RUSE

This was named "Long Roost" by the Heaven family, who were disturbed to see it mis-printed on the Ordnance Survey Map.

(A.F.L.)

LUNDY NOTES.

RESCUE

Since the first landing of the helicopter from Chivenor last November, when it used Lundy as a base whilst searching the area for the pilot of a wrecked 'Meteor', helicopters are becoming a familiar sight on the Island. In April a call went out for one to transport a visitor, Mr. Livie Noble, to hospital for treatment of internal haemorrhage; and again, a week or so later, another urgent message brought help for Mrs. Albion Harman, who was flown to the mainland with a fractured leg, caused by a fall down the cliff at "Miller's Cake" on the east side.

SOUTH LIGHT EPISODE

On 12th August, 1958, one of the keepers at the South Light brutally attacked one of his colleagues with a spanner. Fortunately the injured man, Mr. Evans, escaped from the Light to the safety of "Millcombe", arriving there with severe cuts and bruises on head and arm. Attended by Dr. Ruddock, who was holidaying on the Island at the time, the man was transported to Swansea by the Trinity House vessel next day, when the assailant, Mr. Dennis Cottrill, was also conveyed to attend trial. He was placed on probation for two years, on condition that he entered a Mental Hospital for twelve months.

MARRIAGE

Congratulations to Miss Barbara Whitaker, late Warden of the Lundy Field Society, on her marriage to Mr. Snow. She is now living in Trinidad and assists her husband in his duties as Field Naturalist for a New York Scientific Foundation. We miss seeing Barbara "doing her rounds" wet or fine; and her knowledge of Lundy's Natural History is a great loss to us. We look forward to hearing from her and seeing her again when she visits Britain. Her successor as Warden is Mr. Bill Workman, from Cambridge University.

Miss Barbara Morris of the Field Society, and London University, is engaged to be married to Mr. Peter Cole, a fellow member. I understand the wedding is fixed for September. Barbara spent quite a lot of the last two summers studying fluke and tapeworm parasites on the Island.

OBITUARY

It is with great sorrow we record the death of Mr. Charles Schiller, which took place last December at Ilfracombe. "Charlie", as he was well known to visitors and Islanders alike, assisted Capt. Bill Fisher on the Campbell Landing launches during the summer, and, although at the time he must have been in great pain, enlivened the Tavern evenings in the summers of 1956-7 with his well-loved "Roaming in the Gloaming". His death was a great shock to us, and his presence has often been missed this season.

Also lost to us is an old Lundyite, Mr. Cecil Trecize, late Principal Keeper of the North Light, who died suddenly of pneumonia in February this year at his Swansea home, a short while after departing on shore leave. Cecil had been stationed on Lundy for many years before the war, and since. Well like by everyone, he was due for retirement soon. Men of his calibre are not easily replaced.

On 29th August, 1957, Mrs. Minninnick, a member of the Field Society staying at the Old Light, fell down the Devils Limekiln at night and was killed instantaneously. A verdict of 'accidental death' was recorded at the Inquest.

LIVESTOCK

In October, 1957, Mr. Charlie Collins again visited the Island to reduce the wild stock, which Mr. Harman felt were becoming too numerous and out of proportion to the tended animals. With his 303 rifle he dispatched 45 deer, 78 Soay sheep, and 4 goats. He estimated that there then remained at large on the Island, 30 deer, 12 Soay, and 27 goats.

Rabbits abound everywhere, and besides robbing the sheep and cattle of grazing, invade the cultivated fields and gardens and do annoying damage. These have been kept in check slightly by the shotguns of John and Wayland Smith, and their grandfather, Frank Cannon, who between them must have accounted for 200 since the beginning of the year.

Early this year the last of Lundy's Red Devons were shipped to the mainland, and left the Island free of cattle for possibly the first time in recorded history. These were replaced in June, 1958, with a herd of 12 Galloways, followed later by a bull. This herd is allowed free range of rough pasturage on the North End of the Island, and appear to have settled in easily, helped, no doubt by the

LIVESTOCK(continued).

lush herbage on the Island, promoted by the ideal mixture of rain and sun which Lundy received in the spring and early summer.

Mr.Harman brought to Lundy in May,1957, a herd of 6 pedigree goats. These, at the moment, provide the only milk for human consumption on the Island.

PARSON'S WELL

In June,1957, Messrs.William Brown and John Dyke excavated Parson's Well, south of the Old Light, hoping to find evidence of its association with the ancient Chapel of St.Helen. However, they were disappointed to discover that the well was not more than 10 ft.deep, had been cleaned out some 60 years previously, and held nothing of interest save for some fragments of pottery.

WRECK.

In mid-September,1957, during a severe easterly gale, the Campbell's landing launch "Cambria" was torn from her moorings and cast up wrecked near the cove entrance below South Light. The "Lundy Queen" sank at her moorings, and was later salvaged by the boatmen, Islanders, and visitors, directed by Capt.Fisher. She is again back on duty after being repaired on the mainland; this being her third 'life', as she was previously sunk, bearing the name "Lynmouth Queen", during the Lynmouth Flood Disaster.

CHURCH FINANCES.

The Church of St.Helena concluded 1957 with £150.5.10d, made up of:

Visitors'box collections	..	£109. 5. 1d.
Service collections	..	31. 2. 9.
Quota envelopes.	..	9.18. 0.

After gale damage, the east roof of the Chancel and north roof of the Vestry were re-slatted by Mr.Bill Copp of Bideford. The entire roof is now completed in asbestos slates.

THE CHURCH CLOCK

To Mr.Tony Hatfield, Mr.Albion Harman's engineer, go the Island's thanks for his great service in repairing the Church clock. Set going on July 4th, it has brought new life into the Church, and more "time" to the Islanders. Mr.Hatfield was assisted by Mr.Ottway in repairs to the clock, Mr.Ottway being responsible for making several intricate parts, missing or worn out. Later, when the bells are made safe, Mr.Hatfield intends setting up the striking mechanism. We understand that Mr.Bill Copp of Bideford has been given the contract for making safe the bells in September.

CHURCH MEMORIES

From Miss Eileen Heaven I have received an interesting little account concerning life on Lundy during her residence. She relates that, in the time of her great-uncle, the Rev.H.G.Heaven, choir practice took place in the Church on Friday evenings, being attended by the gardeners', farm, and fishermen's families, often interrupted by the entry into the Church of animals!! On Sunday mornings the St.George's Cross was hoisted on the flagstaff at the "Ugly" and remained up until sunset. Half-an-hour before Church commenced, some of the Islanders would ring the bells - straight, and easy changes - and always two hymn tunes, ending with a five-minute single bell.

She recalls how, early in the century, there were often several vessels in the bay, and invariably dinghies put off from these ships bringing the occupants to the service. One particular instance occurred when a great part of the crew of the "Doris", a cruiser left in charge of the "Montagu", arrived for the service, and quite filled the Church.

Miss Heaven has some wonderful relics of past Lundy in her house at Portishead. I have seen, amongst other things, some very interesting photographs of the Church being built.

POEM

I am indebted to Mr.Jack Gorrall of Bideford for bringing to my notice a poem written by the late Mr.Dick Butler of Bideford, commemorating a "Trip to Lundy" on 24th September,1924. The poem, an interesting one, at great length describes his experiences, and the population of Lundy, at that time. I regret insufficient room prevents my printing it in this issue.



(Photo, David Napp)

EXODUS OF RED DEVON CATTLE.

(M.V. Lundy Gannet in
the background)

TWILIGHT

A green sky, a North wind
And the swallows skimming;
Black under foot and black beyond,
And no-one stirring;
A roofless cot, a line of stones,
And a hill-brow bending;
Then swallows twit and gusts swing by,
As the stars peer gleaming.

(From "Musings", memories of a Lundy day, by John Dollar, with
kind permission of the author).

READERS VISITING ILTRACOMBE can obtain an excellent meal and, when accommodation permits, bed and breakfast or full board, at Mrs.Clemence's "Strand Restaurant" on the Quay - very convenient for Steamer connections to or from Lundy. Mrs.Clemence is an old friend of Lundy, and always happy to meet others so interested.

MR.F.W.GADE'S NEW GUIDE TO LUNDY, selling at two shillings, is meeting with a ready sale, as was expected. John Dyke's illustrations ably back up Mr.Gade's descriptive and historical data. Copies can be obtained through Mr.Gade, Marisco Stores, or Atlantic Coast Studios, Gunstone Street, Bideford.

I hear from Mr.Anthony Langham that his collection of material on Lundy is likely soon to be put into print in book form, privately printed. This will provide a very thorough knowledge of Lundy in a convenient single volume. Mr.Langham has discovered many new facts not previously existing in print, and corrected much erroneous material written about Lundy over the past 100 years.

Our congratulations to Anthony and his wife, Myrtle, on the arrival of their daughter in January of this year.

LETTERS TO THE EDITOR.

The Editor,
"Lundy Review".

39, Prices Lane
Reigate.

Dear Sir,

I think it doubtful that the beach cannon which has recently been recovered is of earlier date than the 17th century. It is probably the one referred to in the footnote on p.57 in the "North Devon Magazine" of 1824, as follows:"I saw.... another gun on the beach, at the landing place, which was brought from the same battery, by order of Sir John Warren". The writer described the battery as one constructed during Queen Anne's war with the French, but it is now thought that all the battery points around the island were constructed during the Civil War. (Signed: A.F.Langham)

SOME LUNDY PLACE NAMES

THE UGLY

The origin of this name is given by the late Mrs. Marion C.H. Heaven, who noted:- "The 'Ugly' and 'House Beautiful' were names given to the look-out on Hangman's Hill (which in the early days of Heaven occupation was so covered with heather and heath that they called it 'Heath Mount') and to a shelter beside the house in Millcombe, by Miss A.A. Heaven. She had been ill, and their medical advisor prescribed life out-of-doors as much as possible. So a square shelter of corrugated iron, supported on four posts was set up on the lawn, which some members of the family bewailing as an eyesore, she retorted it was the House Beautiful, and the Ugly one was that on the hill...."

TIBBETT'S HILL

Named either after a Mr. Tibbett (or some similar name) or a corruption of the word 'gibbet' (as is thought to be "Tibbett's Hill" on Winblodon Common, London). Gibbets were usually erected in prominent places, but if the name is so derived, there is no clue to its date of origin.

PARSON'S WELL & PRIAR'S GARDEN

These are closely associated with the known site of an early church on Beacon Hill, which probably dated from the 6th century. The names are probably of a very early origin.

PILOT'S QUAY

In the 19th century, Bristol pilots came as far as Lundy where they waited for incoming ships needing a pilot up-channel to Bristol. They frequently used this spot to land when easterly winds were blowing.

THE RATTLES or RATTLES ANCHORAGE

First mentioned in 1853 as "Rattles Landing Place". This refers either to a Mr. Rattles, or, more probably, to a ship called the "Rattles" which presumably at some time used the sheltered South Coast Bay.

JENNY'S COVE

Also takes its name from a ship. The "Jenny" was wrecked here in 1797, and by the following morning had disappeared completely.

(A. F. Langham).

CONTRIBUTORS

MR ALFRED BLACKWELL - Chief Librarian of Barnstaple Athenaeum, book critic, poet, and author of the Instow Guide, is well known to all connected with Lundy. At his home there exists the most immense collection of Lundy "cuttings", books, souvenirs etc., and his exhaustive study of its history has left no stone unturned. His article on the Quarry Company days is thorough, and should prove of great interest to those of us who have strolled the "quarry path".

ANTHONY LANGHAM - Dental Surgeon, living in Reigate. Keen Lundy Historian. With wife, Myrtle, hopes to publish new book on Lundy soon. Connected with Lundy for several years, used to rent the Old Keep Post Office, which they discontinued following the birth of their daughter this year. Also has immense collection of 'materia Lundi'.

STANLEY THOMAS - Barnstaple Outfitter. Antiquary, and biographer of Thomas Benson, 18th century lessee of Lundy. Interested in Lundy and its associations.

JOHN DYKE - Island Artist, in business in Bideford.



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