

LUNDY REVIEW



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WINTER, 1958.

EDITORIAL.

How great a contrast prevails on Lundy since the last issue made its appearance! Produced at the height of the season, when sessions were long in the Tavern, and the afternoons were filled with trippers - I prepare this, the third editorial, in the stillness of a foggy November night, when no human voice is heard, and even the sheep are stilled.

This winter will be more solitary than usual, for "Bramble Villa", where Mr. "Bob" Bendall, the farm Bailiff, lived with his wife and children, lies empty and silent. No smoke from the chimney-stack, no welcoming wave from the doorway greets one nowadays as the tractor trundles down the Beach Road, for "Bob" has returned to the mainland to work.

In mid-December, Vince and Mary Squires leave for a few months stay on the mainland, there to await the birth of her baby. Good fortune attend her.

John Ogilvie pays his annual visit to Austria about the same time, and returns for the "lambing" in early spring.

Unless new labour is made available, the Islanders facing the many tasks Lundy provides during the winter will be:-

Mr. and Mrs. Gade.

Mr. "Red" Lyall.

Mr. Spink.

Mr. David Wicks.

Audrey, Wayland, and Stanley Smith.

There are also, of course, three men in each lighthouse. We see them from time to time, but they do not assume the title of "Islanders" as they are not permanent residents of the Island, spending one month in three "ashore".

So, apart from the wind's breath, a silence will fall, broken only by our Saturday night gossip in the Tavern, when four or five of the inhabitants will gather for warmth from the shrieking wind, the conversation punctuated by the spluttering and cracking of a merry driftwood fire, or the sizzle of a tarry piece of wreckage from the beach.

Although to an "Islander", loving Lundy for itself, it has something to offer in all her moods, I fear the oft-repeated desire of summer visitors to live on the Island would fade rapidly under grey skies, indefinite mail-days, and the constant winds of winter. All of which brings me to John Dyke's contribution to this issue. Dr. Crespi's reference to the winds of Lundy and the effect they had on him can be readily understood by anyone who has suffered the "bleak months". His hatred of the wind and his sensitive nature nevertheless produced an untrue, exaggerated, yet a little comical (to us) picture of Lundy as he saw it.

All of our old Lundy friends will be extremely interested in Mr. F.W. Gade's account of our golf links - but how many of them, I wonder, will honestly admit that they knew one had ever existed!

To the keen "Lundyite", Mr. Alfred Blackwell's notes on the Bibliography of Lundy will provide an excellent aim - to procure as many as possible of the books mentioned therein for their own shelves.

I must correct an error that appeared in the last issue. It was therein stated that the subscription was 5/- for 3 issues - it is, of course, for 4 - so another "Review" will enter your hands before I call upon you for a renewal.

To John Dyke, of Bideford, go my thanks for his work on the illustrations, and arranging this copy for lithographing; also to his wife, Joan, for her kindness in preparing the plates.

Stanley Smith

Lundy.
December, 1958.



Making a Golf Course on Lundy

by F. W. Gade.†

Professional soldiers are said automatically to regard any landscape in the light of a battle-ground, and as their eyes wander over the scene, to make their dispositions for attack or defence. This may also apply to golfers, especially to those for whom golf is a means of livelihood. Be that as it may, it seems that Major Lionel Sullivan, visiting Lundy for the first time by one of Campbells' steamers in the summer of 1926, was struck by what seemed to him the eminent suitability of parts of Lundy for a golf course; for Major Sullivan was at that time Secretary of the Southerndown Golf Club in Glamorganshire.

whether he already knew Mr. R. G. Laws, who was then the late Mr. M. C. Harman's Agent for Lundy, or whether the urge to make a golf course on Lundy was so strong that he had to seek out Mr. Laws, I cannot say, but seek him out he did, and partially succeeded in getting Mr. Laws enthusiastic about the project. Perhaps Mr. Laws was himself an ardent golfer, I don't know, but when November came and I took over from him as Agent, the proposed golf links was one of the projects in hand, or at least in mind.

Mr. Harman spent Christmas of 1926 on Lundy, and my rather dim recollection is that we discussed, among many other matters, the golf links, and my impression is that he was not over-keen. He did not play golf, although a friend had presented him with a rather sparse set of golf clubs. In any case I feel sure the idea was very much in abeyance until Major Sullivan wrote to me in January, 1927, asking if any decision had been arrived at, and saying that he would be delighted to come to Lundy and lay out the course - nine holes or eighteen holes - whichever was preferred, free of charge. This was a handsome offer, although I did not appreciate it at the time, for golf course architects demand and receive high fees.

Major Sullivan was helpful in many ways. He advised on the equipment essential, and obtained a three gang grass mower for the fairways from the Royal Porthcawl Golf Club at about half the price of a new mower.

So the question of the golf links was raised again with Mr. Harman, and eventually he accepted Major Sullivan's view that a golf course, even if only of nine holes, would be a great inducement for people to stay at the Manor Farm Hotel, and I, among many others, shared that view. Major Sullivan assured us that there was already considerable interest in the links on the part of members of both the Southerndown and the Royal Porthcawl Clubs, and he considered that, as soon as it became known to golfers on both sides of the Bristol Channel, a great deal of interest would be displayed; and he undertook to do a lot of publicity work amongst the officials of golf clubs in South West England and South Wales.

To cut the story short, Mr. Harman agreed that a nine holes course should be laid out on Acland's Moor, which is the area immediately north of the Old Lighthouse, and running right up to quarter wall. About mid February, Major Sullivan arrived by the m.v. "Lerina", and Bob Nelson, who many readers will remember, was detailed to take instructions from Major Sullivan. Provided with a quantity of neat white wooden pegs, the two of them spent the whole day marking out the sites of tees and greens. Bunkers were to be left until a future date. Major Sullivan explained that a greenkeeper-professional would have to be hired, and that he would need some kind of shelter in which to keep his tools and machines and ply his trade, so a substantial lean-to shed was erected against the west wall of what is now the Lundy Field Society's laboratory.

If golf proved so popular on Lundy as to make it worth while to add a further nine holes, it was planned to lay out the area south of the Old Lighthouse, and known as the West Side Field; but that never came about.

Making a Golf Links on Lundy(continued)

It is so long ago that the course was laid out that I cannot now remember the lengths of the "holes", details of which would probably interest golfers among my readers, but I do remember that 'bogey' for the course was 36, and it took a really good player to go round in 'bogey', and plenty of luck into the bargain.

The fairways of the second and third holes were largely shortish heather, which was very difficult to master, and had to be cut with the hay mower from the farm; and, if you got off the fairways with your tee shots at these two holes, you were in dense bracken, so that lost balls were frequent.

The aim was to have the links ready by June, 1927, but there was a tremendous amount of work to be done. Most of the 'greens' and all the tees had to be re-turfed, and all the tees had to be built up. Labour was not plentiful, and it was difficult to spare even one horse and butt during the spring cultivation and seeding, and eventually the course was not opened until about August 1st, 1927 - to be exact, it was July 29th.

Bob Helson was the man mainly responsible for most of the work, and he had as assistant Alfred Branch, a lad of sixteen years, younger son of Jack Branch, mate of the "Lerina". However, in April, Ivor Llewellyn was engaged as greenkeeper-professional, and was a valuable addition to the labour force; and Charley Smaldon did the mowing with that wily old horse "Robin".

Meanwhile, Major Sullivan was busy with the publicity work. He arranged for two prominent Welsh amateurs, Mr. Henry Howells, the reigning Welsh amateur champion, and Captain G. Waddell, Secretary of the Royal Porthcawl Golf Club, and two equally well known professional golfers, Mr. Ernest Bradbeer of the Southerndown Golf Club, and Mr. Robert Walker of the Cardiff City Golf Club, to play the opening match, a four-ball foursome. Invitations were sent to the captains, secretaries, and professionals of all the golf clubs on both sides of the Bristol Channel, and to officials of national golfing organisations, both male and female. P. & A. Campbell were easily persuaded to run a special steamer, the old "Cambria", from Barry, calling at Ilfracombe.

It was estimated that there would be from 100 to 150 acceptances, and Miss Nancy Sage, the manageress of the Manor Hotel, was faced with the task of providing luncheon for a maximum of 150 people. The old Tea Room was in existence then, where 60 people could sit down at one time, and it was possible to squeeze 40 to 50 people into the hotel dining room, so the task of providing for 150 people was not so formidable as it would be now.

The fishermen, Chris Segens and Ally Fuller, were warned that from 70 to 100 lobsters would be required, and Bill Vennall, the barman-storekeeper, was told to set up a "19th hole" in the implement shed mentioned earlier.

The great day arrived, and I see from an old cutting that it was July 29th, and the weather was fine and the wind west and not too fresh. Bunting was flying from the tower of the old lighthouse, and, as the visitors assembled, with many ladies in summer frocks, the scene was one of gaiety, colour, and animation.

Most unfortunately Mr. M. C. Harman was unable to leave the City to attend, but Mrs. Harman was present, and performed the opening ceremony, which included driving the first ball from the tee. This she did most successfully and gracefully. She was accompanied by a friend, Mr. B. Fairfax Conigrave, who made a speech of thanks to the four players when the opening match had been played, which was won by the amateurs by 2 up and 1 to play. Major Sullivan then made a speech in which he said that it was the culmination of 12 months preparation, and he had heard from the players that they were very pleased with the course.

It takes a long time to play 18 holes even if the players are really good, so that, with the speeches made, it was time for everybody to get down to the beach and embark. There were probably two hundred or more ordinary day trippers in addition to the invited guests.

Ivor Llewellyn had left before the opening, having found a better job, and his place had been taken by Albert Jenkins of the Northam Artisans Golf Club, who play on the Royal North Devon Golf course at Westward Ho! by right, they being all 'commoners' of Northam Burrows. Albert was a very good player indeed, and a good instructor.

I cannot say that any of those who subsequently played on the course were unstinting in their praise. They mostly said - "Very nice, but it wants a lot more work done on it". It seemed to me, a non-player, that these men and women wanted the game made too easy for them. They did not think it at all funny if they found a 'lie' where the ball was nestling prettily amongst heather twigs, or in the 'slot' of a bullock.

A few days after the opening, Mr. Harman arrived and brought his clubs. With his usual zest, if not enthusiasm, he was soon on the links, and played 9 holes with Albert Jenkins. As far as I know, he had never played before. His ambition was to hit the ball as hard and as far as he could. I don't know how many balls he lost 'going round', but I don't think he was on the fairway with his tee shot more than twice. I think it was his first and last game. When he left Lundy on that occasion he said - "Here, Felix, you look after my clubs and use them if you want to". An offer which I gladly and frequently availed myself of.

During the remainder of the summer of 1927 several golfing parties stayed at the Hotel, and among them was the Secretary of the Ladies Golfing Union, a Miss MacDonald I think she was. She was a nice lady, who became really enthusiastic about Lundy, apart from her interest in golf. She it was who instigated the Lundy Golf Club, but the membership never got beyond about 10 or 12. Islanders were eligible and paid only 5/- per annum, and those who joined got a lot of fun out of the course, and were the only players during the winter.

The cost of maintaining a golf course is pretty considerable, and there was little revenue coming in from subscriptions, green fees, and sale of liquor, as there would be at a mainland club. The links were kept in good order up to the end of the summer of 1928, and then Albert Jenkins, who was a skilled shipwright as well as a skilled golfer, felt he must in justice to himself, return to the shipyard at Appledore. With his departure the links gradually relapsed back to Acland's Moor, and now there is little to show that they ever existed. Some of the tees can be discerned, and the ninth green, adjacent to the Old Lighthouse, will puzzle many in years to come. They will speculate as to why the ground has been banked up in that way. Then the oldest inhabitant, Wayland Pondsby Smith maybe, will tell them, in accents more cracked perhaps even than they are now, that it was the ninth green of the famous, but short-lived, Lundy Golf Links, and, possibly, he might even have a copy of this issue of the "Lundy Review" to show them.

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An old newspaper cutting, date and origin uncertain, has revealed that Lundy once supported a resident physician, namely, Dr. A.J.H. Crespi. He stayed on Lundy for four years in attendance on a gentleman suffering from paralysis (possibly Squire W.H. Heaven, who died in 1883).

The newspaper cutting is an account of an "admirable" lecture delivered by Dr. Crespi, of Wimborne, Dorset, before members of the Haslemere Microscope and Natural History Society. Naturally enough, he took "Lundy Island" for his subject, and proceeded to distort and grossly misrepresent the facts, flavoured with unconscious humour, extracts from which are repeated here.

Lundy is described as "four miles long from north to south and one mile broad from east to west. Its sides are precipitous cliffs from 300 to 500 feet high, the whole island being one solid mass of the finest granite rock". (The lecturer overlooked the predominance of shale at the east end). The steps or ledges into which the cliffs were broken were covered with a few feet of peat. The top of the island was a kind of tableland, also covered with a sprinkling of peat, and averaging 525 feet high. Not a stick of timber is to be found anywhere in the island". (It is true there were very few trees, Milcombe was virtually treeless). "If a tree were planted the wind would tear it up by the roots in

Dr. Crespi (continued)



a few hours. The wind on Lundy, the ever-lastingly shrieking, howling, and tearing wind was a nightmare to the lecturer still. He hated wind and to have been exposed to such a wind for four years at a stretch made him wonder how he could have put up with it. Of course, umbrellas were out of the question - hats even had to be gradually dispensed with, and for years he ceased to wear them. The walks were intolerably monotonous, and the few objects of interest that the island possessed were soon used up. The wind not only buffeted and distressed the body, but it upset the balance of the mind, and reading or study of any profitable sort soon became impossible. The society that the lecturer was thrown into, although cultured and agreeable, soon began to lose its charm, and he was oppressed with ennui. Summer or winter it was always cold because of the elevated and unprotected character of the island. Often in

the height of summer his fingers would be blue, and the wind would penetrate to his skin through two overcoats, as if they were muslin.

The little garden cultivation or agriculture that was possible was hindered by the cold and tearing wind - the hay was blown into the sea before it was carried; the sheep fell over the cliffs, the cattle perished from exposure. Even cabbages disappeared before the end of August - when by chance the weather was calm in the summer, a heavy fog would settle down upon the island and make exercise exhausting. As a medical man, he could never understand how doctors could send their patients to Devon or Cornwall for the restoration of their health.



One reason for the mental lassitude induced by his residence in the island was the necessary irregularity and delay in the postal arrangements. At Lundy he had sometimes received a hundred newspapers by a single mail dating over a period of many weeks, perhaps months.

Alluding to the Giants Graves, Dr. Crespi has this to say- "Some antiquities, such as Danish coins, blue glass beads etc., were now and then dug up, and it was reported that human skeletons of colossal dimensions (one 8 feet 3 inches, another 7 feet 10 inches) had been discovered and reburied." No-one on the island permitted the truth of this assertion to be questioned, but the lecturer could obtain no definite proof of it.

There was a magnificent new church on the island, far exceeding the possible demands of its 50 inhabitants in the winter and 150 in the summer. There is also a fine lighthouse, with its station, a farm, the squir's mansion house and buildings, and a few cottages for labourers, fishermen, and workers in the granite quarries.

Large numbers of sea birds arrived on the island at the beginning of April, and it was interesting to watch the gulls, cormorants, puffins, razor billed auks, and guillemots, fishing from the rocks. In May and June they laid their eggs, not in nests, but in heaps, side by side on the bare ledges of the cliff, often quite easily accessible. The seagull's egg had a fishy flavour and took 20 or 30 minutes boiling, but most people find them so strong that they do not care to taste a second one. In addition to sea birds, the lecturer observed the usual variety of land bird, such as peregrine-falcon, the gosshawk, the raven, the Cornish chough, and the common sparrow, robin etc., the woodcock appears first on the west coast, and is a regular visitant. Some birds arrive in March or September, stay a few hours, and then depart. Alluding to the common gossip that after a dark and tempestuous night the bodies of hundreds of small birds are found dead at the foot of the lighthouse, the lecturer said he had often looked for them at Lundy, but never discovered a single victim.

Dr. Crespi (continued)

"Wrecks are very common on Lundy in consequence of the sharp, jagged, granite reefs that extend for a mile or more from its shore. There are also enormous caves that were used by the smugglers. There are, however, no customs duties in the island, no police, and no law."(!!!).

"The best time of the year for visitors is the early summer, when the birds are rearing their young. Lundy is an interesting place for a short stay at the right season, but the tourist must not be bound as to time, for if the weather turn out stormy, he may be detained there for weeks longer than he intended".

Poor Dr. Crespi! he seemed oblivious to Lundy's charms.

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News and Views by Stanley Smith

Church Improvements

A curtain has been made by Audrey, the Church Secretary, from material generously supplied by Miss Eileen Heaven, which now hangs from the arched entrance to the vestry. It is 13 feet high by 11 feet wide, of a royal blue, matching the remainder of the soft furnishings, and it greatly enhances the appearance of the chancel.

Mr. Bill Copp, the Bideford Builder, has paid us his promised visit, and, assisted by another old Lundy friend, Walter Eastmond, has removed the danger of the bells falling. This he performed by erecting three 6" x 3" steel girders at right angles to the existing girders (in poor condition) supporting the belfry floor. The bell mouths were then packed up on timber to relieve the weight on the trunnions, which are almost rusted through. Thus they lie - safe, but silent. We have hopes that in some way it will be possible one day to provide the means for re-hanging them and return them their voices, as the clock regained hers.

Church Notes

I am informed by Mr. Stan. Ball that there exists in the Museum at Ilfracombe, a photograph of the first team to ring Lundy's bells, and I have since been privileged to see Miss Eileen Heaven's pictures of the occasion, and of the building of the Church itself. I have it from Capt. Bill Fisher that the man who cut the Church foundations, Mr. Jim Walcott, is still alive, and lives near him at Ilfracombe. Mr. Walcott also worked in Lundy's quarries, and was known locally as "Frisco of North End"!

Confirmation

On September 15th, the Bishop of Exeter, Dr. R. C. Mortimer, arrived on Lundy to take confirmation service. He was attended by the Rev. R. C. Dixon of Appledore. To correspond with the islanders "free" time, the service took place at 9 p.m., when the many candles flickering in corners and on sills vied with the hissing Tilley lamps to provide the necessary illumination for the scene. The congregation consisted of approximately 60 people, composed of islanders, owners family, lightkeepers, and visitors. Also present was Miss Eileen Heaven, who had travelled from her home at Portishead especially for the occasion. It was, of course, Miss Heaven's great-uncle who built the Church. Those confirmed were:-

Stanley Smith - his daughter, June Lerina;
Son, Wayland Pondsbury, and Niece, Judith Cynthia Daniels.

The only record of a previous confirmation on Lundy refers to a coast-guard who was confirmed there in 1913 by the Bishop of Crediton. Dr. Mortimer is the first Diocesan Bishop ever to have taken confirmation service on the island.

Organ

To preserve it against damp, each winter the Church organ is accommodated in the Tavern. Where else in the world would one find an organ in a Pub!!

News Items - Marriages

Our congratulations and good wishes to:-

Captain and Mrs. "Bill" Fisher (formerly Rhoda Pidd) on their marriage in Barnstaple on October 3rd. Many readers will remember Rhoda as cook at the Hotel during the summer of 1957. So another Lundy romance has blossomed out successfully - (and a little secretly!).



News Items (continued)

Marriages

Also congratulations to:-

John Vickery, late resident of "Stoneycroft", Lundy; now of Hartland, on his marriage last October. John's attendance on the plane with his horse 'Gayboy', and four wheeled cart, will be long remembered by visitors to the Island in the early 1950s.

and to "Nat" Illston, of South Light. We expect his two months duty on Lundy now appears to pass far more slowly than usual! Since his first appearance on Lundy was in 1949, Nat can now be assumed to be "settling down", and apart from not having a beard, could be mistaken for an Islander!

Lundy on the Air

I wonder how many readers heard the six-minute programme based on the "Lundy Review" broadcast in "Round-up" from the West of England Studio at 6.30 p.m. on 4th September? It proved interesting and well arranged, resulting in quite a few new subscribers.

On 25th November, T.V. in the Tavern enabled the islanders to see Clemence Dane's "Granite" - a play based on Marisco Castle. One can grasp the atmosphere of the play very much more "on the spot" as it were, especially with the moaning of the wind outside as a realistic background!

Rockets over Lundy

The evening of November 5th, being bright and fair, we on Lundy had a grand-stand view of the dozens of bonfires flickering and winking along the North Devon coast, and of some of the brightest fireworks set off there. We hope, in return, that our effort to commemorate the occasion, a bonfire composed of an enormous load of gorse, which Wayland spent a week cutting, waste sump oil, paper etc., was also recognised by our neighbouring mainlanders. We sited it in the "tent" field, to the rear of the Church and near the reservoir. We were reminded by the startled flurry and squawking flight into the darkened sky, of the 10 mallard ducks, whose existence just over the wall on the reservoir pond we had overlooked; however, the first rocket altered that!

The night was bitterly cold, but the fire burned well and we toasted one side at a time. When the flames lowered, and the powder was spent, all adjourned to the Tavern, where hot soup, crab sandwiches, and sausage rolls, washed down with ale, before a cosy log fire, sent us all to sleep.

Stock

John Ogilvie reports that the wild male goat captured by Charlie Collins in September has succeeded in befriending the six pedigree milking goats consisting of four British Alpines and two Toggenbergs - kidding is expected in April. Incidentally, the male wild goat, although a rough and unkempt looking beast, is a descendant of quite good pedigree Yorkshire stock, imported by Mr.M.C.Harman many years ago.

"Mela", Mrs.Mary Squires' pet goat, made off with a companion goat and joined the wild herd. She disappeared completely for two months or more, despite continual search during that time. She returned alone and in poor condition, and it is believed that she must have spent quite a while stranded on some out-of-the-way difficult ledge of rock on which, possibly, the other goat died.

"Nimbus", Mary's pony, died in November from a complaint called "Quittor", which is a painful abscess of the hoof. His age, though uncertain, is believed to be about 25 years.

The ewes and the rams, all of which are concentrated on the southern part of the island at this time, look well, and consist of:-

Rams:-
6 Border Leicesters,
4 Southdowns.
1 Horned Welsh.

Of these, 4 new Border Leicesters and the Welsh have lately been added.

Stock(continued).

Ewes:- 380 - made up of: 115 Close Wool
265 Welsh.

Most of the lambs are expected in early April.

I understand that Border Leicester and Welsh Ewe Cross are quick maturing, and give the type of meat most in demand. I hope the cross-breeding does not lose us the noted flavour of Lundy Mutton, relished by so many.

The twelve Galloway Heifers and Bull, which, since their arrival in early summer, have grazed north of Halfway Wall, are now at home on the Aerodrome and Brick Fields, and sport splendid long, curly, black coats. Calves from these are expected in May, 1959.

Pathways.

Young David Wicks, who is spending the winter on Lundy as general assistant, has an interesting week-end occupation. He is allocating his free time to the re-discovering and clearing of the path leading from the Quarry terraces to the beach below. This will provide an easy and gradual descent, and if something can be done to the last 10 feet, a safe one too.

Programme.

Even with its minute population, and a labour shortage greater than usual, not a week passes but Lundy records improvement.

Field fences are being erected, new gates hung, the sheep-dip and pens completed, the goats re-housed, a new power house in being, the gardens flourishing, sheep and cattle looking in good fettle, ploughing going ahead ---

Much still remains to be done. A priority is the repair and safety of the Beach Road. At a point between the cave and "Sea-view" cottage, the road is undermined by the continuous movement of the shale at that point. Its repair will entail the construction of a wall from sea-level 38 feet in height and 25 feet in width, with an average depth of 20 inches. The builder will need one eye on the trowel and the other on the loose overhang threatening above him.

The fall of hundreds of tons of rock, which occurred during the winter of 1954, immediately above the slip-way, and from which loose boulders and rubble dribble down periodically, presents another problem - one to be tackled and completed before the "White Funnel" shows up over the horizon. This work will necessitate the removal of many tons of loose material back to a point of a safe "angle of repose", then, perhaps, the steadying influence of a retaining wall at its foot.

Both jobs will require much care, thought, and labour. We can, maybe provide the first two, but the absence of the latter will have to be conquered by greater concentration on the others.

Paragraphs.

I hear that my friend, Mr. Jack Gorrell, has been busy in Bideford and District giving lectures to various groups with the aid of a lantern and coloured slides of the Island. I wish we had a few more unpaid ambassadors like him, whose love for the Island prompts them to so much labour.

Wayland was delighted to discover that he had been made the subject of a story appearing in the "Daily Mail Boys' Annual", and called "The Boy who Lives on Puffin Island".

Six dozen of the first issue of the "Review" have now been reprinted, and are obtainable from Lundy.

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 *From the Past*  CULLED FROM THE BIDEFORD GAZETTE,
AND HARTLAND CHRONICLE by John Dyke.

One Hundred Years Ago

January, 1859 - Death at Ilfracombe of James Cornish, aged 88, formerly keeper at Lundy Lighthouse.

Seventy-five Years Ago

December, 1883 - Lundy Cable Co. Ltd., formed with a capital of £10,000 in one thousand £10 shares. Bristol Channel and other ship owners extensively supported the scheme. Lloyds agreed for ten years to provide all signal stations, defray working expenses, and pay the Company royalty of 2/- per message to owners and others, and an annual subsidy for duplication of such messages to their London offices. It was estimated

Seventy-five years ago(continued)

that 80,000 vessels pass Lundy annually, and if one tenth use the Company's line it would mean an income of £880. License obtained without difficulty from the Board of Trade. Rogers, telegraphic engineer of London, was contracted to lay the 10 mile cable, and Legg of Swansea, to construct 4 miles of land line from Hartland Point to the Post Office.

February 19th, 1884 - Disaster off Lundy Island. Loss of steamer with all hands but one. Lloyds agent at Malta telegraphs Wednesday, "The British steamer "Hornet" from Newport for Marseilles, was seen to founder on the 27th of January near Lundy Island by the British steamer "Bowesfield" from Cardiff. The crew were drowned, with the exception of a boy named Joseph Allery, who was picked up and brought to Malta. "The Hornet", an iron screw steamer of 349 tons, was built at Glasgow in 1874, and owned by W. Pearce of Glasgow".

March 13th, 1884 - The Lundy cable, weighing 200 tons, was stowed in the telegraph steamship "Mascotte", which left for Hartland Point. Owing to unfavourable circumstances, it was impossible to commence laying it until Saturday morning, February(?) 23rd. The two-mile shore end was made fast near the Point, and the vessel made in the direction of Lundy. When this section was laid, a buoy was attached to indicate its position. It was then night, and the "Mascotte" steamed to Lundy, where she lay until Sunday morning. At dawn, the shore end of the longer section was attached to the Island, and the steamer paid it out till the buoy was reached and picked up. Several hours were occupied in splicing; at 10 p.m. the complete cable was dropped overboard. The land line was laid in a few days, and connection made through Hartland Post Office with Exeter Telegraph Station. The cable was the same size as the Atlantic one, but of steel instead of iron. The main part, heavy section, ordinary deep-sea cable sheathed throughout the length with fifteen No.5. steel wires, weighing nine tons to the mile. The shore ends further closed over all with 12 strands of No.5. wire. The engineer, staying at the "Kings Arms" (Hartland), was named Killinback. The "Mascotte" arrived at Swansea on Tuesday night, February(?) 25th. The cable hut was soon removed from Barley Bay to Shipload Bay.

Fifty Years Ago

January, 1909 - Rumours of an Admiralty Semaphore Signalling Station and several resident coastguards for this place have not materialised yet.

The new lessees have commenced to rear pheasants.

Twenty-five Years Ago

January 13th, 1934 (Hartland Chronicle) - After a lapse of five years, a wedding took place here on Thursday, December 21st., Rev. Muller making a special voyage to officiate. Thomas Maddern, second son of Rd. Hill of Escles, Sennen Cove, married Mrs. Lilian Richards. Mr. F.W. Gade gave the bride away, and Mr. Charles Smalldon was best man. The bridesmaid was Ruth, daughter of M.C. Harman. Professor A.T. Dillar of Emmanuel College, Cambridge, was organist, Mr. Turner doing the duties of Clerk. Hymns were, "Lead us Heav'nly Father", "All people that on earth", "O, come all ye faithful", and "God save the King". The Vicar referred to the bridegroom's association with Sennen and Lundy, mentioning that Mr. Thomas, who for many years was chief boatman here, was still living at Sennen Cove. Mrs. Gade, several members of Trinity Service, all the farm hands, Count Tolstoid and his family, Miss Diana and Mr. John Harman, were among the congregation.

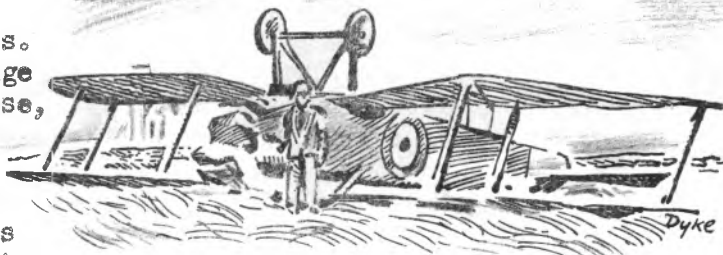
March 31st, 1934. - Mr. R.T. Boyd, of Barnstaple and North Devon Airport, recently visited Lundy with a view to prospecting for a suitable landing ground for aircraft. He found an admirable site, and, subject to Air Ministry approval and the making of arrangements with the owner, air trips will be run during the summer from Heanton Court.

A very large seal that has been missing from Lundy for some considerable time has just returned. Has it been to Loch Ness and been called a monster!

The First Plane to land on Lundy

by A. J. Dennis.

As a warm sunny day in June, 1918, was drawing to a close, the S.S. "Enfield" was lying on her rocky grave under the Quarries. Her officers and crew, together with salvage workers, were living in the Manor Farm house, and Mr. S.T. Dennis, Agent for the late Augustus Christie, owner of Lundy, was in the kitchen garden, calmly reflecting the day's events and planning the food supplies for the temporary "invasion" of nearly forty men - a difficult task when communications with the mainland were not so regular as they are today.



Lieut. Charles Oldfield & his wrecked bi-plane.

He suddenly had an inspiration - in the paddock, grazing contentedly, was the old bull, who for some time had roamed unhindered there and in the adjoining Reservoir field, and who at times had shown his savagery in no uncertain manner. Here was a chance to "kill two birds with one stone". To make good use of the tough old stager and to feed the hungry mouths, who no doubt would not complain over much, after a prolonged diet of salt pork. He promptly shut the gate between the two enclosures. Little did he realise how important this action would prove a few hours later.

Whilst the islanders were asleep that night, a bi-plane of the Royal Air Force, flying over the Bristol Channel, developed engine trouble, and the pilot headed for Lundy. He was able to reach the Island, only to capsize on making a forced landing in the Reservoir field, but the impact rendered him unconscious and left him hanging by his harness over the side of the cockpit, where he was found the following morning. Tender hands cared for him, and in due course he was able to make the trip to Milford Haven in one of the minesweepers patrolling the seas around Lundy at that time.

Recovering from his injuries, he must have enjoyed his enforced stay on the Island, for, copied from the author's scrapbook, is the following entry:-

"I think that, in future, when I want to crash,
I will fly off to Lundy, I won't mind the smash,
For while I have been here, I've had such a spree,
That I know they are glad to see me off to sea.
So cheerio, coming again!!"

Charles Oldfield,
Lieut. R.A.F.

The first plane "landed" on Lundy, 4th June, 1918.

How opportune was the action of my father that evening in confining the bull to the paddock. One can imagine the bull's reaction, especially when given to savage outbursts, had he encountered such an unusual intruder suspended helplessly from his aircraft!



LUNDY BIBLIOGRAPHY by Alfred E. Blackwell.

Since its publication in 1877, John Roberts Chanter's "Lundy Island" has remained the most fundamental book about the island. It was not until 1925 that another full-scale work on Lundy appeared - L.R.W. Loyd's "Lundy; its History and Natural History". Between these two came John Lloyd Warden Page's "Coasts of Devon and Lundy Island" (1895) which contains 58 pages of most interesting material (including a fine pen picture of the elder Captain Dark, skipper of the sailing skiff 'Gannet') but this book was not, of course, entirely devoted to Lundy. "Tempestuous Isle" by Colonel P.T. Etherton and Vernon Barlow appeared in 1950 and became a popular work, being subsequently published at 5/- as "Lundy, the Tempestuous Isle", and giving an attractive picture of Lundy up to the time of the Second World War and introducing some interesting hitherto-unpublished material. Richard Perry's "Lundy; Isle of Puffins" deals almost exclusively with the bird life of the island.

These books are, I believe, the only full-scale books devoted exclusively to Lundy, and it remains to record all other works which contain chapters, descriptions, or references, however small, on the subject.

Lundy Bibliography(continued)

A complete list, including Guides, articles and passing references is infinitely more voluminous than can be imagined without an extensive search in all sorts of out-of-the-way places. I have, for instance, in my collection, a copy of an exceedingly interesting brochure - "Particulars of Sale, Plan and Views of Lundy Island" issued by Messrs. Knight, Frank and Rutley, in 1925, when the island was for sale by Private Treaty (and subsequently bought by Mr. Martin Coles Harman). This Catalogue contains 'An Historical Outline' by L.R.W. Loyd, and a great deal of detail about the island and its buildings not published elsewhere. There is also an excellent reproduction of the 6" Ordnance Survey Map of Lundy.

Harking back to "Chanter", as his book is known to all Lundy bibliophiles, its full title is LUNDY ISLAND: a Monograph, Descriptive and Historical; with Notes of its Distinguishing Features in Natural History. This work first appeared as a paper read by John Roberts Chanter to the Devonshire Association in 1871, when Charles Kingsley was President, and was subsequently published as a book. The material Chanter collected was obtained from indefatigable research through many volumes in the North Devon Athenaeum at Barnstaple, and from State Papers and records in the Public Record Office and elsewhere, but also largely from data supplied by the Rev. H.G. Heaven, who spent three weeks at Mr. Chanter's residence at Fort Hill, Barnstaple; for Chanter himself never visited the island! I am informed that these two gentlemen were wont to sit at breakfast discussing Lundy, with Chanter taking voluminous notes, in which occupation they were engaged each day until lunch time. The result was the vastly informative book which has proved so valuable to all who have since written about the island or sought information regarding it.

We must not forget that Chanter acknowledges his indebtedness to G. Steinman Steinman Esq., F.S.A., F.L.S., for "Some Account of the Island of Lundy", published in 1836. This work became very rare, and the copy at the Manor House, Lundy, mysteriously disappeared, but in 1947 Mr. M.C. Harman had 1000 copies reproduced, 250 of them being autographed by him and distributed to his friends.

The one defect in "Chanter" is the omission of the index, but Loyd's book contains one, which includes the works of other writers, to whom he refers. Chanter mentions a great many early writers and sources from which he obtained material, so that, between them, we have the nucleus of a bibliography. A considerable list of works on Lundy appeared in the 10th Annual Report of the Lundy Field Society. The books and papers thus recorded, together with those given in a Paper read to the Devonshire Association and published in the Transactions of that body for 1957 - "Some Notes on the Bibliography of Lundy" - may be amplified by the following list, which is by no means exhaustive. I have, in fact, a considerable addition to make to it:-

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A Guide to Ilfracombe, etc. J. Bamfield.
The Pocket County Companion (Devonshire) compiled by Robert Dodwell.
Lundy. Bristol Channel. F.W. Gade. Illustrated by John Dyke. Map and Photos.
Devon. S. Baring Gould.
Murray's Handbook for travellers in Devon.
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North Devon with West Somerset (Homeland Handbooks).
Twiss & Son's Illustrated Guide to Ilfracombe and North Devon.
North Devon and North Cornwall. C.S. Ward. (Thorough Guide Series).
Ward, Lock & Co's Guide. (Ilfracombe etc.).
Tourists' Guide to North Devon. R.N. Worth.

Non-Fiction

All over the World.	Colonel P.T. Etherton.
North Devon Story.	E. R. Delderfield.
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Bygone Days in Devon and Cornwall.	Mrs. Whitcombe.
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Lundy Bibliography(continued)

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| J.Weare-Giffard. | The Golden Bay. | E. Noble. | The Edge of Circumstance. |
| -do- | Lure of Contraband. | Bennet | The Last of the |
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**Tell your friends about the LUNDY REVIEW-
 IT KEEPS YOU IN TOUCH ALL THE -YEAR- ROUND !**