

LUNDY REVIEW



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EDITORIAL.

Safeguarding Materia Lundeii.

A few months ago a picture purchased at a 'Jumble Sale' by a Bideford woman for 1/6d was found to be a valuable and rare painting, later fetching some £2,500 at a London Auction. No-one knows how such a valuable work of art became included in the oddments usually found at these sales.

At the conclusion of one of Messrs.Blackmores fortnightly auctions in Bideford this last winter, John Dyke heard the tantalising news that a collection of Lundy photographs and cuttings had changed hands in the auction rooms, probably lumped together with some uninspiring lot. In spite of an advertisement in the Bideford Gazette appealing for information concerning the purchase, the whereabouts of the buyer and material remains unknown, leaving to the imagination the possible fate of some hitherto unknown knowledge of Lundy's past - has it been dispatched on a garden bonfire, or retired to a dark attic?

Upon being acquainted with the above facts, Miss Eileen Heaven suggests the possibility that it may have consisted of scrap books etc., belonging to her great-uncle, the Revd.Hudson G.Heaven, and removed from his house in Great Torrington where he retired from Lundy for health reasons.

It is with this fairly positive evidence of the loss of irreplaceable historical material that the thoughts of a few of our Lundy associates have turned to considering what safeguards can be adopted to prevent the great wealth of materia Lundeii collected by various interested persons from being scattered abroad or lost should misfortune attend the owners.

It has been suggested that a "Lundy Association" be formed with a headquarters on the mainland, where the atmosphere of Lundy might prevail, and meetings and lectures take place. Assistance and guidance to would-be visitors to the Island might be provided, and an effort be made to publicise the charm of Lundy. Some distinctive badge or tie might be created to bring together all those who love Lundy and are jealous of her freedom and wish to see the continual progression of her economy.

Would readers send me their opinion on the subject - particularly those in residence in the N.Devon area, for whom I imagine the project will have a particularly strong appeal.

Stanley Smith

**Tell your friends about the LUNDY REVIEW
IT KEEPS YOU IN TOUCH ALL THE-YEAR-ROUND!**



Thomas Bushell.

LUNDY COINAGE

by Wyndham. S. Boundy

ILLUSTRATED BY JOHN DYKE

Of the islands which lie near the coasts of Great Britain, Lundy stands out in its historical and general interest as conspicuously as it does in the Bristol Channel, and one may rightly claim its bibliography so ably compiled and reviewed by A.E.Blackwell, Esq., in the Devonshire Association Transactions (Vol.LXXXIX-1957 A.D.) surpasses that of any other of the islands. The story of Lundy coinage, which is of such historical interest, does not however seem to figure so prominently in the numerous publications and references as one may expect, and it is hoped this contribution for the "Lundy Review" will prove of special interest, and informative.

In the history of our English coinage, Lundy figured as the site of an important provincial Mint during the reign of Charles I., in the period of the Civil War, 1642-1649 A.D. The story is linked with the activities of Thomas Bushell, who, at the beginning of the Civil War, had been authorised to establish a Mint in Aberystwyth Castle in conjunction with his activities as director of operations in the production of silver from the Mines Royal of Cardiganshire, Wales. The Aberystwyth Mint proved to be one of Thomas Bushell's most successful undertakings, and the source of much revenue for Charles I in his campaign against the Parliamentary armies.

In September, 1642 A.D., Charles I summoned Thomas Bushell to transfer his Mint to Shrewsbury, where much silver plate contributed by the Universities and Royalist gentry was turned into Regal currency, which bore such inscriptions as "EXVRGAT DEVS DISSIPENTVR INIMICA" ("Let God arise and His enemies be scattered"- Psalm 68, v.1) and "REL, PROT, LEG, ANG, LIBER, PARL" (Protestant Religion, Laws of England, and Liberties of Parliament). The plumes of the Aberystwyth Mint figured prominently in the field, or as mint marks on the coins. Owing to the exigencies of the war campaign in December, 1642 A.D., Charles I requested Bushell to bring his establishment to Oxford. In July, 1643 A.D., the King's army captured Bristol, and Thomas Bushell proceeded there to produce coinage for the West Country. These coins had the Monogram BR. From Bristol, Bushell moved on to North Devon, and he later became Governor of Lundy, where he maintained a garrison.

Conclusive evidence is not available to locate the precise sites where coins were minted in North Devon and Lundy, but by the respective Mint marks and designs the coins have been attributed as follows:- Coins with the letter A are assigned to Appledore, with the letter B to Barnstaple, with the design and Mint mark of the Crown to Combe Martin, and those with the Plumes and the Declaration 'Relig Prot etc' to Lundy.



Lundy Groat. Obverse. Lundy Groat. Reverse. Lundy Shilling. Obverse. Lundy Shilling. Reverse.

Thomas Bushell had obtained permission to produce silver and lead from the local Combe Martin silver mines, but there is little evidence with reference to the production of this silver and its coining.

Lundy coin denominations are the half-crown, shilling, sixpence, groat, threepence, and half-groat. The Plumes and 'Declaration' found on the Lundy coins indicate how indefatigably Thomas Bushell supported Charles I in his military struggle from the time he first operated the Aberystwyth Mint to the year of his final surrender of the Lundy garrison in 1647 A.D. He continuously provided the Regal currency, and often in large sums when Charles was in dire need.

It would prove of great historical interest, and provide valuable records if finds were made during future field studies or excavations of any of the following with reference to Lundy or North Devon mint activities; namely, anvils, metal blanks, shears, punches, die sinkers, 'pile' and 'trussel' dies, weights, tongs, or metal holders, or any forms of business records.

Finally, it is hoped that the reference "Lundy Island" (the word "Lundy" itself means "Puffin Island", and the word "Island" is redundant) so generally used in Coin bulletins, circulars, and other publications, will in time be amended, and the correct nomenclature "Lundy" be adhered to.

One must not conclude without referring to the attractive and interesting souvenir token coins issued in 1929 A.D., which have the Head of Martin Coles Harman, the owner of Lundy, on the obverse side and a puffin on the reverse.



*Lundy Halfcrown
Obverse.*

*Lundy Halfcrown
Reverse*

The Nightingale Scandal Reviewed by A. E. Blackwell.

Mr. Stanley Thomas, of Barnstaple, has spared no pains to collect all available evidence in order to regale us with the full story of the crowning villainy of Thomas Benson. In his 75 page booklet, published at the reasonable price of 5/-, and ornamented with a most attractive cover designed by John Dyke, Mr. Thomas sets out the facts, as adduced from official records, of Benson's life, successful career, and its infamous conclusion. To the ever-increasing number of Lundy lovers and students of its history the story of Benson's ship "Nightingale" and his betrayal of her skipper, Lancey, is always a matter of supreme interest. The man who literally left his mark on Lundy in the mid-eighteenth century was a complex character. Mr. Thomas traces Benson's career from his eminence as a ship owner and trader in North Devon, Member of Parliament, and lessee of Lundy, to his downfall and flight to evade justice after the sinking of the "Nightingale".

The whole story of the latter has been formed after enormous research, on which the author of this booklet is to be heartily congratulated. I prophesy a great demand for "The Nightingale Scandal", both on Lundy and ashore. The story is well told, amply documented, and provides intriguing reading. The booklet is embellished with some excellent vignettes by John Dyke, and is attractively produced by the Gazette Printing Service, Bideford.



FROM THE PAST by JOHN DYKE. *Gleanings from the Hartland Chronicle and Bideford Gazette.*

Seventy-five years ago

June 17th, 1884 - The Steamer "Privateer" made an excursion trip from Instow to Lundy on Wednesday. Several passengers went from Bideford, though the excursion was really got up in connection with Barnstaple. The weather was far from pleasant, a drizzling rain falling for many hours during the day.

Fifty years ago

April, 1909 - Having completed the erection of new Admiralty buildings on Lundy Island, Mr. R. Pickett, of Ilfracombe, is now engaged in placing "boundary stones" across the longest way of the Island. These huge blocks of granite, each weighing about $1\frac{1}{2}$ tons are placed at a distance of 500 feet apart, and painted white. They are for the purpose of guiding the coastguards through the island in foggy weather.

* (the actual distance is more like 100 feet).

May, 1909. - Whilst the trawler "Ibex" was fishing off Lundy last week, a large block of granite weighing about $\frac{1}{2}$ a ton by some means rolled into the net, and great difficulty was experienced in hauling it aboard.

June, 1909. - His Majesty's ship "Argus" conveyed the (4) coastguards and their families from Ilfracombe to the Island.

June 15th, 1909. - Lundy Bullocks.

Lively scenes at Instow.

A stampede and some recaptures.

No-one who had seen the steamship "Merthyr" of Bristol, gliding up the Torridge on Thursday morning last, and take up her position at East the Water, would have dreamed what an exciting time the captain and crew had experienced the night before. On Tuesday Capt. Everett called at Lundy I. for the purpose of embarking some bullocks, the property of Mr. Saunt, and from there steaming them to Instow where Mr. Turner was to receive them. Lundy has a very rough landing stage, as every visitor in bad weather knows, and the drovers had a very trying time to get the animals aboard. Two beasts, whilst being driven with the others, became restive, and suddenly charged another herd, and in a scuffle two of them were pushed over the cliff falling a distance of 50 feet. On being examined, it was found that they were not much the worse for their perilous adventure, much to everybody's surprise. Such is the hardihood of a Lundy bullock. Another beast, however, had had a much worse time, having been pushed over a much higher portion of the cliffs, and falling a distance of quite 150 feet. After the animal had been reached, with great difficulty and risk, it was found necessary to destroy it, the bullock having broken two of its legs.

After these exciting happenings, things seemed to "quiet down" and nothing of any importance occurred until Instow was reached. About 4 a.m. the following day the captain and crew began landing the animals and everything went well until thirteen (unlucky number) of them were got out, when a stampede took place, the result being that they all plunged into the water, swimming away in all directions, some getting so far as Westward Ho! and it was rumoured that one of them got ashore near the lighthouse, and reached Saunt. Some of the beasts have been recaptured, but all had not been accounted for when this paragraph was penned. After this experience, the captain thought it inadvisable to land the rest and after consulting Mr. Turner, it was decided to take them to Bideford and land them at East the Water. Here ample amusement was afforded the great many people who watched the unloading process. No further incident occurred, and the animals were driven quietly back to Instow. This, by the way, is not Capt. Everett's first experience of Lundy cattle. A year or two ago, he thus amusingly described his interview with the redoubtable "Sitting Bull", a bovine King of the Island about the time the "Montagu" went ashore there ---- (Here followed a long account which has had to be withheld through lack of space, but which will be published later).

June 22nd, 1909 - Lundy as a Fort

Should Lundy be fortified? The Navy League says "Yes", and in the course of a lengthy letter in favour of defence works for the Bristol Channel, suggests that it might include (a) Batteries with search-lights at Lundy I. and Caldy I; (b) modern guns at Steep Holm and Portishead; (c) Torpedo destroyers of a type not modern enough to operate in the N. Sea

June 22nd, 1909 (cont)

(of which there are a great number in our Navy) to be stationed at Lundy to watch the approaches of the Channel; (d) a harbour of refuge to be established at Lundy under the guns of the battery to be established there, to receive hard pressed merchant or war vessels in case of need (e) the establishment of a branch of the Submarine Mining Corps, or of submarines at a suitable spot in the Channel.

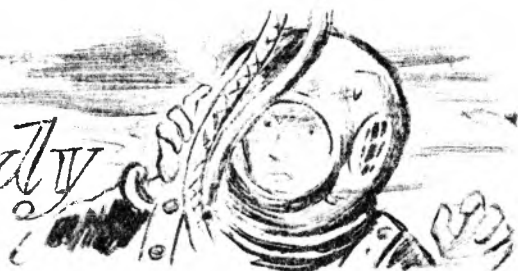
If the Bristol Channel and its ports are to serve as repairing docks, coaling stations and centres of food distribution in times of war, these defences are, in the opinion of the Navy League Committee, absolutely essential. The only alternative (writes their Secretary) would be a permanent Naval flotilla of considerable gun power at the mouth of the Channel - an alternative not only infinitely more expensive, but one which no Admiralty could be fairly asked to maintain as a fixture during the sudden stress of war. The land batteries could no doubt be manned to a large extent by Territorial forces and the total cost of the upkeep should not be excessive when the vastness of the interests at stake are considered!

The proposal to form a harbour of refuge at Lundy dies hard. For over fifty years now it has been discussed by the Merchant Shippers of Bristol and South Wales, and the seafaring men of N.Devon, and half a century ago an official enquiry was held into the question.

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Salvage from Lundy

by Stanley Smith



Capt. "Bill" Fisher, in charge of Messrs. P. & A. Campbell's landing launches at Lundy during summer months, and well-known to all visitors, has had long association with Lundy, and through his activities has become wellacquainted with its coastline, currents, and sea-bed.

He did salvage work on H.M.S. "Montagu", first in 1913, with the little salvage sloop "Etna" of Ilfracombe. By using dynamite on the barbettes and hull, scrap in the form of brass and wrought iron was salvaged. He told me it was quite usual to sail away with 60 tons per tide - mostly armour plate - each piece weighing two ton ten cwt. After seven years submersion, the cordite in the shell cases recovered was found to be still in firing condition!! The Ilfracombe Salvage Company's vessel "Florence", under Capt. Fisher, was still gathering scrap from the warship as late as 1939.

Other Lundy wrecks salvaged by Capt. Fisher were: "Maria Kyriakides", towed away to be repaired and later renamed the "Newlands"; "Taxiarchis", towed off and scrapped in Briton Ferry; and "Carmine Filomena", wrecked off Rat Island. Also, the "Kestrel", a war damaged trawler, and the "Halton", were both towed to Ilfracombe.

Capt. Fisher relates coming across the yacht "Freckles" submerged near "Carmines Filomena's" starboard side. She had been thrown onto the Italian wreck after her engine failed whilst leaving Lundy.

Anchored in Lundy roads during March, 1940, the "Florence" parted both anchor chains in a S.S.E. gale, and the little craft had to steam all night between the "knoll-pins" and the beach, very close in, to avoid the heavier seas. Next day the weather moderated and whilst the ship lay kedge anchored the late Charlie Schiller was lowered in diving suit to seek the lost anchors. I remember Charlie describing his feelings, when, in the murky darkness, he distinguished the outlines of a large object quite near to him, and, on close inspection, discovered that it was a very formidable sea mine!

When westerly winds prevailed and the salvage work on the "Montagu" could not proceed, it was the custom to search along the sea-bed on the East Coast for anchors and chains lost by previous shelterers. It was during one of these operations that the salvage team came across a paddle tug, in fifteen fathoms of water, by the Constable Rock. It had been there many years, of course, and somewhere, perhaps, we will find reference to its fate.

-oOo-

The Origin of "Westward Ho!"?

by A. F. Langham.



Charles Kingsley has so vividly described the wreck of a Spanish galleon on the Shutter Rock on Lundy that some recent writers have treated the shipwreck as if it did indeed happen. An examination of the course taken by the Armada, and a study of the prevailing winds, show that such a shipwreck was theoretically possible on Lundy, whereas an examination of influences acting on the fertile mind of Charles Kingsley show how the idea evolved.

The facts of the Spanish Armada are well known. The fleet entered the English Channel, passed northwards along the East coast, and rounded the British Isles north of the Orkneys. After turning south, the Armada was forced by south-westerly gales to disperse, and many ships were lost on the west coast of Ireland. By the time the remainder reached the south-west point of Ireland the winds veered to westerly. This sent at least one ship into the English Channel again to be wrecked on Bolt Head, and such a wind could just as easily blow Armada ships into the Bristol Channel. The total number and position of wrecks at this time is not known.

Bideford Town Council became interested in five guns which were used as mooring posts on Bideford Quay. When these guns were removed in 1889, they were examined and a report was submitted to the Council stating that two were definitely Spanish guns of Armada date, and that the remaining three were most probably Spanish. Other Armada guns were to be found at Appledore and Instow, and on Clovelly Quay three Armada guns are in use as mooring posts to this day.

Charles Kingsley was brought to Clovelly as a boy of twelve when his father became curate there in 1831. For five years Charles grew up with his brothers amid the fishermen, whose stories played such a part in the later writings of the boys, and it was no doubt here that Charles first heard the story of the Bristol Channel Armada wreck. Kingsley visited Lundy in 1849, that is, six years before he wrote "Westward Ho!", whilst on a visit to Clovelly, and he recorded the following account of what appears to have been his only visit to the Island, in a letter to his wife:-

" A charming trip to Lundy; started at six, and were five hours going over - the wind being very light, but we went along very pleasantly to a continual succession of Wesleyan hymns, in two or three parts, sung most sweetly (everyone sings here, and sings in tune and well). We dined at the farmhouse; dinner costing me one shilling and ninepence; and then rambled over the Island. I saw the old Pirate Marisco's castle on the cliff - the awful cliffs on the west, with their peaks and chasms lined with sea fowls - the colouring wonderful, grey granite with bright yellow lichen spots, purple heather, and ferns of a peculiar dark glowing green.

You wanted no trees; the beauty of their rich forms and simple green was quite replaced by the gorgeous brilliance of the hues, and beyond and around all, the illimitable Atlantic - not green - but an intense sapphire black-blue, such as it is never inshore, and so clear, that every rock and patch of seaweed showed plain four hundred feet below us, through the purple veil of water. Then I went back to the landing cove where shoals of mackerel were breaking up with a roar, like the voice of many waters; the cove like glass; and one huge seal rolling his black head and shoulders about in the deep water - a sight to remember for ever. Oh, that I had been a

The Origin of Westward HO!(cont.)

painter for that day at least. And coming away, as the sun set behind the Island, great flame coloured sheets of rack flared up into the blue sky from off the black line of the Island top, and when the sun set, the hymns began again, and we slipped on home, while every ripple of the cutter's bow fell down, and ran along the surface in flakes and sparkles of emerald fire."

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LETTERS TO THE EDITOR.

Portishead, Bristol,

Dear Sir,

I was much interested in the article about Dr.Crespi in the last number of the Review, and have wondered how he fitted into the life of the Island, and I cannot remember my Mother mentioning his name when talking of the family's ownership, and events which happened during that time.

I feel sure he was not a doctor to my great-grandfather, as he died in 1883 (as mentioned by Mr.Dyke), and the doctor apparently was on the Island after the present Church was built - the date of this being between 1895 and 1897.

I have a faint recollection of hearing that one of the tenant farmers (I believe Mr.Ackland) was ill for some considerable time, and was not able to be moved to the Mainland, which might have been due to paralysis, and possibly it was he on whom Dr.Crespi was in attendance. Unfortunately I have not had time to look through the family diaries, but I am quite sure it was not a member of the Heaven family Dr.Crespi attended.

I would like, however, in connection with the Church, to correct a statement in a former Review that my great-uncle, the Revd.Hudson Grosett Heaven, mortgaged the Island to pay for the Church. This is quite untrue, the building of the Church was paid for out of a legacy received by him from a relative, and most of the furnishings were given by members of the family in memory of other relations, as can be verified by examination. The Island was mortgaged because tenant farmers did not cultivate the land properly, and there was not sufficient revenue to keep the Island in proper shape.

Yours sincerely,

(signed) EILEEN HEAVEN.

-:-

Instow.

Dear Sir,

Regarding the notes on confirmation services on the Island appearing in your last issue, may I point out that in my (unpublished) book on Lundy I record the following;

"The first confirmation service held on Lundy Island since the reign of Henry VIII" is recorded in the TIMES, but unfortunately the cutting which came into my hands was undated. It was, however, about 1886. The Lord Bishop of Exeter officiated and was "arrayed in his robes" whilst the Revd. Heaven was "also in canonicals". The account also describes the dresses of the girls, who were "Miss Violet Heaven, a relation of the proprietor, Miss Jane McCarthy, the daughter of the chief of the lighthouse officials, a young girl named Alice Legg, a servant in the employ of one of the Island families". There was also an "adult Islander" named George Thomas. "At about 1 o'clock" says the account, "a number of Islanders assembled in the pretty little church built by Mr.Heaven, the proprietor of the Island, who is himself a clergyman, conducts the Sunday Services, and also acts as organist and choirmaster". The Bishop gave an impressive address (the substance of it was reproduced in the newspaper but is not repeated here), and afterwards "the congregation filed out of the little Island church to their respective homes". The Bishop of Crediton held a Confirmation Service on 27th July,1923, when a youth and girl resident on the Island, were candidates.

(Signed) ALFRED E.BLACKWELL.

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Dear Sir,

A great many curious scientists on the mainland are asking whether anything is known on the Island of the present whereabouts of the Horton's Horneywink, reported found on Lundy in The Field of 30th May,1958, and in various other scientific journals of about that date.

It is understood that the specimen found on Lundy at Whitsun, 1958, was a particularly fine one and that letters were received from both

the British and Afghanistan Museums asking whether it could be presented. It was, however, eventually decided that it should be mounted and put in the Tavern alongside the egret (which, of course, is considerably less rare).

The circumstances in which the Horneywink was discovered were rather unusual and deserve to be recorded. It is understood that it was found by one of a party of mushroom-gatherers under his pillow at 3.17. on the morning of Whit-Sunday. How it got to such a place it is difficult to imagine, but the shock to the nervous system of the discoverer was considerable, and necessitated an early return to the Tavern.

Perhaps you, Sir, could offer some explanation as to how a Horneywink, particularly a Horton's Horneywink with its extremely limited powers of movement and with its well-known dislike of the dark, could have managed to climb to the first floor of the hotel, let alone on to a bed?

In any case it is to be sincerely hoped that this rare find has, in fact, been preserved in all its splendour and will eventually be exhibited in the Tavern, as promised.

Yours faithfully,

(signed) B. BLACKBIRD TEW.

President of the N.Devon Society for the Preservation
of Horneywinks,

Barnstaple.

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News and Views by Stanley Smith

Local Interest

Of interest locally was the lecture, illustrated with lantern slides of coins, given by Mr.W.S.Boundy (by whom an article appears in this issue) to the North Devon Association at Barnstaple. In April, John Dyke exhibited some drawings which he had made of the Island to Bideford Branch of the Devonshire Association.

Last December, at the Friends Meeting House, Portishead, Miss Eileen Heaven gave a well-received talk on Lundy, illustrated with slides of photographs taken by Miss Heaven's Father on the Island, 1890-1900.

Visitors

Success in reaching Lundy for Easter-time after experiencing difficulty leaving the mainland rewarded Pete and Barbara Cole (nee Morris) of Reigate. This was their first visit to the Island since their marriage last September - the culmination of a Lundy romance.

Strong easterly winds prevented 600 "Campbellites", amongst them many old Lundy "fans", landing here on Whit Sunday. Great difficulty was experienced embarking and disembarking Hotel guests, and it was only through the skill and perseverance of Captain "Bill" Fisher at the helm of the "Lundy Queen" that this was effected safely, though wet clothing was the order of the day. Four days later easterly gales raging up the slipway, capsized the landing stage damaging it somewhat.

Departees

Missing from the chorus "All the very Best!" in the Tavern this summer will be the baritone voice of Mr.John Spink of Tibbetts. He left Lundy on Whit Sunday on the first stage of his journey to Canada, where he is spending the season with his son, Michael. Visitors will miss his hospitable invitations to tea, and the convenient "half-way house" call when on the North-end trek. Saturday nights in the Tavern won't seem the same without "The Chairman" to conduct the sing-songs and coax on the shy performer!

Discoveries

Part of their Easter holidays were spent by Christopher Russell and Wayland Smith opening up an excavation begun by Mr.Albion Harman 20 years ago on the Aerodrome Field. Exploring to a depth of 24 inches or so they uncovered hundreds of limpet shells, as had Mr.Harman before them, - an ancient grave of some kind, or cottager's dump?

Excavations near the Castle this May begun by John Dyke, and continued by Mr.Crane (a visitor) provided, in the first instance, a severe thirst for the diggers. Several fragments of pottery, however, were discovered, but it is locally thought to be of little antiquity. However, J.D. hopes to give more time to this work in July, as he feels he has merely scratched the surface at this stage!

I was inspecting, the other day, a George IV penny given me by Frank Cannon, and found by him when renewing the bar window-sill in 1954. Taking the coin as a clue to the age of the building would place the Taverns building as 1762-1830?

"Ship Ahoy"

I find great pleasure in directing the attention of our readers to the publication of a fellow-journal relating to the Bristol Channel area. Called "Ship Ahoy", it is the quarterly journal of the World Ship Society, and the South Wales branch concerns itself mainly with the shipping in the Channel, amongst which the activities of the P. & A. Campbell's steamers figure. Subscription rates are the same as the "Review" - 5/- for 4 issues - and readers interested can obtain details from :- Dr. D. J. Anderson (Branch Secretary), 134, Pencisely Road, Cardiff, Glam.

"Brand New" Lundyite.

The Island's population is increased by one - Peter Vincent Squire - the son of Vince and Mary Squire, of Stoneycroft; born on January 15th on the mainland. He now, in Lundy's spring climate, waxes hale and hearty.

Lundy Broadcast

During April, Bill Workman, Warden of the Lundy Field Society, broadcast from the Old Light in the series "The Naturalist". Two Engineers from B.B.C. Western Region spent 3 days on the Island for the event. On the same programme was heard the voice of Peter Davies, late Warden of Lundy, now at Fair Isle. Regarding the "moustached warbler" mentioned in the programme, John Dyke wonders whether the prevalence of this bird is accounted for by the scarcity of Razorbills!

Island Stock increase

Lambs	..	..	..	340.
Galloway Calves.	..	..	..	6.
Foals	..	..	..	10. (approx).

Deer, Soay Sheep, and wild goats unaccounted for.

Roadways

Part of the Beach Road has now been made secure, but much still remains in a precarious state. A good deal of money and labour is needed to ensure any degree of absolute safety. One wonders whether or not the time has come to consider an alternative site for the roadway to the top of the Island in a more secure part, not at the mercy of the continual movement of the shale deposits of the south-east corner of Lundy where the present Beach Road runs. One such likely spot that springs to mind is Brazen Ward. Here, without a great deal of expense, a quay could conveniently be built, alongside which the "Gannet" could berth in a deep-watered enclosed bay, and from which a road be surveyed enabling a 'land-rover' to gain easy access to the top of the Island. The speed of modern-day transport would compensate for the extra distance involved in reaching the Hotel area. I consider the "Gannet" and Campbell's steamers would be secure from all winds except north-east, or Gale force east.

The "Concrete Mountain"

Details of the Beach Road work are as follows:-

Cement used	..	approx.	7 tons.
Beach shingle	..	"	35 "
Beach boulders	..	"	115 "
Water.	..	"	2 "

To complete, 5 men worked a total of 36 days.

Visitors to Lundy's Tavern should request to hear Arthur Strick's version of "The Concrete Mountain" - self composed.

Those who worked regularly, or assisted part-time, were:- "Red" Lyall, Arthur Strick, David Wicks, Wayland Smith, John Smith, and your Editor.

Making its daily appearance as the tide suited, and remaining close by, apparently seriously considering the progress made on the cliff repairs, a bull seal soon became known as the "Clerk of Works" and his visits watched for and welcomed. Also providing a break in the daily routine, a baby seal of about one month flapped his way ashore to the foot of the job and stayed long enough for "Red" to obtain some very good close-ups of him with his camera.



News and Views(cont).

Poachers - or not?

A familiar sight around Lundy's coastline is the French "Crabber". Fishing vessels larger than the "Gannet", with six or so for crew, they spend several weeks at sea laying their "pots" for Lobster and Crabs, returning with their catch at that time to France, where I hear they obtain 8/6d per lb. for Lobsters, which appears to make it a profitable enough occupation. On one occasion, 7 boats lay in the bay, plus a French Fisheries protection vessel! They have resorted at times to even cutting each other's lines of pots adrift. One, often more, is constantly at work under the cliffs of Lundy winter and summer, and one wonders how long it can continue before the beds are "fished-out" for years to come. Are they poaching, or is Lundy outside the 3 mile fishing limit?

Ilfracombe's Lundy Contact

Readers visiting Ilfracombe and taking a meal at the "Strand" restaurant, the Quay, may find themselves served by a "Lundyite", for June, my daughter, is assisting as a waitress for the season with her friend, Mrs. Clemence, and will be delighted to meet old friends of Lundy when in the locality.

Change of Address.

The "Lundy Review" will, in future, be published from "The Blacksmiths Arms", Bideford, and not Lundy.

As from June 22nd, my wife and I take over this Arnold and Hancock house, situated in Torrington Street, 3 minutes from the station, 100 yards up-river from the eastern approach to the Long Bridge. Readers and friends will be made welcome when in Bideford, and in time we hope to provide a "Lundy Room", where "Lundyites" may feel at home and strangers may feel encouraged to visit the Island themselves. A limited amount of bed and breakfast accommodation will soon be available at reasonable prices

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EXTRACTS FROM THE PREACHERS' BOOK BELONGING TO
THE CHURCH OF ST. HELENA.

June 23rd 1912 - Robert E., Bishop of Crediton - Admission of Lay Reader, Walter Hudson Heaven, and a Confirmation Service; 2 candidates Took services till 18th August (inc.)

18th August, 1912 - Confirmation Service; 1 candidate - also Baptism, Evelyn Alice Clarke

7th December, 1913 - Evening Service 6 p.m., Collection 3/1d. Every house on Island represented at Even. Service including lighthouses.....

25th October, 1914 - Preacher, William Swatbridge - no offertory - Very rough.....

9th May, 1915 - (Note:- written apparently with matchstick in ink); Baptism of Beatrice Eileen Pennington, daughter of William and Beatrice Pennington, by William Swatbridge, Curate in Charge.....

Ascension Day - 13th May, 1915. - Church opened twice for Holy Communion and Evensong. No Service owing to unforeseen and special circumstances.....

6th February, 1916 - One p.m., Solemnization of marriage of Mildred D.C. Allday and William Thomas, both of this Parish.....

5th March, 1916 - Memorial Service for late Revd. H.G. Heaven.....

16th July, 1916 - Note by W. Swatbridge, Curate:- My ministry at Lundy Church closes, W.S. Begun July 6th, 1913.....

21st December, 1917 (Note in red ink) - Lundy Island sold by Revd. H.G. Heaven to A.L. Christie Esq., Tapley Park, Instow, Devon. W.C.H. Heaven resigned, left Lundy 24th December, 1917.....

March, April, & May, 1918 - (Many notes) - "No congregation".....

July 29th, 1918 - By Allday; No service owing to unforeseen circumstances and weather.....

October, 1919 - Church ground shortened up to present position of railed in piece at suggestion of A.L. Christie Esq., to Mr. F.W. Allday, Layreader and custodian of the Church, who noted and reported same to the authorities at Exeter.....

27th May, 1920 - Unable to perform Evening Service owing to violent rains - Fred Allday

12th February, 1922 - No service on account of delayed mail arriving etc.....

14th January, 1923 - No Mattins - rocket crew called out

29th July, 1923 - 11.45a.m. Unveiling and dedication of tablet in memory of Hudson Grosett Heaven by Bishop of Crediton.....

9th May, 1924 - Visit of Rural Dean of Hartland - Rev. H. Muller's first visit after 23 years.....

4th July, 1924 - Rev. Muller's first Service on Lundy

Extracts from Preachers' Book(cont).

14th Sept., 1924. - "Prayer for fair weather"; Mr. Allday.

19th Sept., 1924. - "Weather Damp"; Rev. Muller.

29th Aug., 1925. - "Read Burial Service, prayers, collect etc., at embarkation of remains of Capt. Griffiths of Cardiff, in S.S. "Lerina" - "found drowned" in Lundy harbour early morning ~~27th~~ ^{27th} Aug. 1925. Coroner's inquest - Body taken by rail to Cardiff for burial. Son of the deceased only representative of family present" - F.W. Allday.

31st Aug., 1925 - Team of bellringers from Georgeham visited Lundy under Councillor T. Seldon Esq., and rang two hour peal and changes.

21st Oct., 1925. - (note in red ink) - Lundy Island sold from A.L. Christie Esq., Instow, to Martin Coles Harman Esq., of London.

Friday, 19th Feb. 1926. - (note in red ink) - The first visit to Lundy of Martin Coles Harman Esq., new Lord of the Manor of Lundy, on a two day visit.

30th May, 1945. - (entry by Rev. Muller) - "Mr. and Mrs. Gade leaving Island after 19 years, and the Vicar is very grateful to them."

15th Dec., 1954. - (entry by R.C. Dixon) - "Burial of Martin Coles Harman (aged 68) Body brought to Lundy by Mr. Wm. Badcock in "Annie Vesta". Mr. M. Looker, Stan. Smith, accompanied Mr. Albion Harman. Landing strip too waterlogged to permit plane landing".

20th Aug. 1955 - "Plane crashed off Hartland - no casualties, due to Capt. Looker's presence of mind."

11th May, 1958. - "Visit of H.M. Queen Elizabeth, Queen Mother." - followed by signature: -

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FROM AN OLD GUIDE-BOOK(date unknown) "DARLINGTON'S DEVON & CORNWALL".

----- From Clovelly a private sailing-boat can be hired to run out and back for about 25/-. During the summer the "Campbell" boats from Ilfracombe cruise round the Island, and the "Brighton" steamship visits the landing-place every Friday, (leave Ilfracombe 11.30., return from Lundy 4.30; return fare 3s.6d.). From Instow "The Gannet" runs (2s.6d. each way). The Trinity House skiff runs twice a month, but is not available for ordinary passengers. A steamer also runs from Clovelly at times.

(Miss Eileen Heaven informs me that the "Trinity House skiff" was really the "Gannet", hired fortnightly by them, and often carried Islanders as passengers).

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NORTHAM MELODIES
(from the North Devon Magazine, 1824)

(Chorus) - The bright star of Lundy now gleams in the west
And peeps thro' the dark clouds of blue;
And I wait with a fond and a languishing breast
For the sound of my sailor's halloo.

(Verse) He told me "when ere swells the tide on the shore,
My boat, love, shall bear me to you";
But the bar-lights have twinkled a long hour or more,
And I hear not my sailor's halloo.

(Chorus).

(Natham Melodies - cont.)

Spread wider, bright gleamer, the ray on the deep,
That his white sails I sooner may view;
O'er the water o'lightly ye night breezes creep,
While I list for my sailor's halloo.

(Chorus).

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