

LUNDY REVIEW



PUBLISHED BY STANLEY SMITH, No 6. WINTER 1960-61

Although the REVIEW has no set publication date, I must apologize for this issue being a lot later than usual, due, I am afraid, to my many other commitments. To compensate somewhat, therefore, I have enlarged this issue to 18 pages.

Since our last issue an important event has taken place in the history of Lundy.

"Lundy", said Devon, "ought to be included within our boundaries - to clear up doubts", etc. To some this was regarded as "having it's advantages...", some said, "it's nothing to do with me..."; others rebelled against such an act that could rob the Island of one of it's main charms, independence.

Some of us understand the reason that caused Devon County Council to issue this threat to Lundy's freedom; but it is an un-necessary act, and one that co-operation over certain matters could, perhaps, avoid a repetition of.

More than 150 supporters, most of whom knew the Island intimately fought this move of D.C.C. by petitioning the Boundaries Commission and seeking the aid of the Press etc.

Lundy remains as she was; as she will be, we hope, for centuries to come. For the time being the strife is o'er, for the Commission has decided, as Drayton in his POLIOLBION, that..."Lundy like ally'd to Wales and England is...."

The effort we made has been termed, "interfering with the owner's rights". Rather we have protected Lundy's; for owners come and owners go, but Lundy goes on forever.

-oOo-

Stanley Smith

N Give me a hillock decked in sun-steeped heath
O And gentle cloud-breaths swaying far off gulls,
O A deep slow ocean, breeze-swept patchily,
N And stone-bound cliffs;

T Give me the scent of gorse flowers hid away,
I Where humble bees come climbing in the wind,
D And swifts tilt at some twitching moth or dart,
E Over my head.

There let me lie to watch the buzzards wheel
My hair, hand-clasped, in cricket-noisy grass,
While zenithwards long sleepy caravans of cloud,
Creep up the sky.....

(From MUSINGS, memories of a Lundy day. by JOHN DOLLAR.
by kind permission of the author.)

LETTERS TO THE EDITOR.

(2)

University of Bristol Union
Victoria Rooms,
BRISTOL. 8.
6-12-59.

Dear Sir,

Lundy is indeed a mere 1,050 acres, and to most people the take over bid by Devon, may not seem to be worth bothering about. Yet the implications are far greater and of far more serious importance than the bureaucrats of Devon would ever dream.

The rights and privileges of Lundy, I will suppose, are largely unwritten and traditional. The British Constitution is likewise unwritten and customary to some large extent. Yet these rights and privileges are of no less importance because they are not documented, and should be just as jealously guarded.

The Ancient Greeks were a mighty nation; they laid the foundations of science, and the foundations of democracy. Indeed, far more people could read and write in A D 150 than in A D 1550; the slaves of A D 200 were better off than the serfs of 1100, or the slaves of A D 1850. The Greeks were a brave nation, yet there is one thing they dreaded - apathy. Just so long as they were ready to give up wealth and pleasure to safeguard their freedom; were they just and mighty.

The British Nation has much to be proud of, everything from National Health to Free Education. The United Kingdom is perhaps more democratic, and less ridden with graft than any other modern nation. Yet it is so easy to sit back, taking this freedom for granted, grousing about its imperfections; and forgetting what the real props that hold up the nation are. If we allow these seemingly unimportant foundations to be washed away, we must not be surprised if the whole structure falls into the sea.

Surprisingly enough, it is no exaggeration to say that the principles which Lundy are defending represent the difference between totalitarianism and democracy.

Totalitarianism reduces the individual to a member of a type; and says that the individual must conform himself to this type. The type being that which the government thinks people ought to be like.

But according to the law of nature, no man is happy unless he is free to be different, if he wants to be so; free to take what job he likes, free to live where he likes.

This is why in a democracy it is so important to have exceptions to the general rule. To have a Hyde Park Corner where one may say whatever one wants to. To have a Public or Technical School different from the general run of Grammar and Modern Schools.

Let governments make wide changes and new innovations, it is good that they should do so; but let them not try to change everything or else freedom to be different is destroyed. Let changes come, and be changed again, but do not touch tradition, for freedoms sake.

This is why the tradition that Lundy is different should remain. Just as long as Lundy or Hyde Park Corner remain separate, distinct; then just so long can we be sure that England is still the home of the free.

Yours Faithfully,
J. Bond.
Undergraduate
Bristol University.

THE IMPACT OF THE WORLD WAR ON LUNDY. *by* F.W. GADE.

The years from 1934 to 1939 had been a period of moderate and gradually increasing prosperity for Lundy. The 'depression' from which the whole world had suffered between 1929 and 1933, was slowly lifting; and, in 1934, Mr. Bob Boyd had concluded an agreement with Mr. M. C. Harman whereby he had the right to land on Lundy in aircraft, Mr. Harman for his part agreeing to provide a suitable landing ground. The addition of air transport to that of the M.V. "Lerina", and, in summer, the Campbell steamers, made Lundy much more accessible, and visitors were not slow to take advantage of the better facilities. It was, therefore, a calamity for Lundy when war broke out on September 1st between Germany and Poland. Lundy was 'packed' that summer. The hotel was full, Millicombe likewise, there were camping parties, and up at the Old Lighthouse, there were Dr. and Mrs Sewart and their family, making do with a camping holiday instead of a yachting holiday, after their yacht "Freckles" had been wrecked and lost on the wreck of the S.S. "Carmine Filomena".

There was a Campbell sailing on September 1st, the last for nearly 10 years, and nearly everybody staying on Lundy seized the opportunity of getting away, for nobody knew how soon England would be at war, and no one knew what the war might mean. As it turned out, many of the visitors could have completed their holidays here, and left in the "Lerina". Thus it can be seen that the immediate impact of war was the entire cessation of the tourist business. During 1940 there was a thin trickle of visitors until the "Lerina" was commandeered by the Admiralty in July. The Admiralty agreed that islanders should be carried to and fro in H.M.'s auxiliary naval ships, and stores and supplies of all kinds, but no visitors, unless special permission was granted by the Senior Naval Officer at Appledore, Devon.

Captain Fred Dark, although 70 years of age, and his crew of two, were enlisted into the Royal Naval Auxiliary Service, and the "Lerina", with two commandeered fishing craft from Bideford, carried out daily patrols in the Bideford Bay area. Before the war was over the islanders mourned the deaths of Captain Fred and Mrs Dark, two good staunch friends, and old Jack Branch, that old viking, who was the "Lerina's" mate for so many years.

Early in 1940 the Royal Naval War Watching Station was manned at the Old Lighthouse, and the radio telephone installation taken over. The 'crew' of the Station comprised a Lieutenant, and six 'ratings'. Mr. H. Catchpole, afterwards promoted to Lieutenant Commander, was in command during the whole of the war. He had spent his life in the R.N. and risen to the rank of Yeoman of Signals, and was promoted Lieutenant on joining the Admiralty Shore Signal Service. Relations between Lieutenant-Commander Catchpole and the islanders were always excellent.

The autumn of 1939 saw the departure from Lundy of such well known figures as Mr. & Mrs Jack Crews and their daughter, Joan, and Mr. & Mrs Alfred Orchard; and, in the autumn of 1940 there was a wholesale clearance of almost all the islanders when Mr. M. C. Harman leased Lundy to Mr. Herbert van Os for a period of ten years. Mr. van Os had intimated that he would be bringing his own work-people, and did not wish to hire any who were already on the island. Mr. van Os remained on Lundy for a little over 14 months, and then threw in his hand, and the writer took up where he had left off. One of Mr. van Os's men remained, the gardener, but he left in September 1942.

Far from being 'cut off' through the commandeering of "Lerina", the island was particularly well served by the Royal Navy, but what it would have been like if there had not been a small Naval contingent on the island one can only surmise. The R.N. did not carry out this service out of love, freight was charged at 10/- per ton and passengers paid 10/- return. Passengers to Lundy had to obtain a permit from the Naval-Officer-in-Charge, Appledore, to wit Rear Admiral H. G. Franklin, and those leaving Lundy had to apply for a permit from Lieut.-Commander Catchpole. As the years passed, and the threat of invasion receded, Admiral Franklin seldom refused permission for visitors to cross, but he did not like giving permits to females in case the vessel in which they were travelling was suddenly ordered, by radio, to carry out some other duty, and could not get to Lundy. At the outset the Admiral was very cautious, and permission was refused to Mr. Albion Harman and Miss Diana Harman, now Mrs Kenneth Keast, which was very upsetting to them, as Lundy was, of course, their home.

The "self governing, vest pocket size dominion" of Lundy can claim to have shown it's solidarity with the remainder of the Commonwealth of British Nations, and was no wit behind in it's patriotism. The majority of the males joined the Services, and Mr. M. C. Harman relaxed his inflexible attitude towards any attempts to encroach on Lundy's ancient rights and privileges, to the extent of agreeing to submit the quarterly return demanded by the Ministry of Agriculture and Fisheries; and before the end of 1940 all males on Lundy had enrolled in the Home Guard. The writer's memory of just how this came about is hazy, but he is inclined to think that it was himself who sought enrolment, but in January 1941 there were in the Home Guard on Lundy, Mr. Herbert van Os, R. Wootton, W. Rosam and F. W. Gade. All were duly fitted with uniforms, and boots and anklets, and armed with pikes. I fancy we also had bayonets. Although there were no rifles, there were Mills bombs and Molotov Cocktails. Van Os, Wootton and Rosam had shot-guns, and the writer had an old Lee-Enfield Mark VII rifle, belonging to Mr. Harman. We did not do any drills or parades, but we can claim that we were the only members of the Devon Home Guard who ever came in touch with the enemy. This occurred when a Heinkel III made a crash landing on Ponsbury on March 4th, 1941, and again on April 1st, 1941, when another Heinkel III crashed into one of the great granite buttresses on the west side.

The writer well remembers that when he was the sole Home Guardsman remaining on Lundy, a senior officer came across to inspect him. The officer had had a most exhausting trip, having been very seasick, and had to be revived by Mrs Gade at Millcombe House. When he was well enough, the writer showed him his uniform and various items of equipment in the hall at Millcombe, and the unfortunate officer was then escorted down to the beach to embark and go through his dreadful ordeal again. During the whole time the writer was in the Home Guard the War Office never provided any Small Arms Ammunition, but the crash of a Whitley bomber near Pilots' Quay in June 1942 provided enough .303 ammunition to keep an invading enemy at bay for a twelve-month. Of course, the ratings at the Old Lighthouse had rifles and ammunition, but I was never successful in persuading Mr. Catchpole to let me have any of it.

From the outbreak of war until Mr. van Os took possession early in December 1940, and after his departure on February 14th, 1942, the farming activities on Lundy were carried out in exactly the same way as they had been in pre war days. Mr. Charles Robertson, from Angus in Scotland, took over the entire management of the sheep, but as he unfortunately had lost a hand in an accident before he came to Lundy, he was unable to perform any other farm work. He had a back

instead of a hand on his left arm, and he had evolved a shearing technique to suit his disability. He preferred to shear with hand shears, and he had a pair of special large spring handled shears. He would not have won any shearing competitions, but on the whole the result was not at all bad. For the most part "Jock" Robertson was the only assistance the writer had on the farm, but there were occasional Land Army members. Out of five such, two were really good, which is perhaps not a bad percentage.

Mr. van Os had invited the Ministry of Agriculture and the Devon County War Agricultural Committee to inspect the Lundy farm, as it was his intention to put much more land under cultivation. The officials who came to inspect were somewhat subdued when they observed the enormous granite stones which had been dug out by a posse of labourers sent across by the Air Ministry to dig trenches in all places where it might be possible for enemy aircraft to make a landing. The trenches so cut were not more than 12" deep, and it was, therefore, very obvious what difficulties would be encountered if new ground was ploughed. It was the first and last visit paid by the Ministry and the D.C. War Ag. Committee, but in 1943 I was informed that the Committee had decided that a further 36 acres must be ploughed on Lundy and sown to oats or barley, or dredge corn. I replied that this work would be done if the Committee would guarantee to provide the harvesting machinery and the labour. I never had a reply to my letter, and that was the last I ever heard from the Committee, except some refusals from the Feeding Stuffs Officer, when I applied for concentrates for milking cows and rearing calves. Finally the Women's Land Army refused to send me any help, for the same reason that the concentrates had been refused, namely that I was not producing anything. I was, of course, producing sheep, cattle and wool and, when I had got Admiral Franklin to see the necessity of shipping livestock, an annual draft of both sheep and cattle were sent. The first draft was in September 1942. I was producing also some other commodities which were much appreciated by the floating and resident Royal Naval population. The "floating" population comprised the officers and crews of small naval craft, such as M.L.'s, minesweepers, landing craft of various descriptions, and auxiliary patrol vessels. It was rare for the Roads to be free of some craft from 1941 onwards. Before leaving the subject of farming I must say a few words about the help given by Mrs Gade. During those times when there was no Land Army woman she would help with the milking, and spend long days hoeing crops in the fields, and every spare hour was spent in the kitchen garden. Mary, who was a boarder at school at Bideford from September 1941, also helped during the holidays, and became a very adept milker. My abiding recollection of the war years is that they were one long and almost unbroken grind from dawn to dusk and often later. At the beginning and end of school holidays I had to escort Mary to and fro, for Admiral Franklin would not permit her to cross unless she had someone in charge of her. Those few days taking and fetching Mary were almost the only 'breaks' one got.

The Royal Navy? How did the Navy men fit into Lundy? The men first drafted to Lundy were all reservists. Men who had served their 22 years in the Navy, and were, therefore, all in middle age. Generally speaking these men did not fit into Lundy too well. They were frankly bored. By 1942 most of them had been replaced by young "H.O." (hostilities only) ratings, mainly men who had had a rough time in H.M. ships, and who could do with a quiet time on Lundy. These men fitted into Lundy very well. They enjoyed scrambling about on the cliffs, collecting gulls' eggs, or winking out the occasional crab or lobster from their hiding places at Hells' Gates and elsewhere. They were ready to help with farming operations, such as hay and

corn harvest, and spent many hours collecting drift timber, so that Mrs Gade would have no excuse for not opening the Marisco Tavern on autumn and winter nights. It was thanks to the Navy, and Admiral Franklin in particular, that Marisco Tavern was able to obtain supplies of beer and spirits during the war. Without the excuse of the Navy men, Lundy would have been denied beer.

Outstanding memories of the war years are of wonderful September days in 1939, and taking an aftermath of hay off the Lighthouse Field, and everyone breaking off to watch the dim shapes of transports steaming down channel, crowded with soldiers of the B.E.F. bound for France, and the lean swift destroyers escorting, through a golden haze. Days when the air was never free of Anson trainers streaming across piloted by the men who later did their part in saving the world at the Battle of Britain. June 1940 when France collapsed and the B.E.F. were brought from Dunkirk. Blessed days of unremitting toil in the hay field to take our minds off the terror and the shame of it. The Ancient Mariners of the Steam Trawler "Kestrel", for scarcely one was under 60 years of age, soaked through and through, and plastered with crude oil, but undaunted and cheerful as they changed into Shipwrecked Mariners clothes from the slop chest in Millcombe scullery, and swallowed mugs full of boiling coffee well laced with rum. Down on the Landing Beach lay the "Kestrel" a total wreck, after being machine gunned by a 'Jerry', and the mate lying on the deck, dead, with a bullet in his stomach. D Day plus 4, and someone coming into the Tavern saying that there were a tremendous lot of ships coming down channel that evening. Up to the gate into St. Helen's Field everybody trooped, and there we stood and watched, with lumps in our throats, the great might of the Allies steaming steadily and majestically into battle. Ship after ship, hour after hour, they passed, until darkness came and we could see no more. It was the greatest sight I had ever seen, and poor old Lieutenant Catchpole was frankly in tears. The Navy had been his life, and now he saw the fighting ships going into action, but without him. John Harman giving evidence of that steadiness of nerve, and that high courage, which later earned him the VictoriaCross when he crawled out over the abyss in a successful attempt to rescue the tail gunner of the Whitley from the machine, only to find that the poor man was dead. There are many other memories of those epic years, some good, some bad, but space prevents me from recalling them. Perhaps I should end with V.E. Day, May 8th, 1945. Mrs Gade and I did not go into the field to hoe potatoes that afternoon. Instead we lay under the sycamores by Millcombe House, and talked of the war years, and watched a pair of cuckoos mating, until it was time to get the cows in for milking.

F.W.GADE

INHABITANTS. WINTER 1960-61.

<u>NAME</u>	<u>OCCUPATION.</u>	<u>RESIDENCE.</u>
Mr. & Mrs. F.W. Gade.	Agent & Wife.	Tavern Cottage.
"Red Lyall.	Sub. Agent.	Hotel premises.
Vince & Mary Squire.	Mechanic & Wife.	Stoneycroft.
Peter & Jane Squire.	(children of above, aged 2 yrs. & 6 mths.res.	
Arthur Strick.	Bar & general.	Hotel premises.
David Wicks.	General help.	do.
Mr. John Spink.	Retired.	Tibbett's Lookout.
<u>PART WINTER.</u>		
Mrs. D. Brodribb.	Hotel Manageress.	Old Schoolroom.
John Ogilvie.	Shepherd & Farm.	Hotel premises.
Bill Workman.	Warden of Field Soc.	Old Light.
Three Lightkeepers at the North; three at the South.		

HERE FOLLOWS

a review by Michael Freer of
"The murder of Henry Clement and the Pirates of Lundy Island".
(HISTORY (Mar. 1941) vol. xxv) by F.M. Powicke.
(See note under "More Materia Lundeiae" by Michael Freer in
REVIEW 5)

THE MURDER OF HENRY CLEMENT

Henry Clement was a clerk and messenger of the justiciar of Ireland, Maurice FitzGerald. He was murdered at Westminster in the late spring of 1235 and, even in that bloodthirsty age, his death caused a sensation.

King Henry III had arrived at Westminster on Sunday, 13 May 1235. On the same night Henry Clement was foully murdered in his lodgings, 'before our gates, to our no small dishonour and the scandal of the realm'. Among those suspected of the crime were Geoffrey de Marisco, a former justiciar of Ireland and brother of the owner of Lundy (he fled to sanctuary in Clerkenwell) and his son William. The King heard that the younger Marisco was likely to try and get across to his uncle's island and the sheriffs of all counties were alerted. However, William succeeded in reaching Lundy; he did not come forward to stand trial and was, accordingly, outlawed.

At the judicial enquiry, none of the many witnesses of the crime could positively identify any of the strangers who broke into the house opposite the main gate of the royal palace and killed Henry Clement. But two knights from Ireland testified that William de Marisco had been known to accuse the murdered man of putting obstacles in the way of his affairs at court and using his influence to avert the royal favour.

According to the famous chronicler Matthew Paris, Henry Clement once boasted that he had caused the death of Earl Richard the Marshal, so the motive for his murder may very well have been revenge and it was probably performed by somebody in the Earl Marshal's immediate circle.

Earl Richard was the second son of the famous William the Marshal and he had been forced into a war in Ireland against his lord, King Henry. The war, however, proved inconclusive and the King was forced to negotiate with Richard. One would have expected that the first person to hear of the peace plans would have been the justiciar of Ireland, Maurice FitzGerald. But, whether the King's representative heard of the proposals or not, he continued to attack the Marshal with superior forces and on 16 April 1234 Richard died from wounds received at the Battle of the Curragh. Stories of black treachery and a trap spread throughout Ireland and any man who, like Henry Clement, gloried in his own share of the business, was asking for trouble.

Having painted the background to the crime thus, Sir Maurice Powicke then suggests that a possible reason for the hatred between Clement and Marisco was that Geoffrey, a former justiciar, and not, apparently, a man with many scruples, may have been one of the main targets of abuse. In fact one chronicler of the time, Roger of Wendover, openly suggests that Geoffrey de Marisco was the scoundrel of the piece.

But the story is, to say the least, confused. Both Mariscos took part in the Earl Marshal's rebellion, were heavily fined and imprisoned for a short time. Neither was fully pardoned on their release, King Henry keeping three of their castles as surety for their good behaviour in the future. In the spring of 1235 the Mariscos were in London, probably in order to come to an arrangement with the King regarding their property. It may well have been that at some such audience Henry Clement spoke out against William - and paid forfeit with his life.

Sir Maurice obviously feels that the younger Marisco was guilty of the murder. He points out, however, that his memories must have been incredibly bitter and that 'he was consumed by a sense, not of wrong inflicted by himself, but of wrongs suffered. He nursed feelings of particular hatred against King Henry. To the end he denied that he had killed Henry Clement; but his refusal to stand justice, his flight and his later deeds of violence made all denials futile... His depredations began to cause anxiety in the early summer of 1237. Although we may assume that Lundy Island was always one of his places of refuge, the records are silent about his control of the island until 1241. It is quite possible that William used several bases during the five or six years of his maritime activities. At first the evidence suggests that he worked from Scotland, 'probably from Galloway'.

William de Marisco and his accomplices, the records show, preyed upon shipping in the Irish Sea and the Bristol Channel. They attacked, killed, wounded and captured merchants of Bristol, Dublin and Drogheda and the authorities in Ireland were ordered to restore ships and goods 'arrested on account of a robbery lately committed at sea by William de Marisco'.

In 1238 the most infamous inhabitant Lundy had ever known is said to have turned to an even worse form of crime; he was accused of attempting to murder the King at Woodstock. Henceforth he was not only an outlaw but a traitor as well. On 10 September 1238 someone broke into the King's residence and was seen near Henry's chamber with a knife in his hand. The intruder was captured, bound and, when tortured, said he had been sent by William, son of Geoffrey de Marisco, to kill the King. The confession, however, did him little good; he suffered a horrible death at Coventry.

Letters were sent a few days later to the bailiffs of various ports, between Dover and Chester, telling them to look out for William. But the hunted man, if indeed he had been on the mainland recently, was too clever for them. He got back to Lundy and continued to make a nuisance of himself on the coasts of Devon for the next three years without being seriously challenged.

In December 1241, though, the sheriff of Devon captured three members of William's band. On 7 February 1242 Henry de Tracy and three other local landowners were given powers to work out a plan to capture Marisco in his rocky fortress and charge it to the county exchequer. Finally, when spring came, an assault was made on the island. The operations were under the control of William Bardolf, who had been sent down to Devonshire by the government. Richard de Chilham with two knights and a dozen men-at-arms were put at Bardolf's disposal towards the end of May. They succeeded in capturing the outlaws.

In his chronicle Matthew Paris includes a story that William de Marisco was betrayed by one of his men whom he had detained on the island against his will. The rocks protecting the rebel H.Q. could only be scaled at one point, and William imprudently set this man to guard the weak spot. It was a misty day and Marisco was sitting at meat when the King's men came.

The outlaws were taken to Bristol and lodged in the strongest part of the castle. A day or two later arrangements were made for their transfer to London (16 June 1242). Bardolf was to hand over William de Marisco and four or five of the most important prisoners whom he had captured to the constable of the Tower. Of the others as many as could be safely guarded were to be put into Newgate prison, the rest into the Fleet. The constable and wardens of these prisons

were ordered to put their charges in irons and the treasurer was asked to provide as many suitable men to guard them as was required to make escape impossible.

On 14 July Richard Bovill, the constable of the Tower, delivered William de Marisco, Aimeri de Beaufeu, Reginald de Marisco, Robert de Montibus and William's chamberlain, Richard, for trial. Eleven days later William and sixteen of his accomplices were taken from Westminster to the Tower, 'and thence dragged by horses to the penal machine, vulgarly known as the gibbet, on which they were hanged'.

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I have recently spent a good deal of time checking the references to the history of Lundy listed in the bibliography published in the 10th annual report of the Lundy Field Society and Mr. Blackwell's list in the LUNDY REVIEW, No. 3.

In my opinion the only two really valuable printed sources of information about the early history of Lundy are, apart from the articles by Mr. St. John Brooks and Sir Maurice Powicke, 'Lundy Island' by J. R. Chanter and 'Some Account of the Island of Lundy' by G. Steinmann Steinmann. The latter work is a reprint, published by Mr. Martin Coles Harman, of an article in 'Collectanea Topographica et Genealogica' vol. iv (1836).

Practically everything published since about the island's early days is based on one or other of these books and repeats their mistakes. Even Mr. Chanter's work owes a great deal to the original research of Mr. Steinmann. Other faults in 'Lundy Island' are the assertion of unproved facts - 'Henry II granted the island to Sir Jordan de Marisco' etc. - and an inability (excusable I think) to unravel the various lines of the Marisco pedigree. It is a common error that William, son of Geoffrey, actually owned Lundy: Mr. St. John Brooks, however, shows that he was only a guest (non-paying, I presume) of his cousin William, son of Jordan. I have often wondered why Mr. Chanter and others have been so liberal with their granting of knighthoods to the more disreputable members of the Marisco clan. As far as I know none of the family were ever knighted although both Herbert - who unsuccessfully petitioned for the return of Lundy in 1321 - and his son Stephen, were called to Parliament as Barons (see 'Baronies in Fee' by Sir Thomas Banks).

Certainly from about 1250 until the middle of the 17th Century, properly qualified military tenants-in-chief were theoretically entitled to the dignity and this means that only William (d.1284), John (d.1285) and Herbert (d.1327) of the Mariscos of Lundy would have used the title. The assumption of knighthood was by no means automatic: many tenants hoping thereby to avoid military service and, as was the custom before 1250, a ceremony at the King's court often preceded the use of the prefix 'Sir'.

Both Chanter and Steinmann assert that the Mariscos and the Montmorencys were one family; both derived this 'information' from a book that has been the cause of more historico-genealogical mistakes than practically any other - 'The Montmorencys of France and Ireland', published in Paris in 1828. It was compiled by the simple process of placing anyone of whom mediaeval records existed - and whose name was something like Morres, Montmorency, Marisco, Marreys - on the same family tree. It has been rejected as practically useless, certainly as far as the early part of the pedigree is concerned, by every genealogist of note.

Reading what I have written above and re-reading the work of Mr. St. John Brooks and Sir Maurice Powicke, I am fully conscious that I have done neither of these masterly articles justice. I hope, however, that my feature will do something to ensure that no more histories of, and guide books to, Lundy, are published without the author first having checked these sources of information.

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FOOTNOTE

I have recieved communication from The Royal Society Of Antiquaries Of Ireland regarding the review by Michael Freer, in the LUNDY REVIEW, No. 5, entitled; "More Materia Lundeiae".

Mr. A. T. Lucas, the Hon. General Secretary, points out that we are in error by reporting that "The Journal of The Royal Society of Antiquaries Of Ireland" is unlikely to be found anywhere except in The British Museum.

It is, in fact, "...available in at least 40 Libraries in England, including the following Institutions in London;- BRITISH MUSEUM: LONDON LIBRARY: LIBRARY OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS: PUBLIC RECORD OFFICE: VICTORIA & ALBERT MUSEUM: Three Libraries of the UNIVERSITY OF LONDON, and the Libraries of five London based Societies with which we exchange publications".

The volumes containing St. John Brooks' articles can be supplied for EI-I3-6 the set, (3 parts) post free, from;-

THE ROYAL SOCIETY OF ANTIQUARIES OF IRELAND.
63, MERRION SQUARE,
DUBLIN. C. 17.

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~ "FRIENDS OF LUNDY" ~

The Society which began it's life at the BLACKSMITH ARMS Bideford under the temporary title THE LUNDY ASSOCIATION, was re-named at it's second meeting, THE FRIENDS OF LUNDY; it being decided, by vote, the best title. I should here like to correct an error which the press, especially at the time of the D.C.C. affair, constantly made. It was reported that the Society came into being for the purpose of fighting Devon's action to "adopt" Lundy. No such impression was conveyed to the press. "THE FRIENDS OF LUNDY" was formed to assist the Island in promoting interest in her welfare, charms history etc. The proposal put forward at the January meeting to resist Devon's take-over bid was custed as interfering with the Owner's rights, it being decided by a majority that the Owner's way must be the right one.

Meetings were held monthly until May, being then discontinued until October. Coloured slides taken by various hands were shown and an illustrated lecture on Lundy and other coins was provided by Mr. Wilfred Boundy, whose article on the "Puffin" coins appears in this issue. Interesting discussions also took place, a lot concerning the late history of the Island being learned from the visits of Miss Eileen Heaven and Mr. Sid Dark, brother of the late Capt. Fred Dark of the "LERINA".

Annual subscription for membership of the Society is 5/-.
Details can be had from the Hon. Secretary, Mr. John Dyke,
8, Rock Park,

Newport.
BARNSTAPLE. N. Devon.

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LUNDY PUFFIN SOUVENIR COINS. ^{by W.S.} BOUNDY. F.R.N.S.

I was privileged to attend the National Numismatic Congress held at St. Albans, Hertfordshire, on the 19th., 20th., and 21st. June 1959. At this conference for which there was an official reception given by the Mayor of St. Albans, Alderman Mrs. E. E. Dunham, J.P. important papers on research work in "Coinage" were given by some leading Numismatists, and members attending came from all parts of the country and from countries abroad.

One of the papers, for me, had particular interest and that was by L.V. Wright esq., F.R.N.S., on "Some Colonial and outstanding Commonwealth Coins". In this paper was included, with slide illustrations, the Lundy Puffin Souvenir Coins, and the speaker referred to them as worthy of particular interest for reasons that they held the distinction of being the latest Tokens issued, bearing the date 1929 A.D. and were the subject of a unique law case in which Martin Coles Harman was prosecuted by the Director of Public Prosecutions for "...on the 5th. day of March 1930, in the Island of Lundy in the County of Devon he did unlawfully as a token for money issue a piece of metal to the value of one half-penny, contrary to section 5, of the coinage act of 1870".

After lengthy and dramatic proceedings in the Bideford Court, on the 15th. April 1930, Martin Coles Harman was ordered to pay a penalty of Five Pounds, and the sum of Fifteen Guineas for costs.

An appeal by Martin Coles Harman, in which the case was skilfully conducted by himself, was held in the High Court of Justice, King's Bench Division, and heard by Lord Hewart, Lord Chief Justice, Mr. Justice Avory, and Mr. Justice MacKinnon, but it was dismissed.

In reading the full accounts of these Court cases one acquires a profound historical knowledge and understanding of Lundy itself, and it is hoped to give the story in serial form in subsequent issues of the Lundy REVIEW.

BOOK... "Colonial and Commonwealth Coins". by L.V.W. Wright. London 1959. 50/- Spink & Son Ltd. etc.

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Editors Note.

MSS on Lundy Coinage of Charles Ist., 1644-7 period and Lundy Puffin Souvenir Coins-Tokens 1929 A.D., written by Wyndam S. Boundy F.R.N.S. of Seaways, Westward Ho! have been accepted by the British Museum for its permanent records.

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A POSSIBLE EXPORT ?

North Devon papers report that London & the North are seeking supplies of rabbits for human consumption. Tame rabbits are mentioned because of the shortage of the wild variety due to the effects of myxomatosis. On Lundy, the rabbit population of several thousands constitute a menace as a pest, destroying cliff edges and grazing land; it has been estimated that six rabbits consume in a day as much as one sheep. Locally the price of the meat is in the region of 3/6 per pound. As myxomatosis never found its way to Lundy the Island rabbit can all the more be enjoyed and should meet with a ready sale, at the same time checking its increase.

Pre-war, rabbit trapping was pursued by old Bob Helston; hundreds being dispatched from the Island in the Autumn of most years via. the LERINA. Scores of gins still lying around on Lundy bears testimony of this.

The Lundy Deer.

Extract from an article by
Gerald Johnstone on DEER IN THE
SOUTH WEST, by kind permission
of the publishers. THE FIELD.
January 14th., 1950.

On the Island of Lundy, that indefatigable naturalist, Mr. Martin Coles Harman liberated in 1927 red, as well as fallow and sika deer.

I am informed by the Secretary of the recently formed Lundy Field Society that all the deer can be considered as leading a genuinely wild existence on the Island. According to Mr. Richard Perry in his LUNDY, ISLE OF PUFFINS, the red deer, at the time of his visit, shortly before the war, "showed remarkable signs of their crossing with Wapity". These latter, the red deer of North America and parts of the Far East, reach as much as 5ft. 4ins. in height, as opposed to an average of 4ft. in our native race.

I made enquiries about these deer from Mr. F. W. Gade and learned that they were purchased from Sir Ian Walker's park at Ashbourne, in Derbyshire. They included one stag (now dead) who stood fully 5ft. at the withers, and carried the best head which Mr. Gade had ever seen on a red deer. The herd today consists of 14 deer, including two young stags, but in Mr. Gade's opinion they now show but little sign of Wapity blood. The Fallow deer were apparently over shot in the war, and are now reduced to one doe. One cannot help hoping that Mr. Harman will re-introduce this species since, in spite of "fluke", they seem to have kept going fairly well down to the war.

The Sika deer liberated by Mr. Harman have done well - they number about 25 - and were of the Japanese race.

(Contributed by Michael Freer.)

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FOOTNOTE

Before their re-introduction by Mr. Martin Coles Harman, no deer apparently existed on Lundy since the early 19th. Century. The last mention of deer is found in Brittons notice of 1802....
..."400 acres are now cultivated - 300 arable and the rest pasture; 400 sheep and 80 cattle feed there, with 12 deer, and a quantity of pigs and poultry. Wheat the principal produce; potatoes and turnips good..."

From the "Journal" of 1787, recording the visit of the owner John Cleveland, we have this....

..."Many deer and goats were found browsing at the northern end, which, on being disturbed ran into cleaves where the ferns were so high that they soon became invisible. A doe was shot but she proved but thin meat-"

It might appear, from the report of 1802, that 12 deer were a useful maximum to remain at if one wished to cultivate the Island efficiently and reasonably free from incursion by herds of marauding deer.

Insufficient grass and other feeding matter, the follow-on of 1969 summer's drought, posed a serious problem to the Islanders stock care over the winter months.

To ease matters somewhat, Mr. Albion Harman again engaged Mr. Charlie Collins to spend some days on the Island during the autumn dispatching the deer by way of a .303 rifle. The total "bag" was 57 animals.

I understand there still remain a few dozen deer on Lundy....

(Mr. Charlie Collins, his wife and family, have now returned to settle in New Zealand.)

FROM THE PAST. ⁽¹³⁾ Gleaned by John Dyke.

100 YEARS AGO.

(N.D.J. AP. 12th. 1860.)

DISCOVERY OF A SKELETON.

Recently the owner of Lundy was causing a foundation to be dug for a cattle house to be built thereon. The workmen in excavating the soil came to an ancient grave covered with tile. Taking off the covering they found a layer of mussel shells, and under that the remains of a giant, the bones of which being temporarily put together measured eight feet-. Our informant states that he had the skull in his hand, which, with the bones, were in good preservation.

OCTOBER 1859. (SEA BREEZES)

Four ships wrecked on Lundy. Sharp Lee of the Lundy tender "Ranger" out during all Tuesday night's gale and weathered it in his excellent sea boat.

FEB. 2nd, 1860.

The sea between the mainland and Lundy reported to be covered with timber, supposed to be part of a cargo of a timber vessel from America gone ashore at Hartland, and portions of the wreck of the ship.

75 YEARS AGO.

Lundy valued for the first time for owner by Mr. F. Symons who was on the Island during the late destructive storm, the worst for many years.

50 YEARS AGO.

NOV. 1909.

Severe gale forced 30 large vessels to shelter in Lundy Roads. The "Thislemore" bound from Cardiff to Cape Town with coal, sunk when her boilers blew up in the gale, 9 of her crew were saved by the "Arndale", remainder perished. The Mail Boat "Gannet", with Capt. F. Dark in charge set sail for the Island on Thursday morning in the teeth of the gale, but was compelled to lie off the Island until Saturday morning on account of the terrific weather. It is reported that famine prices prevail on the Island; bread being sold at 1/- per loaf.

1909, Dec. 19th.

Maribel Nellie Lundy born on the Island to Mr. and Mrs. Geo. Clout.

25 YEARS AGO.

NOV. 7th. 1934. (H. C.)

On Sunday Evening Oct. 28th. Charles Samuel Smalldon, aged 26, a general labourer, and Jack Crews a boatman, (both employed on the Island), were taking Skippers Brown & Dodd to the Swansea Trawler "Harlech Castle" lying in the bay, when a strong squall arose. Before the men had time to prevent it the small boat overturned and all four men plunged into the sea. The crew of the "Harlech Castle" rescued three of the men, who were clinging to the upturned boat, but there was no sign of the fourth man Smalldon. The "Harlech Castle" proceeded to Swansea where the rescued Islander Crews was landed.

Smalldon leaves a widow and four children, and lived at "Stoneycroft", a cottage on the Island. He was a native of Barstaple and was very popular because of his courteous manner. Smalldon was responsible for the landing of passengers from P. & A. Campbells and consequently became known to many of their crews. He was a good horseman and had taken keen interest in the farm on the Island, which he joined when he was 17 years old. His wife, formally a Miss Alford of Lapford, was previously employed at the Manor House.

Charles Smalldon's body was recovered at Manorbier near Tenby in Pembrokeshire, on December 3rd.

NEWS & VIEWS⁽¹⁴⁾ - by Stanley Smith

LUNDY IN THE NEWS.

Through-out Winter, Spring and early Summer Lundy has frequently appeared in the news.

Mention was made of Mr. Harman's failure to make the usual Xmas visit to the Island owing to strong gales, which also meant that the Islanders failed to receive their Christmas mail until the early part of the New Year, and that certain drinks and foodstuffs were in short supply. (N.D.J.H. Dec. 31st. '60-)

THE WAR CRU reports in it's Nov. 14th. 1959 issue the "invasion" of Lundy by it's Ilfracombe forces via. Campbell's Steamer that summer. I quote;- "...We were able to minister to twelve of the scattered families on the Island. They gave us an eager hearing and expressed deep appreciation of the effort we had made to bring brightness and blessing to them...."

On that same day 800 Steamer passengers occupied the Islander's time! The article is illustrated with a photograph showing the S.A. band playing outside the Tavern, which appears to be doing a steady trade with Trippers.

THE CLEEVEDON MERCURY, 29.8.'59.; records;-

"The site of the former flagstaff at the junction of South Avenue and Beach road East may become a Public miniature garden. The U.D.C.'s Works Committee has decided to retain the plinth, made of Lundy Granite, and to place a seat nearby".

From the same paper, (22.8.'59.), I quote from an article, "The Story Of Gordano", by B.J. Greenhill, writing of Easton-In-Gordano;- "...Geoffrey de Marisco in the time of Henry III gave these lands in marriage with his grand-daughter to Emerich de Gardino or Gordein, who principally resided in this neighbourhood...."

THE MANCHESTER GUARDIAN of 19. 1. '60., carried an interesting and informative quarter-page description of the Island and the controversy resulting from Devon County Council's recent overtures to adopt Lundy into the Devon Landscape. This article was re-printed in the WORLD DIGEST, May 1960.

ON JUNE 17th. 1960. I.T.V. produced, in it's series, "The Pursuit Of Happiness", a short film on Lundy's Inhabitants.

I was sorry to hear so much made of escapeism as a reason for choosing the Lundy way of life in preference to that of the Mainland. Surely, the most honest thing one could say on the subject is that Lundy offers a great many things that are unobtainable on the Mainland, and that one settled there because of one's liking for these things.

Lundy offers a challenge, NOT an easy way out.

I was glad to see that the reference made by the commentator in the film to the effect that the Church on the Island had but 20 years life left due to erosion of the mortar, was challenged by the Vicar of Appledore, the Rev. R. Dixon, in his Parish Magazine. The identity of the originator of this statement, which is, of course, utter nonsense, still remains a mystery.

LUNDY GRANITE.

From Mr. George Gabriel, a retired Bideford Monumental Mason, I learn that his father had been employed by the proposed second Lundy Quarry Co. to investigate and report on the quality of granite on the Island during the 1890's. He discovered five different species of granite, and sent in a favourable recommendation on it's merits. He also tells me that the beautiful substantial pillars marking the entrance to Fulford's Yard, Queen's Wharf, Bideford, are of Lundy granite which was dressed on the Island before transport.

STOP PRESS.

I regret to announce that Mr. Bruce Moore, of Lundy, Cleeve, Bristol, a very old friend of the Island, died in hospital at Bristol on 28th. November '60 following an operation.

News & views. (cont.)LUNDY'S BUILDING PROGRAMME.

As promised in his speech at the LUNDY FIELD SOCIETY meeting at Exeter in the Spring, Mr. Harman is engaged in a building programme on the Island. One of the main tasks has been the re-roofing of part of the Cart Linney, that fine old building facing on to the "High Street" above the Tavern, the intention being to use it as a "Supermarket", catering for the needs of the Campbell trippers and so relieving the pressure on the Tavern entrance, which, in the past was apt to be a "bottle-neck" serving as it did the Tavern & the Stores.

"NEW LOOK" TO CASTLE.

Much work has been done in the demolition of The old POST OFFICE & CABLE HUT, a lean-to against the northern wall of the Castle and it's replacement with the erection on the enclosure wall of a "Flatlet", a similar lean-to type of building, the roof of which, of galvanised sheets, rest against the same wall.

It is to be hoped that the day is not far distant when the Castle, as an important link with Lundy's interesting past, comes into it's own as a building worthy of preservation, free of the over-shadowing nearness of Coastguard Cottages & attachments.

OLD BREWERY CHANGES "BREW".

This conveniently sited and useful building has had it's roof repaired and is now in use in Summer as a "TEA BAR" run by members of the owner's family, assisted by friends and visitors.

ST. HELENA'S CHURCH.

The main Eastern roof of the Church has again had to receive attention from Mr. Bill Copp the Bideford builder. Many of the asbestos slates, especially those behind the tower, have cracked and have had to be replaced. A necessary work soon to be decided upon is the thorough re-pointing of the tower interior, or, better still, the entire building. No doubt funds will soon permit such a lengthy task to be undertaken, or a special appeal made to that end. Windows also have suffered damage from the gales of the past Winter, the ageing leaded lights being weakened by the constant buffeting of Lundy's winds. On this point, I understand that plans have been drawn up by the Rev. Roy Dixon to re-place each damaged window with either Teak or steel framed glass as an attempt to avoid further trouble of this sort.

After the completion of this work, is it too much to hope that some kind influential person would bear the expense of re-hanging the bells? The very sweetness of Lundy's air is much improved by their tongues, and spirits lift in response to their message.

"LUNDY- THE TEMPESTUOUS ISLE"

Readers may like to note that a reprint of the book first published in 1950, called, "LUNDY - THE TEMPESTUOUS ISLE", by Colonel P. T. Etherton and Vernon Barlow, has now been issued by The Lutterworth Press. This edition contains mention of The Queen Mother's visit to Lundy in May 1958 and makes good reading. It is priced at 6/-.

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LOOK OUT

for a new publication on "BUSHELL & HARMAN OF LUNDY", by Wyndham S. Boundy, (Grenville. 15/-).

Something new and original.

Dr. John Walker of THE BRITISH MUSEUM has written;

"It is most interesting. I am sure your publication will be well received."

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TO CANADA again this Summer, Mr. John Spink of "TIBBETS LOOK-OUT".

TO LUNDY via. Bideford? - Call & see me at THE BLACKSMITH'S....

"LUNDY - BRISTOL CHANNEL."

Using Lundy's postal address as the title, this new book by Anthony & Myrtle Langham is a must for all Lundy devotees. Nicely bound in blue cloth with the titles blocked out in gold, this handy sized volume of 182 pages contains much new material to add to Loyd's History of 1925, the contents, in 19 chapters deal with:-

Early History; The de Mariscoes; 1241 - Civil War; The Civil War and Interregnum; To The Present Day; Ecclesiastical History; Communications; Around The Island I; Around The Island II: Around The Island III; The Castle; Climate And Cultivation: Wrecks And Lighthouses; Geology; The Unique Status Of Lundy; The Coinage Of Lundy; The Stamps Of Lundy; Flora; Fauna - Birds;

There are also six appendix containing useful information on:- Bibliography; Owners and Administrators Of Lundy; Report Of Marico Castle, Lundy; History Of Population; Lundy Companies; The Author of "Westward Ho!" at Lundy; .

The ten illustrations are concerned mainly with the History of the Island and it's Topography. Priced at 22/6, post paid, the book is obtainable only from the Authors:-

A & M. LANGHAM

FERMAIN.

FURZEFIELD ROAD.

REIGATE. SURREY.

and is certainly worth having on the Lundy bookshelf.

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OBITUARY.

In April, Mr. E.A. Scudamore died suddenly at the York Hotel, Weston-super-Mare, Somerset, which was his home.

He was a member of the firm of Veale & Co., Solicitors of Bristol, and was the partner in charge of their Weston-super-Mare branch.

He first came to Lundy in 1927 with the late Col. R.N. Harrison O.B.E., to camp with the 99th. Bristol (Cabot) Sea Scouts, of which he was Assistant Scoutmaster. He camped with the 99th. Sea Scouts for several successive years, and then, after resigning from the Sea Scouts, became a regular visitor at the Manor Farm Hotel until the outbreak of war. During the war he was Manpower Board Exetutive for the Ministry Of Labour in Bristol. For some years prior to the war he was one of the organisers of the party of well-known Bristolians, who styled themselves the Bristol Ornithologists, who made an annual pilgrimage to Lundy, and it was on the occasion of one of these pilgrimages that he was responsible for instituting the well-known Lundy toast:-"All the Very Best!"

For many years, in association with Col. Harrison, he organised the entertainment which was a feature of the celebrations on the occasion of Mrs. Gade's Birthday. He could sing a good song, and one of his most popular numbers was "WOAD", sung to the tune of, "THE MEN OF HARLECH". Of recent years Lundy has not seen much of "Scuddie", as he was affectionately called, but his memory will be mourned by many who met him there. He was 57.

HERBERT C. RYLAND.

With regret at the loss of a true lover of Lundy, I have to record the death, after an operation in January this year, of Mr. Herbert C. Ryland, of Northwood, Middlesex.

For 20 years Auditor of Lundy, Mr. Ryland visited the Island most years from 1935 to 1957, including the war years. Although suffering disablement, Herbert Ryland enjoyed Lundy to the full; ever ready with a smile even when getting about cost him great effort and pain. Lundy is the poorer without him...

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THAT SPARE BOOK or magazine :-

Send it to Lundy. It will be much appreciated during the long winter nights by the Islanders and Lightkeepers. Address: - F.W. GADE, CH. KEEPERS, (NORTH OR SOUTH), LUNDY. VIA. G.P.O. BILDEFORD. N. DEVON.

BIRTHS.

MAY, 1960.

TO Vince and Mary Squire, (nee Gade) of "Stoneycroft" Lundy, at the North Devon Infirmary, - a daughter, Jane Elizabeth.

APRIL, 1960.

TO Stanley and Joan Beer, (nee Crews, & formerly of Lundy) - a son, John Charles.

TO Mr. & Mrs. Nat Ilston, (formerly of South Light, Lundy, - now at Lynmouth Torland) a son, - John Charles.

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REMOVALS.

Dave Mapp, the friendly keeper of North Light, has been transferred to Eddystone Lighthouse. Dave, a keen bird watcher & member of the LUNDY FIELD SOCIETY, was famed for his efforts in tirelessly locating and ringing Manx Shearwaters.

From Lundy South Fred Jones has been appointed to Flat Holm. Also posted from the same Light; Brendan Quigley.

From Lundy North to South - Mr. Huxtable, P.K. Replacing him at the North - Glyn Jones, returning to Lundy after an absence of several years.

OLD LUNDIAN'S "SUCCESS STORY"

To many Lundy "regulars" the name Bob Masters may "ring a bell", as in 1966 his was the word that caused the dinner bell to sound when he occupied the position of Chef at the MANOR FARM HOTEL.

He has again "rung the bell", this time with his true war story entry to the "Sunday Pictorial" I WAS THERE competition entitled, "Escape To A Firing Squad", with which he won the first prize of 5,000.

Bob, his wife Joan, and young Trevor, now live at Fremington.

The story, together with other prizewinning entries, appears in "Escape To A Firing Squad", a DAILY MIRROR book @ 2/-.

GETTING AWAY FROM IT ALL.

On several occasions this past summer, Campbell Steamers sailed from Ilfracombe to Lundy with a capacity load, - in the region of 900 people; proof sufficient of the tremendous interest an Island evokes in the heart of man, and the potential market for summer trading.

MERCY TRIPS

Twice during the summer the mainland was called on for immediate transport assistance to convey accident cases to the skilled attention of hospital and doctor.

Mr. Albion Harman injured his hand in a fall from a ladder whilst inspecting the roof of the port linney. He was carried to the mainland by the Clovelly lifeboat and attended by Dr. Ruddock of Bideford. The wound has since healed.

A young lady passenger of the M.L. "Susan Jean", slipped when returning to the boat across the landing beach, and severely cut a leg on a broken milk bottle. A helicopter from Chivenor answered the distress call and flew her to hospital. She has since recovered.

REVIEW MATERIAL.

THE LUNDY REVIEW constantly seeks to provide interesting material which is, in any way, connected with Lundy. Prose, poetry, historical pieces or short stories concerning the Island will be welcomed, and will be used at the Editor's discretion. It is regretted no payment can be made.

"SEA & LAND"

Part 2 of the article by John Dyke from "LAND & SEA", by P.H. Gosse, (1864), has been unapologetically held over until the next issue.



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