

COLOUR VARIATION IN 'ENOPLOGNATHA OVATA' ON LUNDY

BY A. F. LANGHAM

As part of a nationwide survey being carried out by Dr. G. S. Oxford of York University Department of Biology, the author and Roger Allen carried out an investigation in mid-August 1980 to determine the colour variations of *Enoplognatha Ovata* on Lundy.

The female which may be found in late July and early August guarding a cocoon within a rolled leaf — usually of bramble — exhibits three colour forms:

A = pale yellow

B = two red stripes

C = red

On Lundy there are three main colonies of bramble: One at the 'Ugly'; A Second by the ruined Quarter Wall Cottages; and a Third on the path though the Quarries. Although geographically close to one another the colonies are distinctly different in that the first site is exposed and on slate; the second is more sheltered, and well watered; while the last is completely sheltered and warm.

In each site the first forty rolled leaves containing spiders was examined and these provided the following readings which show striking similarities.

Site 1. The 'Ugly' (map ref. 1394.4415)

Type:	A	B	C
	32	8	0

Site 2. Quarter Wall (map ref. 1369.4492)

Type:	A	B	C
	32	8	0

Site 3. Quarry Track (map ref 1387.4530)

Type:	A	B	C
	35	5	0

A. F. L. August 1980

ANTI-AIRCRAFT TRENCHES ON LUNDY

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After the fall of France in 1940 when invasion of Britain seemed imminent, the Government hurriedly made preparations to repel both seaborne and aerial landings.

It was feared that Gliders or troopcarrying Aircraft might land on large fields or open spaces and so orders were given that these be rendered useless for this purpose by having trenches dug across them to shorten runway length and so damage the undercarriage of any aircraft attempting to land.

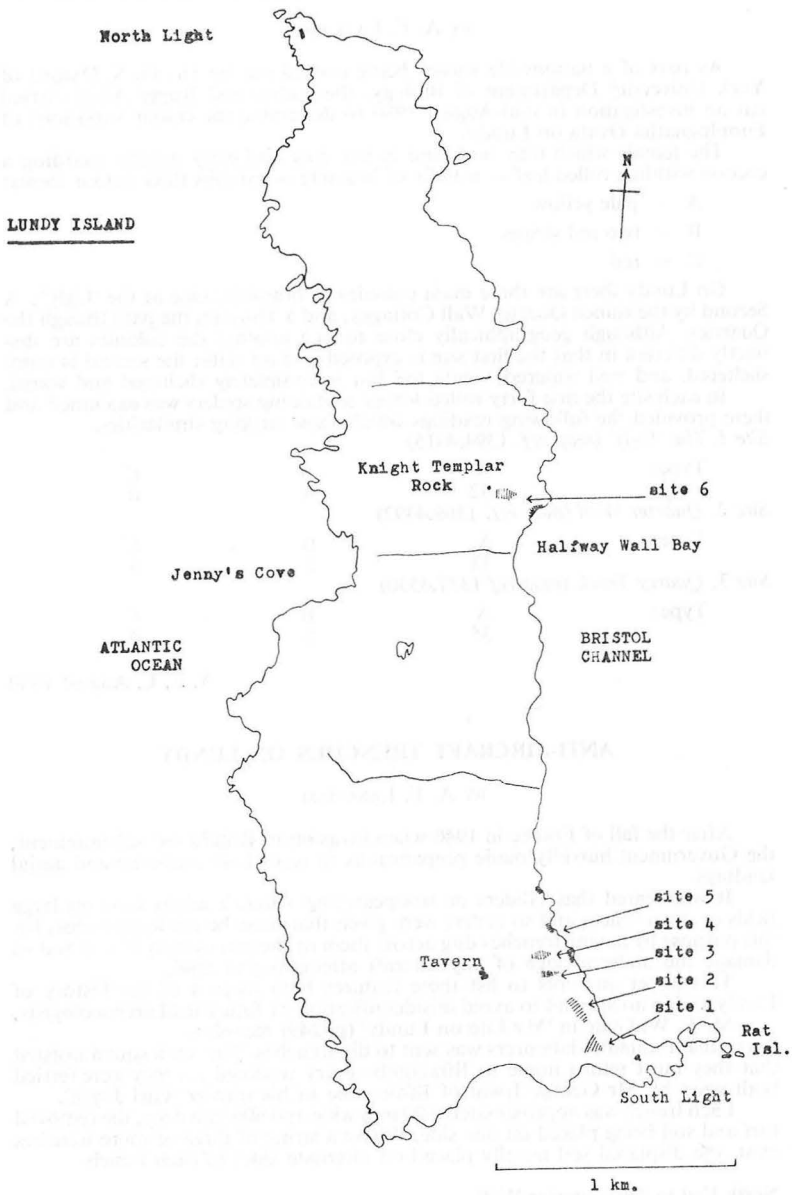
This paper attempts to list these features both as part of the history of Lundy and in an attempt to avoid misidentification by future field archaeologists.

Mr F. W. Gade in 'My Life on Lundy' (p. 249) records:-
"A civilian squad of labourers was sent to dig trenches. The work squad insisted that they must return home to Ilfracombe every weekend . . . they were ferried both ways by Mr George Irwin of Ilfracombe in his trawler 'Girl Joyce'.

Each trench was approximately 600 mm wide and 600 mm deep, the removed turf and soil being placed on one side. Where a string of three or more trenches exist, the displaced soil usually placed on alternate sides of each trench.

North End to Threequarter Wall

(This was considered too rough for landings to be possible)



Threequarter Wall to Halfway Wall (= Middle Park)

A total of nine trenches exist west of the main path.

1. 15m long, running from NE to SW west of the main path and north of Tibbetts Hill.
2. 15m long — a continuation of 1
3. 15m long long — a continuation of 2
4. 15 m long, running SE to NW, at rightangles to above line and to the west of 3.
5. 15 m long, running NE to SW, at rightangles to 4 in the same line as 1-3 but further to the south and west.
6. 15 m long — a continuation of 5
7. 15 m long — a continuation of 6.
8. the longest single trench, 140 m long, running NW to SE effectively breaching smooth turf SE of pond and ending some 150 m north of halfway wall.
9. 55 m long running N-S and ending about 50 m north of the sheepfold on the northern side of Halfway wall just west of the gate on the mainpath track.

Halfway Wall to Quarter Wall

(This was considered too irregular or marshy from the presence of Pondsburry

Quarter Wall to Old Light Wall

This area is divided by a wall or fence into Acklands Moor on the west where there are six trenches, and into the disused Airfield on the east where there are nineteen trenches.

West = Acklands Moor

10. 81 m long running East-west, commencing 45 m west of the centre of the wire fence, which fills the gap in the central north-south wall.
- 11, 12, 13. Three 15 m trenches in line running parallel to, and about 40 m west of, the wire fence mentioned above. [These three ditches were filled in 1949 to produce the postwar aircraft runway which ran NE to SW towards the Old Light.]
14. 45 m long, running W-E ending 36 m from the central north-south wall.
15. 55 m long, running N-S ending some 100 m north and 10m west of the high centre gate in the Old Lighthouse wall.

East = Airfield

- 16, 17, 18, 19. each 45 m long, running in line W-E Eastern end is on the main path some 45 m north of the northend of the wire fence filling the gap in the Brick Field wall.
(16 and 17 have now been filled in)
- 20, 21, 22, 23, 24. five trenches each 45 m long, running W-E parallel to 16-19 Eastern end is 20 m south of the wire fence in the Brick Field wall and some 115 m north of the 'dogleg' in that wall. The series runs towards the centre of the wire fence in the central N-S wall.
- 25, 26, 27, 28, 29, 30. six trenches each 45 m long running approx W-E south of the above series. Eastern edge is near main path some 45m north of the junction between the Brick and Tillage fields. The western edge is in line with a point 45 m north of the southern edge of the wire central fence.
27 (the third from the West, is now filled in)
- 31, 32, 33, 34. Four short trenches each 30 m long, running N-S and ending about 13 m north of the Old Light wall [31 (northernmost), 32 and 34 have now been filled in] North end of 33 is 50 m west of the prominent concrete water tank.

Old Light Wall southwards There are four trenches in the Southwest field
Southwest field

35. 27 m running west-east in centre of field in line with tower of St. Helenas Church.
36. 24 m running North-South in line with Rocket Pole and at rightangles to 35. Trench begins 9 m beyond western edge of 35 heading northwards.
37. 62 m running due west and commencing 9 m west of the (northern) gate from the Tent Field.
38. 29 m running westwards from a point 18 m north of the (middle) gate from Lighthouse field, commencing some 36 m west of the wall.
39. 20 m direct extension westwards of 38, separated by a 2 m gap-

Mr Gade continues:

"I'm sure the enemy had no plans for occupying Lundy, It would have been very little use to them, and, very likely, a considerable embarrassment".

The only enemy aircraft to land on top of Lundy came down one afternoon in 1941. It possibly noted the trenches as it chose to land on rough ground near Ponsbury. The crew escaped unhurt.

A. F. L. August 1980