

## LUNDY FIELD SOCIETY

### NEWSLETTER NUMBER 19 January 1989

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**EDITORIAL** (WMN = Western Morning News) (NDJ = North Devon Journal)  
( NDA = North Devon Advertiser)

Announcements: **HELP** D/4231941 - 10. Will the owner of the above Halifax Building Society Account please identify himself to the Hon. Treas. so that we can register his subscription.

Martin Carson, Senior Master of Chelmsford Hall School, Eastbourne, has provided the material for a Competition - "Pomes", the outcome of "marry doodlings" by Old Light Residents. Each "pome" is in the manner of a well known poet, including the great Anon. All you do is write a list of whose manner is being used - to reach the Ed. at or before the AGM 4.3.89. Winner will receive the set of LFS leaflets; Keith Gardener's "Archaeology of Lundy"; and the NCC Lundy Booklet.

LFS members who recall Admiral Lawder, who was climbing the Devil's Slide in his sixties, will be sad to hear of his death in 1988. Your Ed. once asked him what his special interests were (the sort of silly questions Ed.s ask) and he said **"EVERYTHING"**. An example to Us All.

Stanley and Audrey Smith celebrated their Golden Wedding in August and were given a rare news-spread by the NDJ complete with a lovely photograph. (If anyone has unwanted spare copies of Stan's "Lundy Review", your Ed. would happily purchase them.

Roger and Eve Allen were married early in 1988 and attended the AGM. Roger has edited the British Private Post Study Group Newsletter for 11 years, and listed all the Lundy reference for LFS members. The list is at the end of the Newsletter, as a "pull out". As well as being a stamp-buff, Roger had catalogued 600 p.c.s. of Lundy. Tony Langham (one of your Vice-Presidents) told your Ed. that REA's catalogue superseded both his and Mike Bale's (of Ilfracombe) efforts. The following information (NDA 20.5.88) shows you the value of so-called ephemera.

"A Lundy postcard posted to a Barnstaple address less than 20 years ago has recently been sold by Barum Auctions for £580. The card which was specially printed receipt card for donations to the Lundy Appeal Fund, launched in 1969 for reconstruction of buildings on the Island, was franked with a nine puffin brown overprinted appear in red.

The stamp which had a print run of 3,000 was never available for postal use and none of the stamps were ever officially sold in mint condition although a very limited number have been acquired by collectors. The overprint was produced solely for affixing to the Appeal receipt-cards and it is reputed that only 750 stamps were actually used.

The card was bought by a local bidder on behalf of an American collector. Only catalogued at £150. the price realised is a new world record for an Appeal card.

Barum Auctions report a strong demand for any items connected with Lundy Island or the Barnstaple - Lynton Railway, having recently sold a postcard of the engine sheds at Yeo Vale for £26."

Marion (Harman Jones) and John Evans are to be felicitated on the birth of Bronwen Ruth (1.7.88). Your Ed. saw a super pic. of her shown by her proud Aunt Diana Keast, who also has sent me a copy of a letter to her from Mr. Gade (from Lundy 20.12.42). He was such a v.g. raconteur even on paper.

"We shall be looking out for you on the 29th, and the girlfriend. I trust the weather will have improved by then, for now, and for ten days past we have had nothing but fierce gales and rain. It very kindly moderated the day Cheerful and Mary returned, but there was the most enormous ground sea running that I have ever seen. Without a word of a lie the run on the beach was 40 yards or more. It was quite impossible to beach a boat especially in the dark, for the beach had been scored clean and was just sand with great chunks of bedrock showing up through it. Cheerful and Mary had to land on the cove, with innumerable parcels and bits of luggage, and we had to scale the cliff carrying all this stuff. As I went up, draped with suitcases and so on, I kept up my spirits by telling myself repeatedly that I don't have to pay any income tax. Rene was making a successful ascent also draped with parcels and baskets of flowers, with Cecil Trezise just ahead of her, when something rather weighty but moderately soft hit her on the head. It was a large piece of sausage which had escaped from one of the parcels carried by Cecil. In spite of her travail and the fact that it had just started to rain with some vehemence, Cheerful saw the funny side of it and had to stop climbing to have a hearty laugh and recover the piece of sausage. With the invaluable help of Cecil and Bill Bowling we got all the goods across to the Slip, where I had the tractor, and we weren't long getting up to Millcombe after that." (CT & BB at South Light)

Wendy and John Puddy also have a lovely new daughter, Emma, born in October and featured (in a picture) by the NDJ returning with her parents to Lundy in November. It was part of the NDJ Review of the Year, such a nice change from storm and tempest and politics.

Pam (Darlaston) and Tony Griffiths are still living at Staverton and Pam is still (22 years now) with David and Charles. (She was one of the advisers in the production of F.W. Gade's "My Life on Lundy") She hopes for early retirement in 1990, when she and Tony plan to take the boat down through the French Canals to live abroad for an indefinite Mediterranean period!! Pam now has 7 step grand children. Mark Darlaston is still a dedicated bird-watcher. He works for the Min. of Ag. and Fish. Pam tells me he worked on the Butter Mountain, but failed to respond to her suggestion that he be transferred to the Wine Lake.

All LFS members who have known the Ogilvies will miss them very much - they left the island in September. Liza Cole has sent an account to this newsletter of their farewell party.

Your Ed. collected the John Dyke picture that the Landmark Trust gave the Os, and had a happy talk over old times. John and Joan look exactly the same, and Joan says David and Jilly and the grandchildren are all well.

Patrick Penny and Jim Freeman have graduated from Cambridge, and Liza Cole from Manchester, where she remains to do post-graduate work. Suzy Betts is returning to Oxford to do her Music doctorate. Kate Cole has gone up to Leeds. Congratulations to them all.

Denver Scoins is leaving the Oldenburg to join the Pilot Service at Bideford; our loss is their gain, and all visitors to Lundy will wish him well in the new service.

Your Ed. travelled on the last Waverley trip, and Miss Gwyneth White was also on the trip and told me it was her 60th year of visiting Lundy. She told me she has written two articles for Roger Cichorz' (USA) Lundy Collectors Magazine on "Lundy's Cliffs and Hazards" and "Lundy's Lighthouses."

As your Ed. was leaving Lundy in August, the Clifton College "Tibbettans" were arriving. Tony Milligan was vague, but thought this was his 10th annual visit. He teaches English and Latin at CC Prep. Vic Hope Scott (who played "Putting On the Ritz" on the St. Helena's organ in 1984 has, amongst other things, done the music for several commercials: for Elmlea; for Raid Flyspray, used in Nicosia; Pepsicola for use in Saudi Arabia. Tony Cottrell (who has been visiting Lundy since his own CC Prep. days) is now, he tells me, self-employed as Opera Director ("Clifton Town" at the Theatre Royal, Bristol); Fishmonger (occasional); Lorry Driver (occasional) and writer. He still directs the CC Summer School (Drama). He now has a cottage in Polruan, where he writes.

Tony and Ann Taylor (Eds. of the excellent LFS Report) are (Tony) teaching Biology at Bryanston, and (Ann) working part-time with the Rowntree Trust/Independent Living Fund. Jonathon is now 6 and Christopher 4.

Your Ed. was taken in 1987 to the Church of SS. Peter and Paul, Chaldon in Surrey, and shown the Memorial Book, and the page where John Pennington Harman's VC is recorded. In August 1988 Diana Keast (with some expert help) was having a look at the Memorial in VC Quarry, to discuss its preservation from the elements. Also, quite coincidentally, the man who bored the holes in the SW field to look for John Harman's treasure visited Lundy on a day trip. Mr. Gade tells the "treasure" story (on p.22 et/seq.) in "My Life on Lundy."

From: J. D'Oyley Wright, Ashcott, 7 Marlborough Avenue, Falmouth, Cornwall, 9.7.88.

A. Walker has correctly identified the scene of the landscape picture in the lounge of Millcombe House (See Newsletter No. 15 (1986) but is incorrect concerning its possible date.

From C. 1820 AD any number of paintings, prints, etc can be found all showing Penryn, the Penryn River, Falmouth, its harbour, and the Carrick Roads from view points around Penryn. The scene shown is in the style of the Victorian romantic neo-classical landscape school of the late 1800s and considerable artistic license has been taken. Despite this any number of features can be easily identified although no information can be gained from the shipping shown.

The only clue as to the date, is that the artist depicts the completion of phase one of the Falmouth docks, and therefore the date can only be post 1865-67. From the general impression of the shipping, in the docks and elsewhere, I would like to suggest that a more realistic date would be C 1870 AD - perhaps as late as 1880.

From: DCG Cann:- I wonder if the enclosed would be of interest to the readers of the Newsletter.

The enclosed 'scribblings' of Lundy were in an autograph book given to Mrs. Williams of Cheriton Bishop by the housekeeper to a Mr. Rudolph Messel. Mr. Messel lived at Ford House, Drewsteignton, where Mrs. William's husband was chauffeur. Mr. Messel was a prospective Labour candidate, both locally and further afield, and often spent as long as a month at a time on Lundy with his staff. His St. Bernard dog went with him also; the dog had rheumatism from negotiating the steep, rough climbs, it is thought. The party took with them a vast quantity of personal things, including their silver. A silver bevel edge(d) dressing table set was given to Mrs. Williams by the housekeeper, Miss Nancy Sage, the mirror of which was damaged in a very rough crossing! The 'scribblings' are thought to have been written by friends of Mr. Messel's who went with him or were guests

already on the island. Rudolph Messel, Terence Greenidge, Nancy Sage and the St. Bernard are all mentioned in F.W. Gade's "My Life on Lundy", though he did not meet them until 1926. Your Ed. would be very interested to hear more from anyone.

**T.J. SAUNDERS JAN 19TH 1924**

Of Lundy you cannot have too much  
Since I have been there it has been such  
That everybody is so good and kind  
And gives one a really jolly time  
So I wish everyone whether rich or poor  
Many happy days on Lundy's shore.

**LAWRENCE COWLER JULY 6TH 1924**

A Lundy duckling  
Without sage would be  
Hard to bear - but,  
A Lundy without sage  
would be unthinkable.

**ARTHUR LANSON AUG 22-29TH 1924**

Chanty, or "Lullyaby"(Bon Voyage)

(specially composed by "The Pirate King" -

"Cheerio" - in compliment to Miss Nancy Sage's genial hospitality - at Manor Castle, on mysterious Lundy Island; and sung by "The Boys of the Old Brigade" - with "Chorus ad libitum:!) (With apologies to William Shakespear or Charlie Chaplin - same thing!

You give my love to NANCY,  
The girl we all adore!  
Tell her that she'll never see  
Her sweet-hearts any more  
(Cheer, boys, Cheer)  
Say they've gone to mainland,  
- Facing fearful storms!  
Everyone a Smuggler  
Farewell to Lundy Isle!! (Tears)

**FRANK KWILL AUG 29 1924**

You may have met pleasure in distant lands  
You may have met friendship hand in hand  
But the dearest place in all the land  
Is dear old Lundy Island

With bags and pleasure and no regrets.

Yours Frank Kwill

Good byeeee Aug.29 1924

**CAPTAIN GANDY T.L. GREENIDGE AUG. 1925**

On monday we sit down to our business,  
On Tuesday we do the same again,  
On Wednesday we  
Swear a big D.,  
On Thursday we curse  
Much worse,  
So on Friday we drink with King at Instow,  
And till two o'clock on Sunday  
We reel and sing on Lundy,  
And Life's magneto seems to get its spark!

(To the tune of "On Monday I go out with a soldier")

**TERENCE L. GREENIDGE SEPT. 20TH/24**

When sky-signs cause your head to buzz,  
And rocking taxis shake your bones,  
When London's copper skies appal,  
And feet are seared by paving-stones,  
Then it's over the sea to Lundy Isle,  
Light-house lamps have a placid way,  
Charlie's cart does the gentles sway,  
Skies are a beautiful lady's veils,  
And there's never a road but grass-grown dales,  
Stay awhile.

Robert Irving (on Lundy prior to the MNR for the NCC) sent me the following. He is now a freelancing Marine biologist and based in London.

**THE AGE - MELBOURNE - AUSTRALIA 12.8.87**

The 12 residents of law-abiding Lundy Island who, we suspect, have been eyeing each other suspiciously for the past week, can relax. Police helicoptered in at the weekend and swooped on a light-fingered tourist. As News Diary reported, the tiny island in the Bristol Channel - crime-free for 10 years - bristled with outrage last week when a camera, some climbing equipment and a half-brewed barrel of beer disappeared.

An island spokesman, John Puddy, whose faith in the constabulary has been unwavering, was delighted. "It just goes to show that crime doesn't pay on Lundy."

Dr. Paul Munton (the Lundy feral goats student) continues to contribute to the Times "FINDINGS" on Conservation.

Do read Neil Willcox in the LFS report. In August he led a Tree Fellers expedition (Carl Baiden, Nigel Barnes, Keith and Denise Bryant, Helen Cole, Peter Cole, Nick Johnston, Mike Johnson, Jenny Langham, Brian Nutley (and chain saw), Patrick Penny, Tony Walker) and also an expedition (including your Ed.) to see the Ophioglossum/Adder's Tongue - great excitement.

**F. BOTTANBY FEB 1924**

When the sun on Lundy's setting  
and your mind from care is free  
When your thoughts are on the  
mainland  
think of Bert May-----and me.

**F. SOUTHCOTE AUG 29TH/24**

You may think I am a funny man,  
To come and stay on this Island,  
But of all the places in the land,

You find a better place if you  
can.

When Evening Papers cease to shock,  
And cash is short for Dynamites,  
When films forget grand, bloody thrills,  
And painted girls bring no delights,  
Lundy calls in a siren's stream:  
SIC (Har) I have for local thrilling,  
Beer I keep, and it's not for spilling,  
Life on me is a bard's bright page,  
And I dare not sing of my own Miss Sage:  
Joy won't wane.

The tree fellers took down a dead Scotts Pine that could have fallen on and damaged Millcombe. NW has an article on Seals in the report; and John Puddy reports (NDJ 8.9.88) the Lundy "Seal Watch" observed no sick seals in the recent scare. A rare visitor to Lundy waters was a Kemp's Ridley Turtle, in advertently trapped eight miles South of Lundy. One was also recorded off Lundy 20.8.66 (WMN 23.8.88). Your Ed. at Prof. Stace's request (Plant taxonomy, Leicester Univ.) pressed specimens of Lundy fuchsias (under a much walked on mat in Old House South): F.Exoniensis and 2 vars. of Magellanica - Exoniensis is naturalized elsewhere only in the Lleyn peninsula in Wales.

Considering all the richness of natural life on or around the Island, one hopes Tony Speller has been successful in his protests.

WMN 12.5.88 "Recently Tony Speller, the MP for North Devon, who has a good record on environmental affairs, has complained about the dumping of radioactive and other waste in the Bristol Channel. The response of the organisation and Ministry concerned has been to issue bland statements that it is 'perfectly safe' and that some of the dumping has been going on for years. This is an area of renowned coastal beauty spots and with the unique marine life of Lundy Island. The bureaucrats who authorise these activities, despite the fears of our elected representatives, have the same floored qualifications as those that almost destroyed the peregrine by their complacent incompetence."

NDJ 6.10.88 "The row over whether Lundy is being considered as a nuclear waste dump has subsided as quickly as it arose. North Devon Labour Party were soon on the warpath when they learned NIREX, the Government nuclear waste agency, included Lundy among dumping options. It was fuelled by a view from officials of the British Geological Survey working with NIREX that "nowhere is ruled out," and that the preferred environment would be "a small island, low relief hard rock or seaward dipping sedimentary rocks." Labour spokesman Paul Miller says: "Hinkley Point is not far from Lundy and the nuclear industry has a problem - growing stocks of poisonous waste and nowhere to hide it. They must be desperate to consider nature reserves like Lundy." But within hours of confirming that Exmoor and Lundy were still under consideration, NIREX did a U-turn and stated that no South West sites are on the short-list soon to be handed to the Government. North Devon MP Tony Speller, says: "I have been assured personally by the CEGB that there is no question of any site in Devon and Cornwall, and that includes Lundy, being considered for nuclear waste disposal. In any case it would be impossible to compulsorily purchase the Island from the National Trust."  
(EDITORIAL CONTINUED ON BACK PAGE)

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### THE OGILVIES LEAVE LUNDY by Liza Cole

Many regular visitors to Lundy will know the Ogilvies and may also know that, sadly, they had to leave the Island last September. As thanks for their many years service on the Island the Landmark Trust held a party in their honour on Tuesday 27th September 1988 to which I was privileged to be invited. After a little panic on all sides that none of the guests would be able to get to the party due to the inclement weather, the party seemed to go off as planned. The Tavern was cordon-ed off for the occasion: at one end was a huge table weighed down with a delicious buffet and at the other was a similar table loaded with wine: the Landmark had provided all we could eat and drink for the night. The Tavern returned to its original site for the remaining people on the Island who raised many an eyebrow as the guests trooped through to the party. Everyone was done up to the nines, there wasn't a welly in the house, at the start anyway, although some of us girls had to resort to them eventually as it's a little difficult getting out to the loo in stilletos, especially in a gale! After everyone had been introduced to everyone else and had a little chat (nobody was very talkative on the boat trip, except perhaps to the seagulls) it was presentation time.

Diana Keast presented a card and a token of appreciation from all the Islanders and the Ogilvies many friends, along with a huge bouquet of flowers. Then Sir John Smith presented a beautiful John Dyke watercolour of Stoneycroft with the Old Light in the background. Presentations and speeches being over, we all partook of the delicious buffet and then settled down to some real Lundy entertainment. Kate O was summoned to the piano, where she had now become a regular attraction, and the rest of the evening was spent in music and song.

Unfortunately some of the guests had to leave on the boat early the next morning, the weather forecast still being dubious, but the remaining few still managed to keep the party spirit going.

That evening there was more Lundy style entertainment in the Tavern, starting with a poem especially written for the occasion and performed by John and Cherry Richardson. Again Kate O was called to the piano and the evening was spent singing the old Lundy favourites and culminated with John O achieving one of his ambitions to dance on the table (with a little help from Wyn Rogers)!

The next morning we all awoke to a beautiful day of blazing sunshine, no wind and blue skies up above - what could be more fitting for the Ogilvies' last day. Whilst the Ogilvies attended to a little unfinished business, like clipping the family's goats' hooves, the rest of us spent our time organising a little surprise for the beach. Scouting parties were sent out for beer mats, staws, tin foil, rubber gloves and puffin hats and after a 'Blue Peter' session we all rushed down to the beach armed with champagne and plastic tumblers to get ready for the final curtain. When the Ogilvies reached the beach they were greeted with champagne (chilled in rock pools of course!) by several 'puffins' who looked very suspiciously like Mike and Wyn Rogers, Mary Richardson and Lottie May in puffin hats with rubber gloves on their feet. All the islanders were on the beach and a final toast was drunk by all before the Os boarded the launch via a Guard of Honour of 'puffins' holding tin foil fish instead of swords. So the Ogilvies left the island to the sound of laughter which I think was probably better than a sad and solemn ceremony.

As the boat pulled out of the bay you could see all the Islanders on the beach waving as were the lighthouse keepers at South Light and the last thing we could hear was seven blasts on the fog horn - 'for luck' was the message. I cannot pretend to know how the Os felt at that moment but I can imagine, as I know how I've felt after only being there for 3 months. I just hope that being surrounded by their friends and loved ones and the party spirit helped them a little.

I have known the Ogilvies all my life but in the past few years when I was working with them on the Island I have grown to love them more. I would like to wish them good luck in their future life on the mainland, as I know many other LFS members would. So - John, Penny, Kate and Liz..... ALL THE VERY BEST!

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### **THE LUNDY FIELD SOCIETY EXCURSION SATURDAY 11TH JUNE 1988**

by St. C.M.L.A. Hubbard, Taunton, TA2 7AH. Friday 24th June 1988.

"The wind was rising easterly. The morning sky was blue."

Chronically short of sleep as we nearly always are on days like this, we were up at 6 a.m. We collected our friend John Serl and his cherished CB radio on the way and were delivered to Castle Green to see our Taunton contingent safely onto Berry's coach. For the first time ever we had failed to fill it and only thirty six of the fifty available seats were taken. In a way this was surprising because we had given it as much local publicity as we could contrive. But then where were Catherine, Stephen and Warwick? Where was Graham Dyer and Gillian Teague? Sadly our own home contingent was down to Elizabeth and myself.

We found the 'Waverley' alongside at Ilfracombe and soon we were aboard feeling the gently rocking deck underfoot and the boat full of old friends reunited once again. Two hours and one lunch later we saw the anchor drop in Lundy Roads. "I think we'll leave the picnic basket," said my ever practical wife, "and your pullover too - you'll be glad of it for the trip home." "You're right," I said and we stowed them on a corner of the deck and afterwards watched the blue island launch and the cream-coloured 'Westward Ho' ferry people ashore. That is, almost everybody. Mrs. Douglas Penny thought she would stay on the 'Waverley' and enjoy the sunshine.

We enjoyed the sunshine ourselves as we climbed the Beach Road and noted with approval the tree planting in Millcombe; the new dry stone retaining wall on the landward side of the road between Millcombe Gates, and the restored Battlements. We followed the old road up to the Castle and admired the restoration work which had been done here. Down by Benson's Cave there wasn't a trace of the hemlock which had once been so prolific there. The morning sun shone light into the cave mouth and made a walk to its end easy.

Outside the church the tour parties gathered together and then moved off. Our botanical party included a lecturer from the Somerset Agricultural College at Cannington who added his informed comments to Elizabeth's own. We walked over West Side Field to the Rocket Pond searching for the Adder's Tongue Fern which has been reported there but sadly found no sign. There was plenty to admire in the common flowers of the turf -

- Tormentil, Milkwort, Bird's Foot Trefoil and Lousewort - as familiar and as fetching as ever. On a heap of top soil and rubble in the Lighthouse Field (which we are told came from the Castle) was Henbane which, though recorded on Lundy has never been found by Elizabeth. From here we went along the West Side to Pondsbury. They said that there had been a large rock fall here making a noise loud enough to have been heard in the village but we didn't stop to look for it. Pondsbury held a surprising amount of water and so among the sphagnum moss we found the Sundew but best of all was a striking display of Heath Spotted Orchids.

No visit to the island is ever completed unless it includes a walk down the old railway track to the quarries. This, I think, can claim to be the finest walk in England. On the upper terrace now stands the restored Timekeeper's Hut, equipped as a refuge and also as a memorial to Mr. Gade, held by so many in affectionate memory.

We joined the general exodus heading for the Landing Beach, consoling ourselves with the thought that it was just as well that a flask of coffee awaited us on the 'Waverley', and when we reached the Battlements there she was - lying offshore. But a little further down we saw a different picture which put off all other thoughts from us. It was high tide and the Force 4 wind had backed a few points to the North East and was pushing the surf - heavy to us though light by Lundy standards - in heavy breakers which were crashing down onto the beach. These gave virtually no room to manoeuvre the tractor and landing stage and it was clear that no launches could operate from this point - if at all.

Looking upwards we could see a long procession moving slowly up the steps to the South Light and then along the seaward side of the enclosure wall towards the descent to Old Man's Cove. Nowadays there are steps but when we left from this beach in similar circumstances in 1962 there was only a rope handhold. We wondered if we could embark from here but when we saw the first boatload leave from by the old "Lerina" shipway - reach the 'Waverley' and then return fully laden, bucking, rolling, and dipping, it was clear that this was just not on. Later we saw the damage done to the freeboard of the launch as she was thrown against the steamer's sponsors.

Joyce Calderwood, who was in the launch, said that she couldn't cope with the return climb and they contrived to get her back to the Landing Beach by sea.

Sitting on the grass slope below the South Light we were not at all surprised when we were signalled to retrace our steps, but what was surprising was to see the 'Waverley' turn and head for home carrying with her, to our dismay, our evening picnic and our warm clothes. We could understand the Captain's dilemma. On the one hand we couldn't be re-embarked. On the other hand he had an evening commitment to five hundred Round Tablers who were bent on a Victorian Cruise. Captain David Neill did the right thing. Mrs. Douglas Penny who had stayed on board may have had the best of it after all, even though she had little option since their car was at Ilfracombe, securely locked and the keys safe on Lundy.

So with the image of the 'Waverley' growing ever smaller and fainter as she made her homeward voyage we trailed back up to the top of the island. For a while we sat on the grass outside the 'Marisco' and considered the situation. Our immediate worry was our coach and driver waiting on Ilfracombe Quay. Elizabeth rang the Harbour Master's office but the only response was an answering machine. But she left a message - it never reached our driver - and that was as much as she could do.

Long queues formed outside the 'Marisco' and the islanders worked like beavers to provide food and drink. The takings must have been an all time record. I had a few words with Tony Langham (fresh from drying glasses) and Diana Keast. They were looking for Robert Adam who, it transpired, had been at school with her at Bedales all those years ago, and I helped track him down.

A message chalked on a blackboard explained that the boat would return about midnight and they would ferry us aboard then. "Fingers crossed," we said and wrote postcards to various friends explaining our predicament and saying that if we were unable to entrust them to the GPO we could try entrusting them to a bottle and the mercy of the waves. There was still plenty of light so Elizabeth and I felt it would be as well to keep moving. So we walked a triangle - the Burial Ground - Shutter Point - the Castle. A view of the beach was encouraging as the sea had moderated a fair amount.

For a while we sat in the Church with thirty or forty others and it was almost impossible not to believe that a service might be held at any moment, though one small boy ran about happily sometimes climbing into the pulpit to smile and wave at the 'congregation'. My Puritan forebears would have taken exception to the game of cards but they couldn't have called it gambling.

Just then we heard the roar and clatter of an approaching helicopter and went outside in time to see the machine - in trainer yellow - land inside the entrance to the Tent Field. The engines were left running and when we saw a figure on a stretcher carried on board we realised that this was a medical emergency to be wafted back first to Chivenor and thence to the North Devon Infirmary at Barnstaple. It proved to be a lady (whose name was given by the 'Western Daily Press' as Mrs. Linda Clark of Camberley) twelve weeks pregnant who threatened to miscarry. Robert Adam had attended her and I twitted him about this saying that he had failed to observe proper protocol by failing to allow a general practitioner see the case first and then call him in for consultation. But we had present two consultant gynaecologists, one consultant general physician, one casualty officer, one general medical practitioner and a dentist. Such a galaxy of medical talent was seldom so readily to hand on the island.

By now it was pretty dark and most people were looking for some sort of shelter. The 'Marisco' was packed where alcohol lubricated conversation and good fellowship. Some stayed in the Church. One lady was given hospitality in the Agent's House. We were in the Information Room silent or dozing and the atmosphere reminded me of nothing so much as wartime air raid shelter. At a little after half past midnight an Islander came to say that the 'Waverley' had returned and the time had come to return to the Beach and the homeward journey began.

There is now so much urban (and countryside too) illumination and street lighting, and so much noise from industry and road and rail traffic that true night time is outside our everyday experience. Light and noise can both be environmental pollutants. So to smell the night air, to hear distinctly but distantly the faint thud of the sea, and to look upwards and see the luminous night sky rather than the usual dull orange auroral glow was a real pleasure. So it was to see again after a lapse of thirteen years, across the dark waters the distant nebulae of Croyde and Woolacombe and Hartland Bull Point, and Foreland, flashing their silent message to any who cared to receive it.

True enough that the slow procession down to the Beach was rather a shuffle. Loose stones on the road which felt like marbles underfoot and the new drainage channels dug obliquely across the track both offered their hazards. But we remembered that Lundy must be taken on her own terms and no one has ever wholly possessed or tamed her.

We soon saw the 'Waverley' riding at anchor and ablaze with light. Flood lights on the road and Landing Beach lit up the scene and we could see clearly the Islanders manning tractor and landing stage, manoeuvring in the surf as the launches came alongside. Below us at the foot of the cliff we could hear, see, and almost feel, the breakers pounding the rock, and an off shore wind whipped up grit and dirt and flung them in our faces. It all had such a feeling of theatricality that it would not have been wonderful if someone with a megaphone had started directing us and Michael Caine had pushed his way to the front of the queue. Or perhaps a sudden burst of small arms fire might have echoed round the bay. Be all that as it may the scene was surely by Alistair MacLean even if the plot was by Enid Blyton.

We got on to the tenth boat load and glancing back saw that the tail of the queue was still out of sight. Though the launch pitched and rolled in the swell and we tasted salt water many times as the spray whipped over us, how much more so did those on the landing stage get drenched not only by waves breaking over it but from beneath as successive waves forced jets of sea water vertically upwards between the slats. We were always aware of the skill of the boatmen and firm and kindly hands saw us safely from shingle to boat deck and that was as true as much for the six month old baby as for old age pensioners like ourselves. "Lucky" said one boatman, "that this is the Lundy Field Society. They know what to wear and how to handle the outing." Mostly anyway. One man had to buy a sweater because he was only wearing a vest over his top half and one woman wearing the briefest of shorts and blouses suffered because she had left everything else on board. The boatman might also have added that it was also lucky that we did not have our usual compliment of 800 excursionists, and neither did we have to bear the dreadful weather of 1986.



Once aboard we settled ourselves on deck and began our long postponed picnic. Most travellers stretched themselves out in the saloons but we were determined not to miss a single moment - especially when the sea caught the first light and changed magically and almost instantly from black velvet to liquid graphite. Dark elongated sinuous clouds lay on the north eastern horizon and between them in the silver grey sky lay the thin vertical streak of the last glimpse of the waning moon.

Board of Trade regulations forbid the 'Waverley' to cruise at night while carrying passengers and it was not until about four o'clock that the anchor came up and the paddles started turning again. We had the dawn wind on our faces and at last we saw

"Forth from his christall bed the sunne to rise  
With rosie robes and crown of flaming gold."

At about half past five and in full daylight we were once again alongside at Ilfracombe - tired but happy. A note on our coach explained that our resourceful driver had booked himself into the Cliveden Hotel. We went along there to get him up but found that he had anticipated us.

We were back in Taunton by eight o'clock. Poor John Serl - he hadn't made a single radio contact all day and now had only two hours to collect his gear and himself together before another coach would take him away to a summer holiday on Orkney. We had a card from him and know he made the translation safely. As for ourselves there was nothing for it but to have breakfast, finger our sunburn rather gingerly - and go to bed.

Our adventure reached the national press the next day with a report in the 'People' and the local press on Monday. The 'Western Daily Press' carried a reasonably straightforward account, but the 'Western Morning News' carried a highly coloured report full of complaint by a Devon County Councillor who sounded like Mr. Growser on an off day. Elizabeth quickly wrote a letter to the Editor to refute this. She was interviewed by Nicholas Warboys of the 'Somerset County Gazette' but this paper's account of the trip also needed modification and an effective correction by Evan Williams, an ornithologist appeared the following week. A cynic might say that if you are seeking misinformation then read the papers. We all agreed that the prevailing mood was cheerfully philosophical. Robert Adam for one made a point of writing to say that he would welcome the chance to go again - and I think that goes for nearly all of us. I shall certainly suggest this to Nicholas Warboys and say, who knows, but he might get some good copy.

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#### **STRANDED PARTY'S LUNDY 'NIGHTMARE'** by Chris Court, WMN Monday 13 June '88

A Devon County Councillor is writing letters of complaint about the way he and 300 other people - including children and old folk - were left "stranded" on Lundy Island the early hours yesterday by the paddle steamer Waverley. Mr. Richard Westlake spoke of the "nightmare" trip which ended with him returning to his Exeter home nearly 30 hours after he set out on the excursion organised by the Lundy Field Society.

He said he and other members of his group, which travelled from Exeter, would be writing to the Field Society and the Waverley operators. After an early start to travel to Ilfracombe on Saturday morning Mr. Westlake and the 10 others from Exeter joined the other passengers on the steamer, which set out on the 90 minute journey to Lundy at 10.30 a.m. "We spent a full and enjoyable day on Lundy and were told to be back to catch the boat at 4.45," said Mr. Westlake.

But, because of the sea swell, tenders were unable to take passengers out to the steamer and one which tried did not succeed. Then at about 6 p.m., the Waverley just disappeared. "When we eventually walked back to the local store, we were told it would be back to pick us up at quarter past midnight," Mr. Westlake said. "Subsequently, we found out it went back to Ilfracombe to run excursions until 10.30 p.m."

During the long and increasingly cold wait, people stayed in the pub until it closed then sheltered in the church or in barns. "People got very irritable and tired, especially the children and the elderly people," he said. When the steamer arrived at 12.30 a.m. passengers faced a "precarious" walk down to the landing stage in the dark and a "frightening" journey out to the steamer by tender. "It took a miracle of seamanship to get the tenders alongside and we were helped on board one at a time. Loading must have taken an hour and the tender was bucking violently all the time," said Mr. Westlake.

He said the steamer left Lundy at 4 a.m. on Sunday morning, arriving at Ilfracombe about two hours later. He arrived home at 11.45 a.m. Mr. Westlake said he felt the "double booking" of the steamer caused the problem and as a result "everyone was left in the lurch."

### **DIABETIC DEFENDS WAY STEAMER HANDLED CRISIS**

by Mark Clough and Chris Court, Western Morning News, Tuesday 14th June 1988

A diabetes victim who faced being stuck on Lundy has defended the operator of the paddle steamer Waverley despite claims that a week-end trip to the island on the vessel turned into a "nightmare."

Phillip Tokeley's defence of the trip follows criticism by County Councillor Richard Westlake of the way the Waverley had to leave a party of several hundred people on Lundy when the weather made it impossible for them to be picked up at the scheduled time for the return journey to the North Devon mainland. The Waverley eventually returned late on Saturday to collect the visitors.

Yesterday Mr. Tokeley, a hearing aid dispenser from Exmouth, said the crew of the Waverley had taken the right decision in heading back to the North Devon mainland without picking up the visitors to Lundy. "It's all right for landlubbers from the middle of Exeter to criticise," Mr. Tokeley said. "If the Waverley crew had tried to carry on loading people on board there would have been casualties." He said that weather conditions were so rough it would not have been possible for everyone to have been safely taken on board. "One chap in front of me was 82 years old and just would not have been able to get on board with the conditions as they were."

Mr. Tokeley was taken off the island after telling the authorities that as a diabetic he needed injections of insulin which he had left in his car at Ilfracombe. He said the options facing him were either to stay on the island and risk his health or try to get on board the paddle steamer. "In a way I wish I had stayed on the island. I would rather have gone into a coma than tried to get on the Waverley. I have never been so frightened in my life. I thought the tender was going to be swamped."

Eventually, Mr. Tokeley, 41, and his wife Jeanette, 40, were able to get on board the Waverley, but only after scrambling up a rope ladder dangling over the side of the vessel. "The Waverley is not a big ship, but close up she looks like the QE2. Nobody left on the island would have wanted to do what we did."

The visitors left on Lundy were taken off by the Waverley at about midnight on Saturday. Because of the regulations on the use of the vessel, she had to wait near Lundy until 4 a.m. the next morning before she could head back for Ilfracombe. Despite Mr. Tokeley's frightening experience, he is keen to return to the island. "It's a beautiful place. I would like to go back."

Peter Cole, secretary of the Lundy Field Society, which organised the trip, also hit out at the criticism. "We have had only one specific complaint - and several dozen messages of congratulations from people who said how much they enjoyed the day out." He said the delay to last weekend's trip was caused by a combination of wind and tide which made it difficult for tenders to take passengers from the island - which has no harbour - to the waiting vessel.

And Mr. Philip Fowler, local representative for the Paddle Steamer Preservation Society which owns the Waverley, added: "People on the trip have said how grateful they were for the help they received on the island. The crew of the Waverley, which was not allowed to sail from the island before first light, put in very long hours to get the people off. A lot of people put themselves out that night."

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### **THE DANCING MASTER (THE OLD MAN OF LUNDY) by T. Serl 11th June 1988**

Nice weather this morning. I have my boat ticket.

Lundy Field Society outing to the Island. Berry's coach to Ilfracombe and over the water on the steam paddle boat "Waverley". We arrive at Ilfracombe - boat alongside - bars, restaurant and shop open.

We visit the engine room - it smells of hot oil and steam. When working it is fascinating to see the valves and connecting rods moving.

Cast off the ropes and we are away. Lunch on board to give more time to look around.

Lundy lies approximately 15 miles west of Ilfracombe. We transfer off the "Waverley" to the island by a small launch. No sandy beaches, just a long stony beach, or none at all according to the state of the tide.

Up the steep and rough pathway to the top of the Island. We pass the noted Lundy cabbage - long green stem covered in yellow flowers.

Lundy has a church, a hotel and a public house which opens all day when boats visit. Visit the pub for refreshments, much needed on a hot day. They brew their own beer, a much easier way than bringing it from the mainland. Standing room only today - about 450 landed - not so many as last year. Postcards, gifts, books and stamps on sale.

The post box is a carton on the counter.

We have four guided tours today - archaeology, plants, birds and general. I join the plant tour outside the church at 1.30 p.m.

Not much shelter if the wind blows - nothing to stop it.

Our tour today is to Rocket Pole Pond, along the west coast to Pondsbury, to find wild orchids, and back through the Quarries.

I brought my C.B. rigs, but more interested in the tour to use them.

Tour over and a cup of tea. I return to the boat.

Back on the beach, the boat not in the water - the landing stage high and dry - everybody waiting. The wind has veered, creating rough seas.

We are unable to get off from the landing beach.

They launch the boat and tell us to go up the steps to the South Light - go along the wall and down to the small quay near Rat Island. This is a very narrow pathway - single file only, with just a rope to hold on to and the cliff falling away under your feet on the left. Some people are panicky, but we are all here with others.

They fill the boat and go out to the "Waverley", but come back - could not load as the boat caught under the paddle box and damaged the coaming. So all told to go back to the top of the Island and await further news. We make our way back. Quite a lot going back to the pub, some in information centre and the rest into the church. We settle down for the night.

I paid a visit to the pub for a hot drink, and saw a helicopter come to pick up a young lady who has had a miscarriage, but returned with the news that the boat would come back at 12.05 Sunday morning to pick us up.

Later, in comes a young lady with a yellow top on - could not see what else - seen her about the Island during the day. She must have felt the cold, so I offered her my survival bag to keep warm - shorts and tight jeans are no help. A few minutes later I heard "Aren't I lovely and warm." Time is passing.

11.50 p.m. The boat should be around somewhere. I go outside - dark and cold.

A patch of light moving across the horizon - it looks like a train in the distance.

Someone spots a red light and we presume it is the "Waverley".

It gets nearer. It is the "Waverley".

We wait and see the Land Rover go down to the beach.

### **Sunday 12th - 1.15 a.m.**

We are told to go down to the beach - dark, no lights, only the islanders have torches. As the track is so rough and to stop us falling and wandering over the edge, we all link arms to support one another. This is no cosy evening walk.

You can see the lights of all the lighthouses up and down the channel, with the South Light being so close it is quite brilliant.

The beach is floodlit by temporary lights. They launch the boat and move out the landing stage. The sea is a bit bumpy. Two men are giving us a hand into the boat. We board the "Waverley". The restaurant and bars are open, but people are more interested in sleeping. We sail after 4 a.m. to catch the tide at Ilfracombe.

It is nice to see sunrise over the channel and dawn over Lundy. Bull Point light house coming up - Ilfracombe in ten minutes.

Find the driver and we will be off home.

**SERPENTE** by A.J.B. Walker (The best Patience ever devised, for two packs)

Shuffle the packs together completely. Lay out a row of 10 cards face up side-by-side, 10 more on these (offset so you can see the first row), then 10 more, until you have 8 rows, 10 columns. Above your 10 columns you put out (you may only take the bottom card, or "solid chains" at the bottom, of any column) Aces on which you build your complete suits.

You can build from one column onto another in descending order either of the same suit (a 'solid chain') or in alternate colours (a 'broken chain'), and you can move a 'solid chain' bodily as if it were a single card during this building. When you empty one column completely you can move, if you wish, any card or solid chain from the bottom of any other column into this space. Hint - do not do this as a matter of course, because a space can be very useful for moving a broken chain. Thus if one column ends with the chain 10 to 7 of Hearts (red), then 6 of Spades (black), and another ends with the Knave of Clubs (black), you can move the entire set from the first of these columns if you have a space: 6 of spades into the space, 10-7 of Hearts onto the black Knave, 6 of spades back onto the 7 of Hearts. Without a space, this broken chain could not be moved.

When you have done all the moves you want to do, put one card from the remaining 22 onto the left-hand column. See what moves are now possible. Carry on until all cards are out. With a reasonable amount of thought and experience this game comes out twice in every three goes. (Ed. Mine came out 4 or 5 in 8!)

Important rules. You may not break a 'solid chain'; you may not, given the chance of building a 'solid chain', do anything that would make that build impossible. This second rule needs a bit of explanation: if you have 10-7 of Hearts, a 6 of hearts is at the end of one of the other columns, and the other 6 of hearts is buried in another column, you may wait until the latter is reached instead of putting the former onto the existing chain, but you may not put e.g. a 6 of clubs onto the 7 of hearts.

The game is called "Serpente" because, except on a very large table, the left-hand column can twist all around the table after you have put the remaining 22 cards onto it.

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**LUNDY** by Dr. John Dollar

Lundy is an isle of long-forgotten people and their monuments: of Neolithic men, of Vikings, Danes and Romans, of Cornishmen and French men, of English Lords and Irish tenants, of Corsairs from the Barbary shore and British privateers, of Knights and Convicts.

A place of the wildest beauty and natural strength, of former wheaten crops and busy mills, of herds and flocks and wholesome springs, of little hamlets and an ancient chapel on Beacon Hill - but also one of forts and watch towers around the coasts, of batteries and wards and narrow entrances.

A refuge for the weak and stronghold of the powerful by turns: now prosperous now devastated by a looting horde, it offered to the farmer and adventurer alike its bold protecting cliffs and sheltered Combes, its warm moist ocean breezes and its streams, its caves and narrow beaches, tors and heather, its rockstrewn Coastlines and its margining deeps.

An island with a story which waxes and fades in a strange and rhythmic way: the story of a sequence of communities that seized upon the natural fortress of the Severn Sea and used it for a time. Those who despised the treacherous shore and trade by night built farmsteads over long-forgotten bones, but with the new invader came the use once more of caves for plunder, and the castle keep.

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**LAMBING ON LUNDY: EASTER 1988**

On Lundy at Easter your Ed. was much impressed by the farm work being undertaken by Donna Claridge (4th year veterinary student at the Royal Veterinary College, London University), and Jenny King (on a B.Ed. Course at Rolle College, Exeter University). They told me about what they do. Both have been coming to Lundy for some years now, regularly in their vacations. At Easter they were superintending the lambing. DC said the experience on an Upland Farm (in spite of Devon ewes lambing outside term time) is very useful. No one else at the Royal Vet. has done lambing work on an Island where so much is done by the vet. (London University practice farms are in the Home Counties).

With DC as the vet, and JK as assistant, the following duties are undertaken: lambing itself (your Ed. watched a delivery in the "Ward"); feeding and mucking out the cows; driving Big Bears (Ed's note, large red motor tri-cycles) to catch, inspect, and feed sheep and lambs once they have left the "WARD", and to put inspected sheep and lambs back in the field again. Sterling Melhuish (island farmer) had 200 sheep lambing indoors, and a week later 150 lambing outdoors. The lamb mortality is down as a result of using the "WARD" system. The Cattle Shed/Barn in Bull's Paradise is divided by straw bale "walls" into "wards" where sheep come in before they lamb; drop their lambs; stay a little while and then go out. In these "wards" control over any sickly animal can be exercised. On the "MATERNITY WARD" twin lambs are given necessary special attention. They are drenched (by tube) with an anti-biotic NEOSULPHATREN against watery mouth (caused by E Coli). Twins need to have sucked within 24 hours of birth, preferably within 6 hours: if they don't, the ewe is hand milked and the first milk is fed to the lambs by stomach tube. Twins and mothers are numbered because the mother might neglect one of the two. Four weeks before lambing all ewes are vaccinated against clostridial diseases for example pulpy kidney, lamb dysentery. A 1 1 new lambs are injected with Vonamycin.

Sterling Melhuish does supervise but the girls perform all these duties largely on their own initiative. The "ward" is an impressively well ordered establishment, and even sustains visitors. Your Ed. was one of a party of about eight.

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#### POETRY COMPETITION by Martin Carter and his Old Lighters

1. Beautiful Isle of the foaming spray,  
I'll visit you again one day,  
Once more over your rocks to stray  
From break of dawn 'til close of day.  
  
I love to watch the frolics, in the bay,  
Of puffins, at their merry play,  
Catching sandeels, and it's my suggestion  
Such food is good for their digestion.  
  
The casual tourist ought to see  
The Montague Steps and the wind blowing free  
Through the girders of the aerogenerator  
But should not drink 'John O', the inebriator.  
  
For 'tis sad, but true, that the Devil's brew  
May now be purchased on Lundy too.  
While Satan lurks on the church's tower  
For he would have the whole island in his power.  
  
So, friends of temperance, I pray you shun  
The nut-brown liquor, which is a bad one,  
And take to drinking wholesome tea;  
Beautiful, wholesome, sugary tea.  
  
Go then to the Isle, all isles excelling,  
To see the truth of what I've been telling  
And just as sure as the next line will rhyme,  
Lundy will be remembered for a very long time.
2. I walked the sidelands, like a sheep  
That crops the grass and calls her lamb,  
Then suddenly began to weep  
For, in my life, there was no ram.  
But flowing tears were blown away  
Like butterflies of briny spray.
7. What wailing sirens, these that fill the night?  
Merely the ghostly crying of the birds;  
Shearwaters at the ending of their flight,  
Ushering in the young and tardy ones.  
Yet, they are not the emblem of the Isle,  
Nor may their singing bring a smile  
To the lips of sleeping boys,  
For puffins are their gaudy toys.
8. Piebald parrot, spirit of spume and spray,  
On foam flung far, far foraging feasts;  
Sea bounty from His bountiful benevolence  
Then up! Up high then! Through rock cleft climbing,  
Dangling a silvery sandeel.
9. Puffins swam like feathered fishes;  
Feathered fishes in the water,  
Chasing little silver dishes;  
Dishes for a puffin's breakfast,  
Tasty sandeels, slippery sandeels,  
Silver fishes by the dozen.  
Took them to the puffin fledgeling,  
Little fledgeling in a burrow.  
First they called the fledgeling outside,  
Just outside the puffin burrow.  
Then they put the fishes inside.  
Deep inside the puffin fledgeling.
10. Bare your golden talons  
And scratch the crystal stone.  
Hope lies under the ashes  
That fall from the burning bone.  
  
If I were guardian of Lundy,  
On a contract for seven years,  
I'd hire a team of firemen  
And wash away her tears.  
Bare your golden talons \_\_\_\_\_

3. The puffin has an aquatic habit,  
But digs a hole like a bunny-rabbit.
4. The piebald bird, whose multicoloured beak  
Transports those fishes which all puffins seek,  
Leaving the sea, ascent to thrifty height  
And gives her chick a meal before the night.  
"Farewell, dear fledger," does the puffin croon.  
"You must exchange your nest for ocean, soon."
5. We sailed from port at five (or ten) to three  
And reached the Isle in time for afternoon tea.  
Aunt Susan buttered crumpets on the table  
While Uncle Bill sat talking with Aunt Mabel.  
  
Where Benson once betrayed his rightful king  
We sipped Earl Grey amidst the scent of ling,  
And on 'Old Chelsea' plates were scones and jam,  
(Though Uncle Bill preferred boiled eggs and spam).  
  
My eyes were fixed on Myrtle's supple limbs.  
She, disdainful tea, was drinking Pym's  
From floral, plastic picnic-cups from 'Marks'.  
Ah, those days of youth and fun and larks!
6. Wendy Puddy answers the phone  
Without a murmur, without a moan.  
Though her hair's awry and her boots are muddy,  
A wonderful woman is Wendy Puddy.
10. Cont'd ..  
  
If I were as rich as a duchess,  
I'd buy the Irish Sea  
And live in the Old Light Upper  
And eat roast puffin for tea.  
Bare your golden talons \_\_\_\_\_
11. I met a climber on a granite face  
Who said: A large and conical depression  
Penetrates the island. Near it, off the strand,  
Alone, the Shutter rock ascends, where gulls,  
And guillemots and little razorbills  
Rest on the furrows of its wrinkled face,  
Which offers shelter from the shattering waves.  
The beast that set it there is now far fled.  
And near this rock a wave cut cave there is;  
A cave that gnaws at the very heart of hell,  
Sculpting the Dark Intestine of the Devil's Kih,  
Wearing its heart away. Around the screes  
Of that eternal stone, silver and grey,  
The hungry ocean hills fetch far away.

#### THE LUNDY WORKING PARTY October 8 - 15th 1988 by Joan Chapman

In the small hours of Saturday, 8th October, members of the Autumn working party of LFS gravitated towards the Oldenburg which was due to depart from Bideford Quay at 6.30 a.m. Weather-wise we were between two gales - the one still dying down and the other just brewing up so the trip was designed to be a test of the inner man. I was the new member of the party of 4. Helen Cole, Ian Lovatt and Brian Nutley had all slaved among the rhododendrons on previous occasions but I, Joan Chapman, was to be initiated into the lively and wanton ways of Lundy working parties. The fact that I am a middle-aged widow of hitherto unknown disposition must have given cause for concern to the younger members of the group - though my customary energetic lifestyle soon dispelled any notions of possible frailty on my part.

There is something about Lundy that makes people get closely acquainted very rapidly - the feeling of being part of a special community, the curiosity about what draws so many different beings to this lovely place - and within 24 hours everyone is your friend. The week brought forth all weathers - starting with a lusty gale during which one could lean on the wind or be blown off one's feet over on the west side of the island while Lundy "butterflies" were tossed about in the air. Two days later in Millcombe Valley the sun shone down from a blue sky over a blue sea and the seals called happily across the bay on Rat Island. By the end of the week we were choked by bonfire smoke blowing in the teeth of the gale in every direction in V.C. Quarry and on departure Saturday an easterly wind and strong waves rolled the Oldenburg about on her moorings to such an extent that her day passengers were forced to remain on board from 12 noon to sailing time at about 5 p.m. Our half-day Wednesday was like a summer day and we enjoyed a sun-bathed walk to North Light where we saw Northern Divers (either Great or Black Throated). The 'bird of the week' was the Wryneck in Millcombe. Regretfully I never saw it - though many places where it had been were pointed out to me. All of us did see numerous beautiful little goldcrests.

There is always an unforgettable moment in fieldweeks such as this. The day we needed Landrover transport to carry our working gear to V.C. Quarry John Puddy was pressed into service as driver. As he turned the landrover from the track along the top of the island and headed apparently for the edge of the cliff - where miraculously a sharp right turn sets the Rover on a downward path barely wide enough to accommodate its wheels and extremely uneven - as I peered with simultaneous excitement and dread

down into a frothing sea below and to my left I said, "You must have found this quite hair-raising the first time you did it!" and the reply came back. "This is the first time!" This was topped only by a subsequent ride down the same track with John Alford as driver - after which it is certain that the shortest distance between two points is not a straight line! But I always place absolute faith in the driver and I would go again.

"Quarters" provides all human comforts with the bonus of marvellous views over village and sea and the haute cuisine of working parties is beyond imagination - except when Ian is chef, and then the services of a 'skivvy' would be appreciated. This time I endured the role - but maybe he could bring Ruby on future working parties! Brian's chillis warm the cockles of the human soul and our thanks should be extended to Jane Maggs for her delicious contribution to the menus as well as all the other help she gave us. To sum up: the pounds we lost in slaughtering rhodies we regained from the haute cuisine; the friends we made and people we met added interest and pleasure to the trip and Lundy freely dispenses its powerfully magic charm to all corners.

What can one say but "Lovely, lovely, lovely?"

### **LUNDY AT CHRISTMAS - 1988** by Jenny Langham, Chiswick, January 1989

"You're going WHERE?" came the refrain from my colleagues. I explained again; Yes, I was asking them to stand in for me, while I went to a small island for a whole week, at the end of December with no home comforts and no television. ("No Telly!" they chorused). I managed to persuade them that the holiday was not the last prize in the Damart Thermal Underwear Christmas Raffle, and that I was of sound mind and going there of my own free will. They shook their heads sadly and walked away. For the first time in my life I had decided to spend Christmas on Lundy. I had once spent New Year on the Island, which was a riot of fun and celebration, but this was going to be something different, altogether quieter and more solitary.

After a hectic week of office parties, we left London and made our way to Bideford, for an enjoyable evening with the Ogilvie family. After several glasses of wine and a late night, the prospect of getting up at five and staggering down to the Quay in the teeth of a force 6 (gusting 8) was almost enough to make me go straight home again. The Oldenburg skipper greeted us with a cheerful smile, and the comforting words, "I wouldn't normally go out in this, but it's Christmas, so I will." There was only one thing for it - two seasick pills and a large gulp from my emergency hip-flask. I lay down and slept all the way, emerging on deck in the Landing Bay, feeling full of the joys of spring, and surrounded by lots of very sick people. The boat is not comfortable, in fact there were reports of one lad falling on to the beach and kissing the pebbles on arrival, but (to be fair) we had had an appalling crossing in August too. The weather does not seem to be worse in the winter; it's just pot luck.

We arrived in the Tavern to find that half the Island population were leaving for the week, leaving one feeling a bit vulnerable. However the shop and the Tavern were open regularly, and with only 38 people on the Island, there was no pressure on resources. Indeed there was plenty of water, you could even lounge in a hot deep bath with no feelings of guilt! The strong winds meant that the storage heaters were on almost all the time, and the cottages were generally warm and cosy. We did have a little problem with the water supply at Brambles; as no-one had been there for several weeks, the water in our tanks had gone stagnant, so the drinking water smelt of a mixture of raw sewerage and rusty tin. This was rectified for us, and a great deal of slime and mud poured out of the taps for a while. A useful tip is to strain the bath water if you have the first bath. A veritable collection of insects had accumulated in our pipes - I was so excited, I called in my two house-mates (both Zoologists). They shrugged and said it looked like cockroach portions, and I should have hung a nylon stocking over the tap before pouring. (I must remember that one!)

Christmas Eve saw a mini carol service in the Tavern. Luckily an excellent piano player was staying in Castle Keep South, and it was all very jolly. The Tavern stayed open late, and a good time was had by all. On Christmas morning we walked to the North End and saw not a soul on our journey, either way. There are two remarkable things about Lundy in the Winter; firstly the shortage of people, and secondly the fantastic light. It is difficult to describe the latter, but the skies are amazing, often with dark

clouds with brilliant silver rays of sun beaming down on to the sea. The light is very bright as best, but fades early. Indeed the useful day is only really 9 till 3, and it gets very dark early. If your boat leaves after 5 p.m., remember not to pack your torch in your luggage, or you will be struggling down to the beach in the dark. (When we had stayed at New Year, we had accepted an invitation for tea at Tibbets and had to struggle torch-less back to the tavern in the evening!)

We were very lucky with the weather - In fact one day was 14 degrees C and sunny, whereas August had been 14 degrees C and cloudy. We managed a picnic lunch on one day, and had a short while sunbathing at a sheltered spot at Jenny's Cove. Woolly hats, scarves, gloves and waterproof trousers were not needed, but you need to go well prepared for all eventualities. Wellies (or sturdy walking boots) are a must. Even if you have a dry week (as we did) most of the gates are surrounded by thick mud and puddles.

Boxing day saw the traditional Lundy buffet, with an amazing selection of foods prepared by Dave and Dani. Most people were dressed up in their best attire, high heels and all! I walked over to the South West Point for a breath of fresh air the wind was so strong that I could not open the Tent Field gate to get back. Once you start laughing at yourself you are lost, and climbing over it, dressed in a frock was not easy! I arrived back at the Tavern with stiff and salted hair sticking out like a fighter pilot's scarf, and make-up all over my face. Lundy and glamour do not mix! We did not indulge in much traditional Christmas fare, but the shop was amply stocked with crackers, party poppers, chocolates and Christmas puddings, as well as being well stocked with other fresh produce. (Certainly the first time I've ever bought an avocado pear on the Island!). The shortage of people and the festive atmosphere led to it all being very relaxed. Even on Christmas day there was no need to queue to use the pay-phone, and everyone was able to make those necessary calls, presumably to reassure their nearest and dearest that they were still sane. I ought to take a leaf out of the book of the people who do the Moulson Lager adverts on TV, and say, "Christmas on Lundy is terrible, don't go", as it is tempting to try to keep it for oneself. However, I cannot do that; Christmas on Lundy is lovely, peaceful and relaxing, and I shall hope to return soon. Remember to go with an open mind - it's certainly very different!

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### THIRTY YEARS AGO..... (1956) by Myrtle

The Lundy Gannet was new, and we made our first crossing in August, when the weather was a bit choppy, and I noted that "she danced a little". We made the crossing from Bideford in 3 hours 10 minutes with the master, Trevor Davey, and mate, Peter Lecky, and went straight up to dinner in the hotel, where there was a new cook. We were a bit sorry about that, because Mrs. Gade had been such a superb cook, but she was now working in the gardens with Frank Cannon. Stanley Smith was managing the bar with this cheery resourcefulness, and Audrey looked after the shop, which was then at the west end of the Tavern. Mr. and Mrs. Gade were living in Tubby Harrison's Bungalow (not then dubbed "Blue"), and Mary was installed with her family at Stoneycroft.

Miss Eileen Heaven and her sister were holidaying on the island, and we also met for the first time the Rev. Dixon and his family from Appledore; he was Curate-in charge of Lundy and had dreams of a small island church, more suited to the present character of the island. When we went to service on Sunday morning the bells were rung, and Albion Harman read the lesson. After this we went down to the beach, and Albion had kindly arranged a trip round the island for us all in the Lundy Gannet; it was a lovely day and calm, and we enjoyed an idyllic morning.

At that time we used to rent the little cable hut against the side of the castle (for, I think, £6 per year) and we went over to do some work on the inside, but found that we couldn't get in as the lock had completely rusted up during the winter. It was quite usual at that time for the visitors to join in the work about the island, and we spent one morning hoeing cabbages in the Tillage Field, which I noted was very hard going, and another day working in the garden in front of the hotel. After work we had a cricket match, and Wimpy Worrow was wonderfully entertaining in the bar. Nearly everybody used to contribute some song or recitation to the evening's entertainment, and those who couldn't were expected to help keep the beer flowing....



**A LUNDY POEM (AUGUST 1988)** by Rebecca Metcalfe (aged 8)

I like Lundy because it is a very nice place. I like the Tavern and the Shop.  
I like the windmill and the Old Light and the Church. I like Cobweb the horse and  
Spider the horse and Daisy the Cow.  
I like Old House South and New House. I like North End and John O' Groats.  
I like the beach and Divers Beach.  
I like the (sea) and the island.  
I like everything on the island.

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(Ed.'s note. The following newspaper reports of the Lundy sage represent both views as fairly as possible.)

**HAPPY LANDINGS AHEAD FOR LUNDY** 1st September, 1988 Bideford Gazette

A massive DIY project due to start on Lundy this Autumn is being hailed as the turning point in the Island's struggle for survival. As the culmination of 20 years work in upgrading the Island's amenities and developing its tourist potential the Landmark Trust has announced a £1.3million scheme to provide happier and safer landings. More visitors than ever before are visiting the isolated Bristol Channel beauty spot - 13,000 last year - but others are being put off by the present "adventure" of having to land in a small boat, said Trust director Mr. Robin Evans. Now a permanent jetty, something which has been talked about since the turn of the century, is to be provided. It will push 120 metres into the sea close to the present landing bay. It will enable the supply and passenger ship Oldenburg to dock and unload in comfort and safety and will give up to an hour-and-a-half longer on the island. When the Landmark Trust took over administration of the island in 1969 its economy, infrastructure and buildings were in a poor state, said Mr. Evans. Heavy investment since has proved a huge success in bringing more visitors than ever, leaving the means of landing as the last weak link in attracting tourists and the creation of a viable economy. "We feel the jetty heralds a new era for Lundy and the turning point in its struggle for survival." Mr. Puddy described the jetty as a "Lego" type construction of huge hollow concrete bricks, the design chosen to suit economical home building yet to be robust enough to withstand the worst Atlantic conditions and waves of up to 33 feet. Infilling of the hollow columns constructed from a concrete base on the seabed will be with shale rock blasted from the Island's own cliffs. In the process this will create an access road around the largely inaccessible south east corner of Lundy. Work on the cliff face will begin this autumn with the Royal Marines at Instow having volunteered to help transport heavy plant and materials from the mainland. Next spring work will begin on the jetty itself. On the mainland - possibly at Fremington Quay - 1,000 massive concrete bricks will be made. These will be transported to Lundy on a coaster, which has already been bought for the purpose. Work will continue for 18 months, providing work for up to 15 people.

Although the Landmark Trust has underwritten the cost of the project it is hoped to recoup at least half through a national public appeal. Appeal organiser Mr. Ron Crossland hinted at hopes of "big name" participation and he predicted a tremendous scramble for tickets for the first trip.

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**LUNDY BAN ON BOATS** North Devon Journal, 13th October, 1988

Two passenger steamers are being banned from landing at Lundy after 400 passengers were left stranded on the island. The Landmark Trust have decided not to offer landing facilities to the steamers Waverley and Balmoral next year. Their decision follows an incident when the paddle steamer Waverley effectively abandoned more than 400 day visitors on Lundy by sailing back to the mainland to fulfil another engagement. It was unable to return until the following day so the visitors were stranded overnight. Lundy's agent, John Puddy, says the island does not have the facilities to offer satisfactory overnight shelter for large numbers of day visitors. It is essential that any ship bringing day visitors should stay close to the island until its passengers could be embarked, he adds. "The wind and weather are the major factors determining when passengers can be safely transferred to and from the island, and conditions at Lundy can change very quickly." "It was fortunate indeed that sea conditions permitted the PS Waverley to return from the mainland, otherwise the passengers could have been stranded for very much longer."

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**STORM OVER LUNDY BAN ON STEAMERS** Gazette, 20th October, 1988

The tourist industry of Ilfracombe could suffer a severe blow next summer if the ban on visits to Lundy by the paddle steamer Waverley and cruise ship Balmoral is implemented. That was the warning this week from Terry Sylvester, chairman of the Paddle Steamer Preservation Society which runs regular trips to the island each summer from the North Devon resort. He reacted swiftly last week when the Landmark Trust, which administers Lundy, announced the ban, following an incident in July when 400 Waverley passengers were stranded overnight in bad weather.

Mr. Sylvester said any restriction on the activities of the Waverley and Balmoral would have serious consequences. "It would obviously mean a reduction in the number of visits we could make to Ilfracombe," Mr. Sylvester told the Gazette. "Ilfracombe would lose thousands upon thousands of visitors. We landed 4,000 people there during one weekend alone this summer."

Mr. Sylvester claimed that Lundy would also suffer as the result of any ban and said he was preparing a detailed submission to Landmark Trust chairman Sir John Smith.

"We cannot believe that Sir John would be willing to allow his Trust to change its high ideals and become, instead of preservationists, destroyers. "Over the past ten years, visits to Lundy by our ships have produced an income for the island of more than £100,000. "Each year we organise and pay the costs of the annual church service and the annual Three Ships Festival."

The Waverley made what could be its last trip to Lundy on Sunday, ending a tradition going back more than 100 years. Feelings are still running high on the island about the incident in June when the 400 passengers were left stranded. The Landmark Trust claims the Waverley should have waited off the island until conditions improved. Instead it returned to Ilfracombe to undertake a charity cruise. Trust director Robin Evans said: "The island just cannot cope with a situation like that. Some of the visitors were put up in cattle sheds and that is not the sort of impression we want visitors to take back."

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**SELFISH BAN ON BOATS** NDJ J. R. Scotney, Shebbear College 20th October, 1988

I read, with regret the impending decision to ban the steamer Waverley and the mv Balmoral from sailing to Lundy. It is a shame these ships, which provide so much pleasure for thousands of trippers each year, should not continue in the tradition set up so long ago. What seems to be a blatant piece of self-interest in giving the Oldenburg sole landing rights is just not on. Not only will the people of Lundy lose much of the income previously derived from the ship's visitors but, potentially, many ports of the Bristol Channel, notably Ilfracombe, whose tourist fortunes have been revived by regular sailings, will suffer too. I was on the island on June 11 on the ill-fated Lundy Field Society visit when we were stranded until after midnight. That accommodation on the island was inadequate was only a short term problem. I would certainly have been pleased to have been in receipt of the massive financial support given to the Mariso Tavern that evening' I have brought school parties to the island for ten years and regard the Waverley and Balmoral as far superior vessels for such outings and I do not feel disposed to use the small Oldenburg. One unfortunate trip should not be allowed to become the excuse to destroy the opportunity for many people to see the island.

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**OUTRAGED BY DECISION TO STOP DAY VISITS TO LUNDY** From: Valerie and Lee Martin, Clayfield Road, Brislington, Bristol, Western Morning News, 26th October, 1988

It was with considerable dismay that we learnt of the decision by the Landmark Trust to stop day visits after this present season to Lundy by P. S. Waverley and M. V.

Balmoral. It is sincerely to be hoped that this will prove no more than a passing hiccup in somebody's thinking and that in fact day visits based on these vessels will continue in future seasons. We cannot understand why this appalling decision has been taken.

The fact that the visit of the Lundy Field Society earlier this season was prolonged by a few hours should come as no surprise to anybody acquainted with the elements in the Lundy area. It surely cannot be argued that on this occasion some intolerable strain was put upon the island's resources and the staff there. We believe this needs a lot of clarification.

It seems possible to us that the decision is a product of an "elitism" whereby it is considered that Lundy's proper function is a rather inaccessible nature reserve - a wild place where the vulgar day-tripper is not welcome. We might call such a view

"Skomer Syndrome," In our experience that island has been made unattractive for the casual visitor faced with a formidable array of stringent rules and corralled into marked footpaths, to stray from which is to invite trouble. Is it intended that Lundy should go the same way? Was it the intention of Jack Hayward, when he purchased Lundy for the nation, that it should become difficult of access save for a privileged few?

We write in knowledge of the island. It is one of our favourite places. On several occasions since the Landmark Trust took Lundy on we have stayed for up to a fortnight, usually at Hammers. But we cannot do that every year and, indeed, most people who come to love Lundy get to know it initially by way of a day visit. We have nothing but praise for the work of the Landmark Trust on Lundy.

Beyond this lies the harm this decision will do to all those who have worked so hard to ensure that passenger cruises do not disappear from the Bristol Channel. We believe obviously that this is wrong and ought to be reconsidered. The island's own vessel, the Oldenburg, is no doubt a satisfactory supply ship but it entirely lacks the capacity and the passenger comfort of the larger vessel. It cannot fill the gap which the withdrawal of Waverley and Balmoral will create.

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#### **PLEAS TO BLAST ISLAND CLIFF** Western Morning News, 31st October 1988

Devon planners will be asked today to give permission for blasting on Lundy Island, off the County's North coast, in order to construct a new jetty. With more people visiting the island, the Landmark Trust, which leases it from the National Trust, is proposing to build a permanent jetty to replace the existing portable one. This will enable passengers and goods to be landed on the island rather than being ferried ashore in boats as at present. The new jetty will be at the extreme south-eastern end of the island and planning permission has already been granted by Torrington Council.

Now Devon County Council is being asked to approve the extraction of shale from the adjoining cliff, partly to create access to the new landing area and partly to gain infill for the jetty. Permission is necessary because the island is within a coastal preservation area and a nature conservation zone. County engineer Michael Hawkins will tell planners today that the location of the new jetty has been chosen to minimise the impact on the view when approaching the island and the track leading to it will open up an area of the island which is now inaccessible. The planning committee will be asked to approve the construction and the necessary blasting subject to a number of conditions.

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#### **LUNDY BAN ON PLEASURE SHIPS IS DEFENDED** North Devon Journal, 3rd November, '88

John Puddy, Lundy's Agent, has defended the decision to ban the steamers Waverley and Balmoral from visiting the island. "It was given a lot of thought, and not taken lightly", he claims. And he denies that behind the Landmark Trust's stance, lies any intention to restrict access to the island by the public.

The verdict has dismayed officials of the Paddle Steamer Preservation Society whose vessel, the Waverley, was involved in the incident last June which led to the decision to discontinue visits. But Mr. Puddy claims it was justified in the light of the circumstances which prevailed at the time, when 460 passengers were left stranded on the island at night while the Waverley went back to the mainland for another engagement. Giving more details of what happened, Mr. Puddy said yesterday that when the time came to re-embark passengers on the Waverley on June 11, the conditions were such that the loading was not possible. Passengers were moved to the more sheltered cove quay to permit easier loading of the launches. But at this point, the Waverley left Lundy.

"As often happens, within a short time conditions had improved and loading could have been carried out in daylight. However the Waverley did not return until 12.30 a.m. when again conditions had deteriorated. "One woman was airlifted off by RAF Helicopter with a suspected miscarriage and considerable discomfort was experienced by many other passengers. Things were very tense. "I'm only surprised the Society have waited until now to react. We informed them back in July of our decision. "The people of Lundy feel strongly that they were abandoned by the ship which should have stood by until loading could commence." Now that the MS Oldenburg is serving Lundy from its Bideford base, the island is more accessible than ever, says Mr. Puddy.

This year the Oldenburg has called at Lundy 120 times and carried 11,500 passengers, compared to the landings of 2,400 passengers by other vessels. "Lundy and the Oldenburg

are both local attractions, so please let us not get sidetracked into the belief that they are a threat to tourism in the area."

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**LANDING ON LUNDY** From J. Payne, Yeo Vale, Barnstaple, Gazette, 10th November, 1988

Sir - No doubt some people will criticise Sir John Smith and the Landmark Trust for their decision to ban the Waverley and Balmoral from landing passengers by launch on Lundy following the incident when 400 people were left stranded on the island. However much the Waverley company may protest, the fact remains that the ship should have remained standing by off-shore, especially in view of the worsening weather. Although they claim to have gone on a charity cruise on this occasion. I know from experience that they run a very tight schedule. In Swansea earlier this year, the buses took us back to the quay at the appointed time for the return journey to Ilfracombe - but no Balmoral! She had gone off on another cruise, apparently taking local people back to the North Devon coast. We were eventually turned out of the waiting room as they were closing and, "it was nothing to do with them if our ship was late." So we had to stand on the quay for about another half an hour before being able to get on board. We laughed and thought little of it at the time, but it does prove my point - such practices are most undesirable with a place like Lundy where landing by launch can be a hazardous and uncertain business at the best of times and there are not the facilities to cope with large numbers of people if they get stranded.

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**STEAMER BAN IS IMMORAL** NDJ 10/11.88 From I. McMillan, Bridgend

I read your report that the Lundy trustees intend to ban the steamers Balmoral and Waverley and their passengers from visiting Lundy. Through the years my family and I have travelled regularly on these steamers and their predecessors. Two of our favourite destinations are Lundy and Ilfracombe. To deny us access on the steamers we wish to use is outrageous, particularly as the reason given suggests that a ship's master should consider convenience before safety! The whole business appears to be almost immoral.

The armed services are assisting in the construction of a new jetty at the island, presumably at taxpayers' expense. And yet the steamers will be denied their rightful free access. The Lundy people operate a small vessel to service the island. Surely they don't expect us to travel from Newport in that! Lundy was given to the nation, and it would appear that the nation is now assisting with the erection of a new pier. We have a moral right to free access and I call on our political representatives to ask the appropriate questions at the highest level. NDJ 10/11.88 from P.J. Murrell, Bristol. I understand some of the work being carried out on the new jetty is being undertaken free of charge as a "training exercise" by the Royal Marines. Is it really acceptable that tax payers' Money should be used in this way to help someone who is so obviously hostile to taxpayers? If the present quite intransigent attitude of Sir John Smith and his colleagues continues it is to be hoped that the authorities will ensure that this form of aid to the island is withdrawn forthwith.

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**JETTY ROAD BEGINS**

A sea king helicopter has flown in the Lundy carrying explosives. It made two trips from the Royal Naval Air Station at Yeovilton; the explosives will be used to construct an access road to the cove beach from the main landing beach at the island's south end. It is hoped the road will be completed early in 1989. If the weather permits, more machinery will be transported to Lundy by the Royal Marines from Instow.

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**STEAMERS BITE BACK** From: Mr. James H. Price, 29 Marlborough Road, Ilfracombe, and Mr. K. Draper, 3 Hurne Road, Ilfracombe, N.Devon, Gazette, 24th November, 1988

Sir - In answer to Mr. Payne's letter, I would like to put the facts right regarding the Waverley "claims" to have gone on a charity cruise. This cruise was the Victorian evening cruise organised by the Ilfracombe Round Table on which over 600 people in Victorian dress sailed from Ilfracombe to Lynmouth. All enjoyed themselves and over £1,000 was raised for charity - £500 was given to the Scanner Appeal and £500 to the Heart Stop Appeal. I think we can "claim" to have run a charity cruise for local appeals.

Sir - in answer to Mr. Payne's letter in your column regarding the tight schedules of the vessels Waverley and Balmoral. I feel I must say that I arranged with my employer for a day off especially to travel on the advertised day trip to MS Oldenburg to Swansea, which should have left Ilfracombe at 7 a.m. only to find that the Oldenburg had sailed half-an-hour earlier. Apparently they thought there would not be any passengers at that time in the morning. How can Oldenburg supporters find fault with the Balmoral's time keeping if their own isn't perfect? As you can imagine I was a very disappointed customer that day.

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## CASHING IN ON THE MAGIC OF OUR OWN PUFFIN ISLAND NDJ 15.12.88

Lundy is no longer just a quaint blob on the horizon inhabited by puffins and mentioned daily in national shipping forecasts. It has become a unique, yet major influence in North Devon's tourist appeal as more and more people recognise it as, to quote the words of an islander, "a magical place." Yet despite its tremendous surge in popularity as a tourist attraction, the Landmark Trust - who have it on a long lease from the owners, the National Trust - are adamant about one thing. It will never be allowed to deteriorate to the candy-floss, kiss-me-quick-hat level of so many of our traditional holiday venues.

Lundy IS different - and it will stay that way. And this was one of the underlying reasons behind the Trust's decision to bar the steamers Waverley and Balmoral from taking passengers to the island in future.

This means an added burden on the 300-ton Oldenburg, a superb little ship, built 30 years ago with technology then ahead of its time. It will now be the sole passenger-carrying link between the mainland and the island. But, as Trust director Robin Evans points out, the Oldenburg this year has carried over 11,000 passengers to Lundy compared with 2,500 by the Waverley and Balmoral. And he stressed that the decision, which was not without its critics, did not mean a ban on all companies. "We're not trying to stop anyone taking people to Lundy. It's just that we thought this particular company didn't work the way they should have worked. If any other firm wants to discuss this aspect they only have to approach us."

The Trust have spent £2.5 million in the 18 years since they took on the lease. The buildings were run-down and in need of repair. Now they can house 130 self-catering holidaymakers in comfortable conditions. And Lundy is not just a summer attraction. Agent John Puddy says: "We are open 365 days a year, and Christmas and New Year there is a wonderful time to be around. Mr. Evans weighs in with his assessment of Lundy's appeal: "It is stuck 28 miles out into the Atlantic, it's wild, bracing and tranquil - yet the accommodation has electricity, baths, not meals, and a pub. It's on its own." The decision to buy the Oldenburg and base it at Bideford was inspired. It can carry 260 passengers (it made 130 trips this year) and its use is to be extended to open up a whole new range of river cruises up and down the Taw and Torridge - a view of North Devon rarely seen by its own inhabitants. "Serving the two ports of Ilfracombe and Bideford gives us the best of both worlds. Ilfracombe has the seasonal trade, Bideford is a working town with a slightly longer season," says Mr. Evans. The Trust are currently carrying out a campaign to attract coach operators to bring people in from outside the area for day trips which can take in a visit to Lundy as part of the package. The ease with which from next summer vehicles will be able to reach the Bideford area by new roads, without any hindrance from traffic jams, has not been lost on Torridge District Council. They recently decided to waive pilotage fees on the Oldenburg, which brings trade to the area through the supplies it carries to the island. In turn, Mr. Evans has the highest of praise for the Council and the people of the Torridge area "for the way they have made us welcome, and taken us to their hearts, and given us a secure and helpful base. "Torridge council had the vision to see the effects of visitors when the new link road is finished, and how Lundy will now be within comparatively easy reach of the Midlands from the M5," he says.

The £1.3 million jetty now under construction is further proof of the Trust's total commitment towards boosting Lundy as a tourist centre, and in turn this will all reflect itself on how much money is spent by visitors to North Devon. The North Devon aspect of the Oldenburg operation is also emphasised. The crew of six, including the skipper Denver Scoins, are all locals, and add to this Lundy's working population, only 23 people are involved in the day-to-day running of the island. More and more, Lundy is going to be a place to visit all the year round. Some people even prefer an autumn or winter

trip there - a chance to escape from it all and wind down without making a long journey to do it. And every visitor who is lured to the island has to pass through North Devon first - and that is a bonus for an economy which will continue to depend so much on tourism in the 1990's. Lundy has hardly changed at all since the Moors occupied it centuries ago. That is the principal reason for its unfailing fascination.

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**DAY TRIPPERS IN BAN ON VISITING LUNDY** from: N. Jones, Keynsham, Bristol, NDJ 30.12.88

In reply to the letter of John Puddy (Journal, December 3), defending the ban of Waverley and Balmoral - both ships of the Paddle Steamer Preservation Society - from visiting Lundy next year. Mrs. Puddy quoted figures relating to passengers carried by the mv Oldenburg and both PSPS ships. Oldenburg sails mainly out of Bideford and, he says has called 120 times carrying 11,500 passengers, an average of slightly less than 96 per trip. Both PSPS ships (restricted in number of calls by the Landmark Trust) were scheduled to make a total of 17 visits between the end of May and Mid-October. Three trips were cancelled (due to the weather) with about 1,500 passengers on board, 14 trips did take place with an average of 300 passengers per trip, so 2,400 should be switched around, then a truer figure will emerge. I rather suspect the Landmark Trust and Mr. Puddy are concerned with the reported loss of £35,000 or more on the Oldenburg and the incident of June 11 was the opportunity they had been waiting for. With the Oldenburg sailing from Bideford I do not think Lundy is more accessible, nothing could be further from the truth. By banning any other ship from visiting Lundy they are banning people from all ports on the Welsh Coast from Swansea to Newport and on the English coast from Bristol to Ilfracombe from visiting Lundy.

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**EDITORIAL CONTINUED ON BACK PAGE.**

CINDERELLA STAMP CLUB. British Private Post Study Group Newsletter.

The above philatelic Study group (B.P.P.S.G.) issues a quarterly newsletter covering stamp issues and other philatelic matters of organisations in the U.K. other than the Post Office. These organisations include railways, bus, courier and shipping companies; Christmas Charity posts; strike mails and, of course, off-shore islands such as Lundy.

The B.P.P.S.G. Newsletter has now been running for eleven years and Ann Westcott has asked me, as editor, to produce an index of Lundy articles and references in the 44 issues up to October 1988.

Lundy has always received wide coverage and more than its fair share of space in the pages of the BPPSG Newsletter and the subjects have ranged far wider than just philatelic matters.

The index is almost self explanatory and only the column headed "Number" needs any clarification. The figures before the slash indicate the whole number of the newsletter (from 1 to 44) and the figures after the slash indicate the actual page within that newsletter.

Almost every item mentioned in this index; stamps, postcards, covers, tickets etc. is illustrated in the newsletters.

Roger Allen.

<u>DETAILS.</u>	<u>NUMBER.</u>	<u>DATE.</u>
Abbott Laboratories. 1962 Medical mail (Pentothal)	5/16	Oct.1978.
Aeroplane landings on Lundy in 1984.	30/57	Oct.1984.
Album of old Photos. Published by Myrtle Langham.	13/22	Oct.1980.
"A.M.G." Overprint on 1962 definitive stamps.	34/53	Oct.1985.
"Appeal" Stamp.	18/10.	Jan.1982.
"Appeal" Stamp.	29/44	Jul.1984.
"Appeal" Stamp. (Register)	42/34	Apr.1988.
"Appeal" Stamp. (At Auction)	43/35	Jul.1988.
Army Signals. Bogus cancellation.	19/22	Apr.1982.
Army Signals. Bogus cancellation.	20/31	May.1982.
Art work of John Dyke Souvenir cover.	40/17	Oct.1987.
Badges of the Lundy Collectors Club.	36/16	Apr.1986.
Balloon Post. Stamp issue June 1985.	33/38	Jul.1985.
Balloon Post. Stamp issue June 1985.	34/51	Oct.1985.
Balloon Post. Stamp issue June 1985.	34/53	Oct.1985.
M.V."Balmoral". Sailing details.	10/2	Jan.1980.
M.V."Balmoral". Sailing details.	11/7	Apr.1980.
M.V."Balmoral". Sailing details.	16/14	Jul.1981.
Barbecue tickets for event on Lundy 26.8.1987.	41/3	Jan.1988.
Battery Post Box (Dartmoor type).	43/40	Jul.1988.
Battery Post Box (Dartmoor type).Cancellation.	44/62	Oct.1988.
Beer Brewing on Lundy.	28/24	Apr.1984.
Bibliography of Lundy articles by Roger Cichorz.	9/22	Oct.1979.
Bisects of Lundy Stamps.	26/37	Oct.1983.
Bluebell Railway to Lundy. Philatelic covers.	44/59	Oct.1988.
Bogus "Rotary" overprints on Lundy stamps.	9/21	Oct.1979.
Bogus "Rotary" overprints on Lundy stamps.	14/4	Jan.1981.
Bogus "Rotary" overprints on Lundy stamps.	17/25	Oct.1981.
Bogus overprints on 1962 Anti Malaria stamp issue.	18/9	Jan.1982.
Booklets. (See "Stamp Booklets")		
Boycott of French Mail. Lille to Lundy covers.	28/27	Apr.1984.
Brazen Ward (Mousetrap). Dartmoor type Post Box.	43/40	Jul.1988.
P. & A. Campbell Steamers - sailings.	29/50	Jul.1984.
Cash Register Tapes.	26/38	Oct.1983.
Castle Parade. Archaeological activities.	30/57	Oct.1984.
Catalogue of Lundy Stamps by B.N.D.Chinchen.	18/11	Jan.1982.
Centenary of Birth of Martin Coles Harman. Philatelic cover.	34/51.	Oct.1985.
Christmas Cards of Lundy.	27/11	Jan.1984.

<u>DETAILS.</u>	<u>NUMBER.</u>	<u>DATE.</u>
Christmas Cards of Lundy.	29/44	Jly. 1984.
Christmas Stores, Hartland. Lundy Postcard.	42/29	Ap1. 1988.
Chronicle (See Lundy Chronicle)		
Cigarettes. Special Lundy pack.	29/43	Jly. 1984.
Cinderella Stamp Club meeting 1986 - Presentation of Lundy material by George F. Crabbe.	37/35	Jly. 1986.
Constant Varieties on the 1982 definitive stamps.	31/2	Jan. 1985.
Coronation Stamps. Lundy issue.	5/14	Oct. 1978.
Coronation Stamps. Lundy issue - withdrawal.	12/10	Jly. 1980.
Definitive stamp issues of January 1982.	18/9	Jan. 1982.
Definitive stamp issues of January 1982.	19/22	Ap1. 1982.
Definitive stamp issues of January 1982.	31/2	Jan. 1985.
Definitive stamps of Lundy (1929 & 1930). Mystery imperforates.	24/10	Jan. 1983.
Delayed by Storm Cachets.	16/19.	Jly. 1981.
Destruction of Stamp remainders.	2/1	Nov. 1977.
Devonshire Association Transactions. Vol. 118. 1986:- Article by Myrtle Langham on the Heavens.	39/7	Jly. 1987.
"Duncan" class battleships on postcards.	41/3	Jan. 1988.
H.M.S. "Duncan". Delandre label.	36/16	Ap1. 1986.
Dyke, John. Artwork for his 1950s souvenir cover.	40/17.	Oct. 1987.
Dyke, John. Wedding announcement (Allen) illustration - map of Lundy.	43/41.	Jly. 1988.
Eric Bloodaxe design used by Philatelic Dealer.	26/40.	Oct. 1983.
Essays of the Lundy Philatelic Bureau. 1943.	39/7.	Jly. 1987.
"Europa" 1961 Covers.	16/18.	Jly. 1981.
"Europa" 1961 mini-sheet. Prince Henry overprint.	34/53	Oct. 1985.
European Architectural Heritage year. Stamp issue.	27/14.	Jan. 1984.
European Architectural Heritage year. Stamp issue.	29/50.	Jly. 1984.
Fiftieth anniversary of Mr. Gade's arrival on Lundy.	31/6.	Jan. 1985.
Fiftieth anniversary of Lundy Airmails:- Overprint on 1961 Eric Bloodaxe Sheet.	35/2	Jan. 1986.
Fiftieth anniversary of Lundy Posts. Stamp issue.	8/14.	Jly. 1979.
Forged AIR/LACAL/POST cancellations.	16/15.	Jly. 1981.
Franking Machine.	29/44.	Jly. 1984.
Franking Machine Breakdown.	41/3.	Jan. 1988.
Franking Machine Replacement.	15/10.	Ap1. 1981.
French Post Office Boycott. Lundy Covers.	28/27.	Ap1. 1984.
F.W.Gade. Extracts from letters. 1972 to 1978.	27/13.	Jan. 1984.
Idem.	28/25.	Ap1. 1984.
Idem.	29/49.	Jly. 1984.
Idem.	30/60.	Oct. 1984.
Idem.	31/5.	Jan. 1985.
F.W.Gade. Fiftieth anniversary of arrival on Lundy.	31/6.	Jan. 1985.
F.W.Gade. Letters on Philatelic Matters addressed to Leslie Meyers in U.S.A.	42/30.	Ap1. 1988.
F.W.Gade. Memoirs "My Life on Lundy."	31/5.	Jan. 1985.
F.W.Gade memorial. Timekeeper's Hut.	30/57.	Oct. 1984.
F.W.Gade. Obituary.	6/1.	Jan. 1979.
F.W.Gade. Private printed postcard used by him.	31/11.	Jan. 1985.
Gigha (Scottish Isle) to Lundy. Philatelic covers.	31/10.	Jan. 1985.
Government House. Construction.	26/39.	Oct. 1983.
"Granite". Playreading of play by Clemence Dane.	26/40.	Oct. 1983.
Ham Radio - QSO Cards from Lundy.	44/59.	Oct. 1988.
Handbook of the Landmark Trust. Second Edition.	42/29.	Ap1. 1988.
Harman, Martin Coles. Centenary of Birth. Philatelic Cover.	34/51.	Oct. 1985.
Hartland Quay Museum. Comment. Entrance Tickets.	38/48.	Oct. 1986.
Hartland Times. Comment.	38/48.	Oct. 1986.
Heinkel IIII wartime crashes on Lundy and details of crews.	31/10.	Jan. 1985.



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Helicopter Service commences.	16/15.	Jly. 1981.
Helicopter Service. Article by Ken Gibson.	18/7.	Jan. 1982.
Helicopter Service finishes, October 1985.	34/51.	Oct. 1985.
Helicopter Service. Philatelic Covers.	34/48.	Oct. 1986.
Honduras, Bay Islands to Lundy Philatelic Covers.	43/44.	Jly. 1988.
"Hundy" Varieties on 1929 definitive stamps.	39/3.	Jly. 1987.
Imperforate definitive stamps.	24/10.	Jan. 1983.
Increase in Lundy Postal Rates.	1/2.	Jly. 1977.
Idem.	9/18.	Oct. 1979.
Idem.	11/7.	Ap1. 1980.
Idem.	15/10.	Ap1. 1981.
Idem.	30/57.	Oct. 1984.
Idem.	31/13.	Jan. 1985.
Inward covers addressed to residents of Lundy.	37/40.	Jly. 1986.
I.P.P.A. Lundy Auctions.	24/11.	Jan. 1983.
Kaaksburg Wreck Covers.	26/38.	Oct. 1983.
Landmark Trust Handbook. Second Edition.	42/29.	Ap1. 1988.
Langham, Myrtle. Article on the Heavens of Lundy in Devonshire Assoc. (Trans.)	39/7.	Jly. 1987.
"Large Map" stamps of 1936.	33/38.	Jly. 1985.
Leichtenstein to Lundy. Philatelic covers.	26/37.	Oct. 1983.
Letter-card from the 1950s. (John Dyke design).	33/39.	Jly. 1985.
Letters of F.W.Gade 1972 to 1978, (See under Gade).		
Loss of H.M.S. "Montagu". Book by G.M.Davis.	15/10.	Ap1. 1981.
Luncheon and Dinner Vouchers from Millcombe House.	37/38.	Jly. 1986.
Lundie, village near Dundee. Postmark.	40/19.	Oct. 1987.
Idem.	41/3.	Jan. 1988.
"Lundy Album". A collection of Photographs by Myrtle Langham.	13/22.	Oct. 1980.
Lundy and Atlantic Coast Airlines (LACAL)	27/13.	Jan. 1984.
Idem. List of planes used by this Company.	39/6.	Jly. 1987.
Idem. Forged cancellations.	16/15.	Jly. 1981.
Lundy Chronicle. Brief Precipis of Contents. Vol. 1. Nos. 1 & 2.	26/39.	Oct. 1983.
Idem. Vol. 1. No. 3.	29/43.	Jly. 1984.
Idem. Vol. 3. No. 1.	35/2.	Jan. 1986.
Idem. Vol. 4. No. 1.	43/40.	Jly. 1988.
Lundy Collectors Club (U.S.A.) Glazed pin-on badges.	36/16.	Ap1. 1986.
Idem. Formation of the Club.	9/23.	Oct. 1979.
Idem. Quarterly Bulletin. General Comment.	42/30.	Ap1. 1988.
Idem. New postcard issued June 1988.	44/59.	Oct. 1988.
Lundy Field Society. Annual General Meeting. Report. 1985.	32/22.	Ap1. 1985.
Idem. 1986.	36/15.	Ap1. 1986.
Idem. 1988.	42/30.	Ap1. 1988.
Lundy Field Society. Annual Newsletter. Brief Precipis of Contents. No. 14.	28/23.	Ap1. 1984.
Idem. No. 15.	32/23.	Ap1. 1985.
Lundy Field Society. Annual Excursion. Comment. 1980.	16/15.	Jly. 1981.
Idem. 1981.	17/30.	Oct. 1981.
Idem. 1982.	22/48.	Aug. 1982.
Idem. 1984.	28/24.	Ap1. 1984.
Idem. 1984. (Details of covers).	29/42.	Jly. 1984.
Idem. 1984.	29/48.	Jly. 1984.
Idem. 1985.	32/23.	Ap1. 1985.
Idem. 1988.	43/43.	Jly. 1988.
Lundy Field Society Leaflets. South End Walk.	38/49.	Oct. 1986.
Idem. Pond Life.	39/5.	Jly. 1987.
Idem. Archaeology.	42/29.	Ap1. 1988.
Idem. Birds.	43/42.	Jly. 1988.
Idem. Land Mammals.	43/42.	Jly. 1988.
Lundy - Isle of Puffins. Book by Richard Perry.	28/29.	Ap1. 1984.
Lundy Post. Fiftieth anniversary of first stamp issue.	8/14.	Jly. 1979.
Lundy Radiogram Service.	4/9.	May. 1978.

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Lundy Railway Company. Bogus Newspaper Stamps.	37/38.	Jly.1986.
Lundy Rock Candy. Blue Label.	44/59.	Oct.1988.
Lundy Stamp Bureau, Montville, New Jersey, U.S.A.	2/1.	Nov.1977.
Lundy Stamp Bureau, Montville, New Jersey, U.S.A.	4/10.	May.1978.
"Lundy Visited and Revisited". Article by Stanley S. Newman.	36/23.	Ap1.1986.
Marine Nature Reserve. Stamp Issue.	5/20.	Oct.1978.
Idem.	6/2.	Jan.1979.
Idem (Withdrawal of stamp remainders)	12/10.	Jly.1980.
Market Coins, Bideford. (Ian Arnold) Price list of Lundy Material. Nov.1986.	39/5.	Jly.1987.
Idem. Oct.1987.	40/18.	Oct.1987.
Idem. Jan.1988.	41/4.	Jan.1988.
Medical Mail Project. (Abbott Laboratories - Pentothal) Spring 1962.	5/16.	Oct.1978.
Meter Machine. (See Franking Machine).		
Millcombe House. 150th Anniversary of Construction.	40/16.	Oct.1987.
H.M.S. "Montagu". Telegrams sent home from Lundy by crewmembers.	41/3.	Jan.1988.
Idem. Loss of. Book by G.M.Davis.	15/10.	Ap1.1981.
Idem. Postcard produced for the 80th Anniversary of the wreck.	37/38.	Jly.1986.
Idem. Cover produced for the 80th Anniversary of the Wreck.	40/16.	Oct.1987.
Idem. Postcard dating from 30.5.1906 written by a salvager.	39/5.	Jly.1987.
Idem. Photographs taken by Alexander Gibson of the Scilly Isles.	40/17.	Oct.1987.
Idem. Souvenirs recovered from the wreck by divers.	30/58.	Oct.1984.
"My Life on Lundy". Memoirs of F.W.Gade.	31/5.	Jan.1985.
National Geographic Magazine May 1947. Article on Lundy.	30/61.	Oct.1984.
North Light Tramway. Philatelic Covers.	34/51.	Oct.1985.
Idem. First Issue.	37/38.	Jly.1986.
Idem. Second Issue.	43/41.	Jly.1988.
M.S."Oldenburg". Boarding Pass. Illustrated.	43/41.	Jly.1988.
Idem. First Scheduled Sailing Cover.	37/36.	Jly.1986.
Idem. Timetable of 1988 sailings.	42/43.	Ap1.1988.
Idem. Sailing Tickets. Illustrated.	38/50.	Oct.1986.
Idem. Ticket sales sheet. Illustrated.	39/6.	Jly.1987.
Overprints (Bogus) on 1962 Anti Malaria stamp issue.	18/9.	Jan.1982.
Idem.	22/51.	Aug.1982.
Overprints (Bogus) "Rotary".(See "Rotary").		
Overprints for Stampex on 1962 Europa stamp issue.	43/40.	Jly.1988.
Papua New Guinea to Lundy Postcard.	42/29.	Ap1.1988.
Pentothal. Abbott Laboratories Medical Mailing postcard.	5/16.	Oct.1978.
Perfin of Lundy by Ken Gibson.	30/58.	Oct.1984.
Perry, Richard. Book "Lundy Isle of Puffins".	28/29.	Ap1.1984.
Philatelic Bureau essays of 1943.	39/7.	Jly.1987.
Playreading on Lundy of Clemence Dane's "Granite".	26/40.	Oct.1983.
"Polar Bear". Berthed again at Bideford.	28/24.	Ap1.1984.
"Polar Bear". Last scheduled sailing. Philatelic Cover.	37/36.	Jly.1986.
Postage Rates on Lundy. (See Increases in Postal Rates)		
Postal Routes in and out of Lundy.	9/21.	Oct.1979.
Idem.	13/20.	Oct.1980.
Idem.	16/15.	Jly.1981.
Idem.	18/10.	Jan.1982.
Idem.	30/57.	Oct.1984.
Postcard commemorating the 80th Anniversary of the wreck of H.M.S."Montagu".	37/38.	Jly.1986.
Postcard. Private card printed and used by F.W.Gade.	31/12.	Jan.1985.
Post Office Circular of 13.5.1884 advising the installation of undersea cable.	38/47.	Oct.1986.
Post Office on Lundy. Cover commemorating 100th Anniversary of its opening.	40/16.	Oct.1987.
Prospectus of the Sale of Lundy in 1840. Notice in Newcastle Gazette.	44/58.	Oct.1988.
"Puffin" Journals No.s 26 and 27. Brief details of the contents.	35/2.	Jan.1986.
Puff'n Company, New Jersey, U.S.A. Stamp dealers. Comment.	10/2.	Jan.1980.

Quarry Railways - Incline. Iron wheel recovered.	30/58.	Oct.1984.
Queen's Visit on 7.8.1977.	2/4.	Nov.1977.
Radio Communications.	28/25.	Ap1.1984.
Radiogram Service and Forms.	4/9.	May.1978.
Radiogram Service and Forms.	32/20.	Ap1.1985.
RAF Chivenor. Philatelic Covers.	16/19.	Jly.1981.
Railway Company. Bogus Newspaper stamps.	37/38.	Jly.1986.
Rat Island Rocket Mail. July 1988.	44/57.	Oct.1988.
Rat Island Expedition. Special Stamp & Covers for Lundy Field Soc. Excursion.	29/42.	Jly.1984.
Register of Electors. Lundy Parish.	42/30.	Ap1.1988.
Idem.	14/4.	Jan.1981.
Remainders of Stamps destroyed.	2/1.	Nov.1977.
Reply Paid Postcard to China from Lundy.	41/4.	Jan.1988.
Rock Candy from Lundy. Blue wrapping label.	44/59.	Oct.1988.
Rocket flights. May 1985.	34/51.	Oct.1985.
Rocket Mail from Rat Island. 1988.	44/57.	Oct.1988.
"Rotary" Bogus overprints on Lundy stamps.	9/21.	Oct.1979.
Idem.	14/4.	Jan.1981.
Idem.	17/25.	Oct.1981.
Routes of Mail in and out of Lundy. (See Postal Routes)		
Royal Visit. Details of Queen's visit and stamp issue of 7.8.77.	2/4.	Nov.1977.
Royal Wedding Overprints on 1962 Anti-Malaria stamp issue.	22/51.	Aug.1982.
Saint Helena's Church. 75th Anniversary stamp issue on 7.6.72.	31/10.	Jan.1985.
Sale Prospectus of Lundy in 1840 in "Newcastle Journal".	44/58.	Oct.1988.
Shipping Manifest of the "Polar Bear". Blank sheet example.	30/66.	Oct.1984.
Ships Mail to and from Lundy. Article.	15/11.	Ap1.1981.
Silk Screen overprints on Lundy Stamps in 1972.	28/25.	Ap1.1984.
Idem.	31/10.	Jan.1985.
Silver Jubilee Stamp Issue.	2/4.	Nov.1977.
Snark Island. Lundy covers.	26/37.	Oct.1983.
Soay Sheep. History and Comment.	40/18.	Oct.1987.
Stamp Booklets for Lundy. First issue.	43/40.	Jly.1988.
"Stampex" 1988. Souvenir overprint on 1962 Lundy "Europa" stamp issue.	43/40.	Jly.1988.
Supersonic Mail transported from Lundy via Concorde.	39/6.	Jly.1987.
Tavern on Lundy. Re-built and redesigned.	26/39.	Oct.1983.
Idem.	28/24.	Ap1.1984.
Idem.	37/33.	Jly.1986.
Telegrams sent from Lundy in 1906 by crewmen of the wrecked "Montagu".	41/3.	Jan.1988.
Telephone and Radio Communications.	28/25.	Ap1.1984.
Timekeeper's Hut. F.W.Gade memorial.	30/57.	Oct.1984.
Time sheet for Lundy workers paid by the hour. Blank example.	38/50.	Oct.1986.
"Tramticket" Early Airway stamps. Register of all known examples.	17/30.	Oct.1981.
Idem.	24/1.	Jan.1983.
Idem.	40/19.	Oct.1987.
U.S. Bicentenary stamp issue of June 1976.	31/5.	Jan.1985.
Unofficial 1 1/2p stamp issued 1977.	5/14.	Oct.1978.
Varieties on 1982 definitive stamps.	31/2.	Jan.1985.
Varieties on 1929 definitive stamps.	39/3.	Jly.1987.
Varieties on 1930 definitive stamps.	43/43.	Jly.1988.
Vouchers for lunch and dinner from Millcombe House Hotel.	37/38.	Jly.1986.
Wedding Announcement (Allen) with John Dyke illustrations of Lundy.	43/41.	Jly.1988.
West Somerset Railway to Lundy. Philatelic cover.	39/10.	Jly.1987.
Wheel from Quarry railway incline. Discovered on Quarry beach.	30/58.	Oct.1984.
Wine from Lundy. "Marisco" blend. Bottle label illustrated.	37/38.	Jly.1986.
Winter Holidays on Lundy. Brochure.	27/11.	Jan.1984.
Wrappers for Presentation Packs of Lundy stamps.	36/16.	Ap1.1986.

## EDITORIAL STOP PRESS

The LFS is looking for a new Hon. Treas.. After many years of splendid service, our Treas. Doug Kestell is giving up this year because of pressure from other commitments. If you are interested, or know of another member who is, please get in touch with Peter Cole, our Hon. Sec. (07372 - 45031). Ideally we are looking for a young, highly qualified accountant, who is burning to make a name in conservation; but even if you don't measure up to that specification, why not get in touch.

Hon. Sec.

Because of the importance of Lundy in local affairs this year, your Ed. has used extra space for the Press Coverage thereof, and the Stop Press is necessarily snippety. Trevor Davey (sometimes skipper of the "Gannet" and now ex-cox of the Clovelly Lifeboat) has fought a noble battle against all the forces of Whitehall, (also covered extensively by the press) to save the Clovelly boat and Hartland Coastguard Station. Jane and Arthur Strick have been featured by "Country Living," once several years ago, as part of an article; in the Sept.'88 issue they had a whole article to themselves. CL (of July '88) had a piece called "Lundy to Mull, the Escaper's Guide." "World Magazine" (Aug '88) had an item on puffins which mentioned Lundy.

The Ogilvie Family's new address is: The Wooda Flat-Torrige Hill-Bideford-North Devon-Your Ed. and your Hon.Sec. spent time with Tony Langham in October, looking at his super Lundy collection, and making a record of some of the archaeological materials. But the comment it deserves, and that your Ed. intended to make, will have to wait till next newsletter, as will Robt.Farrah (South Light) on stones. And Gordon Coward (who used to be the island vet.) has promised to show me a film (home-made) of those years. Also the list of Wendy Puddy's recollections - "film-makers I have known on Lundy" and Liz O's film experiences on Lundy will have to wait: that's Show Biz. In July the Rev. Andy Edwards' triple-jumping son, Jonathon, refused to take part in Sunday Olympic Trials, but was chosen to compete anyway (WMN 6.8.88 & NDJ 11.8.88). Count Nikolai Tolstoy gives Lundy a passing mention in his novel on Merlin (N.T. was a member of a team chaired by Lord Quinton, on Channel 4, 29.8.88, "Right Talk" discussing the nature of society.) On Fri. Apr. 30. there was a talk on Radio 4 about Lundy cabbage - does any member know more, as your Ed. only heard the end. The Chicargo contingent of the Lundy Collectors Club made their tri-annual visit to Lundy: George Fabion; Mike Andre; Duane Larson; Jim Czul; Mike Yui; Rich Drews; Ed Waterous. Patrick Blackwell (son of A.E.B.) played the Foreman of the jury in the last episode of "the Franchise Affair" (Sunday BBC). The Braetor Lundy Pony Preservation Socy. is still going strong (Hon.Sec. Mrs. Martindale, Firtrees- Drakewalls- Gunnislake-Cornwall). A lundy booklist: Chas Thomas, "Britain & Ireland in early Christian Times" (OUP) (CT entered the controversy; "is King Arthur a Scot?" reported in the Comment Column of the Independant Magazine (12.11.88). Susan Pearce, "the Kingdom of Dumnonia" (Landmark Press, Padstow): both these books are mentioned in the Frances Griffiths piece on Lundy in Devon's Past: an Aerial View" (Devon Books): Lucinda Lambton "An Album of Curious Houses" (Chatto and Windius) mentioned the Egyptian House, a Landmark Trust Property: the Landmark Trust Handbook itself is v.g value for money. There is a new AA/OS publication, "A Guide to Devon and Exmoor" (WMN 24.5.88) which gives Lundy a mention. The NCC has produced a v.nice Lundy Pamphlet. "The Tetrad Atlas of the Breeding Birds of Devon" (Devon Birdwatching and Preservation Socy. £16 post free, from DBWPS, Whistley House, Axtown Lane, Yelverton, is recommended by Richard Campey as a "brilliant book, every bird watcher in Devon should have his own copy. "A highly specialist article on Adder's Tongue appeared in the Fenn Gazette in 1987, "the Status of Ophioglossom Azoricum... in the British Isles," by A.M. Paul (the Botany Dept. the British Museum): it uses work by Andrew Cleave (newsletter 1984) and the Lundy Ophioglossum is mentioned. Your Ed. (frustrated in a long search for Gosse) has joined with Ian Arnold whose Lundyana was mentioned in the last newsletter to re-produce, in a Limited Edition, the Lundy Chapters from Gosse's "Land and Sea". These will be on sale at the AGM £4.95 (+p+p 35p if they are sent cash with order. Lundy - a viewpoint given to the Ed. by Nicholas Metcalfe, aged 63/4. "I like going down to the beach and the rocks to climb on, and climbing up the the South Light and down to Divers Beach and I like going to Quarry Beach and playing golf by the Old Light, and climbing up the Church Tower and walking to Tibbetts, and going to look at the Castle, and feeding the fish in the Rocket pond.

YOUR ED. WOULD WELCOME A STILL WIDER CORRESPONDENCE: DO NOT LEAVE WRITING TO JAN. '90' ATVB.