

The Landmark Trust

LUNDY History



'View of Lundy Island' by Dominic Serres (1722-1793), painted for Sir John Borlase Warren, Bart, in 1775 and showing Warren being rowed ashore from his yacht to take possession of the island

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The bulk of the text was originally researched and written by Julia Abel Smith in 1990 with help from many friends of Lundy. Felix Gade's *My Life on Lundy*, together with the *Illustrated Lundy News* 1970-75, provided many of the most enjoyable stories. A special debt is owed too to Anthony Langham and Myrtle Ternstrom, upon whose books and knowledge anyone writing about Lundy must rely, and from whose collections many of the old photographs came. Thanks also go to John Dyke, Mary Squire, Jill Davis, Bob Gilliat, Mike Haycraft and Ossie Clarke.

Charlotte Haslam, in 1995, brought the story up to date, and incorporated the fruits of recent researches. A update on major modernisation and infrastructure projects was written by Theo Williams, Landmark Trustee, in 2002. In 2014, ahead of Landmark's fiftieth anniversary, the whole album was revised and brought up to date with details of works and projects since the beginning of the 21st century by Michael Williams and André Coutanche.

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All the year round sailings to Lundy by . . .

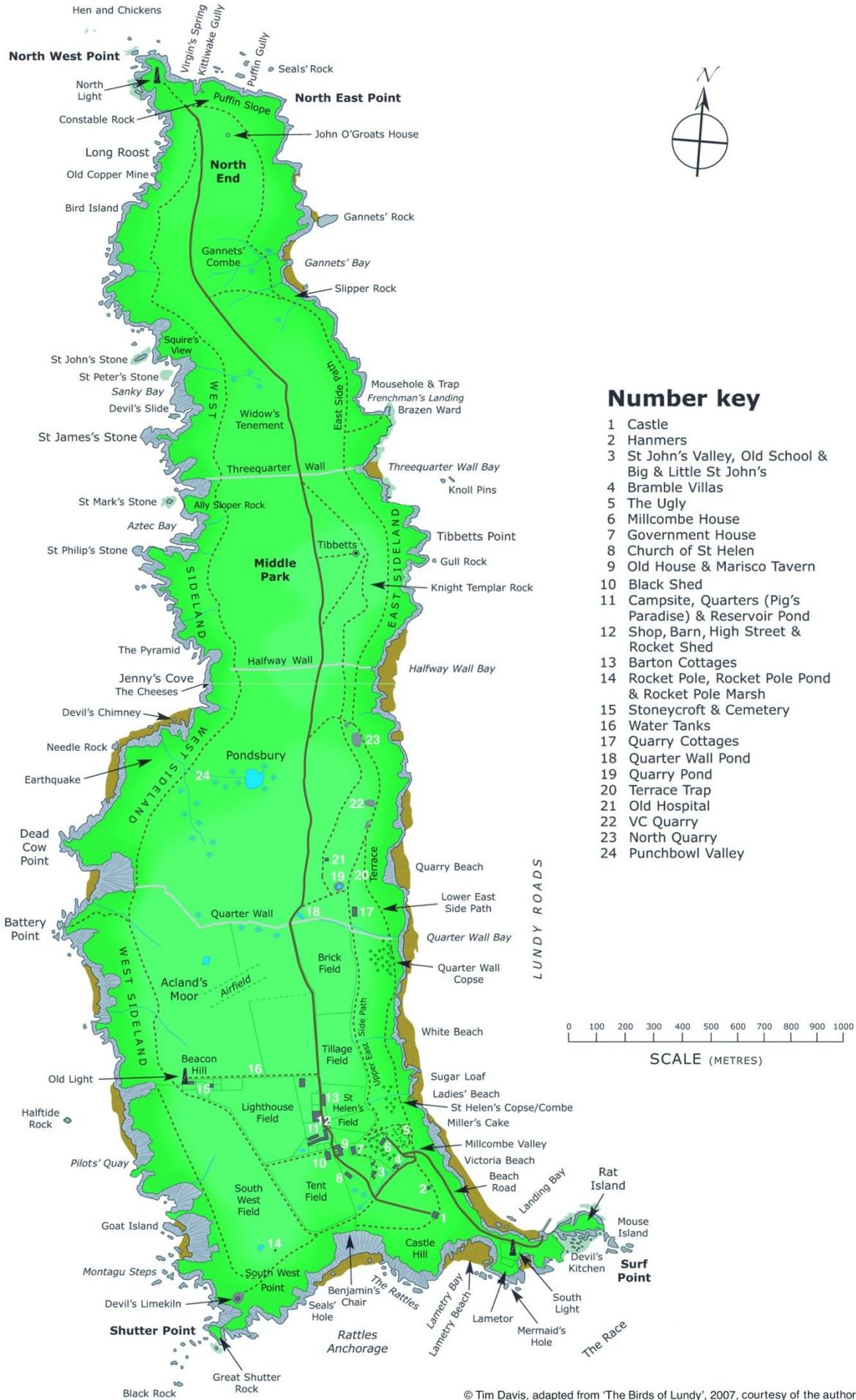
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Advertisement from *Lundy, Bristol Channel: the Official Guide* by F.W. Gade
which appeared in successive editions from the 1950s to the 1970s



AN OUTLINE HISTORY OF LUNDY

Lundy is three and a half miles long and half a mile wide, a granite outcrop set far out in the Bristol Channel. As a natural fortress, its remoteness has made it an attractive refuge from time immemorial. The earliest evidence of human occupation are flints from the Later Mesolithic period (between 8500 BC and 5000 BC) and there is an early Bronze Age settlement (between 2500 BC and 800 BC) at Gannets Combe.

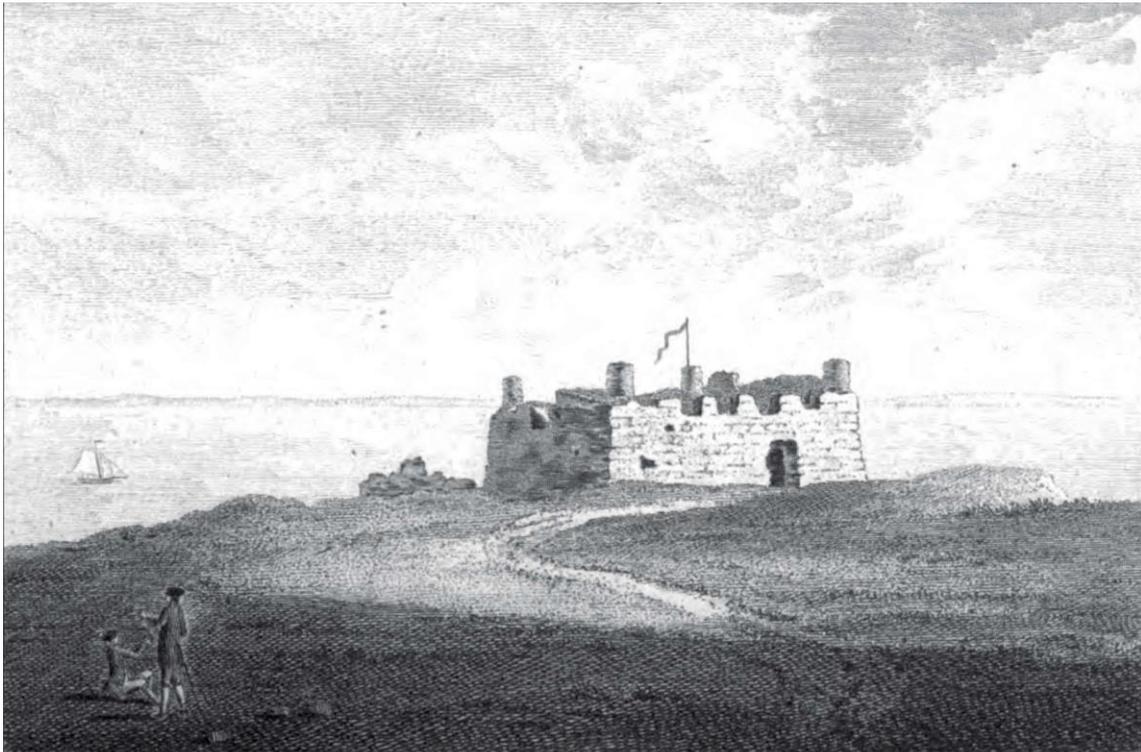
The burial ground near the Old Light is an important Christian site that contains four memorial stones dating from between the 5th and 8th centuries. It also contains at least 50 Christian graves around an important grave that could belong to St Nectan. It is thought that the contents of the grave were moved to Hartland in the 7th century where the church at Stoke, which is visible from Lundy on a clear day, is dedicated to the saint.

The de Marisco family, first mentioned on Lundy in 1154 when Henry II granted Lundy to the Knights Templar from Robert de Marisco, held the island for many tempestuous years. In the reign of King John, William de Marisco used the island as a pirate base for raids on the North Devon coast. In 1216 he was captured and imprisoned whilst helping the Scots and French against the English but when Henry III became king in 1217 he restored Lundy to William in return for promises of loyalty and good behaviour.

After he was implicated in a treasonable plot, William's nephew, another William, was executed. His quartered corpse was 'sent to the four principal cities in the kingdom, by what pitiable spectacle to strike terror in all beholders'. In 1243-4, anxious to secure control of Lundy, Henry III built a fort or castle and installed a permanent garrison.

Nearly a century later, in 1332, the King decided to delegate the task of guarding Lundy by granting the island to the Earl of Salisbury and his heirs. Thereafter Lundy passed by inheritance or marriage for over 400 years, handed from one noble family to another. The only break in this pattern was when it was temporarily confiscated, once during the Wars of the Roses and once during the Commonwealth. These owners all had estates and houses elsewhere, and most never visited the island, regarding it simply as a source of revenue (though one, Sir Guy de Bryan, a famous soldier and admiral in the reign of Edward III and builder of Landmark's Woodsford Castle in Dorset, could well have landed when sailing between estates in Wales and Devon).

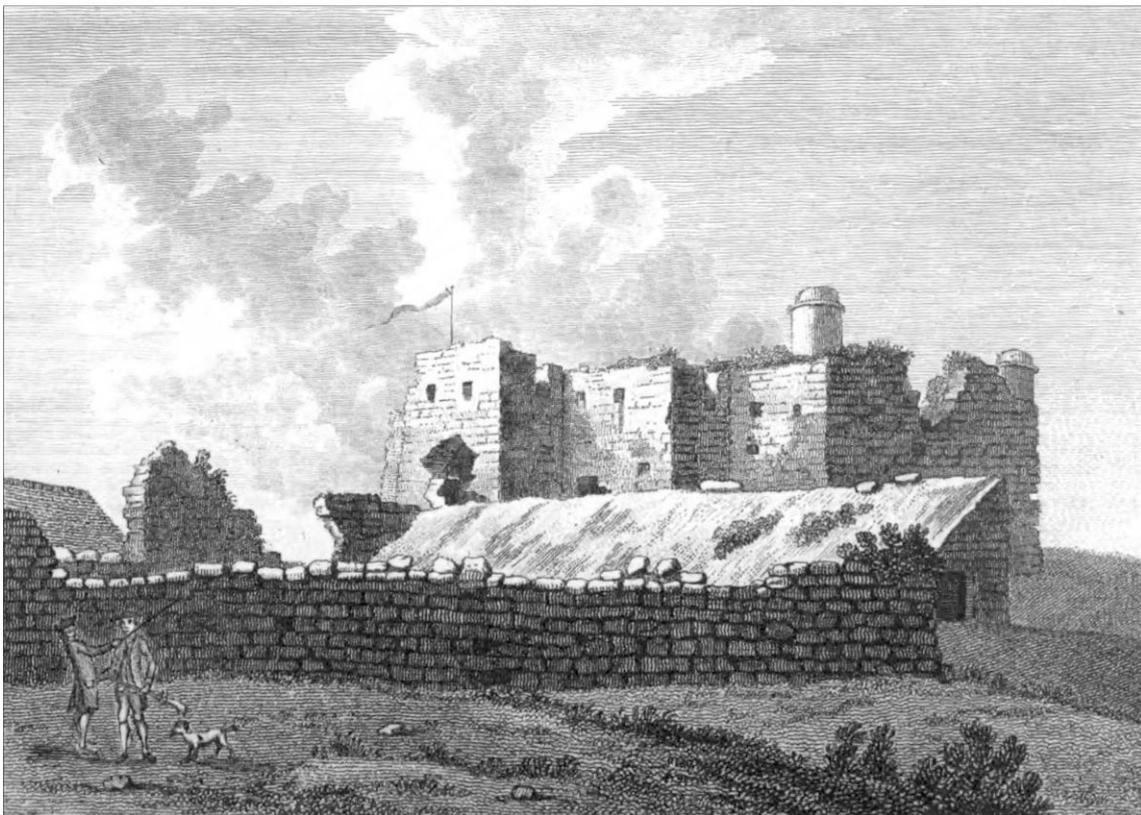
In Elizabeth I's reign, Lundy's owner, Mary St Leger, married Sir Richard Grenville, the famous sea captain who transformed Bideford into a major trading port specialising in tobacco importation. The castle was no longer garrisoned, and with the increase in shipping, piracy flourished. The Queen threatened to take it away from Sir Richard's son, Sir Bernard Grenville, if he did nothing about it. In response it is believed that Sir Bernard built the fortifications at Brazen Ward to fortify the island.



17 Oct. 1775. Publ. by S. Hooper

Lundy Castle. Pl. 1

S.H.



Jan. 18. 1776. Publ. by S. Hooper

Lundy Castle. Pl. 2.

Sparrowjs

Lundy Castle (then ruinous) which appeared in *The Antiquities of England and Wales* by Francis Grose published in 1783 with engravings by S. Hooper

Lundy passed to Sir Bernard's son, Sir Bevil Grenville in 1619. He took a keen interest in his 'desolate island' and built a quay and made plans for its defence. He needed accommodation for himself and his bailiff and it is thought that he built two houses on the castle parade, of which the remains of the southernmost one remain. A Spanish man-of-war ship attacked Lundy in 1633 which Sir Bevil recorded:

A great outrage has been committed ... [they] landed eighty men on the island, when after some small resistance they killed one man called Mark Pollard, and bound the rest, and surprised and took the island, which they rifled, and took thence all the best provisions they found worth carrying away, and so departed to sea again.

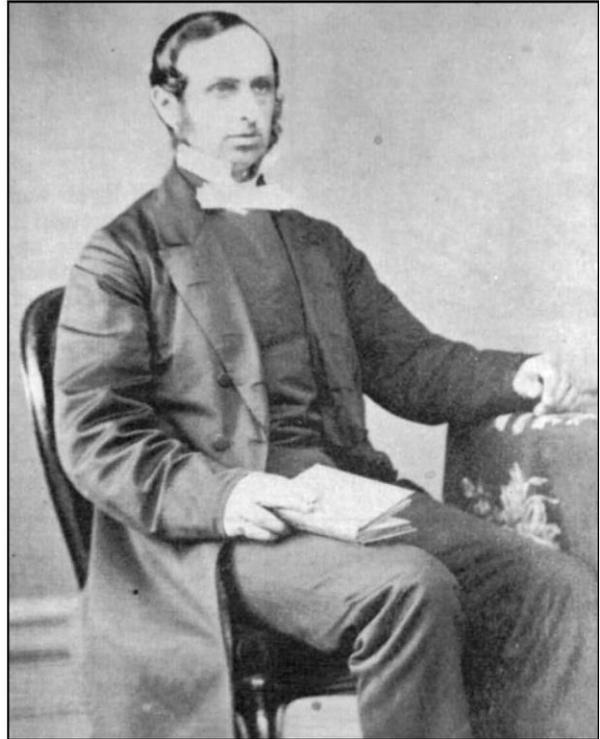
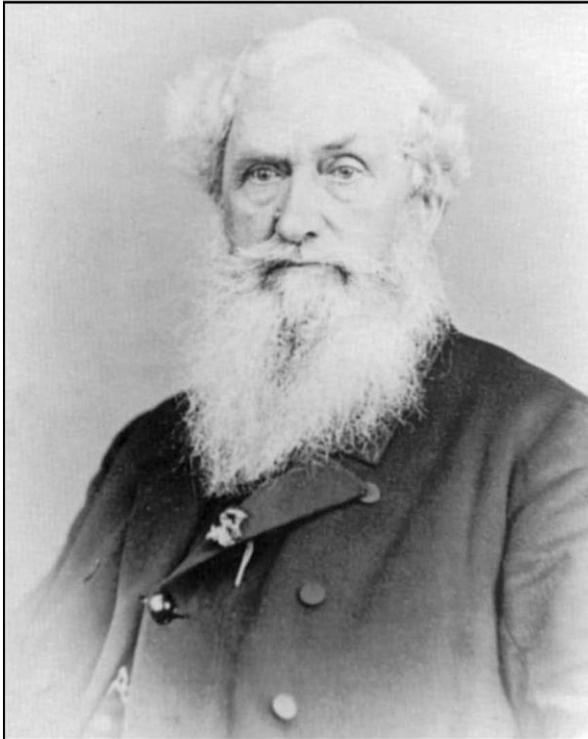
Sir Bevil Grenville lost his life in the Royalist cause in 1643, and Charles I appointed Thomas Bushell Governor of Lundy in his place. Bushell had opened a mint at Aberystwyth Castle from which he supplied the king with coins during the Civil War. As Cromwell's men surged into the west, Bushell retired to Lundy, supporting the king long after the mainland had surrendered to Parliament. It has been suggested that he also established a mint on Lundy although no evidence has been found. Bushell also rebuilt the castle to house his lieutenant and a garrison of twenty men.

In about 1744, Thomas Benson, ship owner, merchant of Appledore, and MP for Barnstaple, leased Lundy. Benson won a government contract to carry convicted criminals sentenced to transportation and bound for hard labour in America. Some he diverted to the island, where he set them to work, farming and building. Benson maintained that, '... they were transported from England, no matter where it was so long as they were out of the kingdom.'

Later Benson was involved in an insurance swindle. He heavily insured his ship the *Nightingale* and loaded it with a valuable cargo of pewter and linen. Having cleared the port on the mainland, the ship put into Lundy, where the cargo was removed and probably stored in the cave that bears Benson's name. A few days later the *Nightingale* set off westward and was set on fire and scuttled. The crew were taken off the stricken ship by another ship, which landed them safely at Clovelly. Good profits from the insurance were made by Benson but the plot was eventually discovered by the authorities following a confession by a crew member. The captain was convicted and hung in 1754 and Benson fled to Portugal where he eventually died in 1772.

In 1775, Lundy was sold to a baronet, Sir John Borlase Warren, who was 21 years old and already the MP for Marlow. The island was in a poor state and he started with enthusiastic intentions of rebuilding the island's fortunes, making plans for a pier and buildings. He built a new farmhouse (now Old House North & South) but soon joined the Navy, later rising to the rank of Admiral, and eventually sold Lundy in 1781 after accumulating large gambling debts.

John Cleveland, the owner of Tapeley Park at Instow, purchased Lundy because it was, 'an object always in his eye and what he much wished to have.' During his ownership a shipwreck occurred on the west side of Lundy. The *Jenny* was returning from Africa to Bristol with a cargo of ivory and gold dust but lost her bearings in fog and was smashed to pieces. Of the crew of thirty and a few passengers only the Mate survived. The wreck gave its name to Jenny's Cove.



People who shaped Lundy

Top left: William Hudson Heaven (1799-1883, owner of Lundy 1836-1883)
Top right: Revd Hudson Grosett Heaven (1826-1916, owner of Lundy 1883-1916)
Bottom left: Martin Coles Harman (1885-1954, owner of Lundy 1925-1954)
Bottom right: Irene and Felix Gade ('Cheerful' and 'Gi'). F.W. Gade was born in 1890, was Agent on Lundy 1926-1944 and 1949-1971 and died in 1978



In 1802, Sir Vere Hunt bought the island on impulse at an auction knowing nothing whatsoever about it. He immediately went about selling it to the government as a penal colony but they decided against buying it. Another gambler, Sir Vere died in 1818 leaving large debts so his son, Sir Aubrey de Vere Hunt, who set about selling the island. During this time, in 1819, Trinity House built the first lighthouse on Beacon Hill, now the Old Light. The Hunts came from Limerick and recruited labour from there, so that Lundy was briefly populated by Irishmen. One of these was the farm steward, Michael Mannix, who recorded the ups and downs of life on the island in the 1820s in a series of sometimes hilarious letters.

After several failed sales, one of which suffered from a long-drawn out and expensive legal process, Lundy was finally sold in 1830 to John Matravers and William Stiffe. In 1836 they then sold it to its new owner for more than twice the sum they paid.

In 1836 William Hudson Heaven, a gentleman from Bristol, bought Lundy for £9,870. When he came of age in 1830, Heaven had inherited his godfather William Hudson's sugar plantations in Jamaica, worked by enslaved black people. Ownership of slaves was finally prohibited in Britain in 1833, and in 1834 Heaven received government compensation of £11,711 for the emancipation of 636 slaves on four plantations, enabling him to buy Lundy. The island now entered its most settled period. The Villa (later Millcombe House) was built as the family's summer home. After his wife died in 1851, Mr Heaven lived there permanently and ran the island like a small kingdom. Short of funds himself, he sought other investors to bring it prosperity and in 1863 the Lundy Granite Company was set up. For five years it flourished, working the quarries on the east side and employing 200 workers, but then collapsed amid accusations of financial malpractice, leaving the island the better for several new buildings.

After the death of his father in 1883, Revd Hudson Grosett Heaven became the Squire of Lundy and achieved his dearest wish when the church of St Helen was built in 1895-6. He was succeeded in 1916 by his nephew, Walter, but the family's finances, for long in a troubled state, now collapsed altogether. In 1917, the island was put up for sale. The Kingdom of Heaven was at an end.

Like John Cleveland in 1781, Augustus Langham Christie of Tapeley Park, Instow wished to buy Lundy because he wanted to own all the land he could see from his windows. He completed his purchase in 1918. An experienced estate owner he put the management of Lundy into the professional hands of his solicitors in Barnstaple and set about making improvements. For the 1918 general election a polling station was set up on the island at what is now known as Castle Cottage. A Mr Dennis was sworn in as special constable and was on duty from 8.00am. By 8.10am all eight registered voters had recorded their vote but the polling station had to remain, by law, open until 8.00pm!

In 1925 Lundy was bought by Martin Coles Harman. He was to make notable contributions to Lundy's history, both natural and otherwise. In the first place, he introduced the Sika deer, Soay sheep and the ponies and helped found the Lundy Field Society, to study the island and its flora and fauna in a scientific manner. In the second, he instigated the puffin stamps and the short-lived Lundy coins, as part of a drive to keep Lundy as free as possible from government departments.



St Helen's Church under construction in 1896



Another view of the Church under construction with the village beyond and to the right. Barton Cottages on the skyline have gabled roofs. The corrugated iron church with its spire, which preceded St Helen's, is below Barton Cottages

Martin Harman saw too that paying visitors could make a great contribution to the future of Lundy. One of his first acts was to enlarge and improve the Manor Farm Hotel (founded by a tenant of the Heavens in about 1900). The golf course that was to go with it was short lived but people were beginning to discover that Lundy does you good on its own. After the Second World War, the island became a regular port of call in summer for the Campbell steamers, offloading up to 700 day-visitors at a time. When Albion Harman and his sisters Ruth Harman Jones and Diana Keast succeeded in 1954, they continued their father's work, making the first holiday cottages available. Like their father, they were ably supported in everything by the agent, Felix Gade, who came to Lundy in 1926 and apart from four years from 1945-49 remained there until his death in 1978, spending only the last seven years in retirement.

The Harman family owned Lundy until 1969. When its sale was announced in 1968, there was great public concern about the island's future. An obvious guardian was the National Trust, but it had no funds to buy it, let alone manage it thereafter. Thankfully, in response to a national appeal, Sir Jack Hayward donated the purchase price of £150,000. The National Trust then leased the island to the Landmark Trust. This young charity had been set up in 1965 with the aim of preserving, protecting and promoting the enjoyment of buildings with historic interest of architectural merit. Having already underwritten the cost of the appeal itself, Landmark agreed to put the island on its feet and run it for 60 years. A local appeal raised £100,000 to help repair the buildings, many of which were in sore need of attention.





The Big House, now mostly demolished



The Marisco Tavern, probably in the mid-1950s

LUNDY SINCE 1969

When Landmark arrived on Lundy, in the words of its founder, John Smith, 'most things on the island were wearing out, and, although it was exceedingly agreeable in that state, if the island was to remain inhabited and receive visitors, a great deal of expensive, unromantic and disruptive work had to be done'. Due to lack of resources since the War, most of the buildings were in need of repair. The Manor Farm Hotel had serious dry rot and a leaking roof and Millcombe House had similar problems. The Barn and the Castle were ruinous and the Old Light was in poor shape. Services such as gas (the main source of light and heat), electricity and water had grown haphazardly and were in some cases neither efficient nor beautiful, so badly needed rethinking.

Getting started was not easy. The staff on the island were busy with other tasks. Extra manpower was needed, including skilled workers in granite and slate if the results were to be lasting. Someone would have to supervise them. But importing more people to the island created problems – where would they live? The repairs would obviously take several years and visitors must continue to come. There were no spare cottages. Moreover, the water supply was already stretched in summer.

How, too, would building materials reach the island? All previous owners had had to deal with the uncompromising geography: Lundy lies over twenty miles from its main ports, Bideford and Ilfracombe. All materials have to be shipped, landed and handled many times – making their cost over double what it is on the mainland. An efficient means of doing this had to be found, since the existing MV *Lundy Gannet*, could not cope with the increased cargo as well as with regular passengers and stores.

The transport question was resolved in two ways: to bring cargo as far as the Landing Bay Landmark bought, from the Danish government, a sturdy ship called the *Polar Bear*, designed to work off Greenland. To cover the final stretch a special landing craft, the *Shearn*, was built in Ilfracombe, strong enough to stand up to Lundy's rocky shore and with wheels to allow it to be safely beached when not in use.

The first cargo to arrive was a ready-built replacement for Brambles, the old bungalow in St John's valley. Next came The Quarters, pre-fabricated buildings running at right angles from the High Street, behind the shop. Erecting these buildings and making them safe against the extreme winds was a major work. To collect more water, a large pre-fabricated tank was installed on the path to the Old Light. An existing conspicuous and dirty water tank on the summit of Castle Hill was put underground.

With these essentials in place, work could start in earnest. John Smith, with the help of his architect Philip Jebb, drew up a list of clear objectives:

- To restore and improve internally all the important buildings without marring their outside appearance
- To install modern power supplies and drainage and to ensure an adequate supply of potable water



The *Lundy Gannet*. She was Scottish built and previously owned by a Bridlington fisherman, hence her Hull registration



The *Polar Bear* with the *Shearn* alongside

- To improve the facilities for visitors while preserving Lundy's qualities as 'a world apart'
- To repair and strengthen the Beach Road but not to make the island too easily accessible

The first aim was realised between 1971, when work started on Millcombe House, and 1983, when restoration of the old Manor Farm Hotel buildings culminated in the opening of an enlarged Marisco Tavern. In that time, some dozen buildings had been extensively restored, others modernised in minor ways and one new one – Government House – had been added.

The less glamorous work of providing modern services marched alongside, as unobtrusively as possible. Electricity cables went underground (as did the telephone wires to the North and South Lights) and a central gas system allowed unsightly gas bottles to disappear. After the water storage – which has more than doubled since and been supplemented by boreholes – came the drains. The existing arrangements were distinctly primitive and new ones were needed. All now comply with modern standards.

A new and more efficient generator was housed in an existing building with stone walls to deaden the noise, and ingenious energy saving systems fitted. Only an aerogenerator, put up in 1982 to harness free energy from the Atlantic winds, stood as a visible reminder that on an island energy efficiency must be a way of life. (The aerogenerator eventually succumbed to the Atlantic winds and, after blowing over several times, it was dismantled in 1996.) All this work now means that those who live on Lundy, and those who visit it, can enjoy what are now the normal and accepted luxuries of piped hot and cold water, heating and electricity. But Tibbetts is still there for those who prefer a hardier way of life.

Visitors are fundamental to Lundy's prosperity, whether they come for a day or stay for a week. Ninety people can now sleep on the island, with the camping site taking up to forty more. Groups wanting to study or do one particular thing can stay in the Barn. Much thought has gone into anticipating and providing for their various needs, whether it is in an improved Tavern and Shop or the loan of a wetsuit. People seem to enjoy being able to discover Lundy for themselves, so there are neither signposts nor obtrusive interpretation panels. Nor are there any notices saying 'Keep Out'.

The guiding principle of invisibly smoothing the visitor's way has also been followed in laying on transport to the island and getting them ashore. Here, that original romantic aim of keeping Lundy inaccessible has been modified a little – as far as nature will allow. Strengthening the Beach Road against landslips and extending it to a more sheltered bay are monumental achievements, but as essential for Lundy's future as repairing its buildings. And when in 1985 the island acquired a new and larger ship, MS *Oldenburg*, it was also securing its own lifeline, other means having proved unreliable. Achieving all this has been expensive and there have been many unexpected difficulties. Lundy in the past had not been assessed for income tax or rates, but their introduction in 1974 put up costs to such an extent that the workforce had immediately to be reduced, with inevitable loss of momentum.



Raising the aerogenerator in 1982



Extending the Beach Road

There has been much else to celebrate. The farm thrives, miraculously, considering its status as a hill farm surrounded by sea. The island has its own Nature Warden, funded partly by Natural England, and its underwater coastline is protected as a Marine Conservation Zone.

The 'Friends of Lundy' was founded in November 1992 and has proved a great success. Volunteers provide a regular and most welcome addition to the workforce, both singly and groups. And in 1994, the bells rang out once again in the restored belfry of St Helen's church.

Most rewarding of all has been the fact that, as a result both of Landmark's investment and the enormous efforts of successive agents and the workforce in general, the island is now a going concern with a healthy future. Lundy is no longer an independent kingdom, but it has shown, as we always hoped it would, that given a following wind, financial independence is within its reach.

In a major development in the island's ecclesiastical history, Lundy became a parish in its own right in December 2013, with a celebratory service taking place on May Day 2014. It is hoped that this will help to facilitate repairs to St Helen's church and the development of the nave into a multipurpose centre, allowing it to be used for study/research and educational purposes as well as more secular uses, retaining the overall integrity of the building as a place of spirituality and worship.



On 15 May 2010, the former flag of Lundy which had been adopted by the Harman family – a white 'L' on a blue field – was revived and hoisted by Diana Keast, the younger daughter of Martin Coles Harman, as part of celebrations to mark 40 years of National Trust ownership and Landmark Trust management of Lundy

MAJOR PROJECTS

Following on from the major restoration projects throughout the 1970s and 1980s a series of further projects started in the 1990s to modernise and renew the island's infrastructure.

Theo Williams, a quantity surveyor, was for a long time Landmark's Trustee with special responsibility for Lundy and he oversaw several projects during his tenure. Theo gave his final round-up on Lundy activity in June 2002 before his retirement. A summary of this is included below as it outlines the rationale behind significant changes made in recent years, as well as the extent of Landmark's responsibilities on the island to keep not just the buildings but also the island infrastructure and topography in good order.

The Jetty

Completion: September 1999

Main Contractors: Taylor Woodrow Construction

Designer/Structural Engineer: Joe Hearn of John Grimes Partnership, Ivybridge

There is a postcard dating from the early 1900s which shows a coaster, the SS *Devonia*, beached on Lundy loading cattle: some dozen hands are visible and clearly only one or perhaps two of the men seem to be at work. This in the past has prompted Landmark's founder to say 'Just like the Lundy of today – one person at work and the rest mere spectators.'

There was an element of truth in this prior to the great efforts made over the last years to simplify and make more efficient the operations being carried out on the beach.

When the Harman family were the owners the entrenched culture on boat days was for a major efflux of employees down to the beach to help put out the landing stage, man the boat or boats bringing passengers, their luggage and island supplies ashore. Loading up the trailers and later on in the day required the reverse procedure for those going off the island; also shipping off the empties (gas bottles and beer containers in particular) and subsequently clearing away all the paraphernalia which had been in use.

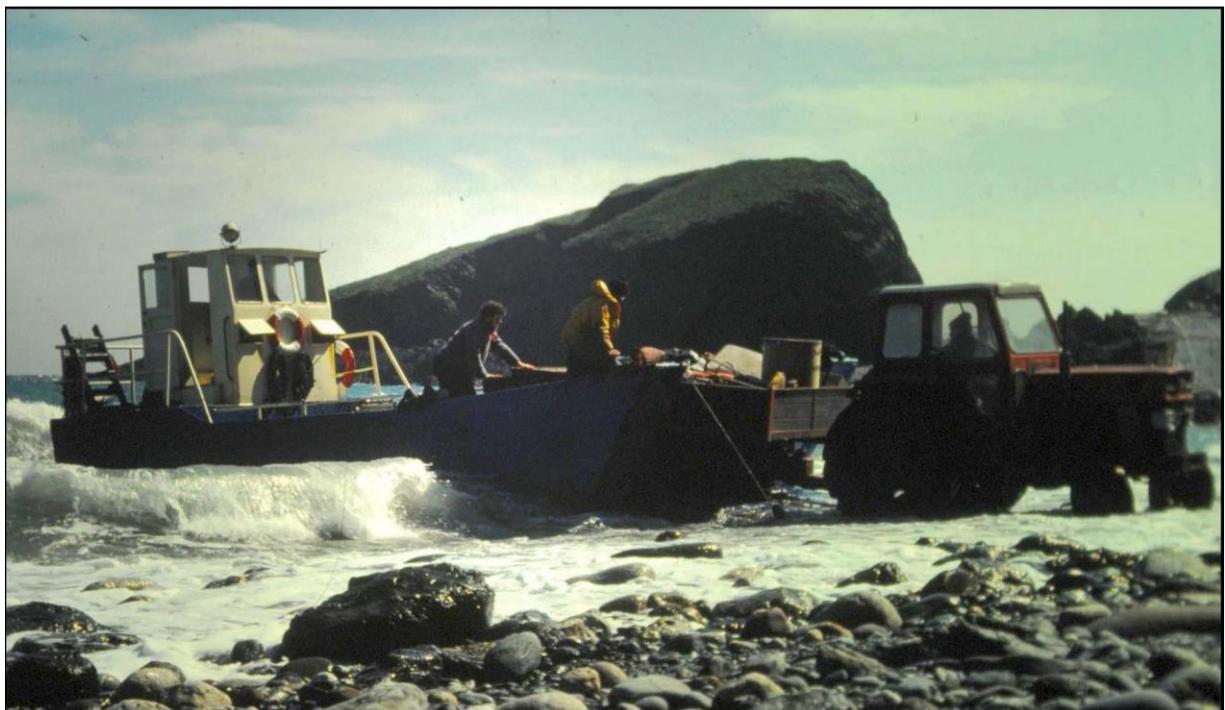
Over the years Landmark had made many improvements to increase efficiency on the beach but the old culture of 'just going down to the beach to help' persisted and indeed the more hands available, surely it could be argued, the easier were the beach operations for all involved. Easier perhaps but by no means cost effective – too many were standing around waiting rather than at work and thereby other activities on the island were being neglected.

The solution to increasing efficiency and saving money lay in reducing the labour force and equipment needed to prepare for and receive and unload incoming boats and of course carrying out the reverse operation.

The unthinkable – abandoning the use of beach-to-ship small boats in favour of loading and unloading to a jetty – was surely the answer.



SS *Devonia* loading cattle on the Landing Beach



Landing goods from the *Shearn* in 1980

It had been considered before but abandoned because of aesthetic opposition and high costs. Building out from the landing beach using island labour and mainland-cast massive concrete blocks posed many problems of quality control and stability, as well as handling and also would cause interference with the shore line and its currents. Securing and operating a mainland base also had to be included in the costs.

After extensive consultation, it was decided to reintroduce the jetty, but to site it as an extension from the existing breakwater to shield the small landing beach next to Hell's Gate. After a major collapse of the cliff face, a new roadway was already being constructed around the base of the headland below the South Light leading to the Cove landing place, which itself badly needed a tractor/trailer access.

This revised site for the jetty also had the appeal of being less obtrusive, allowing it to merge in with the background of Rat Island: it was going to be prominent at low tide, but that had to be accepted.

In the end, we used a mainland contractor to construct the jetty. This was partly because the shoreline had been by now classified as an SSSI, which permitted only minimum interference with the sea bed and the shore currents. This meant a piled construction supporting a raised platform had to be adopted rather than a solid breakwater construction. In addition, to qualify for grant assistance (not on offer previously) the construction not only had to be professionally designed but also built by approved engineering contractors with proven experience. The Lundy Company nevertheless acted as an enabler, providing island plant and transport and lodgings as well as transport to the island, all of these services being supplied as part of the partnership funding which the island had to find to qualify for the awarding of a grant at all.

The jetty soon justified its existence and has become a welcome part of island life. Only two islanders are now required to receive the ropes and provide assistance for direct off-loading by crane from supply vessels into trailers and vice versa. With jetty access, reliance on the Marines at Instow to ship and unload heavy equipment has been almost eliminated; the island can deal with most heavy items without mainland help.

Disembarking farm animals is a far less stressful operation for islanders as well as livestock now that they can simply walk off the ship. The proportion of successful landings of passengers is much higher, although when there are easterlies blowing or forecast, all landings still have to be diverted to the West Side or even abandoned entirely – as happened far more frequently in the past.

Water Supply

Not even Lundy escapes the attention of the local health inspectorate and for several years the island's water supply had been generating a certain amount of correspondence. We were given a period of grace to upgrade the entire installation, now completed. An ionisation purification plant has been installed, eliminating the danger of casual chlorine dosing. All three main storage tanks are now linked with continuous circulation between them, thus eliminating the problem of stagnant supplies. Storage capacity was also increased with a new storage tank at the end of the purification cycle.



Visitors departing the hard way in 1980 – on the mobile landing stage



The jetty under construction in May 1999

A new and larger-bore mains distribution has enabled the provision of two fire hydrants and provides an adequate supply for the living accommodation at all times.

With the increase in storage capacity has come a rationalisation in the rainwater collection measures by introducing larger diameter collecting pipework and more efficient pumping arrangements. Outstations now work automatically.

Both people and livestock on the island benefit from these measures and with the additional storage, the dreaded and expensive temporary removal of stock from the island due to water shortages occurs less frequently. After a period of extreme drought there generally comes a period of extreme rainfall so replenishment of supplies will now no longer be the major problem it has been.

Energy Supplies

The energy supplies on the island have also undergone rationalisation in favour of electricity, although we have mostly retained solid fuel heating stoves to top up the night-storage heaters – the stoves also provide cheer should Landmarkers be confined to quarters in bad weather.

The use of liquid propane gas (LPG) has been phased out except for Tibbetts, Millcombe and the Tavern for various reasons – it is an expensive fuel and transporting the cumbersome cylinders on the island required heavy manual lifting into the main service building as well as tractor and trailer distribution around the various buildings far distant from the High Street. LPG also releases large quantities of water vapour, which caused condensation and necessitated more frequent than usual redecoration of the cottages to maintain even a modest standard of presentation.

Changes in Health and Safety regulations also played a part in the decision; each gas appliance had to be tested annually by a registered (i.e. mainland) operative who had to visit and stay. Any condemned equipment is disconnected immediately so spare equipment has to be retained ready for immediate use. Shipping regulations too had been revised so that only limited amounts of LPG can be conveyed each passage. However with the ship being sailed from Ilfracombe (where LPG cannot be loaded) as often as possible to pick up day visitors, it was becoming difficult to keep up the supply of LPG without running special LPG supply trips from Bideford.

The virtual elimination of LPG as a fuel and greater reliance on electricity meant that the generation of electrical power had to be arranged so that a total failure could never occur. The immediate recommendation was that a temporary power pack be brought to the island to act as a standby – a cause of complaint by some Landmark visitors but necessary, if only to protect stored food supplies.

We have now increased the capacity to generate power threefold by linking the existing generator with two new ones, each generator being controlled to run at its most economical rating. The powerhouse has been re-sited to the Covered Yard with adequate fresh air inlets to avoid overheating. To avoid the heat generated in the generators' cooling systems being lost to the air, each cooling circuit has been linked to a heat exchanger so that hot water can be supplied to all the buildings in the core of the village via secondary pipework and further

exchangers. An oil fired back-up boiler is also incorporated in the system to top up the heat gained from the cooling systems – this is fired perhaps for an hour a day in the early morning before the generators have been run to give sufficient heat for the early morning hot water demands of some 30 to 40 people.

Replacement Beach Building

Completion: August 2002

Architect: Peter Hall of Van deer Steen Hall Partnership, Chagford

Structural Engineer: John Grimes of John Grimes Partnership, Ivybridge

Main Contractor to Completion: Gadds of Taunton

The various grant-making bodies were approached with the proposal to provide a more permanent beach building for the use of the nature warden and the divers who visit annually. The existing buildings were no longer adequate and also had been built tight to the cliff face, which was shaling badly. It was clear that within months a further collapse of the cliff face was a possibility, which would engulf the existing accommodation. There was no sanitary accommodation either.

Sufficient grant and other moneys were obtained to construct a steel-framed timber-clad whaling station-like building, with a combined boatshed and display area, with a ramp down to the Cove landing beach, equipment for charging air bottles, two changing rooms and a composting toilet for the divers.

Roads

Commencement date: February 1998

Completion of first phase: November 1998

Completion of road repairs and new boat slip: September 2000

Consultant Engineers: John Grimes Partnership, Ivybridge

A major programme of road works funded by grants has been accomplished in various stages along the face of the cliff below the South Light, following the collapse of a large part of the rock face due to shaling. This work required the input of consulting engineers who designed a retaining wall reinforced with sprayed concrete sheet mesh to support the road that runs like a shelf some three to five metres above the beach. Ties of threaded steel rods (rock anchors) have been let into the cliff face running below the road surface with frequent anchor plates incorporated into the mesh reinforcement. In addition, lengths of heavy plastic gas pipe have been let down through holes drilled in the running surface of the road to act as safety valves for air that becomes compressed by incoming waves and is forced through fissures in the rock face where it has not been reinforced with the sprayed concrete mesh. As this cliff face is now the only way to reach the jetty, twice yearly inspections are carried out to ensure any requirement for maintenance is identified in good time.

Final Works

The Rocket Shed has been well repaired and is used as a small exhibition space.

Both the men's and women's lavatories outside the Tavern have been upgraded.

UPDATE 2014

Property Improvements

Increasing fuel prices compelled us to review energy consumption in our letting accommodation and in 2005 we devised a five year strategy to reduce power consumption. This would be achieved through improved insulation, draught proofing and energy saving measures.

A grant from Devon County Council toward the cost of 850 square metres of loft insulation enabled us to insulate 19 of our letting properties. Together with the installation of hot water tank insulation, this has made the properties more comfortable for visitors at the same time as reducing our operating costs.

The second phase involved fitting low energy lamps in all of the buildings throughout the island and we have been able to source suitable lamps that have reduced the lighting costs by 80%, whilst keeping the 'traditional' look. To date we have changed 360 lamps saving over 21kW of energy. Low energy lamps are now the standard fit and have been adopted throughout all Landmark Trust properties.

The third phase of this work has been to replace the electric storage heaters in some of the properties by utilizing the waste heat from the heat exchanger of the generator. The properties in the courtyard (Old House South, Old House North and Square Cottage but not the Radio Room), the Barn and staff accommodation in Paradise Row – the long wooden buildings adjacent to Quarters – are benefitting from this change.

The fourth and final phase of this work looked at draught proofing windows in all of the properties following on from the successful introduction of draught proofing at Millcombe in 2004. It has a direct benefit without affecting the aesthetics of the property.

We continue to evaluate the feasibility of alternative methods of power generation for Lundy as we strive to reduce our dependency on oil and to promote the sustainability of the island for the future.

In 2007 and 2008 we implemented a water saving programme by installing more showers – every property with a bath now has a shower over the bath. We also installed high pressure stainless steel hot water cylinders into most properties. These reduce early failures of conventional copper tanks which don't seem to agree with the Lundy water and also eliminate unnecessary water storage in loft spaces.

Other initiatives inside properties include the fitting of stoves into the lounges in Old House South and Castle Cottage with larger models being fitted into the vast fireplaces of Old Light Upper and Lower, helping to make the properties warmer during cold winter months.

Other Building Improvements

The Marisco Tavern remains the focal point of island life. The back room was improved in 2004 and reopened as the 'Montagu Room'. Further changes were made in the 2010s and the room renamed to 'The Wheelhouse' following the discovery of the brass plaque on the Castle Parade that now adorns the door.

The kitchen was refurbished in 2005 and then received further attention in 2010 with a new state-of-the-art extraction system and further stainless steel wall cladding. The old beer cellar adjacent to the bar has been transformed into a walk-in fridge to help cope with the volume of orders received. The beer cellar has been in the Black Shed since the 1990s.

In 2005 the farm received a new generator house with a small Lister generator installed to provide power during the lambing season. This avoids the need to keep the main generator set running all night. The supplementary generator will also power the borehole pumps during periods of summer drought which will remove the necessity of keeping the main generator running during these periods.

The accommodation we were able to offer to volunteers was, for a long time, very primitive. A group of caravans were concealed in the 'Staff Garden' opposite Barton Cottages at the top of the High Street. The situation is now greatly improved with the opening of 'The Lodge' in April 2012. It is modelled in the style of the original Quarters accommodation, erected in 1972. The Lodge is also located in the Staff Garden (where the caravans have been removed) and remains hidden from view by increasing the height of the boundary wall.

The block has five bedrooms and all the facilities that the caravans lacked, such as heating, running water, showers and toilets. The new building is aimed at enhancing the volunteer experience on the island and we hope it will encourage many more individuals to assist with the island's never-ending demands.

In April 2013 we opened 'The Dairy', the latest of our building conversions, this time specifically designed to house visiting contractors who need to stay overnight. The success of the island's letting properties has made it difficult to find accommodation at short notice and so the old dairy was transformed to a comfortable two-bedroom apartment.

Beach Road

Following several rock falls, a major project started in December 2006 on repairing the Beach Road. A campaign was organised to raise the funds required for this work and to gain consent from the relevant authorities.

Over the winter progress was slow; the project ground to a halt in its second week because of bad weather. Thankfully the weather improved early in January and we employed the services of a local landing craft to bring in the materials enabling the road to be passable in time for the sailing season.



The Lodge under construction



The Dairy

Further erosion at the lower section of the road and at the slipway resulted in a major fund raising project being launched. By the end of 2008 work on the upper part of the road was completed as was work on the old slipway, the boat cave and the inter-tidal areas where the sea had been undermining the section of the road leading from the Sentinels to the jetty.

The project was completed in 2009 following stabilization works on the cliff face and reinforcement work to the wall on the Landing Beach and around the boathouse. Thanks to the generosity of the Friends of Lundy, donors and other supporters £1 million had been invested in the road over four year period, securing access to our vital connection to the *Oldenburg* and the mainland for many more years to come.

Helicopters

Many visitors have been deterred from going to Lundy during the winter because of the prospect of a rough winter sea voyage. The response from visitors during a trial in winter 2002-3 was sufficient to encourage us to implement a full winter helicopter service.

Flying from our heliport at Blagdon Farm at Hartland Point, helicopters bring staying visitors to Lundy on Mondays and Fridays between November and late March. The facilities at Hartland remained very primitive during the early years of the service with a small waiting room and very limited facilities (many regulars will recall the Portaloos!). We were able to negotiate a longer term lease on the site enabling us to construct in 2010 a large wooden-framed building divided into two rooms with capacity for 100. We now have a much improved warm waiting room complete with WCs and a briefing room. An improved facility for luggage and the ground crew was added in time for the 2012-13 flying season.

Waste Management

With the appointment of a designated Waste Management Officer on the island in 2003 we made great inroads in laying the foundations for a waste management strategy. Exeter University were employed to carry out a study during the summer to not only quantify the scale of the waste management problem but also to look into ideas that would enable us to move to a more sustainable environmentally friendly system.

In 2004 we installed a large industrial cardboard shredder to shred the many tons of cardboard we receive in packaging each year which is used not only in a composting process but also as bedding for the sheep during the over-wintering period. We also installed a large Rocket Composter to reduce the amount of waste transported off Lundy by composting all food waste produced in the Tavern and ultimately in the properties.

Recycling of waste materials on the island has made good progress with the addition of a glass imploder in our recycling centre. This machine reduces our recycled glass to a fine, safe, dust that can be used as a building aggregate in a variety of applications. Indeed, all of our waste glass was used as infill during the road repair project. This should reduce by five tonnes the quantity of waste glass that has to be sent off the Island on the *Oldenburg* each year.

The final piece of the waste management strategy was the installation of a large slurry pit where the sludge from the septic tanks together with the animal manure and bedding produced in the lambing shed is mixed and aerated over a five month period. Once innocuous this material can be spread onto the land.



Stabilization work on the Beach Road



The improved terminal building at Hartland Point heliport

LUNDY'S SHIP – MS *OLDENBURG*

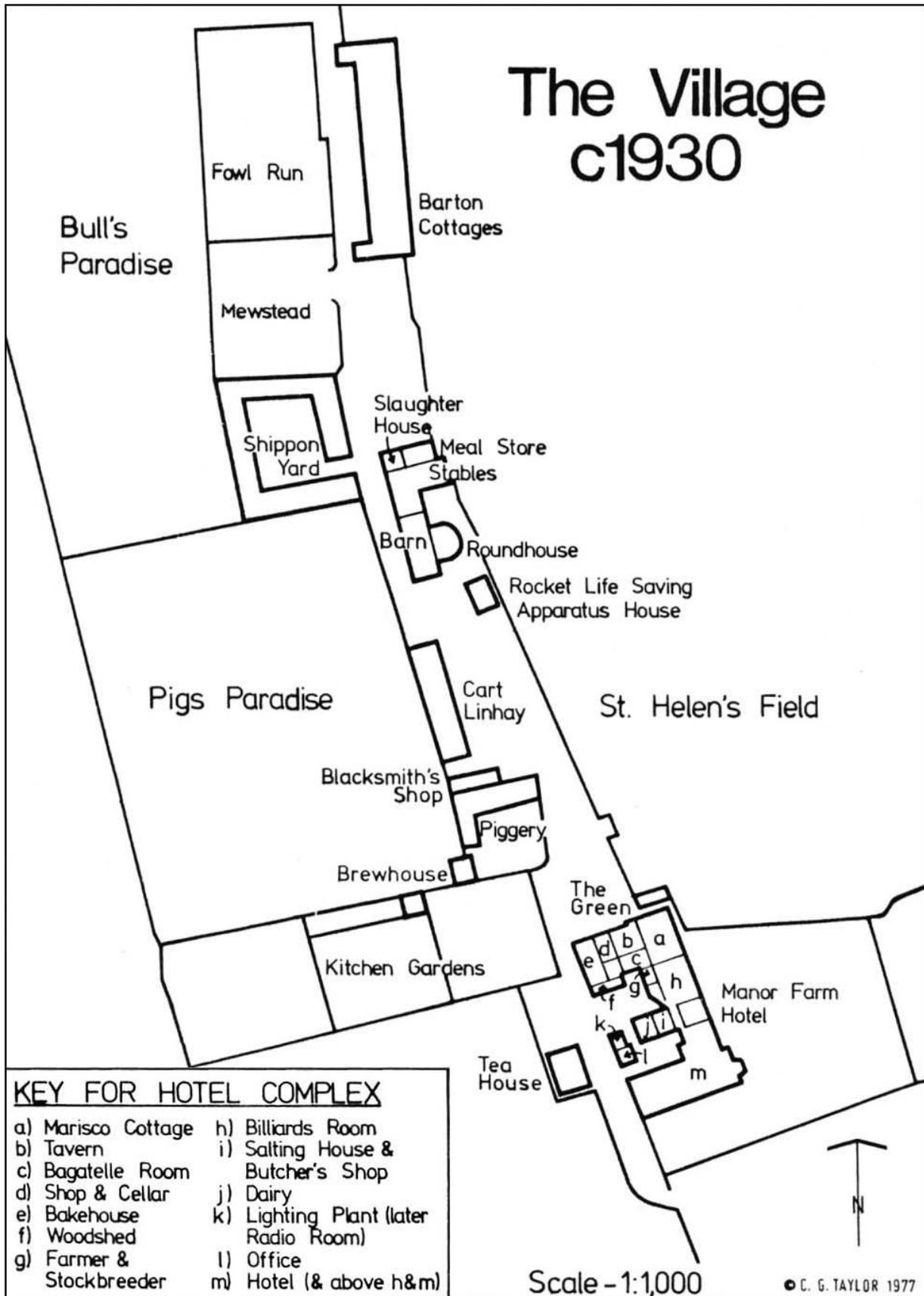
Whilst the *Polar Bear* was a reliable cargo ship, Department of Transport regulations limited it to carrying only 12 passengers. A regular Saturday helicopter service supplemented Lundy's transport connections with the mainland from 1982 until 1985, when the company running the service dropped a bombshell. After investigations into an accident near the Isles of Scilly, tighter restrictions on helicopter flights over water made it obvious that Lundy's only reliable link with the mainland in future could be by ship. A suitable new vessel had to be found and within a month a short list of seven ships was drawn up; all of them lay in Norway, Denmark and Germany – countries whose passenger regulations were similar to those in England.

Having seen five unsuitable vessels, John Puddy, the Lundy Agent, and Barty Smith, one of the Lundy directors, went on to Germany to view the MS *Oldenburg* at Wilhelmshaven. She was originally built for the German railway company as ferry operating between the German mainland, the Friesian Islands and Heligoland. When they saw her she was running as a butter cruiser, exploiting a loophole in the law by selling duty-free butter out at sea. For this purpose her aft saloon had been gutted and converted into a supermarket; otherwise her condition was as originally fitted out.

The previous ship to be viewed had a superb engine room but her interior had been gutted. She and the *Oldenburg* were equally suitable so John Puddy and Barty Smith were faced with a conundrum – but a resolution came to them in a flash: they tossed a coin and the *Oldenburg* won. She dropped anchor for the first time off Lundy on 5 December 1985, after an eight-day journey from Germany, and made her first passenger trip on Saturday 10 May 1986 having been refitted according to Department of Transport regulations.



The *Oldenburg* in 1989



VILLAGE AND FARM

Old House and Square Cottage

Radio Room

The Quarters

The Barn



**The Big House from the south in about 1890, flying a patriotic Red Ensign.
This façade was later rendered**

OLD HOUSE AND SQUARE COTTAGE

The building known as Old House has been through a number of metamorphoses but has now returned to something like its original form. The first, and most interesting, house may be seen in the drawing by Mary Ann Heaven dated August 1838. Here the building appears with twin towers joined by a single storey with two windows and a door. It seems almost certain this is the one referred to in 1787 (in a description printed in the North Devon Magazine of 1824) as 'the house lately built by Sir John Borlase Warren', the young MP for Marlow and future Admiral who owned Lundy from 1775-1781. The new house replaced the Castle as the focus of island life. Here the various owners of the late Georgian period stayed when they visited the island, as Sir Vere Hunt did in the winter of 1810-11, a visit partly recorded in a journal. In their absence it was where the island agent or steward lived, putting up occasional visitors.

Sir Vere mentions a front and back parlour (in which his more valued things were stored when he left), a kitchen in which he drank his punch in the evening and a hall in which there was dancing on his last night. Apart from his own bedroom, there was a 'dark room' in which he slept when a ferocious easterly was blowing straight up the Millcombe Valley, making his bedroom on that side unusable. He had already had the cracks of the front door stopped with green baize, an extra carpet put down in the parlour, and all the shutters closed.

An inventory was made of the furniture in the house in 1822. The parlour was furnished with a dining table and chairs, a side table, bookcase, two small tables and a number of glasses, decanters, candlesticks and other things for the table. The small parlour, apart from one small table had only china and cutlery and a quantity of lumber: '1 oald clock useless, 1 oald tea urn, 4 tooth bruch stands ...'. Over the parlours were two bedrooms: '1 broalken feather bed, 1 mattress bad, washing stand broalken...'. The house also contained a kitchen, furnished with a dresser, a large and a small kitchen table and two 'green chairs'; a store-room over it containing a bed and more junk; a dairy; and the steward, Mr Mannix's own room in which he both worked, '1 writing desk', and slept, 'feather bed very bad'. There he also kept that essential piece of Lundy equipment, a spyglass or telescope. The total value of all the furniture and chattels and farm implements was £60 2s 5d.

How the house was actually arranged is not clear from this inventory. Mrs M.C.H. Heaven wrote in her 'Lundy Log' that the towers contained four rooms and the central section was a dairy. However, as she never saw it herself this is not conclusive. Clearly one of the towers did have four rooms. One would expect the kitchen to have been in the middle portion, with a storeroom under the roof and the dairy next to it (it seems to have been in a semi-basement), but it may have been in the other tower with the agent's room. Other rooms might have been empty. There is no mention of the hall in which Sir Vere describes his Irish employees dancing, while he fell asleep in the kitchen.



Drawing of the Old House by Mary Ann Heaven dated August 1838



The Farmhouse with the Big House added onto the far end

The dairy was an important part of the island's economy, with 24 milking cows listed in 1823. Both butter and cheese were made and what could not be sold to the lighthouse keepers or ships' crews was taken to market on the mainland. Since this only seems to have happened annually, both must have been well salted to preserve them! In September 1823, Mr Mannix shipped 196lbs of butter, which he sold for 9d per lb. The following year seems to have been a bumper one, but he could not get away at all in the autumn, and when he finally reached the mainland in February 1825, the market was flooded with butter and cheese salvaged from a wreck at Clovelly and sold off cheaply along the coast. So he sold what butter he could at a good price and left the remaining 361lbs with a trusted friend to sell over the next few weeks.

Soon after Miss Heaven's drawing was made in 1838, Mr Heaven altered the house by taking off the hipped tower roofs, adding a second storey in the middle and then putting a shallow pitched roof over the whole house. He of course stayed in Millcombe, so this now became the Farmhouse. It seems to have had two families living in it, at least in the 1850s and 1860s.

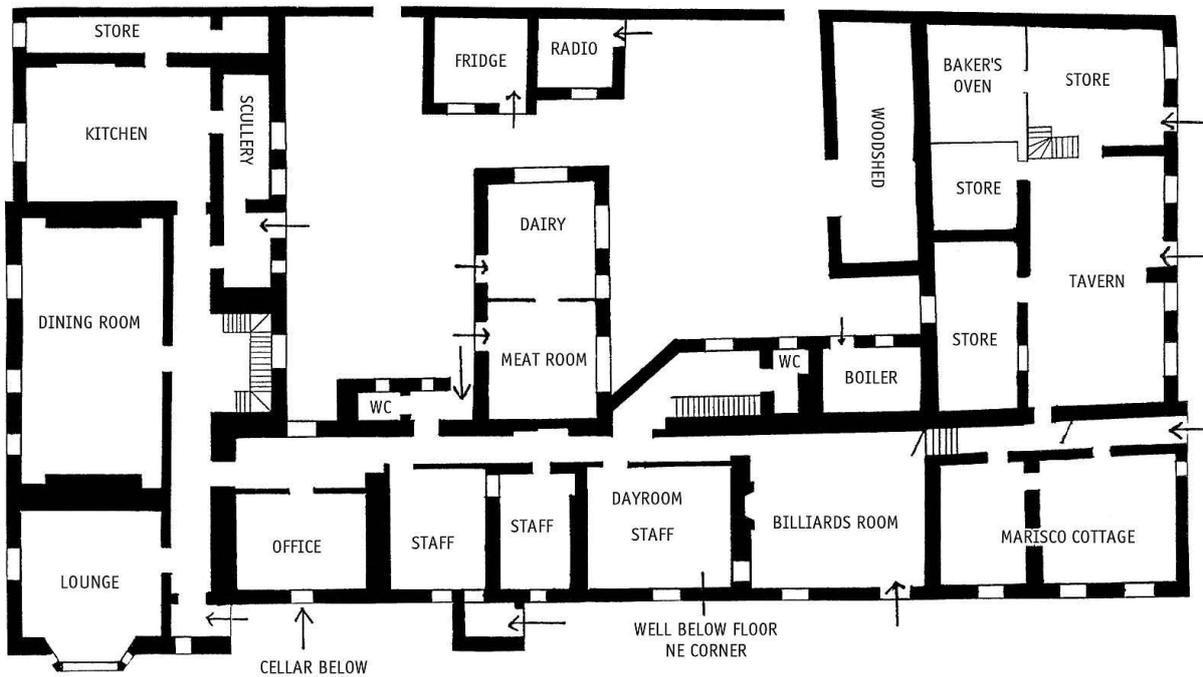
In 1849 Charles Kingsley came to Lundy. Afterwards he wrote that he 'dined at the Farmhouse, dinner costing me 1s 9d and then rambled over the island ... Oh that I had been a painter for that day at least!' It must have been on this occasion that he gathered material for his description of the island in *Westward Ho!* According to the Bideford Gazette Mr John Lee, the 'Governor' in 1854, 'provides visitors with board, lodgings, beer, port and spirits at reasonable prices; conducts them over the island, shows the ruins of Marisco's Castle, the remains of St Helena's Chapel, Johnny Goat's House, Devil's Lime-Kiln, and Lighthouse, and the liberty of hunting, fishing and fowling'.

When the Lundy Granite Company was set up in 1863, it took the lease of most of the island, including the farm. At the north end of the Farmhouse they built a Store (which possibly doubled as an ale-house, now the servery of the Tavern) and a Storekeeper's cottage (now the main room of the Tavern). At the other end was a bake house with lodging for the baker above (the present office). They also built a large new house running back at right angles from the south end of the Farmhouse. This was still unfinished inside when the company folded. It reverted to the Heavens in 1871, and one of the empty rooms was often used for Sunday services. The Store had proved such a benefit for the islanders that it was kept open. The farm was kept in hand for a few years after this and prospered, with a new dairy added at the back of the Farmhouse.

Part of what came to be known as the Big House must have been made habitable by the Heavens, because a farm worker was living in it in 1881 with his family. Then in 1885, the farm was let to Mr Thomas Wright, a gentleman farmer nicknamed Panjan (short for Panjandrum) by the family. He fitted out the inside of the Big House for himself, with a drawing room, dining room, sitting room and kitchen with six bedrooms above. It was he who laid out a tennis court on the lawn in front of the Farmhouse, which now became more of a farm cottage. Although joined to one another there was no access between the two buildings, each having its own front door.



The Granite Company's Store with Storekeeper's Cottage on the left – now all the Tavern. The two bays on the right were the bakehouse – now the Office



The ground floor of the Manor Farm Hotel in the 1930s. North is to the right. The gable end of Marisco Cottage (lower right corner) is on the left of the upper photograph

In 1891, Mr Henry Ackland of Bideford took on the tenancy first of the Store, then of the farm. He put up a corrugated iron refreshment room where the Black Shed is now and guests began to be boarded in the Big House. It was the next tenant, Mr George Taylor, however, who turned it into a proper hotel after 1899. He provided a loo and a bathroom upstairs and added a main staircase. By 1910 a scullery, gas store and woodshed had been added at the back.

When Mr Christie owned the island from 1918 to 1925, the same arrangement continued with the Farmhouse still separate from the Big House or Hotel. Only in 1926, after Mr Harman took over, was the whole building run together to make a much larger Manor Farm Hotel. He built three more bedrooms over the dairy at the back and extended this tiny wing further towards what is now the Radio Room to provide a back staircase, a loo and a bathroom.

Between the Farmhouse and the Storekeeper's Cottage there was a low building containing a well and washroom. This was rebuilt as a billiard room with a cloakroom behind (known as the 'Farmer and Stockbreeder', from the literature kept there) and two bedrooms above. Thus when it re-opened in March 1927 the hotel boasted ten double bedrooms, and five singles. It had electricity from a generator, which also supplied Millcombe and lighting for the High Street.

When Landmark took over Lundy, the hotel building, through lack of resources to carry out repairs, was in desperate straits. It was decided to abandon it for the time being and transfer the island hotel to Millcombe. Then there were plans to convert it into a museum with accommodation but financial considerations forced these plans to be abandoned too. The final solution was to demolish the Big House and the Harman additions, thereby restoring the building to its former satisfactory Georgian appearance.

During 1982 and 1983, Ernest Ireland Construction Ltd of Bath undertook the work under the supervision of the architect Philip Jebb. For this and the other works in progress at the same time, up to 30 men were employed on the island. They worked in four-week shifts, then had a week on the mainland, travelling by helicopter to Hartland Point then by bus to Bath.

Their task here was to demolish part of the south wing or former Big House, leaving only the old kitchen, which, with its upper rooms repaired, became Square Cottage. It has a pyramid roof deliberately reminiscent of those seen on the Farmhouse in Miss Heaven's 1838 drawing. The Old Dairy Yard was transformed into a grassed and sunny square with a single tree in the middle, carefully preserved during the building works.

The Farmhouse was divided invisibly to provide Old House North and South. At its northern end, the hotel billiard room and the rooms over it were pulled down, and the Marisco Cottage beyond (originally the Storekeeper's cottage and latterly home of Mr and Mrs Gade) was converted into the main room of a much-enlarged Marisco Tavern.



Part of the back yard of the Manor Farm Hotel in 1960



Starting demolition of the hotel outbuildings to create the courtyard. The gable end of the Radio Room is on the left and the sloping roof on the lower right was part of what is now Square Cottage

The old Store cum Tavern had been given the name of Marisco Tavern by Martin Harman, who rebuilt the bar. It was a small and cosy affair, still combined with a shop which was partitioned off at the west end, with a storeroom between it and the bakery. It gained more space in the 1950s when Albion Harman moved the shop into the Linhay, an open-fronted farm building facing onto the green, built in 1890 by Mr Wright.

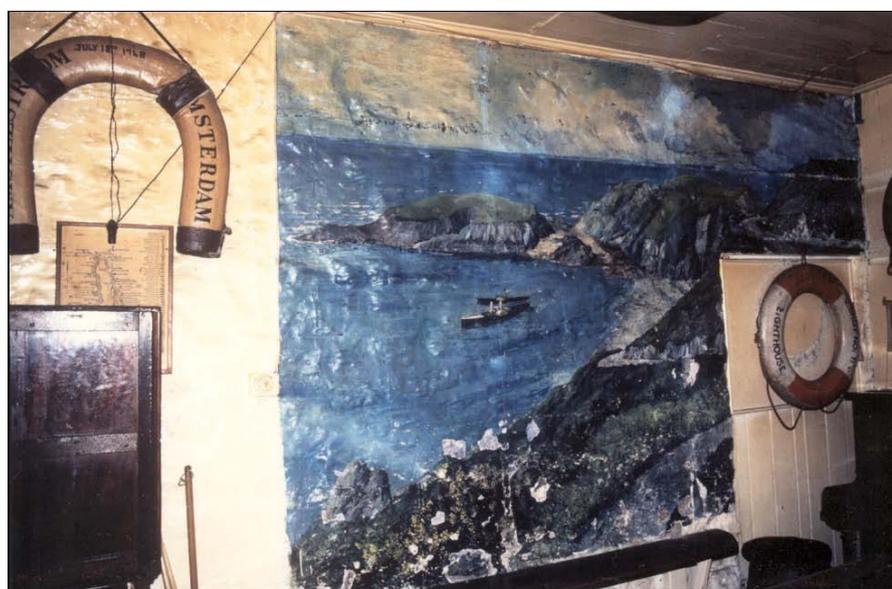
To make things easier to run, and because the Campbell steamers were calling less often with large numbers of day visitors, Landmark decided that when enlarging the Tavern, it would combine it once again with the shop. A new storeroom was made in the old bakery and a kitchen was added behind the bar, along with storerooms of various kinds, one of which has since become an extra dining room.

The upper end of the Linhay then became a reading and exhibition room for a few years. With the arrival of MS *Oldenburg* in 1986, however, day visitors began to increase again and by then more people were staying on the island too. It grew increasingly obvious that on busy days, the Tavern staff could not both serve drinks and meals and look after the shop. In 1993, the shop moved back to the Linhay.



**Part of the
old Tavern**

**Mural of the landing
bay on the wall of
the old Tavern**





**The Big House
stripped and ready
for demolition**



**The old kitchen,
in the south wing,
of the Big House,
which became
Square Cottage**



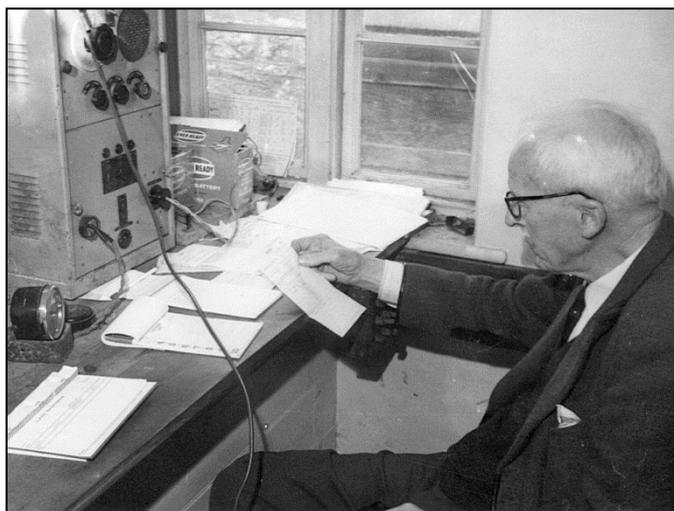
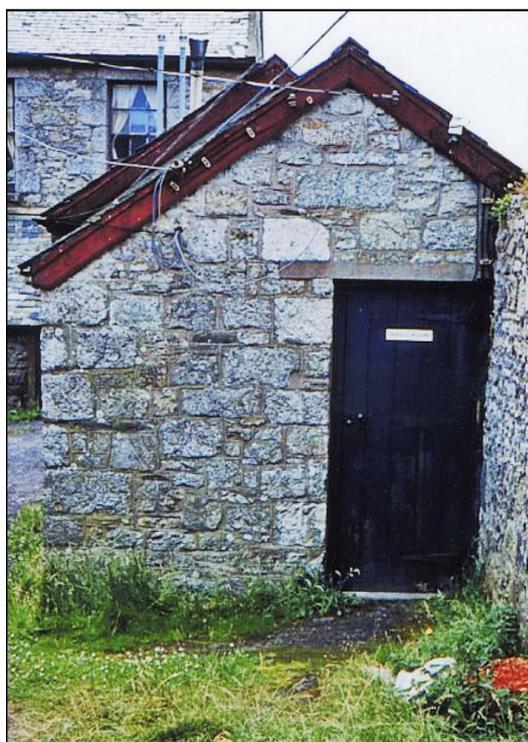
**The Farmhouse
before its rebirth
as Old House
North and South**

RADIO ROOM

When Mr Harman formed the Manor Farm Hotel in 1926, there were two granite buildings on the western side of the yard at the back. The larger of these, which had contained two earth closets, became a storeroom, and eventually housed the island refrigerator. The smaller storeroom next to it on the north was used by Mr Harman to house the small electric generator, which provided power and light for the Hotel and Millcombe House. This was replaced in the 1950s by a larger generator housed in a new building behind the tea garden. At about the same time, it was decided to move the island's radio transmitter from the Old Light, where it had been since 1930, and a good home for it was the now empty hotel generator room, which thus became the Radio Room.

It is extraordinary now to look back and think that until then, every day at 9 o'clock and at 4 o'clock, Mr Gade had walked to the lighthouse and radioed to the coastguards at Hartland Point to let them know all was well on the island and to make food orders. This was Lundy's only contact with the mainland and the coastguards became invaluable friends to the islanders. But it became increasingly difficult for Mr Gade as he grew older to make this twice-daily trip in all weathers, so it was a great relief for him when the transmitter was moved down to the hotel.

Soon after Landmark took over, a modern radiotelephone was installed in the office over the tavern. The Radio Room was abandoned once again and so, soon afterwards, was the Fridge Room, when new refrigerators were installed behind the Tavern. As part of the restoration of the old hotel buildings in 1982-3, therefore, both Fridge and Radio were fitted out as basic extra bedrooms, the latter still with the old Naval transmitter in one corner. In 1990, the two were combined to provide a self-contained dwelling for one person, similar to Old Light Cottage, and prompted by the closure of Millcombe as a hotel.



Above: Felix Gade speaking to Hartland Point Coastguards after the radio had been moved from the Old Light to the Radio Room (left)

THE BARN

Various farm buildings were built on Lundy by Sir John Borlase Warren in the 1770s, and a barn was mentioned in the letters written by the Irish steward, Mr Mannix, to Sir Aubrey de Vere Hunt in the 1820s. A barn is marked, too, on a map of 1820, in roughly the same position as the present one. It is curious, therefore, that it does not seem to appear, or at least not in the right place, in Mary Ann Heaven's drawing of the village in 1838. It may be that the 18th century barn became ruinous and was rebuilt by Mr Heaven after 1838. His agent, Mr Malbon, does in fact refer to a new barn in 1839. The present Barn is constructed of granite and was converted to a threshing house when the round house was added. This provided a circular walk for a horse or donkey, harnessed to a gin to provide motive-power for the machinery in the adjacent threshing room. Later when engines replaced animal and man-power, the Barn housed one of the few mechanical contrivances on the island: the ancient 4½ horsepower Blackstone stationary engine. It ran on paraffin and powered the threshing box, chaff-cutter, grist-mill, circular saw and subsequently a sheep-shearing machine for which purpose it never really had sufficient speed.

On 4 October 1944 Lundy suffered a violent gale and the roof of the Barn was lifted off in one piece, falling near the entrance to the stables and the dung heap. In 1975 when Landmark began work on its restoration, the Barn was all but a ruin. The roof was replaced and all the outer rendering removed to reveal fine granite coursing beneath.

Originally it was planned to convert the Barn into a museum, but this scheme was abandoned and it became instead a hostel for 14 people. Mr Gade wrote an account of the re-opening on a windy day in August:

The work of conversion had been very cleverly and distinctively carried out, mainly by men employed on the island, but with the assistance of an expert tiler, and an expert carpenter, Mr Alan Walker. Mr Grainger [Mr Gade's successor as agent] invited me to declare the new Barn open on August 24th, 1975, and I consented, perhaps nostalgically, having such long memories of all the work which had been carried out there when it was a farm building: threshing, chaff-cutting, cake-crushing, sawing timber, grinding oats, shearing, and I must not forget to mention, the strenuous work of starting the old Blackstone oil engine.

There was a strong westerly wind blowing, and so we made the opening ceremony brief. Ian Grainger offered me the key, I unlocked the door, and he and I entered together. I must say the metamorphosis was very striking: the walls were covered in varnished white pine and the floor tiled. The beds arranged in a semi-circle in the Round House looked comfortable and attractive with their purple blankets, and it seemed to me that there was a surprising amount of light in the Barn from three quite small windows. The first tenants – a party organised by the Lundy Field Society – moved in the same day.

The Barn remains popular with large groups and regularly plays host to visiting school and university groups and the Lundy Field Society continues to use it as accommodation for its conservation working holidays.

An energy audit for the whole island in 2005 resulted in the installation of traditional cast iron radiators to replace the electric storage heaters. They utilise waste heat from the electricity generators' heat exchanger.



The Barn in 1971



Renewing the Barn roof

THE QUARTERS

The need to provide extra accommodation for the building workforce before work could start on Lundy in 1969 has already been described. The Quarters were the main answer to this, and were put up in 1972. They had of necessity to be pre-fabricated, since until they were in place, there was no one on the island to do such major work. Even so, a good deal of preparation and adjustment was needed to fit them for survival on Lundy.

Because, in scale perhaps more than materials, the Quarters hardly belong to Lundy's traditional style of building, they were carefully sited where they would be least noticeable, once their timber walls had faded to grey. There they serve a very useful life, providing housing for permanent staff and a lodging for official visitors. Built in the field known as Pigs' Paradise, the official address, recognised by Royal Mail, is Paradise Row and the building is known by staff as 'Pigs'.

Until 2003, part of the building also served as a second hostel for large parties, with one of the best views on Lundy from the living room. However, at this time the popularity of the Landmarks on Lundy led to a review of accommodation on the island. The introduction of the winter helicopter service highlighted the need for additional and improved staff accommodation. With Lundy remaining popular with visitors during the low season, more permanent staff were required rather than relying on seasonal workers. It was also felt that a more traditional Landmark approach would prove more popular than the somewhat spartan conditions of the original Quarters.

It was therefore decided to create a 'new' Quarters in what used to be the General Manager's house at the end of the front block. This gave visitors more privacy (a longstanding complaint of the former arrangement) as well as an even better view of St Helen's church and the North Devon coast to the south, and of the Old Lighthouse to the north west. A private garden was also created at the back.

The work was organised and largely carried out by Reg Lo-Vel, longstanding member of the Lundy community and Landmark employee. Reg had also carried out the original erection of the buildings some thirty years earlier. He was helped with the 2003 works by Keith Ward, Ernie Dowding and Steve Collinson, with further support from Devon-based JDC Builders of Ivybridge.

Regular complaints about the former accommodation – from visitors and staff alike – related to poor sound insulation between properties and poor protection from the elements. The re-arrangement helped address both problems, by placing the sitting room furthest from the party wall and by providing the opportunity to introduce much better insulation measures against wind and cold. Kitchen and bathroom facilities were also improved, with a shower over the bath to help conserve the precious island water supply.

The sitting room windows were carefully repositioned to frame the optimum view, while the painted, match boarded walls and stained softwood floor not only provide still further insulation but also an interior that is both cosy and workmanlike, in keeping with these functional buildings which, by now, have earned their own place in the island's history.



The Quarters (top right) when relatively new and still brown, while work is almost finished on the 'courtyard' buildings – Old House, Square Cottage and the Radio Room. The newly-built Government House is at the bottom of the photo



The Quarters' cosy and light-filled sitting room

THE TOP OF THE ISLAND

The Old Light

Old Light Cottage

Stoneycroft

Tibbetts



THE OLD LIGHT

A substantial rock set menacingly in the middle of a busy shipping lane, Lundy has a dismal record of shipwrecks. In the 18th century, well aware of its dangers, a group of Bristol merchants offered to build and maintain a lighthouse at their own expense if the island's owner would allow them a site.

They chose Beacon Hill, the highest point on the island. Their choice caused endless difficulties and ultimately made the lighthouse unusable. Although the foundations were laid, work did not progress until 1819 when, after persistent application to Trinity House by Bideford traders, supported by Liverpool and Cardiff merchants, Trinity House acquired a 999 year lease of the site for £500 and a yearly peppercorn rent.

The Corporation of Trinity House is a chartered body, whose objective is the safety of shipping and the welfare of sailors. It is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar, and is also a charitable organisation for the relief of mariners and their dependants.

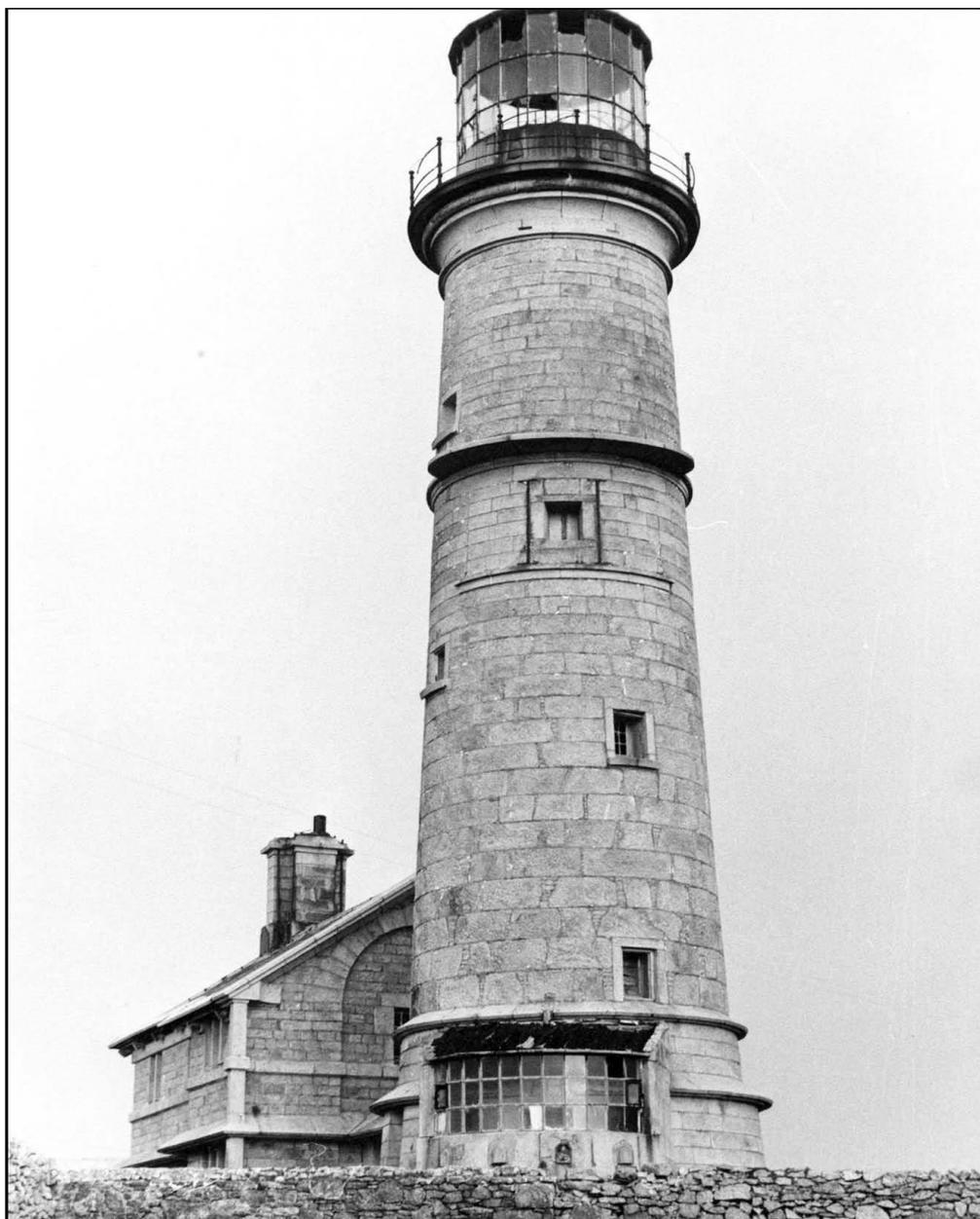
The architect of the Old Light was Daniel Asher Alexander. He was surveyor to the Elder Brethren of Trinity House, having succeeded Samuel Wyatt in this post in 1807. Alexander was a close friend of the sculptors John Flaxman and Francis Chantry and specialised in large utilitarian buildings such as warehouses and bridges. He designed the prisons at Dartmoor (completed in 1809) and Maidstone (1819) and in a lighter vein made alterations to Lord Radnor's houses at Longford Castle, Wiltshire and Coleshill, Berkshire (burnt down 1952).

The lighthouse on Lundy was one of the last that he designed. It is an exceptional building set in an uncompromising position at 122 metres (470ft) above sea level. Alexander and his builder, Joseph Nelson, got it up in only a year. It is of island granite and the tower is unusual in having a granite cavity wall. The cavity wall was a brick technique whereby the regular thickness of the bricks made it possible to separate the outer and inner skin with a uniform cavity. Alexander adapted this technique for masonry on the Heligoland lighthouse tower in 1811 but Lundy was exceptional in having two skins of granite.

The maximum thickness of the wall is one metre (3ft 3in) at the base tapering to 60 cm (2ft) at the lantern, with a consistent cavity of 7.6 cm (3in). The tower stands 29 metres (96ft) high and the staircase contains 135 steps to the lantern gallery and a balcony with decorated wrought iron balusters. The late Douglas Hague, an authority on lighthouses, suggests that this balcony, with its railings, is an addition, perhaps of 1857 when the light apparatus was also changed. The tower was non-residential containing only water-tanks in the basement, a workroom on the ground floor, with a landing above which was used for storing the oil. The lighthouse was first brought into use on 21 February 1820, being the highest light in Britain, and having cost £10,276. It showed an upper beam which revolved by clockwork every 16 minutes, and a flash every two minutes. It was visible from a point 18 feet above sea level from some 32 miles.

Nine metres (30ft) below on the exterior of the tower a rather curious canopy faces the sea on the west. From here a row of lamps was hung, visible over an arc of 90 degrees. The angle of the canopy was arranged so that the light was visible only to ships four miles or less from the shore. If the vessel did not alter its course away from the island the lights disappeared – a warning that a collision with rocks was imminent.

Unfortunately, the lower light often merged with the upper light at certain distances. To counter this, in 1829, the lamps were moved to a chamber at the foot of the tower. Behind a glass window were set two rows of hemispherical reflectors, four above five, made of copper with a lamp placed in the focal centre of each, while the smoke was led off by a tube passing through each reflector to a common chimney behind.



The Old Light in about 1975 before repairs to the lantern. The canopy over the original lower light and the partly blocked opening to it can be clearly seen

Even this elaborate arrangement with its 25-mile range was frequently obscured by fog. In April 1858, Mr Heaven wrote that the light was not only useless 'in thick and blowing weather, but also in many dark nights, because when the island itself is free from it, the lighthouse stands so high that it is capped by fog'. Consequently he suggested that low lights should be built at the north and south points of the island. Possibly with their budget in mind, the Elder Brethren instead proposed a gun battery on the west side of the island.

The lighthouse was therefore supplemented by the Battery site, chosen in 1862, when the two 18-pounder guns were installed. During fog one gun was fired every ten minutes. In 1878 the guns were replaced by guncotton rockets. Incredibly, two families lived on this isolated escarpment in their tiny cottages (now roofless) with the Atlantic waves crashing below and a brave seal occasionally showing his head.



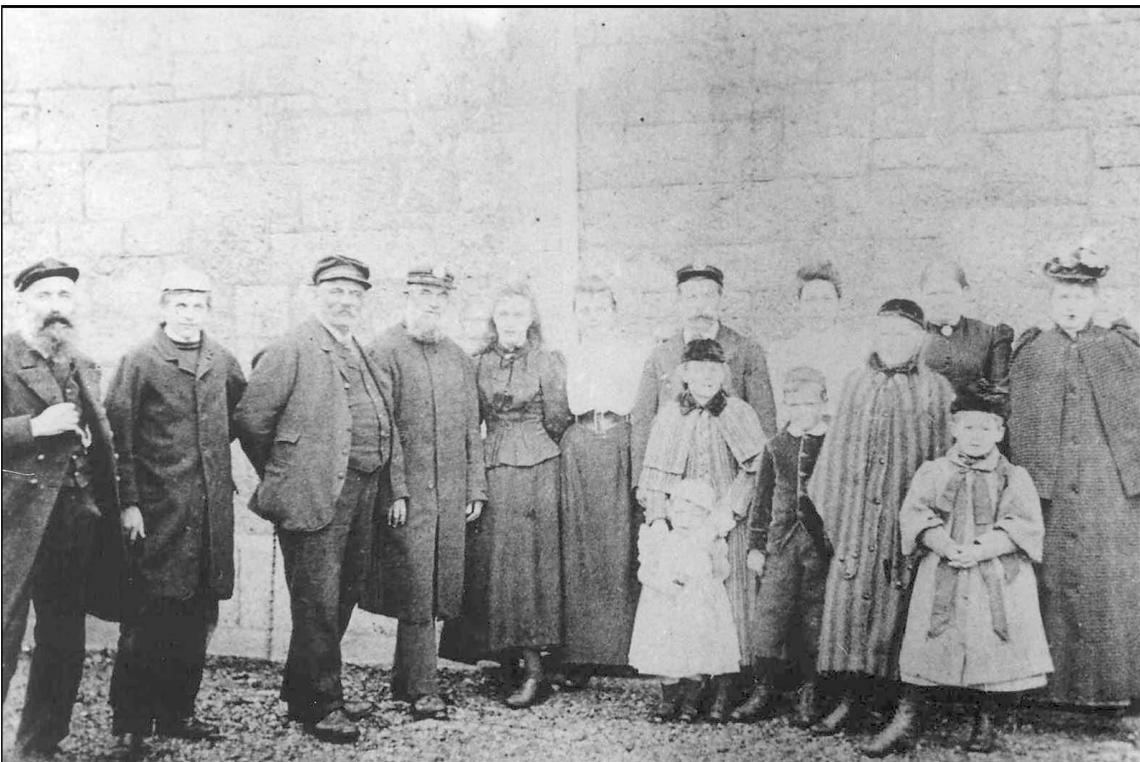
Above: The Battery in 1875

Right: Principal Gunner Morgan firing a guncotton rocket





The Old Light c.1896



Lighthouse keepers and their families around 1892. L to R back row: Samuel Hast (Assistant Keeper), Robert McCarthy, visitor, John McCarthy (Principal Keeper), Lilian Hast, Miss Hall, John Hall (Assistant Keeper), Mrs Hall, Mary McCarthy, Jane McCarthy; middle row: Sarah McCarthy, Augustus McCarthy, Louise McCarthy, visitor; in front: Hall's son

Myrtle Langham writes in *A Lundy Album* that at one time there were thirteen people living in the two cottages and when the Elder Brethren called on an inspection, some of the children were sent away to hide! Eventually the Battery was abandoned when the North and South Lights were built in 1897 of granite drawn from the neglected quarries. Both these lights have now been automated, the South Light in 1994. Until then, the Trinity House helicopter, based near Cambridge, would land provisions and equipment every two weeks.

Until automation no lighthouse could function without its lighthouse keeper. Connected to the Old Light by a passage, therefore, and designed and built at the same time, were quarters for two Keepers. These too were of granite with the gable end facing squarely into the prevailing westerly winds. Like the tower, the quarters were unashamedly monumental in detail, showing the influence of neo-classical architects such as Sir John Soane and the Frenchman Claude Ledoux, and their ideas on the imposing scale proper for public and industrial buildings. They also reveal Alexander's admiration for G.B. Piranesi's prints of Ancient Rome, which show gigantic buildings made of cyclopean stones.

The Keepers' quarters were built to withstand the full onslaught of Atlantic weather and so their sash windows are set back deeply, with continuous overhanging granite drip-moulds of considerable projection. The copings used on the gable are so large and the kneelers at its base so heavy that these are supported on six attached square columns. Under the gable is a recessed relieving arch, a popular embellishment at that time.

Life at the Lighthouse

When the Old Light was built, Trinity House classed Lundy as a shore station so the keepers were allowed to take their families with them as, later, were the two men at the Battery. Altogether they made up a substantial part of Lundy's total population and therefore were an important part of the island community. They grew their own vegetables and kept pigs and no doubt chickens too.

Sometime between 1851-1871, a new Keeper's house was built in the southeast corner of what had become a walled compound. Square, with a pyramidal hipped roof, it was pulled down in 1897 to provide granite for the South Light. It was into this four-roomed house that John McCarthy moved when he arrived on Lundy in 1884 from St Anthony Lighthouse in Cornwall to take up his position as Principal Keeper. Mr McCarthy and his wife had seven children. The two Second Keepers, Mr Hall and Mr Hast, lived in the main building with their families. The Principal Keeper was paid £65 per annum and his deputies £46 10s, each with a suit of clothes annually, and coal, oil and furniture for his home.

The McCarthy boys were taught by Revd Heaven and the girls twice weekly by Mr Heaven's sister, Miss Amelia Heaven, or their cousin, Miss Annie Heaven. The lighthouse family went to services held in the Villa (Millcombe House) at 4pm on Sundays until Mr Heaven built the corrugated iron church by the school in 1885. Sunday school was held at Benjamin's Chair in the summer, where Miss Annie Heaven allowed the boys to carve driftwood toys with their penknives during lessons. For exercise Mr Heaven walked to the lighthouse with his dogs every day, often stopping to talk to Mrs McCarthy and her children.

On 11 May 1892, two of the Elder Brethren from Trinity House visited Lundy to present the Principal Keeper with the testimonial granted by the Royal National Lifeboat Institution 'for his gallant and successful exertions in rescuing the crew of 21 persons from the wreck of the French steamer *Tunisie* on February 19th, 1892'. The rescue was accomplished in a blinding snowstorm and took seven hours. When the wrecked vessel had been sighted, a rocket line was fired across the ship and a makeshift life-saving apparatus devised, using a coal sack to transport the crew from ship to shore. At the end of 1893, the family left Lundy when Keeper McCarthy was transferred to Great Castle Head Lighthouse, Milford Haven.

The Lighthouse after closure

After the Lighthouse became obsolete in 1897, it was handed over to Revd Hudson Heaven, as landowner. He leased it to Mr Napier Miles of King's Weston, Bristol, who used it for holidays until 1907. Thereafter it was available for rent until the Second World War.

In 1930 Mr Harman had agreed with the Marine Division of the Board of Trade and Trinity House to install radio telephone communication with Hartland Point Coastguard Station at his own expense. The Board of Trade selected the Old Light because the tower could provide admirable support for the aerial. The instrument was a Marconi XMB 1A short-wave combined transmitter and receiver with a call device which enabled the coastguards to ring Lundy at times other than the agreed signalling times of 9.00am and 4.00pm.

During World War II the Old Light was requisitioned by the Admiralty and housed a naval detachment. The Admiralty had asked Mr Harman if he could establish a watching station on Lundy and as the radio telephone was already installed at the Old Lighthouse, that is where it went. When the navy left at the end of the War, they donated their transmitter to the island, which was very welcome as the original one was becoming difficult to repair. Mr Harman resumed responsibility for it at the end of 1947. The agreement with the Board of Trade expired in 1960 and was not renewed, although the twice-daily calls to the Hartland Point coastguard continued as Lundy's only link with the mainland.

In 1947, Mr Harman gave the Old Light rent-free to the Lundy Field Society, which used it for many years as their headquarters, with a hostel in the care of a resident warden. The Society also used the outbuildings in the compound and one was converted into a laboratory as a memorial to Mr Harman after his death.

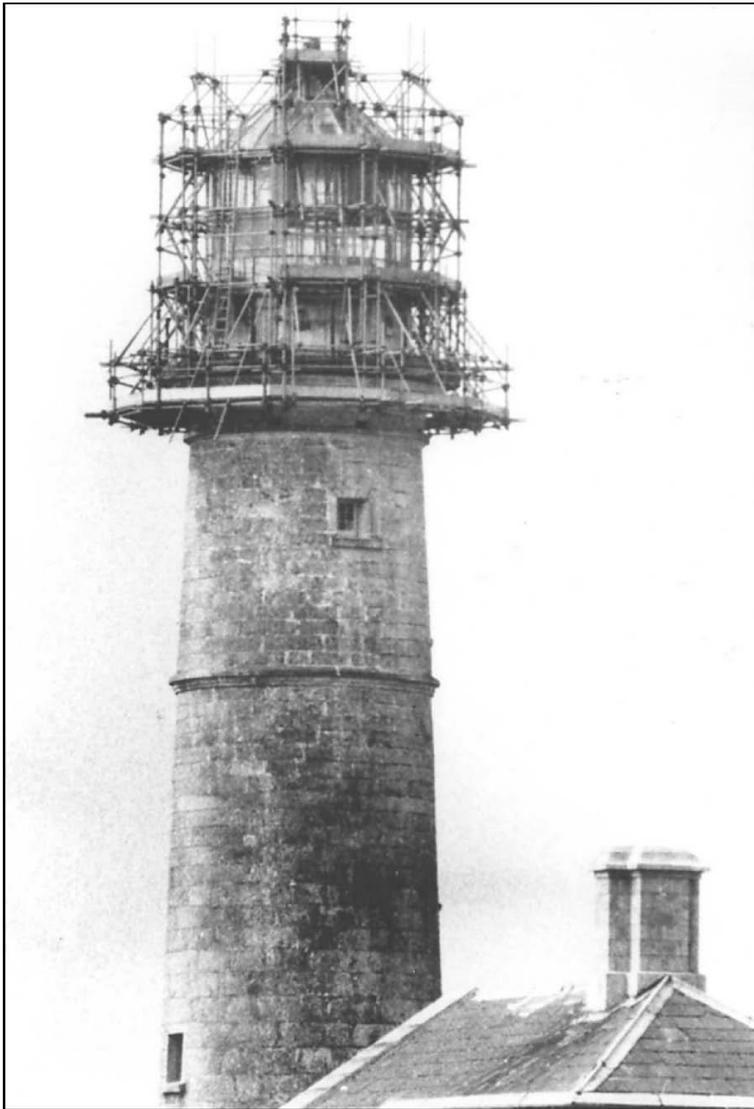
Landmark carried out a major restoration programme at the Old Light. The first priority was to renew the windows in the tower which had disappeared, so that water was getting in. In 1976, Mike Haycraft fitted new windows of iroko, an African hardwood, which had been ready made by Rendells of Devizes. It was a complicated procedure since first of all a platform had to be constructed beneath the window openings to correspond with the steps beneath. As there was no handrail, Mike had to wear a safety harness attached to the wall. The new windows were then screwed into the granite using a hand-drill, as there was no power. A steel handrail was then fitted up the staircase.

In 1979 a scaffold was erected around the lantern which was then repaired and re-glazed and the weathervane re-gilded. The door into the lower light chamber was blocked to prevent damp entering the tower. The two Keepers' quarters had remained as a hostel since 1969, being gradually improved and modernised. In 1982- 83, they were returned to the original arrangement of an upper and a lower flat. The building was re-roofed at the same time, reusing all existing sound slates, with new slate from Cumbria to make up, supplied by Yeo & Co. from North Devon. The heaviest workable gauge of lead was used for the flashings – and even this has since been ripped off like tissue paper in hurricane force winds. These works were carried out as part of a large programme undertaken over two years by the contractor Ernest Ireland Construction Ltd of Bath, when all outstanding major restoration works on the island, halted by rising costs in the 1970s, were finished off in one go.

During the spring of 2012 Landmark further restored the lantern room, thanks to a generous legacy from Mr Peter Williams. To tackle the intricate job, contractors who normally service lighthouses for Trinity House were engaged to complete the work. It took approximately six weeks and luckily the weather was mostly kind. The lower light on the ground is planned to be restored in the near future.



Mr Gade operating the radio at the Old Light, assisted by John Ogilvie



Repairing the lantern in 1979

Richard Perry and his wife at Stoneycroft



OLD LIGHT COTTAGE

Built by Trinity House on the leeward side of the Old Light, Old Light Cottage was one of several outbuildings in the lighthouse compound. It contained not only the Keepers' latrines but also the pigs, which the Elder Brethren believed should be obligatory, wherever possible, at lighthouse stations. Following the closure of the lighthouse, the building was used as a store house, as a bird ringing room by the Lundy Field Society, and more recently as an annexe to the Old Light containing six beds when it was known as Old Light East.

After the closure of Millcombe as a hotel at the end of 1988, there was nowhere on the island for people who wanted to visit Lundy on their own. To fill this gap, in 1990, Old Light Cottage was converted to its present form. All traces of its former use have disappeared – the pigsties are now cobbled over to form the little private yard outside the house.

STONEYCROFT

This single-storey cottage appears in one of two drawings of 1838 by Mary Ann Heaven, William Heaven's sister. Close to the Old Light, it was built in 1821 for the use of the Trinity House agent and visitors. With sudden changes of wind direction, or the rising of a gale, ships were unable to depart and there were occasions when visitors could be stranded for several days.

It is built of roughcast stone with a slate roof. The building had its own well in front and sewer at the back. Its furnishings must have been very primitive and it would not have offered its visitors much comfort. In 1845 it was suggested that it might be pulled down.

There are several enclosures behind Stoneycroft and two of these were used as tennis courts in the 1930s. When Mr Miles rented the Old Light from 1897, he installed his caretakers, Mr and Mrs Williams, in Stoneycroft. The author and ornithologist Richard Perry stayed here in 1939 when researching his book *Lundy: Isle of Puffins*. He wrote, '... our dwelling for five months ... was a ruinous keeper's cot in the lee of the old lighthouse. With its crumbling discoloured walls and bare floors, its leaking roof, smoking chimney, and icy draughts, the cottage was less habitable than any shepherd's croft in the Western Isles.' It afterwards housed other island staff.

In 1988 Landmark converted Stoneycroft into a holiday cottage for four people. The porch was removed and the sitting room and main bedroom swapped places.

TIBBETTS

Three years after the wreck of HMS Montagu in dense fog in 1906, the Admiralty built this signal and watch station. It was in use until 1928.

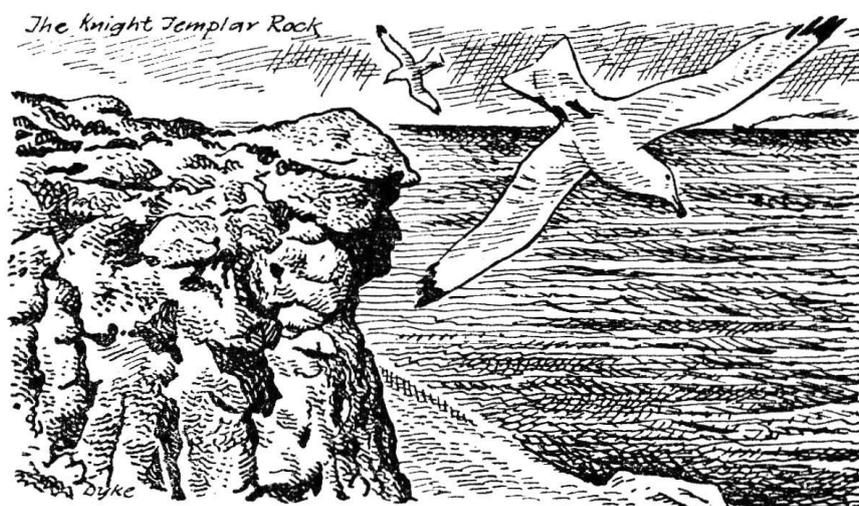
The origin of the name is uncertain although 'Tibet's Point' appears on the 1832 Admiralty chart. It is however known that 18th century pirates erected a gibbet near Gannets' Combe (formerly Gallows Combe).

Until it was removed during repairs by Landmark, Tibbetts had a lookout room on its roof with an outside iron ladder, from which it was said 14 lighthouses could be seen on a clear night. This was taken down in February 1971, having become too rotten to mend. The semaphore mast that stood beside the building came from the Castle parade ground.

Before the Second World War Tibbetts was let out to the Smith-Saviles. From time to time Mrs Smith-Savile, accompanied by her Pekinese dog, Twee, entertained Mrs Gade for tea from a silver teapot. At other times Mrs Smith-Savile, an immaculate 1930s lady with red-painted nails, would paddle round to the village in her canoe, wearing a white hat.

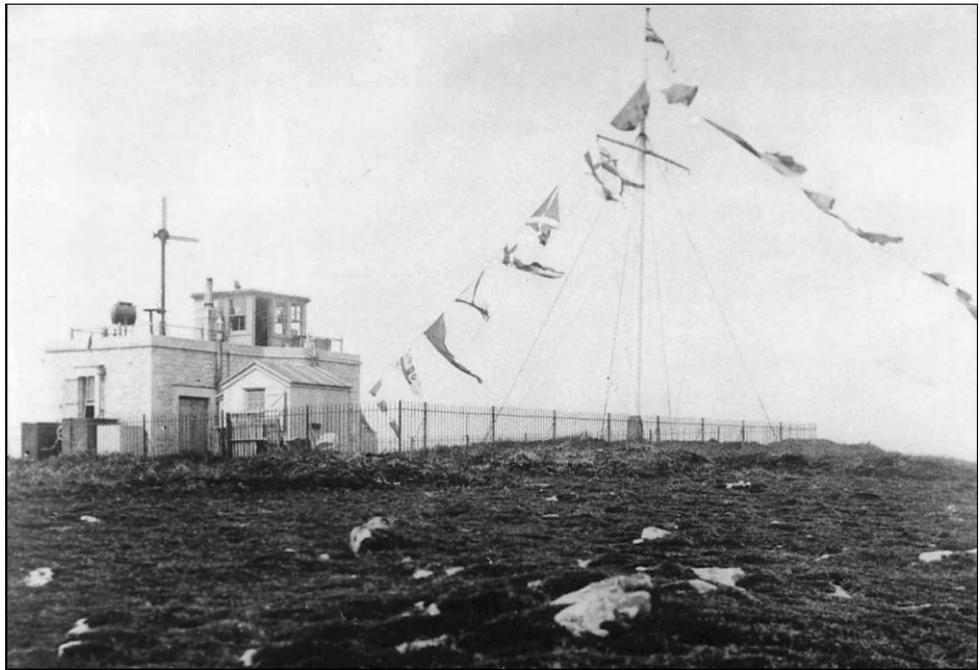
The Harmans converted Tibbetts into the first Lundy holiday cottage. It has been little altered and despite its isolation is remarkably comfortable with its match-boarded walls. In the winter of 1975-6 the Landmark Trust demolished the kitchen shed, which was sited directly in front of the building, and put a new kitchen where the store rooms used to be. The chemical toilet was moved to the coal shed, the front door replaced and the stonework repaired. At the same time the sitting room was re-floored with timber. In 1989, the stone wall was built round the building by a visiting stonemason, John Steer, to prevent livestock sheltering round the building in winter. In 1992 we named it the more self-explanatory Admiralty Lookout, but the name Tibbetts stuck so we reverted to its original name in 2007.

Mr Gade wrote 'to enjoy Tibbetts one has to be the right kind of person,' for it is a mile and three quarters from the village. However, those who choose to stay here seem to relish its isolation.



Typically elegant vignette by John Dyke of kittiwakes off Knight Templar Rock

**Tibbetts
in 1919**



**Tibbetts
in 1950**

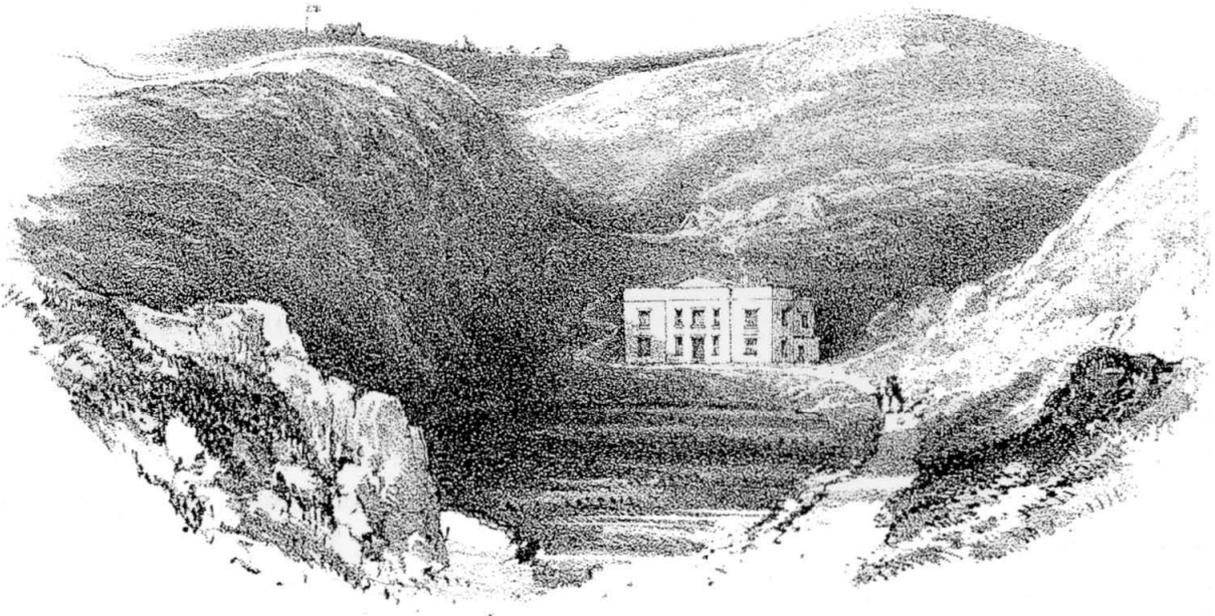
**Tibbetts in
the early
1970s**



MILLCOMBE VALLEY

Millcombe House

Government House



VIEW OF RESIDENCE ON THE ISLAND.

Drawing of 'The Villa' in 1840 from the Heaven collection



Millcombe House c.1900



Millcombe House with its walled gardens

MILLCOMBE HOUSE

In 1836, a year before Queen Victoria came to the throne, William Hudson Heaven completed the purchase of Lundy, for which he paid £9,870. The only inhabited buildings were the Lighthouse (now Old Light), the Farmhouse (now Old House) and a couple of cottages. The island was neither populous nor prosperous.

Born in 1799, the son of a Gloucestershire gentleman, and educated at Harrow and Oxford, Mr Heaven was rich from inheriting his godfather William Hudson's sugar estates in Jamaica, worked by enslaved black people. In 1834, he received £11,739 in government compensation for the emancipation of 638 slaves on four plantations. This enabled him to buy Lundy, intending to make it his summer estate. He quickly set about building a house suitable for his wife and their expanding family.

He considered building his home at Gannets' Combe, some way towards the North End, but instead chose Millcombe Valley, considerably closer to what was then and is now the heart of the island and its landing beach. It is a perfectly sheltered position – described by Nikolaus Pevsner as 'the only place where Lundy can be seen in so gentle a mood'. The house that William Heaven built was originally known as The Villa. It is symmetrical and Classical in style. It has a shallow and bogus pediment, which was not meant to fool anybody as the footpath leading up to the village behind the house, affords an excellent view of its roof.

In their book on Lundy, A & M Langham point out that 'the completion of the house was a considerable achievement as Mr Heaven had to import all the materials for building, as well as his furniture, onto the island and have them dragged up the steep track from the beach by sleds pulled by donkeys and oxen' – agonisingly slow and arduous work. Soon after this the Beach Road was built.

The Villa was built of stuccoed granite and Mr Heaven's resident agent, William Malbon, supervised the works. He was not satisfied with the quality and had great difficulty in obtaining the right materials from the mainland, so before accounts were settled on completion in 1838, he commissioned a survey and report. This was carried out by Edwin Honeychurch, an architect from Bristol, who may also have designed the house. Nothing it seems was quite right – he complained about the joinery, plumbing, decoration and bell hangings; moreover he stated that the roof composition was unsatisfactory.

It seems that financial considerations rather than shoddy building caused William Heaven to offer the island for sale in 1840. An enthusiastic journalist described the Villa thus: 'the mansion is of recent creation and combines within it all the accommodation a patriotic little monarch can desire, with corresponding offices of every description'. The acquiescence of Mr Malbon and Mr Honeychurch to this is questionable but in any case Lundy did not sell.

Millcombe is a sociable house planned as it is on the ground floor round a central hall, and on the first floor round a top-lit central staircase. The dining room and drawing room (both heated by unusual convector grates) and the kitchen were in the same places as now. The large room next to the kitchen was the butler's pantry. Where there is now a cloakroom and two bathrooms, there was a scullery, larder and a cloakroom.



**Portrait by Jean Jacques Monanteuil (1785-1860) of the Heaven children in 1832.
Left to right: Hudson Grosett, Maria Ann (who died soon after), Cecilia Harriet,
William Walter Hope**



The 'corrugated irony'

Upstairs the plan has not changed. William Heaven slept in the bedroom now named Benson. When it was built the Villa had the unusual facility of washbasins in the bedrooms. Eileen Heaven, great-granddaughter of William, relates that they were moved to Tapeley Hall by Lady Christie when that family acquired Lundy in 1918. In the stairwell is the portrait by Monanteuil of the Heaven children in 1832: Hudson Grosett, Maria, William Walter and Cecilia. It used to hang in the hall and was presented to the Landmark Trust by Eileen Heaven.

Behind the dining room there was formerly an outside WC. Beyond is a range of outhouses once used as stores, a gun-room, laundry, and carriage-house. The terrace was added later, and a porch by 1872. This doubled as a conservatory, with geraniums and fuchsias in window boxes. The family planted the garden with flowering shrubs and laid out the winding paths. The walled kitchen gardens were at the bottom, near the Beach Road. Beside the gate were stables, since pulled down.

Mrs Heaven, whose love of Lundy did not always match her husband's, died in 1851 and after this the family moved to the island on a permanent basis. William Heaven lived at the Villa with his two unmarried daughters, Cecilia and Amelia Anne. His son, the Revd Hudson Grosett Heaven, joined them in 1863, followed in 1866 by Mrs Marion Heaven, widow of the second son, William Walter, with their two children, and in 1873 by a niece, Ann Mary Heaven.

In 1875, William Heaven had a stroke which left him severely incapacitated until his death in 1883, and the Revd Hudson took over the running of the island. He was known by the family as 'Phi', short for Philosopher, due to his voracious appetite for reading. He was licensed as curate during his father's lifetime and used to hold Sunday services in the dining room or hall at Millcombe when the congregation was small. In 1885, he built the corrugated iron church of St Helen's on a site directly to the north of Government House, described by Bishop Bickersteth of Exeter during its dedication as 'a corrugated irony'.

In 1897, however, the Bishop consecrated an altogether grander church, the one so clearly silhouetted against the sky as we approach Lundy by sea. With its 65-foot tower holding a peal of eight bells, it was designed by the London architect John Norton. This perhaps explains its urban scale though, as Myrtle Langham pointed out in an article on the Heaven family published in 1986, its size was not so remarkable at a time when Lundy boasted a population of 60. The Revd Hudson Heaven died on the mainland in 1916, 'having accomplished the dream of his life by erecting this church to the glory of God', as the plaque in the church reads.

In 1918 Lundy was sold to the Christies and then in 1925 to Mr Martin Coles Harman. Originally called the Villa, it was by then known as the House, but when the Harmans moved in, they renamed it Millcombe after the watermill that gave the valley its name. They did not live on the island permanently but stayed there for holidays. One of Mr Harman's special Lundy pleasures was the possibility of shooting rabbits from his bedroom window.

In 1961 it was discovered that dry rot had taken hold of the roof and other timbers, especially at the south end of the house. Consequently the walls of the drawing room, the bedrooms above and the bathroom had to be torn down and the affected timber removed. It became clear that the copper sheets of the curious inward-sloping roof, designed to catch rainwater, would have to be removed. The considerable cost of this dictated that the roof would be replaced with a flat one of felt covered with asphalt as a temporary solution. This was completed in the summer of 1962.

In 1971 the Landmark Trust began a complete refurbishment of Millcombe, curing the remains of dry rot and renewing the inward-sloping copper roof. To restore Millcombe to its original appearance, the porches at the front and back were removed in 1977. At the same time, a new north window was put in the kitchen, facing the site of the demolished WC, and the floor was tiled with German quarry tiles like those in the Barn. The range of buildings at the back was also restored and is now inhabited by islanders. From 1973 until 1988 Millcombe was a small hotel and the bedrooms named alphabetically, all with names associated with Lundy. In 1989, walls were added to enclose the terrace.

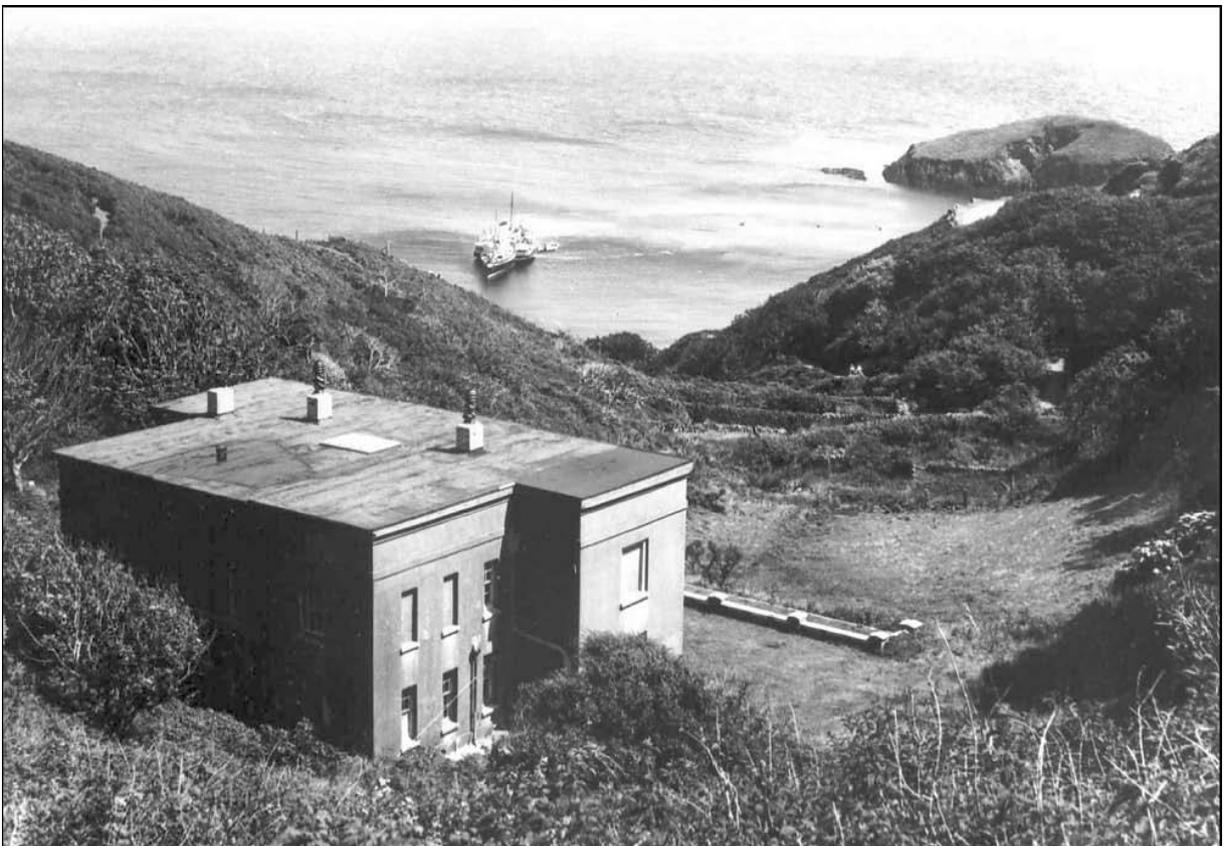
The Lundy environment means constant maintenance is required on the buildings and periodically more substantial works are needed. In 2004 significant renovation work took place on Millcombe House with the repair or replacement of all of the windows, redecoration of the exterior and significant decoration of the interior. A high-efficiency condensing boiler for the central heating was also installed. As part of our sustainability policy, for the first time we introduced a draught-proofing system on the box sash windows that has proved to be a great success.



Millcombe sitting room in 1987 when it was a hotel



Millcombe with porch, no pediment and ...



... a flat roof



The construction of Government House

GOVERNMENT HOUSE

Government House is a completely new building, designed by Philip Jebb. On an island where shelter is at a premium, it is strange that no building occupied this position at the head of Millcombe Valley before. The answer may lie in its proximity to Millcombe House, family home of the Heavens, who would not have wished to be overlooked. A more fragrant possibility is that the main drain and sewer from the farmhouse (now Old House) formerly ran through the site, and were sometimes known to leak.

The house is mainly built of dressed granite re-used from the demolished additions of the old Manor Farm Hotel. For reasons both of shelter and good manners it has only a single storey. Its name reflects the fact that it was intended to house the island agent, but John Puddy, who was appointed agent the year it was completed, preferred to stay where he was living already, as engineer, so it was made available for visitors instead. The work was carried out in 1982 by Ernest Ireland Construction Ltd of Bath.



The site for Government House



Raising the walls



Building the roof

ST JOHN'S VALLEY

Bramble Villa

Old School

Big and Little St John's



The original Bungalow, built in 1893 and now replaced by Bramble Villa

BRAMBLE VILLA

The Revd Hudson Heaven built the original 'Bungalow' in 1893, partly as an overflow for Millcombe House and partly as accommodation for Mr and Mrs Ward, the coachman/ gardener and cook. Visiting Heaven children with their nurse would stay and eat here whilst Mr Heaven used the sitting room as his study. At that time, this Bungalow was connected to Millcombe by telephone.

After the Heavens left Lundy, the Bungalow was used by staff or for letting. Mr Martin Harman later named the Bungalow 'Brambles' as its garden became something of a jungle. By 1970 the corrugated iron building was too ramshackle to save, and so was demolished.

One of Landmark's biggest problems after it took over the administration of Lundy was where to house the extra men needed to do the work. A new pre-fabricated bungalow was commissioned from a firm called Timbaform on the mainland, built to Philip Jebb's designs in a similar style to the original, including an east-facing verandah. The new building was shipped over in parts in January 1971 and put together on the island. The new island agent, Ian Grainger who succeeded Mr Gade following his retirement in 1971, moved in with his family. When Mr Grainger's successor retired in 1982, Bramble Villa was divided and has been let for holidays as two self-contained cottages, each for four people.

To help with the construction of Bramble Villa, and indeed with all the works that were to follow on Lundy, Philip Jebb brought in the Quantity Surveyor Theo Williams, of Bare, Leaning and Bare of Bath. Theo Williams and his family became regular Lundy visitors, besides doing much other work for Landmark, and he was appointed one of its Trustees in 1989. Theo served as Trustee for thirteen years and as a happy postscript before his retirement from the Board in September 2002, was awarded an OBE in recognition for his unstinting service as a Landmark trustee.



Mr and Mrs Ward at the original Bungalow



Brambles in 1953



Brambles being demolished

OLD SCHOOL

The Revd Hudson Heaven erected a schoolhouse in 1886 primarily as a Sunday School for the island children. He was an Oxford man and had been headmaster of Taunton College until 1863, when the school became insolvent and he moved to Lundy.

The bungalow is built of timber with corrugated iron. Two internal partitions making a small hall with a room on either side were added after 1918 when it was either used to house staff or let, usually by the year to families who used it for summer holidays. Before 1926, when Felix Gade became Mr Harman's agent on Lundy, the Old School was leased by Mrs Fotheringham. For her the lean-to kitchen and the WC were added. Mrs Fotheringham was an elderly lady described by Mr Gade as 'a relic of the late Victorian era'. She did not do her own shopping but rather had the goods delivered to her front door.

She caused a stir when Mr Harman discovered that she was filing income tax returns and posting them from the island. He saw this as a threat to the island's independence and a dangerous precedent for the Inland Revenue which might well begin to charge all the islanders income tax (as they eventually did in 1974). Consequently Mrs Fotheringham was politely asked to leave.

Throughout the summer of 1949, Col. Harrison visited Lundy and from then on the Old School, which was painted red, was let to him on a yearly tenancy. Nicknamed 'Tubby', he had a widely stocked drinks cabinet and was such a generous host that the bungalow became known as 'The Red Lion'. After his death his ashes were scattered on the grass in front of his humble island home. The building was then repainted blue and became known as the 'Blue Bung' under Mr Arthur Scudamore's tenancy. Happily Mr Scudamore continued the tradition of the 'Red Lion' cocktail parties.

In 1955, Mr Albion Harman engaged a gardener called Dorothy 'Fee' Caldwell, whose arrival was somewhat inauspicious. There had been no ship for a week when Fee appeared and to quote Mr Gade: 'in our need for essentials, it seemed very hard that we should instead have a lady gardener, garden tools, a one-eyed cat and about half a dozen Rex rabbits.' However, she soon gained his approval as she had very green fingers and worked hard sowing vegetables in the Hotel kitchen garden, now the picnic garden opposite the Tavern. Fee moved into the Blue Bung at Easter.

The year after Mrs Gade retired from managing the Hotel, the Gades retired for a few summers to the Blue Bungalow where they installed a gas stove. In 1976 Landmark rebuilt the kitchen extension and modernised the services. One of the interior partitions was removed and the whole was refurbished.

A building made of corrugated iron needs continual maintenance and the Old School has received many repairs over its lifetime. Most recently a new roof was fitted in 2007 and the building receives a fresh coat of paint every few years.



Lt Col. Robert Norman Harrison OBE, a Bristol businessman and an alderman on Bristol Corporation. On Lundy, known simply as Tubby Harrison

The 'Red Lion' – a still captured from cine film shot by Tubby Harrison which documented all aspects of Lundy life



BIG AND LITTLE ST JOHN'S

Against the crenellated wall dividing St John's Valley from the 'Common', there used to be a flat-roofed crenellated farm shed. It has been used at different times as a stable, a hen house, a cow shed, a piggery and a hay store.

In 1964 Mr Harman used this farm building as the basis for two holiday cottages. Wings were built on either side of it, of concrete blocks and granite, rendered and painted, with a cavity wall on the weather side. The windows had oak frames and the roof was felted. In January 1965, a series of south-westerly gales wreaked havoc on Lundy and on the last day of the month half the roof was ripped off St John's Cottages. Landmark has restored the cottages, which while not the most aesthetically pleasing on the island, are two of the best-sited and best-loved.

Although a gale did not rip off the roof in 2005, further maintenance to the building was needed. The roof was replaced and the exterior walls re-rendered. At the same time the newly rendered walls were painted changing the colour from a light blue to a grey to match the building more closely with the island's granite buildings.



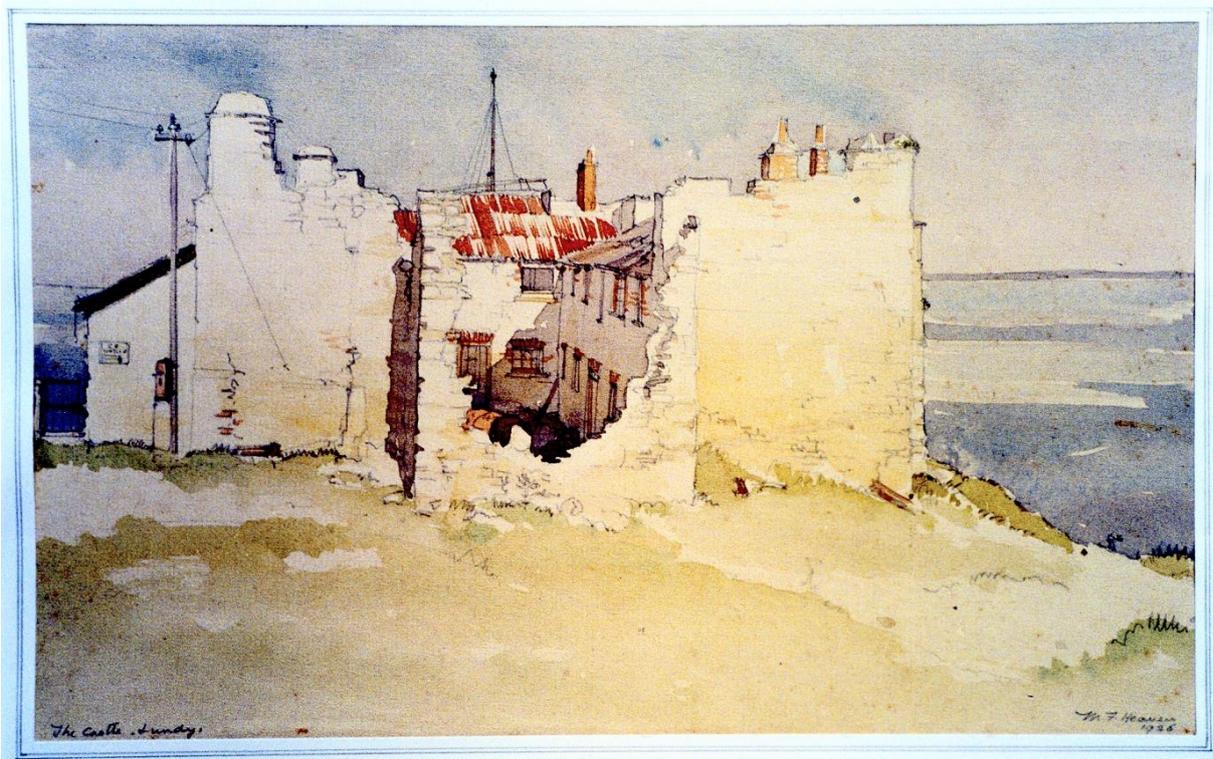
The farm building that was to become part of St John's – also showing the Old School and the corrugated iron church

THE CASTLE

Castle Keep

Castle Cottage

Hammers



Painting of the Castle by M.F. Heaven dated 1926

CASTLE KEEP

Marisco Castle is a misnomer. The castle was built by Henry III in 1243 after the downfall of his rebellious island subjects, the de Marisco family. In that year the Sheriff of Devon gave instructions that the new Governor of the island should build a tower and a bailey wall. These were to be financed from the sale of rabbits, for Lundy was a Royal Warren.

The National Trust's Archaeological Survey of Lundy (1989) states that:

The castle comprised a small Keep, measuring 51ft by 38ft [15.5 metres by 11.5 metres], with 3ft [1 metre] thick walls, and with a small bailey on the landward side. This was enclosed within a curtain wall (although this may have been a 17th century addition) and a ditch, except towards the sea where the rock is almost perpendicular. The Keep was rectangular in design, constructed of local granite with the walls inclining inwards. The few windows are very small and these are in the south-facing wall. At some point the Keep's crenellations have been filled-in and the walls built up to the height of the earlier domed chimneys at the four corners.

Facing North Devon, the castle commands a fine view of the east coast of Lundy, the landing bay and the channel. Archaeological evidence suggests that the current building and the surrounding site dates from the Civil War (see below) and there is no evidence of a medieval construction. It is possible that the castle built by Henry III was sited elsewhere on the island, perhaps Bulls' Paradise in the centre of the village, but further archaeological studies are required.

Of the castle's history, Myrtle Ternstrom writes, 'at first it was used by a succession of keepers, with garrison, appointed by the King and until Sir John Borlase Warren built the Farmhouse (Old House) in about 1775-80 it was, as far as we know, the main building on the island'.

Thomas Bushell, who held Lundy for the King during the Civil War, claimed that he had 'built it from the ground'. At that time he added the East Parade or Bastion with batteries on the east and south sides. The curtain walls were reinforced or rebuilt of coursed, random rubble. On the parade ground there was a complex of buildings below the keep. One of these, at the western corner, is known as 'The Old House' and may well have been Governor Bushell's private residence at a time when the Castle was garrisoned.

The Keep was used to house convicts by Thomas Benson, who leased the island c.1744-1754, and at that time there were two houses on the parade in front of the Keep. By 1775 the Keep was ruinous and Sir John Borlase Warren deliberately dismantled the castle's defences to provide building stone for works elsewhere on the island but the eastern end of the ditch and rampart survive quite well. In 1824, Sir Aubrey de Vere Hunt's steward wrote that 'one half of the oald castle fell first Winter I came to Lundy and the other part came down last Winter'. Other parts were described as still being in good order.

In the 1850s Mr Heaven repaired the keep and converted it into three cottages facing the central courtyard for his labourers. The North and South Cottages had two tenements each and the East Cottage facing the entrance had one. They all had metal roofs. After the Granite Company failed in 1868, islanders occupied the company's abandoned buildings, and the Castle cottages remained in intermittent use until the end of the century, sometimes housing shipwreck victims.

In 1870 one cottage was inhabited by the herdsman Withycombe, his wife and their lodger, an old sailor-turned-mason called Sam Jarman. Another was the home of the carpenter Joseph Dark and his family and the four roomed cottage facing the entrance was used by fishermen from Sennen during the summer fishing season, one of whom was George Thomas, the builder of Hammers.

By 1928 the cottages were no longer habitable and in that year Martin Coles Harman commissioned the architect Charles Winmill (Secretary of the Society for the Protection of Ancient Buildings) to produce a report on the Castle. Mr Winmill proposed clearing the shell, strengthening the walls and covering the whole with a flat concrete roof, to provide perhaps a cattle bower. The estimated cost was £1,430 and so the report was ignored.

When Landmark took on the island in 1969 the Castle was once again a ruin. The cottages had lost all but little bits of roof and though the stairs were there, the timbers were rotten. In July 1975, Landmark appointed the stone mason Mike Haycraft to consolidate the external walls. At that time there were two proposals: the castle could either be repaired and left as a maintained ruin or it could be fully restored as hostel accommodation.

Due to erosion large areas of the outside walls needed repacking with mortar. The lime had leached out, the mortar had turned to soil and was supporting vigorous samphire plants. Some of the wall had crumbled away and needed completely rebuilding. Mike used coarse grit sieved from the Landing Beach, Bideford grit and 'Wallcrete'. Because it was too difficult to handle in the weather conditions, lime was not used. A Victorian chimney was removed but no speculative work was done at all. This work took three summers to complete.

In 1978 an archaeological survey was commissioned before work began on the interior. It was quickly carried out and a musket ball and a little Iron Age pottery were discovered. The team then moved on to the parade ground and began working on the floor of the house believed to have been erected by Thomas Bushell in the Civil War.

At this point it was discovered that the internal walls of the Castle were in such bad repair that if they fell they would drag in the external ones. Moreover, the internal walls were designed to be plastered and if they had been repointed as part of the maintained ruin scheme, they would look wrong. It was therefore decided to plaster them and roof over the old cottages. As, by this time, there was hostel accommodation in the Barn, it was decided to make two comfortable cottages instead.

In 1979 work on the cottages began with sometimes two, sometimes three, islanders helping Mike. The original lintel over the courtyard entrance was found lying on site and identified from old photographs. Mike found the piece of dressed granite, now in the window of the South cottage loo, when working at Tibbetts; the granite fireplace in the North cottage comes from the Quarry cottages. As there is a danger that slates would be whipped off by the Atlantic winds, the cottages are roofed with corrugated iron. Inside, sheet lead was placed between the floors for soundproofing and the cottages were furnished in 1981. In 1988, the far end was divided off to create a new, smaller Castle Keep East, reverting to Mr Heaven's 1850s layout.

When David Thackray of the National Trust surveyed the Parade Ground, he discovered a furnace just beneath the east wall of the Castle which is thought to be part of a smithy.

From 1983-1984 the Manpower Services Commission had a team on Lundy rebuilding the exterior bailey walls perched high on the edge of the cliff above the beach Road to the east of the Castle. In May 2013 we had concerns for its long-term stability following noticeable erosion, caused mainly by rabbits, so we began the task of repairing and re-pointing the exterior bailey wall. With £35,000 of funding secured from our National Trust colleagues, an elaborate scaffolding was erected over the wall, providing safe access and marvellous views over the Landing Bay. The weather was kind and the job was completed in good time.

(For a full history of the Castle, see Myrtle Ternstrom's booklet, *The Castle on the island of Lundy*, published in 1994. Also *Lundy*, by A & M Langham (1984); appendix D has an account of it in the 18th century and Appendix J has extracts from the detailed *Report of the Marisco Castle, Lundy* made by Charles Winmill for the Society for the Protection of Ancient Buildings in June 1928.)



Photo taken in June 1928 which was part of the SPAB report by Charles Winmill



The castle interior in 1950



**Mike Haycraft working
on the castle walls**



The interior of the Castle being restored in 1980



Repairing and re-pointing the exterior bailey wall in May 2013

CASTLE COTTAGE

In 1894, the Post Office had a granite hut built against the north wall of the Castle Keep to house the terminal of the new submarine telegraph cable from Croyde. The telephone instrument was in one the two Signal Cottages (now demolished) behind the castle, where a record of calls was kept for the islanders' bills. The 'Cable Hut' had one room and a small lobby, and was enclosed by a retaining wall.

The idea of telegraphic communication had been mooted for some time before it was actually installed, as the *Western Morning News* of 28 April 1870 reveals:

Capt. Charles Chapman of the Mercantile Marine Service has during the week been busily employed in making arrangements for the laying of the cable between Hartland Point and Lundy Island. The importance of this undertaking cannot be over estimated. Masters of the windbound and homeward bound vessels will be able to report themselves and any wrecks and casualties that may occur will be speedily made known, especially in weather when the island is unapproachable. All this service will be rendered free of cost to shipping.

In 1870 we read that: 'The cost of Telegraphic Communication maintenance is estimated at £175 per annum.' A cable was finally laid by the Lloyd's Register of Shipping organisation in 1884. It was broken in 1888 and was renewed by the GPO in 1893, allowing the Revd Hudson Heaven to despatch his celebrated message 'The Kingdom of Heaven Rejoiceth'.

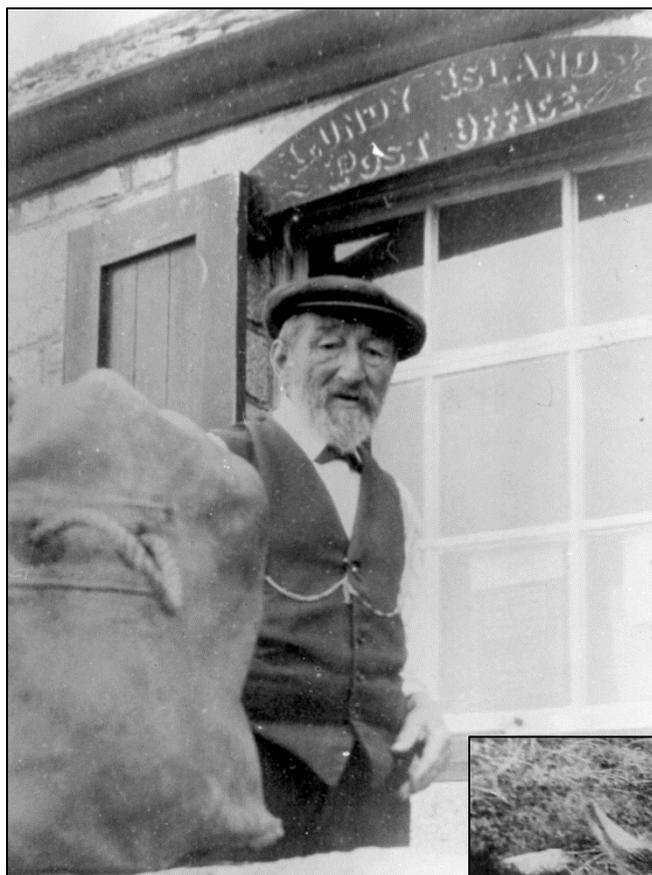
In 1898 Frederick Allday became postmaster, when the post office was moved from the island Store to Signal Cottages, where he worked as Lloyd's signalman. In 1909 when he retired from Lloyd's he moved the sub-post office from the Signal Cottages to the Cable Hut and continued his postal rounds with his donkey, Irwin, until 1926. Thursday was the recognised mail day, weather permitting. The mail boat waited about two hours so it was possible for speedy correspondents to send back their replies.

In accordance with Mr Harman's desire to remove all government departments from the island, the post office closed at the end of 1927, the same year as the signal station. At that time inside the hut were four bunks, a stove, a washbasin, table and chairs, and pigeonholes for mail sorting. Until 1939 it was leased by Colonel 'Tubby' Harrison, who later rented the Old School. It was known as 'The Keep'. After the War it could still be rented by the year.

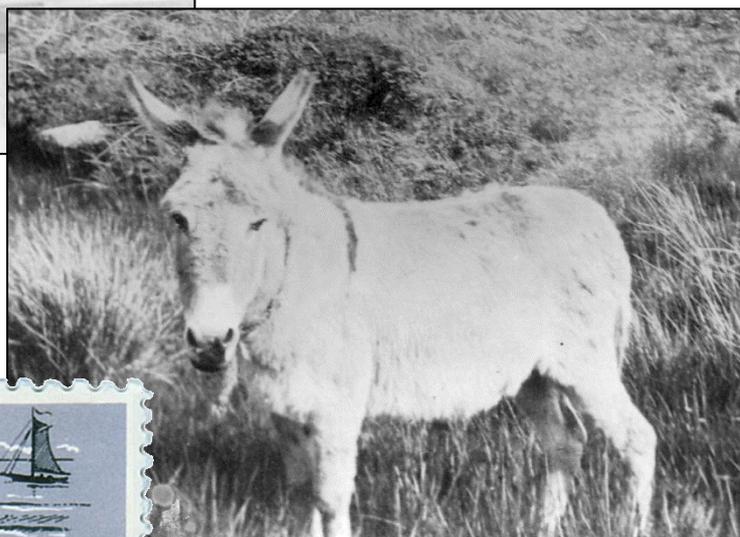
In 1956 Albion Harman decided to extend the hut to make a larger holiday cottage. To design it, he enlisted the help of his war colleague 'Wimpy' Worrow. This was done very simply, by building up the retaining wall round the hut and then roofing it over, leaving the hut itself still standing inside. A large galvanised tank of about 225 gallons received rainwater from the roof. The point of entry for the telegraph cable can be seen low down on the hut's west wall.

For the floor of the new main room, the slate bed of the billiard table from the Manor Farm Hotel was used, while a marble shelf in the bedroom was supported by billiard cues. Two bunks were put in the old hut, a small kitchen and washroom were provided and the living room had divans that doubled as seats or beds. Albion's two sisters furnished the cottage as a gift to the island and there was a grand opening ceremony in 1960. It was the second holiday cottage on the island, after Tibbetts.

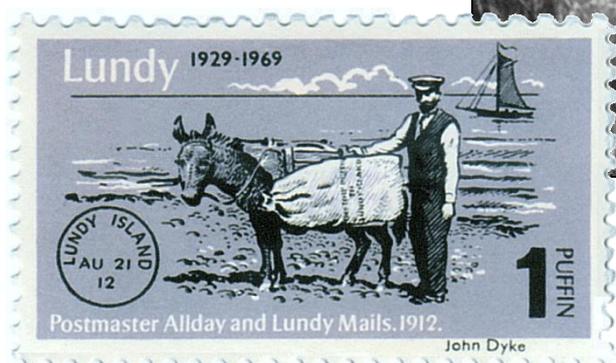
Further internal refurbishments by Landmark have brought the accommodation up to modern standards although the WC remains separate. The building received a new roof in 2007.



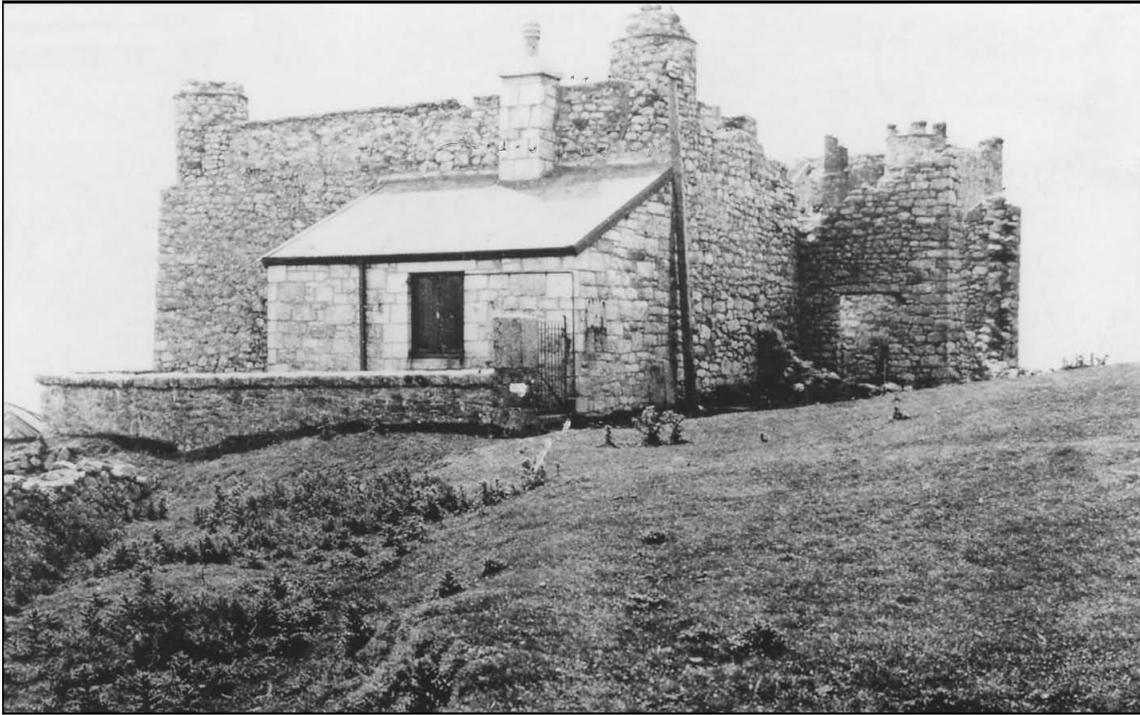
**Postmaster
Fred Allday ...**



**... his donkey,
Irwin ...**



**... and the Lundy stamp which
immortalised them in 1969**



The Cable Hut



The Cable Hut being extended in the late 1950s



Signal Cottages, which were west of the Castle, in the 1920s



Ruinous Coastguard Cottages, to the south side of Signal Cottages, in the 1950s, with the equally ruinous Castle beyond

HANMERS

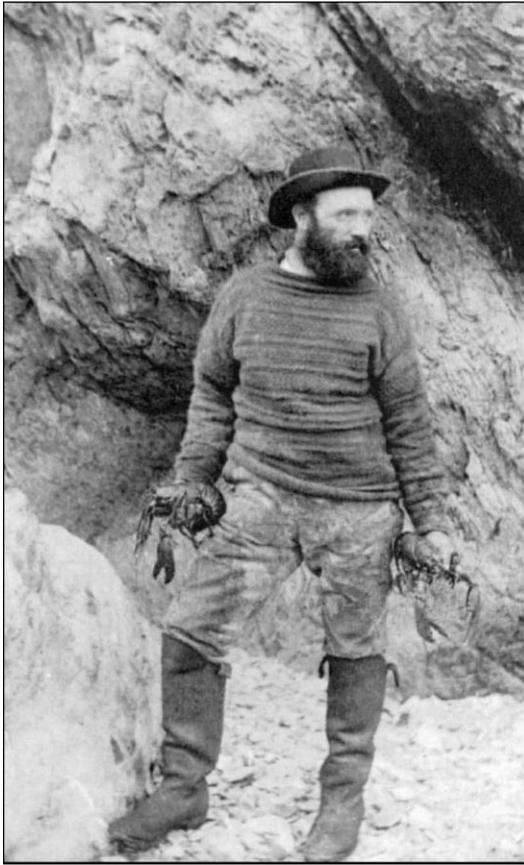
In 1884, when Lloyd's built a pair of cottages for their signalmen close to the castle, gravel for them had been quarried from the little plateau on which Hanmers now stands. Before that it had been a popular picnic place for the Heaven family, with a table and benches. In 1898 George Thomas, fisherman and island handyman, built himself a house there of timber overlaid with corrugated iron, which became known as the Palace. It cost him the kingly sum of £150.

Originally Mr Thomas came over to Lundy from Sennen every year for the fishing. He paid £10 per annum and this rental included the use of the Fish Palace (now demolished) on the beach and a store on the Beach Road. He and his colleagues caught lobster, crabs, crayfish, mackerel and herring. Some of the catch was smoked at the Fish Palace or salted, but mostly it was sent across to the mainland for sale. When, as a boy, he had first come to Lundy with his uncles for the fishing, they were frequently troubled by poachers. These thieves would pilfer their crab and lobster pots as well as the store pot, known in the West Country as the 'carb'. To counteract this problem the Lundy fishers, armed with shotguns, would keep nightly watch over their pots and fire warning shots if they saw any craft approaching with dishonest intent.

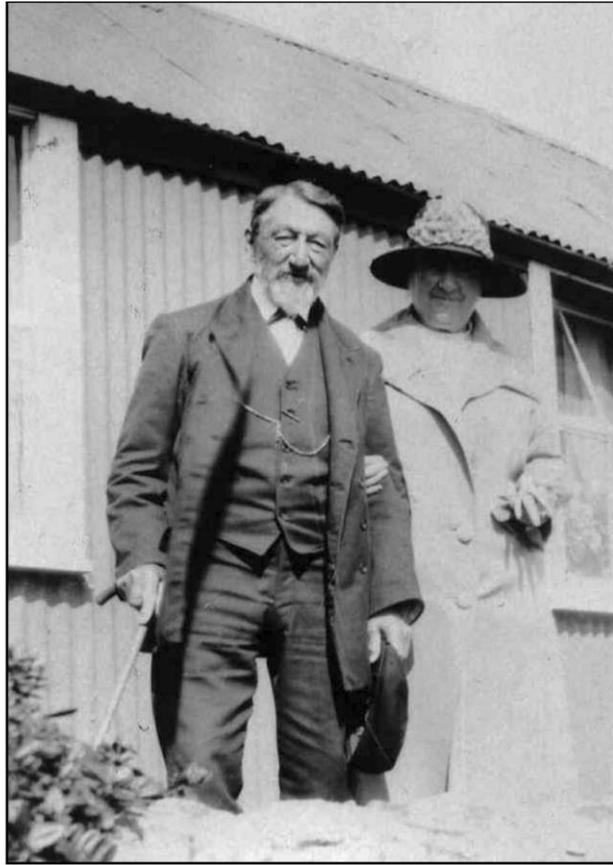
George Thomas became a full island employee after 1879 and an invaluable general factotum who often took the Heaven children out sailing. He was also the gardener and introduced mesembryanthemums to the island. One of his duties was to look after the church and keep the clock wound. First he lived at one of the Castle cottages, then at the Quarry cottages (now ruined) before building his own Palace. This comprised a kitchen and two bedrooms with a separate washhouse at the back. He and his wife, Susan, lived there with their four sons and daughter.

After Mr and Mrs Thomas left Lundy, probably in 1911, the Palace's next occupant was the curate, Revd Swatridge, who took the Revd Heaven's place after the latter moved to the mainland in 1911. At about this time it was renamed Cliff Bungalow. Revd Swatridge gave it up in 1916 and was succeeded by Mr and Mrs Allday, who lived there until 1926. Frederick Allday had been appointed to the Lloyd's signal station on Lundy in 1896. In those days Lloyd's had signal stations all round the coast of the British Isles reporting passing shipping. That on Lundy consisted of a look-out on the old parade ground east of the Castle and a pair of cottages behind it, linked to the mainland by telegraph. (Being in such an exposed position, these cottages were impossible to maintain and were eventually pulled down in 1989.)

Mr Allday, who doubled as postmaster (see also Castle Cottage), retired from Lloyd's in 1909, but stayed on Lundy, moving first to the old Quarry Cottages, before settling at Cliff Bungalow. In 1916 their daughter, Mildred, had the distinction of being the first bride to be married in the church of St Helen, with Revd Swatridge presiding.



George Thomas



Mr and Mrs Allday at the Cliff Bungalow



Miss Wilda Gee outside the Cliff Bungalow, now Hanmers



Mrs Hanmer (left) and children on the base of the Old Light



Bathing party at the Cove. Hanmers and Harmans, with Felix Gade (left) and Rene Gade with her arms around Moyra Hanmer

In 1927 a Miss Wilda Gee visited Lundy and decided she would like to live there for long periods. She subsequently hired the Cliff Bungalow. Miss Gee, who referred to the Tavern as 'the only blot on the island', was an individualist. She had been a militant suffragette and had served a short prison sentence for chaining herself to the railings at the Houses of Parliament. She would invite the islanders for vegetarian suppers and then entertain them by reading aloud in a high pitched falsetto voice.

In 1939 Mr Harman granted Mrs Hanmer a repairing lease of the Cliff Bungalow rent-free for seven years. He had met the Hanmer family on a skiing holiday and for some years they had stayed annually in the Old Light. The Hanmer regime was spartan. Once on the island the six children had to cut bracken, then choose a spot on the floor for their 'mattresses'. Between 6.30 and 7.00 in the morning they had a nude swim and then after breakfast, each child was given a piece of bread and a bar of chocolate and told not to appear until supper at six that evening.

In 1963 the Harmans decided to rebuild and renovate Hanmers for holiday lettings. The main building and the wash-room had been separate, so the main building was extended to provide a new kitchen, bedroom, WC and wash-room. The sitting room and bedrooms were fitted with new windows, and the walls lined with new panelling of tongue-and-groove boards. The exterior corrugated-iron sheeting was removed and replaced with cedar boarding.

In the roof a large new tank was positioned to catch rainwater. The water supply inside the bungalow had to be pumped up by a semi-rotary pump daily but Landmark removed this and water is now conveniently supplied by gravity pipe feed. Gas lights and a cooker were installed. The exterior walls received further attention in 2006 when they were refurbished. Landmark also took the opportunity to insulate the walls to reduce heat loss and save energy. The roof was replaced in the following year.

The views from Hanmers along the island's east side are rivalled only by those from Castle Cottage.

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