

Episode 3: The Lundy Island Manager's Story

Derek Green

(0:02 - 0:19)

Welcome to the Landmark Chronicles. For 60 years, the Landmark Trust has rescued historic buildings at risk and turned them into unforgettable places to stay. To mark this milestone, we teamed up with National Life Stories at the British Library to record the stories of six long-standing members of staff.

(0:19 - 0:49)

The full interviews are now available in the British Library archive and we've turned some of the highlights into podcasts, giving you a behind-the-scenes glimpse of life at Landmark. Episode 3, The Lundy Island Manager's Story. In this episode, we meet Lundy's Managing Director, Derek Green, and follow his extraordinary journey from Glasgow shipyard apprentice to managing this wildlife-rich island in the Bristol Channel.

(0:49 - 1:17)

I'm Derek Green, I'm the Lundy Managing Director, and I manage Lundy, which is an island off the coast of North Devon, and I manage the island and its supply ship, the MS Oldenburg, and I went to helicopter service along with the team who support me in doing that. So I was brought up in the town of Dumbarton, which sits on the banks of the Clyde, about 14 miles west of Glasgow. I came from a very working-class background.

(1:18 - 1:55)

We lived in a council house until I left, and later years, and my family were all shipbuilders. My father had served his apprenticeship as a pattern maker in a shipyard called Weweamdenny in Dumbarton. Myself, I wanted at a very early age to join the army because my uncle had been in the army, and it seemed to me like a great opportunity to travel, and not follow in the footsteps of so many others through the shipyard route, because that's what everybody seemed to do.

(1:56 - 2:29)

However, my father was determined that I was to get a trade before he let me go wandering or travelling, and so at the age of 15, I left school, and I took up an apprenticeship at Yarrow's in Glasgow, in Scotstoun. If you were quite smart, then you'd get one of the cleaner jobs, such as an electrician or an engineer, or maybe a draftsman, which is the ultimate goal to get. I was fortunate enough, and ended up becoming a marine electrician.

(2:29 - 2:59)

I met lots of characters in the shipyard, and learned an awful lot about life, as well as building ships. Most of my early years were spent in engine rooms, or machine spaces, on frigates, and wiring lights and machinery, and that type of thing. It was hard work, and you know, when you're working outside on the masthead of a frigate in the middle of December, fixing lights when it's snowing round about you, it can be quite a tough job at times.

(2:59 - 3:35)

And I was determined that once my time had been served, that I would start to widen my horizons a bit. So in the last year of my apprenticeship, I started to think about moving to other shipyards, as it were, and thinking about opportunities. But fate can step in the way, as sometimes it does, and in the March of 1984, we heard in the yard about a shipyard in a small place called Appledore, in North Devon, which we'd never heard of.

(3:36 - 4:13)

We knew where Devon was, basically at the bottom of England, but we'd never heard of Appledore, or Appledore's shipyard, as it were. My apprenticeship had just finished at that time, and so they asked if 12 people would be willing to come down to work in Appledore for three weeks. Now you have to bear in mind in Yarrow's that there were 600 electricians, OK, and there was quite a demand for this, as you can imagine, you know, from cold, wet, damp Glasgow to sunny Devon for three weeks, all expenses paid, you know, there was quite a lot of uptake.

(4:14 - 5:34)

And so a ballot was held, and you'd put your name in the hat, and I can remember to this day going into the canteen at lunchtime, and it was full of everybody who had an interest, or, you know, I wanted to know who was going to go, and the names were picked out of the hat, and out of everybody who'd put their name in the hat, my name was drawn out first, which was quite a moment at the time, and I thought, blimey, you know, is this really happening? But it was, and so within a week, 12 of us had been assigned a train ticket, our tools had been packed up and put on a pallet in the shipyard in Glasgow and sent overnight on a lorry down to Appledore, and we'd been packed off onto a train in Glasgow, and we pitched up at Exeter, and then had to get a train to Barnstable, and it was like a different world. This was in the Easter of 1984. We left a cold and wet Glasgow, and we arrived at Barnstable railway station and jumped into a fleet of taxis, and they drove us round the coast, and all we could see was beaches and sunshine, and when the taxi driver pointed out where the shipyard was from Instow across the River Torridge, I mean, we thought we'd arrived in utopia.

(5:34 - 6:12)

It was like somewhere tropical. There were palm trees, beaches, and the weather was noticeably warmer, so we thought we'd arrived in heaven, basically. We ended up staying and working in Appledore for another three months until the ship was finished, and by that time I had met a young lady whose father was the cox of the local lifeboat and also a professional diver, and he gave me a drive or encouragement to perhaps think about scuba diving.

(6:12 - 7:03)

So to cut a long story short, I left the shipyard in Glasgow and packed up my little mini car and moved lock, stock and barrel down to Biddeford, where I spent the next couple of months enjoying the end of the summer, really, with the proceeds of the work in the shipyard and enjoying North Devon and the beach and everything that it had to offer. In 1985, I settled down with what was to become my wife, and eventually I got a job as a service engineer and another chapter in life opened. I was looking for a permanent job

because by then we were expecting our first child and a company called Hotpoint came along.

(7:03 - 7:29)

Hotpoint most people will know for washing machines and fridges and back in 1985 they were on every high street. This was before the days of out of town shopping and things like that and every electrical retailer was a Hotpoint centre so the company was huge, part of the GE group and it seemed to be made for me. I took to being a service engineer like a duck to water.

(7:29 - 8:03)

I found myself with a small van, everything I needed to fix anything, travelling around the beautiful lanes of North Devon and Exeter and Plymouth. I'd never come across many Scotsmen from Glasgow and I used to talk an awful lot faster than I do now so I had to slow my accent right down in order to be understood and sometimes to understand them because some of them were quite broad, a lot of farms. But I loved the job and the freedom of the road and I was exploring.

(8:04 - 8:53)

Always what I had wanted to do was explore from a very young age. During my time living in Biddeford I'd taken up scuba diving and that took me in the early 90s to the island of Lundy off the coast here and the first time I went to Lundy on the old shipyard tugboat as a diver, we used to hire that on a Sunday and it cost us a few pints for the skipper who was called Roy. The first time I arrived on Lundy I was actually on the Oldenburg and I stepped off the ship onto a small boat called the Wendy I now know and along with 200 other excited people.

(8:53 - 9:21)

We sailed out of Ilfracombe. It took about two hours to make the crossing and the weather was fine and fair and I now know that it's not always like that. But when we stepped off of the ship onto this small launch which took us ashore, we then stepped onto a gangway which had been pushed out into the sea behind a tractor and health and safety didn't come into it in those days.

(9:22 - 9:43)

We stepped ashore and it was just like stepping back into time maybe 50 or 60 years ago. It seemed to me that nothing in this place had changed. I couldn't hear anything but seabirds, excited people and the smells and the sounds and the feel and atmosphere of the place.

(9:43 - 10:09)

It's difficult to describe but it was extraordinary. It was a long climb which I wasn't expecting to get up to the top of the hill. We passed some of the Landmark Trust letting properties with jaw dropped, especially Milcom House which is the prominent building on the island and people were coming and going at a very leisurely pace.

(10:09 - 10:28)

There's no traffic, there's no metal roads. The wildflowers were out in abundance because it was late spring, early summer and then we walked into the Marisco Tavern and wow, what a pub. It was my first immediate thought.

(10:29 - 10:57)

The people who worked there, all in blue, so friendly and the atmosphere in the pub was just fantastic and you could tell that everybody was just so happy to be there. It was quite a busy day in the pub so we took ourselves out for a walk across the island. We didn't have that much time but the old lighthouse and the tower of the old light was standing quite proud and that was the thing to do.

(10:58 - 11:39)

You walked up to the old light and you could walk up to the top of the tower and the lantern had been taken away and you could sit and just look across the whole of the Bristol Channel South Wales to the north, Heartland Point and Cornwall to the south a few ships coming and going in the Bristol Channel and further out into the Atlantic but the one thing that really got me as well was there'd been over 200 people on the Oldenburg that day but you could hardly see a soul. Everybody had disappeared and they were doing their own thing. We went for a walk across the island then and we'd seen some of the island's animals.

(11:39 - 12:07)

There was lots of sheep and ponies. I can remember being quite curious but the grass and the flora, the fauna and just everything just was so perfect. Not quite straight and it was clear that this was a working island as well but it was obvious that it had been well cared for and the people who looked after it had obviously taken a lot of care and passion to keep it untouched.

(12:08 - 28:21)

And when we stayed there the first time I found that the pub at 11 o'clock rather than shutting the doors and kicking everybody out simply pulled the shutters down and said switch the light off on your way out and coming from Scotland this was quite unusual. We stayed in the barn which was a bunkhouse for 14 and every day we were diving and every night we would walk back up and we'd have a pint or two in the Morisco in the sun just looking out over the Bristol Channel sometimes watching the Oldenburg disappear back to the mainland with its day trippers and remembering the island's hours again and such a fantastic feeling and just the feeling of being alone and at peace with everything and everybody that was staying on the island you know, you got to know them quite quickly because you were all on London together, not many of us but you'd seen each other and in the pub you would find yourself sitting next to strangers and talking about your shared experiences and what they'd done that day, they were interested about what we'd done that day maybe where we'd dived and where we were going tomorrow and the weather, because the weather rules everything on Monday which way the wind was coming but fortunately the island team had put a forecast up on the notice board every day so you could check out and make your plans for the following day but the island, unbeknown to me at the time had lots more to offer than just diving I later found out that there was quite a lot of scheduled monuments on the island lots of ruins, the history was deep and long and colourful and there was so much more to learn about this extraordinary place I just wanted to come back as much as I could and it was at that point I think I fell in love with the island and unbeknown to me, one day I would come back and manage it so from that point in, I visited as much as I could mostly through diving and when my job took me up to Wales as my career progressed, I found myself every other weekend driving back from Wales to come

diving to Lundy although the job was important to me I missed Lundy and North Devon quite badly so I found myself rising through the ranks of Hotpoint and thinking, crikey, it took me away from home an awful lot and that was the downside and the balance really when I'd come home for the weekend I had to split my time between family and my love for going to Lundy it's got everything for me, absolutely everything Lundy sits at the edge of the Bristol Channel when the south west approaches to the UK it's at the very edge of a lot of the Mediterranean species of corals that you'd find in the UK it's got quite a lot of exotic species that live there there are 200 Atlantic grey seals that swim and live around Lundy and they are as curious as curious can be back in the 90s, there was an awful lot of basking sharks that were spotted around Lundy and dolphins, regular occurrence occasionally a minke whale lots of crab, lobsters, scallops fish galore, nudibranchs, pink sea fans huge dramatic undersea landscapes First World War shipwrecks, Second World War shipwrecks there was 185 charted shipwrecks around Lundy and more recently the whole of the sea around Lundy has become a marine protected area I'm very fortunate that part of my job means that I sit on the committee that manages that marine protected area as well To bring us up to my early 40s diving Lundy as much as I could diving abroad, enjoying nice holidays to some exotic places always with a bit of sun on the back and just started to do a little bit of work for the island when they wanted something doing underwater and so in 2003 they had some funding through Natural England to put in an underwater webcam this was quite a new thing and they asked me if I would install it just in the landing bay quite close to the jetty and what they wanted was a live feed in the marine conservation zone fixed into a permanent anchor so they could beam the pictures of the Lundy MCZ over the internet, live so you could log on and hopefully see a seal swimming past or something like that and lo and behold it worked really well so that was a great moment it was a bit of an introduction to some of the more island management team at the time and then in 2004 I was busy working away with Hotpoint and I got a phone call to say there's an island manager's job going on Lundy would you be interested? Of course I thought this was a joke to begin with at that point I'd never heard of the Landmark Trust it was a call from the general manager who was running Lundy at the time I couldn't quite believe it if I was honest and I said what makes you think I would be a suitable candidate to run the island? I said I work with domestic appliance and he said I know but I also know you're a shipbuilder and I know you're an electrician and I know you're hands on and I know you're good with people and I know you're good with customers and I know you love Lundy OK, but I'm in a senior managerial position here and have been for 19 years so yeah, I think I better ask the wife So I'd been offered the position of island manager in principle and my wife had been offered a joint appointment position as a general assistant and that gave us an awful lot of food for thought and it was oh my gosh at that point I doubted myself if I'm honest because it felt like a fantastic opportunity but obviously there was a degree of risk in that if I was giving up my 19 year career, which I worked quite hard at, was quite successful with, I wanted to be sure that I was able to handle the job and there is no training course to manage an island really you need to be confident in yourself but even more so than that, be confident in the team of people who are already there and working that they'll accept and respect you that was the critical thing that I came to the conclusion of having thought about it I realised that I don't immediately need to know how the generators work I don't immediately need to know how the water or the sewerage plant works I don't immediately need to know how the housekeeping team operate or work, I don't immediately need to know the legislation surrounding the bar the kitchen the chefs or how the farm works, there's a whole working

farm on Lundy because when I looked at the personnel who were there, we had a farmer we had an engineer we had a head chef, we had a barman we had two maintenance guys, we had a head housekeeper and everybody was in place and I thought, do you know what, the only thing I need to know is how to manage these people properly so the job description was very vague and it was to manage Lundy Island and it's 23 letting properties and the island staff to ensure the best possible presentation of the properties and the tavern, provide and produce a high standard of service in the Morisco Tavern and to provide pastoral and land management for the island staff and to meet all budgetary targets as set down by the general manager and everything else that's required of the job, so we arranged a visit and I went over on my own, first and foremost and I met the island manager and I met the team and they called it a working interview essentially first stage, you know, they gave me a tour and a nice cup of tea and a nice lunch and you know showed me all the nice bits as it were and I said okay, we've seen all the shiny brochure bits, now take me to all the bits that you don't want me to see, you know, I said show me the sewage and show me the water that's leaking and show me the broken heaters and the properties and I said I want to see your list of complaints that you've had from customers over the last three months and I want to see the feedback forms from the customers and he kind of looked at me and he kind of went okay, I said but Paul, if you want me to take this job on I said, you know, I know all about puffins and lighthouses you know, if I'm going to have to deal with all of these challenges and challenging people you know, I really want to know now. I come away and thinking well, you know, I've got a few difficult guys in my team as well I've had a few difficult customers and you know what's the worst thing that can happen here over what I'm already doing and if I get the right people in you know, the new manager maybe sweeps clean with a new broom I could build this team actually and you know and I think I could probably do this so it was a bit of an enlightening moment anyway, came back with Mandy, of course by that time I'd met the team so people were a little bit familiar and Mandy was a very sociable, outgoing, lovely soul and she melted into the team.

We went for a weekend this time and she was working part time in the bar in Westwood so she started running behind the bar in the Morisco I came naturally to her after the weekend I had a one to one with most people on the island and they tried to get us as drunk as they could because they wanted to find out what we were really like it's part of the Lundy process really you know, if you're going to live amongst a community of 28 other people they need to know that if you get really drunk you're not going to pick up a knife and do anybody any damage so that's what they used to do is get you drunk and see what you're like and so the weekend went well and on the Monday we had a discussion with Paul and the team thankfully gave us a thumbs up and that was that and it was like oh my you know wow it was one of those moments so we were offered the job but Mandy positively encouraged me to take the job and us to take the job and I started work on the 1st of July 2004 and on the 4th of July there was an airplane crash on the island and an explosion where a chap nearly got killed it was a bit of a oh this is what you'll get into moment so it was a bit of a baptism of fire I remember just sitting in the office above the Morisco Tavern and looking out the window at this point and just seeing a big plume of black smoke rising up over the top of the workshop roof and thinking, blimey what on earth is that and then of course it came over the radio, you know, Derek there's been a second aircraft crashing and I was like gosh, you know what have I got myself into here anyway the chap survived thankfully he was ok the RAF search and rescue helicopter from Chivenor came across and

airlifted him to hospital and after a week or two in hospital he was discharged and thankfully no major damage and no lasting injuries and that was my first real experience of anything happening on Lundy like that. It was obvious that the island was badly prepared in terms of firefighting capability and those types of things because we really, you know, when I looked at what we had in place, there was nothing. It seemed as if, you know, things were always done this way, but nothing had been written down.

There was no computer systems really for managing anything in a proper planned way. They gave me an opportunity to make quite a difference quite quickly, so I introduced some of the management tools that I had brought from previous employment with me and started introducing those and started to look at the resilience in terms of crisis management and what we needed. You know, early days, Landmark probably I think it's fair to say kept a little distance and just let me get on with it because we were in the middle of the summer.

So after a month we had a meeting and I had identified all the things that I wanted to change and Paul was quite pleased that I was bringing some proper management to the island. So it was always a very hands-on place, but I got introduced to some of the senior Landmark team who came down to visit the Oldenburg and I came off the island and met the director then, Peter Pearce, who was a lovely man and Peter and I over a period of time became good friends and still are to this day. I'd set myself quite an ambitious programme for my first year and I wanted to introduce quite a lot of management tools to the island.

So I started to tighten things up and I thought well I'm going to give myself 6 to 12 months to bring in some new working practices and we'll have a few changes of personnel and I'll start to bring my own team in. As you might expect, a new brim sweeping clean and all that. That said, there were a few maintenance issues which needed urgent attention so we tried to deal with these at the same time.

On Monday the island is open for 11 months of the year, other than three weeks in January. So after a busy Christmas and New Year and it's a fantastic time to be on Monday over Christmas and we do a great Christmas lunch and it's a very jolly and merry time. There's no televisions but everybody mucks in together and there's bells and carols and the church and all that sort of thing.

New Year is always a fancy dress party in the tavern so it's a real special time. And then at the beginning of January all of the visitors leave on the helicopter and then we have three weeks of what we call shut down. So it's a chance for the staff to let their hair down a little bit, recover from the festive season, but also for us to get some proper maintenance done.

(28:22 - 28:52)

It means we can close the pub and the shop and we can deep clean these places and do work on the generators and the water system without affecting anybody's holiday you see. Paul and I had a meeting in February and Paul let me know that he was thinking of leaving. This was in 2005 which was a bit of a blow because I had leaned on, or lent on Paul quite heavily for support in those early months.

(28:53 - 29:39)

Paul for the most part was happy with how I had taken to the job and the changes I had made but it transpired Paul had been wanting to leave for some time himself and he was

just waiting for somebody to come along and take that job off of him and would I be prepared to take over his job which was quite an undertaking. Bear in mind Paul was running the company which included managing the ship, the helicopter service, as well as the island with me running the island on a day to day basis. So I was a bit hesitant I think is probably the best way to describe it.

(29:39 - 46:23)

Peter Pearce and I had a discussion separately and he said Derek would you take on an acting role without committing and he said no fully understand if you decide after a period of time that it's not for you and we'll look to see if we can find somebody else to take on the general manager role. I said well that feels to me like a good compromise and it'll get Landmark out of trouble but it'll give me options and so we came to an agreement and I stepped up in an acting role so we had quite a few conversations then with Peter Pearce and I really got to know Peter, the director of the Trust he was looking after the whole of the Trust, he'd come from the National Trust Peter and he had an architectural background he understood Landmark implicitly and he'd worked all of his life in building conservation and here was I a shipyard worker from Glasgow we were chalk and cheese really, Peter was a very tall, very well spoken chap from Surrey and here was me a shipyard worker from Glasgow but Peter liked a dram of whiskey and we sat down on the Morisco Tavern and I introduced him to Highland Park which is from Orkney and our friendship was made then and we understood each other and I think he was relieved that I took the job on if I'm honest and we then spent quite a lot of time on and off over the 2005 together, building Lundy and we rearranged the crew on the Oldenburg and the chief engineer at the time, a chap called Jack Bater who was a great friend, came to be we promoted Jack into a role called a ship superintendent and Jack then came off of the ship and managed the ship from the shore office in Bideford and Jack was, you know he had a world of experience he was a seaman all his life and he'd been on the Oldenburg for a number of years, well respected and so we brought Jack into a managerial position out of the engine room and so Jack managed the ship for me and Jack became my right hand man on the mainland to run the ship and the helicopter service and he'd done a tremendous job and I'll be eternally grateful to him for the support and loyalty that Jack gave and on the island Kevin became my right hand man and I made him the foreman so that when I was off the island, I had, you know, two lieutenants basically. So Kevin is one of these characters that once met, sadly passed away now once met, never forgotten he was larger than life a very skilled all round crafted man who could turn his hand to anything he was the island farmer but he would back up the island engineer as well and look after the generators and the water and he knew London like the back of his hand I learned an awful lot from Kevin and he had a wicked sense of humour.

He was a rugged hill farmer from Devon he came from Dawlish and a big farming community down there huge family, all lovely people country people, proper Devon folk and he was a great ally and you know stood in for me whenever I wasn't there and he was unconventional, you know Kevin probably never used a computer before I arrived he had hands like spades and so a keyboard was a nightmare for him and he was very much a hands on and can do character, not one for paperwork, turned his hand to anything and very pragmatic and he could take the sting out of any situation with a smile and a glimpse in his eye and people warmed to him very quickly of course I had to then start to visit Landmark and go to Shorterbrook and meet the team up there and meet all the back room staff the

booking office, the accounts the marketing team and everyone up there and that was a different world altogether but because I was now managing Lundy as it were everybody knew who I was so they made me feel very welcome and that was great and Peter and I then started to visit a few Landmark Trust properties on the mainland just to have a look at the standards of the presentation and some of the building restorations that Landmark had carried out and again he was trying to just set the standard for property presentation and maintenance and he was keen for Lundy to raise its game as it were and he wanted me to improve the properties to the same standard and quality as the mainland and as time went on I thought I'm probably going to accept this job at some point because it seemed to be falling into place although it still felt like a monumental task it's such a busy year and then I couldn't have foreseen what was going to happen at the end of that year which was quite a difficult period an important factor in my life story is that when we moved up to Wales Mandy, unbeknown to us had an underlying medical condition and they found out that she had a thing called Cushion's Disease which was quite rare back then and Cushion's Disease is an abnormality of the pituitary gland she underwent a small operation to remove a pituitary gland and then they stabilised her with medication and she was fine for a number of years so we got the summer out of the way and things were quite settled and Mandy and I had decided that we would take our main holiday at the end of the season which for us is November fate intervened and a hurricane had wiped out the resort of Cancun so we found ourselves hurriedly rearranging a trip and we ended up going to Egypt Mandy was quite keen to take on a Nile cruise and see some of the historic sites quite keen to get some diving in which was part of my plan for Mexico so we booked ourselves a two resort holiday basically, a week on the Nile and then a week near Horgada on the Red Sea so that I could get some diving in and off we went but Mandy fell ill at the end of week one and she was quite stubborn, Mandy she should have really went to hospital but didn't and we ended up being treated on the resort by the doctor and we ended up in hospital in Horgada and in part this was due to the underlying medical condition but she'd got really dehydrated after having a really bad dose of norovirus nobody could decide what was actually wrong or how to treat her and eventually the decision was made that we would fly her home so we arranged a medivac flight and we flew in a private jet from Egypt to Italy and then back to North Devon District Hospital and sadly she never recovered from that so she passed away on the 25th of January 2006 after that period of illness and it was tragic because she was only 39 and it was a really difficult time as you can imagine my son decided that he was in the process of thinking of moving up to Bristol at the time so I let him go and I thought it was time for him maybe to move on a little bit and go over the passing of his mother and so Adam moved away and I worked from home then for a little while just to try and keep Lundy on moving on and Kevin and Jack had stepped up and covered the day to day operation. It was really difficult going back to Lundy after that but I did I had a conversation with my mother and my mum says you must pick yourself up and she said Lundy is where you need to be so I took a sharp and take a breath and I went back to face it and it was probably the best thing that I ever done but I felt angry but I got to say the team wrapped themselves around me and picked me up and they got me through it and the island is a very healing place as well it gives you time to reflect on life, both the good and the bad things that happen and it just reminds you what is important really and so after being back on Lundy for a week and just trying to recover my thoughts about where the future may lie I made the decision that I was going to stay and see how things panned out everybody was great, the landmark were fantastic and you know Lundy doesn't let you sit and dwell for very long

either because suddenly the season was on us and busy hands are happy hands as Jack used to say and life moved on at a very quick rate of knots and so I found myself getting back into a routine as it were and a conversation with Peter Pearce who had been really great and supportive he said you need to give yourself a new focus, how about this job do you want it permanently and I thought well why not what have I got to lose so I took on the role of general manager in 2005 so life went on and we celebrated Mandy's life as best we could obviously it was deeply sad what happened but she was a really outgoing person, very popular and sorely missed but we celebrated the fact that we'd had her in our life for that short space of time. By the end of 2005 I found myself with the company on my hands and you know starting to settle into the wider landmark world as it were I started to use some of the benefits of staying in some of the landmarks on the mainland as well and experience and understand better the origins of Landmark and the vision that John and Christian Smith had had and met people like John Evitz of Furnishings, a manager and John was a big character and became a great friend as well eccentric as you could get and loved him to bits and I thought wow I'm part of something special and I guess it was probably at that time that I realised how big Landmark was and started to understand what it meant to its supporters and the work that went on because when you're working on Living Lundy you live and breathe at 100% and it's easy to forget that Landmark employs hundreds of people up and down the country Scotland, Wales and the Channel Islands and Italy and at the time France and I thought actually this is working for me By the time I got to the end of 2008 things had changed for me personally as well I'd got into a relationship with Lindsay who had come to work in the Shore office and I wasn't quite expecting that but it happened as it does and so that kind of set the tone really for the rest of my personal life from then on in Lindsay and I got married at the end of 2009 as well back on the mainland here and I continued to manage the company from the island but I was spending a bit more time back on the mainland and obviously Lindsay was living on the mainland then so I started to commute a little bit more often which was great because I was spending a lot of time at Landmark as well and you know more often I was up there once a month so it gave me an opportunity to spend some time on the mainland with Lindsay on my transits as it were Kevin stepped up on the island and we fell into this bit of a routine so you know, life was happy again I'd found some happiness personally, felt a lot more settled and we fell into this kind of routine with me spending a couple of weeks on the island and then a week off couple of weeks on, couple of weeks off and that type of thing.

There's a lot of working couples who work together do shut door on work and we tried Lundy however is a 24-7 operation and I'm on duty 24-7 because all sorts of things happen and there are times when we had both to react and that's the nature of the beast so it became quite clear that at times of crisis or anything exceptional on the weekends when the weather and the ship or a helicopter has a problem we both have to react and we both understand that that comes with the job. She's now one of the most senior managers within the Lundy company and part of my emergency response team as well she knows the business inside out that said, there are times if I upset her at work she reminds me of when we get home. Who's boss when we leave the office and that's clearly understood you know so we make it work and it's great 2012 was a very interesting year we had moved into our home in Appledore, a new house by this time Lindsay was expecting and Hannah arrived on the 25th of January by emergency caesarean and if you remember the earlier part of my story the 25th of January was quite a significant day because that was the day that Mandy

had passed away now if you're Scottish you'll also recognise that the 25th of January is Burns Night so I've always said that if ever I needed an excuse to have a dram on the 25th of January then I've got three good reasons.

So yeah I mean call it fate call it really spooky I think and but you know that's the circle of life sometimes.

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