



the PUFFIN Journal of the LUNDY SPECIALISTS SOCIETY



AUTUMN 1974

PRINTED IN ENGLAND ©

£1- \$3 (free to members)

Puffin 23

A SPECIALIST SOCIETY DEVOTED TO THE STUDY OF THE POSTAL AND COMMUNICATIONS HISTORY OF LUNDY

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The society wishes to thank all those who helped in making the production of this issue of the PUFFIN possible.



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The Editor welcomes MSS. and photographs for consideration. (All material sent at owners risk with S.A.E. for a reply).

ADVERTISING.

Details of advertising rates to members and the philatelic trade, may be had from the Hon.Sec..



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1p PROVISIONALS + MAIDEN VOYAGE OF POLAR BEAR

Due to the demand for 1p. values for use on postcards sent from the island, it was found necessary in 1969 (prior to the purchase of the island by the National Trust) to overprint 11,760 of the 9p. stamps of the first (1930) Issue.

Because of the urgency of this it was undertaken locally by photo-Silkscreen methods by th Atlantic Coasts Studios on the original panes of 30 stamps. These were first issued on August 11th. 1969.



The 1p. value of the Anniversary issue were again also quickly used and the need for more 1p. stamps again arose. More overprints of the 9p. were ordered from Atlantic Coast Studios but this time due to an error some of the sheets were overprinted in red. These were addressed to Messrs Saunders and were not sold on the island.

Mr Gade had reluctantly to order further overprints again in 1972 to last out until the Church issue became available. The 3,600 stamps overprinted on this occasion were produced from the same artwork, again printed in sheets of 30 but this time a dark blue ink was used.

It has been noted that this printing, used from the 1st of May 1972, was not so well produced.



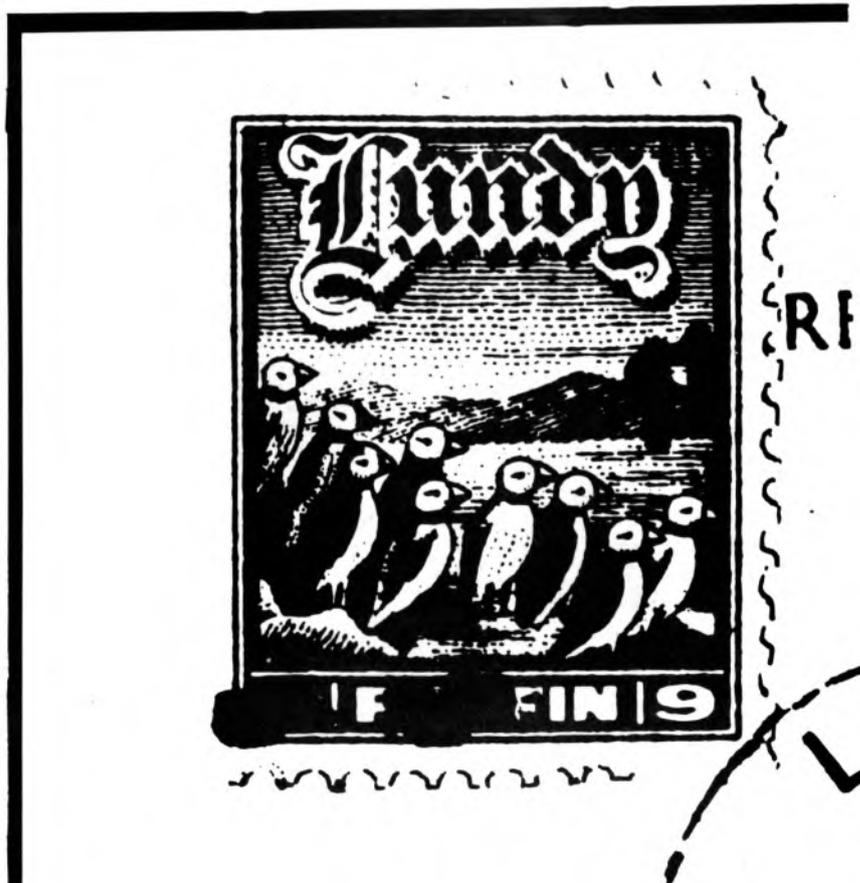
Examples may be found with most types of error. Misplaced, Doubled, Smudged etc.

from

Mr. I Scott-Walkers collection.

1 May 1972 The first day of issue of the last re-print was also the first official sailing of the Polar Bear. 150 Cards were rubber stamped FIRST DAY OF ISSUE & MAIDEN VOYAGE OF THE POLAR BEAR and sent from Lundy to Ilfracombe.

These were signed by Cpt. Paine the master of the Polar Bear.



The early Ecclesiastical history of Lundy is lost in obscurity. Archaeological evidence suggests that there has been some place of worship on the island since the 6th. Century if not earlier.

The first Chapel on Lundy has been attributed to StElen who was a Celtic Princess married to Maxim Wledig, a King of Britain who aspired to be Emperor of Rome. The oldest authentic mention of the Chapel on Lundy is found in a Bishops Register of 1325 where it is referred to as 'ECCLESIA SANCTE ELENE DE LONDAI'. The dimentions of this Chapel which is believed to be the one on Beacon Hill measure 25ft 6" x 12ft 9" and may still be traced. From 1274 the needs of the islanders were supplied by the monks of the Abbey at Hartland and later Lundy became a distinct parish. The Rolls of Westminster recount that at the time of the Dissolution of the Monasteries (1529) the patronage of Lundy was vested in Cleve Abbey, Somerset.

Mr. W.H.Heaven on taking over Lundy is said to have assumed that as Lord of the Manor he was patron, though by this time there was no church in existance. William Heavens son, Hudson Grosett obtained an M.A. degree and in 1864 as Lord of the Manor was licensed "Curate-in-Charge". Hudson Heavens great ambition was to build a new church on the island, but as he did not have the funds for this had to conduct his Sunday services first in an iron hut built by the Quarry Company, and later in a large room in the farmhouse or the hall of Millcombe House.

Some time later donations from Sarah Heaven and her sister provided funds for the erection of a corrugated-iron Church with a short spire to be built at the top of Millcombe Valley. This was completed in 1885 and a year after this, while still being officially Minister-in-Charge he was granted the courtesy title of Vicar.

The new Church still did not satisfy him however as being only dedicated it could be pulled down at any time. It was not untill he received a legacy from Sarah Heaven that he was ably to build a permanant stone Church.

In 1895 he accepted the tender of Messrs Britton & Pickett of Ilfracombe for the building of this stone Church. Progress was rapid and despite the loss of the contractors own vessel the building was completed within a year. Much of the granite used was taken from the derelict Quarter-wall cottages.

The new Church was consecrated 75 years ago to the day of the Commemorative issue and the service was conducted by Bishop Bickersteth who crossed from the mainland with a special party of guests in the steamer 'Brighton'.

THE BUILDING

The design of the building is in what we now call Victorian Gothic Revival style. It has a Nave, Chancel and Square Tower. The Architect was John Norton FRIBA. The glass was the work of Clayton & Bell Ltd. The Alter, Screen, Font, Lectern and other such items the work of Harry Hems & Sons, Exeter.

SUBSEQUENT USAGE

Mr.Heaven retired from Lundy in 1911, and in 1913 and 1922 two other curates were appointed but each stayed for only a short time. Between these the postmaster Mr.Allday acted as layreader. More recently the spiritual needs have been confined to the care of the Vicar of Appledore

ISSUED on June the 7th. 1972.
The denominations, designs and colours were:

1p. BROWN 50,000
Exterior of the Church.



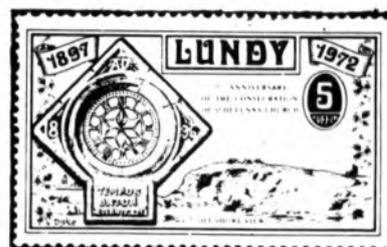
2p. RED 30,000
Interior, showing the stained glass window at the back of the Alter.



3p. GREY 30,000
Portrait of H.G.Heaven.



5p. BLUE 30,000
The eight-day clock.



10p. MAUVE 30,000
The statue of St.Helena.

PRINTING NOTES

The issue was designed to be printed in single colour lithography. and black & white line drawings were produced accordingly.

The printers were Messrs Bradbury Wilkinson & Co.Ltd. of New Malden in Surrey.

Due to the urgency in producing this issue two presses were used.

The 1p 2p and 5p. were printed on a Crabtree-Mann "Falcon" two-colour offset press. The 3p. and 10p. were run on an Italian "Aurelia 252" offset press.

Proofs were prepared from John Dykes drawings and as no modifications were required except in the shade of colour on some values; 100 set (2 panes of 50) multi-positives were made from the master negatives on a step & repeat machine.

From these deep-etch plates were made, only one plate for each value being needed.

The paper used had an Esparto body coated on one side to make it suitable for high speed Litho printing.

Poly-Vynal Alcohol was used for the adhesive.

Total substance is 102 gsm made up from paper 63gsm ; coating 26 gsm and gum 13gsm.

FIRST DAY COVERS

2,500 F.D.C. were produced of which 2,000 were mailed to Lundy and date cancelled by the G.P.O. on June 7th. These covers have the Lundy stamps on the address side. The remaining 500 were mailed from Lundy and had the stamps on the Reverse.

CANCELLER

A First day of Issue Cancellor was prepared and used on these covers, a reproduction from the original artwork is reproduced here.

CHARGES

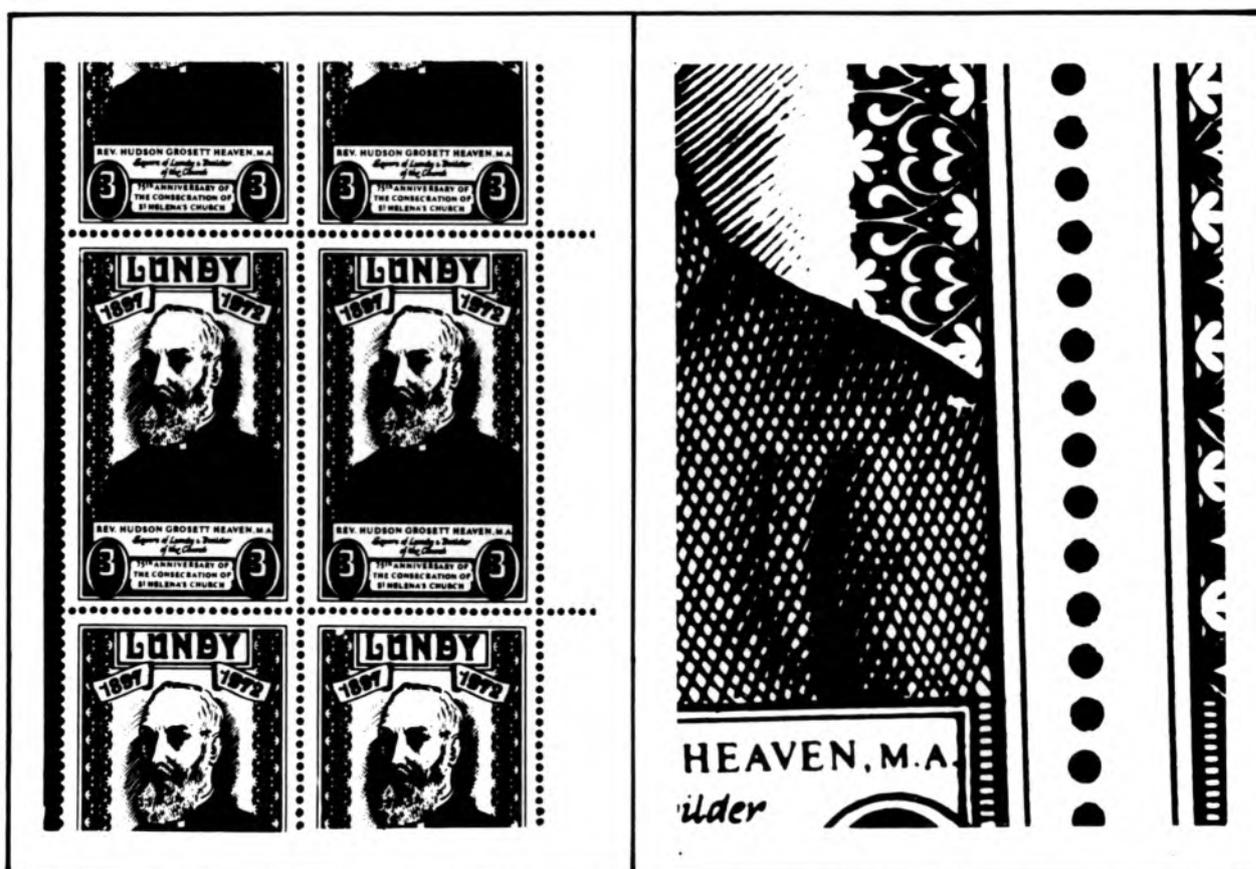
Operational at the time of issue.

Up to 2oz.	1p.
2oz - 4oz	2p.
4oz - 8oz	3p.
8oz - 12oz	5p.
over 12 oz	10p.
Max 24oz.	



VARIETIES

The only constant variety reported on this issue so far and confirmed by Mr. Gade appears on the 3p. value. In the 29th stamp on a full sheet there appears a white spot on the Rev H. Heavens shoulder.



DEFINITIVE REPRINTS

On the 12th Oct 1972 25,000 of each of the ½p. and 1p. Decimal Definitives were delivered from Bradbury Wilkinsons Ltd. These re-prints were ordered to make the need for future provisional overprints unnecessary.

The Centre colours are very slightly deeper in tone than the original printing: but the difference is difficult to see.



PHILATELIC SERVICE HANDSTAMP

This handstamp was issued to the Philatelic Service and was not intended to be used to cancell mail.

However during 1972 it was used on the Church and Trinity House issue for this purpose; in an attempt to speed up the mail handling service.

Normally applied to the back of all covers sent out by the Philatelic Service, used in a variety of colours.

TRINITY HOUSE ISSUE

A Langham B Sherwood

Almost before the Elder Brethren of the Trinity House had decided to build a light-house on the summit of Beacon Hill in the early years of the 19th Century, islanders and local

seamen were advising them of the folly of using the highest point on the island. On a clear day or night the higher a light can be shown, then the further away at sea it can be seen but because of the local climatic conditions on Lundy, fog tends to form over the plateau, while at sealevel visibility is clear for miles.

Despite advice the Lighthouse was completed in 1819 and on completion was the highest in the country and capable of being seen in clear weather for thirty miles. In the following years the grim toll of wrecks began to prove that the lighthouse was ineffective at the times it was most needed, and Trinity House tried all manner of means to rectify this even to the considerable expence of building the Battery on the West side of the island to house two signal guns for use in fog.

Even this was a failure and so in 1896 building began on two lighthouses one at either end of the island and at a much lower altitude in the clearer layer of air. When these buildings were completed in the following year, the Old Light (as it came to be called) was left as a day mark only, and its machinery was transported by cart to near Bensons Cave, just below the Castle from where cables were slung across the saddle to the South Light. The machinery was then slung across and used in the new building.

At the North end the building was sited near the Northwest point and although this was the ideal site for the light it happened to be the last main nesting ground for Gannets. These beautiful but persecuted birds had survived near the north end of the island but with the disturbance of building and subsequent human interference aggravated by a new Foghorn, they finally left the island in 1904 and moved over to Grassholm where the huge Gannetry was unknown before this time.



The new buildings were designed to be supplied from the sea and this can be effected during bad weather when landing on the island beach is impossible. Water is collected by roof catchment and paraffin was used for the domestic heating and lighting as well as fuel for the lantern. The Foghorn at the North Light was run on compressed air, and the South Light was provided with an explosive signal which detonated a small charge of explosive at regular intervals. As the sites were smaller than that at Beacon Hill, there were no quarters provided for families and the island was reclassified as a Rock Station.

Over the years the original buildings and equipment have been modified and improved; a radio beacon was installed at Lundy North in 1927 and electricity generators have been installed.

With the increase in shipborne aids to navigation the great day of the Lighthouse may have passed but on Lundy the three will remain, and it is right that this anniversary is being celebrated by a special issue of stamps.

Printed by Bradbury Wilkinson Ltd.
Size 40mm x 25mm

No Wmk.

All printed in Bark Blue and Red
on White paper



Issued 25 Nov.1972.

- 1p. Old Light & Keepers.
- 2p. T.H.vessel Vestal.
- 3p. South Light.
- 5p. The North Light.
- 10p. Trinity House Arms.

PRINTING NOTES

The design being lineal it was again reproduced direct from Mr. John Dykes artwork. The second colour (Red) was shown on an overlay sheet, thus no involved photography was required to separate the colours for printing.

Printing was by Photo-Lithography.

The Paper selected for the issue was a special White Chromo, being made from 100% Chemical Wood. Coated on the print side with a Casein/Latex formulation with China Clay.

The Gum was a modified Poly-Vynal Alcohol type.

The total substance was 102gsm +/- 5% made up as follows;

Body 65gsm, Coating 25gsm, Adhesive 12gsm.

The press selected was a Heidelberg two colour offset. The selection of a two colour press was made as they are better for multi-colour work than printing twice on a single colour press. Both colours are printed in quick succession and the paper is not lying around between workings and altering dimensionally according to prevailing atmospheric conditions thus giving rise to bad register.

FIRST DAY COVERS

There were 2,500 F.D.C. produced with stamps affixed to the face or address side, and 300 F.D.C. from Lundy with stamps on the reverse.

The covers were printed with a special cachet showing the T.H. badge and dates 1897-1972. Printed in Blue.

CANCELLER

No special canceller was used for this issue.

THE EMBOSSED G.B STAMPS

The Philatelic Service started embossing the G.B. Stamps with a small Puffin impression just above the value. The Postmaster discovered this and found according to Post Office Regulations stamps so treated were not valid for postage.

Mr. Grainger the Island Agent bore most of the brunt of the Postmasters displeasure, and so the idea had to be dropped. Some 60 items of mail sent in Feb. 1973 were returned for restamping.

NEW DEFINITIVE ISSUE 1974

B Sherwood

This issue is intended for out-going mail only. There are plans for a special stamp for use on in-coming mail but no final decision has as yet been taken.

THE ISSUE

2p.	DARK BROWN	50,000
4p.	RED	75,000
4½p.	CYAN	100,000
5p.	TAN	50,000
5½p.	PEA GREEN	25,000
10p.	VIOLET	25,000
20p.	BLACK	25,000



LOW VALUES size 22 x 25 mm approx.

HIGH VALUES (10 & 20p) 30 x 34 mm approx.

ALL EARLIER LUNDY STAMPS WILL CEASE TO BE VALID FOR POSTAGE FROM THIS ISSUE.

SHEET LAYOUT

The small stamps were printed in sheets of 72.

(9 rows of 8)

The large stamps were printed in sheets of 36.

(6 rows of 6)

PRINTING NOTES

The new definitives designed by Mr John Dyke were again printed by Bradbury Wilkinson & Co.

All 7 values were prepared from the same piece of artwork, with drawings of each separate value stripped in.

The stamps were printed Photo-Litho. the gum and paper being the same as that used on the Trinity House Issue.

The press used was a two colour Falcon, as no single colour press was available at the time.



FIRST DAY COVERS

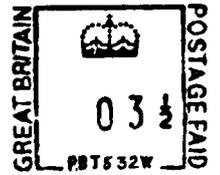
Approx. 1,000 covers were printed letterpress by the Philatelic Service. Some in Black the bulk being in Blue.

POSTAL RATES

The postal rates at the time of issue were as follows.

NOT OVER	1st.	2nd CLASS
2oz	4½	4
4oz	6	5
6oz	9	6½
8oz	11	8
10oz	13	9½
12oz	15	11

FRANKING MARKS



NEW CANCELLER SYSTEM

The new cancelled system adopted at the same time as the issue of the definitives marks a historic departure in the postal service of Lundy.

With this issue came the implementation of an idea which had been a dream as far back as the start of the service in 1929. Through the introduction of the franking machine there is now no need to affix G.B. postage stamps on the Lundy mail.

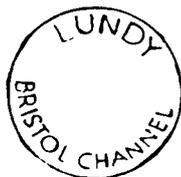
The Lundy stamps for the first time show a face-value which includes the Lundy and British Postal Charge. The mail on arrival at Ilfracombe requires only sorting and distribution through the normal Postal Service, as would any mail pre-franked by a large Business or organisation.

The canceller of the franking machine is in three parts. The right hand side shows the amount paid for the G.B. service at First, Second or Parcel rate. The centre section is the date stamp. This being marked ILFRACOMBE/DEVON. The left hand side has the provision for a slogan which in the case of Lundy is either the new oval Lundy Canceller or a Lundy Delayed by storm mark.

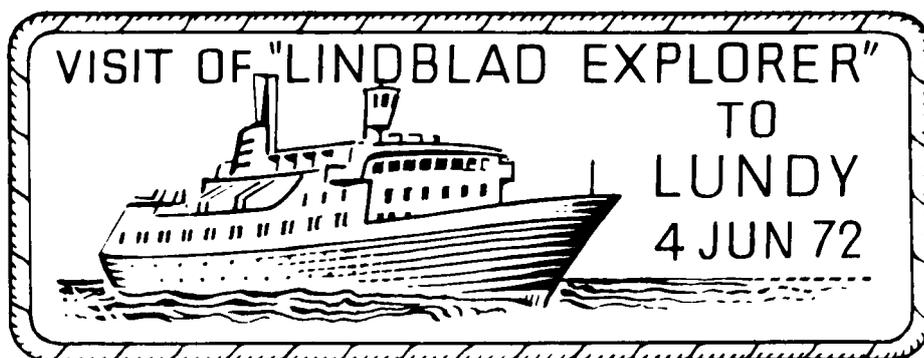
The sender purchases a Lundy stamp with a value, (in the case of a card $\frac{1}{2}$ p.) for more than the G.B. rate. The amount collected for the G.B. Postal service is passed on to the mainland, the remainder is used to help defray the cost of the island service.

By affixing the stamp on a card in the normal Lundy position top left, this slogan/canceller defaces the stamp. On letters and parcels the stamps still have to be on the back, and a new round handstamp and storm mark are used.

All cancellers are now in Red.



**HANDSTAMPS
72-74**



Mr. John Dyke has not only been involved with the new issues of stamps, but was able to find time apart from his duties as Museum Curator and Editor of the 'Illustrated Lundy News' to produce many special Handstamps.

This is intended to be only a check list. Details of some of these will be found elsewhere in this issue.

MAY	1	1972	F.D.Card 1p. opted on 9p. also MAIDEN VOYAGE OF THE POLAR BEAR.
MAY	6	1972	CEVEDON PIER cruise.
JUNE	4	1972	25th. ANNIV. OF THE LUNDY FIELD SOCIETY. Cruise canceller.
UNUSED			Two cancellers for the proposed visit of the NATIONAL TRUST.
UNUSED			Visit of the LINDBLAD EXPLORER an American luxury cruise vessel.
OCT	20	1972	CLEVEDON PIER cruise.
MAY	2	1973	NATIONAL TRUST cruise. 72 canceller suitably altered.
MAY	8	1973	MISSION TO SEAMEN cruise.
MAY	8	1973	N.S.P.C.C. Cruise
MAY	27	1973	CLEVEDON PIER cruise.
JUNE	4	1973	St. PETERS CHURCH BARNSTAPLE cruise.
JUNE	12	1973	The 1973 LUNDY FIELD SOCIETY Cruise.
MAY	24	1974	R.N.L.I. 150 ANNIV. cruise.
JUNE	15	1974	SALMON BOAT RACE. The Above suitably altered.

On Aug 5 1972 THE 5,000 EMERGENCY RESCUE SCRAMBLE COVERS OF No 22 R.A.F. Chivenor were handstamped with a special canceller These went through the B.F.P.O. and not the Lundy or mainland Postal Service.



CLEVEDON PIER RESTORATION CRUISE

Clevedon pier is a product of that part of the Victorian era that produced such engineering visionaries as Telford and Brunel. Designed by John Grover and Richard Ward, the pier has a simplicity and functional directness that makes it unequalled on the English Coast.



Conceived in 1867, it was built in under two years utilising the flattened V Barlow rails taken up from the South Wales Railway. Bolted in pairs these rails provide hollow members combining lightness and strength, and used singly they are bent into the graceful segments that support the eight one-hundred foot spans.

The Clevedon Pier Preservation Trust has now been accepted as a Charity as its formation was to promote the task of restoration and preservation of the pier which has been scheduled as an ancient building.

During 1972 two special sailings were made from Weston to Lundy to raise funds for the project. The first trips were on Saturday & Sunday the 6th and 7th of May when all mail from the island was cancelled by a special handstamp designed by John Dyke. A second trip took place on the 14th and 15th of October when it proved unable to land passengers, but the mail that passed on board on this occasion was also franked with the handstamp

This canceller was again used in 1973 when a further cruise was made to Lundy. On the last two occasions the word WESTON was removed from the Handstamp.





CHIVENOR RESCUE COVERS

I Scott-Walker B Sherwood

On the 5th August the stamp club of R.A.F.Chivenor mailed 11,000 special covers through the British Forces Post Office. These covers mark the 5,000th emergency scramble of No.22 Sqn. R.A.F. Chivenor.

The covers were sent from Clovelly in the Waverney class 44.001 cruising Lifeboat of the R.N.L.I.

They were stamped with a G.B. 7½p stamp from the commemoration of the 150 Anniversary of the establishment of H.M.Coastguard Service Issue; and the 1p. Lundy Church Anniversary stamp. The latter was franked with a special cancellation designed by Mr. John Dyke.

The covers were returned on the

5th. by XP347, a Whirlwind Mk.10 Search and Rescue Helicopter of 22 Sqn. The Pilot was Fl. Lt. R.L.Probert, and the trip took approximately 20 minutes.

A limited number of these covers were sold from the island.

1.600 Covers were signed by the Helicopter Pilot

200 Covers were signed by the Lifeboat Coxwain.

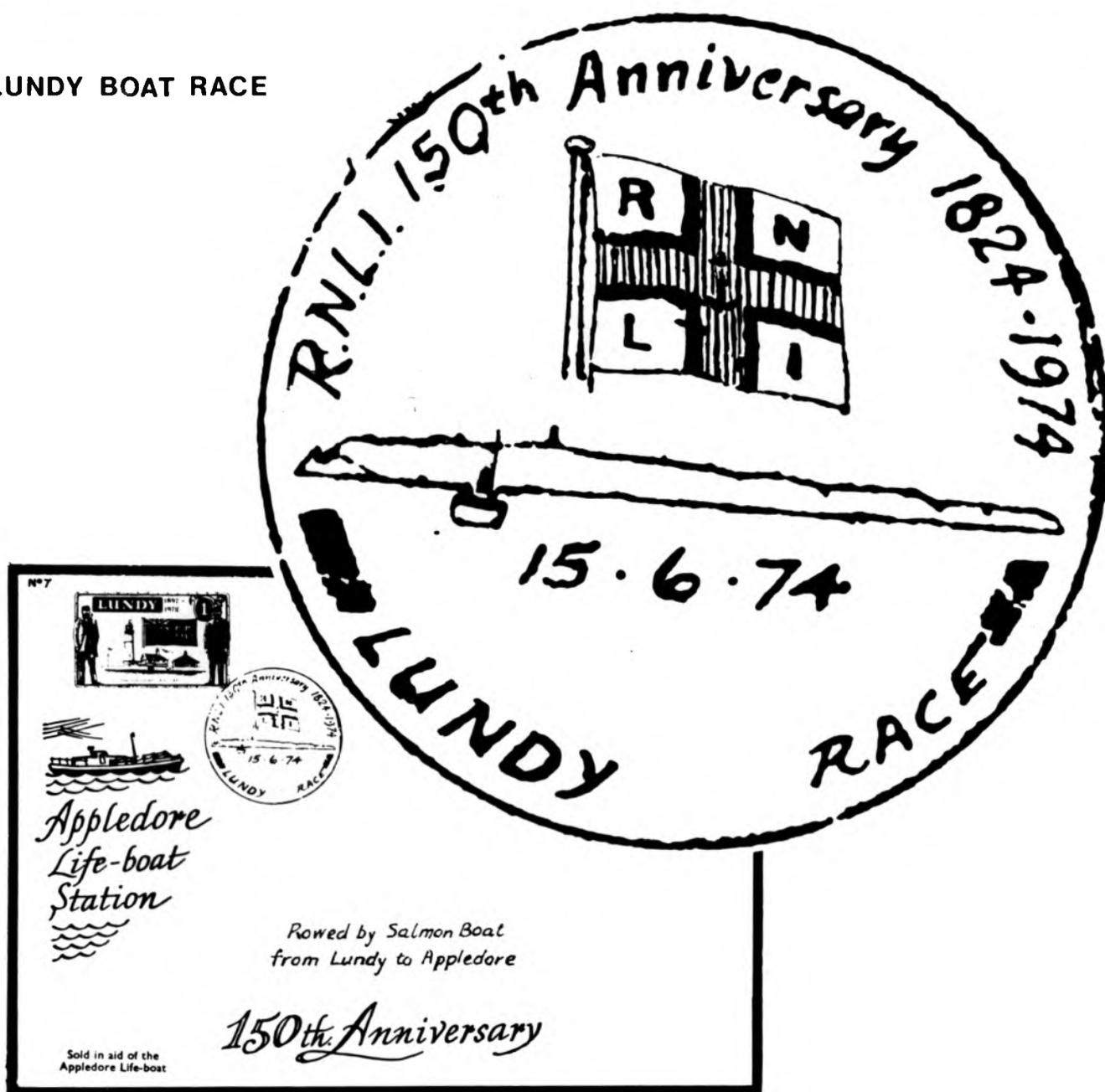
These covers have a printed cachet in the top centre.

1.180 These all have a rubber stamped cachet, and of these 23 have the Lundy stamp on the reverse side.

One cover only had the red printing missing from the illustration. This cover is in the possession of the Royal Airforce Chivenor Philatelists.

The profits from the sale of these covers were donated to the R.A.F. Museum Fund and the R.N.L.I.

LUNDY BOAT RACE



The LUNDY - APPLIEDORE Salmon boat race was organised by the Appledore Pirates, a charitable organisation to raise money for the 150th. Anniversary of the R.N.L.I.

Nine two-man Salmon boats were towed from Appledore by the "LUNDY PUFFIN" at 2 a.m. on Saturday 15th. June 1974, reaching Lundy three hours later.

The race over approx 18½ miles, started at 5.23 a.m. and the first boat, rowed by Peter Cox and Dick Fishleigh, two local Masons arrived at Appledore after pulling for 5 hours 42 minutes.

The Rowers were escorted by the Appledore Life-boat all the way and the Inshore Life-boat watched them cross the Bar.

It is believed that this is the first time that mail covers have ever been rowed from Lundy, although letters were carried by sailing craft before the advent of power.

FORM OF ADDRESS

J Rathbone

Some interest and amusement is to be found in some forms of address used on covers posted to Lundy.

Among examples are:

- | | | |
|------|--------------|--|
| 1962 | From Holland | Mr Martin Coles Harman (King Albion I)
c/o Marisco Tavern, Lundy Island. |
| 1968 | From U.S.A. | His Royal Highness, King of Lundy
Bristol Channel, Europe- Nr.
Great Britain. |
| 1968 | From U.S.A. | To His Highness, M.C. Harman
Chief of the State of Lundy
via Cardiff, England. |
| 1968 | From U.S.A. | To anyone of the ten people of the
island of Lundy in the Bristol
Channel between Wales and South West
England. |

(HOW ABOUT THAT !!)

Other covers are addressed to;

The Church. Mr Proprietor. The Lundy Mail Ferrying Service. The Motor Tender to Lundy Island, The Quay, Bideford. and The Independant Postal Authorities, Lundy.

Some other covers (1956-61) addressed to Lundy show that the officials at Bideford Post Office were very keen to correct any impression that there was a British Post Office on Lundy in the charge of an Official Postmaster.

1. Addressed to the "Postal Dept Lundy". This is altered at Bideford P.O. to read "NO POSTAL DEPARTMENT" and "c/o The Agent" added in Manuscript.
2. To the Director of Post, Lundy. This is crossed out and "NO POST OFFICE" added in manuscript.
3. To the Manager of the Post Office, Lundy. Again an official has crossed out the form of address and added " NO POSTMASTER".

Such covers as these may also show a rubber handstamp marking - UNDELIVERED FOR REASON STATED. RETURN TO SENDER. There may also be a double-oval type handstamp reading "Bideford Devon" with a date in the centre. However it does seem such letters were actually allowed to be taken on for delivery at Lundy in spite of the undelivered mark, because they bear Lundy 1p. stamps with Lundy arrival cancellations.



C . C . WINMILL

CHARLES CANNING WINMILL was born at Plaistow in 1865. His father died when he was young and he was brought up thereafter by his mother.

He was educated at Christs Hospital but because of family misfortune was forced to leave school before the age of 16, to work at Millwall Docks.

Later he was articled to John T Newman of Fenchurch St. who was architect to the West Ham Board, and Winmill made his first drawings for them in 1886. Some time after this he won the Silver Medal of the Architects Association and started the "A.A. Notes" which as the "A.A. Journal" continues to this day.

During this period he met several important Architects: May, Stokes & Webb etc. and for a while worked for Stokes. Later in 1892 he left and began work for the L.C.C. and six years later joined the "Society for the Protection of Ancient Buildings".

In 1925 he went to the island of Caldey to report on the ancient Benedictine tower which was in a dangerous state. Three years after he found himself on Lundy where he was instructed to report on the state of the Castle for the new owner M.C. Harman. In this report he suggested repairs to put it in good order, and illustrated various points with photographs he himself took. (An account of the Report may be found in A & M Langhams LUNDY David & Charles)

These visits were made during the most fruitful period and he gained a reputation as one of the leaders of the then modern movement in Architecture, breaking away from the conventions of his time.

He died while still working, at midnight just three days before his 80th. birthday in 1945.





EARLIEST MAP OF LUNDY

B Sherwood

The earliest coloured maps of England were costly and ornate productions, and are among the finest examples of Monastic Art. They were drawn usually on a single skin of parchment and illuminated in metal, in a style similar to contemporary manuscripts.

Unfortunately the quality of production was rarely matched by topographic accuracy which is not surprising when one remembers that for the most part the information was hearsay and often came from unreliable sources. Tacitus, the Roman historian, writing in the first century A.D. had been informed that Britain was an island but he did not question the then generally held view that it was separated from the coast of Spain by a smaller island now called Ireland.

This false sense of position and distance was held for many centuries. Perhaps the most

Perhaps the most interesting maps of England are the two produced by the eminent monk of St. Albans Matthew Paris, who was in his time not only a great scholar, but also a wit and the Court gossip of his day. These two maps of his which are preserved in the British Museum were produced about the middle of the 13th. Century. One is a very simple affair while the other is a much more elaborate detailed map outlining most of the important places in England and Wales.



Both these maps show Lundy. In the simple map the island is shown as a square mass off the coast of Devon & Wales, but in the more important map a certain degree of artistic licence has crept in and the outline of the island has been given some slight indentations. It is probable that the islands inclusion can be attributed to the influence of the De Marisco family, for with his court connections Matthew Paris was able to give a fine account of the incidents following the attempt on the life of King Henry III by an agent of William de Marisco, and of Williams subsequent death in the Tower of London in 1242.



It would seem reasonable to assume therefore that the inclusion of this little box in the sea off the Devon coast was made as a result of these events which must have taken place within ten years of the estimated date of the completion of the map.



10 & 30 PUFFIN ESSAYS

B Chinchin B Sherwood



The standard listing of the Lundy 10p. and 30p. Essays was first made by Michael Windeatt in his catalogue of 1957. This is a fairly comprehensive record of types but there is no record as to where they were produced, by whom, or for what purpose.

It has always been assumed that they were a wartime product of the Lundy Philatelic Bureau, and it has been suggested that they were intended for use on postal stationery. This latter assumption does not seem to have much validity as perforated issues of both values exist. Some copies of these essays have been recorded on the island, although Mr. Gade has stated that he did not commission them, nor did he know how they came to arrive there.

In both values perf and imperf examples occur though on the whole the perforate ones are better quality prints. This could either mean that the imperf were printers waste, or that no great amount of care or skill was employed by the printer and the best were selected for perforating.

This would account for the fact that, no pairs, blocks or part sheets of either value have ever been recorded. It would also account for the large margins on the imperf examples.

These general observations are borne out by closer examination. The best and the worst printings available of each value were taken and searched for minor spots and marks in the design. Next all available examples were examined (Perf and Imperf) and in all cases it was found that these faults were common to all stamps despite the condition, colour, or quality.

From this it would be safe to assume all printings were from the same three blocks - one for the 10p. and two for the 30p. (Bird and Duty plate). As these minor marks are identical it could, be safely assumed that multiples were never prepared and sheets were never printed.





10p

- I) Break in U on Puffin
- II) Dot bt. U & N on Lundy
- III) Dot in R.H. side frame base
- IV) U & F of Puffin joined
- V) Spot in L.Side support
- VI) Break in centre Btm line
- VII) Dot between L & U on Lundy.

30p

- I) Break in L.H. outside frame
- II) Marks over Birds Head
- III) Break in Btm R.H. corner
- IV) Spot in top of Birds Beak
- V) N & D of Lundy joined
- VI) Mis-shapen 0 on 30

J. P. HARMAN V-C

D Perris

June 20 1949 saw the unveiling service of the Memorial Stone to Lance Corporal JOHN PENNINGTON HARMAN V.C. A special steamer sailing was arranged by Messrs P. & A. Campbell Ltd. and 700 people disembarked at Lundy, of whom approximately 250 were special guests of Mr. M.C. Harman who had come to attend the Service which was held in the Quarry on the eastern side of Lundy where John Harman had spent many happy hours as a child.

The memorial stone is a flat gault stone, about six inches deep and approx. four feet long by three feet wide. The circumstances of John Harmans death and the gallant deed which earned him the V.C. are recorded on the stone. The stone was erected by his brother and two sisters, it was intended to be of Lundy granite, but this was not possible.

The Rev H.C.A.S. Muller M.A. Vicar of Appledore, conducted the service, and the last post was sounded by a bugler from L/Cpl Harmans regiment, The Royal West Kent.

The Citation reads:

295822 L/Cpl J.P.HARMAN

The Queens Own Royal West Kent Regt. In Burma, at Kohima on April 8th. 1944, L/Cpl. Harman was commanding a section of a forward platoon. Under cover of darkness, the enemy established a machine-gun post within 50yds. of his position, which became a serious menace to the remainder of his Company. Owing to the nature of the ground L/Cpl. Harman was unable to bring the fire of his section onto the enemy. Without hesitation he went out by himself, and using a four second grenade, which he held onto for at least two seconds after releasing the pin in order for a full effect, threw it into the post and followed up immediately. He annihilated the post and returned to his section with the machine-gun. Early the following morning, the 9th April he recovered a position on a forward slope 150 yds from the enemy in order to strengthen a platoon which had been heavily attacked during the night. On occupying his position he discovered a party of enemy digging in, under cover of machine-gun fire. Ordering his Bren gun crew to give him covering fire he fixed his bayonet and alone charged the post, shooting four and bayoneting one and thereby wiping out the post. When returning L/Cpl. Harman received a burst of machine gun fire in his side and died shortly after returning to his lines.

On the Memorial at Kohima are the following words:
When you go home, tell them of us and say For your
tomorrow we gave our today.

In 1956 in London at the Victoria Cross Exhibition L/Cpl Harmans V.C. was on display. Due to his great courage we have a lifelong memory of John Harman, who with other brave men have added to the history of LUNDY.

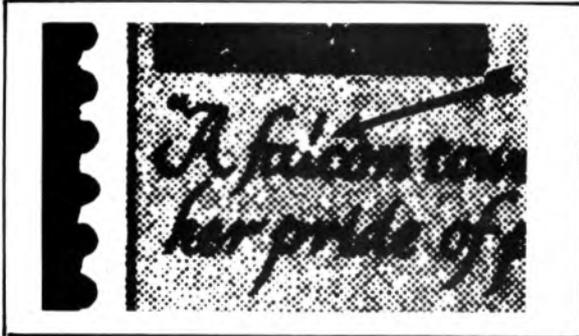
1964 SHAKESPEARE ERRORS

B Sherwood

The 1964 Shakespeare issue is noted for its number of minor faults.

Listed below are some that are common to each pane on a full sheet, or common to one single pane on a sheet. It would appear that most of these are common to all values.

COMMON TO ALL PANES ALL VALUES



BROKEN L IN FALCON
(r2 s3)



WHITE SPOT IN THE SEA
(r3 s3)

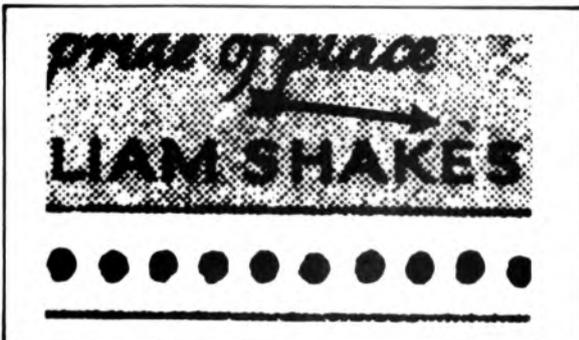
COMMON TO SOME PANES ALL VALUES



WHITE SPOT ON TOP OF WING
(r3 s3)



DOT OVER THE 6
(r1 s3)



DOT OVER E IN SHAKESPEARE
(r1 s4)



SPOT ON BACKGROUND
(r2 s4)

Others, some of which are more obvious have been noted but do not appear to be constant to all the sheets so far examined.

MEMBERS MISCELLANY

PC 23.

**RETURNED TO SENDER
BY THE CENSOR
FOR REASON EXPLAINED IN
MEMORANDUM ENCLOSED
IN THIS COVER.**

" I have an interesting Registered (at Instow) Cover which was posted by Mr. Gade during World War II in Nov. 1943. It is endorsed:- 'Sender F.W.GADE Postal Dept. Lundy Bristol Channel' also 'Air Mail to Sweden'. There are four stamps totalling 10½p with a LUNDY cancellation mark of 19 Nov. 1943. The Registration and Air mail fee came to 1/10d. and the Geo VI G.B. stamps are cancelled Instow/Bideford/Devon on 20 Nov.43. This Registered item did not apparently reach the addressee "MR. B.SCHYLANDER B.A. in Sweden. The cover was opened and the contents examined by the British censor who resealed it with an official censors seal reading 'Opened by Examiner 4280" It seems that this letter could not be sent on to sweden and so a specially printed label had to be applied to the cover front. This was printed in green ink and reads " Returned to sender/by the Censor/ for reason explained in/ memorandum enclosed/ in this cover".

I would think that the number of war-time covers from Lundy which were censored and returned to sender cannot exist in other than small numbers, or am I under the wrong impression?
Can any other members report?

J.H.RATHBONE.

As a result of the enquiries in Puffin No 20 regarding information on the Mr. L.Pitman whose name appears on quite a number of Lundy Covers of earlier years. Mr F.J.Field kindly obliged with some interesting details of Mr. Pitmans Philatelic interests. Just recently, when



re-mounting some covers, I found inside some card which must have been a 'Cover-stiffener' This (illustrated above) bears a rubber stamp, of somewhat fancy design. It may well have nothing to do with philately at all! Maybe someone among the L.S.S. can provide some explanation and/or comment.

J.H.RATHBONE

The Millenary canceller was according to catalogues first applied in green. I have both sets cancelled the date of issue in Black and Lilac.

I have noted a canceller which I have not seen before. I have found it on the 12P. stamp of 1930. It is not the same size as the canceller of 1939, the colour is black and it seems to be of Metal.

L.LIWENDAHL.

In the last issue it was stated that the SAVE SEA BIRDS Issue was not intended for postal use. Several members have informed me they have examples so used. It is obvious that a few were posted from the island by visitors, but as before stated they were never intended to be so used.

