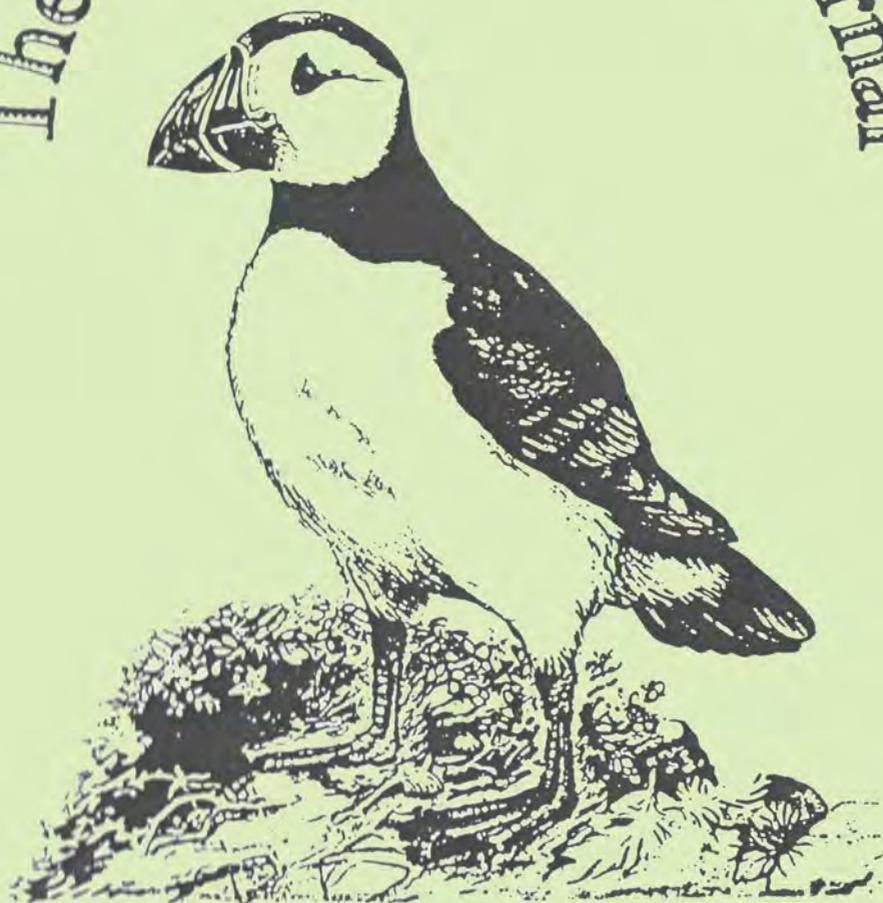


The New Puffin Journal



SPRING 1997

Published by the Lundy Collectors Club

(U.K. Chapter)

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The New Puffin Journal



Editor - Stanley Newman
 Assistant Editor - James Thomas

ISSUE NO. 1

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YOUR FREE GIFT

You will find in the adjoining space a Lundy stamp which we have specially overprinted to commemorate this, our first issue of "THE NEW PUFFIN JOURNAL".



EDITORIAL

Despite what you are about to read, this is not by any means the first Editorial I have written. Many decades ago (too many !) I got inveigled into editing the College Magazine (No Jim - not Borstal), but since those halcyon days my literary efforts have been directed into different channels. Stamp and Postcard catalogues - yes, Lundy Shipping books - yes, but bearing one's soul in an Editorial, after all these years, in a new (or should it be " resuscitated") magazine, in my humble opinion, is akin to being labelled a ' *born - again virgin!*

Back to reality ! Having taken the decision at the meeting on 30th November last of the U.K. Chapter of the Lundy Collectors Club, to revive the publication of "*THE PUFFIN JOURNAL*" (which last appeared in 1986) I find myself with a very hard act to follow. The ancestry of the magazine goes back 40 years to Summer 1957 when "*LUNDY REVIEW*" was published - the first of 6 issues, the last of which appeared in Winter 1961. When the Lundy Specialists Society was founded in the mid - 1950's, under the guidance of Barry Chinchin, the first issue of "*THE PUFFIN*" (a two - page Newsletter) was produced. This later became a full A4 - size magazine "*THE PUFFIN JOURNAL*", edited by Barry Chinchin, and in later years by Brian Sherwood until its demise in 1986. In the meantime, the Lundy Agent John Puddy had been responsible for bringing out "*THE LUNDY ISLAND CHRONICLE*" in Spring 1983 - this however, was not philatelically orientated, but gave a fine general view of life on the Island - the final issue appeared in Spring 1988.

In reviving the magazine as "*THE NEW PUFFIN JOURNAL*", I aim to strike the right balance between articles of philatelic and non - philatelic interest. Unless items come to light of great impact on the Lundy philatelic scene (such as the possible post - war reprinting of the 1930 and 1939 definitives - see page 19) I shall leave the in depth philatelic comment to the Editor of the "*L.C.C. PHILATELIC QUARTERLY*" - Roger Cichorz. And whilst I'm not adverse to stealing the occasional" philatelic scoop " from Roger, emphasis will be given in "*THE NEW PUFFIN JOURNAL*" to events of interest, past, present and future to U.K. club members. In this connection, I look to all readers to let me know well in advance of any Lundy event philatelic or otherwise, so that it can be brought to the attention of all.

In concluding, may I take the opportunity of thanking our Assistant Editor, James Thomas for all his help in setting the type for the Journal, and for all others who have assisted in its production. Your comments on the Journal will always be appreciated and future issues will contain a section devoted to "*LETTERS TO THE EDITOR*" .

Stanley Newman

1997 CLUB DIARY

SPRING '97 MEETING

Our next Meeting will be held on **Saturday afternoon, 26th April** at the "Stamp '97" Exhibition at the Wembley Exhibition Centre, London. See back cover for details.

SUMMER '97 MEETING

The Summer Meeting is scheduled to take place on **Sunday 20th July** at the Kingsley Room, The Royal Hotel, Bideford, North Devon. Full details of this **whole day Meeting** (which will include optional Sunday lunch at the hotel) will be included in the next issue of the '*JOURNAL*'.

Other Dates for your Diary

22nd February 1997

19th April 1997

14th June 1997

17th-21 st September 1997

18th October 1997

22nd November 1997

Cinderella Stamp Club Meeting, London.

Cinderella Stamp Club Meeting.

Cinderella Stamp Club Meeting.

Autumn Stampex, London.

Cinderella Stamp Club Meeting.

Cinderella Stamp Club Meeting.

MEETING REPORT

The first Meeting of the U.K. Chapter of the Lundy Collectors Club was held at the British Philatelic Centre, 107 Charterhouse Street, London, on Saturday 30th November 1996, and turned out to be a highly successful gathering of Lundy philatelic enthusiasts - over 30 Members and their families. Proceedings commenced at 1pm, with Reception and Registration, (and free coffee, tea and biscuits, by courtesy of the BPC !). Several Members and two dealers held a highly popular bourse of Lundy material, which lasted throughout the Meeting.

At 2pm onwards, we were treated to several very fine displays of Lundy material, which proved so fascinating, that they are all described elsewhere in the *JOURNAL*. During an interval in the displays, we held a discussion concerning the future activities of the U.K. Chapter of the Club, and an overwhelming majority of those present supported the proposed "resurrection " of the "*PUFFIN JOURNAL* Stanley Newman was appointed as " Caretaker Editor ", with James Thomas being confirmed as Assistant Editor - agreement being confirmed that the *JOURNAL* should be produced to A5 - size.

After the discussion, the displays continued and as there was only one entry for the Club Competition for the *Stanley Newman Trophy*, it was decided that this should be held over until the next meeting. The meeting was concluded at 5pm, and it was anticipated that the next meeting would occur in Spring 1997, and the scheduled Summer meeting will be held in North Devon, probably to coincide with the visit to Lundy of several USA Members of the Club.

FREE GIFT AND SOUVENIR

By courtesy of Tom Baker, everybody received a Free Gift - the Souvenir Card of the Lundy Field Society's Visit to Lundy in the Summer of 1996.

Wim Ros also produced a most interesting Lundy Souvenir Booklet for the meeting - each of the limited edition of 100 booklets included a badly misperforated 1982 definitive stamp. In your Editor's opinion, this booklet should in time exceed the scarcity (and value) of the 1988 Stampex Booklet, even if only for its content ! These booklets were sold in aid of Club Funds, and we are all indebted to Wim Ros for producing these interesting souvenirs of the meeting.

LUNDY POST OFFICE

Thanks to LCC Member John Lavington, the Purser of the "*OLDENBURG*", who lives in Bideford, and travelled up to London for the Meeting, a facility for posting a souvenir card to be routed via Lundy, was made available. John turned up armed not only with a stock of Lundy and *OLDENBURG* postcards and Lundy stamps, but also a Letter - Box to post them in Cachets for use on the postcards were provided by Tom Baker and Jim Mullet. Thanks to all concerned for providing this welcomed facility.

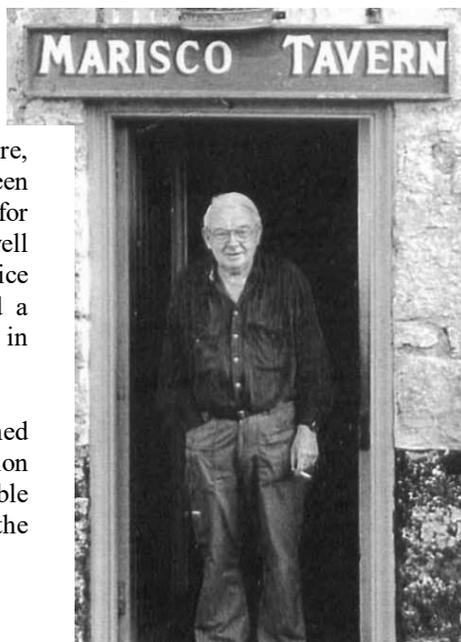
FINANCES AND THE LCC MEMBERSHIP

Club Members were informed that it was intended to keep the finances of the U.K. Chapter of the Club entirely separate from those of the main Lundy Collectors Club (based in USA). LCC subscriptions should be sent separately to the U.K. Representative - Jon Aitchison at 'Old Tithe Hall, Start Hill, Bishops Stortford, Herts. CM22 7TF. No separate subscription would be levied by the U.K. Chapter, whose finances would be derived from income from Meetings (entrance fees and table hire), Raffles and by subscriptions to our new magazine "*THE NEW PUFFIN JOURNAL*".

NORMAN HUNTER

As many Lundy Collectors will be aware, Norman Hunter has for many years been responsible for the dispatch of orders for Lundy stamps from the island, and is well known to many of us for his helpful advice and service. Unfortunately he suffered a stroke in the late summer, and has been in hospital in Bideford since then.

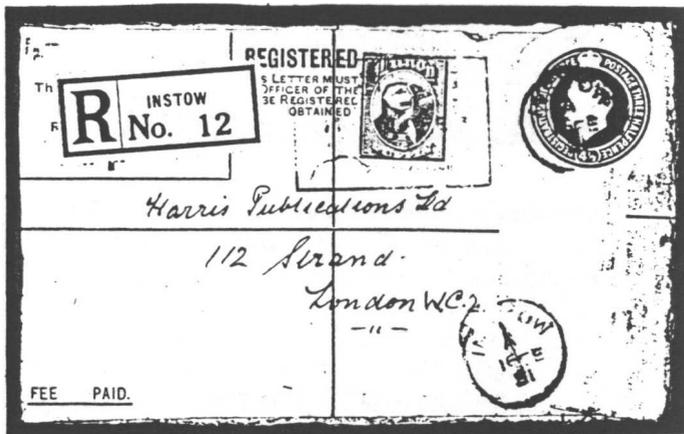
At the Meeting, a get well card was signed by many of his friends, and a collection was made (realising £22.40) for a suitable gift for Norman, which was left in the capable hands of John Lavington.



MEETING DISPLAYS

JIM MULLET gave us the first of the displays, showing us several of his "Lundy Gems", commencing with a 1834 "Lundy Ship Letter". Other rare items shown by Jim included his 1903 Registered Letter from Lundy to Bideford

(illustration on page 13 of "Postal History, Postmarks and Cachets of Lundy Island" by the Editor), two Telegraph Forms of messages sent from Lundy to Weymouth, and the rare 'LUNDY ISLAND COAST GUARD' cancel (see page 56 of the same catalogue) on a telegraph form.



Mr. Harman's own "London Boxed Cancel" (type Ba') **cancelled in red** (ex Rowcroft collection), a rare 1931 Registered cover from Lundy (via Instow), the very rare "straight-line" cancel on a "Tramticket" cover, and a bisected 1d.

A.C.A.S. Large Map on a 1937 cover from Tristan da Cunha (also ex-Rowcroft collection) were other very rare items Jim displayed from his collection. As though these items weren't enough to leave us all "green with envy", Jim also displayed his First Day cover of the Red Cross set, every stamp with the Red Cross tabs, and an APPEAL stamp on Receipt card on First Day of use.



The second display was given by **MICHAEL BALE** who treated us to a fine exhibition of his rare archive material. Some of it emanating from the famous George Ulrich (ex. Stannard) and William Rowcroft collections This display could have lasted for the whole afternoon, had time permitted - it included early die-proofs (some of them in reversed colours), many imperf. proofs and a piece signed by Martin Coles Hannan. A blue colour trial of the 1930 6d. stamp was displayed, as well as the Bradbury Wilkinson file copies of the 1930 and 1951 issues from Mr. Harmans archives. Michael also displayed the die proofs and imperf. proofs of the 1939 definitives.

However, the main talking point of Michael's display was the hitherto undiscovered possibility that there were **two separate printings** of the Lundy 1930 and 1939 definitives. Of such significance is this possibility, that a separate article on this appears elsewhere in the Journal.

When Michael has completely digested the content of the 'William Rowcroft collection' he recently acquired, I'm certain that he will be giving us another display at a future meeting, to which we all look forward.



JULIE LESTER showed us many examples of the World War II Lundy stamps including several rare trials, varieties and printers waste.

Of special note were the five stamps believed to be trials for the 1943 provisional overprints, and two stamps from the 1929/30 issue overprinted "eight" on 12 puffin and "seven" on ½ puffin. Examples of doubled and inverted overprints were shown and also a "missing plane" on the Wright Brothers ½ puffin overprint as well as a "missing value" on the 1943 Provisional issue.

Various covers both philatelic and commercial, bearing W.W.II issues, including censored mail and two covers with "Bureau Mail" cancels were included in Julie's fine display.

TOM BAKER gave a display dedicated to Lundy Transportation and Tickets. Included were flight and helicopter tickets, as well as those from these ships 'm.v.LERINA', 'p.s.WAVERLEY' and 'm.v.BALMORAL'. Tom also showed us various Christmas cards from Lundy, as well as personal items sent by the Heaven family, the Allday family, Martin Coles Harman, Barry Chinchin and other renowned Lundy personnel right up to Wendy Puddy and Norman Hunter !

ROGER ALLEN showed us many covers from his collection dated back to the early 1930's. The content of his display was aimed not at the exotic scarce (and expensive !) postmark covers, but to the well known personalities, and to the individual buildings located on Lundy Island. It was obvious from his display, that Roger has been a very frequent and enthusiastic visitor to Lundy for many years.

WIM ROS, who came to the meeting from his home in Holland, showed us some of the rarer items from his collection. Probably the most interesting of the items was the Parcel Tag flown on 18th April 1938. It is illustrated here, together with a well - researched description given in the '*L.C.C. Philatelic Quarterly*' by its editor Roger Cichorz.



Although this flown parcel tag appears to show legitimate " postal use " of the essays on a "commercial" item, I suspect their "use" was done as a "favour" by Mr. Boyd for Mr. Gade since the parcel tag is addressed to Mr. Gade. In this instance, Mr. Boyd probably affixed the essays to provide Felix with "postally used" examples on a cover that was likely to remain "in house" and not be called to the attention of Mr. Harman. As Wim Ros alludes to in his letter and is documented in John D. Stannard's "*Lundy Island and The Lundy Locals*" (The American Philatelist, August 1938, page 1046) " Mr. Boyd informs that the ('air view' essays) was never used for postage purposes because Mr. Harman did not want it to be thought or suggested that the service conducted by Mr. Boyd was owned by the Lundy Island Authority."

These considerations aside, this parcel tag is still a wonderful example of Lundy airmail postal history - the best item of "use" of the "air view" essay brought to my attention to date.

RE-INTRODUCTION OF THE LUNDY PACKET

From the late 1980's the U.K. Chapter of the Lundy Collectors Club enjoyed a well - organised circulation of Lundy packets, administered by club - member Bernard Stanley. At the Club Meeting held on 30th November last year, Bernard informed your Editor that as no packets have been circulated for quite some time, he would prefer to hand the job over to a successor.

We are delighted to inform all members of the Chapter that the *JOURNAL'S* Shipping Correspondent, Tom Baker has agreed to organise the reinstatement of the Packet circulation. He would welcome the receipt of material, both stamps and Postal History items (individually priced) for inclusion in the Packet circulation.

Members wishing to be placed on the Packet Circulation List should write direct to Tom, stating whether they are interested in receiving

- 1) General and basic material.**
or 2) Advanced and scarcer material.

All correspondence to be addressed to :-

Tom Baker,
42, Morestone Road,
Wootton Bassett,
Swindon,
Wiltshire, SN4 7DH

In concluding these notes, I'm sure that all members of the U.K. Chapter, particularly those members who were on the Packet circulation, will wish to thank Bernard Stanley for all his hard work over the past decade, and to wish Tom the best of luck in taking over this most arduous task.

'LATEST ON LUNDY'

Reported by Roger Allen, John Lavington and Reg Lo-vel

Following problems in maintaining the electricity supply on the Island, a new diesel generator was brought into use just before Christmas to ensure continuous heating to the various Island properties. To encourage visitors to stay on Lundy during off-season periods, a £10.00 return fare will be introduced during 1997.

Every year during the January / February 'low season' the "m.v. OLDENBURG" (known affectionately as "OLDIE" by her crew!) goes into dry-dock for her annual refit. In recent years, the Island's motor launch, the "ISLANDER" has been used to operate a skeleton service between Lundy and Clovelly whilst the "OLDENBURG" was in dry-dock, but it is understood that the "ISLANDER" was sold during 1996. In order to maintain the skeleton service during the "OLDENBURG's" 1997 refit, an ex-Royal Navy diving support ship the "m.v.DATCHET" has been chartered. Based at Ilfracombe, she is licensed to carry 12 passengers, and has her own crew of two, the Glovers (father and son), who are owners of the vessel. *(Editor's note - we hope to publish a full description of "m.v.DATCHET" in our next issue)*. Incidentally, our Club Member John Lavington (who happens to be the Purser on the "OLDENBURG") has pointed out that the crew do not jet off around the world to exotic destinations for the dry-dock period, but work alongside the shipyard contractors, and get just as dirty as they do! Surprise, Surprise.

Recent arrivals on the Island include Lisa Cole as the new Warden, and James and Isabel Jenner as the new Farmer and his wife. Terry and Sue Thomas are the new Engineer and his wife. Diane Cattrall has been appointed as the new secretary, and her husband Ian is helping with the boats and other duties. Paul Roberts, the Lundy General Manager, based in Plymouth, has undertaken to spend at least 12 weeks each year on the Island. Whether all these good people will survive the visit this summer of the "USA Mafia" of the Lundy Collectors Club, is anybody's guess!

LUNDY REGISTERED COVERS- BEGINNING OF A CENSUS

By Roger S. Cichorz

This inquiry article was influenced by Wim Ros who sent me a photocopy of a February 1939 registered cover from Lundy via Barnstaple to Sweden that he purchased at a London stamp show in 1996. I recall that the most expensive cover in Stanley Newman's C.I.L.A. No. 25 Lundy Auction, which closed 20th March 1996, was a 1954 outward registered cover to Canada that fetched a whopping £105 against its £60+ estimate. According to Stanley Newman's lot description, this registered cover was "one of the very few sent during the 1929-1969 period". This statement got my attention, and I began wondering about how uncommon are Lundy outward registered covers.

I did a search of the Newman and Bale auction catalogues and other Lundy literature to start the preliminary census on these covers and then requested Michael Bale and Jim Mullet to provide data from the covers in their collections. The following compilation of Lundy outward registered covers resulted. It purposely excludes the common 1937 Phillips - prepared "philatelic" covers to Monmouthshire that are offered in almost every Lundy auction. Estimates / realisations of the covers offered by auction are cited in brackets in the information column; the other covers are cited in parentheses by the collection in which they reside.

While I was perusing the auction catalogues and other Lundy philatelic literature for Lundy outward registered covers, I thought I might compile a list of Lundy inward registered covers as well since this information also might be of interest to collectors. This list, which follows the same format as the list of outward registered covers, also purposely excludes the common 1939 Phillips - prepared "philatelic" covers that are offered in most Lundy auctions. I was surprised by the relative scarcity of inward registered covers, but these generally sell for much less than the outward examples, unless they have some other distinguishing markings such as the " AIR SERVICE.....SUSPENDED....." cachet on Smye - prepared covers. Readers, please send information (photocopies are always welcome) about any registered covers in your collections for future census compilations in this journal and the LCCPQ to: Roger Cichorz, 3925 Longwood Avenue, Boulder, Colorado, 80303-7233, U.S.A.

Lundy Outward Registered Covers to 1970

<u>Lundy Postmark Date</u>	<u>Registry (Date)</u>	<u>Destination and Additional Information</u>
July 2, 1903	Lundy (7/2)	R in oval instead of label, G.P.O.-embossed registry envelope (Mullett Collection)
February 14, 1931	Instow (#12) (2/16)	G.P.O.-embossed registry envelope (Mullett Collection)
June 6, 1937	Kensington (London W.8) (6/8)	routed through Braunton, rear of cover only has G.P.O. compulsory registered label (Mullett Collection)
October 11, 1938	Braunton (10/15)	to Los Angeles, USA (11/1 arrival datestamp) [airmail cover with circular "AIR/LACAL/POST" cancellation] (Bale Collection)
February 25, 1939	Barnstaple	to Goteborg, Sweden (Ros Collection)
May 24, 1939	Braunton (5/25)	to Nashville, USA [special-printed Pan American Airways first flight cover] (Bale Collection)
August 21, 1939	London (9/19)	"9/19" manuscript-dated censor cachet [lot 319, C.I.L.A. #14 (£30/£32)]
September 14, 1939	Instow (9/15)	to Bidford, Devon, England [lot 303, C.I.L.A. #12 (£25/£30)]
January 15, 1940	Instow (#0492) (7/25)	G.P.O.-embossed registry envelope (Mullett Collection)
May 12, 1940	Instow (5/13)	to Switzerland [cover opened by censor and returned to Lundy, with additional Lundy 5/25/40 postmark added on receipt] [lot 201, C.I.L.A. #13 (£45+£51)]
May 25, 1940	Instow (5/27)	Smye-prepared cover to Tangier, Morocco, with "AIR SERVICE...SUSPENDED..." cachet [lot 305, C.I.L.A. #10 (£50+£48)] (Bale Collection)
July 10, 1940	Instow (7/11)	Smye-prepared cover to Gibraltar, with "AIR SERVICE...SUSPENDED..." cachet [lot 206, I.P.P.A. #8 (£75+£90)]
July 24, 1940	Instow (#1127) (7/25)	to USA ["Red Cross" FDC with "AIR SERVICE...SUSPENDED..." cachet, cover returned to sender] (Mullett Collection)
August 21, 1940	London (9/19)	to Southborough, Mass., USA ["9/19" manuscript-dated censor cachet, cover opened by censor and returned] [lot 202, C.I.L.A. #13 (£45/£45)]
September 13, 1940	London (9/19)	to Southborough, Mass., USA ["9/19" manuscript-dated censor cachet, also "AIR SERVICE...SUSPENDED..." cachet] [lot 213, C.I.L.A. #13 (£50/£50)]
September 13, 1940	London (9/19)	to Southborough, Mass., USA [9/19 manuscript-dated censor cachet] [lot 214, C.I.L.A. #13 (£30/£30)]
March 17, 1942	Instow (#2479) (3/18)	G.P.O.-embossed registry envelope (Mullett Collection)
May 12, 1943	Instow (#0909) (5/13)	(Mullett Collection)
November 22, 1945	Appledore (11/26)	to Goteborg, Sweden (Bale Collection)
January 30, 1946	Swansea (4/15!)	to Wellington, New Zealand (Bale Collection)
May 20, 1946	Swansea (11/26)	to Goteborg, Sweden ("SWANSEA 29" c.d.s.) (Bale Collection)
April (illegible)1947	Swansea 29 (#8124) (5/31)	to Denmark [Lundy type 1 datestamp of April ?, 1947, cover held up for customs examination] (Mullett Collection)
August 9, 1947	Swansea (8/14)	to Chelmsford, Essex, England
October 31, 1947	Swansea (11/14)	to Sweden (with Swansea registry label) (Bale Collection)
July 10, 1948	Swansea (7/21)	to Sweden (with Swansea registry label) (Bale Collection)
April 27, 1950	Bidford (4/28)	to Ilfracombe, Devon, England
April 7(?), 1951	Braunton (4/9)	small G.P.O.-printed Official registry envelope (Bale Collection) to Ilfracombe, Devon, England large G.P.O.-printed Official registry envelope (Bale Collection)
June 5, 1954	Braunton (#6261) (6/8)	to Vancouver, B.C., Canada [from Felix Gade with "c/o DEVONAIR LTD." cachet] [lot 336, C.I.L.A. #25 (£60/£105)]
June 25, 1955	Braunton (#2489)	to Braunton, Braunton datestamp unclear (Mullett Collection)
December 25, 1961	Bidford (12/27)	to Barnstaple, Devon, England [lot 23, I.P.P.A. #2 (£8/£16)]
September 26, 1962	Bidford (9/26)	to West Germany [lot 222, I.P.P.A. #7 (£8/£8)]
March 1, 1963	Bidford (3/2)	to Barnstaple, Devon, England [lot 24, I.P.P.A. #2 (£8/£8.50)]
November 7, 1963	Bidford (#4988) (11/8)	to Switzerland (Mullett Collection)
August 10, 1965	Bidford (8/11)	to USA A.P.O. 09169 address (Cichorz Collection)

Lundy Inward Registered Covers to 1970

<u>Registry Label (Date)</u>	<u>Lundy Postmark</u>	<u>Additional Information</u>
Tallinn, Estonia (1/14/36)	January 25, 1936	(Bale Collection)
Ilfracombe, Devon (5/10/37)	May 11, 1937	[I.P.P.A. #2 (£18/£18)]
Singapore, S.S. (5/12/37)	June 7, 1937	[C.I.L.A. #14 (£24/£24)]
Sterling, Illinois, USA (8/23/38)	September 3, 1938	New York August 24, 1938 registry transit marking (Bale Collection)
Sterling, Illinois, USA (1938)	September 3, 1938	[I.P.P.A. #2 (£10/£10)]
Stockholm, Sweden (2/15/39)	February 19, 1939	[C.I.L.A. #15 (£18/£18)]
Bracknell, Berkshire (4/8/39)	April 14, 1939	(Bale Collection)
Westbury-on-Trym, Bristol, England (5/6/40)	May 11, 1940	Bideford 5/7/40 transit marking and "AIR SERVICE ...SUSPENDED..." cachet (Bale Collection)
Sterling, Illinois, U.S.A. (4/10/40)	May 20, 1940	New York 5/12/38 registry and oval 5/14/40 "REGISTERED -BIDEFORD-DEVON" transit markings (Bale Collection)
Ilfracombe, Devon (5/6/40)	May 11, 1940	(Cichorz Collection)
Bideford, Devon (5/7/40)	May 7, 1940	[C.I.L.A. #13 (£50/£50)]
Gibraltar (7/16/40)	August 1, 1940	Smye-prepared cover with "AIR SERVICE... SUSPENDED..." cachet [C.I.L.A. #13 (£60/£60)]
Goteborg, Sweden (2/2/46)	February 23, 1946	(Bale Collection)
Great Britain/Maritime Mail	February 23, 1946	undated postmark, but with "M.M. 2086 #0020" registry label (Bale Collection)
Rio de Janeiro, Brazil (1946)	May 20, 1946	via Catapult Mail, date illegible (Bale Collection)
Rio de Janeiro, Brazil (7/15/46)	July 3, 1947	no registry label but blue lined (obviously, one of the two postmarks is incorrect) (Bale Collection)
Canada (1947)	February 18, 1947	[I.P.P.A. #4 (£7.50/£7)]
Bilbao, Spain (1947)	not cited	[I.P.P.A. #5 (£12/£8.50)]
Kharkov, Russia (1948)	June 17, 1948	[I.P.P.A. #3 (£10/£21)]
Genoa, Italy (2/28/60)	March 4, 1960	[C.I.L.A. #9 (£10/£11)]
Braintree, Essex (4/13/51)	April 14, 1951	(Cichorz Collection)
London, England (6/5/53)	June 6, 1953	parcel piece addressed to Felix Gade [no registry label present (none used?), but has hooded London 6/5/53 registered datestamp, "OFFICIAL PAID" cachet, plus manuscript "2/-" in red] (Mullett Collection)
Linwood, New Zealand (12/22/53)	December 31, 1953	(Bale Collection)
Bern, Switzerland (4/20/54)	April 27, 1954	(Bale Collection)
Genoa, Italy (2/28/60)	March 4, 1960	(Bale Collection)
Innsbruck, Austria (1961)	November 2, 1961	[I.P.P.A. #3 (£8/£10.50)]
Cleveland Heights, Ohio (1961)	March 20, 1961	[I.P.P.A. #7 (£6/£6)]
London, England (2/7/62)	February 9, 1962	parcel piece from stamp dealer A. Medawar [registry label missing but blue crayon lines present under high-denomination G.B. stamps; parcel probably contained shipment of Anti-Malaria stamps issued April 1962] (Mullett Collection)
Bideford, Devon (1962)	September 20, 1962	unfranked cover posted from Waybridge, "6d to pay" cachet added, routed to Bideford, then registered! [C.I.L.A. #9 (£8/£10)]
Koblentz, Germany (September or October 1962 date illegible)	October 6, 1962	parcel piece (Mullett Collection)
Ilfracombe, Devon (6/1/64)	June 2, 1964	[C.I.L.A. #10 (£9/£10.50)]
Prague, Czechoslovakia (8/19/66)	August 28, 1966	misdirected to Guernsey, Guernsey 8/28/66 arrival transit marking (Bale Collection)
Vaduz, Liechtenstein (1967)	April 19, 1967	[I.P.P.A. #8 (£6/£6)]

LUNDY QUIZ

This is the first of our Lundy Quizzes, which we propose should become a regular feature of the *Journal*. This one has been set by your Editor, but to provoke interest and variety, we propose that future Quizzes should be set by a different author for each issue. If you possess a reasonable knowledge of Lundy and its philately, and would care to prepare a set of Lundy Quiz questions (about 18 to 20 in all) for use in a future *Journal*, then please send them to the Editor, who would welcome them for future use.

Answer each of the following questions, awarding yourself 5 points for each correct answer (solutions given at the end).

75 points and over - consider yourself a potential candidate for "Mastermind"
(the thinking - man's television quiz).

50 to 74 points - you have a good knowledge of the "Mystical Isle" - keep up the good work.

Below 50 points - get yourself on the next sailing of the "Oldenburg" to Lundy.

- 1. Lundy's own Island - brewed beer is named :-
 - a) "Island Best"
 - b) "John O"
 - c) "Marisco XXX"
- 2. Martin Coles Harman, who purchased Lundy in 1925 was by profession :-
 - a) A Chartered Accountant.
 - b) A Barrister.
 - c) A Stockbroker.
- 3. How many lighthouses have been built on Lundy ?
 - a) Two
 - b) Three
 - c) Four
- 4. One of the following addresses does not exist on Lundy. Which ? :-
 - a) Marisco Cottages
 - b) Pig's Paradise
 - c) Barton Cottages

- 5. Lundy's mailboat 'm.v.OLDENBURG' was built as a passenger ferry for use in :-
 - a) Denmark
 - b) Germany
 - c) Sweden
- 6. Lundy's church is named :-
 - a) St. Agatha
 - b) St. Hilda
 - c) St. Helena
- 7. It was built by :-
 - a) Rev. William Hudson Heaven
 - b) Rev. Hudson Grosett Heaven
 - c) Martin Coles Harman
- 8. Millcombe House was originally built as :-
 - a) Hotel
 - b) A Government building
 - c) A Private Residence
- 9. The closest mainland port to Lundy is :-
 - a) Bideford
 - b) Clovelly
 - c) Ilfracombe
- 10. There was once a very large Railway locomotive built by British Railways named "LUNDY" :-
 - a) True
 - b) False
- 11. The present Lundy Collectors Club, based in the U.S.A. has more members living in the US & Canada, than in the UK :-
 - a) True
 - b) False
- 12. Lundy's legendary Pirate was named :-
 - a) Pierre Lanson
 - b) Thomas Benson
 - c) William de Marisco
- 13. The Postcode (Zipcode in USA) for Lundy Island is:-
 - a) LU1 1LU
 - b) LY1 1LY
 - c) EX39 2LY
- 14. Lundy's most famous shipwreck, that of *HMS MONTAGU* occurred on:-
 - a) 31st October 1905
 - b) 30th May 1906
 - c) 4th February 1908

- 15. This shipwreck occurred at the following location :-
 - a) Great Shutter Rock
 - b) Jenny's Cove
 - c) Needle Rock
- 16. One of the following is not a landmark on Lundy :-
 - a) Pondsbury
 - b) Tibbetts Hill
 - c) Hen and Chickens
 - d) Benson's look-out
- 17. Of the accommodation available on Lundy, one of the following no longer exists :-
 - a) Signal Cottage
 - b) Castle Cottage
 - c) Big St. John
 - d) Hammers
- 18. The stone from the Lundy Quarries was reputed to have been used in the construction of :-
 - a) Bideford Quay
 - b) Barnstaple Town Hall
 - c) Thames Embankment in London

ANSWERS

- | | | | | |
|-------|-------|-------|-------|-------|
| 1. b | 2. c | 3. b | 4. a | 5. b |
| 6. c | 7. b | 8. c | 9. b | 10. a |
| 11. b | 12. b | 13. c | 14. b | 15. a |
| | 16. b | 17. a | 18. c | |

THE ARRIVAL OF 'JOHN O'S' BITTER

(Reproduced from the 1984 Issue of the "Lundy Island Chronicle")

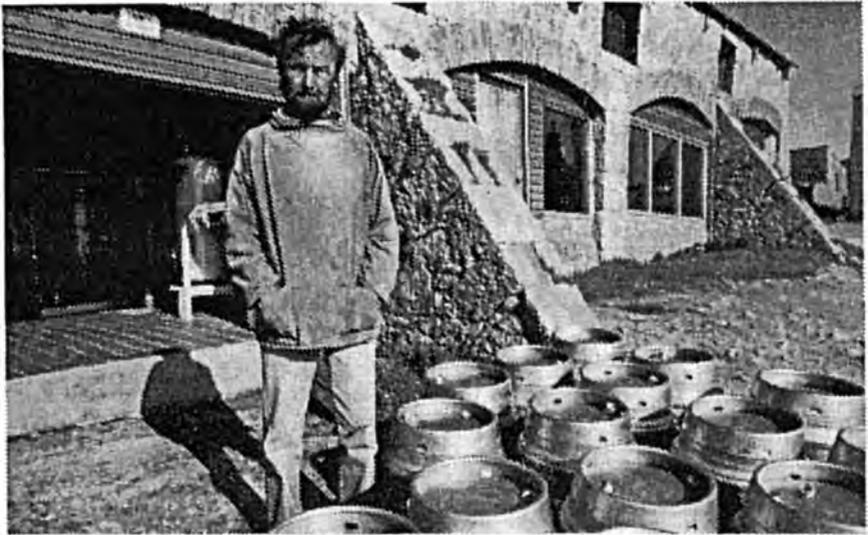
The brewery arrived on the Island the last week in March - the first brew was started on 28th March and the first pint pulled on 7th April. Since then John 'O' has produced a further 28 brews, the first twenty of which had a specific gravity of 1040.5 and the following series of brews having a specific gravity of 1037.5 (folks couldn't stand the pace in the hot summer weather !) Most of the brews were 'two barrel brews' which represents 72 gallons a time, so we're well on our way to our 20,000 pint !



" Most of the brews were ' two barrel brews ' which represents 72 gallons a time "

The usual pattern of brewing is as follows - Monday is brewing day, malt sugar and hops are added to 340 litres of boiling water. This is boiled for an hour and then transferred to the fermentation vessels and cooled to 20°. When the gravity is adjusted to the correct level, yeast is added and the brew is left five days to ferment. This makes Friday racking day when the brew is cooled further to 15°C and racked off into firkins, finings added and the beer left for five days or more till it is ready to drink.

The equipment which was supplied by Inn Brewing based at Stratton Close, Chalfont St. Giles, has worked excellently over this first summer and we are grateful to Robin Richards for all his help in making sure that John O's has been a success. John Ogilvie has proved himself to be a very able brewer - Robin tells us he has needed less assistance from him than any other new brewmaster he has trained. Besides the shortage of water which has kept brews down to one per week, the biggest problem has been keeping the temperature of the brew down to the correct level through such a sunny period.



We would also like to take this opportunity of thanking HM Customs and Exise for their co-operation in setting up the Lundy brewery which enables us to produce this unique brew - available only on Lundy !

"THE FIRST DEFINITIVES - TWO PRINTINGS ? "

Editor's Comment

Arising from Michael Bale's fine display of archival material at the recent Club Meeting in London (see "Meeting Report"), it would appear that there is a distinct possibility that there were two separate printings of the 1930 and 1939 definitives - an original, and a post - war printing. This would seem to be borne out by slight colour variations in the pre - war and post - war printings, particularly noticeable on the 9 puffin value.

Sheets of the various values exist with different printing dates written in manuscript in the margin as follows :-

VALUE	ORIGINAL PRINTING	POST-WAR PRINTING
½ puffin	10/4/1929	
1 puffin	10/4/1929	
6 puffin (1930)	7/7/1930	2/10/1951
9 puffin (1930)	7/7/1930	2/10/1951
12 puffin (1930)	7/7/1930	2/10/1951
2 puffin (1939)	16/8/1939	16/9/1948
3 puffin (1939)	16/8/1939	2/10/1951
4 puffin (1939)	16/8/1939	2/10/1951



It is interesting to theorise as to why the above post - war printings of the values might have been ordered in 1951. Could it be that the 1950 'BY AIR' overprints had " levelled out " (and exhausted ?) the stocks of the pre - war definitives ? The only value "duplicated " in the June 1951 " Flying Bird " issue was the ½ puffin, and most of these were used on mail from the Island. It is also of significance that when Lundy decided to issue stamps to commemorate the Coronation of Queen Elizabeth II in 1953, due to prior commitments of all the stamp printing firms, they were unable to have a separate set of commemorative stamps printed, and therefore had no option but to resort to the overprinting of the 1929/30 and 1939 definitives. Thanks to the second printing of the 2p, 4p, 6p, 9p. and 12p. stamps, sufficient stocks of these values were available for overprinting, but it was necessary to have new plates prepared for the reprinting of the ½ puffin and 1 puffin values (for overprinting) to make up the set.

Following on from this, one can deduce that even after the Coronation overprints were prepared, Lundy still had ample remaining stocks of the 1 puffin (used on mail by Mr. Gade until the late 1960's), the 3 puffin (used for the 1965 Provisional overprint) and the 9 puffin (widely used for the 1969 and 1972 Provisional overprints as well as the "APPEAL" stamp)

If any Lundy collector can shed any further light on this interesting theory, please write to the Editor. *"WATCH THIS SPACE !"*



Landing on Lundy is always interesting, (26th May 1992)

'VISIT WITH A DIFFERENCE'

By Cathy Baker

Whilst spending a long weekend break on Lundy during October to celebrate our twins' seventh birthday, one of the Islanders was overheard saying that she had been unable to find a volunteer to house sit and look after her animals whilst she and her husband took a weeks holiday to do their Christmas shopping. What could I say ?

So it was that I came to be boarding the m.s.OLDENBURG at Bristol on Wednesday 4th December. The weather had been horrendous for most of the previous week resulting in the Oldenburg berthing at Bristol having been unable to cross the bar to return to Bideford.

Ten hours later (thankfully the trip was a smooth one), we reached Lundy. I, having been the only passenger, was landed and taken to meet my charges for the week Zipper, Bob and Tabitha. As Roger and Julia had left the Island two days before, Mike had been looking after the dogs/cat and had kindly left the fire in as the heating had broken down. No heating, mid - December, ten hour trips on the Oldenburg - was I mad ? Reg's parting words to me as he unloaded my suitcases were " See you for work at 8 tomorrow morning in the office!" Yes, I was mad.

7 o'clock the following morning the generator fired up and so did the electric blanket - warmth at last. Unfortunately it was also time to get up - animals to feed and walk and I couldn't be late on my first day in my new job. After Reg had shown me around the office (Thomas's idea of heaven) he presented me with a file thick with stamp orders - he hadn't been joking when he said he could find plenty for me to do. The next couple of days passed under a mountain of FDCs and presentation packs (anyone reading this who had an order, I hope I got it right!). Friday afternoon came and John Pavitt arrived by helicopter with the part to fix the boiler. Heating was soon to return to Pigs Paradise; and in time for Liza's housewarming party - things were really looking up.

Sunday arrived and I had been given the day off - the dogs had a really long walk that day.

Monday brought the return of the Oldenburg along with Paul Roberts, a couple of H&S advisors and a representative from the National Trust. The Oldenburg stayed overnight and on its return on Tuesday took all of the Islanders off to their Christmas party leaving me with assorted menus for 3 dogs, 7 cats, 1 rabbit several sheep, a few chickens and the ponies. After tending to the animals it was down to the Tavern where Paul Roberts, the new Lundy General Manager, was serving up the evening meal for 14 (2 Trinity House men, 2 plumbers, 2 electricians, 2 roofers, Paul Roberts party of 4, John Pavitt and myself).

Wednesday was supposed to see the return of 7 Islanders by helicopter but unfortunately (or otherwise) visibility was very poor and Lomas decided not to fly. The Datchet, however, made the trip arriving (with no passengers) at 7 p.m, to return Paul and his party to the mainland. As well as feeding all the animals I was also elected to kitchen duty that night. Thankfully, Drew had left a casserole prepared in the event of such an emergency for which I was very grateful. Having cleared the kitchen, it was on the to the bar to serve the drinks and, with John Pavitt provided the music, an enjoyable evening was had by all.

Thursday should have heralded the return of all the Islanders by the Datchet. However, an easterly force 4 - 5 had blown up overnight making landing very difficult. The rest of the day followed a similar pattern to that of before : animals, office, animals, kitchen, more animals and the bar. I was beginning to wonder if I would be home in time for Christmas.

Friday dawned, by which time I was feeling like a seasoned Islander myself, and enjoying every minute of my adventure, all too soon coming to an end. By mid-morning Lomas had been booked to return all the Islanders leaving me with an empty seat to return home. There was just time for a quick check round of all the animals - all safe and well - and to gather my belongings before the helicopter arrived.

NB. I have already put my name down for next year !!!

RAFFLE RESULT

The first Prize - Draw Raffle took place at the Club Meeting on 30th November 1996. The winning tickets were drawn by Mrs. Diana Keast (the daughter of the late Martin Coles Harman, who purchased Lundy in 1925), the winners were as follows:-

- **First Prize** The bronze model of a GPO Pillar Box.
Mr. Ingo Susemihl (a keen Lundyphile
who came all the way from Hamburg
to the meeting !)
- **Second Prize** "A Lundy Album" by Myrtle Langham
Miss Sharon Read, of Kenley, Surrey.
- **Third Prize** "An Archaeological Field Guide" by
Keith S. Gardner.
Mr. P.G.Higman of Highbridge, Somerset.
- **Fourth Prize** A "Cheeky Puffin" engraved stamping die
Mr. Cecil Longhurst of Partridge Green,
Sussex.
- **Fifth Prize** Two different 1974 signed Lundy Bank
cheques.
Mr. B.T.Parkes of Bath, Avon.



- Our sincere thanks to those Members who donated the Raffle Prizes. Over £100 was raised towards Club expenses (mainly Room Hire charges, postage costs and the re-launching of "*The New Puffin Journal*").

ST. BURYAN BELL RINGERS VISIT TO ST. HELENA'S CHURCH, LUNDY ISLAND

by Tom Baker

On Saturday 10th February 1996 a 20 strong team from the Cornish village of St. Buryan chartered a Sikorsky 61 helicopter from British International Helicopters at Penzance. Their mission, to fly to Lundy Island, in the Bristol Channel, and ring the eight bells of St. Helena's church.

The grapevine was set in motion to reach me just in time to hitch a lift on this special trip; the first Sikorsky 61 helicopter to visit Lundy. As a member of the Lundy Collectors Club this was an opportunity not to be missed for the production of some commemorative air mail covers and helicopter postcards for the postal history enthusiasts amongst us!

The helicopter staff entered into the spirit of the occasion and happily cancelled all the mail with their B.I.H. cachet prior to our departure. Once on the Island the mail comes under the jurisdiction of Lundy Island Puffinage. Thus a puffin stamp is affixed and cancelled before the mail can be returned to the mainland via Lundy's supply boat, the "m.v. Oldenburg".

Leaving Penzance at 9.30 a.m., the trip took 40 minutes, taking us up the western coastlines of Cornwall and Devon until at Hartland Point we veered out over the Bristol Channel toward Lundy. The weather was clear and dry giving us exceptionally breathtaking views. As my first helicopter trip, the pilot (also a campanologist) is to be complimented for making it such a memorable event. There was a slight wind, at gale force 2, which whilst on Lundy raised to force 4 as shown on the meter in the Marisco Tavern. The Islanders all turned out for the event, putting on an excellent lunch with the bar opened for liquid refreshments. They were rewarded with all-too-seldom heard sounds of St. Helena's bells ringing out across the Island. The gift shop was opened for a couple of hours to allow the visitors to shop for souvenirs of their trip, as most had never sampled the delights of Lundy before. At 3 p.m. everyone made their way to the Old Air Strip along Aclands Moor, where the helicopter was waiting for the return journey. Once again we were treated to some delightful views of the Devon/Cornwall coastline before landing back at Penzance at 3.45 p.m. There was, finally a shower of rain upon touchdown which seemed to make the ending of an otherwise glorious day.

Our thanks go out to the staff of British International Helicopters, Penzance, for whom nothing was too much trouble, and to the residents of Lundy Island, who together made the day one to remember.

THE BELLS OF ST. HELENA'S CHURCH LUNDY ISLAND

The eight bells were cast by Carr of Smethwick for the church of St. Helena, at a cost of £425 18s 6d. They were hung in the year of 1897. A report in the Ilfracombe Chronicle tells us that they were heard for the first time on New Years Eve when the old year (1897) was tolled out and the New Year rung in. The bells were rung infrequently thereafter.

The first peal was rung on 21st September 1898, when the Ilfracombe Band of Change Ringers crossed to the island on the Campbell's paddle steamer Lady Margaret. The team of ringers are named as follows:-

Mr. G.Bowen	Mr. W.Slocombe	Mr. F.Reed	Mr. A.Dadds
Mr. W.Carnell	Mr. W.Vickery	Mr. R.Dadds	Mr. J.German

In the church porch there is a painted plaque which commemorates the first true and complete Peal of Steadman Triples. The peal of 5040 changes was rung in 2 hours 53 minutes on 23rd August 1905 by ringers from the Gloucester and Bristol Diocesan Association. Before this could be achieved a lot of repairs had to be done and the ringing was described as hard work because the bell-frame was so flimsy.

Over the next forty years the elements took their toll on the metal framework, which deteriorated to such an extent that the bells were taken down for safety and kept in the porch. The Reverend R. Dixon, the priest - in - charge, did at this time propose the sale of the bells to fund a rebuilding of the church, with some provision for clergy accommodation. The then owners of Lundy, the Harman family, refused the right of passage from the church to the landing beach and so the bells stayed on Lundy.

In recent years Mr John Puddy, a former Island Agent, brought together a project co-ordinator, Andrew Wilby, and a source of funding, The Doris Field Trust, to make possible the restoration and re hanging of the bells.

The bells left Lundy on 17th December 1993, aboard the "m.s. Oldenburg" and, once on the mainland, were taken to the works of Messrs. Eayre and Smith at Melbourne, near Derby, for specialised restoration work. Following this, they went to Whitechapel to be retuned before returning to Lundy on 28th June 1994. Meanwhile, in May 1994, whilst a team of volunteers cleared the tower in preparation for its installation, a new frame of galvanised steel was being built by Nigel Brewer of Farm and Industrial Buildings of Northampton.

The bells were re hung during the first week of July and rung officially, an event recorded by the B.B.C., on Thursday 7th July 1994.

The eight bells bear the following inscriptions:-

1. Horam precandi iam advenisse moneo. (I warn that the hour has now come for prayers)
2. Nos omnes cantamus laudesDei. (We all sing the praises of God.)
3. Ut fieremus H.G.H. vicarius curavit. (H.G.H., the vicar, had us brought into being)
4. Carolus Carr Societas nos fudit A.D. 1897. (Charles Carr & Co. made us A.D. 1897)
5. Confuse agitatae pericla declaramus. (When rung confusedly we announce dangers)
6. Retro pulsate isnes indicamus. (When rung backwards we signify fires)
7. Recte sonantes gaudia pronunciamus. (When sounding in the right way we proclaim joys)
8. (Tenor) Animis cedentibus dico valet. (I say farewell to the departing souls)

WELCOME TO THE NEW PUFFIN JOURNAL

To the Editor and Readers of *The New Puffin Journal* :

I was delighted to learn that Stanley Newman, as Editor, would undertake the commendable task of resurrecting *The Puffin Journal* (or specifically, as you chose to name it, *The New Puffin Journal*)! I wish you all success in this important endeavour! (Stanley, I know this will be work for you, however, I also know from my 17 years experience as Editor of the *L.C.C. Philatelic Quarterly (LCCPQ)*) that the rewards and accolades that are certain to come from L.C.C. members will far outweigh the work and occasional frustrations that are associated with the task at hand)

I think it is very important for the L.C.C. members in the United Kingdom (who, incidentally, far outnumber those of us in North America - I know the answer to Question no.11 in Quiz no. 1 is "False" !) to have a medium of timely information about club meetings and other activities as well as for philatelic information about Lundy. There certainly is a place for your journal alongside the Club's " Official Publication " (LCCPQ), for as all Lundy fanatics well know, there can never be enough information about our beloved Island written and disseminated, and in this case, certainly " more is better "!

The *LCCPQ* was a " tough act to follow " after *The Puffin Journal*, which, under the able editorship of Barry N.D. Chinchin, flourished in the 1960's. I set the course of the *LCCPQ* in a slightly different direction than Barry did for *The Puffin Journal* because most of the basic research on past Lundy stamps and postal history was completed and documented by 1980 and I wanted a separate identity for the *LCCPQ*. But I still find *The Puffin Journal* an indispensable reference about the past and frequently consult it for information. There is no "final" word on any subject, of course, and as modern Lundy postal history continues to evolve, it needs to be documented both for us and for future generations of collectors and postal historians. The advent of *The New Puffin Journal* provides an additional opportunity to keep on exploring this subject as it evolves, and I am certain Stanley will set the course in a slightly different direction than I did for the *LCCPQ* in seeking an identity for *The New Puffin Journal*.

What readers must realise is that the responsibility for success (or failure) of any journal does not reside with the Editor, but rather with it's readers, who ultimately are the facilitators who can make or break an Editor. This statement is meant to be an admonishment to U.K. readers. You cannot depend on Stanley to provide an interesting and informative thrice - a - year publication by himself (regardless of how good you think he is); you must provide him the grist with your contributions regardless of how trivial or unimportant they seem to you! I have always been blessed with an abundance of contributions from all quarters (I still have a good backlog of quality feature articles for the *LCCPQ*) and never have had to go out and " beat the bushes " to fill the 20 pages of a four - times - a - year publication. I challenge readers of *The New Puffin Journal* to be as considerate of Stanley as you have of me and to make his job as easy you have mine!

I was also pleased to learn that U.K. members found a suitable venue and re-established the L.C.C. members' meetings that were so popular at past STAMPEX exhibitions. From the abbreviated but enthusiastic reports I received in December from both Stanley and Wim Ros, I concluded your meeting was highly successful, and I look forward to reading the comprehensive report about it in this issue! I recall how enjoyable (but all too brief in duration) were the U.S. members' meetings held in Chicago at AMERIPEX '86 and the World Columbian Expo '92, and welcomed the opportunity both to associate faces with names and exchange information, options, and ideas concerning Lundy philately

Best wishes for success!

Roger S. Cichorz - Editor, *LCCPQ*

25 YEARS AGO

The following two announcements of philatelic interest were made in Issue No.9 (1972) of the "ILLUSTRATED LUNDY NEWS".

It is interesting to note how one of them "hit the jackpot" and is now rated as the scarcest of the Lundy 1970's Issues, whereas the other has "remained in the doldrums", and is still available at little more than its 1972 price. No prizes for guessing which is which !

TRINITY HOUSE COMMEMORATIVE STAMP ISSUE

ON November 18th,1972, it is hoped to issue a new set of five definitive stamps commemorating the 75th anniversary of the inauguration of the North and South Lights on Lundy.

The stamps will be designed by John Dyke, in two colours, the same size as the 1971 pictorial issue, and, in all probability, the denominations will be the same as the Church anniversary set issued in June.

The subjects chosen are: the construction of the South Light, the North Light in 1897, the Old Light, with attendant keepers, the contemporary Trinity House vessel, and the Trinity House coat-of-arms. Each stamp, apart from the last value, will bear the Trinity House flag incorporated in the design.

It is anticipated that First Day Covers will also be available, at 40p, and mint sets at 26p, both inclusive of postage. Stamp enquiries should be addressed to :- The Lundy Office, Lundy, Bristol Channel, via Ilfracombe, North Devon.

The designs are not yet completed, but one of the preliminary layouts is shown below :



A SPECIAL PHILATELIC COVER FOR CHIVENOR AIR DAY, SATURDAY, AUGUST 5th 1972

THE Royal Air Force Chivenor Stamp Club mailed 11,000 special covers from Lundy on August 5th through the British Forces Post Office, Chivenor, North Devon. The covers were franked with a one puffin Lundy Stamp (Church of St. Helena Anniversary Issue) on the front of the cover, the stamps being cancelled with a special pictorial date canceller.

The covers were stamped with 7½p stamps commemorating the 150th Anniversary of the establishment of H.M.Coastguard Service.

A limited number of these interesting covers are available to collectors of Lundy material at 40p each, inclusive of postage, under cover. Applications to The Lundy Company, Lundy, Bristol Channel, via Ilfracombe, North Devon, England.

LUNDY DELAYED BY STORM MARKINGS 1962-96

By John Holman

My main interest in Lundy lies in the postal markings since circa 1950 - the subject of three articles in LCCPQ Fall 1986, Summer 1990, and Summer 1991. The first dealt with the Delayed By Storm markings used from January 1962 onwards, listing the known dates of use for the three oval hand stamps of 1962-73 and the oval and circular hand stamps and meter plate used after the introduction of the meter machines from 1st April 1974. Lists of further dates, supplied by LCC members, were included as an appendix to the second article. (A few editorial errors crept into this article, corrected by the editor in LCCPQ Fall 1990) Over the past six years I have come across a few more usage's which are recorded below, also adding the new Delayed mark introduced in 1995 as Type 7. Reports of further known dates of usage would be most welcome so they can be recorded here in the future.

Type 2 Oval cachet (45x27mm)

Lundy date stamp	British postmark
20 (?) October '71	Ilfracombe
Colour	22 October '71
Green	



Type 3 Oval cachet (50x31mm)

Also known in green as well as black used on 22nd November 1972. Tom Baker reports this usage on the same cover, applied in green on the front and black on reverse. The Lundy stamp was cancelled with Mr. Gade's "LUNDY/LUNDY" hand stamp of 22nd November, the British postage stamp was machine postmarked at Ilfracombe the following day. I also have a cover posted on 22nd November 1972 with this cachet in green and black, as reported by Tom Baker.

The cover, from the late Ian Wilkinson's collection, was address to Germany but was returned as undeliverable and given a Lundy 1p stamp on the front date stamped 8 December 1972. Also in my collection is a real oddity. It bears a Lundy Trinity House stamp on the front date stamped by Mr. Gade's "LUNDY/LUNDY 25 NOV 72" hand stamp with the delayed cachet, also in green, on the reverse.



The British stamp is the 3p W.G.Grace Cricket stamp (issued 16th May 1973) machine postmarked at Ilfracombe on 11th June 1973. It might be a philatelic concoction or did Mr. Gade mislay the cover and affix the British stamp and post it when he rediscovered it nearly seven months later ?

Tom Baker also reports the Type 3 cachet used in green on 7th June 1973. This is the scarcest of the three pre-1974 cachets, with just eight dates so far recorded, ranging from 14th November 1972 to 4th August 1973. It seems unlikely that there was no delayed mail between August 1973 and April 1974 when Type 4 was introduced, that period covering the winter months when delays are most likely. Reports of post-August 1973 use would be particularly welcome.

Type 6 Circular cachet (22.5mm diameter)

Meter date Lundy hand stamp date Notes

9 April '90 Postcard- meter only

6 December '91 6 December '91

16 April '92 Postcard-meter only

28 November '92 27 November '92

4 December '92 4 December '92

1 November '93 31 October '93

18 December '93 17 December '93

5 April '94 3 April '94

24 June '94 23 June '94

19 May '95 18 May '95

Bideford pmk over meter, 21 April



Type 7 Oval cachet (30x17mm) showing view of Island.

Meter date Lundy date stamp

11 September '95 9 September '95

9 October '95 8 October '95

14 February '96 13 February '96

27 February '96 26 February '96



THE DEVONSHIRE ASSOCIATION AND LUNDY

The Devonshire Association is very similar in its activities and aims to the Lundy Field Society but on a much larger scale. Like the Lundy Field Society, the Devonshire Association covers the arts, literature, history, geology and natural history but leaves most aspects of collecting, except books and postcards, to groups like ourselves. It was founded in 1862 and somehow it still has a learned Victorian atmosphere at its meetings, in its membership and its activities.

Each year it produces a very comprehensive and learned "Report and Transactions" and it is unusual to find a Report in which the island of Lundy does not appear as part of an article or at least as a note. There have been many occasions when Lundy has been the whole subject of an article.

The first and perhaps the most famous of the articles on Lundy appeared in the 1871 Transactions. The "History of Lundy Island" by John Chanter has been reprinted many times and used as a base for research and other articles on the island ever since. It was the subject of a mini bibliography in BPPSG Newsletter No. 74 in January this year and the details need not to be repeated here.

The Volumes of the Indices to the Transactions are available independently of the Reports and they show many references to Lundy throughout the years. None of the notes or articles are on subjects directly related to our collecting interests but one article from the 1960 Transactions is worthy of special mention. "Lundy's Ecclesiastical History" by Alfred E. Blackwell, a name well known to cover collectors of Lundy. This comparatively short article of only twelve pages, covers the whole Lundy history in brief from the 13th Century up to the 1950's.

Mr. Blackwell was a great friend of the late Tony Langham and a reprint of the above article on Lundy's church history in my possession is a complementary copy signed by Blackwell and given to Tony. It also has Tony's Ex Libris in the front. Alfred Blackwell wrote many books on local history and topography including a small book of fifty pages dated 1958 entitled the "Charm and History of Instow with notes of Lundy".

Let us look in detail at the latest "Report and Transactions" from 1996 and note the direct references to Lundy and other articles that relate to Lundy in some way. On page 51 there begins an article by Sadru Bhanji entitled "The Nutts of Lympstone - Brothers in Piracy".

This article of 14 pages gives us the complete history of the notorious Nutt family who terrorised the Devon and Cornish coasts for the first seventy years of the 17th Century. The use they made of the island is given full coverage in this article. Tony Langham in his book and L.R.W. Page in his history of Lundy both briefly mention John Nutt the pirate in connection with Lundy, but here in the Transactions we have the whole history of the Nutt Family. On page 171 there begins a 27 page article by Simon Trezise on the local colour in the novels and short stories of the Reverend Sabine Baring-Gould. It is the short stories and essays of Baring-Gould with which we are most familiar particularly his book, published in 1908, "Devonshire Characters and Strange Events" which has a chapter on Lundy based mainly on the work of our old friend Chanter. "Devonshire Characters" also has a chapter on Sir Robert Stuckley, an Elizabethan ancestor of the present Sir Hugh Stuckley of Hartland Abbey. It is normally Sir Lewis Stuckley that we read of in Elizabethan times. He was instrumental in capturing Sir Walter Raleigh and taking him to London for execution. He retired to Lundy where, it is said, he went quietly mad and died of remorse.

Baring-Gould's style is humorous and slightly pompous, full of short self conscious classical quotations but the details and information he puts into his essays make them worth while obtaining and reading. His legion of novels are hardly read today. Several are mentioned and described in the 1996 "Transactions" one in particular caught my eye entitled "The Red Spider". This reminded me of the little red mite in the summer bracken on Lundy that can cause such havoc of red irritation. This novel apparently creates an atmosphere much influenced, as are many of his other works, by Hardy's novels. It is a synthesis of the bleak Dartmoor landscape and deep human feelings in the "Wuthering Heights" mode.

On page 35 of the 1996 "Transactions" there is an article from the literary section by Mark Beeson on the 17th Century Devon poet "William Browne". At face value there may seem little to interest us here in connection with Lundy. However, unless we are utterly blinkered in our devotion to Lundy and are unwilling to investigate into periphery matters of interest, we can find a connection with Browne and the literature of the island. While not one of the great poets of the period, Mr. Beeson tells us that Browne's work is reminiscent of Marlowe, linked in his subject matter to Spenser and his treatment of pastoral themes prefigure Milton. Closer to our own hearts he was a friend of Michael Drayton (1563 to 1631) whose great poem in praise of England "Polyolbion" includes that famous section of Lundy in the fourth song. I am sure we all know the lines :- "This Lundy is a Nymph to idle toys inclined.....a lustie black browed girle, with forehead broad and high". The complete section on Lundy from "Polyolbion" was quoted and commented upon in the Autumn 1996 issue of the LCCPQ.

The Devonshire Association can be contacted by writing to the Registrar, The Devonshire Association, at 7, Cathedral Close, Exeter, EX1 1EZ. Indices of the Transactions dating from 1862 are available in four volumes. They are available at £2.00 per volume but are currently being re-worked into a new completely revised work. The Association is a most suitable organisation to join if the island of Lundy itself is central to your interest and not just the stamps or postal history in isolation. It is organised into regional branches and the most suitable to join would be the Bideford and North Devon (Barnstaple) branches. The address of these branches could be obtained from the Registrar in Exeter. They have occasional Lundy or Lundy related meetings and the members are all most sympathetic to anyone with a Lundy skill.

IN OUR NEXT ISSUE All the regular articles featured in this issue, PLUS :-

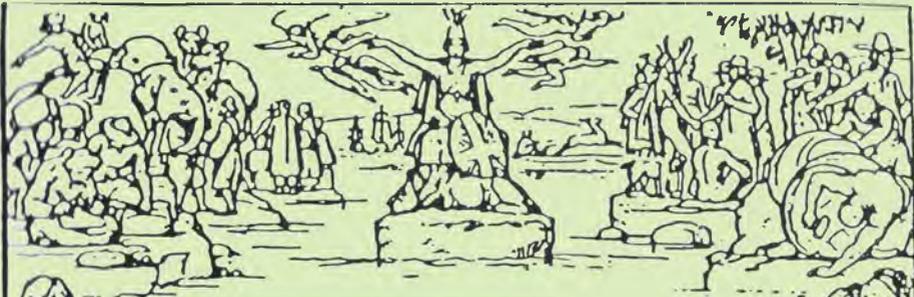
- Feature on Lundy Shipping - Our Shipping Correspondent Tom Baker will tell us the history and everything to know about the ex.-Royal Navy Diving support vessel "m.v. *DATCHET*" currently in service between Lundy and Bideford, whilst the "*OLDENBURG*" is in dry-dock for her annual refit.
- Roger Allen is preparing a most interesting article about the early work of John Dyke in cartoons in "*THE EAGLE*" comic.
- "THE COASTGUARD SERVICE" on Lundy. A fine illustrated article reproduced from 1974 publication "Illustrated Lundy News" edited by John Dyke.
- 123 Years ago - Another famous Lundy shipwreck and the curious aftermath!
- Our Assistant Editor James Thomas, in the guise of '*Roving Reporter for the Journal*' is driving across Devon from Torquay to report on progress of the Ilfracombe Museum Lundy Appeal.

C.I.L.A. AUCTIONS

As many readers will be aware, your Editor retired last August from operating the Channel Islands and Lundy Auctions, and the office in Gemini Centre, Hove, from which the Postal Auctions were operated, has now been closed.

As Roger Cichorz, the Editor of the *LCC PHILATELIC QUARTERLY* has invited me to write an article "20 years of Lundy Auctions" I would not wish to bore you by repeating it in the *JOURNAL*. Suffice it to say that after a total of 20 years of conducting philatelic auctions, it was a considerable "wrench" to forsake the "bid-book" and "tweezers". Fortunately however, the many friendships formulated over my years in philately are continuing in my current activities for the U.K. Chapter of the L.C.C.

The "great news" is that, after a short break, (and a short hop across the Atlantic) the C.I.L.A. Lundy Auctions are scheduled to start again in the Spring of '97. They will be operated by an experienced Lundy collector in Colorado, to whom the entire client mailing list has been forwarded. Please note that all communications concerning the C.I.L.A. Lundy Auctions should be sent to :- J. Love, 2505 Table Mesa Drive, BOULDER, Colorado, 80303, U.S.A.



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For all Great Britain
postal history including
off-shore Islands
such as Lundy, Sark,
Herm, Alderney, Guernsey
and Jersey contact . . .

Roger Hudson

OUR NEXT MEETING

The next Meeting of the U K Chapter of the Lundy Collectors Club will be held on Saturday afternoon 26th April 1997 at the "STAMP '97" Exhibition at the Wembley Exhibition Centre, London. A ticket to the Exhibition is enclosed with the Journal.

A Courtesy Bus service will run from WEMBLEY PARK
Underground Station (Metropolitan and Jubilee lines)
direct to and from the Exhibition Centre.

The usual Club activities will take place and the proceedings will commence with the Bourse at 1.30 pm, followed by Displays, the Club Competition and a discussion concerning future Club activities (such as the possible revival of the Club Auction ?).

We anticipate a fine turn-out, and we hope that all Members will bring along an entry for the *STANLEY NEWMAN* Trophy which will be presented to the best entry, judged by all members present. The entry can be on any Lundy subject - Stamps, Postal History, Postcards or Ephemera, and should comprise a maximum of 10 sheets.

There will be a Free Gift presented by Tom Baker, and Wim Ros will be preparing another fine Souvenir of the Meeting (a limited edition of 50, each signed by John Dyke), to be sold in aid of Club funds. Wim's previous Souvenir, the special Lundy Stamp Booklet containing the mis-perforated 1982 definitive, turned out to be a '*real winner*' and was quickly snapped up by all Members who attended the Meeting.

SEE YOU ON SATURDAY APRIL 26th !!