

The New Puffin Journal



SUMMER 1997

Published by the Lundy Collectors Club (U.K. Chapter)

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The New Puffin Journal



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YOUR FREE GIFT

You will find in the adjoining space a facsimile of the blue Lundy 6-puffin stamp. An article on the existence (or otherwise!) of this interesting stamp will be found on page 7.



EDITORIAL

Some say that the second issue of any magazine proves the best yardstick by which to judge it, enabling you to determine whether the standards set by the *euphoria* of the first issue have been maintained. Like a choice Havana cigar, a good magazine should never vary in quality, and the excellence of the '*filling*', as well as the '*binder*' should remain of the same high standard throughout - (I hear you say "Shut up Stanley - you're getting too prosaic !)

James Thomas and myself were delighted with the reception received for our first Issue (*SPRING '97*) - some of the 'comments' you made are reproduced on page 40. To date, no unfavourable observations have been made - not even about certain pages of the 1st issue, which had to be treated with varying amounts of '*Tippex*' to eradicate the spots and splodges caused by use of our antiquated (veritably '*knackered*') photocopier - now fortunately replaced by a new one!

Subscriptions to the '*JOURNAL*' continue to roll in, which means in fact that we now have over 100 'paid-up' members of the Chapter. This number will we hope, be substantially increased when over 350 publicity leaflets for the '*JOURNAL*' are distributed with '*THE CINDERELLA PHILATELIST*', the magazine of the Cinderella Stamp Club, with whom we have a reciprocal arrangement. We are also delighted that the Lundy Agent, Chapter member Reg Lo-Vel, has arranged for a copy of the '*JOURNAL*' to be placed in every 'Holiday Letting' on the Island.

Our second 'Meet' at STAMP '97 at Wembley on 26th April was both enjoyable and successful, attended by over 30 members, and 5 dealers. James has produced an excellent 'Meeting Report', and fine descriptions of both the Displays given, also the Club Competition follow this Editorial.

Honorary Membership of UK Chapter

In view of their respective contribution over many years to Lundy's welfare and philately, and constant reference to, and reproduction of their works in '*THE PUFFIN JOURNAL*', we have offered Honorary Membership of the UK Chapter of the LCC to John Dyke, and Barry Chinchen. We are delighted to report that both John and Barry have accepted Honorary Membership, and I look forward to their close co-operation in future articles for the '*JOURNAL*'.

Stanley Newman

MEETING REPORT

By James Thomas

The second Meeting of the U.K. Chapter of the Lundy Collectors Club was held on 26 April 1997, at the "STAMP '97" exhibition at the Wembley Exhibition Centre, London. Thirty members attended which filled the room and provided a pleasant friendly atmosphere.

The meeting started at 1.30 p.m. with a well supported bourse and was later followed by two well presented displays (described later in this *JOURNAL*).

At about 3.30p.m. Stanley organised the entrants for the *STANLEY NEWMAN* Trophy (see Competition Report).

An appeal was made for support of the proposed Lundy packet. At present Tom Baker has received the names of only a couple of members who are interested in receiving the Packet, and no-one has offered to supply material for it. So, if you are interested please contact Tom Baker at 42 Morestone Road, Wootton Bassett, Swindon, SN4 7DH.

A request was made for material with a minimum value of £5 for the forthcoming club auction, which is to be organised by Mike Thompson and will be held at the next meeting on Sunday 20th July at The Royal Hotel, Bideford.

Stanley Newman reported that on Saturday 19th July, the cost of travelling to Lundy aboard the m.s.Oldenburg will be reduced to £15.00 per person, because the sailing times (which are controlled by the tides) can only allow day visitors to stay on the island for approximately 4 hours.

FREE GIFT AND SOUVENIR

Tom Baker kindly presented each member present with a Free Gift - a picture postcard of the S.S.Oldenburg tied up at Bideford Quay (spot the deliberate printing error!) with on the reverse side a handstamp of two puffins overprinted "Lundy - m.s.Oldenburg - Wembley"

Wim Ros produced a most attractive Souvenir of the Meeting - a map of Lundy printed on an A4 blue sheet and positioned around the map brief descriptions of four well known sites on the island. Each description was accompanied by the appropriate stamp from the 1971 First Decimal Definitive set. The sheet, a limited edition of 50 copies, was signed by John Dyke the designer of many Lundy stamp issues, and was sold in aid of Club funds. It had completely sold out by the end of the Meeting - even our esteemed Editor left it too late to obtain one!

MEETING DISPLAYS

By James Thomas

JOHN HOLMAN presented a most interesting 'pot-pourri' of his favourite items from his collection. He started with the first issue and canceller, and included several fine examples of the type Ba and Bb cancellations. Many interesting dates were on display such as 1 NO 29 (the first official day of use) and an example used in 1926, although this should have been 1929 if the last 'nine' had not been mistakenly inverted. An interesting item amongst his 1957 type Na cancellations (which became known as "Mr. Gades canceller"), was an example in turquoise which is not listed in Newman's *Postal History, Postmarks & Cachets of Lundy Island* handbook. John's display also included many copies of the various types of 'Delayed By Storm' cachets which was followed by a selection of 'Lundy stamps that never were' - i.e. some of Barry Chinchin's trials.

A display of 'Lundy First' where Lundy has introduced an item or idea before the British Post Office such as the first stamp to be issued with a puffin on it, first to issue stamps designed by C.F.Tunnickliffe, first to use stamps printed by Walsall Security Printers, etc. This theme was later expanded on and formed a most interesting thematic competition entry. The display not only exhibited the Lundy item, but also the item issued by the British Post Office.

A detailed selection of 'Cinderella' stamps from many British off-shore islands included items from Steepholme and Drakes Island and a dreadful issue from Gaisay Island depicting characters from the television 'soap opera' Coronation Street. He closed his display with several sheets of stamp proofs and artwork.

JULIE LESTER presented the second display with a most interesting collection of airmail stamps, postal history and wartime censored mail. Tramtickets of both printings, commercially and philatelically used was followed by 'Large Maps' of various values mainly on cover. Of interest was a commercial cover with paquebot and KLM flight cachets, and a Pitman addressed envelope with a 'Large Map' bisect. Amongst the censored mail items was an envelope addressed to F.W.Gade with a straight line canceller dated '9 NO 37' and a ½d purple LACAL stamp cancelled by an unknown canceller. Only part of the cancellation was present which showed the rear part of a small puffin. At first I thought it could be part of a very worn type Fb canceller but after later checking with Stanley's *Postal History, Postmarks and Cachets of Lundy Island*, I found that this was not introduced until 1938 and would not have become worn until around 1943. Several of the more senior members had a good look at the mystery item and left bemused.

CLUB COMPETITION REPORT

By James Thomas

The competition for the *Stanley Newman* Trophy was held at the club meeting on 26th April 1997. Five entrants presented 6 entries of a very high standard and the members, who carried-out the judging, quickly came to a unanimous decision. The entries consisted of a broad selection of Lundy material and a most beautiful non-philatelic piece of artwork in the form of a book.

BRIAN COATES presented two entries. The first entry entitled 'Local Carriage Labels 1929 to 1991', featured a beautiful selection of mint stamps along with some covers. He opened with a fine display of 1942 'V+plane' overprints including shades and proofs, and finished with the 1976 definitive 2p and 7½p shades and a 1978 ½p definitive sheetlet of 12. Brian's second entry, 'Lundy Airmail Stamps and Cancellations 1936-39' had a most interesting selection of airmail envelopes and postcards for the first three years of the service. A piece of interest was a copy of a 1935 poster advertising air trips to the island for 17/6d.

DAVE PHILLIPS entered a very clean and well laid out selection of mint stamps from 1929 to 1994. Amongst the issues on display were the 1975 European Architectural Heritage sheetlets with a copy of the issued sheet and the 'error' un-issued sheet. Also on display was a 1985 1st Balloon Flight stamp used on card on the first day of issue. He then went on to finish with some of the very latest stamps currently being issued.

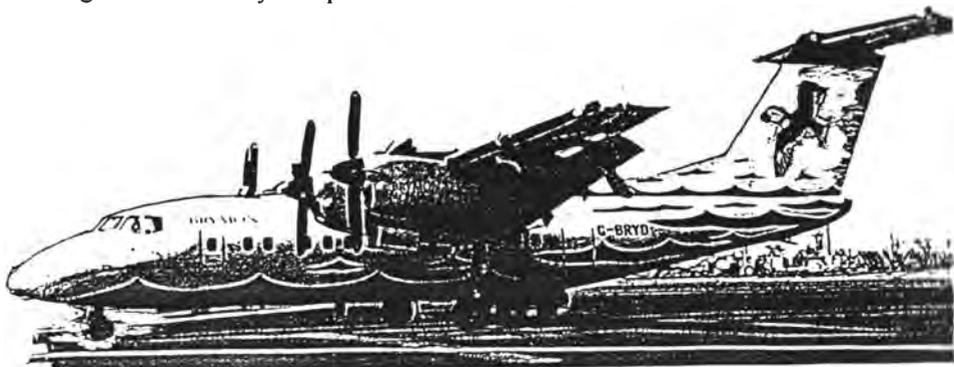
JOHN HOLMAN's entry entitled 'Lundy First' was a very original and interesting thematic display of Lundy material which was issued ahead of the British Post Office. For example Lundy issued a stamp with a picture of a puffin 60 years before the GPO. It also produced a puffin postmark first, the first miniature sheet, the first to issue stamps designed by C.F.Tunncliffe, the first to issue stamps printed by Walsall Security Printers, the first stamps without the currency symbol, the first prepaid postcard, and the list went on and on. John's immense knowledge and passion of the subject came through whilst presenting Lundy philately as being a leading force.

CLUB COMPETITION REPORT

MIKE THOMPSON presented the last of the philatelic entries with a most interesting collection of mint stamps and proofs from 1964 to 1974. Probably the most exclusive item in Mike's entry was a 1969 Appeal receipt card and stamp with a clear 'Bideford 12 OC 1969' postmark but with a faint Lundy postmark. Of the 3000 Appeal stamps printed only approximately 750 stamps were used on the Appeal receipt cards, making this one of the most sought after post-war items.

SHARON READ presented the final entry, which although non philatelic, captured the imagination of most members present. Sharon displayed an A2 size bound book describing a visit to Lundy. Full of beautiful pen and ink drawings, paintings and hand written script, the book covered all aspects of life on the island. The book which was produced for a Graphical Communications project, was full of informative detail, and displayed the great imagination Sharon used to produce this professional piece of work. Some pages had exquisite 'pop-ups' giving readers a 3-D view of certain places on the island. At the rear were beautiful pencil sketches of some of her preparation work. In addition to the book, stood three individual A4 size pen and ink drawings of Lundy cliff scenes. The members present had one vote each, and although the standard of entry through-out the competition was very high, Sharon's beautiful work of art was unanimously voted the winner. The *Stanley Newman* Trophy, which is at present at the engravers, will be presented to Sharon at our next club meeting at Bideford on 20th July.

We might be lucky to have a piece of Sharon's artwork on the cover of a future issue of *THE NEW PUFFIN JOURNAL*, as I overheard Stanley Newman asking Sharon if she would be kind enough to submit a pen and ink drawing for the magazine. Perhaps when John Dyke retires, Sharon might take over as the new designer of the Lundy stamp issues!



'PUFFINS ALOFT!' - One of Brymon Airways' Aberdeen - based Dash 7s engaged in oil industry support operations, in their new Air Charter livery, which incorporates a puffin on its tailplane (photo: Ian MacFarlane)

THE 1930 SIX PUFFIN BLUE STAMP

Much has been written in recent years about the existence (or otherwise) of the 1930 six-puffin stamp printed in blue. Beyond doubt it has been established that the colour of the 6-puffin mauve stamp can be bleached by continuous exposure to strong sunlight to a bluish colour - believed to be a slightly more reddish blue than that of the "original" 6-puffin blue. It was therefore of considerable interest to come across the following article written over 25 years ago by the "doyen" of Lundy philately, Barry Chinchin in the Autumn 1971 Issue of the "ILLUSTRATED LUNDY NEWS" :-

By 1938 when John D. Stanard published his book "Lundy Island and the Lundy Locals" in America, Martin Harman had issued only five Lundy stamps. Indeed had it not been for the interest shown in the comparatively crude airline labels this first ever book on Lundy philately might not have been written. Mr. Stanard was thorough with his research into both stamps and labels and was assisted by "on the spot" investigations by Charles Thornley of Ilfracombe.



Bradbury, Wilkinson and Company of New Malden in Surrey, had produced the first five Lundy stamps by lithography and, as the designs were by staff artists, the names of those are unknown.

The quality of the work was superb although there was no realism about the puffins depicted on the stamps. It has taken the most minute examination to find varieties in them, though as they are constant, meaning that they occur on every sheet. Some philatelists like to test their powers of observation to discover these "flyspeck" varieties.

Mr. Stanard discovered that only 12,000 of each of the three higher valued stamps had been delivered on July 11th, 1930, the remainder arriving in August. This led him to assume that there had been two printings, and must have helped explain the appearance of the blue six-puffin stamps when the common colour was mauve.

Bradbury, Wilkinson & Co., are renowned for the attention they give to philatelic enquiries, and they had mentioned in May 1938 that their file copy of the 6 puffin stamp was blue. A month later they explained that the best description of the colour was mauve-blue and that there had only been one printing.

However by this time Mr. Thornley, (and I quote from Mr. Stanard's book), "through his personal inspection of many of the Puffin stamps in complete mint sheets, has established beyond doubt that the 6 puffin value of Lundy Island was originally printed in blue but was later altered to mauve without notice.... The entire issue had a large sale to the Summer tourists who visited the island shortly after the 6 puffin blue stamp was issued, and as very little philatelic attention was given to Lundy at that time it seems possible that the majority of these rare blue stamps were used on postal card views sent to the four corners of the world and that very few were retained in mint condition for philatelic purposes". Finally colour experts examined one of Mr. Stanard's specimens and declared the colour was a true one and not due to chemical changes.

No one seems to have consulted Mr. Gade at this time, but he knew that six-puffin stamps faded to blue in strong sunlight and he had never seen an original blue specimen.

In 1956 F.R. Downing mentioned the rare blue stamp in "The Lundy Locals" and it was catalogued and priced in Michael Windeatt's stamp catalogue a year later.

The evidence was conflicting. Blue stamps with wartime overprints were known, but without seeing a copy of the blue stamp little could be done except experiment to see what happened when the stamp was exposed to sunlight. In 1964 I set up an experiment, but although after a few weeks the stamp had become a little more grey no one would have described it as a true blue colour. Maybe the damp sea-air was lacking or I was too impatient I tried steaming the surface of the stamp. This caused a pink component of the ink to stain the paper and after a series of ineffective chemical trials I resorted to boiling the stamp in detergent. This left me with a bright turquoise blue stamp, now far from being in mint condition. This showed that the stamp could have changed to any intermediate colour but did not prove that a genuine blue printing did not exist.

Mr. Stanard may have been biased because he owned some of the blue stamps. I was certainly biased because I had accepted Mr. Gade's verdict from the beginning, but the question remains unanswered - was there a genuine blue six-puffin stamp from a first printing?

"FOUR THOUSAND TRIPS TO LUNDY ISLAND"

In "MAILBOATS TO LUNDY", the history of the "GANNET" is covered on pages 8 to 10, and mention is made of Capt. Dark's termination of his contract with the G.P.O. for the carriage of mails to and from Lundy in 1911. Our Shipping Correspondent, Tom Baker has discovered a delightful account of this event in "LLOYD'S WEEKLY NEWS" for Nov.12th 1911, which will be of considerable interest to all readers, and is reproduced here in full.

Instow Captain Tells of Fighting Gales and Rescue Work - How He Served the Island King.

Surely it must be a record to have travelled some 200,000 miles in trips between the Devon coast and neighbouring Lundy. Four thousand journeys in forty years - that is what Captain P.W.M. Dark, of Instow, has accomplished, and for about a quarter of a century of the period he has carried in his cutter-rigged yacht the Gannet, mails as well as merchandise.

He has been a peripatetic postman for the island - literally a walking letter box - and missives have accumulated in his care as he has hurried to board his vessel; he has been a sturdy Father Christmas to the people, conveying Yuletide stores from the mainland, whatever the weather, often sacrificing his own enjoyment of the festival that they should have theirs.

It is only twenty five miles from Instow to Lundy, down river, and then twenty miles of open sea, but there is on occasion something more than mere distance to be considered. Tides, currents, winds and the caprices of ocean billows involve subtle reckoning, intricate knowledge, and intrepid daring if they are to be circumvented week in, week out. And that is what the Gannet, under Captain Dark, has done.

The craft was viewed and the captain interviewed by a representative of "Lloyd's News" at Instow. Everyone around knows the skipper and respects him; and at his house close by, just off the main road which skirts the waterside, the visitor came on a genial welcome.

A fine type of Devonian, well set up, well preserved, the picture of robust health, with expressive blue eyes beaming with kindness, whilst grey hair and pointed beard impart distinction to a strong countenance - that is Captain Dark.

FOUR THOUSAND TRIPS TO LUNDY ISLAND



Instow Captain Tells of Fighting Gales and Rescue Work— How He Served the Island King.

SURELY it must be a record to have travelled some 200,000 miles in trips between the Devon coast and neighbouring Lundy. Four thousand journeys in forty years—that is what Captain P. W. M. Dark, of Instow, has accomplished, and for about a quarter of a century of this period he has carried in his cutter—suggested by the Gannet, mails as well as merchandise. He has been a peripatetic postman

LUNDY ISLAND



CAPT DARE ON THE GANNET



THE STOWAWAYS WERE LARGED UPON A ROCK AT LOW WATER.

set the island—literally a walking

and ship we have always to small boat, say at a carry a lifeboat and a bowled over. But we had expected the gale—oh, yes.

"I have been stern for about thirty years, the Gannet has suffered heavy seas when the gale came to grief, and I was when three or four men fell into the island on a ship. It happened about ten years ago and I got off and the boat was..."

"Oh, by your order..."

For nearly half a century he has resided at Instow, his native place being close by Clovelly; and now that he has just finished the carrying of mails to and from Lundy one wants to know something of the stirring story of experiences and perils and incidents which is wrapped up in the record of forty years work. Not that the Gannet ceases her mission as a link between Lundy and the outer world.

Though she has hauled down the R.M. pennant, she is still running trips, carrying provisions and stores, and when the tourist season comes around she will be carrying passengers, too, as of old. Lundy has never at any time really shut out the Gannet. Dark has had to make the island at every point of the compass, knowing how to invade one inlet when another is unapproachable, and in all the years he has been entrusted with the mail bags he has never lost a single item of their precious contents.

There is not a princely retainer for this service, often hazardous, and by itself it would not pay for outgoings. Proud of his craft, Captain Dark a couple of years ago introduced motor machinery of 15 h.p., spending £150 or £200 thus supplementing the sailing and equipping the Gannet for more effective mail duty; and insurance under the Workmen's Compensation Act has involved an outlay of £9 to £10 a year, for the Gannet always has three men aboard.

"I found I could not go on with what I was receiving from the Post Office, and I pointed that out, ending my contract with the intention of tendering again," remarks Captain Dark. But he found the department uncertain and coy, like the lady of the ballad and so the mails have passed to other hands, and are borne from Instow under other sails.

Captain Dark, in recounting reminiscences, talks of things that thrill as lightly and modestly as if they are mere commonplaces of everyday life.

As a youngster he had experiences of shipping service on the African coast, but in the main his work has been with Lundy, beginning in the days when it was owned by Mr. W. Heaven, and continuing long after that gentleman's son, the Rev. H.G. Heaven had come into the kingdom. He was first in the employment of a company, when the island was yielding masses of granite for the Thames Embankment, these being shipped to various points. By and bye he started a service for Mr. Heaven and he has had the stout little Gannet of twenty tons net register for about thirty years. You may read of her in guide books and in works on travel; you may hear her talked of in New York, where Captain Dark has had cordial invitations to visit American patrons.

Mail Service Opened

They have a great liking for the Gannet and admiration for her skilful skipper - not that they are by any means alone in that respect. But there was a characteristic Yankee note in the remark of a young lady who wanted to improve the yacht's main boom out of existence. She had crossed to Lundy on a windy day, and she voted the sail delightful. "There was only one thing," she said; "that blessed sail pole was rather unruly, but I guess in New York our people would soon get over that."

"When I started a Lundy service," remarks Captain Dark, "I had a cutter, the Chase, built, and that was succeeded by the tug-boat the Advance, which in turn gave place to the Gannet. The Gannet was built for a Cherbourg pilot boat, and I bought her before she was launched, seeing she would be just the vessel for our work. I kept count of her trips up to 2,000 and then well the record was given up. When twenty-four years or so back I began running the mails for the Post Office that supplemented the service I had undertaken in carrying goods and visitors, and though the postal bags are sent out from Instow only once a week - on Thursdays we have been going to the island during the past summer pretty well every day.

"My eldest son, Frederick, assists me on the Gannet," adds Captain Dark, who, by the way, has two other sons, out of a family of ten, following the sea, one in the Navy and another in the Merchant Service.

Three Steamers Aground

An average trip to Lundy may occupy three hours; a record run may be covered in two; but many more hours have been spent in combating hostile elements or in drifting over becalmed waters - and that is where Captain Dark counts on the motor being useful.

"Experience? Yes, both my son and I have had experiences in our trips to Lundy," says the captain in answer to the inevitable question. "Many and many a day I have manoeuvred around to find a landing place, and I have learnt to know every inch of the island borders, with its terrific currents and sweeping tides. I have seen with the flood tide from the Atlantic a distinct drop of ten feet, coming around by the Shutter Point at the south, and the fierce beating of the ocean is constantly making changes in the coast line, necessitating new landings with different winds.

"I have had hastily to vary plans to meet altered conditions in getting the bags off. The general arrangement is to land them on one tide and there is time to return on the next. And we have many a time had people hurrying down to drop letters into Mr. Heaven's box as it has been carried to the beach.

"In communicating between shore and ship we have always to use a small boat - we are compelled to carry a lifeboat - and we have been bowled over, but we have always protected the mails - our first care.

"I have been storm bound there for about twenty-four hours, though the Gannet has splendidly ridden heavy seas when other vessels have come to grief, and I have been there when three large steamers have run into the island on a single day. That happened about ten years ago. Two got off and one went to pieces. "On my own account I have had trying experiences on nights when great storms have brought wrecks on the rocks. I well remember our mast being carried away one night, but before it came down we were able to get close to the island at a sheltered corner and saved the vessel, coming back under the stump."

Captain Dark has had a share in rescuing shipwrecked crews under exciting conditions and saving the lives of despairing men.

"There was a boatload of seven Frenchmen whom I picked up off Hartland Point," he remarks. "Their boat had a hole so large that I could see the green sea through it. They belonged to a brigantine which had gone ashore at the Point, and though they managed to keep afloat they were drifting out to channel. Then I brought off the crew of a Ramsgate trawler.

"Many stowaways who have been dumped on Lundy Island have I brought to the mainland. The worst case I recollect was where I saw a boat pulling to the island and then leaving with fewer men aboard, and I found that two poor fellows had been landed upon a rock at low water. Night was coming on, and at high tide the rock is covered to the extent of twelve feet, so that if those two stowaways had not been noticed their lives would have been in grave peril."

Sacrificed His Christmas

"My son was on the island on that terrible night when the Thistle-mor was lost, and again when the Montagu went ashore." Remnants of the ill-fated battleship are still on the reef to which Kingsley brought the Spanish galleon, the Sta. Catharina, with Don Guzman aboard.

The fight against wind and waves and storms is all incidental to the sailors life; and Captain Dark has risked his more than once to get Christmas supplies to Lundy - the poultry and the holly for decorations, and the rest.

"Once we were a day behind - we got there on Christmas day," he mentions; and his own Christmas Day was sacrificed, but that was a detail.

However inaccessible Lundy may be on occasions, Captain Dark speaks of it as an ideal health report reached ordinarily by a very enjoyable trip.

"I have had 160 applications in a year." he says, "from people wanting to stop there with delicate children."

Besides, in the season, he takes out large numbers of fishing parties and many tourists. Which recalls a story. One tourist, whose name long endured, wrote from London booking a place on the yacht, saying she had engaged rooms on the island. She had an appalling pile of luggage. She was dictatorial, insistent, capricious, an enigma. When she reached Lundy it transpired that she had not secured apartments; no one appeared to know that she had written about any. People told her that she could not be accommodated, but she argued otherwise, and gained her point. Her imperious ways however, disturbed a peaceful community, and at the end of eight days Captain Dark was implored to take her off, in an ambiguously - phrased appeal, perhaps, but intelligible. She returned to the mainland on the Gannet, and the island rejoiced.

THE 1929 AND 1957 LUNDY CANCELS

By John Holman

My main interest in Lundy lies in the postal markings since c. 1950, but my interest in earlier Lundy cancels was aroused a couple of years back when I acquired a number of the 1929-30 definitives and 1939 10th Anniversary overprints used on piece, cancelled with the first Lundy datestamp. This boxed cancel, featuring a puffin standing on a rock, was introduced with the local stamps in November 1929.



Bb
Lundy datestamp

It is well-known that two types of this datestamp exist, one used on the island, the other in the London office of the then owner, Martin Coles Harman (1885-1954).

The island datestamp measures 40mm across and can be distinguished by the rounded nature of the rock on which the puffin stands. The London datestamp is slightly wider (41mm) and the rock is noticeably different - having a

marked 'dent' to the left of the puffin's leg. On the Lundy cancel the puffin has a more pointed tail and a thicker leg. However, it should be stressed that most of these cancels (at least the majority seen by me) were poorly impressed and often quite a bit of the design is missing sometimes making it difficult to be sure which type one has.

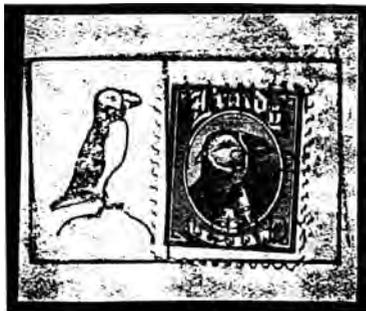


Ba
London datestamp

They are referred to as cancellations Ba (London) and Bb (Lundy) in both Barry Chinchin's *A Catalogue of Lundy Stamps (1969)* and Stanley Newman's *Postal History, Postmarks & Cachets of Lundy Island*.

Examining the pieces I had acquired I noticed both Lundy and London types and of particular interest were London examples dated prior to the issue of the stamps.

This pre-dating is well known, having been recorded by Barry Chinchin in his catalogue and in *The Puffin* No.18 April 1969. In his catalogue Chinchin states that the 1929 and 1930 stamps are found on small pieces cancelled with the London handstamp, dated from 10 March 1929.



Pre-issue date 14 SP 29

He goes on to state that it is "also found on some wartime issues" and that in 1968 "this canceller was kept in London". He illustrates an example dated 10 MR 29. In his *Puffin* article Chinchin wrote: "I have found Victory stamps and imperfs cut from miniature sheets cancelled with the London canceller. As one bears the year 42 it seems possible that the Lundy Philatelic Bureau had this canceller or even that there was a third one, though there is no evidence of this". In another article, in *LCCPQ* No. 18 (Summer 1983), Chinchin added: "It may have been this (London) canceller that was used to cancel to order some of the wartime overprinted stamps, unless there

existed a third canceller which was used by the Philatelic Bureau. However, this seems unlikely as the cancelled stamps are not very common".

Newman comments on the early dates: "Whether this was personal experimental use by Mr. Harman of his new canceller, or posthumous pre-dating by favour for his "friends" is a matter of conjecture!" No covers are, I believe, known from Lundy with both Lundy and British stamps dated 1929. George Fabian illustrated an early postcard with Lundy stamp cancelled FE 10 1930 and British 13 FEB 30 in *LCCPQ* No. 55 (Fall 1992). Further covers dated MY 5 30 and JU 10 30 were shown by Roger Cichorz in the same issue, and an internal cover dated FE 3 30 was illustrated in the April 1969 issue of *The Puffin*. It is intriguing that on these 1930 items the date and month are shown in reverse order, i.e. date following month. By August 1930 the date seems to have reverted to the usual sequence - a cover bearing ½, 1 and 6 puffin stamps cancelled 13 AU 30 was shown on page 20 of *LCCPQ* No. 72 (Winter 1996-97).

The Lundy datestamp was one of many handed by the Landmark Trust to the British Library in 1991 - see *LCCPQ* No. 53 (Spring 1992), pp 15-16.

I contacted another Lundy collector, having an interest in the early cancels, and list below the pre-dated London items in our two collections:

½ puffin - 2 MY 29, 3 MY 29 and 14 SP 29

1 puffin - 3 JY 29 and 8 SP 29

6,9 & 12 puffin - 16 JU 30

We also have examples of the 1 puffin with London cancel of 1 NOV 29 - these comprise soaked off single stamps and horizontal gutter pairs, also the 1p used on pieces with London datestamp of 22 NO 29 and 6 JU 30. Very interesting is a single ½p stamp with part of the London datestamp (identified by dented rock) struck in lilac rather than the usual black. Unfortunately this cannot be dated.

Late Use of London Cancel

The Lundy datestamp was last used on 30 November 1938 although it is not known how long the London datestamp remained in use. Chinchin reported it in the London office in 1968 (Puffin April 1969) and its use on wartime stamps. We have it on a single 2 puffin stamp, issued 1 November 1939, although the date cannot be made out. Likewise we have a 1p 'V + Plane' overprinted stamp, issued 1 January 1942, with what is probably the London handstamp, again date unfortunately unreadable.

Early & Late Use of Lundy Cancel

It was not just the London handstamp that was used with early or late dates. I have the 9p and 12p 10th Anniversary overprints (issued

1 November 1939) on piece with the Lundy datestamp of 19 MR 39. These pieces appear to have been cut from the same cover so it is likely the other values in the set also exist with this early date. The Lundy datestamp is also known, dated 1 NO 29, cancelled the imperf 2p and 9p stamps cut from the 1942 Tighearna sheet!

I am not a specialist in these early Lundy issues and cancels but hope these notes will prompt other collectors to examine their material and report findings. Possibly someone is already studying these early cancels in detail and we can look forward to a definitive account and listing of known early and late dates (and the stamps they were applied to) in due course.

1957 Cancel

Perhaps the most popular of the more recent Lundy cancels is that introduced on 19 January 1957, reference Na in the Newman Postal History catalogue. This is often referred to as 'Mr. Gade's canceller' as, after its replacement by the type R cancel in February 1965, it was used by Felix Gade on his own correspondence (incoming and outgoing) and on cancelled-to-order covers for collectors. In 1989 the cancel was purchased by a group of Lundy collectors and is now preserved in the British Library.

Newman's catalogue states that it was used in black until June 1964, thereafter in green. Use in purple in September 1958 and blue in November 1959 are also recorded.



First date of the Gade cancel

I have recently checked all examples in my collection and can add an early use in turquoise-green on 4 December 1957, cancelling a full set of the 1957 definitives on the reverse of an outward cover. All my post-1965 covers bear the cancel in green, bar three examples in black - 25 November 1972 (FDC of the Trinity House set), 12 December 1972 (outward cover) and 12 June 1974 (inward cover). The Trinity House FDC, outward addressed to John Smith in Berkshire, bears the Lundy stamps on reverse, cancelled 25 NOV 72, with the British stamp on the front cancelled Ilfracombe 2.30PM 27 NO 72. Another FDC of this issue, inward addressed to Mr. Gade on Lundy, has the Lundy stamps on the front, with the Gade cancel in the more usual green, and the British stamp alongside postmarked Ilfracombe 24 NO 72. Presumably all inward FDC's have the green cancel, all outward the black. I should be interested to hear

otherwise. Both colours are remarkably 'clean' i.e. no traces of black ink on the green impressions, or vice-versa. Mr. Gade must have cleaned his datestamp very carefully. I would suggest that the black impressions were applied last as black ink was still being used on 12 December 1972 (see above), again without any trace of green. My next Gade cover is dated 17 FEB 73, clearly in green.



Gade cancel with -8 NOV 50 date over six years before the datestamp was brought into use.

Mr. Gade was generally careful in using the correct datestamps but did slip up on occasion. I have the 1950 ½p BY AIR overprint (narrow setting) on piece with the Gade cancel in black very clearly dated -8 NOV 50 (day of issue of the stamp) - over six years before it was introduced! He made two mistakes 1) applying his cancel instead of the type I metal cancel used from September 1943 until December 1954, and 2) applying it in black instead of blue as used for the type I cancel at that time.

I also have the 1p BY AIR (wide setting) on piece with the type I cancel, correctly in blue, dated -8 NO 50.

This was obviously an attempt to provide a first day cover or piece for the 1p By Air stamp but erroneously using the wide setting stamp which was not issued until 1951. It would be interesting to know the earliest known use on cover of the 1p wide setting stamp. The Chinchin catalogue does not mention the ½ and 2 puffin wide setting in black, although illustrates a used 9p, not found in Newman. Chinchin's April 1969 *Puffin* article also shows this 9p stamp which was cancelled with the I datestamp on -8 NOV 50. As it was stuck with others on a strip of paper, Chinchin believes it may have 'been on display in the (Lundy) shop'. He concludes: 'If one stamp exists a sheet must have been printed, so there are at least 119 more somewhere'. Finally I mentioned the donation of the Gade canceller to the British Library in 1989. Before this was done impressions were made for the first and last dates on the canceller - -1 JAN 50 and 31 DEC 79.



Last date of the Gade cancel

These impressions were applied in red to a letter and in blue to a cover (cancelling the 1989 3 on 10 puffin surcharge) sent to the 20 collectors who purchased the datestamp. The cover bears a label naming the collectors.

I am most grateful to fellow collectors Lars Liwendahl for his help with this article, and to Stanley Newman for reminding me of Barry Chinchin's 1969 article. I must admit I have not had time to check through auction catalogues: I am sure such a trawl would add to the information.

"LUNDY - INSPIRED" MUSIC

One very important event for 1997, as yet un-announced, will be the launch of an album of music inspired by the atmosphere of Lundy. The album has been written, arranged, performed and produced by Oliver Wakeman, son of the legendary Rick Wakeman. The music is a mixture of classical and modern, performed on keyboards, is relaxing and most enjoyable and evokes memories of Island life. Anyone wanting more information can contact me via: - J. Lavington, The Lundy Shore Office, Bideford, or contact Oliver Wakemam c/o Opus Music, 78 Oaklands, Bideford, North Devon, EX39 3HW. The album was due to be released in early March and will cost approximately £10.00 + p&p.

JOHN DYKE - 'EAGLE' COMIC NATURE STRIPS

By Roger Allen

Before John Dyke became known to us for his work in connection with Lundy and with the National Trust, he had many other irons in the fire including a series of Nature strips in the very earliest issues of the famous Eagle Comic. Thanks to the help of my good friend Roger Coombes, who is on the committee of the Eagle Society, I have been able to put together complete details of the issues of the comic which contain John Dyke's work. The interest to us in this work by John is to be able to compare them with his later work on the Lundy stamps and his other illustrations with which we are now so familiar. Some illustrations of these Eagle strips appear on the following pages and I am sure John would not disagree if we say that the development of his skills since these early days is truly remarkable when we consider what a wonderful artist he is today.

Rev. d. Marcus Morris who started the Eagle and was its first editor, was a friend of John Dyke and asked him to help get the comic going at its very commencement with some nature strips and John agreed to do so. He produced two separate series of strips, the first entitled "Discovering the Countryside" and the second "Advice on your Pets". The second series finished unfortunately after only four issues. The list below indicates the issue number of the comic, beginning with the very first number, then the date and finally the title of the strip.

DISCOVERING THE COUNTRYSIDE By John Dyke.

ISSUE No.	DATE	TITLE	ISSUE No.	DATE	TITLE
1	14-4-50	The Hedgehog	16	28-7-50	The Grass Snake
2	21-4-50	The Moorhen	17	4-8-50	The Gannet
3	28-4-50	The Cuckoo Pint	18	11-8-50	The Rock Pool
4	5-4-50	The Puffin	19	18-8-50	The Goldcrest
5	12-5-50	Voles	20	25-8-50	The Brown Trout
6	19-5-50	Dragonflies	21	1-9-50	Green Woodpecker
7	26-5-50	The Kingfisher	22	8-9-50	The Harvest Mouse
8	2-6-50	Trees	23	15-9-50	Swallows
9	9-6-50	The Cormorant	24	22-9-50	The Grey Seal
10	16-6-50	Wasps	25	29-9-50	The Dipper
11	23-6-50	The Jay	26	6-10-50	Poisonous Plants
12	30-6-50	Dodder and Sundew	27	13-10-50	Yellow Hammer
13	7-7-1950	The Curlew	28	20-10-50	The Red Squirrel
14	14-7-50	Portuguese Man O'War			
15	21-7-50	The Butcher Bird	29	27-10-50	The Pheasant

ADVICE ON YOUR PETS By Prof. Cameron (but designed by John Dyke)

ISSUE No.	DATE	TITLE
48	9-3-51	Keeping your Rabbits in good condition
49	16-3-51	Keeping Goldfish
50	22-3-51	The right food for your Spaniel
51	30-3-51	How to look after your Tortoise

All of the strips from the above two series are attributed to John Dyke but in between them appear two other nature strips. The first was entitled "Curious Creatures" and began with the Aard Vaark in issue No. 31 of 10 November 1950. This ran for twenty weeks before being replaced by "Eagle Eye-the Nature Detective" which was sponsored by Rowntrees. I have confirmed with John Dyke that neither of these series were his work.

DISCOVERING THE COUNTRYSIDE



DISCOVERING THE COUNTRYSIDE



ADVICE ON YOUR PETS

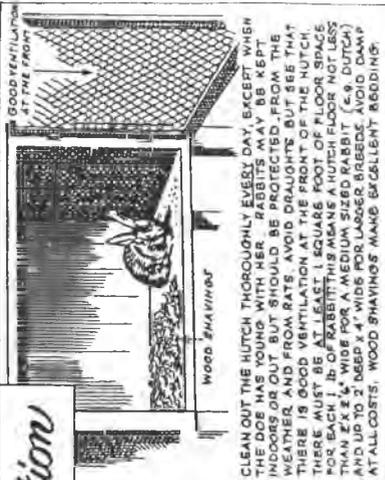
Keeping Your Rabbits in Good Condition

BUY PROPER SORT OF IRON

RABBITS SHOULD BE HANDLED WITH CARE. NEVER LIFT THEM BY THE EARS OR THE BODY. THE BEST WAY OF HOLDING THEM IS TO GRASP THE EARS FIRMLY BUT GENTLY WITH THE LEFT HAND AND PUT THE RIGHT HAND UNDER THE RUMP TO TAKE THE WEIGHT. DO NOT HOLD THEM BY THE NECK OR THE SHOULDERS.



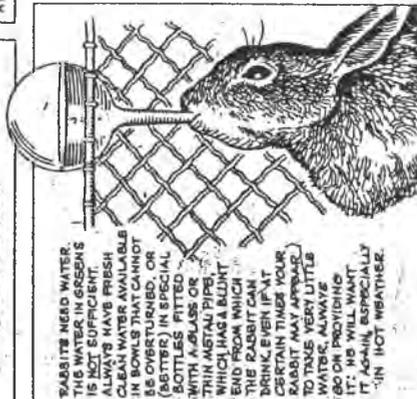
A RABBIT THAT IS PROPERLY HANDLED WILL NOT SCRATCH, BUT IN ANY CASE INSPECT HIS TOE NAILS REGULARLY AND WHEN NECESSARY TRIM THEM TO WITHIN $\frac{1}{4}$ INCH OF THE QUICK.



CLEAN OUT THE HUTCH THOROUGHLY EVERY DAY, EXCEPT WHEN THE DOE HAS YOUNG WITH HER. RABBITS MAY BE KEPT INDOORS OR OUT BUT SHOULD BE PROTECTED FROM THE WEATHER, AND FROM RATS. AVOID DRAUGHTS. BUT SEE THAT THERE IS GOOD VENTILATION AT THE FRONT OF THE HUTCH. THERE MUST BE AT LEAST 1 SQUARE FOOT OF FLOOR SPACE FOR EACH RABBIT. FLOOR FLOTTINGS SHOULD BE CLEANED UP TO 2" DEEP X 4" WIDE FOR A MEDIUM SIZED RABBIT. AT ALL COSTS, WOOD SHAVINGS MAKE EXCELLENT BEDDING.



DO NOT FEED THE CORRECT AMOUNTS OF FOOD. DO NOT OVERFEED, ESPECIALLY WITH GREENS, WHICH MAY CAUSE THE RABBIT TO PASS EXCESSIVE QUANTITIES OF URINE. FEEDING ONLY ONE KIND OF FOOD IS NOT ADVISABLE. RABBITS SHOULD BE FED A MEDIUM SIZED RABBIT THAT IS NOT OVERBORN. YOU SHOULD FEED THE CORRECT AMOUNTS OF FOOD. DO NOT OVERFEED, ESPECIALLY WITH GREENS, WHICH MAY CAUSE THE RABBIT TO PASS EXCESSIVE QUANTITIES OF URINE. FEEDING ONLY ONE KIND OF FOOD IS NOT ADVISABLE. RABBITS SHOULD BE FED A MEDIUM SIZED RABBIT THAT IS NOT OVERBORN. YOU SHOULD FEED THE CORRECT AMOUNTS OF FOOD. DO NOT OVERFEED, ESPECIALLY WITH GREENS, WHICH MAY CAUSE THE RABBIT TO PASS EXCESSIVE QUANTITIES OF URINE. FEEDING ONLY ONE KIND OF FOOD IS NOT ADVISABLE. RABBITS SHOULD BE FED A MEDIUM SIZED RABBIT THAT IS NOT OVERBORN.



RABBITS NEED WATER. THE WATER IN GREENS IS NOT SUFFICIENT. ALWAYS HAVE FRESH CLEAN WATER AVAILABLE IN BOWLS THAT CANNOT BE TIPPED OVER. BOTTLES FITTED WITH A GLASS OR THIN METAL PIPE, WHICH HAS A BLUNT END FROM WHICH THE RABBIT CAN DRINK, EVEN IF AT CERTAIN TIMES YOUR RABBIT'S TONGUE TO TRICK VERY LITTLE WATER, ALWAYS GO ON PROVIDING IT. HE WILL WANT IT AGAIN, ESPECIALLY IN HOT WEATHER.



YOUNG RABBITS ARE VERY SUSCEPTIBLE TO THE DISEASE CALLED COCCIDIOSIS. THERE IS A GOOD MEANS OF PREVENTION—CLEANING THE HUTCH WITH DEGREASER (SALAD OIL) IN THE WASH OR DRINKING WATER. ASK YOUR VET FOR DETAILS WHEN CLEANING OUT THE HUTCH, SPRINGS THE SIDES AND FLOOR WITH A CLOTH SOAKED IN HOUSEHOLD AMMONIA. BURN ALL THE REFUSE FROM THE HUTCH.

JOIN A RABBIT CLUB IF THERE IS ONE IN YOUR DISTRICT. IF THERE ISN'T, WHY NOT START ONE WITH YOUR FRIENDS WHO KEEP RABBITS? WRITE TO PROFESSOR COLLEEN OR 'EARS'. IF YOU HAVE ANY QUESTIONS OR PROBLEMS.

John Dyke

DISCOVERING THE COUNTRYSIDE



LUNDY QUIZ

Devised By Roger Allen

This Quiz is slightly more difficult than the first one (in Spring '97 issue), and some of the questions need an intimate knowledge of Lundy to reply correctly, and judge your knowledge of the Island on the following scale:-

Over 50 points - You're a genius!

25 to 50 points - Keep trying - you're on the way!

Below 25 points - Change your bedtime reading to Lundy literature - difficult as it is to come by.

- Question 1. In what year did William Hudson Heaven purchase Lundy?
- Question 2. In what year was Millcombe House completed?
- Question 3. How many baths and how many toilets are there in Millcombe House?
- Question 4. How many stamps are there in each roll of the second printing of the 1935 'Tramticket' air stamps?
- Question 5. Items from one particular roll of the 3d value 1935 'Tramticket' air stamps have never been found. What would be the sequence number of this roll and what would be the serial numbers of the stamps on this roll?
- Question 6. How many bells are there in the peal in the tower of St. Helena's Church?
- Question 7. The reredos behind the altar of St. Helena's has three panels; the centre panel-contains a relief carving of the Last Supper. What do the side panels contain?
- Question 8. In what year were the telegraph poles linking the South and North Lights removed?
- Question 9. There remain just a few poles leading down to the South Light. How many?
- Question 10. On August 11th 1969, the Provisional Overprint, 1 puffin on 9 puffins RED error was produced. This item was never on sale on Lundy but was forwarded to a dealer. What was the name of the dealer and where was his business?
- Question 11. Martin Coles Harman produced his famous Lundy coins in 1929. In what year was a reprint made of the set in various different metals?

- Question 12. From 1945 to 1949 Mr. Gade left the island for his health. Who took over from him as agent?
- Question 13. Where did Mr. and Mrs. Gade go during this period of absence?
- Question 14. Lundy has only appeared once in the National Geographic Magazine. In which year and month?
- Question 15. How many puffin birds appear on the 10p 1943 Essay?
- Question 16. How old was Mr. Gade when he died? What was the day and year of his death?
- Question 17. Which Vicar in Charge of Lundy advocated burials at sea and bathing in the nude?
- Question 18. Who were publishers of the first two editions of Tony Langham's book 'Lundy'? Who were the publishers of the 1994 (third) edition of his book?
- Question 19. The Lundy island shop machine tape used to have a cheery message printed on it, personalised for Lundy. What did it say?
- Question 20. Who ran the Lundy Philatelic Service in the 1970's and early 1980's?
- Question 21. In what years were the 'M.V. Polar Bear' and the 'M.S. Oldenburg' purchased?

Answers on page - 40 -

CLUB EXCHANGE PACKETS

Our Exchange Packet Secretary, Tom Baker reports that although he has received quite a few requests from members wishing to receive packets, he has to date received very little material from members to circulate!

This is a chance for all members to dispose of surplus material to other members wishing to have it, so get cracking! Please forward Club packet books (with each item reasonably priced) to the Packet Secretary as soon as possible. Send to:-

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

Remember, that unless sufficient material is received for circulation, due to the cost of Insurance and postage, the Club Exchange Packet scheme cannot get off the ground. The Club is not looking for income from the Packet Exchange, so the commission on sales will be negligible - merely sufficient to cover costs of providing the service for members.

THE COASTGUARD SERVICE

By John Dyke (from "Illustrated Lundy News" - 1972)

The appearance of an attractive 7½p British Commemorative stamp on April 26th served to remind us that this year the Coastguard Service was celebrating its 150th Anniversary of inauguration.

This splendid service has been particularly vital to Lundy, as, since May 3rd, 1930, a twice daily W/T communication with Hartland Coastguards has been maintained year in, year out. Messages summoning medical aid, the lifeboat and, latterly, the helicopter, have all been transmitted through this channel, as well as more routine information reporting vessels sheltering in the Roadstead, and the ordering of bread and beer. Remarkably, nearly all the traffic has been handled from this side by one man, F.W.Gade, walking twice daily to the Old Light in all weathers to operate the set. After 1951 the set was removed to the Hotel, where he still operates it to the present day.



Mr. Wood and his Signallers

Photo by courtesy of Miss Eileen Heaven

Although Lundy never supported an H.M.Coastguard station, Lloyd's of London have operated an agency on the island for many years. Some time between 1845 and 1869, Thomas Lee (Captain Tom, mentioned in "Sea and Land") became Sub-Agent; and in 1883 the island was upgraded to a full Agency under the Rev. Hudson Grosett Heaven.

An Admiralty/Lloyd's agreement enabled the former to open a station staffed by Admiralty Signallers at the south-eastern end of the island on June 1st, 1909. This establishment may have arisen from the stranding of the battleship *H.M.S. Montague* on the west side three years earlier.

Lloyds Signal Cottages, built in 1884, were absorbed to provide accommodation for two Petty Officers' or Leading Seamen's families, and the then Lloyd's Sub-Agent, F.W.Allday, was rehoused in one of the Quarter Wall Cottages. Hitherto, he had lived in No.4, where the *Illustrated Lundy News* is now produced.

Additional dwellings were provided for the Naval Lieutenant and First Officer in the building of Coastguard Cottages, which have a southern aspect and are now in partial ruin, due to unavoidable wartime neglect.



The Watch Room, Coastguard Cottages, and Signal Cottages, from the Castle ramparts in 1970. St. Helena's Church and the Old Light in the background. (Photo by courtesy of Colin Taylor)

At the eastern end was the Watch Room, furnished with a powerful telescope, the inevitable "Turtle" stove, and large plate-glass windows, which would have afforded an excellent view of the Channel and Bideford Bay, but for the fact that nearby Marisco Castle presented a formidable visionary obstruction.

A heliograph was fixed alongside, and the apparatus operated by acetylene gas generators located in the space between the Watch Room and the eastern facing compound wall.

Allegations that the construction was skimped, inferior, and not up to Admiralty specification, compelled the contractor to rebuild some of the work, and he was nearly bankrupted in consequence. Doubtless, these defects delayed the opening of the station.

Due east of the Castle, a small flag hut was sited, now superseded by the Flag House (an annexe to Castle Cottage letting), and Mr. Gade remembers seeing the interior walls lined with pigeon-holes into which the various flags were stored, together with the signal rockets. He also recalls the use of a signal lamp reflector for communication with Hartland Coastguard Station, 11 miles distant. This system was especially useful when the submarine telephone cable fractured- which it did frequently- finally breaking, and remaining unrepaired in July 1928.



A 1926 photograph of the British Sub-Post Office, built onto Marisco Castle (and now Castle Cottage holiday letting) - also the Flagstaff and Hut. *(Photo by courtesy of Mrs. Barbara Snow)*

On 15th September, 1928, at the time of closure of the station, the Admiralty personnel comprised: Lieutenant W. Green, Chief Officer W.F. Willbond (Mrs. Willbond organised a voluntary day school whilst she was resident - see I.L.N. No. 2, page 8), and Petty Officers, or Able Seamen, Fell and Parker.

During the war years, from the Autumn of 1939 and up to 1947, wireless transmission was undertaken by the Royal Navy, quartered in the Old Light.

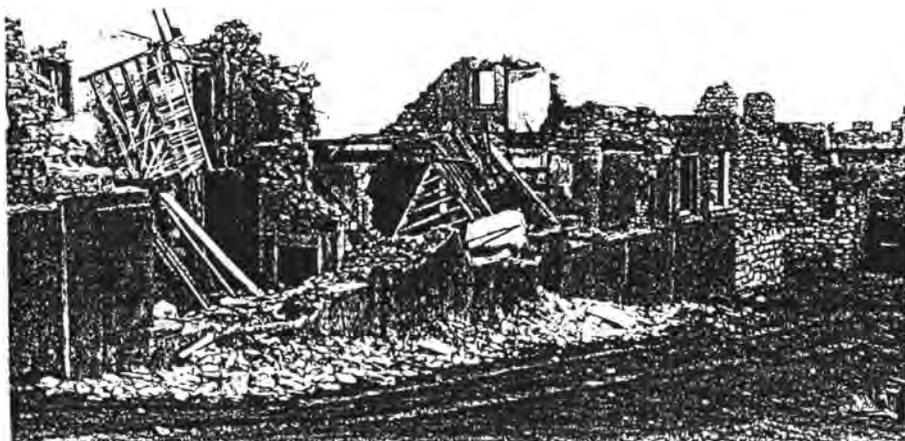


This handstamp was frequently applied to incoming telegraph forms and there is at least one instance of it having been used to frank outgoing Royal Mail instead of the G.P.O. round canceller, "Lundy Island".

The Flagstaff and Hut, looking East.



(Below) Coastguard Cottages - the result of war-time storm damage and subsequent partial demolition.
(Photo by courtesy of Derek Sach).



LATEST ON LUNDY

Reported by John Lavington

The '*m.s.OLDENBURG*' entered Drydock for her annual refit on 31st January, and was scheduled to return to service on 24th February. However the refitting took slightly longer than anticipated, and she did not return to normal service until 11th March.

Just before, and during the '*OLDENBURG*'s' refit, the '*m.v.DATCHET*' was chartered to take supplies, passengers and mail to and from Lundy. Most of sailings were from Ilfracombe on 14th, 17th & 28th January, 5th, 7th & 15th February, and 3rd & 6th March (latter from Bideford). The '*DATCHET*'s' sailing on 21st and 31st January were cancelled due to high winds, and instead Lomas Helicopters flew from Abbotsham (near Bideford). On 15th February (busy half term traffic) the '*DATCHET*' was supplemented by the '*TORRIDGE WARRIOR*' (a 30ft. charter boat from Ilfracombe) as well as the Lomas Helicopter (which carried the mail). Both ships also sailed on 6th March, both returning to Ilfracombe.

As fuel and stores were running low on the Island, the '*OLDENBURG*', fresh from refit, made an unscheduled sailing on 8th March, resuming her normal passenger schedule 3 days later. Another interesting unscheduled sailing of the '*OLDENBURG*' took place on 15th May - carrying 54 "Twitchers" (bird watchers) intent on seeing a very rare bird - an *American Veery* which had been seen and ringed by Steve Wing a few days earlier. Unfortunately the bird had flown off the Island but they were compensated by sighting a rare female Golden Oriole and a blue-headed Yellow Wagtail.

The Islanders celebrated the recent rainfalls, as Lundy was getting desperately short of water. This didn't affect the Rhododendrons which are once again in full bloom, making a fine spectacle on the East coast.

There was a wedding on Lundy on Sunday 2nd May, Chris Cayton married Alison. The forthcoming season on the Island is going to be very busy, holiday bookings are well up on previous years. The next big event being the Centenary of St. Helena Church on 7th June.

EMBRACING THE CHARM OF STAYING ON LUNDY

Lundy Island, a few miles off the North Devon coast at the mouth of the Bristol Channel, is owned by the National Trust and administered by the Landmark Trust. It is three miles long and on average half a mile wide and attracts upto twenty thousand visitors a year, most of them day-trippers and mainly in the summer.

They come, lured by the promise of peace and tranquillity, to explore a beautiful island with a plateau some 400ft. above sea-level and an unrestricted 1100 acres. From the gently sloping east sidelands, ablaze in late spring when the rhododendrons are flowering, to the rugged west coast, sculpted by numerous Atlantic gales hurling giant waves against the granite cliffs.

Accommodation on Lundy is varied, ranging from a 13th century castle to a Manor House, including a lighthouse, a farmhouse, a schoolhouse, etc. All are self-catering but excellent meals can be taken in the Tavern, the centre of Island life. Booking accommodation on Lundy is best done early in the year to avoid the disappointment of not getting the property of your choice. Bookings for the forecoming season are looking good with the school holiday vacancies already at a premium.

The main events for 1997 will be the centenary celebrating the consecration of the church of St. Helena, also the South and North lighthouses are one hundred years of age and the American's are coming to play darts in the Tavern again.

Most visitors, whether stayers or day-trippers, are brought to the island aboard *m.s.Oldenbug*, the Lundy ferry, which also carries all the supplies for the staff and visitors. As an added incentive for visitors to stay on Lundy during the "off-season" periods, a £10.00 return fare is being introduced.

1997 CLUB DIARY

SUMMER '97 MEETING - See back cover of this issue of the 'JOURNAL'
for full details

Other Dates for your Diary

14th June	Cinderella Stamp Club Meeting - London
17th-21st September	Autumn Stampex, London
18th October	Cinderella Stamp Club Meeting.
22nd November	<u>Club AUTUMN '97 Meeting</u> at the British Philatelic Centre, Charterhouse Street, Smithfield, London. Full details to follow.

ILFRACOMBE MUSEUM LUNDY APPEAL

By James Thomas

For many years the idea of a Lundy museum has evoked much discussion and inspiration and has been the dream of many a Lundyphile. However, until now, for various reasons it has got no further than just being a dream. Three years ago the Trustees of the Ilfracombe Museum decided to make a very serious attempt of turning dreams into reality, and started the negotiations and preparations for an extension to the Ilfracombe Museum, solely for displaying Lundy artefacts, memorabilia and items of general Lundy interest.

The building, owned by The North Devon District Council and leased to the Trustees of the Ilfracombe Museum, started life as the laundry to the Ilfracombe Hotel. In May 1932 the Ilfracombe Urban District Council offered to lease the building to the Museum Committee and after the Council workmen finished the conversion works, the official opening was carried out by Sir Basil Peto Bart M.P. on 19th April 1933. Interest in the Museum has progressively grown over the years peaking on 19th August 1975 when 1397 people visited the Museum in one day.

Since the very beginning, the Museum has had close links with the Island of Lundy, with many Lundy items forming part of the displays. Interest of Lundy has now grown to a point where the Museum Trustees consider that a separate Lundy room would be more appropriate to accommodate the material already with the Museum and that which has been offered by Lundy enthusiasts.

The Trustees, 11 in total, had plans drawn up and obtained Planning and Building Regulation approvals. An estimate of £60,000 was calculated which will cover the cost of the construction, fitting out and professional fees. An appeal to raise funds was launched on 20th September 1996, and so far (March 1997) approximately £10,000 has been raised or pledged. The Trustees have organised many events ranging from a dinner and dance to an overnight orienteering exercise. Many donations have been gratefully received from £2 to £1000 and a grand draw offering several attractive prizes will take place on 9th September 1997, at the Museum.

When the project is completed, the single storey building will reflect the existing design of white painted brick walls and a slate covered pitch roof. It will house many items of much historical interest including a reconstruction of the Captain's cabin, using the original mahogany and birdseye maple panels, door and fire surround, of the ill-fated H.M.S.Montague which sank off Lundy in 1906. A display of Lundy stamps will be mounted in frames around the walls and a computer based multi-media interpretation area will blend history with the future.

Michael Bale, L.C.C. Member and Deputy Chairman of the Museum Trustees, expressed his gratitude for the many generous donations made so far and for the kind offers of artefacts and memorabilia, however, there is still a long way to go and if you haven't already offered your assistance no matter how large or small, please contact Michael at the Ilfracombe Museum, Wilder Road, Ilfracombe, Devon, EX34 8AF as soon as you can.

TWO NEW STAMP ISSUES IN 1997

During the Summer, Lundy will be introducing two new stamp issues, both designed by John Dyke, and printed by House of Questa.

The first issue will commemorate the Centenary of St. Helena Church, and will comprise three values (25-puffin, 37-puffin and 76-puffin) and there will be a total printing of 15,000 of each value. The designs will be based on water-colour paintings by John Dyke, two of them depicting external views of the Church, and one depicting the rose-window of the Church.

The second Issue will commemorate the Centenary of the Inauguration of Lundy's North and South Lighthouses, and will comprise a 31-puffin and 52-puffin value. The format will be most interesting, as a vertical se-tenant pair of stamps will between them depict the two Lighthouses, and a complete map of the Island. The same design will be used for each value, so theoretically there will be 4 possible combinations of stamps to make up the map (vertical pairs of each value, and the two individual values placed above each other). There will be only 7,500 pairs of each value available.

First Day Covers, and Presentation Packs will also be available for each issue. All Account holders registered with Lundy will receive an Order Form for both issues. However, in view of the absence of Norman Hunter (he is still recuperating from his stroke, at a Nursing Home in Bideford) the Island staff are unable to deal with 'Special' orders, such as positional blocks of stamps, and specially dated cancellations, etc.

123 YEARS AGO

A LUNDY SHIPPING ACCIDENT AND THE CURIOUS AFTERMATH!

January 24th, 1874 (Ilfracombe Chronicle) ACCIDENT TO A LARGE STEAMER AT LUNDY: On Thursday morning at about 4 o'clock, a large steamer, the *Fingal*, about 1000 ton burthen, Capt. Allen, struck on Lundy Island, and could not be got off until nine a.m. The steamer was bound for Cardiff with a cargo of coals for Malta. She was found to have suffered somewhat seriously forward, and was run over to Ilfracombe where she lay outside the harbour (it being low water) until evening, with her fore compartment full of water and her pumps at work. She was brought into the harbour with the flood tide the same night. We understand it is the intention of the Captain to return to Cardiff to have the damage thoroughly repaired after temporary repairs have been effected here.

January 31st, 1874

POLICE NEWS: CLAIM FOR PILOTAGE IN THE CASE OF THE "FINGAL" : N.Vye, Esq., and the Rev. C.A.Bassett, attended at the Police Station on Monday last to here the claim for pilotage of the *Fingal*, a large steamer of 550 tons register, which struck on Lundy Island and had been brought to Ilfracombe. Mr. Fox appeared

for the pilot (Thomas Vowles) and Mr. Barnett for Capt. Allen, master of the *Fingal*. Before the case was gone into, Mr. Vye said that the Bench thought it would be much better if the parties could come to a settlement between themselves. This, however, could not be done and the case, therefore, proceeded. Mr. Fox, in opening the case, said that the morning when the *Fingal* struck, his client was anchored in his boat in Lundy Roads and saw a boat, in which was the Captain of the *Fingal*, and three or four men rowing about, as they said, in search of a steam tug. The pilot then told them there was no tug lying there; the Captain then told him that his vessel was aground on Lundy; the pilot accompanied the Captain to the steamer and they got her off; he then agreed to take her to Cardiff for £10, believing that they could safely reach the place as he found the engine room was clear of water. He found, however, that when off Morte the water was coming in at the rate of three, four and five inches in a quarter of an hour, and then said that the only safe way would be to run the steamer into 'Combe. There was no agreement made as to running into Ilfracombe, the only agreement was that the Pilot was to have £10 for taking the vessel to Cardiff.

Thomas Vowles, Pill Pilot No.17, was called and said that he remembered Thursday, the 22nd instant: he was anchored at Lundy and saw a boat pulling from the north to the south of the island. He told his boy to get out the boat, and went to meet the other boat, which contained the Captain and three men. He (the pilot) asked the Captain where he came from; he said from his vessel which was ashore, and asked if there was any steam tugs about. Witness said that there were none; he then asked witness what he was, and said he had better get into the boat and see what could be done. He went aboard the steamer and went into the engine room, but found very little water there and told them to go ahead; they said they were afraid to move the engine because of the fan striking the rock. He saw the marks above the water where the steamer had bumped on the rocks before he went aboard, because her bow was heaved up. After they had got her off, the Captain asked witness what he would take the vessel to Cardiff for; he said £30; the Captain said he would not give a quarter of that. Witness then asked the Captain to give him Bristol pilotage, which amounted to £14. This sum he would not give, but offered £10, which witness accepted. Not a word was mentioned about Ilfracombe, that he would swear. When they were coming up Channel. the Captain

asked witness if he could not run the vessel in over the Bar, and witness said 'no'; the tide was low and they would all lose their lives. The vessel was making about 5 inches of water. The Bench: In how long ? Witness: A quarter of an hour, and one quarter as much as eight inches.

Examination continued: It was below Morte when he first thought they should not be able to reach Cardiff. When the Captain saw Woolacombe Sands he asked what sort of place that would be to run her in, and witness said that it "would be no place at all, could he (the Captain) not see how the sea was breaking on the beach?" The Captain told him to keep the ship well in so that they might be able to steam her ashore if needed. Witness brought the ship safely into Ilfracombe, and he did not think she would have reached this place if he had not had charge of her. He thought that, looking at the value of the vessel (£25,000 to £26,000) that £100 was but proper compensation for the risk he ran in bringing the steamer to Ilfracombe.

Cross-examined by Mr. Barnett: If your services were worth £100, why were you willing to take £16 when it was offered you? - I would have taken it on condition that it should be part payment (Mr. Barnett said the witness offered to take £16 in ready money).

Mr. Fox thought it was only right to say that a telegram had been received from the chairman of the Pilot's association, saying that £16 was not half enough.

Thomas Allen was called and examined by Mr. Barnett; said he was Captain of the *Fingal*, and on the 22nd his vessel went ashore on the south end of Lundy. In answer to the Bench, witness said the steamer went ashore through thick weather.

Witness: the pilot offered to take £30, but as the owner wishes the Court to make the award they proceeded to do so on the evidence given.

The Court was cleared to deliberate, and on the re-admission of the chairman (N. Vye, Esq.,) said they had considered the case and thought that it was one of the ordinary pilotage; the pilot ran some risk, but £100 was altogether too large a sum. They therefore thought that they would be doing fairly by awarding the pilot £20 and his expenses, which were not to exceed two guineas.

THE "FINGAL"- The owner of the *Fingal* (T. Casey, Esq.) arrived in Ilfracombe on Friday night last

week and, in conjunction with Mr. R. Huxtable (Lloyds Agent) made a survey of the steamer on Saturday.

It was found that several rivets had been displaced by her striking on Lundy, and the plates on her bow had been much bruised. The accident, according to the Captain's statement, occurred at about 4 o'clock on Thursday morning, January 22nd, during thick weather. The steamer remained some time on the rocks.

Since the vessel has been in harbour the pumps have been kept working at frequent intervals, and on Sunday the damage she had sustained was partially repaired. Now it has been decided to unship her cargo of steam coal into the Ilfracombe fleet for conveyance to Cardiff; the reason for this being probably the Insurance Company would not be responsible for the cargo crossing to Cardiff in the present state of the steamer. The vessel is going over to Bristol to be thoroughly repaired. She is a fine vessel of 1,000 tons burthen, 250 feet long, and carrying a crew of 23 all told. She was running "dead slow" when she fouled Lundy, or probably she would have been completely wrecked.

LETTER TO THE EDITOR

From Barry Chinchen

Congratulations on the superb first issue of *THE NEW PUFFIN JOURNAL*. I was particularly interested in the article about the possibility of further printings of the first definitives in 1951. If this was so, who arranged for reprints? Mr. Gade did not mention reprints, and I doubt if Mr. Harman or his Office would have bothered. The stamp business from Lundy would not have required more of the higher values which were seldom, if ever, used for genuine postal purposes. Philatelic sales must have been very small as there were still two or three sheets of each of the 1929-1939 overprints of the three higher values in stock until the 1970's.

I do not think that the Coronation Issues were overprints in the true sense. If you have handled sheets of the 1929-1930 issues you will know that the sheets have a tendency to curl and would have to be overprinted sheet at a time to avoid misplacement. In my opinion the stamps were reprinted and the 'overprint' added at the time of printing.

If the 1930 stamps were reprinted one would expect a paper or gum variation (shades of ink are not conclusive evidence as machines require re-inking during a print run). It is possible that Mr. Medawar had some involvement with the stamps as early as 1951. This could explain the reprints, but these would not have been made merely to add to the stocks on Lundy, so what happened to them? I have never seen the 1930 stamps on offer wholesale as the 1953-1962 stamps were. If the provenance of the sheets illustrated is beyond dispute, then it appears that reprints were made. Do any of the order books of Bradbury Wilkinson survive? No mention has been made of the investigation of the other numbers on the sheets which could be order numbers.

Barry Chinchen (Eastleigh).

Editor's note - Barry's observations throw into doubt the theory that there were in fact post-war reprints of the 1930 and 1939 definitives. His observations that the 1953 Coronation stamps were not overprints of the original stamps makes sense. The Printing Dates in manuscript in the margin of those sheets of Coronation stamps exhibited by Michael Bale at the November '96 Club Meeting (referred to as 'Registered Sheets' by Michael) pose an interesting query - they are dated 23/6/53 which was three weeks after the stamps were issued! Michael is due to give a Display of the Sheets of the 1929/30/39 definitives and the 1953 Coronation stamps at the forthcoming Club Meeting at Bideford, by which time he will no doubt have sorted everything out!

FILM REVIEW - 'LUNDY ISLE OF PUFFINS'

By Haven Thomas

'Lundy Isle of Puffins' is a video compiled from 16mm colour film taken during the summers of 1954 and 1955, by Gordon Coward when he visited the island with his wife Louisa. The film colour quality is very good for the age of the footage. There is an accompanying soundtrack with music and an interesting narrative, which is informative without being intrusive.

The video begins in the summer of 1954 with the Cowards flying out of Wrafton Airfield in an Auster aircraft. Along their route they flew over Braunton, Croyde Bay, Saunton, the Taw and Torridge estuaries, Clovelly and Hartland before striking out over the sea to Lundy, passing over the spot where Maurice Looker crashed into the sea in August 1955. As it was such a beautiful clear cloudless day, the plane flew around the circumference of the island, giving a wonderful view of Lundy's rugged coastline before landing on the grass strip marked by white stones.

Once on the ground our first glimpse of Lundy is of St. Helena's church, Millcombe House, Manor Farm, The Marisco Tavern and the South Light. A wonderful moment in time is captured as we see Sammy Johns, Vince Squire and Frank Cannon accompanied by the '40 Guinea Dog' going down with tractor and trailer to meet the 'Cardiff Queen' with her cargo of day-trippers. I am intrigued to know why the '40 Guinea Dog' was so named! Our next glimpse of everyday life on Lundy is of Mary Gade riding her horse "Nimbus", rounding-up sheep at Manor Farm.

The remaining three quarters of the video is presented as a delightful stroll around the island with a well informed guide. From the Old Light we head on past the Quarter and Halfway walls into Middle Park, where we see ponies, fallow and sika deer, a flock of soay sheep and wild goats. Passing the Rattles along the south coast we come to the Devil's Lime Kiln. Along the South Western Sidings we see the nesting site of Manx sheerwaters. Pondsbury, the largest area of water on Lundy, comes into view and we follow a stream down to Jenny's Cove where there is a colony of petrels.

At Battery Point there is the smaller colony of nesting puffins, who shuffle around, making their strange grunting cry like little old men. Along the eastern side of Lundy we come to the Logan Stone and Knight Templar Rock. Taking us up to V.C. Quarry where there is a memorial tablet to John Pennington Harman who received a posthumous V.C. for his brave efforts at the battle of Kohima in April 1944. From the North Light we descend to Kittiwake Gully and on to Puffin Gully, with the largest colony of nesting puffins on the island, and many more delightful shots of the puffins. Our last view of Lundy is of the grey seals sunning themselves in the setting sun over Gannet's Bay.

I feel that whether you are interested in wild life, flora and fauna, postal history or just enjoy eavesdropping on the past you will find something of interest in this personal record of Lundy Island.

You can obtain this 45 minute video film from :- Marisco Productions, Marisco, Saunton, North Devon, EX33 1LG.

ISLAND FARMER K.O.'D BY RAM

Just before Christmas, Lundy's resident farmer, James Jenner sustained a broken leg when attacked by a ram, whilst he was sorting out ewes from the rams, in preparation for the lambing season. Nobody on the Island is entirely sure what made the Suffolk-Welsh ram "see red" but it is likely that the 'Casanova' took exception to being separated from the object of his desire by Mr. Jenner! Lundy's administrator, Reg Lo-Vel remarked: "This shows that rams can be every bit as dangerous as bulls in certain circumstances. The Island has about 600 sheep with the main lambing season due in March.

Mr. Jenner, who has been farming all his life, was airlifted by an RAF helicopter from Chivenor, to North Devon District Hospital in Barnstaple. There, his leg was put in plaster, but this was due to be removed after a couple of days so that pins could be put in the fractures to repair them.

In paying tribute to the RAF helicopter crew, Reg Lo-Vel said: "Once again we are very grateful to the Chivenor helicopters - they are always there when we need them".

COMMENT

Congratulations on the superb first Issue of "THE NEW PUFFIN JOURNAL"
- *Barry Chinchen, Eastleigh.*

"THE NEW PUFFIN JOURNAL" is a fine publication which I am sure will receive general acclaim, and on which you are to be congratulated.
- *E.L. Horsham.*

Thank you for an excellent first N.P.J. - just the right mix and balance
- *Mrs. D.D.K. Marlborough*

My congratulations to you on an excellent magazine which I hope will revive the interests in Lundy Collecting. - *W.J.F.L. Barnstaple.*

"THE NEW PUFFIN JOURNAL" looks very good indeed, and if you can carry on with this standard, both the Editor and the Club should be very proud of the effort. - *R.H. Coventry.*

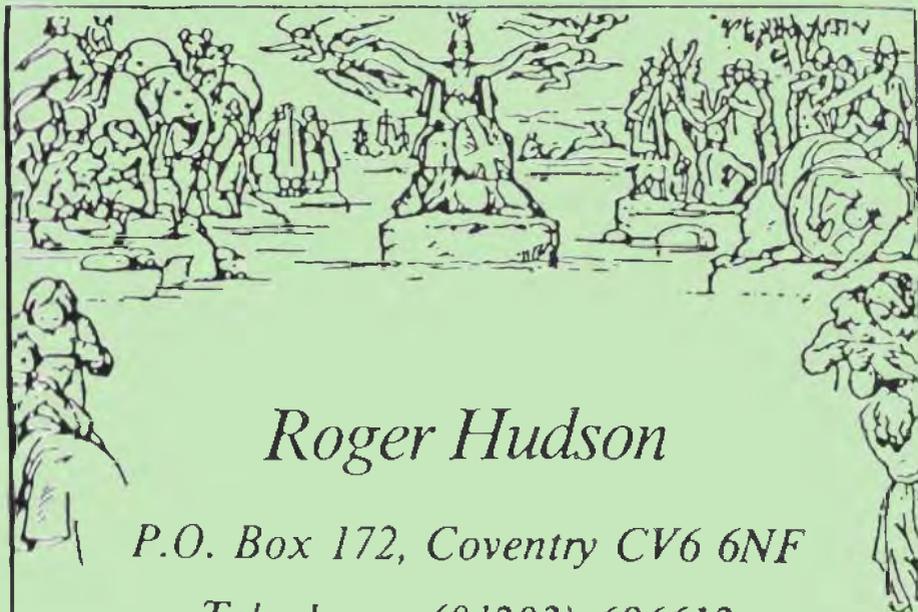
May I congratulate the Editor and all the contributors for a very informative and enjoyable "read". - *K.L. Nottingham.*

It was a great pleasure to me and also to my wife reading the "JOURNAL", (much easier than reading the LCCPQ!). You are on the right way to follow "PUFFIN JOURNAL" - congratulations! - *J.S. Hamburg, Germany.*

LUNDY QUIZ

ANSWERS

- Q.1. 1834 Q.2. 1836 Q.3. 3 Baths, 5 Toilets Q.4. 1,000
Q.5. Roll 3, 01001 - 01500 Q.6. 8
Q.7. (Left) The Passover. (Right) The Scapegoat in the Wilderness
Q.8. 1976 Q.9. 10 Q.10. J. Sanders of Southampton
Q.11. 1965 Q.12. Donald Heysman
Q.13. Hartland Quay Hotel Q.14. May 1947
Q.15. 9 Q.16. 88 years old, 28th October 1978
Q.17. Donald Peyton Jones
Q.18. David & Charles (1st & 2nd) Alan Sutton (3rd)
Q.19. LUNDY Hopes You Have Enjoyed Your Visit Thank You
Q.20. The Hon. Barry N.D.Chinchen
Q.21. 1971 AND 1985



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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 Summer 97 Meeting of the UK Chapter of the Lundy Collectors Club will take place on Sunday 20th July 1997, at the Kingsley Room, Royal Hotel, Barnstaple Street, Bideford, North Devon. This will be an all-day Meeting, and will include an optional lunch at the Hotel. The programme will be as follows -

10.30a m	Bourse opens
11.30	Major display by Michael Bale
12.30 - 2.15p.m.	Optional Lunch at the Hotel
2.00 - 3.00	Club Auction lots on view
2.30	Presentation of the <i>Stanley Newman Trophy</i> to Miss Sharon Read, winner of the Club Competition held at our Wembley Meeting on 26th April 1997
3.00	Club Auction (Auctioneer - Mike Thompson)
4.00 (approx)	Further Displays - subject - Lundy Postcards
5.30	Bourse closes

The optional lunch at the Hotel (reputed to be excellent) is reasonably priced as follows:-

Choice of Starters	£1 75
Main Course - Choice of hot and cold dishes including 2 Carvery Roasts	£5 75
Choice of Deserts	£2 25
All Three Courses	£8 50

In order that the Hotel can provide sufficient accommodation for the Meeting, and cater for all those wishing to have lunch, we would request all those proposing to attend, to complete and return the Meeting Attendance Form enclosed with the *'JOURNAL'*.

