

The New Puffin Journal



AUTUMN 1997

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The New Puffin Journal



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YOUR FREE GIFT

Thanks to Jon Aitchison, we attach one of his famous 'LUNDY PENNY BLACKS'. His 'LUNDY TWO PENCE BLUE' will be in the next issue, and his other QV 'LUNDY' stamps will follow. In due course you will have the complete set!



Jilly Lo-Vel

On 4th September, in the North Devon General Hospital in Barnstaple, Jilly Lo-Vel, wife of Reg and mother of Jenny and Lucy and daughter of Joan and John Dyke passed away. She had been ill for some time but until recently had been able to spend most of her time with her family and friends at home on Lundy. The funeral service on 11th September, was held in St. Helena's church, Abbotsham and conducted by Bill Blakey the priest in charge of Lundy.

Jilly and Reg have been working continuously on Lundy now for about eight years but both have been associated with the island almost since birth. Jilly spent her childhood on Lundy with her parents and anyone who has been coming to Lundy regularly during the past thirty years is almost certain to have known her. She was in charge of the cottages latterly but over the years has turned her hand willingly and cheerfully to whatever Lundy required of her.

She was indeed a cheerful and happy person. Meeting her at coffee in the tavern on Lundy or in the shop was always one of the brightest moments of the day. She was a wonderful mother, an immense support to her husband and will be deeply missed by everyone. She has created a space on the island and in the hearts of each one of us that will not be filled.

R.E.A.

EDITORIAL

As I was putting the 'finishing touches' to this issue of the '*JOURNAL*' I received a phone call from Roger Allen telling me of the sad news of the passing of Jilly, wife of Lundy's Agent Reg Lo-Vel. I asked Roger if he would kindly pen a few words of tribute, and his touching Obituary is printed opposite - many thanks Roger. I am certain that all members of the LCC will join me in sending our heartfelt sympathies to Reg, John and Joan Dyke, and to all the family.

With the help of my Assistant Editor James Thomas, the Summer '97 issue of the '*JOURNAL*' in the opinion of many Club members, even surpassed the standard we achieved in our first (Spring '97) issue. It is gratifying to note that at the time of writing this Editorial, our circulation is approaching the 150 mark, which is no doubt due to the successful "mix" of philatelic and non-philatelic articles submitted by our contributors. Many thanks to all concerned.

Thanks too to James Thomas for preparing the Reports of the all-day Summer Meeting at the Royal Hotel in Bideford on 20th July which was a resounding success. I was so pleased to be able to welcome the two daughters of the late Martin Coles Harman - Mrs. Ruth Harman-Jones, and Mrs. Diana Keast, as well as our dear friend John Dyke. We were also delighted to meet up with the five U.S.A. members of the LCC who had just returned from spending the previous week on Lundy.

Our next Club Meeting on Saturday 29th November at the British Philatelic Centre in London, will mark the first Anniversary of the UK Chapter of the LCC. This has indeed been an eventful year during which we have held three successful Club Meetings, published the first three issues of the '*JOURNAL*', and seen the launch of our regular Club Auctions. My sincere thanks to the small band of LCC enthusiasts who have made this possible.

R.A. Butler, the renowned politician once said "An Editorial should be like a lady's dress - long enough to cover the subject and short enough to be interesting!". Who am I dear reader to argue with these words of wisdom?

S.A.N. 10/97

MEETING REPORT

The Summer 1997 Meeting of the U.K. Chapter of the Lundy Collectors Club was held on Sunday 20th July 1997, at The Royal Hotel, Bideford, North Devon. The timber panelled room overlooking the river Torridge and the berth of the m.s.Oldenbug provided a most suitable location. Among the thirty-five members present were several who have over the years been deeply associated with Lundy. Diana Keast and her sister Ruth Harman Jones recollected the days when they as young ladies helped their father Martin Coles Harman to cancel the mail. John and Joan Dyke also had many stories to tell about life on Lundy at the former Lloyds signal station and their son-in-law Reg Lo-Vel (the current Agent on the island) made many references of how life on Lundy is today. However, the most travelled members were the six visitors from America. After spending a week on the island, Duane Larson and George Fabian who are now very well known on Lundy, were this year accompanied by Jim Czyl, Rich Drew, David Kols and Mike André. Tom Baker kindly provided an A4 size souvenir colour map of Lundy which was on sale for £1.00 each. He also generously donated to all members present a selection of modern covers.

The all-day meeting opened at 10.30a.m. with a well supported bourse which lasted throughout the day. Amongst the philatelic tables were two stalls selling Lundy related water-colours. John Dyke had a small selection of his work for sale and Exeter artist Dora Lowe had for sale a selection of beautiful water-colours of Lundy scenes.

At 11.30a.m. Michael Bale and Duane Larson presented two very different displays (see display report for details) which took the meeting up to lunch, partaken by nearly all of us.

Viewing of the club auction lots started at 2.00p.m. and just before the start of the auction at 3.00p.m. (see auction report), Sharon Read was presented with the *Stanley Newman Trophy* as the winner of the



Sharon Read receiving the *Stanley Newman Trophy* from Roger Allen.

club competition held at the last meeting in April.

To finish the day Roger Allen made a presentation of postcards relating to the Heaven family on Lundy. Roger started with pictures of The Revd. Hudson Grosett Heaven at the head of Millcombe Valley and a group picture of William Hudson Heaven's four children. The majority of the pictures showed the buildings on the island during the Heaven period and ended with several pictures of H.M.S. Montagu wrecked on the island. The talk was accompanied by a bound, signed and numbered set of notes and photocopies of the postcards, which was issued to each member present. This is surely bound to become an eagerly sought-after collectors item.

MEETING DISPLAYS

The first display was presented by **DUANE LARSON** who showed a new set of bogus Lundy material prepared by Gerald King. The material, printed black on white, mainly adapted older British stamps by adding Lundy insignia. Duane expressed that the labels cannot be used for Lundy postage but thought it a fun thing to have in ones collection.

MICHAEL BALE continued trying to prove his theory that there were two separate printings of the 1930 and 1939 definitives. This time he presented some very rare items of the 1953 Coronation issue and hypothesised whether the stamps were infact overprinted or new printings. Amongst the material on display were blocks of the original first issue fixed to printers file cards and showing the various overprint colour proposals, and a black and white printed sheet of roulette trials.

One very attractive item was a Bradbury Wilkinson printers card initialled by the printer and dated 23-4-53. It showed four Coronation stamps with different colour overprints. Also, the year was abbreviated to '53' and the printer stated "approved subject to date reading 2-6-1953"

Michael still has a lot of work to do sorting through the recently acquired 'William Rowcroft' collection and I am sure that when he completes this task he will be in a better position to give us a more conclusive answer of the number of printings of this issue.

AUCTION REPORT

Our first Club auction was held at the Summer '97 meeting at Bideford when over 30 members attending the meeting participated in the auction. Our Club auctioneer, Mike Thompson, received a large number of postal bids which when added to the bidding from the room made for an interesting and lively auction.

The proceedings started with four late lots, three of which were donated to club funds - a print of Lundy, a piece of Lundy rock and a House of Questa label all sold for approximately the estimates. However, a set of original artwork for the 1997 St. Helena issue which was donated and signed by John Dyke was estimated at £25.00 and finally realised £40.00 - the proceeds being donated to the Landmark Trust. Of the 149 lots in the catalogue 87 lots were sold with the greatest majority exceeding the estimates. One item that attracted a lot of interest was a 1938 Air-Overprinted L.A.C.A.L. Issue, N18, used with part "Air Post" Da cancel, which was estimated at £24.00 and finally sold for £46.00.

In due course, Roger Cichorz will no doubt be writing a full analysis of the Auction in his column "*Lundy At Auction*" in the 'Lundy Collectors Club Philatelic Quarterly'.

Enclosed with this issue of the '*Journal*' you will find the catalogue for our next Club Auction to be held at the British Philatelic Centre, Charterhouse Street, London, the venue of our Autumn Meeting on Saturday 29th November. As with our first Auction, our Auction Secretary, Mike Thompson has done a fine job of preparing the excellent catalogue in very little time, and deserves the support of all Club Members. Those unable to attend the Room Auction can submit their bids by post, using the bid-form on the back of the catalogue which should be sent to Mike no later than Saturday 22nd November 1997.

As the U.K. Chapter of the Club needs only the minimum income to cover the Auction costs, we charge only a very small Vendors commission of 10% on Auction realisations. We hope to hold our next Auction at our Spring '98 Meeting in London, so Club members are urged to send any surplus Lundy material to Mike as soon as possible, but in any event not later than mid-January '98. His address is on the Auction Catalogue.

Auction lots can comprise Lundy stamps, Postal History, postcards, literature and ephemera, but should have a minimum value of £4.00 and the more common 1953-1962 stamp issues should be avoided as they are already in most members collections.

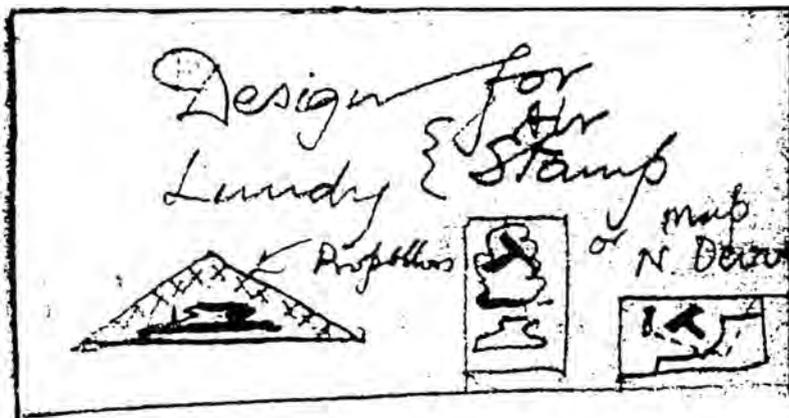
LUNDY STAMPS THAT NEVER WERE

In the Winter '83 issue of our predecessor "*THE PUFFIN JOURNAL*" the late Tony Langham described some material he had discovered from some notes dated 1936, of the late Professor A.T.J. Dollar. Attached to these notes was a page of three pen-and-ink sketches for a 1p Airmail stamp, illustrated below:-



The designs show respectively - an Eagle on a rock - a single-engined plane approaching Lundy from the East - a twin-engined plane approaching Lundy from the south.

Also attached to the notes was a card showing (somewhat crudely!) three designs in pencil (shown below). These show firstly a triangular "stamp" (pre-dating Lundy's triangular issues by nearly 20 years!) depicting Lundy as seen from the south with an upper border of propellers. The second design was rectangular, depicting a plane in front of a cloud over the Island. The third also rectangular, depicted Lundy and the North Devon Coast, with an aircraft between - (*did this inspire the design for the 1936 'Large Map' issue of the Atlantic Coast Air Services?*)



Tony never stated whether these essays were commissioned by Mr. Harman, or by Bob Boyd of A.C.A.S. One would guess that it was probably the latter.

THE 1997 CENTENARY ISSUES

by Roger Allen

While on Lundy in July, attending one of Ann Westcott's 'Sketching breaks' in Millcombe, I was able to see the original artwork for the centenary stamp issues for St. Helena's Church and the North and South Lighthouses. The original impulse for these issues came from Reg LoVell in discussion with Norman Hunter. Reg, as a collector and historian of Lundy was very aware of the two important dates in the island's history and did not want them to go unmarked. The Landmark Trust were very co-operative and willing to go ahead with the plans.

John Dyke was of course the artist but the layout and the design subjects were almost entirely Reg's ideas and they have by popular opinion, turned out to be very attractive and successful issues. The artistry and draftsmanship in these stamps exceeds anything that John has given us in the Lundy stamps in the past. The stained glass window effect in the Rose window stamp is particularly effective.

There was also some input from Lasse Liwendahl, who suggested that there should be three stamps in the church set and not just two. The first idea was to have the Rose window stamp plus one other. He also rearranged the values from the original designs.

The huge input into these stamp issues from Reg LoVell at this time when he has all the responsibilities of the island to contend with and the superb artistry and skills of John Dyke have proved a very effective partnership. The larger part of the information in these notes has been gleaned from Reg over a period of time.

100th Anniversary of the Consecration of St. Helena's Church. Date of Issue 7th June 1997.

25 puffins. Exterior view of the church, looking North West. Blue Summer afternoon skies.

This view was originally denominated 31 puffins, the value for Europe Non EEC, but at Lasse Liwendahl's suggestion, it was given the second class value in the issued set. Although John Dyke was asked to include no sheep and no flying birds in the designs, it will be seen that somehow three sheep have crept into the foreground. In his drawing, the Chancel window is complete but as we all know, the top 1/3 of this window has been cemented up in a very uncompromising way after storm damage about twenty years ago.

The Old Light, Old Light Cottage (once outside toilets) and Stonecroft can be seen on the horizon. The leaf and berry design that borders the three stamps of the Church issue was chosen by Reg from a piece of Victoriana in his collection.

37 puffins. The central roundel from the Rose window at the tower end of the church.

This is the jewel of the set, from the point of view of originality of design at least. It was first designated for the 25 puffin second class value which would have ensured that it had the greatest use. It is hard to see the reasoning for the change.

The subject of the stained glass window is the baptism of Christ by John the Baptist in the River Jordan, with the Holy Spirit descending on Christ in the form of a dove. Not included in the stamp design are the eight small roundels ranged in a circle round this central pane; the nine glass panes forming the whole Rose window. Seven of these eight small panes contain angels praising the Lord and the eighth pane immediately above the head of Christ in the central scene, is the Pascal Lamb. (This information sounds rather like the answer to a Lundy Quiz !!) The Latin tag above the heads of Christ and the Baptist reads 'Ecce Agnus Dei' Behold the Lamb of God.

The drawing is an exact reproduction of the stained glass window, using a coloured photograph taken by Reg from scaffolding set up at the back of the church specially for this purpose.

76 puffins. Exterior view of the church from the South Westerly direction at sunset.

This somewhat high value is not just a philatelic catch, it is designated for mail to the Post Office Zone 2, which includes the Americas. The original artwork indicates a value of 39 puffins but with the 37 puffin stamp already in the set, it was reasonably felt that a face value set at a greater distance from that stamp was required.

Those same three sheep are still there in this design, up against the wall.

Specifications.

Printing quantities:- 15,000 of each value. Printed by the House of Questa, London.
Stamp sizes (edge of design to edge of design) 41mm x 24mm. Perforation size 14.

Sheet format 5 x 4 = 20. The tiny Puffin and the Questa Logo appear at both sides of the sheet against the middle two rows. The plate number appears in the top left margin. The imprint 'The House of Questa' appears centrally in the bottom margin. The perforations appear to run on into the margins on all 4 sides.

The First Day Cover has the design, also by John Dyke, of the high relief carving of St. Helena bearing a cross, which is set into a niche in the wall of the church just above the main entrance. St. Helena (246 to 328 AD) was the daughter of King Coilius (Coel) of Colchester (Old King Cole) and she married Constantius, a Roman officer serving in Britain. She subsequently became the Empress Helena, mother of Constantine the Great. She is always represented with a cross, as in the carving in the niche in the church. Butler tells us that this is in memory of the "knotty cross which she discovered between four crowns". Her Saint's day is 18th August, the day she died.

FDCs bear the handstamp date of 7th June but the meter machine date is the 9th June 1997.

Presentation Packs, in blue and in the standard Lundy design, have a short history of the church on the reverse, plus basic stamp issue, design and printing details.

Prices

Mint and CTO sets £1.38 (Blocks and sheets pro rata). FDC £1.85. Presentation Pack £1.85.

100th Anniversary of the Inauguration of the North and South Lights. Date of Issue 21st June 1997.

The first idea for the design of these stamps came from Norman Hunter, who said he wanted to see a map of Lundy on a stamp. In fact a simplified map of the island does form the central design of these new stamps. It is not however the first time that a map of Lundy has featured on a stamp. The two puffin value from the 1st January 1954 'Silver Jubilee' of the first Lundy stamps issue, also included an outline map of the island.

The concept of stretching the design over two stamps was entirely Reg's idea and was unashamedly in the hope that day trippers and visitors would purchase the two stamps instead of just one to place on their postcards and correspondence. On the 21st June 1996, (exactly one year before !!) the Summer Islands produced a miniature sheet of six stamps, across all of which was spread a map of the whole Summer Islands archipelago. This sheet was incidentally also printed by the House of Questa. Whether Reg or Norman had seen these Summer Island stamps and had been subconsciously influenced by them is unknown.

The original artwork belongs to the Landmark Trust and will be deposited in the British Library. It extends over several early drafts and versions and there are some very obvious differences between the early artwork and the final stamps as issued. The North Light is drawn in one of its previous appearances. There appears to be no fog horns or other apparatus on either of the roofs.

Trinity House Coat of Arms. John Dyke's first thought on this part of the design was to present just the central shield in black and white, with no helmet and crest above and no floral surrounds. These were added and the coat of arms coloured at Reg Lovell's request.

Roof Surfaces of the two Lighthouses. These were originally drawn by John with a brown tiled effect, until Reg pointed out that they are not tiled but are coloured white, as they appear on the stamps.

Blue bordering. As well as the blue edging around the map of the island to represent the sea, John originally placed a blue border four square around the stamp. This was dropped in the final design.

Rat Island. This was originally drawn by John as 'Rat I.' but expanded on the final draft.

Dot representing Castle. Just to the left of the South Light on the map is a tiny dot representing the castle. On the original drawings, this dot was omitted. Small as it is in the design, it is very significant.

Inscriptions. All the main inscriptions on the stamps have been boldened since John's original artwork. This was found necessary when the drafts were first minilaturised.

Specifications.

Printing Quantities: 7,500 pairs of each value. Printed by the House of Questa, London.
Stamp size (mid perforation to mid-perforation) 44.5 mm x 28.5 mm. Perforation 14.

Sheet format 5 x 4 = 20 i.e. 20 pairs per sheet. Other sheet format specifications are the same as for the St. Helena's Church issue.

The First Day Cover bears the design of the Old Light drawn by John Dyke. This is a very appropriate subject, as together with the stamps on the FDC, the design makes up the 'set' of the three lighthouses on the island. Lundy must surely be the only small island in the world to sport three lighthouses !! It was of course only as a result of the ineffectiveness of the Old Light that the North and South Lights were ever built.

The FDCs bear the handstamp date of 21st June 1997 but the meter mark date is 23rd June 1997, the date of the next Oldenburg sailing.

Presentation packs in the standard Lundy format and design, are coloured green and, like the Church Pack, have some basic historic facts together with printing, issue and design details on the reverse.

Prices

Mint and CTO sets £1.66 (Blocks and sheets pro rata). FDC £2.15. Presentation Pack £2.15.



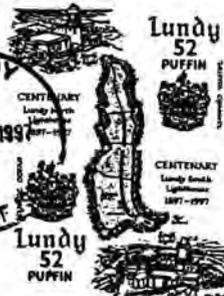
FIRST DAY COVER



FIRST DAY COVER



Lundy Old Light



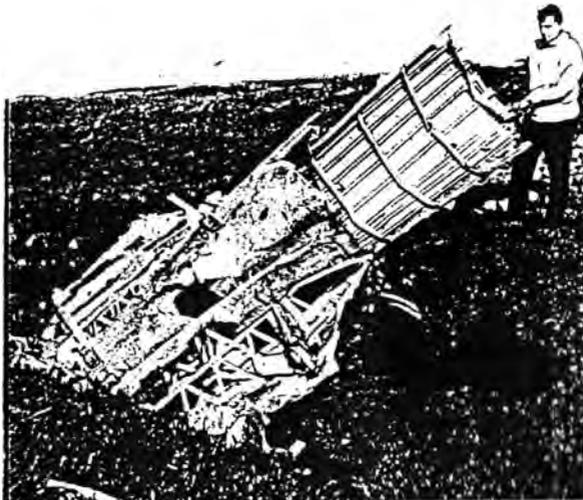
LUNDY'S UNINVITED GUESTS

Editor's Note -

Much of the information contained in this article is based on Felix Gade's "My Life on Lundy", a third edition of which was published during August 1997. For full details, readers should write to the publisher, Mrs. Myrtle Ternstrom, "Whistling Down", Sandy Lane Road, Cheltenham, GL53 9DE, England.

When Adolf Hitler unleashed his bombers on British cities during WW2, their target was our main Industrial Centres and Ports. Unless one of his 'obergruppenfuhrers' had succeeded in convincing him that Lundy possessed an underground submarine base or major hidden fortifications, there seemed little reason for his bombers to have any connection whatsoever with our Island. Yet in the space of only one month two of Germany's Heinkel 111 bombers were to crash on Lundy.

The first uninvited guest arrived early in March 1941 at about tea time, flying low over the Church, and crashed near the 'Halfway Wall'. All five German airmen survived the crash, and one of them who had worked in London prior to the war and speaking perfect English, explained that they had made a forced landing through mechanical trouble. During much of the wartime era, a small detachment of Royal Navy personnel were stationed in the Old Light, and Naval ratings who had heard the aircraft in trouble, rushed to the scene of the crash and took the airmen prisoners. They subsequently marched them down to the Landing Beach, and embarked them on the 'm.v. Lerina' to be returned to the mainland as Prisoners of War.



The wreck of the German aeroplane

The second incident occurred just a few weeks later on April 1st, when another Heinkel 111 crashed near the West coast cliff-edge, burst into flames which trapped and killed the pilot and co-pilot. Three German airmen survived, one seriously injured. In his book "My Life on Lundy", Felix Gade recalls how he raced to the crash together with the crew of the fishing vessel "Kestrel", which had been attacked by a German bomber only a few days earlier and washed up on Lundy. When they reached the burning aircraft they found that once again Naval ratings from the Old Light were already there, and the injured airman was screaming "Hospital - Doctor - Hospital". Mr. Gade asked the R.N. ratings to take off one of the gates in the Quarter Wall to use as a stretcher, but the combined weight of the gate and the injured man proved too heavy to carry him to the cliff top, so Mr. Gade took off his heavy overcoat, placed the injured airman on it, and with the aid of the ratings and one of the uninjured airmen carried him to the cliff top, where a horse and cart was waiting to take the injured airman to the Old Light.

The crew of the "*Kestrel*" whose mate had been mortally wounded when their trawler was shot up by a German bomber, noticed that the Heinkel's rudder had four ships painted on it, and automatically assumed that this was the very plane which had attacked them. Felix Gade firmly believed that had it not been for the presence of the R.N. ratings and himself, the three surviving German airmen would have perished.

The following day the surviving three airmen were taken down to the '*Lerina*' and embarked for Appledore, where news of the bombers crash on Lundy had drawn a very large crowd of angry locals on the quayside. Fearing for the safety of the airmen, the Naval C.O. at Appledore ordered the '*Lerina*' to proceed upstream to Bidna Wharf to discharge the prisoners, but the angry population anticipated this, and hurried there to seek their "revenge". The '*Lerina*' was therefore ordered to remain mid-stream and await further orders. It was only after the R.A.F. provided a strong escort, that the airmen were safely disembarked, the injured man being taken to Bideford General Hospital, subsequently recovering from his injury.

Regrettably there was to be a further aircraft crash in 1941 on Lundy, when a British Whitley bomber from RAF Chivenor, returning from a sortie over the Bay of Biscay in search of German submarines, crashed in thick fog on Lundy's West Coast, near Goat Island. The plane fell down the cliff-face crashing onto the rocks below, except for the tail (containing the rear gunner) which was lodged between rocks at the cliff top. Unfortunately the complete crew of five airmen perished.

Subsequently the RAF removed the remains of the wreckage of the Whitley, but no attempt was made to remove the wreckage of the first Heinkel 111 crash, some of which still remains on Lundy. This has provided "souvenirs" for two or three generations of Lundy's visitors.

THE BARRY CHINCHEN CATALOGUES

By Roger E. Allen

The stamps of our island have figured in many catalogues and listings over the years, some exclusive to Lundy and others containing Lundy sections. Details of all these works could form the subject for future studies for this journal. In this short article however, we are concentrating on the productions of Barry N.D. Chinchin, probably the foremost of all Lundy collectors.

Everyone who collects Lundy material has heard of the Catalogue of Lundy Stamps produced by Barry Chinchin. This was the first major work of its kind and remains an important reference book today. Stanley Newman has expanded and evolved the listing of Lundy stamps in his now definitive catalogue but even he based his numbering system on the Chinchin catalogue. Barry's catalogue was first produced in 1969 and initially consisted of 57 pages which took the book up to the 50th Anniversary set of November 1969. Subsequently to that year, many extra pages were produced which carried the book up to at least page 78 to include details of the 1982 definitives.

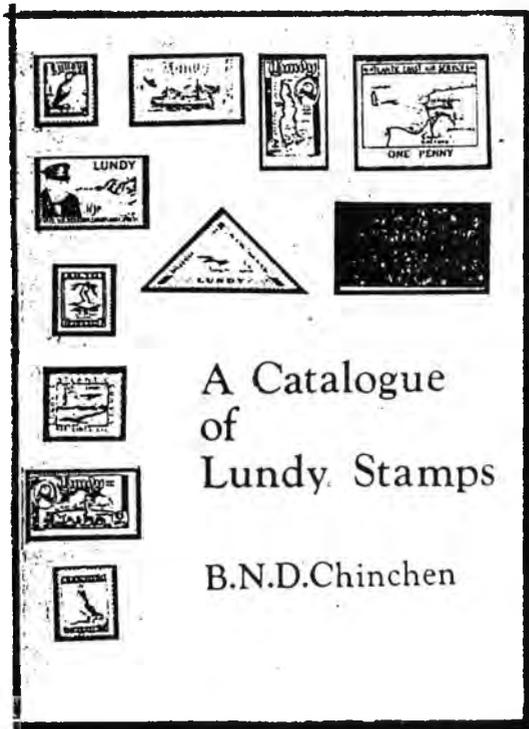


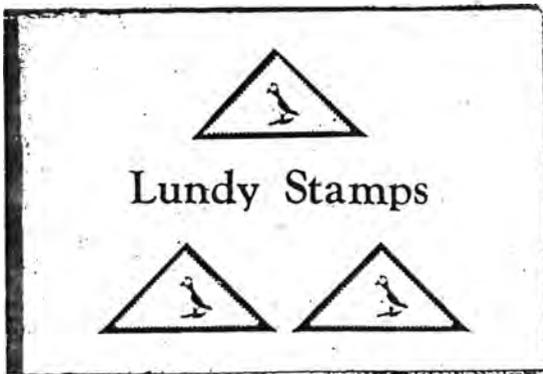
Illustration (reduced) of the cover of Barry Chinchin's original 1969 catalogue - now a scarce collector's item.

(Editor's note - one is included in the current Club Auction on 29/11/97 - see lot 174)

What is not generally known, is that Barry produced two versions of a miniature and simplified catalogue. The first version, produced in 1969, was a simple listing of the stamps of Lundy from the first 1929 issue up to once again, the 40th Anniversary of the Lundy Posts issue of November 1969. There were just twenty pages in all. This was produced for new collectors but was in fact never distributed and only about twenty copies were ever produced. Except for the front page (illustrated), which showed blank triangular shapes with a red puffin centre, the whole booklet was produced in black by an early photocopying process.

The second miniature catalogue was entitled "An Illustrated List of Lundy Stamps" and was produced in 1974, consisting of 32 pages, taking the booklet up to the 1974 definitives. Extra pages were gradually added, bringing the book up to date to 1985. At least fifty copies of this version were produced. They were not for sale but were handed out to collectors and dealers as required. A copy was sent to the Landmark Trust for their information. Once again we illustrate the front page. The booklet was produced by the same photocopying process as the first, but in black only.

These little listings are very hard to find today, particularly the first item, and although they tell us nothing of practical value that cannot now be obtained in the main catalogues, they indicate to us how the early collecting of Lundy material began in a very simple way. As interest in the subject evolved, Barry quickly had to produce his major work to satisfy the more sophisticated public need and so we progress on to the highly complicated and specialised catalogues that we possess today..



Above:- Cover of the 1st version of the scarce Miniature simplified Chinchon catalogue (1969)

Right:- Cover of the 2nd version of the scarce Miniature simplified Chinchon catalogue (1974)



FROM BYEGONE DAYS - 1

Extract from *Ilfracombe Gazette & Observer* date: SAT 16 SEPT 1898

Wednesday was a red-letter day on lonely Lundy—lovely Lundy, perhaps would be more applicable now in the summer—when the first steam-boat beyond the *Brighton*, landed her human freight on the island. It proved ideal weather for the *Britannia's* maiden cruise to *Heaven*, and everybody on board enjoyed themselves immensely, the Channel being too smooth to provoke a very unpleasant acquaintance with its depths.

Extract from *Ilfracombe Chronicle & N. Devon News* date SAT 19 AUG 1922

THE CLAIMS OF LUNDY.

IDEAL PLACE FOR ATTRACTIVE HOLIDAY.

Lundy has come in for a good deal of prominence lately, and the induction last week of its first rector for 567 years aroused the interest of people all over the country in this romantic island situated at the entrance to the Bristol Channel off the North Devon coast. Ornithologists, of course have long known Lundy by reason of its being the breeding-place of many of our rarer birds, and others have discovered its unique charms as a holiday place.

The latter will be particularly interested in the improvement made through the initiative of the lessee, Mr. O. Herbert May, in the provision of the Royal Mail motor yacht *Lerina*, certificated by the Board of Trade to carry some 80 odd passengers over the Bar, and a considerably larger number on shorter trips. The *Lerina*, which also takes the mails to Lundy, is the only boat of its type with a Board of Trade passenger certificate, and apart from its particular convenience in enabling Lundy to be reached from Bideford, Instow, Barnstaple, and other North Devon ports, is an acquisition to the coast.

OFFICIAL TRIAL TRIP.

The vessel's seaworthiness was fully demonstrated on the official trial trip from Bideford and Instow on Saturday, undertaken in rather unkind weather for August, when some 30 guests accepted the owner's invitation to visit Lundy.

Despite the weather, the visitors found much to interest them on the island after luncheon at the Manor House Hotel, and those whose first visit it was were particularly delighted with the beautiful church of St. Helena, the gift to the Exeter Diocese of the late Rev. H. G. Heaven, a former owner of Lundy. The island covers a total area of 1,047 acres, and on the farm Mr. May has a considerable number of cattle and sheep, whilst corn of very good quality is grown. The luxuriance of the flowering shrubs in the delightful ornamental walks between the hotel and the villa is almost tropical, and attributable to the climate, which is far more equable than that of the mainland, long observation having proved it to be 7 degrees warmer in winter and 7 degrees cooler in summer. Situated in the great waterway to the South Wales and Bristol ports, there is always something of interest to be seen passing the island, whilst the abundance of good sport to be obtained by sea fishermen is making Lundy increasingly popular each summer. The Manor House is a well-equipped hotel, enlarged some time since, and with provision for a large number of visitors.

The ideal means of reaching Lundy during the season is via Ilfracombe, and from thence by one of Messrs. P. and A. Campbell's magnificent and popular steamboats, which make occasional visits to the island during the season.

FROM BYEGONE DAYS - 2

THE SUNDAY TIMES, JUNE 10 1973

No getting away from hard work on Lundy

Story by Anthony Holden

Picture by Peter Dunne

FOUR YEARS ago Lundy Island was the easy-going privately-owned haven of a lord of the manor and just five families, living off the land and doing their bit for Britain by helping out with the weather forecasts.

Now, under new management, the three-mile-long granite island in the Bristol Channel is being inched into a twentieth-century world of cost-effectiveness and profit forecasts. Once the home of Vikings, smugglers and pirates, it has just welcomed its first island accountant, and a team of engineers and builders has swollen the permanent population to 34—the largest it has been this century.

A 15-year, £500,000 development programme, designed to make Lundy commercially self-sufficient, is giving more people access to Lundy's freedoms—from income tax, telephones, motor cars, roads, rates, rents, policemen . . . the whole rat-race. But now the line has been drawn: businessmen and others prepared to do anything to "escape," and applying for jobs as plumbers and joiners, are being turned away and the new community is getting down to a programme of "sheer hard graft."

Ian Grainger, agent for the Landmark Trust, the conservation trust which now leases the island, says: "I have to be very selective. I need men and women who will love island life for itself, and will work hard seven days a week for the community. We've no room for fellow-travellers."

He is looking for 10 tradesmen to complete his building team. "I'll be advertising in high unemployment areas. Potential

islanders will have to be prepared to undergo pretty rigorous screening," he says. "I have to act as law-and-order merchant as much as site foreman, and people who live here are going to have to accept some control on their off-duty life."

The Landmark Trust, leased Lundy from the National Trust in 1969 for 60 years. The 1,115-acre island had been bought for the nation at a cost of £150,000 by Jack Hayward, a Bahamas-based property developer, known as "Union Jack."

The five families then living on the island—which was sold to pay the death duties of its former owners—sighed with relief when threats of a Monte Carlo-style holiday paradise or a Scientology sanctuary were averted. The word "Commercialism" is still never mentioned. But one of the five families left in dismay when Mr Grainger arrived to announce that Lundy was to be put back on its feet.

The rest remained—the Ogilvies on the farm they had managed for 20 years, the Stockwells at the hotel they had run for seven years, the Davies maintaining what houses were lived in, and the Gades in well-earned retirement after 40 years in charge of the island.

A prefabricated dormitory block was built to house the steady stream of professionals and tradesmen ready to try their hand at farming, building, book-keeping or gardening in exchange for a peaceful community life-style.

The former mansion, Millcombe House, has been converted into a 12-guest hotel, while the island's Manor Farm Hotel is being completely reconstructed. The ruins of the twelfth-century Marisco

Castle, named after the wicked baron Sir Jordan de Marisco who annexed it 800 years ago, which dominates the island's southern headland, are to be rebuilt for habitation. Scaffolding around a crumbling barn heralds the emergence of the Lundy Museum.

The first and sharpest effect of Mr Grainger's new disciplinary regime came when the opening hours at the island's sole pub, the Marisco Tavern—traditionally a 24-hour haven of community leisure-time—were strictly controlled.

Now the new landlord, Jim Webster, has introduced the formerly unknown cry, "Time, gentlemen, please." Mr Webster also acts as organist in the island's church, St Helena's where Mr Grainger is shortly to be installed as lay reader. The Rev Donald Paton-Jones, vicar of Appledore, pays monthly visits to the island.

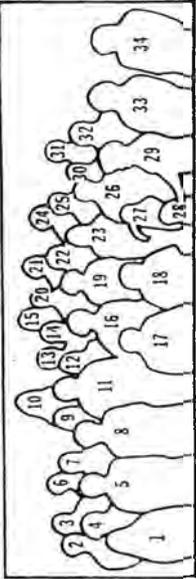
Tourism is inevitably the main buttress of the new-style, cost-effective Lundy, which reckons to receive between 20,000 and 30,000 day-trippers from the mainland in a good year. They get a warm welcome in the pub, the tea garden and the island store during the three hours they are ashore, and are regarded as a necessary evil.

"The aim is to squeeze £1 out of everyone who comes to Lundy for the day," says Mr Grainger. "To this end, we're developing Lundy pottery, souvenirs and suchlike, as well as the historic Lundy stamps."

Those intending to live out their lives on the island are determined that its resident population should be kept to a minimum. "Some of the builders will prob-



The entire population of Lundy gathers in one spot. Up to 34, and growing. Not what you'd call an explosion



WHAT SKILLS does a tiny off-shore community need? Here with a number key is the full complement of Lundy:

- 1 Miss Gill, Farrcombe (agent's secretary)
- 2 John Hinchelwood (general resident)
- 3 Sandy Hinchelwood (trainee gamekeeper)
- 4 Mrs Ina Hinchelwood (holiday cottage organiser)
- 5 Bob Jorry (Morrow Island)
- 6 Nick Morrow (accountant)
- 7 Mrs Rena Grainger (agent's wife)
- 8 Miss Jamie Wilson (waitress/chambermaid)
- 9 Paul Thompson (farm labourer)
- 10 Ian Grainger (Landmark Trust agent)
- 11 Janet Sutton (Mrs Gade's nurse)
- 12 Miss
- 13 "Robbie" Robinson (mason)
- 14 John Stockwell (hotel manager/chef)
- 15 Sean Burris (assistant barman)
- 16 Mrs Ina Stockwell (retired nurse)
- 17 Mrs Rene Gade (retired agent's wife)
- 18 Mrs Chris Davie (lea garden manager)
- 19 Dave (engineer/plumber)
- 20 Reg Lo-Vel (mason)
- 21 Jim Webley (innkeeper / church organist)
- 22 Mrs Mary Edwards (storekeeper)
- 23 Syd Allen (mason)
- 24 Peter Edwards (boatman/baker)
- 25 John Ogilvie (farmer)
- 26 Liz Ogilvie (farmer's wife)
- 27 Mrs Linda Brown (secretary)
- 28 Mrs John Dyke (museum curator/editor)
- 29 Mrs Joan Dyke (secretary/assistant editor)
- 30 Mrs Catherine Blaxhall (stud groom)
- 31 Keith Blaxhall (estate worker)

ably drift away when the major work is complete," says Mr Grainger. "Lundy should never have more than 30 or 40 people living on it."

Many of the island's new arrivals have left successful, better-paid mainland careers. John Hinchelwood, Mr Grainger's deputy engineer, was his clerk

of works when both worked for British Aluminium in Scotland; Mrs Hinchelwood has taken charge of the five holiday cottages. Nick Morrow, the island's accountant, discovered Lundy as a day-tripper—and decided it was for him.

The most recent arrival is Bob Jorry, who at 53 gave up his job as a paint firm's most successful salesman, left his home at Penarth, Cardiff, and has become a 50p-an-hour woodman and gardener on Lundy. "So many people talk about giving up everything for a life of bliss like this," he says, "but so few of them do it. I just thank God that I decided to burn my boats. I know I'll never regret it."

Editors Note:- The above article was found amongst a 'mixed bag' of Lundy ephemera discovered in an antique shop in Bideford, the day before our Summer '97 Meeting. Upon showing the article to Mrs. Diana Keast, she remembered that she possessed a copy of the original photograph which she has kindly supplied for our illustration. Note that not only are Mr. & Mrs. Gade featured, but if you look closely you will see a smiling John & Joan Dyke, not to mention a very youthful Reg Lo-Vel (complete with schoolcap?!)

CLUB PACKET

Our Packet Secretary Tom Baker has now successfully launched the Packet circulation, and currently has about 8 Members on the circulation list.

Tom would like to increase the number of Club Members receiving the packets, so if you wish to go on to the list, or to submit any material to Tom for inclusion in the Packet, please write to him at the following address:-

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

LOCOMOTIVE 21C129-'LUNDY'

By Brian Parkes

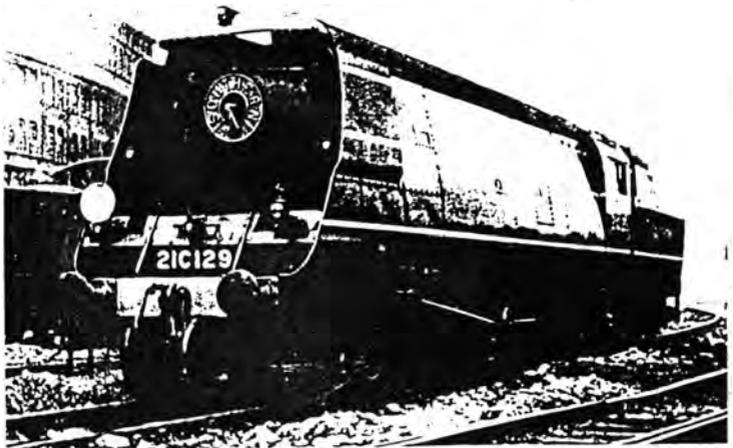
In 1939 as the Departmental heads of the Southern Railway met to discuss operating trains during the impending war, O.V.S. Bullied (Chief Mechanical Engineer) felt that steam locomotives would be of great importance. He then set to work to look at various possibilities of type of locomotive (s) required, in 1942 he felt a 2-6-0 might be best then in 1943 a 2-6-2 but in October 1943 he decided on a 'Pacific' (4-6-2).

This produced the "Merchant Navy" Class - ideal for heavy trains over the West of England and South coast mainlines. When these were introduced in their new streamlined form, they were quickly nicknamed "Spamcans". Whilst these were ideal for the heavy duties a lighter version for use on branches and mixed traffic was urgently required. Bullied had long since realised that electrification of the West Country Lines was still a long way off (50 years on - how right he was!).

Therefore in 1944 work started on a lighter Pacific than the "Merchant Navy" Class, with the first delivery in 1945 - these being known as the "West Country" Class. These again were streamlined and in the second "lot" built was 21C129, a three cylinder 4-6-2 delivered in April 1946 having been built in Brighton. (our Editor assures me he was not there at the time!!). This was given the name "Lundy" to follow the naming of other locomotives in the Class which included:-

"Ilfracombe", "Bideford", "Clovelly", "Hartland" and many others named after West Country resorts.

*Locomotive
21C129-
'LUNDY' as
originally
constructed
at Brighton
in April
1946, with
'streamline'
casing.
(photo
Maurice
Dart
collection)*



"Lundy" had a rocker grate, sanding to all sets of driving wheels plus many more new and inventive ideas. It was finished in full Southern Railways livery. To make life difficult for West Country train spotters it was sent to the other corner of the Southern Region, to Ramsgate shed to work Boat trains to Dover etc.!!!

This was not to last long as in February 1948 at the time of Nationalisation of British Railways it first became S21C129 and was moved to Exmouth Junction Shed where it was to spend most of its life. A visit to Eastleigh on the 17 February 1949 saw an apparently different locomotive appear. It had become 34029 and was now finished in Britain Rail livery.

In 1953 the Southern Region had to borrow steam locomotives from elsewhere, as almost all the "new" pacifics had axle problems and "Lundy" was no exception with two of the driving axles suspect.

Like most locomotives of the class it was plagued under certain conditions with smoke obscuring the drivers view so a new "V" cab was fitted in January 1955 and the boiler working pressure was reduced from 280 lbs per sq inch to 250 with apparently little change in performance.

Again Lundy disappeared to re-appear, rebuilt at Eastleigh in December 1958, the streamline covering having been removed. The result was a very powerful looking locomotive with a far greater ease of servicing and the smoke problem finally resolved through smoke deflectors being fitted. This is the time when most known photographs of "Lundy" were taken.

Locomotive

'Lundy'

renumbered

34029 in 1948,

and rebuilt at

Eastleigh Works

in December 1958

with 'streamline'

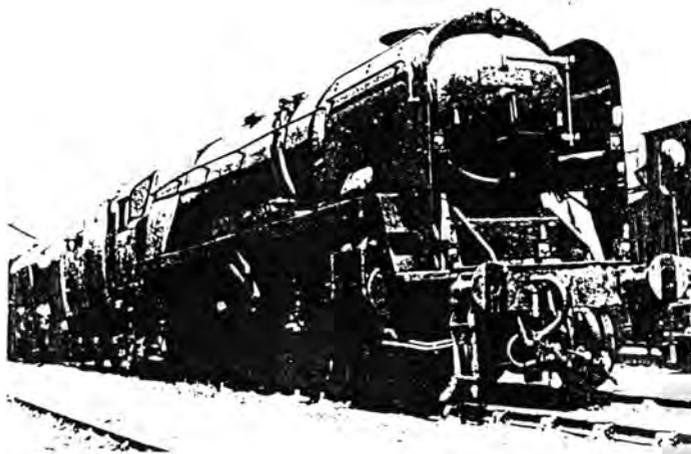
casing removed

and smoke

deflectors fitted

(photo - Maurice

Dart collection)



To enhance the availability of "Lundy" a larger tender fitted to carry 5500 gallons of water was fitted in 1961 (there being no water troughs on the Southern Railway/Region)

With the taking over of Southern Region in the SW of England by the Western Region the fate of many ex-Southern Railway locomotives was decided (old rivalry dies hard), "Lundy" moved to Salisbury shed in 1962.

The electrification of the Bournemouth line and the coming of the diesels meant she lasted only a short time longer and was withdrawn in September 1964 and shortly after cut-up at Eastleigh works.

In her lifetime she travelled 580,259 miles to her rebuild in 1958, then a further 248,230 until scrapping giving a total 828,489 miles in total. (wish my car lasted as long).

One last comment I obtained from a driver who worked her was that she was a worker of the class, but not a free steamer/runner and was therefore not used often on the named trains which probably accounts for lack of photographs. *(Thanks however to LCC Member Maurice Dart, we have been able to obtain rare photographs of the locomotive in both original and rebuilt condition - Editors note)*

Engines like "Lundy" still exist on several preserved railways so her likes can be seen doing what she was built for, moving holiday makers.

A LUNDY COLLECTOR IN RUSSIA!

Your Editor has recently received a letter from a Russian collector interested in Lundy stamps and Postal History - believed to be the very first! He has written an interesting article in a Russian Philatelic magazine about Lundy stamps (unfortunately beyond your Editor's linguistic ability!), but a photocopy of the article will be sent to any Chapter Member interested, and sending me a s.a.e.

The collector concerned is interested in exchanging Russian stamps for Lundy stamps, and any Chapter member interested should write to:-

N. Vladinets,
POB 372,
RUS-103009 Moscow K9,
Russia.

SAILING ABOARD THE "JESSICA HETTIE"

By James Thomas

When travelling to Lundy most think of taking the two and a quarter hour crossing from either Bideford or Ilfracombe on the m.s. Oldenburg. If your travel plans fits in with one of the 17 or so days a year the Oldenburg stops at Clovelly, you can take the much shorter one and a half hour crossing. However, if you prefer to spend less time on the sea and at least six hours on the island, there is an alternative.

Skipped by Clive Pearson, the "*Jessica Hettie*" travels the 14 miles from the picturesque village of Clovelly direct to Lundy in approximately an hour and a quarter. The 27 foot open back purpose built boat is licensed to carry 10 persons and should the weather turn wet there is room in the wheel house for 6 to 7 people. The four and a half ton glassfibre hulled boat is powered by a 170h.p. Ford engine, which with a light cargo can top 12 knots per hour.

The service runs from April to October inclusive and, although there is no timetable, it is the skippers aim to sail on Wednesdays and Thursdays and on other days by arrangement. The crossing charge of £22.50 for adults and £15.50 for children is very competitive but does not include the £3.50 admission charge to the island, this of course is free to National Trust members.

For more information and bookings telephone 01237 431042.



Photo by Alice Bollen

MILLCOMBE HOUSE

PART 1 - 1834-1925

THE VILLA, SEAT OF THE LORDS OF THE MANOR OF LUNDY

Compiled by Roger Allen

This will be the first of a series of articles on the principle buildings of Lundy. The information has been gathered from all the principle books covering the history and topography of the island, from discussions with members of the Harman family, Myrtle Ternstrom and others and from Landmark publications. An attempt has been made to redraw the House as it may have been during the Heaven period in the mid 1880's.

The Construction of Millcombe House

William Hudson Heaven purchased Lundy in 1834 and immediately set about constructing a suitable and elegant home for himself and his family. He intended to be and indeed was the first owner to make Lundy his place of permanent residence. He commissioned Edwin Honeychurch, Architect, to design the Villa and left his agent William Malbon in charge of the building works. For its location, he decided upon Mill Combe Valley rather than the damp boggy Gannets Combe, which was suggested as an alternative. From every consideration this was a wise decision.

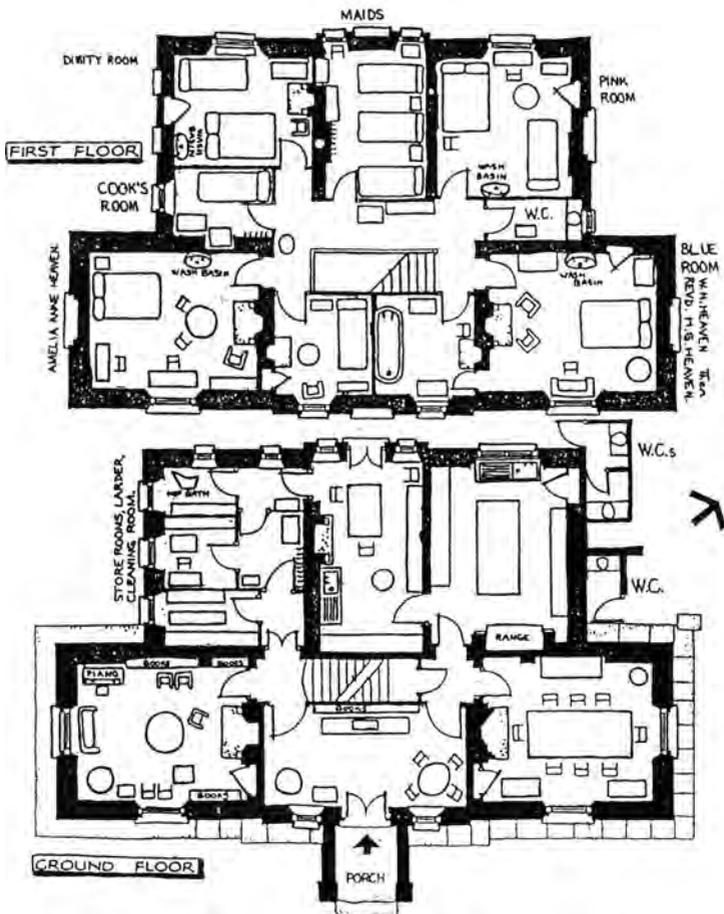


Millcombe Valley 1897. The walled gardens are cultivated but no trees are visible

The house was first called The Villa but gradually became known simply as the House. It was only in the Harman period that it was named Millcombe House. It was built in a simple classical style and although constructed in the reign of William IV and almost into Victorian times, its appearance harks back to the late Georgian period. The outer walls are of granite stuccoed over and the inner walls are of brick.

The original roof built by the Heavens was of copper and with a most unusual central gully. This was intended as a means of collecting water for the use of the house. The roof was altered to give it a central pitch and re-covered with lead during Harman times but was put back into its original form in 1971 by the Landmark Trust who completely renewed the roof in its former shape and in copper.

It has been criticised as having the appearance of a Dolls House placed in an inappropriate setting. This is not the general opinion of this lovely house however, located in this, the most beautiful spot on Lundy.



The Villa was completed in 1838, a considerable accomplishment considering the immense difficulty that there had been in transporting all the construction material and furniture from the beach to the plateau along the old beach path, now called the Goat Path. This material had to be dragged up the path on sledges pulled by donkeys. This included an upright piano.

Outhouses and Gardens

The series of outhouses behind the House were built some few years after the main house and initially included a carriage shed, a harness room, laundry rooms with chimneys from which the hot steam would rise, a gun room, coal house and meat larder. These were partly converted into additional accommodation during the Harman period and then fully converted and modernised by the Landmark Trust into the attractive single units for staff that they constitute now.

There were also three lean-to outside toilets against the side wall which is immediately visible as one walks up the drive towards the house. Two were for the women servants and one for the men. When the house was sold in 1925 however, only two outside toilets were mentioned. A front porch was added in the 1860's. This served as a sort of miniature conservatory to the Heavens and as a useful repository for umbrellas and muddy footwear to later owners. The outside toilets were removed in the 1920's and the porch in the 1980's.

The iron gates to Millcombe, still in their original position, are set between two granite posts which were said to have been made from the roof stone of the Kistvaen near to the rocket pond. Up to about 1973, the Harman notice reading "PRIVATE", was still fixed to the gates. Mr. Heaven constructed a building next to these gates, in two sections; a carriage or cart house (nearest to the gates) and stables. When being built in 1886, some human bones were discovered on the site. Remnants of these buildings remained until the end of the 1970's, when the area was cleared and the bend in the road at that point consequently widened.

Walking up the Millcombe Drive to the Villa, the Heavens would have passed three walled gardens on the right hand side and another on the left. These were well kept and irrigated and cultivated with fruit trees and vegetables for the Villa table. Visible in old photographs are pigsties, glasshouses and other garden buildings all roofed and in good repair. The ruined walls remain but there has been no attempt at cultivation here since the late 1970's and the last of the apple trees died two years ago.

The lawns in front of the Villa were neatly mowed and they were surrounded with flowering bushes. This situation continued up to about 1975 and indeed some of the Hydrangea bushes are still in place.

The Interior Facilities of the Villa

In 1840 Mr. Heaven tried to divest himself of Lundy and offered it for sale. There were no takers. An advertisement dated Saturday July 18th of that year in the Newcastle Journal, described the Villa as a "Mansion of recent construction, combining within it all the accommodation a patriotic little Monarch can desire, with corresponding Offices of every description."

The "Offices" though primitive by modern standards were state of the art for the 1840's. The Villa boasted running water in the house and washbasins in at least six of the eight bedrooms. For some reason, these were removed by the Christies to Tapeley Park. These washbasins were white with a blue floral design.

The Villa was built with only one W.C., in the same position as the present day small W.C. upstairs. It was almost certainly a flush toilet as were the outside W.C.'s mentioned above. The Revd. Heaven installed a large bath in the single bedroom at the head of the stairs. Prior to this there had only been a hip bath. Right up to the 1930's, apart from Hammers, Millcombe House was the only building with flush toilets.

The upstairs bathroom and the single downstairs toilet were added in Christie times and the extra two bathrooms downstairs were added by the Landmark Trust.

The kitchen was built with a huge open range under the chimney. This was later changed to an "Eagle" cooking range of equally large capacity which also heated the water for the house. The remnants of that remain to this day. The modern cooking arrangements utilise Calor Gas. New and very effective central heating has been installed throughout the house during the last twelve months.

The huge cellar area lies beneath the whole extent of the ground floor, it is completely dry and built with a lockable wine store. This wine store can still be pinpointed today but the shelving and locks are gone.

Electricity was installed on Lundy by Martin Coles Harman during the summer of 1928. The contracting of the installation of generators, wiring, etc., was given to Mr. J. Morris, a consultant engineer. Millcombe was wired with 24 points, including out outside light, which illuminated the top part of the path to the gates. There is still a functioning light in this position today.

It should be noted that the principal area of woodwork in the house; window shutters, doors, stairs, banisters and many of the cupboards are all original and in a good state of preservation.

Reception Room and Bedroom Arrangements.

Where there are seven bedrooms upstairs today, the Villa was built with eight. The present upstairs bathroom was a small extra bedroom, originally used by the cook.

The large front bedroom at the top of the stairs next to the W.C. was known as the Blue Room and first used William Hudson Heaven. After his death it was used by his son the Revd. Hudson Grosett Heaven and latterly by Martin Coles Harman. The small single room next to it was built with an adjoining door and used by William Hudson Heaven's nurse after he had a stroke. His son installed a large bath in this room with running water. This was covered over and used as a bed when guests were very numerous. This bath was removed by the Christies and the cook's room converted into the present, more spacious bathroom.

The double bedroom at the back next to the W.C. was called the Pink room in the Heaven times and in the Harman period was used Diana Keast and Ruth Harman Jones.

The front bedroom next to the present upstairs bathroom once belonged to Amelia Heaven and was latterly used by Albion and Kay Harman. The other small front single bedroom next to this room was used by the Revd. Heaven before his father died.

The smallest of the back bedrooms, the one in the centre, was occupied by the three maids employed by the Heavens. They were designated housemaid, parlourmaid, and laundrymaid. How they all squeezed into this room is a mystery.

The back bedroom next to the present upstairs bathroom, was called the "Dimity" room and was used by other members of the Heaven family or their guests.

The Revd. Hudson Grosett Heaven used Millcombe House hallway for Sunday services until he built the tin church on Lundy in 1885. The hallway was also used as an additional sitting room and for children's meals. The hallway also served, at least in part, as the library and the Revd. Heaven is stated to have possessed about 2,000 books. The rest of the library was housed in the sitting room. He readily lent his books to the inhabitants of the island for their improvement.

It is not clear from the extant photographs of the interior of the house where the piano was kept but it must have been either the dinning room or the present sitting room.

The tiles surrounding the fireplace in the sitting room are of especial interest. They tell the story of the four ages of Man's life and will be subject of a future illustrated article in this Journal.

In spite of the changes in usage and the addition of modern facilities, the basic structure and appearance both of the inside and outside of Millcombe House remain almost unaltered since early Heaven times.

LUNDY QUIZ

Devised by Stanley Newman

After the slightly more difficult Quiz in our Summer '97 issue, we are reverting to a slightly easier quiz, which most of you will find "child's-play"!

Award yourself 5 points for every correct answer, and judge your total on the following scale:-

Above 75 points:- You're heading for the Guinness Book of Records!
50-74 points:- You've a good average knowledge of Lundy.
Below 50 points:- Wakey, Wakey!

- 1. When the 'm.s.OLDENBURG' is unable to land its passengers at the usual Landing Quay due to Easterly winds, they are landed on the West Coast at:-
 - a) Montagu Steps
 - b) Jenny's Cove
 - c) Needle Rock

- 2. William Hudson Heaven who built Millcombe House in 1836, lived there for:-
 - a) 31 years
 - b) 49 years
 - c) 55 years

- 3. The roof of Millcombe House is specifically designed to:-
 - a) Minimise the building-up of snow
 - b) Maximise heat insulation
 - c) Collect rainwater

- 4. St. Helena's Church was built in:-
 - a) 1880
 - b) 1896
 - c) 1905

- 5. It was built by:-
 - a) William Hudson Heaven
 - b) Hudson Grosett Heaven
 - c) Martin Coles Harman

-
- 6. St. Helena's possesses the following number of Church Bells:-
 - a) Four
 - b) Six
 - c) Eight

 - 7. Lundy possesses the following number of official letterboxes:-
 - a) One
 - b) Two
 - c) Four

 - 8. In the 18th Century, William Benson illegally brought Convicts to Lundy as slave labour. His contract with the British Government had been to transport them to:-
 - a) America
 - b) India
 - c) Australia

 - 9. Salvage operations of the *H.M.S. Montagu*, wrecked in 1906, continued until:-
 - a) 1908
 - b) 1914
 - c) 1922

 - 10. Lundy's first Lighthouse, The Old Light was built in:-
 - a) 1780
 - b) 1819
 - c) 1849

 - 11. The Lighthouses which replaced the Old Light, were built in:-
 - a) 1861
 - b) 1896
 - c) 1923

 - 12. Charles Kingsley, who wrote "Westward Ho!", Visited Lundy in:-
 - a) 1849
 - b) 1861
 - c) 1880

-
- 13. During his temporary absence from Lundy from 1945 to 1949, Felix Gade was Manager of:-
 - a) Royal Hotel, Bideford
 - b) Isle of Stokholm, Bristol Channel
 - c) Hartland Quay Hotel
 - 14. Upon his retirement as Agent in 1971, Felix Gade was succeeded by:-
 - a) Donald T. Heysman
 - b) Ian Grainger
 - c) John L. Smith
 - 15. The person responsible for the production of vast quantities of Lundy Commemorative stamps between 1953 and 1962 was:-
 - a) John L. Stannard
 - b) Antoine Medawar
 - c) T. Rigby Hall
 - 16. 'Lundy Bay' is situated:-
 - a) On Lundy Island
 - b) In West Somerset
 - c) In North Cornwall
 - 17. The shelter from the prevailing SW winds on the east of Lundy is known as:-
 - a) Lundy Roads
 - b) Lundy Channel
 - c) The Calms
 - 18. Since entering service in 1986 *m.s. OLDENBURG* has visited:-
 - a) Bristol
 - b) Plymouth
 - c) Scilly Islands
 - 19. The last Scheduled Helicopter Service to Lundy flew on:-
 - a) 14th September 1985
 - b) 30th September 1990
 - c) 8th October 1992

- 20. It flew to Lundy from:-
 - a) Chivenor RAF Station
 - b) Hartland Point
 - c) Abbotsham (near Bideford)

- 21. The reason for termination of the Helicopter Service was:-
 - a) Poor patronage
 - b) Shortage of Helicopters
 - c) Government Regulations

ANSWERS

1.b 2.b 3.c 4.b 5.b 6.c 7.a 8.a 9.c 10.b 11.b
 12.a 13.c 14.b 15.b 16.c 17.a 18.all 3 19.a 20.b 21.c

LUNDY STAMPS & THE LCC ON THE INTERNET!

Thanks to our Chapter Member Alan Rowland, several web pages are now available on the Internet devoted to Lundy Island stamps and Postal History.

Alan is collaborating with Keith Denby, who already publishes web pages on various subjects related to Lundy, such as the Ecology and Marine Nature Reserve. Alan's web pages are divided into four sections, as follows:-

- 1) - A brief history and background to the Lundy Stamp Issues.
- 2) - A Simplified Listing of Lundy Stamp Issues from 1929 to 1997.
- 3) - Illustrations of the first (1929) and recent (1997) stamps.
- 4) - References and useful addresses including Catalogues available, Collectors Societies, Auction Houses and Dealers addresses

Anyone with access to the Internet, can access the pages by typing:-

<http://homepages.enterprise.net/arrowland/Lundy/stamps.html>

Although your Editor has not as yet joined the ranks of Internet users, Chapter Members on the Internet (particularly those living overseas) are warmly invited to communicate with Alan Rowland, whose "e-mail" address is
arrowland@enterprise.net

LETTER TO THE EDITOR

From Barry King

Further to the excellent article by John Holman (TNPJ Summer 1997), on Lundy cancellations, in particular the 'boxed puffin' type with 'switched' day and month - i.e., with the number for the day in the middle, I have produced the following list, from the examples previously mentioned, recent auction catalogues and my own collection :-

1930 FE 3, FE 10, MA 4, MY 5, JU 10.
1938 JU 29, OC 3.
1939 FE 4.

No doubt there will be others.

Not having seen the canceller, which I believe is in the British Library, I assume that it is of steel, with the loose 'slugs' individually inserted each day. If that is the case, it would be very easy to insert the month and day in the wrong order - indeed, in the conditions prevailing on the island in the 1920's and 1930's, especially in the winter months, I have always been surprised that no examples appear to be known of inverted 'slugs' or impossible dates.

Regarding the wartime use of the 'London' cancel (Ba), I have a very good strike on a Tighearna miniature sheet, dated 3 FE 42. I wonder if this is the last date known?

I too, have a (N 69) ½ puffin 'By Air' stamp on piece cancelled by a Gade type in black, 8 NOV 1950. From careful tracings, it is definitely the Na cancel. I had assumed that it had been 'cancelled by favour' six years after the stamp issue date, but concluded that this was not likely, with a much used value. Do any Chapter members know if there were still stocks of these issues on Lundy at this time?

Finally, the Silver Jubilee miniature sheet. There is a variety which shows a white flaw in the Queen's hair (on the left side as it appears to the viewer). My example is on the Royal Visit overprint type. Have any other readers spotted it?

In conclusion, congratulations on a really first class magazine. In my opinion, the mix of types of article is just right.

RED FUNNELS IN THE BRISTOL CHANNEL

By our Shipping Correspondent Tom Baker

Cambell dominance in the Bristol Channel and shipping to Lundy was seriously threatened when in the 1905 season the Barry Railway Company bought two brand new paddle steamers the "Gwalia" and the "Devonia" - both being built by John Brown and Company, Clydebank. The Company was limited to running from Barry to Weston and Ilfracombe all year round, and during the summer months other ports as long as the excursions started and finished at Barry.

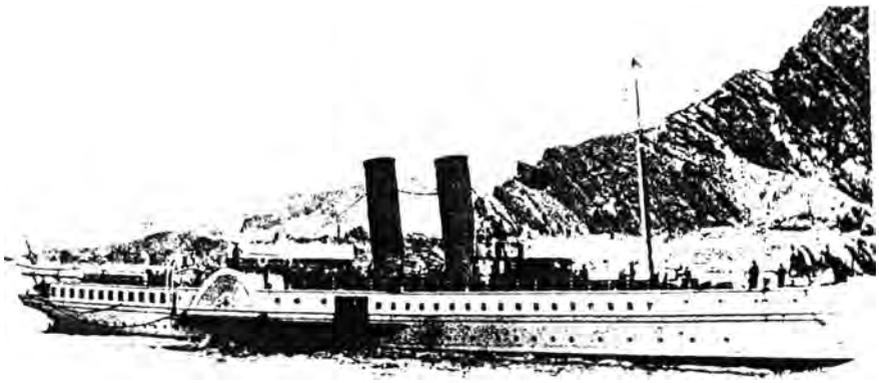
The "Westonia" was also running Barry to Weston ferry service but no evidence can be found of the "Westonia" going out to Lundy. The Company was renamed the Barry and Bristol Steamship Company.

Also another steamship, the "Barry" joined the Company in the same year; the Company struggled on for two more seasons known as the Red Funnel Line. In May 1910 the "Gwalia" was sold to the Furness Railway Company and renamed the "Lady Moyra". A Cardiff based syndicate of businessmen "Bristol Channel Passenger Boats Ltd" took over the three over paddlers, which only lasted two seasons; thus the Company finished in 1910/1911 when the Cambells Company bought the "Devonia", "Barry" and "Westonia" in 1911.

Anyone looking at their postcard collection can see Red Funnel PS visiting the Montagu wreck on 1906, along with Cambells White Funnel steamers.

LISTINGS

Name	Built	Place	Tons	Length	Engine	Notes
			-Gross	Breadth	Type	
			-Nett	Depth		
Gwalia	1905	Clydebank	519	245.0 ft	CD 2cy	Mined 1-6-1940
			198	29.0 ft		War Service
				9.7 ft		
Devonia	1905	Glasgow	520	245.0 ft	CD 2cy	Abandoned
			189	29.0 ft		La Panne 31-5-1940
				9.7 ft		
Westonia	1899	Kinghorn	333	210.1 ft	CD 2cy	Sold Portugal 1913
			119	25.5 ft		Broken up 1924
				8.4 ft		
Barry	1907	Glasgow	497	225.6 ft	CD cy	Sunk by enemy
			201	26.2 ft		aircraft 5-7-1941
				8.7 ft		

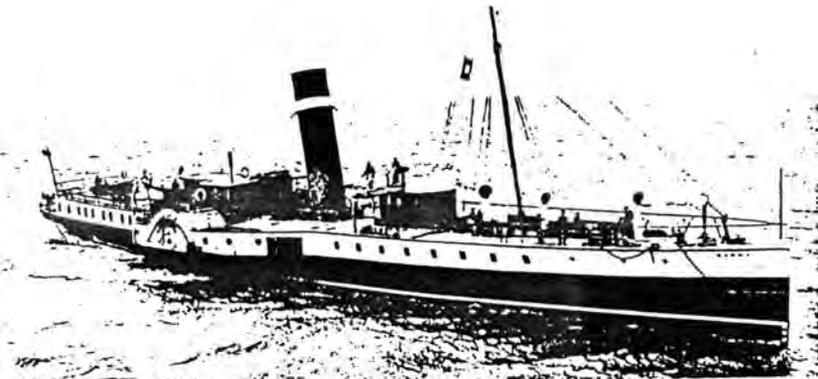


The *Devonia* in the grey and white hull colours of her first season of 1905 enters Ilfracombe harbour. She was a very handsome ship.



The *Westonia* (333grt) had been built in 1899 by J. Scott & Company, Kinghorn, coming to the Red Funnel steamers fourth-hand – *Tantallon Castle*, *Sussex Belle* and *Rhos Colwyn* were her previous names. In 1911 Campbells bought her

and she sailed for the 1912 season, only, as the *Tintern* before being sold to Lisbon owners. She looked somewhat old fashioned with her square ports and open foredeck but she suited her Barry owner's needs at the time. Here she is seen leaving Weston Pier.



The Barry Railway Company's new ship, the *Barry*, is seen here in 1907, her first season, arriving probably at Barry.

FURTHER COMMENT

Thanks for sending 'THE NEW PUFFIN JOURNAL' - Looks Great! Glad to see there is still much interest in our favourite area of collecting.
- *D.L. Chicago USA*

Many thanks for sending 'THE NEW PUFFIN JOURNAL' - very well produced. Congratulations to everyone concerned. - *John Dyke, Bideford*

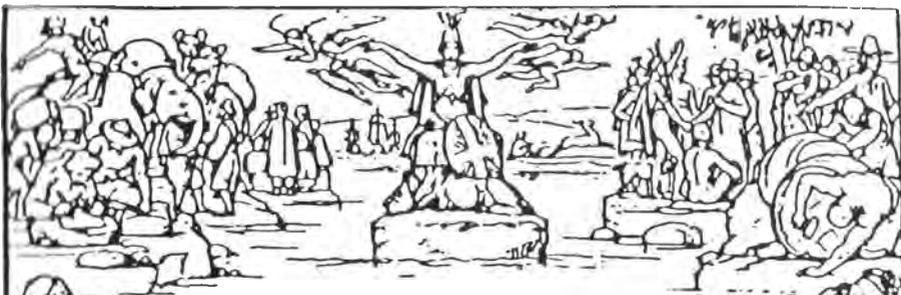
The articles included in the Summer '97 issue make this Journal a treasure in itself and we hope just the beginnings of a whole series of these excellent publications. - *Cinderella Stamp Club Newsletter No. 76*

Congratulations on a well-produced magazine with much good and useful reading matter. I look forward to future Issues. - *J.H. Dartford, Kent*

Congratulations on a really first-class magazine. In my opinion, the mix of types of article is just right. - *B.W.K. Colne, Lancs.*

Many thanks for the Summer '97 issue of the 'JOURNAL' with its many interesting articles. - *J.M. Oxford*

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Roger Hudson

OUR NEXT MEETING

The Autumn '97 Meeting of the U.K. Chapter of the Lundy Collectors Club will be held on Saturday afternoon, 29 November 1997, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, E.C. - commencing at 1.30.pm. The programme will be as follows:-

1.30.pm.	Registration & Reception (free coffee, tea and biscuits) Bourse opens
2.00-2.45.pm	Club Auction lots on view
2.30.pm	Secretary's Announcements
2.45.pm	Club Auction (Auctioneer - Mike Thompson)
3.45.pm (approx.)	Members Displays
5.30.pm	Bourse closes

Club Members are invited to bring with them a display on any Lundy orientated subject - stamps, covers, postcards, ephemera, etc.

The Bourse features dealers with stocks of Lundy material (6ft tables available on application @ £12.00) and Members with surplus material to offer can take a half table @ £6.00.

The British Philatelic Centre is easily accessible by both rail and road. It is only about 150 yards from Farringdon Station - Underground (Metropolitan and Circle Lines) and B.R. (Thameslink) - see map below. Ample parking (believed free on Saturdays) is available in the adjoining Charterhouse Square.

