

# The New Puffin Journal



Jani Tully Chaplin

## SPRING 1998

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

# ***OUR NEXT MEETING.***

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The next Meeting of the UK Chapter of the Lundy Collectors Club will be held on Saturday afternoon 25<sup>th</sup> April 1998 at the "STAMP '98" Exhibition at the Wembley Exhibition Centre, London

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

The usual club activities will take place and the proceedings will commence with the Bourse at 1.30 p.m. The programme will be as follows:-

1.30 p.m.	Registration and Reception Bourse opens
1.45-2.45 p.m.	Club Auction lots on view
2.30 p.m.	Secretary's Announcements
2.45 p.m.	Club Auction (Auctioneer - Mike Thompson)
3.45 p.m.(approx.)	Members Displays
5.30 p.m.	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

***SEE YOU ON SATURDAY APRIL 25<sup>TH</sup> !!!***

OUR SUMMER '98 ALL-DAY MEETING WILL ONCE AGAIN BE HELD AT THE ROYAL HOTEL, BIDEFORD ON SUNDAY 26<sup>TH</sup> JULY. This will embrace the Club Competition, another Auction, Displays and a Bourse.

# The New Puffin Journal



Editor - Stanley Newman

Assistant Editor - James Thomas

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### YOUR FREE GIFT

Thanks to Jon Aitchison, we attach one of his famous 'LUNDY TWO PENCE BLUE' facsimiles. Other QV 'LUNDY' stamps will follow in subsequent issues of the 'JOURNAL'. In due course you will have the complete set !



# EDITORIAL

My grateful thanks to those Chapter members who wished me well during my recent eye operation (100% successful). My lasting thought of this event was when a rather voluminous Nursing Sister leaned over me to remove the covering over the eye - there I perceived her in an enormous halo of brilliance - and there I was - like a 'small rowing boat' under the bows of the QE2!

From Ophthalmic to Philatelic matters, I recently attended a Stamp & Cover Fair in London, and literally "couldn't believe my eyes" (not even the one recently operated on!). The prices being asked for the few Lundy covers available were astronomical - having little in common with their true value. For example I saw a fairly common 1938 philatelic cover with a true value of no more than £15.00, priced at £35.00, and modern (1970/80's) postcards sent from Lundy priced at £8.00 each!! Mention "Lundy?" to some dealers, and you can literally see the "Pound-signs" light up in their eyes!!

Our Autumn '97 Meeting at the British Philatelic Centre was a very successful affair, and a good time was had by all attending - see following article.

Our proposed Summer '98 all-day Meeting will once again be held at the Royal Hotel, on Sunday 26<sup>th</sup> July. On the preceding two days there are two scheduled sailings of the 'OLDENBURG' - from Bideford on Friday 24<sup>th</sup>, and from Ilfracombe on 25<sup>th</sup>. A Questionnaire inviting Chapter Members to make up a party to visit Lundy on either of these days will be enclosed with the next issue of the 'JOURNAL'.

Thanks to our close co-operation with the Lundy Field Society, we have recently increased our Membership, which now tops the 150-mark. Included with this issue of the 'JOURNAL', are details of the Lundy Field Society, together with their proposed Charter Trip to Lundy on 24<sup>th</sup> May '98. All Chapter Members interested in the activities of the L.F.S. are urged to join.

Finally may I take the opportunity of wishing all Chapter members and their families a Happy and Prosperous 1998.

Stanley Newman. January '98

## Our Cover Illustration

In our quest to have a different but interesting Puffin on the cover of each issue of the 'JOURNAL', we have reproduced by kind permission of the Royal National Lifeboat Institution, their 1997 Christmas card front. This interesting 'nautical' puffin is the work of artist Jani Tully Chaplin, to whom we also offer our sincere thanks.

# MEETING REPORT

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The British Philatelic Centre at Charterhouse Street, London was the venue of our fourth Chapter Meeting, attended by over 30 members. After a welcoming reception (free tea, coffee & biscuits), the bourse commenced at 1.30pm, and although Michael Bale and Roger Hudson were unavoidably absent with commitments elsewhere, plenty of Lundy material was available from Jon Aitchison, with Roger Allen and even your Editor also "pitching in" with more Lundy "goodies" raided from their respective 'vaults' !

Two free Souvenirs of the Meeting were offered to those attending - the first kindly provided by Tom Baker was an A4-size sketch by Sharon Read of "goats on Lundy", on cream vellum paper bearing a 5-puffin Lundy stamp with a type PC-20 cancel in black. The second souvenir was a Landmark Trust reply-card depicting a "m.s.OLDENBURG" Sailing Ticket with the Ships-cachet and the Knight Templar Rock cachet both in red, and validated for 29 NOV 1997 (in blue).

Wim Ros made available to Members a fine Illustrated cover commemorating the 10<sup>th</sup> Anniversary of the very first Meeting of the UK members of the LCC - held at Stampex in October 1987. This limited Edition of 100 covers each bearing a Lundy stamp, were routed via Lundy. Wim also presented to members present some fine facsimiles of early GB stamps.

Under "*Secretary's Announcements*" Stanley Newman informed members that it had been decided that we should return to the *STAMP '98* Show at Wembley Conference Centre for our Spring '98 Meeting on Saturday 25<sup>th</sup> April (see rear cover for full details). Our Summer all-day Meeting will be held once again in the Kingsley Room at the Royal Hotel, Bideford on Sunday July 26<sup>th</sup>, when we shall be holding our Annual Competition (see page 5).

Lots in the Chapter Auction were placed on view, the Auction itself commencing at 3.00pm with Mike Thompson our Auction Secretary "wielding the hammer" - See *AUCTION REPORT* below.

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Following the Auction, Roger Allen gave us a fine display on "*LUNDY BOOKLETS AND PAMPHLETS*" giving us his unbiased opinion on many of these publications. One for particular mention was "LUNDY - The Mystic Isle" notable for the number of inaccuracies it contains - written by William T. Baker, who our Shipping Correspondent Tom Baker hastened to assure us was no relation !! To accompany his Display, Roger produced a most professional A5-size booklet listing all the publications mentioned. Only 40 numbered and signed copies of this book were available, and if readers are keen to obtain a copy (or if insufficient available a reprint) write to Roger Allen at 146 Headstone Lane, Harrow, Middlesex, HA2 6JT.

After a most enjoyable afternoon, the Meeting closed shortly before 5.00pm.

## ***AUCTION REPORT***

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The second LCC UK Chapter Auction was held at the Autumn '97 Meeting at the British Philatelic Centre, London on 29<sup>th</sup> November 1997. The Total Realisation (£2,086.00) well exceeded that achieved in our First Auction in July '97 (£1215.00), and 128 of the 203 lots offered were sold. Highlights of the Auction included the following:-

Original John Dyke painting of "Great Shutter Rock"  
(sold in aid of Chapter Funds), estimated at £25 realised £60 !

Three sheets of Artwork for the 1997 St. Helena's Church issue, signed by John Dyke and sold in aid of the Landmark Trust,  
estimated at £40 realised £52.

Lightly mounted mint set of 1940 Red Cross issue realised £175.

1953 U/M 8-puffin on 12-puffin BY AIR (lower-case) overprint in black with double overprint (N 78Aa) estimated at £40 realised £62.

1972 Mint Provisional overprint 1p on 9p in blue (N172b) estimated at £75 realised £82.

1935 Pitman cover with 1/2d 'Tramticket' estimated at £42 realised £46.

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1938 Cover to USA with 5 values of 1929/30 defins. and LACAL ½d violet cancelled L.A.C.A.L. AIR POST (N. type Da) estimated at £50 realised £53.

1957 New Defins. N126/131 on First Day Cover realised £40.

1993 Cover sent from Lundy to Kent on "m.v.ISLANDER" via Clovelly with Exeter & District cancel, estimated at £8 realised £21 !

Selection of 30 covers/cards with Lundy stamps, majority commercially used, estimated at £48 realised £52.

1906 P/C of HMS Montagu with LUNDY ISLAND "Thimble" cancel estimated at £60 realised £82.

Pair of Lundy 1929 Coins realised £26.

Copy of the original 1969 Chinchin catalogue, and LPS 1976 stock list, estimated at £48 realised £68.

Our next Auction will be held at our Spring '98 Meeting at the Wembley Conference Centre on April 25<sup>th</sup> 1998 (Catalogue enclosed). Material for our Summer '98 Auction should be sent as soon as possible to our Auction Secretary Mike Thompson (address in Catalogue) - minimum value of lots is £4.00.

## ***CLUB COMPETITION***

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It has been decided that that the 1998 Club Competition will be greatly enlarged, and will be held at the Summer all-day Meeting at The Royal Hotel, Bideford on Sunday 26<sup>th</sup> July 1998. This will enable a considerable number of local members living in the West Country to bring their Competition entries to the Meeting. However, Members not attending the Meeting will still be able to enter the Competition, by sending their entries by Registered Post, to the Chapter Secretary.

In addition to the existing *STANLEY NEWMAN TROPHY*, Chapter Member Jon Aitchison is donating another Competition Prize, and full particulars of the two (possibly more) Sections and Prizes in the Competition will be published in the next issue of the '*JOURNAL*'. At the moment we envisage that separate awards will be made for Lundy Stamps, Postal History and possibly Postcards & Ephemera.

In the meantime, Members are urged to start preparing their Competition Entries for submission (if posting) by mid-July.

# 'LATEST ON LUNDY'

By John Lavington

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The hundreds of tons of building material (500 tons so I am told) are needed to rebuild the 'new road' from the Dive beach slipway to the Old landing beach, the road having been badly damaged by easterly gales yet again this winter. A south-west civil engineering firm have been contracted to do the work with help from Island staff. A recently purchased swing-shovel is waiting on the mainland for the Marines to transport to Lundy in one of their landing-craft, it is too large for the Oldenburg to handle. The work is scheduled to be completed by the summer.

Norman Hunter will not be returning to Lundy, recently Reg Lo-Vel and I visited him at the nursing home at Northam where he now resides. We found him in fine spirit, joking with the nurses and reading a copy of the Guardian, he still does the crossword.

All stamp enquiries on the Island are dealt with by Di Catterall, the Lundy secretary and the mail is jointly handled by Di and Chris Goodall. Chris worked in the Shore Office until autumn last year when he and his wife Janet moved to the Island, she is running the Tavern. As is usual on Lundy staff come and go and since the end of last season five couples have joined the staff.

Lundy welcomed about fifty visitors for the Christmas break and there were around ninety over the New Year period, including Suc and myself. There were no special activities arranged but as usual the Tavern was the meeting place and the food and drink were excellent. The weather turned wet and windy for the New Year, the Oldenburg was unable to sail so we were all flown back to the mainland by Castle Air helicopters.

No ship has been serving Lundy whilst the Oldenburg has been out of service, Lomas Helicopters have been running a service for supplies, mail and passengers, all mail flown going via Bideford Post Office as always. The ship came out of dry-dock yesterday, 2<sup>nd</sup> February, and will be resuming her timetable on 14<sup>th</sup> February and doing the unscheduled sailings from then.

As for the Oldenburg timetable, good spotting, yes there are a couple of Padstow sailings. Information about the Padstow trips and other additional sailings from Minehead, Watchet and Porthcawl can be obtained by contacting the Lundy Shore Office.

## Editors Note:-

*We are particularly indebted to John Lavington for contributing the above Report. As many readers will know, John suffered a major injury to his arm, on the Oldenburg last November, and it will be several weeks more, before he can resume his duties as Purser.*

# LUNDY'S POSTMASTERS

## 1) FREDERICK ALLDAY - 1898-1926

*It is appropriate that since 1998 marks the Centenary of Frederick Allday's appointment as Sub-postmaster on Lundy, we are publishing articles on the three Postmasters whose devotion to duty has enhanced the collecting of Lundy Postal History and Stamps. Subsequent articles will concentrate on Felix Gade and Wendy Puddy. The main content of this article is based partly upon 'REMINISCENCES', a contribution to issue No.14 of the 'Illustrated Lundy News' written by Mr. Allday's daughter Mrs. Mildred Thomas and published in 1974. Also included are extracts from 'Postal History, Postmarks & Cachets of Lundy Island', by Stanley Newman.*

Frederick William Allday was born in Blackheath, London on 28<sup>th</sup> January 1858 and entered the Royal Navy at fourteen years of age. He served in many naval ships during his twenty-four years of service, and visited every continent in the world with the exception of Australasia. At the end of his naval career at 38 years of age, he applied to Lloyds Shipping Insurance at Tower Hill, London for a position in February 1896. In those days Lloyds had signal stations all round the coast of the British Isles, to report passing ships. His application was successful, and he duly received his training at Start Point, South Devon, and at the Lizard in Cornwall - on October 1<sup>st</sup> 1896 he was appointed to the Lloyd's signal station on Lundy.



John Dyke

The Allday family, Frederick, his wife and 5-year old daughter Mildred left their home at Gillingham, Kent and travelled to Lundy via Instow where they boarded the 'GANNET', a sailing boat owned by a very good and clever seaman, Capt. William Dark of Primrose Cottage, Instow who held the contract to take the mail and supplies to Lundy each Thursday (weather permitting). For over 40 years the 'GANNET' plied between Instow and Lundy without a mishap.

Allday took up his duties immediately upon his arrival, reporting to Lloyds three times each day upon shipping movements and the weather, working from dawn to dusk. He moved into Lloyd's Signal Station cottage. At the time of his arrival, the Post Office was situated in the farmhouse occupied by Mr. Ackland, but in June 1898, Allday was appointed as Sub-postmaster on Lundy, and the Post Office was transferred to Lloyd's Signal Station, the ground floor room of his cottage became the Post Office.

Thursday was usually the mail-day, and Allday's duties included the collection of the incoming mailbag from the boat - the '*GANNET*', sorting the letters (he was reputed to have read many of them !!), and taking the outgoing mail down to the beach and placing it on the departing boat. The Island residents would collect their mail from the Post Office, and if an immediate reply was called for they had time to write a letter which caught the outgoing post, since the '*GANNET*' usually had a two-hour stop-over at Lundy. In addition the Postmaster was responsible for the Telegraph service, sending and receiving telegrams as necessary. To assist the Postmaster, a donkey named "Irwin" was provided by the Post Office with the intention of carrying the mail from the Landing Beach up the steep cliffpath to the Post Office, but unfortunately the creature proved to be too wily. After a few weeks it grew to recognise the mailboat, and upon seeing it approach Lundy, the donkey would bolt off to a distant part of the Island and hide in the bushes, leaving an exasperated Mr. Allday to carry the mail up himself !

In essence there was only one type of post-office cancellation in use during Mr. Allday's period as Lundy's Postmaster - the small '*LUNDY ISLAND*' "thimble" cancel which had been introduced in 1893 (N. type Ab), and remained in use until about 1920, when a variation omitting the code letter (N. type Ac) was used. This remained in use until a year after Mr. Allday retired, i.e. until 1927, when the Post Office was closed.

During the early years of this Century, Allday's only daughter Mildred generated a considerable amount of mail to and from Lundy. She was a prolific correspondent with many people on the mainland, and many postcards addressed to her on Lundy have found their way into present-day Lundy collections. One of the scarcer items from this correspondence is illustrated over leaf:-

Frederick Allday with Lundy's weekly mail loaded onto "*IRWIN*", the post donkey.

The mailboat '*GANNET*' is anchored offshore.



1907 P/C addressed to Miss. Allday - Lundy Island, via Instow. Sent from England bearing KEVII ½d stamp cancelled in Merstham, Surrey. However, it also bears an 'INSTOW' MR 21 07 s/r Transit Mark'. very scarce on incoming mail to Lundy.



Miss Allday

Between May 1905 and October 1908 a few items of incoming mail to Lundy received an INSTOW single-ring datestamp, used as a Transit Mark. As the appearance of this Transit Mark was very sporadic, the reason for its use is somewhat unclear, but one theory is that since all items recorded are addressed to the Post Office on Lundy, the Postmaster at Instow placed his postmark on the day the item was received by him. On occasions this proceeded the date of arrival on Lundy by several days (probably due to storm delay) and thus the Postmaster at Instow was letting his colleague on Lundy know how long he had retained the particular item of mail.

Captain Dark carried the Lundy mail virtually uninterrupted in the 'Gamel' from 1888 until 1911, and it was during this period, on 30<sup>th</sup> September 1906, that a Royal Navy battleship 'H.M.S. Montagu' ran aground in thick fog on Lundy's Great Shutter Rock, where it became a total wreck. This became a great tourist attraction, bringing many day-trippers to Lundy and accounts for the bulk of the surviving mail from this period (mostly postcards of the wreck). From May 1912 to about 1915 there was a twice weekly mail service to Lundy, one from Instow (Mondays), and one from Bristol (Tuesday night or Wednesday morning depending upon tides), using the *S.S. Devonia*. It is interesting to note that whilst Lundy mail sent via Instow was given an INSTOW transit mark, that sent via Bristol bore no transit mark whatsoever. From about 1915 it is believed that the Lundy mail was carried by Royal Navy vessels from Swansea until January 1919, and thereafter from Milford Haven (calling at Ilfracombe for additional mail on its way).

In 1909 the Admiralty took over the Lundy Signal Station from Lloyds, Coastguards becoming responsible for the Telegraph service, and Frederick Allday retired with a small pension from Lloyds. The Post Office was moved from Signal Cottage to the small "Cable Hut" attached to Marisco Castle. This had been built in 1894 for cable testing and was a small stone building with a corrugated iron roof. As converted to Allday's Post Office, it contained a table and counter, pigeonholes for sorting letters, a stationery cabinet, as well as two bunks and a cooking stove. The latter were installed in 1910 for linesmen sent from the mainland to service the telephone cables linking the North and South Lighthouses ( which had come into service in 1896).

*Lloyd's Signal Station and British Sub-Post Office. The Post Office was located in the room on the left - the familiar red letter-box occupying a space in the bottom left-hand corner of the front window. The submarine cable from Hartland ended here, and it was from this office that the Rev. Hudson Grossett Heaven despatched his celebrated first message: "The Kingdom of Heaven rejoiceth".*



Allday was a deeply religious man, and became a regular worshiper in St. Helena's church, becoming Church Custodian in 1911. In February 1916, his daughter Mildred and her fiancée William Thomas became the first couple to be married in the Island Church. Allday's promotion to Lay Preacher by the Bishop of Crediton in 1918 enabled him to conduct regular services for the small congregation, which varied in number from nil to a maximum of about 25 !

After the end of WW1, the postal service returned to normal, and in April 1921 the Lundy mail contract was placed with the Island's owner Mr. A.L. Christie, and the renowned 'm.v. LERINA' entered service carrying the mails between Instow and Lundy once a week - for the annual sum of £200 !

In October 1925, Lundy was acquired by Martin Coles Harman, and it is no secret that Allday did not see 'eye-to-eye' with the new owner of the Island. It is even rumoured that upon greeting Mr. Harman upon his arrival, Allday handed him a list of Islanders who he felt should be sacked, but as Mr. Harman was a person not prone to taking instructions, the first person he decided to sack was Frederick Allday !!

Unfortunately, Allday was not a popular person on the Island, for being strictly teetotal one can assume that he never visited the Tavern to socialise with other inhabitants. It is also said that he had a very hot temper, so upon his departure from the Island in July 1926 it can be assumed that he was not missed, his duties being taken over by Lundy's "new" Agent - Felix Gade. As is well-known, the GPO Post Office was closed by Mr. Harman the following year.

After spending nearly 30 years on Lundy, Frederick Allday lived in retirement to the ripe old age of 89, and died in 1947 at the home of his daughter Mildred in Eltham, London - within a mile of the place he had been born !

# **LUNDY BOOK REVIEWS**

by Roger Allen

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## **My Life On Lundy by Felix Gade**

Third edition 1997 published by Myrtle Ternstrom

Printed and distributed by Lazarus Press, 6 Grenville Street, Bideford, Devon, EX39 2EA.

Price £20.00 plus £4.00 postage. Available from Lazarus Press.

This review does not seek to discuss this book from the point of view of its main contents. All collectors of Lundy material; and indeed anyone who has been associated with this island in any way will know of this wonderful autobiography of a great man and will probably possess a copy. I shall concentrate on describing the additions and differences between this third edition and the first two.

The appearance of this new book is quite different from the first editions, it is slightly smaller in height and width, though considerably thicker. The book has been completely reset by Lazarus Press but the original pagination has been skillfully maintained. The dust wrapper is in light blue paper with dark blue design as opposed to the brown design on yellowish paper in the first editions. There is a photograph on the reverse of the dust wrapper, whereas the older books were blank. The photograph is of Mr. Gade standing at the foot of the beach road by the stone that had the notice carved in it stating that the island was completely private. This stone disappeared in a storm a few decades ago.

There are several additions in this new version which generally bring the edition up to date and improve it. There are some acknowledgments to the 1997 edition on page 8 and a preface by Myrtle Ternstrom on page 9 entitled "Preface: The Story of a Book". This is indeed the story of the original writing and production of the first edition, giving details of its beginnings. The collating of Mr. Gade's memories, his diaries and his own first drafts of his memoirs into this masterful autobiography make very interesting reading.

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This Edition contains some important new elements. These include an introduction by Myrtle Ternstrom which gives a short biography of Chanter and a background to the writing of his original report. For all its erudition and detail, it appears that Chanter never actually visited the island. The other main addition to this new edition and indeed one of the main *raison d'être* for its issue, are the thirty line drawings by Peter Rothwell. These are all beautifully and delicately executed and convert what would be a dry and factual report into a volume of great delight and beauty.

Peter has endeavoured to represent the island features he has chosen as they would or may have appeared at the time Chanter wrote his monograph. On the beach road the old seamen's huts are still there, the village scene is shown without the church, Blue Bung or the two St. John's. There are splendid reconstructions of the Quarter Wall Cottages, the Quarry Cottages (now in ruins), the Quarry Beach Quay and so on. Peter Rothwell is a very versatile artist, perhaps best known for his watercolours and paintings in other media, but his skills in pen and ink sketches as they appear in this book are considerable and should ensure that this little book becomes a valuable collectors piece in the future.

**Island Studies**  
**Fifty Years Of The Lundy Field Society**

Published by the Lundy Field Society in 1997 and distributed by the Lazarus Press, 6 Grenville Street, Bideford, Devon, EX39 2EA.

220 pages plus forty coloured plates and many black and white photographs, plans and a map. There are also innumerable little drawings by John Dyke sprinkled throughout the book. The cover design of the Old Light and cemetery is by Peter Rothwell.

Price £15.00, plus £2.50 postage, available from Lazarus Press.

This collection of studies covering just about every aspect of Lundy activity and interest, written by members of the L.F.S., is as fine a selection of scholarly essays and detailed research as could be found anywhere. Even the articles on Non Marine Invertebrates by Tony Parsons, Botanical Studies by Elizabeth Hubbard and Freshwater Habitats by Jennifer George are written in such a way that even the layman in these fields can still understand and enjoy them. This is not of course always the case with the highly scientific and academic notes in the annual reports of the L.F.S.

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There are four pages of notes and corrections to the original text at page 535. These include corrections to some of the captions of the photographs. The most obvious and the best additions are the 26 extra photographs appearing between pages 352 and 353. These are mainly from the early Harman period though some extend beyond this time, and most of them have not been seen or published before. It would be hard to single out any of these new photographs for comment but I was particularly pleased with the picture of the guests outside the refreshment room in 1925, including the parents of Eileen Heaven, also with the pictures of the Old Manor House Hotel, inside and out, including the rockery just above the tennis court. The picture of the M.V. Lerina is new, as the photograph used in the original edition has been lost. The map inside the rear cover is essentially identical to that of the first edition but the contour lines, originally in brown, are now in black and at the it states that the map was published by C.G. Taylor, Lundy in 1973. The original map has the text: Published by C.G. Taylor in 1978.

Apart from the slightly poorer quality of the photograph reproduction, it is difficult to fault this new edition and will become a classic collectors item in its own right in due course.

**Lundy Island**  
**A Monograph by John Roberts Chanter**

New edition published by Westwell Publishing, Appledore in 1997 and printed by Lazarus Press, Bideford.

Price £15.00 plus £2.00 postage. Available from Lazarus Press, 6 Grenville Street, Bideford, Devon, EX39 2EA.

John Roberts Chanter first wrote his famous monograph on Lundy for the Devonshire Association in 1871 and it was published in their Transactions for that year. It was later published as a separate volume in 1877 and again in 1887 with a new preface. This newest edition appears to have been taken from these latter reprints not from the original Transactions. Chanter's report covers a wide range of topics; geology, climate, history, agriculture, archaeology, population, biology and botany. It has formed the basis of many subsequent descriptions and articles on Lundy and is a very fundamental component of any library.

This edition is in a small, neat, pocket book size, bound in blue with gold inscriptions on the front and spine. The book contains all the original appendices of birds, plants and insects that were included in Chanter's report. An exact reproduction of his original map also appears just inside the rear cover. Except for the title page with its drawing of the Knight Templar, this book is not a facsimile but a complete re-set by Lazarus Press.

The articles on the mammals of Lundy by Ian Linn, and the archaeology of Lundy by Caroline Thackeray are delightful to read and beautifully illustrated with coloured plates. The historical items on Lundy including the general article by Clive Harfield, the first fifty years of the L.F.S. by Chris Webster and the development of the position of the Lundy Wardens by Emma Parkes all make fascinating reading and provide much information not easily available elsewhere. There are some excellent sections on the Marine Biology and the Marine Nature Reserve with splendid underwater photographs to accompany them. The article on Animal Behaviour by Hayley Randle leaves me as cold and cynical as when I heard her give a similar dissertation at the L.F.S. annual meeting in March this year.

The book is quite thick and heavy and the shape of the book, rectangular with the spine on the short side, places a great strain on the spine and binding. It is a book that will be used by many for reference and may receive a considerable amount of use. This weak shape will not help its term preservation.

Nevertheless, it is exceptionally good value for the money and I strongly recommend it to every Lundy collector.

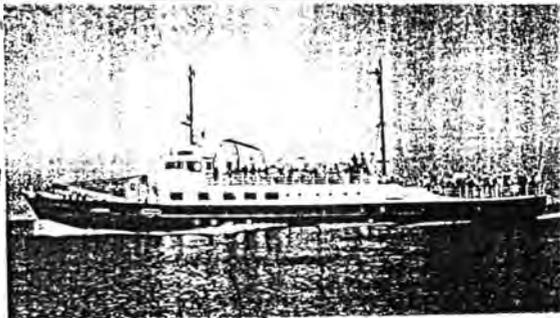
## **STATEMENT OF CHAPTER ACCOUNTS**

### **FOR THE YEAR ENDED 30 OCTOBER 1997**

<b>INCOME</b>	<b>1996/97</b>	<b>EXPENDITURE</b>	<b>1996/97</b>
<i>'JOURNAL'</i> Subscriptions	1455.25	Printing of <i>'JOURNAL'</i>	940.00
Meeting Proceeds	218.50	Other Printing costs	270.00
Sale of Souvenirs	111.00	Room Hire	75.00
Proceeds from Raffle	99.00	Postages	388.59
Adverts in <i>'N.P.J.'</i>	116.00	Chapter Admin. Expenses	166.25
Donations & Interest	10.26	Donations, Sundry	40.00
Auction (No 1) Proceeds	<u>1340.70</u>	Auction (No.1) Payments	<u>1307.37</u>
			3187.21
		Balance carried forward	<u>163.50</u>
Total	3350.71		3350.71

# A NOVICE'S INTRODUCTION TO LUNDY!

An intrepid tripper one Monday  
Set sail on the 'OLDIE' to Lundy,  
Despite taking a QUELL,  
An Easterly swell,  
Made her wish that it was still Sunday!



Beyond the 'Bar' she parted with breakfast,  
(A tripper standing aft caught full blast)  
Then Lundy appeared  
And as 'OLDIE' neared  
Her ordeal was over at last.



On beloved Lundy she landed  
(Thankful not to be stranded)  
Looking extremely haggard  
Up the Beach Road she staggered  
To the Tavern single-handed.



Revived by a pint of John O's,  
Tingling from head to toes,  
She hiked up the Isle  
(Without trace of bile)  
To where? Heaven knows!



'Anon' - (perhaps just as well - ED !)

# MILLCOMBE HOUSE

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

### PART 2 - 1925 TO DATE

Compiled by Roger Allen

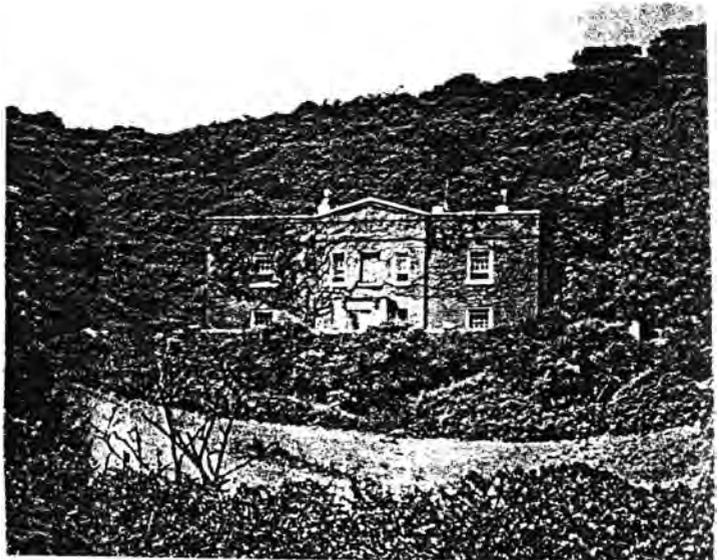
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#### Millcombe House in the Harman Period

During the Harman period the Gades often slept in Millcombe during the summer to free up an extra room in the Manor Farm Hotel. After Mrs. Amy Harman's death in 1931, Millcombe House was sometimes used as extra hotel space, though Martin Coles Harman and his sons John and Albion always slept there

On 11<sup>th</sup> May 1958, H.M. Queen Elizabeth the Queen Mother visited Lundy. She entered Millcombe House and upon learning that it was where the Harman's lived, she insisted on being shown all over it, which had not been contemplated by Diana Keast and Ruth Harman Jones who were on the spot.

The land around Millcombe House, Millcombe Valley and Brambles is called the demesne of Millcombe and was fenced around by William Hudson Heaven in the 1860's during the period when the rest of the island was leased to the Quarry Companies. In 1963 a further attempt to fence round the demesne was made by Des De Belle, an Australian fencing expert contracted by Albion Harman. This was carried out in an attempt to keep the deer away from this area. This was not a success.



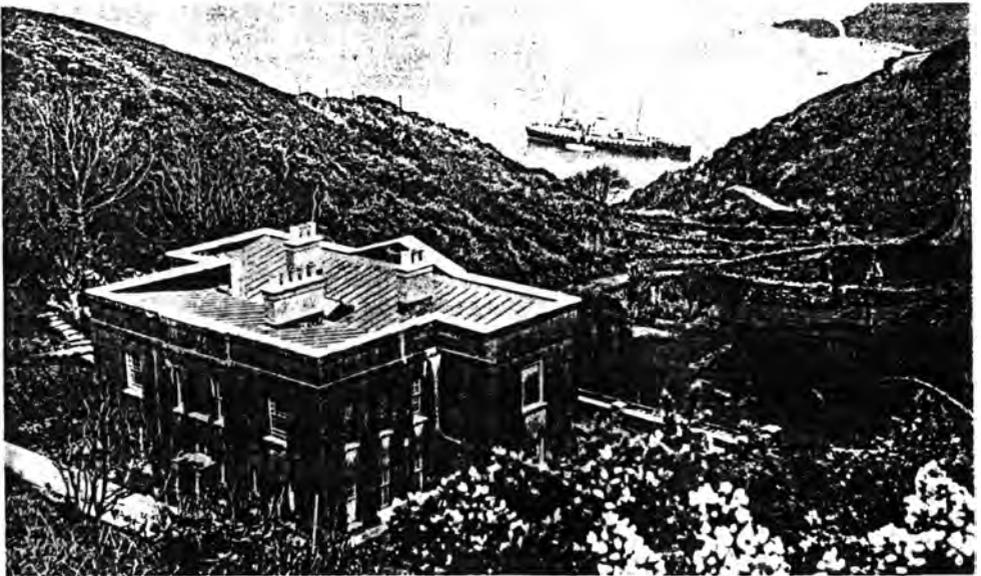
View of Millcombe House during the Harman period, showing the prolific tree growth (see earlier 1897 illustration on page 24 of *Autumn '97 issue of JOURNAL*), and front porch (now removed)

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The granite core from the 1953 drilling for treasure which was undertaken at the request of John Pennington Harman VC, by his brother Albion, was stored on sheets of corrugated iron in Millcombe House cellar. Some of it is still there today.

A large wooden chest, containing clothes for Ship Wrecked Mariners and Fishermen, was kept by Mr. Gade in Millcombe House. These clothes were supplied by Seamen's charities from the mainland and were indeed used on occasions.

On 13<sup>th</sup> April 1969 the Church of Scientology expressed an interest in buying Lundy and told Mr. Gade that they would be building a convalescent home for their members on the lawn in front of Millcombe. It is unlikely that this unpleasant prospect was ever a real possibility, but it must have been a frightening thought at the time.



A delightful view of Millcombe House from the South-West, taken in 1972 shortly after the roof had been restored to its original condition - covered in copper sheeting. The roof had been originally designed by the Architect in this configuration, in order to collect rainwater for use in the house. Note the steamer 'BALMORAL' at anchor in the Bay.

(photo - Derek Sach)

## Millcombe House as the Island Hotel

Between 1971 and 1988, Millcombe House was the official island hotel. To those that can remember those halcyon days when the hotel was operating, the memory is rather like that of being invited to a country house party. Tea in bed in the morning, the gong sounding for meal times, a wonderful cuisine from the hands of Joan Foster the cook and other island ladies over the years. Tea, cakes and biscuits laid out in the kitchen for afternoon tea after a hot day hiking round the island. A well selected and extensive wine cellar. Dressing in jackets and ties for dinner. Excellent company and conversation around the dining table, including at times Sir John Smith himself, Diana Keast, Ruth Harman Jones, Lord Saye and Sele, the late Tony Langham and others too numerous to list. Coffee and port in the sitting room after dinner.

These are memories of past years, which will be treasured forever.

## Millcombe House on Stamps

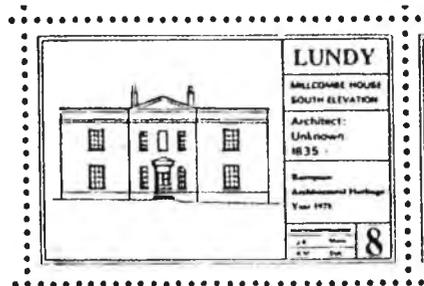
Unlike the Castle, St. Helena's Church and the Lighthouse, Millcombe House has been relatively neglected philatelically. Even the number of postcards featuring Millcombe is small, compared to the other main buildings. John Dyke has included drawings of Millcombe House in some of his early stamp folders and on his line drawing postcards containing tiny sketches of various Lundy buildings and features.

A list of stamps and other philatelic items with Millcombe references is given below.

1<sup>st</sup> January 1954. Silver Jubilee of Lundy Stamp issues. Newman No. 95  
2 puffin Red and Black. The design is a map of Lundy with a dot representing Millcombe House.

1<sup>st</sup> July 1975. European Architectural Heritage Year. Newman Nos. 196 and 196A  
8 puffin Black with red value. An Architects' drawing of the south elevation of Millcombe House.

South elevation of Millcombe House (without porch), as shown on 8-puffin stamp on 1975 E.A.H.Y. sheetlet (stamp N196A)  
The large '8' was not the only error on the design of this stamp, as the Architect certainly was known - Edwin Honevchurch.



19<sup>th</sup> May 1992. Discovering Lundy set Newman No 284  
33 puffin value. Multicoloured. A painting by John Dyke of Millcombe House and Valley, with the Ugly. Taken from Battlements with an unknown family in the foreground.

1993 Official Booklet. Dark blue printing on light blue card, containing five 24 puffin definitives. The design of the booklet by John Dyke, shows the East Coast with Millcombe House in outline, just discernible below the Church.

21<sup>st</sup> June 1997. Centenary issue for Lundy North and South Lighthouses. 31 and 52 puffin values. Multicoloured. Map of Lundy with Millcombe House represented by a dot.

### **Unofficial Items**

1991 Minisheet of four perforated labels in blue on white paper. Reproduces the 1975 European Architectural Heritage drawing of the South Elevation of Millcombe House. The inscription reads MILLCOMBE HOUSE HOTEL POST. This item was produced by the American contingent of the LCC for their visit to Lundy that year.



1993 Multicoloured label in sheet form, with no value. Photographic view of Millcombe House looking down from the top of the valley. Produced by Ian Arnold as one of a set of three designs. Each item had a small Puffin logo and the word Lundy in opposite corners.

4<sup>th</sup> August 1980 Special event cover produced by R.E. Allen to commemorate the 80<sup>th</sup> birthday of Her Majesty Queen Elizabeth the Queen Mother. A line drawing in blue of Millcombe House seen from a position just outside Millcombe Gates, where the Harman family laid out for tea for the Queen Mother on her visit to Lundy on 11<sup>th</sup> May 1958.

### **BIBLIOGRAPHY.**

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- The Island of LUNDY by A.F. Langham. Published by Alan Sutton 1994
- My Life on Lundy by Felix W. Gade. Published by Myrtle Langham 1978.
- A Lundy Album by Myrtle Ternstrom. Published by Alan Sutton. 3<sup>rd</sup> Edition 1995
- The Landmark Handbook. The Newcastle Journal. July 18<sup>th</sup> 1840
- Particulars of Sale, Plan and Views of Lundy Island (1925).
- Lundy 1969 Sale Specification. Produced by Price Ogden and Stubbs, Barnstaple.
- LUNDY, Island Without Equal. By Lois Lamplugh. Published by Robert Young, Swimbridge. 1993

# BUSHES, FURROWS AND BOMBS

By Brian Parkes

In 1939 a new issue of L A C A L. (Lundy and Atlantic Coast Airlines Ltd.) was produced by Willson's Ltd of Leicester They were printed in black on white paper in sheets of 48 (6 by 8) and were rouletted 7. Varieties were numerous and included falling bombs, offset and rouletting errors and slips have been reported It is now proposed with your help to list these varieties and errors so that Stanley Newman's excellent catalogue may be fully updated



The following varieties should now be added bushes, furrows, various types of bombs, frames and possibly engines. I have tackled all of these by reference to complete sheets and smaller blocks with the exception of the perforation errors which appear to follow no apparent pattern and were dependent on where the slippage occurred.

### **Falling Bombs**

Type A: A single rather horizontal elongated bomb occurs on stamp 6 in row 1 of the sheets.

Type B: A single vertical bomb with sometimes a hint of a very much smaller bomb above it. This occurs on stamp 1 in row 2.

Type C: Two bombs more of a "blob" nature which occurs on stamp 6 of row 3.

### **Bushes**

The bushes at first sight appear to be variable but by close study can be classified in two types. To the left of the track leading from the left-hand buildings there are normally four bushes which tend to vary in size. However, on certain stamps six bushes can be identified these occurring on stamps 1 and 4 of row 2, stamps 1 and 4 of row 4, stamps 1 and 4 of row 6 and lastly stamps 1 and 4 of row 8.

### **Furrows / Ruts**

As with the bushes above, extra furrows / ruts occur on certain stamps and these are the same stamps as for the extra bushes above. These occur below the wall of the two left hand buildings looking from the front.

### **Breaks in outer frame and 'L' of Lundy**

This is rather more rare and would seem to occur on one stamp only per sheet. A break runs through the outer frame and also the 'L' of Lundy on the left-hand side of the stamp on stamp 1 of row 2 only.

### **Aircraft**

The printing of the aircraft is poor and broken wings and poor resolution of the engines is common. The nearest of a missing engine type could be on stamp 1 of row 3.

### **Offset Stamps**

Unlike many of the varieties of this issue it would appear to be located in one area and varies slightly in intensity and stamps involved in each sheet. The stamps involved tend to be from the bottom right hand corner of the sheet involving stamps 3 to 6 of rows 7 and 8.

### **Perforations**

These are varied and sheets are known with all or part missing or as recently acquired "curved" from stamp 4 onwards.

Shown below are enlarged copies of some of the stamps involved which should help with their identification. It is known that some earlier research has been done but was never included in the catalogue. If any reader can add to the above comments or add "extra" varieties, please send your information via the Editor.



**BOMB type 'A'**  
(Row 1, Stamp 6)



**BOMB type 'C'**  
(Row 3, Stamp 6)



**EXTRA RUT**  
(Row 2, Stamp 4)

ROW 2  
STAMP 1

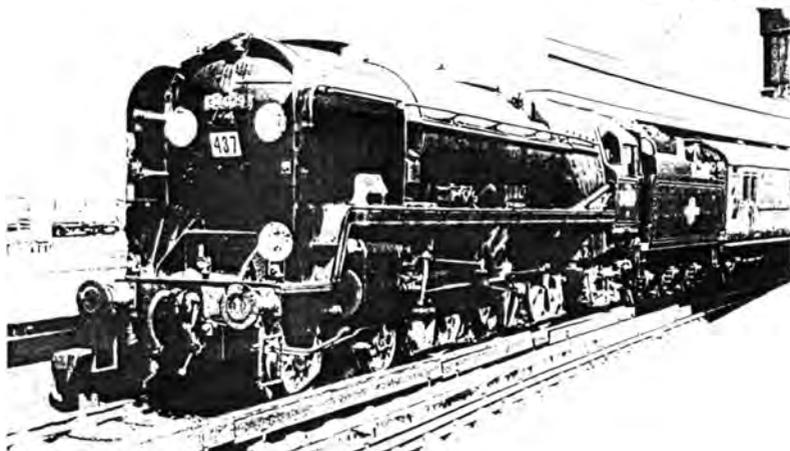
**BOMB type 'B'**

**EXTRA BUSHES**

**BREAK IN  
FRAME LINE**



## **LOCOMOTIVE - 'LUNDY'** (See Autumn '97 Issue)



Another photograph of the S.R. Locomotive 'LUNDY' has been sent to us by Mr. John Scrace. Taken at Waterloo Station on 20th June 1959, shortly after the locomotive had been rebuilt, the nameplate 'LUNDY' can be seen quite clearly.

# FROM BYEGONE DAYS - 3

*Roger Allen and his friend Clive Ponsford have brought to your Editors attention the existence of a very early book written by Richard Ayton in 1814, in which he gives an interesting description of Lundy in the pre-Heaven era. The three relevant pages are reproduced here ( we believe for the very first time). It is such a great pity that the Author and the illustrator William Daniell, were unable to land on Lundy to give an even more graphic description of life on the Island in 1814.*

A  
V O Y A G E  
R O U N D G R E A T B R I T A I N,

UNDERTAKEN IN THE SUMMER OF THE YEAR 1813,

AND COMMENCING FROM THE LAND'S-END, CORNWALL,

BY RICHARD AYTON.

WITH

A S E R I E S O F V I E W S,

*Illustrative of the Character and Prominent Features of the Coast,*

DRAWN AND ENGRAVED

BY WILLIAM DANIELL, A. R. A.

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L O N D O N :

PRINTED FOR LONGMAN, HURST, REES, ORME, AND BROWN, PATERNOSTER-ROW;  
AND WILLIAM DANIELL, NO. 9, CLEVELAND-STREET, FITZROY-SQUARE.

1814.

## William Daniell's Voyage to Lundy

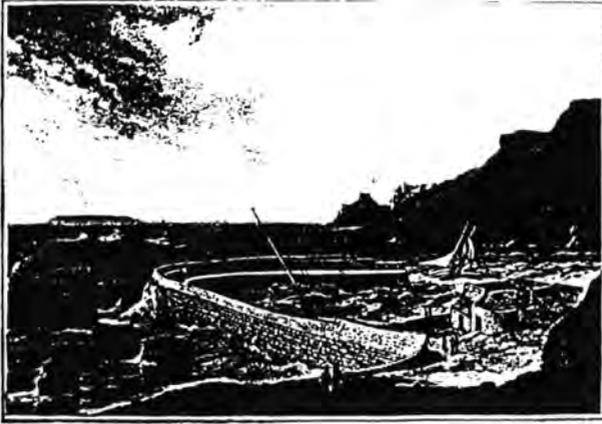
By Clive N Ponsford

With the exception of one or two Castle views, Lundy escaped the attentions of Georgian printmakers. It was a difficult place to reach and at least one artist, William Daniell (1769-1837), was foiled by a northerly wind when he attempted to visit the island. He did, however, manage to include it, on the horizon, in two well-known North Devon views. These were published in 1814 and are entitled, respectively, *Hartland Pier, North Devon*, and *View of Ilfracombe from Hillsborough*.

Daniell was a London-based topographical artist and engraver who when young worked with his uncle, Thomas Daniell, in India. He specialised in hand-coloured aquatints and the prints mentioned above originally appeared as book plates in Daniell's famous eight-volume work, *A Voyage Round Great Britain undertaken in the Summer of the Year 1813*.

The "voyage" was a journey around the coastline, starting from Land's End. Daniell, at that time an associate of the Royal Academy, and his friend Richard Ayton, who supplied the text for Vol 1, travelled down from London and set off along the North Cornish coast, on foot, by boat and on horseback. On crossing the Devon border, they stopped at Hartland Quay where they found an inn almost devoid of provisions and "a little harbour, marked out and secured by a semi-circular pier..."

This harbour which disappeared about a century ago forms the subject of the fifth of the 26 plates in Vol 1; it is a breezy composition, showing crashing waves, rugged scenery, small, single-masted sailing vessels, seabirds on the wing, a working limekiln and, as earlier stated, the island of Lundy on the horizon. Comparison with old postcard views confirms that it is an accurate depiction, the shape of the cliff scenery being faithfully recorded. To achieve this, it is possible that Daniell used an apparatus such as a *camera obscura*.



Hartland Pier,  
North Devon.  
(Lundy Island  
on horizon)

Four leagues to the northward of Hertland Quay is the Island of Lundy, a conspicuous object in the Bristol Channel, which is distinctly visible from every part of the north coast of Devonshire, and the opposite coast of South Wales. It is three leagues and a half from the nearest promontory on the English coast, Hertland Point, and about six leagues from the Welsh coast. There is a character of great wildness and desolateness about islands, whose utmost limits may at once be comprehended by the eye, which may be seen, in one view, bounded on all sides by the sea. The land is at all points so blended with the water, so unsheltered and unsupported, that it appears scarcely to possess the ordinary security of habitable ground. The best view of Lundy Island is from a distance, when it is seen rising like a solitary mountain from the midst of the waves, like a spot disinherited of the common favours of the earth, banished from its rightful place in the creation, and cast out into the waste of a foreign and discordant element. There is not a tree nor a shrub upon it, nor would one wish to see any there; its nakedness accords with its situation, and one regards it only as a mark for every storm that blows; a strange excrescence of nature, with the form and substance of land, but as desert and inhospitable as the sea which surrounds it. We sailed to it, and found every indication of barrenness that we had observed from a distance fully confirmed on a nearer approach, though it lost much of its

F

dreary

dreary grandeur when no longer an island to the eye—when land formed the line of the horizon, and concealed from us the expanse of sea beyond.

There is but one landing-place, and that is on the east side of the south end, where there is a good beach, leading to a pathway cut in the rocks of the cliff. This little cove is sheltered by a detached mass of rock, called Rat Island, from the east, but is open to the north wind, which was unluckily blowing at the time of our visit, and had raised a surf on the beach that prevented our landing. Round every other part the island is guarded by perpendicular cliffs, in some places more than six hundred feet in height, so that if it could ever become of importance as a military post, it would require no ramparts but its rocks, and no sentinel but the north wind. Its length, from north to south, is three miles, and its breadth nowhere quite a mile. It contains two thousand acres of ground, four hundred of which have been tortured into a state of meagre cultivation. There is no depth of soil sufficient for any kind of vegetation except at the south end: the middle division and the north end are little better than a waste of sand and rocks. Some attempts were made a few years ago to raise trees on Lundy, but the salt-wind resisted any such innovation, and if it allowed them to take root, effectually provided against their appearance above ground. The island is inhabited by a few families, comprising about thirty people, who have an opportunity of passing their lives with truly primitive simplicity. The summer recreation of this little society chiefly consists in plucking gulls and skinning rabbits; and for their winter hours, I am, perhaps, as much puzzled to mark out an employment as they are themselves. The air which they breathe is healthy, so that if they do not live merrily they live long. The biography of one John Sharp, a Lundy man, is thus succinctly made out—he died at the advanced age of ninety-six. Rabbits swarm in every part of the island, and in summer the gulls assemble upon it in such prodigious flocks, that the spoil of their feathers, in conjunction with the furs of the rabbits, forms a very considerable revenue. The rabbits are not valued for their flesh, which is not good, and judging from the surface of the soil, under which they burrow, one would imagine that there must be very little of it. Rats complete the catalogue of wild animals, and are the only troublesome guests on the island, not only not contributing their common share to the improvement of its resources, but actually assuming a hostile character, and employing their forces against the rabbits. There is no possibility of expelling these marauders, who have already very evidently thinned the ranks of the rabbits, and will, it is feared, ultimately succeed in establishing themselves sole lords of the burrows.

Our old topographical writers scarcely mention Lundy, and the few notices which they give do not represent it as having ever been in a much more flourishing condition than at present. The most memorable circumstance in its history occurred in the reign of William the Third, when it was surprised by the French, who appeared before it in a ship of war, pretending to be Dutch, and having cajoled the natives with some specious story, landed without opposition, and proceeded to commit the most abominable excesses

of

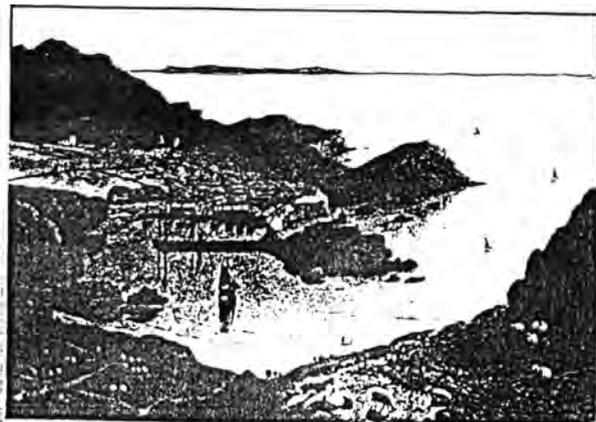
of wanton barbarity. They destroyed all the horses, cows, and sheep that they could find, and threw them over the cliffs, ransacked every house, stripped the inhabitants naked, and finally departed with no valuable booty, but with the satisfaction of having involved a few inoffensive people in misery and want.

The antiquities to be seen on Lundy are a castle, and the last dust of a small chapel, dedicated to St. Helen. It is not known when or by whom the castle was built, nor has history or tradition preserved any memorials of it that can interest curiosity about its foundation. Matthew Paris, in his history of Henry the Third, relates that one William de Marisco, who had conspired to assassinate the king, on the failure of his attempt, fled to Lundy Island, and became a pirate; but after committing desperate ravages, particularly on the beef and biscuits of his majesty's subjects, was apprehended and executed. This renegado, on his trial, protested that he had never plotted against the life of the king, that he had fled to Lundy merely to avoid the ignominy which attached to him on an unjust suspicion, and had turned pirate only for the purpose of filling his belly. The castle is now called Marisco's Castle.

The last view that I shall present of Lundy is a poetical one. Drayton, in his *Poly-Olbion*, reproaches it with the following sinful and shameless character.

" This Lundy is a nymph to idle toys inclin'd ;  
 And, all on pleasure set, doth wholly give her mind  
 To see upon her shores her fowl and conies fed,  
 And wantonly to hatch the birds of Ganymede.  
 Of traffic or return she never taketh care ;  
 Not provident of pelf as other islands are.  
 A lusty, black-brow'd girl, with forehead broad and high,  
 That often hath bewitch'd the sea-gods with her eye."

A less rigid moralist might have connived at these excesses of a thoughtless island, who really does not appear to have many other modes of passing her time. At the present day she is making some atonement for her former transgressions, by annual offerings of the skins and feathers of her favourites. Her little attentions to the sea-gods are very excusable; for how can she resist the temptation of perpetual opportunity? She has a heart, not of granite, but of soft slate and sandstone.



View of  
Ilfracombe from  
Hillsborough.

(Lundy Island  
on horizon)

# LUNDY : THE 1929 AND 1957 CANCELS

By John Holman

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My article in *The New Puffin Journal* No.2 generated a bit of interest, especially concerning the order of the date in the 1929 'puffin' cancel. This can be found both in French style (eg. 25 JY 30) or American style (FE 10 30).

To begin with I can add a few further examples of pre-1 November 1929 cancels by the London (Ba) postmark: 5 SP 28, 10 MR, 7 JU, 6, 30 & 31 AU, 7, 21 & 29 SP and 9, 13 & 25 OC 29. All are found on piece. Further examples, also on piece, after the issue of the stamps on 7 NO 29, 22 NO 29 and 15 DE 29. The ½p stamp is reported cancelled in red on 6 JA 30, another use in brown-red is noted for 10 JAN 30. The 6p is known dated 24 JU 30, before the issue date of 11 July, and the 6p, 9p & 12p 10<sup>th</sup> anniversary overprints (issue 1 November 1939) are known cancelled 19 MR 29! A later use on 1 MR 31 is known, and Barry King reports a very late use, 3 FE 42, on a Tigherna sheet, in *TNPJ* No. 3.

I have trawled through most Lundy auction catalogues since 1980 and compiled a list of just over 100 recorded dates of use of the Lundy cancel (Bb) on cover or piece. The earliest I have found is JA 29 30. Dates are in this American style until JU 30 30, then in French style from 25 JY 30 until xx AU 36 (date unclear), reverting to French style again from SP 1 36 until the canceller ceased to be used at the end of November 1938. The last date I can trace is NO 29 38 although NO 30 38 may exist. There are a few exceptions during this 1936-38 period, with American style noted on 23 FE 37, 18 JA 38, 6 MR 38, 19 MR 38, 26 MY 38, 27 JU 38 and 1 NO 38.

I gather that at least one cover is known with the Lundy cancel used in December 1938, and Barry King records FE 4 39 in *TNPJ* No. 3.

Of interest is the matter of when the Lundy stamps were first used. 1 November 1929 is given as the date of issue but no covers are recorded before February 1930. Most covers before the Summer of 1930 bear the Lundy stamps and no British postal markings. I suggest that as Mr. Harman was involved in a court case over his Lundy coins (April 1930), he did not want to complicate matters by upsetting the GPO so I wonder if at least some of these Lundy covers were sent on 'under cover' bearing normal British stamps.

According to an American philatelic magazine report, the press release about Lundy stamps was first published in the USA in mid-January 1930. The British *Philatelic Magazine* of 1<sup>st</sup> February 1930 condemned the Lundy stamps and stated 'that sections of the philatelic press have given much space' to them. It would seem



Ba



Bb

likely that the stamps were announced in November 1929 but possibly not brought into use before the beginning of 1930. The issue of the coins, and the resulting furore, may have persuaded Harman to 'tread carefully' with the stamps in the early days especially, as Felix Gade wrote to a collector in Canada in 1952, the GPO were 'hopping mad' when the stamps first made their appearance.

A report in *Mekeel's Weekly Stamp News* (11 August 1930) stated that an order for Lundy stamps was mailed from the island on 6<sup>th</sup> April 1930 (Lundy postmark AP 6 30) and received the Bideford postmark the same day. A subsequent request for further supplies was returned marked 'Office Closed' - the GPO insisted that there was no longer a post office on Lundy.

The four earliest Lundy & British covers known and reported are thus FE 10, AP 6, MY 5 and JU 10 30 - noted above and in the *LCCPO* No. 55. Reports of other such covers in the first six months of 1930 would be welcome. That they are so rare suggests to me that Harman was deliberately underplaying the stamps so as not to antagonize the GPO too much whilst his court case over the coins was in progress. Quite a number of covers bearing just the Lundy stamps are reported for February-May 1930, with addresses on Lundy, in London, Birmingham and elsewhere. The earliest I have noted is cancelled FE 3 30.

Finally on the 1929-38 puffin cancel, Jim Mullett notes impressions in 1938-39 show marked differences from the earlier strikes, i.e. constant breaks in the outer frame line, entirely different shading on the puffin and most striking, the puffin tail has a downward curve similar to a fish tail. These strikes appear on mail immediately following use of the straight-line 'LUNDY' of 1937 and during use of the 1938 LACAL 'AIR POST' cancellers. Jim has several covers of this period, all show the fishtail. The photocopy he sent me is of an inward cover postmarked Ilfracombe 31 October 1938. The date on the Lundy cancel appears to be 1 NO 38 and the puffin's tail is certainly different to others seen. I leave it to collectors more conversant than myself with Lundy postmarks of this period to comment as to whether this might be a repaired puffin handstamp or simply 'ink-clog' on the datestamp. Stanley Newman in his *Postal History* catalogue suggests the 'LUNDY' cancel may have been used while the puffin handstamp was away for repair.



The 31 OCT 1938 cover referred to in the article, clearly showing the puffin's "fishtail". Jim Mullett has put forward a theory that this was a "new" canceller, but for reasons stated in the text, it is more likely to have been the original canceller with a 'D.I.Y.' repair job !

#### *EDITOR'S COMMENT*

- 1) *It would have been highly unlikely that Felix Gade would have put into use a "replacement" canceller that was not perfect, and contained so many imperfections.*
- 2) *The 'TUI' straight-line canceller was in use for a very short period (June to August 1937), and if the Bb canceller was sent away for repair, it is possible that it was returned as "beyond repair". Realising this, it was decided to replace it with a new canceller (Fa) which went into use on 1<sup>st</sup> December 1938. In the interim period, Gade "soldiered on" with the worn Bb cancel, and possibly tried to do a DIY-job on the canceller, which could explain the "fishtail" of the puffin.*

#### **1957 Cancellor**

The main points of interest in this datestamp (known as 'Mr. Gade's cancel', Na in Newman catalogue), concern (1) colours of ink used, (2) early dates before it was brought into use on 19<sup>th</sup> January 1957, and (3) late use after the change to meter franking in April 1974.

In general terms the cancel was used in black until June 1964, then in green until replaced on regular mailings by type R in February 1965. Use in purple in September 1958, blue in November 1959 and turquoise-green in December 1957 were recorded last time. I can now add violet on 11 & 19 FEB 57, violet-blue 13 APR 57, blue-black 23 JAN 58, and green 24 MAR 64. After February 1965 Mr. Gade used the cancel on 'Postal Dept.' as opposed to 'General Office' mail and after his retirement as Lundy Agent in September 1971 on his own correspondence and mailings to philatelists. As reported last time he used it for first day covers of the 1972 Lighthouse stamps (25 NOV 72) in both green and black. Thereafter the datestamp can be found in green and blackish-green (8DEC 72), and bright green (18 DEC 72). The cancel was still applied in green on 17 FEB 73, in black again on 18 FEB & 12 JUN 74. He may not have used it on outgoing mail after 1975 (reports would be welcome), but was still using it to cancel Lundy stamps affixed to incoming mail on 25 MAR 76 (black) and 26 MAR 77 (colour unknown). Lars Liwendahl tells me that Mr. Gade applied a black impression in his Swedish passport when he visited Lundy in August 1978 - possibly the last ever use, albeit not for postal purposes. Felix Gade died, aged 88, on 28<sup>th</sup> October 1978.

Mr. Gade used to apply this cancel by favour to stamps on covers and pieces. An example, shown last time, of the ½p BY AIR stamps with this cancel dated -8 NOV 50 was made possible as the cancel contained dates from -1 JAN 50 to 31 DEC 79. It was originally inscribed 'LUNDY/JUBILEE YEAR' and used from 1 January 1954 to April 1955.

It was adapted to read 'LUNDY/LUNDY' in 1956 and brought into use in January 1957. Use on other 'early' dates include 25 JUN 51 in black on 1951 Flying Birds stamps and 12 JAN 54 in purple on 1954 Silver Jubilee Airmail stamps.



Na



I



Oa



J



S

Some of the datestamps mentioned in the article

### Other Cancels

My trawl through auction catalogues for information on the 1929 and 1957 cancels brought to light a few interesting facts on other cancels. The 'LUNDY/LUNDY' cancel (type I) is noted as used in black until September 1949, then in blue until late 1952 and then in black again until December 1953. (Note: Stanley Newman's excellent Lundy Postal History catalogue states 1954, I think this is simply a misprint for 1953). Use in black is recorded during the blue period on 22 AU 51 and 8 MR 52. By 2 JY 52 use is known in grey and in black on 11 SP 52. Blue ink was used during the second black period on 10 FE and 17 MR 53 and 11 & 23 DEC 53. It is reported used in green-blue and blue-green in 1950 and 1952 respectively, I assume just variations of the basic blue colour. Mr. Gade states in his Postal History of Lundy that this 'I' cancel was replaced from 8 November 1950

by the Air Post cancel 'J' until impressions from that became so poor that the 'I' datestamp was brought back into use. However, it would seem that the 'I' cancel continued in use alongside the Air Post handstamp as examples are known throughout 1951 and 1952. The Air Post cancel is recorded as used into 1952; it would be interesting to know the latest date of use.

The Jubilee Year cancel 'L' was usually applied in black or grey-black. Use is recorded in dark blue-green (18 JAN 54), blue-grey (27 FEB 54), blue-black (3 MAY 54), green (1 JAN 54 & 31 JUL 54, on peice).

Newman records the metal Europa cancel (Oa) in late, by favour, use in green in 1964, 1967, 1970 and 1972. The years 1968 and 1969 can be added, it is also known in green in November 1963, two months after its last regular use (in black, purple or green).

Finally the date of use of the Lundy and two puffins cancel 'S' introduced for the 40<sup>th</sup> Anniversary stamps in November 1969, can be extended by one month in the Newman catalogue. An example dated 20 JUN 1970 is recorded. Impressions were by then very poor as the handstamp deteriorated badly.

I hope these notes will prove of interest to students of Lundy postmarks. I thank Roger Cichorz, George Fabian, Barry King, Lars Liwendahl and Jim Mullett for their help and reports.

## ***SOMETIMES IT PAYS TO LOOK!***

By Roger Cichorz

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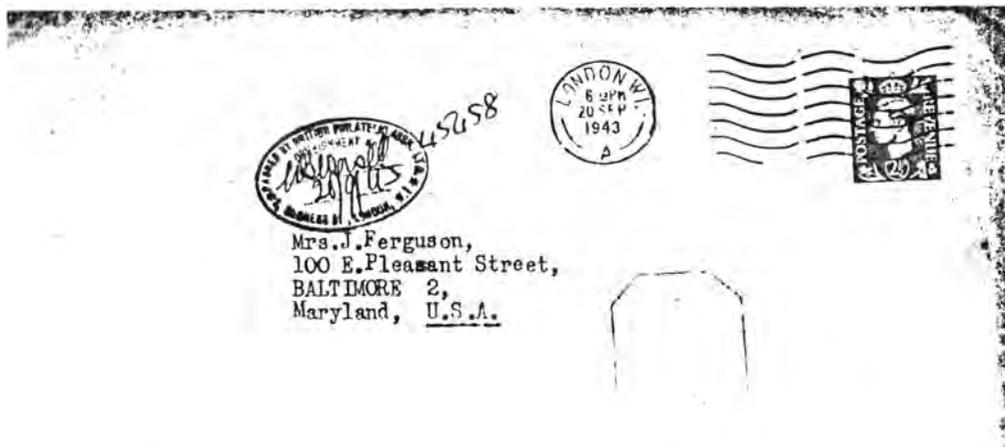
I thought readers might be interested in the "story" of my Lundy cover *find* at a local stamp show. At ROMPEX 97 in Denver Colorado in May, I had pretty much made the rounds of dealers during the two days I attended the show, and my last stop was at the booth (stand) of a dealer from San Antonio, Texas, whom I knew had Mexico material in his stock. After viewing his Mexico stock, almost as an afterthought, I started rummaging through his box of inexpensive Great Britain covers.

I was wearing my "I love Lundy" button at the time, and the dealer recalled me from the previous year, mentioning that he still had only the one Lundy cover (an overpriced Millenary FDC) that I passed on the year before. I nodded but indicated to him that I still enjoy looking through boxes of covers and who knows what I might find. After going through about 85 percent of the covers in his GB box, I spotted a long manila envelope typewritten addressed to U.S. - relatively

nondescript, having on the front a GB 2½d definitive with a London machine cancel, a weak strike of the purple British Philatelic Association oval censor mark, and a weak strike of the pink/magenta octagonal censor mark. I thought to myself, "Wouldn't it be wonderful if on the backside there's a Lundy definitive along with the wartime 'Lundy Philatelic Bureau' cancellation."

I very slowly turned it over, envisioning this combination and (eureka!) sure enough there it was, exactly as I had imagined it!! The Lundy stamp was an "IX Anniversary" overprint ½p to boot, and the cover was priced at a modest \$10! (I couldn't pull the \$10 bill out of my wallet fast enough!) The dealer yanked the cover out of my hand to check the price penciled on the backside (and I thought to myself, "oops - surely he'll recognise what this is and no doubt the price has just gone up!"), but all he said was, "Oh, I see you found a 'Lundy' after all - that'll be ten bucks." I downplayed my fortuitous acquisition and simply said to him, "Yeah, sometimes it pays to look..."

However, most of you readers can probably imagine just how fast my heart was pumping and my head was spinning at that moment. It's difficult to hide an ear-to-ear grin!



The front and back of Rogers "find" at ROMPEX SHOW, Denver. A similar cover will be offered in our next Chapter Auction (July 1998)



# FROM BYEGONE DAYS - 4

## EXCURSION TO LUNDY ISLAND ON THE HENRY SOUTHAN AUGUST 23RD 1863 FROM INSTOW

Text written by Bideford Gazette (1863)

*From our Lundy Shipping Correspondent Tom Baker*

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EXCURSION TO LUNDY ISLAND: On Sunday last, the steamer boat *Henry Southan* left Instow Pier, at half-past six a.m. with about 150 excursionists, for Lundy. The weather was delightful, a strong breeze blowing from the westward, and the passage, which occupied two-and-a-half hours was much enjoyed by those who were compelled to pay the accustomed tribute to old Neptune. On arriving, anchor was dropped in Lundy Roads, landing being affected in boats. Upon landing, the tourists divided into parties, and immediately the exploration of the Island was begun. The Island is an immense mass of granite, rising in some places 600 feet above the sea, three miles long and about one in breadth. The table land is about 2,000 acres in extent, the greater part of which is under cultivation, the rest being covered with fern, heath and furze, which affords excellent fodder for the store cattle. It may not be unworthy of notice that Lundy Island is the only part of the coast between Devon and Cornwall where granite is found. Geologically it is a dismemberment from the Cornish coast, and the same connexion of metallic lodes with granite is also maintained at Lundy, and is there seen in the cliffs. Opposite the Island they also appear in the cliffs extending from Abbotsham downwards. Ere another seasons rolls round amid the cycle of passing erats and excursion trips, it is fair to suppose that the new beautiful sections of granite which adorn the cliffs - the wild rose heather of the sidlings, and English gorse on the table land, - will have been experimented on by the plough-share and miners hammer of the New London Co, who have recently rented the Island of the proprietor (William Heaven Esq.) for the purpose of working the granite quarries and improving the soil for the production of food for the miners and increased population. The Buckland wood houses have already been purchased by Mr. Smith of Emmetts Grange and will be transported to their new site in the course of a week or two. In the interim, preparatory steps are being taken for launching the whole scheme. This is a good beginning for the neighbourhood of Clovelly, Appledore and Instow, in which old Bideford, whose buildings, streets and bridge, require large quantities of stone, must reap her share. Now for steam communication with Ireland and Liverpool, touching at Lundy on their way to the projected Instow Docks, and then via South Western Railway to London. The first object of interest was the Light-house. Built at a cost of £22,000 and furnished with a revolving light, which can be seen at a distance of 40 miles. In foggy weather the marine is apprised of the situation of the Island by the fog-gun which is fired every fifteen minutes. The gun-room is on the west end of the Island, and contains two eighteen pounders, one of which

was fired in honour of the visit. Lundy, although so small, yet presents diversified scenery - the cliffs are especially noticeable, rising precipitously 500 feet from the sea, and numbers of sea fowl perch thereon. Other points of interest visited by the sightseers were the remains of an old church by the Lighthouse, the ruins of John O'Groats house, and granite cove in the northern part of the Island. Rat Island and the cave mentioned by Charles Kingsley in his 'Captain Stancey's Vow' where the smugglers landed the goods, the piece of granite on which lay the immense skeleton of a man 8'3" long, was also observed. At about half past three the tourists, by this time tired, were seen wending their way towards the only place of embarkation. All being on board by four, anchor was weighed and after a delightful passage, the Bar was made in two hours, and the passengers landed at Instow just twelve hours after starting.

### **BRIEF HISTORY OF THE IRON SCREW STEAMER "HENRY SOUTHAN"**

Pockett had additionally purchased the iron screw steamer *Henry Southan* 117TG, which had been built by Nathaniel Tregelles at Neath Abbey in 1845 for Henry Southan Jnr. and William Henry Evans, carriers of Gloucester, to run between the port and Swansea. She had been sold to James Haddock of Liverpool in 1853 and was there lengthened by 36 ft in 1855 to measure 141TG. She next had two years in London ownership before being purchased by Pockett in November 1858. He began to run her on a fortnightly service - Swansea - Penzance - London, but this seems to have petered out by September of the following year and she became available for Bristol Channel services.

A press notice of 1862 stated that "as soon as the passenger stage has been built outside the Half Tide Basin, Swansea, it is the intention of the owners of the *Henry Southan* and the *Prince of Wales* steamships to make passage, Bristol to Swansea in one tide, that is in about five hours."

The Swansea - Bristol run was scheduled for two or three times weekly, dependent on the season, and Pockett also ran a weekly service Bristol - Padstow - Wadebridge. The *Henry Southan* in 1858 also made the Swansea - Hayle run. In 1860 ran twice weekly between Burnham and Swansea, with occasional excursions between Burnham, Watchet and Ilfracombe. In 1879 the *Prince of Wales* and the *Henry Southan* were sold in December to James Habgood, the Bristol scrap merchant. Both had further brief life under steam, then the *Henry Southan* was sold to George Ross Moxley of Bristol, and in 1881 was hulked.

<b>SHIP'S DATA</b>	A) Before Mods	B) After Mods
Length:	103.6 ft	139.6 ft
Breadth:	17.5 ft	17.8 ft
Depth:	8.6 ft	8.4 ft
Gross Tons	117	141
Net Tons	78	96

# " BULLETS FROM THE MONTAGU ?"

By Peter Higman and Stanley Newman

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Chapter Member Peter Higman recently wrote to your Editor, as follows -

"From the Chapter's Auction in November 1997, I secured lot 3 which was described "BRASS BULLET. Stated to have been salvaged from the shipwreck of HMS Montagu". At my request an ammunition expert examined the bullet and provided me with this report:-

"Ammunition 7 62x56mm (303). Brass stamp K14 - denotes UK manufacturer at Kidderminster Royal Ordnance Factory. Year of manufacture 1914.

Doubtful that bullet head was the original. It had been removed before and Bullet charge was damaged and the wadding broken as if someone had unsuccessfully attempted to remove the charge. It has a lead core and is of a design that was obsolete by the end of WW1."

As is well known, HMS Montagu went aground on Lundy in 1906, so clearly the bullet could not have been on the battleship at the time. However, as salvage work continued on the vessel until 1922, perhaps the bullet could have been dropped by a Royal Marine on guard duty. Or did it originate from some completely different source ?

I replied to Peter as follows :-

"How the bullet arrived on Lundy is anybody's guess - possibly an "enterprising" visitor to the Island 'placed' a quantity of these bullets at the scene of the wreck, then later "salvaged" them, and sold them through the Island shop ! Many such "souvenirs" were sold over the years, attached to a silver chain, complete with descriptive card "*An Authentic Souvenir Salvaged from HMS Montagu*".

If any readers of the '*JOURNAL*' can shed any further light on the origin of these bullets, please write to the Editor

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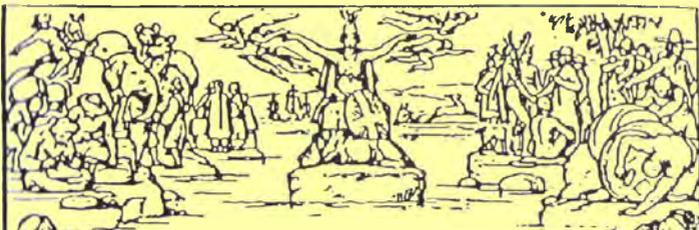
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