

The New Puffin Journal



SUMMER 1998

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

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The New Puffin Journal



Joint Editors
Stanley Newman and James Thomas

ISSUE NO 5

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YOUR FREE GIFT

Thanks to Jon Aitchison, we attach one of his famous 'LUNDY ONE PENNY red-brown' facsimiles. Another QV 'LUNDY' stamp will follow in the next issue of the 'JOURNAL' and you will then have the complete set!



EDITORIAL

In these days of technical wizardry, one automatically takes advantage of every up-to-date piece of equipment available - but there is a limit! Recently my son said to me "Dad - isn't it about time you dispatched to the tip your clapped-out old Computer (a 1985-vintage BBC2 "Classic"), and got yourself a new PC with *WINDOWS 95* and access to the *INTERNET*?" I pondered over this for some time, but eventually decided that my son could connect himself on the Internet to every corner of the world he wanted, but I would stick to my "Old Faithful", until spares were no longer available (not too long to go!) - after all, I only use my computer as a glorified word-processor. Furthermore, my colleague Jim Thomas has a modern Computer with desk-top publishing facilities, on which he kindly produces the text for the pages in the '*JOURNAL*'.

The more eagle-eyed Chapter Member will have noticed (on the 'Contents Page') that Jim has become Joint Editor of the '*JOURNAL*', and will gradually be taking over from me as Editor over the next few issues.

As Jim has reported in this issue, our Spring '98 Meeting at Wembley was a highly successful event, enjoyed by the 30-plus Chapter members who attended. We are hoping that our all-day Summer Meeting at Bideford on 26th July will turn out to be the largest attendance to date - our enhanced Annual Competition will be held in the morning, and with two new Trophies introduced, we are hoping for a record number of entries.

As you will also see from the "Inserts" in the '*JOURNAL*', we are hoping to organise parties to visit Lundy either on Friday 24th or Saturday 25th July. Jim Thomas and myself hope to travel over to Lundy from Bideford on Friday 24th, and it would be wonderful if we could have a large party of Chapter Members on the trip. If enough Members decide to make the trip, we will organise a Special Souvenir Cover to commemorate the occasion, so kindly return the Reservation Form to me as soon as possible.

Finally, a reminder to all readers of the '*JOURNAL*', that your letters to the Editor are always welcome for publication. I was a trifle disappointed that no-one came up with any suggestions as to how the "*Montagu Bullets*" got there! (see page 36 of Spring '98 issue).

I look forward to meeting you all at our Summer '98 Meeting at Bideford.

Stanley Newman - May 1998

MEETING REPORT

The Spring 1998 Meeting of the U.K. Chapter of the Lundy Collectors Club was held on Saturday 24th April 1998, at "STAMP '98" exhibition at the Wembley Exhibition Centre, London, and was supported by over three dozen members

The meeting opened at 1.30p.m. with a well supported bourse and shortly afterwards viewing of the auction lots started. After approximately an hour Stanley Newman as Chapter Secretary, attracted the attention of the meeting and made a few announcements. He started by explaining the new competitions and trophies (as this has been explained by Stanley in his article '1998 Chapter Competition', I will not go into anymore detail). and he announced the dates and venues of the next two Chapter Meetings. The Royal Hotel, Bideford will again be the venue for the Summer Meeting which will be held on 26th July, then in November the Autumn Meeting will be held on 7th November 1998 at the British Philatelic Centre, 107 Charterhouse Street, London - more details will follow in the next issue of the 'JOURNAL'. He then announced that on the Friday before the Summer Meeting the 'OLDENBURG' is sailing to Lundy from Bideford and on the Saturday from Ilfracombe, and that he is hoping to organise a party of members to visit the island on one of the two days. Preference was shown by Stanley and Jim Thomas for the Friday trip from Bideford because on that day one would have approximately 5½ hours on the island, this compares to 3½ hours on the Saturday trip.

Each member was presented with a souvenir 'TNPJ' bookmark (compliments of the 'JOURNAL') which was printed in one of three colours (green, terracotta and blue on white card). Tom Baker organised a souvenir A4 printed sheet of a puffin drawing (black on sepia) commemorating both the Chapter's Spring Meeting and "BIRDPEX '98". The final souvenir was a selection of beautifully printed envelopes prepared and signed by Gerald King. The limited edition of 100 (each envelope numbered) had a "stamp" from Gerald Kings Alternative Collection alongside a Lundy stamp and a GB stamp. The "stamps" on the envelopes were imperforate, but I was reliably informed that the "stamps" in Gerald's Alternative Collection have been perforated by a genuine Victorian perforation machine.

One display of 24 sheets was presented by Julie Lester which was entitled "Lundy to Devon Airmail Service 1950-1956". The good quality material charted the history of the Airmail Service during the early 1950's with a selection of stamps and postcards. Items of note were a couple of cards sent to F W Gade - Lundy Agent, a commemorative envelope signed by Captain Drabble and a "Lundy Air Post" first day cover. Many thanks to Julie and Mike Thompson for putting together a beautifully presented display.

AUCTION REPORT

Our last Auction, at the Spring '98 Meeting at Wembley on 25th April followed the successful pattern of the two previous Auctions, with the total proceeds of £2233 eclipsing the previous record of £2086 (Auction 2). However, this was mainly due to the increase in the number of lots offered (up from 203 to 323) which has proved somewhat too taxing for our Auctioneer Mike Thompson. In future, Mike will be limiting each Auction to about 200 lots, which we hope will upgrade the nature of Vendors lots.

Highlights of lots sold in Auction No.3 were:-

1935 3d. Tramticket Roll 2, lmm	- £22
1936 Large Maps - complete sheet of ½d. value, lmm	- £72
1939 Set of 10 th Anniversary issue, lmm	- £27
1943 Wright Bros. 7p with "Bar over 7 puffin", lmm	- £45
1950 "BY AIR" 1p with Narrow overprint N70. Umm	- £37.50
1953 8p/12p BY AIR o/p wide setting - double "BY AIR" N78(b)	- £68
1967 Save The Sea Birds IMPERFORATE block of 4	- £65
1977 F.W.GADE Souvenir Sheet in folder N188E(a)	- £112
1911 Clear Lundy "Thimble" cancel on P/C to mainland	- £70
1935 ½d. Tramticket (Roll 1) on cover	- £45
1937 "LUNDY" straight-line cancel N TU-1 on P/C to Somerset	- £135
1943 Set of 12 Wright Bros. on cover, not postally used	- £70
1959 Airletter to Lundy with triangular Helicopter cachet	- £32
1977 R.N.L.I. sheetlet on FDC with 'm.v. POLAR BEAR' cachet	- £18
Unused P/C of HMS MONTAGU <u>before wrecking</u>	- £26
Unused Batten P/C of "The Suspension Bridge" (to HMS Montagu)	- £18
1973 GB 3d. Machin plus Airmail label both with embossed puffin	- £30
Chinchen's "A CATALOGUE OF LUNDY STAMPS"- Reproduction copy	- £16
Letter from R.T. Boyd on heading "BARNSTAPLE & NORTH DEVON AERODROME"	- £17

1998 CHAPTER COMPETITION

As announced in the Spring '98 issue of the 'JOURNAL', this years Competition is being held at our forthcoming all-day Summer '98 Meeting at the Royal Hotel, Bideford on Sunday 26th July, at 11.15a.m.

The Competition is being divided into three separate sections as follows:-

'*THE STANLEY NEWMAN TROPHY*' - This will in future be awarded to the winner of the section for LUNDY STAMP entries.

'*THE JON AITCHISON TROPHY*' will be awarded to the best entry dealing with LUNDY POSTAL HISTORY.

'*THE R.E. ALLEN TROPHY*' will be awarded to the best entry dealing with LUNDY POSTCARDS, EPHEMERA or LITERATURE.

Each section of the Competition will be judged by popular vote of all Chapter Members attending the Summer '98 Meeting.

Competition Entries can either be brought to the Meeting, or sent to the Chapter Secretary (S.A. Newman, 93 Montpelier Road, Brighton, Sussex, BN1 3BE) to arrive no later than Saturday 19th July. Entries containing items of value, should be sent per Registered Post, and should be accompanied by stamps or cheque payable to Lundy Collectors Club (UK) to cover cost of return Registered Postage.

It is hoped that with the additional Trophies kindly donated by Jon Aitchison and Roger Allen, we shall have a fine number of Competition Entries to judge on 26th July.

Our sincere thanks are due to the TORQUAY PHILATELIC SOCIETY for the loan of the display boards for our competition, and to Jim Thomas for transporting them to and from Bideford.

Our Cover Illustration

The Puffin illustrated on the cover of this issue is taken from a fine water colour painting by our Chapter Member Barrie King. Many thanks Barrie.

TIBBETTS (OR ADMIRALTY LOOKOUT)

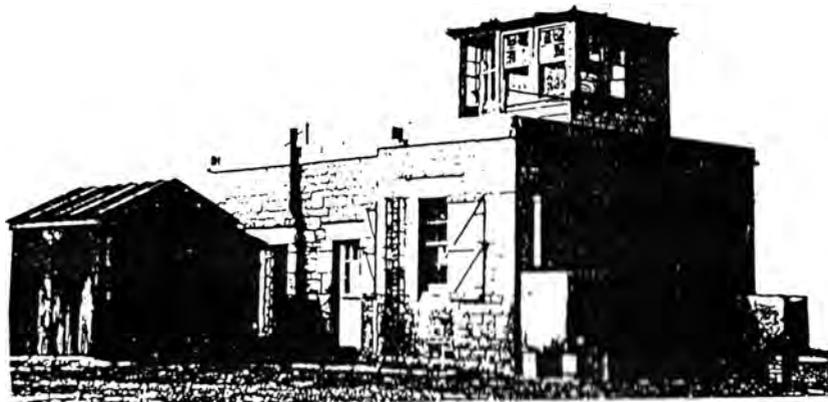
A HISTORICAL SURVEY

Continuing the series of articles on the buildings of Lundy by Roger Allen

Tibbetts was built in 1909 by the Admiralty as a Lookout Post and as an auxiliary facility to the Coast Guards. It is a very solid granite building and is placed on the second highest point of the island. The highest point on the island being of course Beacon Hill where the Old Light stands. Tibbetts is situated about one and a half miles North of the village and it is said that from this point on a very clear night, the lights of fourteen lighthouses can be seen.

In issue 4 of Stanley Smith's "Lundy Review" dating from 1959, he quotes from the Bideford Gazette of 22nd June 1909. Lundy as a Fort. Should Lundy be fortified. The Navy League says "Yes" and in a lengthy letter advocates defence works for the Bristol Channel including Batteries with search light at Lundy Island and Caldy Island. The Watch Room on top of Tibbetts, which I discuss later, would have been an ideal location for search lights. Was this in the Admiralty's mind when Tibbetts was built in the same year as the article appeared?

The interior of the building as one sees it today is almost unchanged since soon after it was built. The original matchboard cladding still lines the interior walls, giving the living room a cosy appearance and retaining the original purposeful but comfortable atmosphere. The sitting room would originally have contained simple farmhouse chairs and a large table. The table is still there but the chairs have been supplemented by comfortable armchairs and a sofa. There is a working chimney but in fact the heating is by gas fire these days.



TIBBETTS IN 1967

Photo - Derek Sach

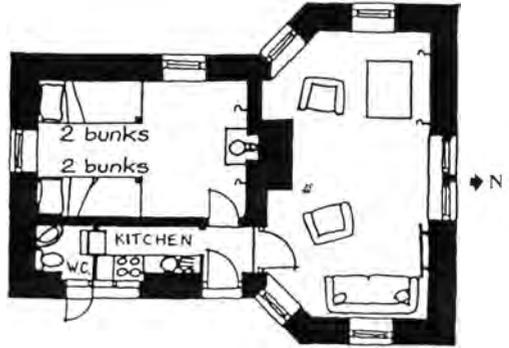
The sitting room walls are adorned by stag's horns and more anciently, the original wooden racks built to hold guns, pistols, telescopes and incredibly, sabres. "Stand by to rebel boarders!!" The main window in the sitting room faces due North, with the side windows looking out over the Atlantic and up the Channel. The windows are the original wooden sash window style. Up to about 1968 there were wooden shutters fixed outside the windows which could be thrown back or drawn over the glass. This was no doubt to protect the windows and the interior from the winter blasts. The bedroom was originally fitted with hammocks for probably two men. The hooks are still in position. Sometime before the Harman regime, the hammocks were replaced by sturdy bunk beds built into the walls of the room. These are still in position and accommodate four. There are also hammock hooks in the sitting room on the North wall. These days, an additional divan bed is placed in the sitting room, making Tibbetts available for a rather cramped five persons.

Up to at least 1967 and possibly for a few years, there was a small Watch Room on the flat roof. This was built of wood and was of a less permanent nature than the building itself, though dating from the same time. There were windows in the little room on all four sides to give clear vision in all directions and they were of a sash nature. Access to the room was by a ladder fixed to the outside walls. It was not positioned centrally on the roof because of the chimney from the fire in the sitting room. The stone stack, which is still in position today, rose up beside the Watch room and perhaps gave it some warmth. The heating arrangements in this Watch room and the internal furnishings cannot now be easily remembered.

The main entrance to Tibbetts is on the East side of the building and leads into a tiny lobby. The bedroom door is straight ahead, the sitting room door immediately to the right and to the left is a tiny, narrow kitchen containing a sink, gas cooker and little else. It is doubtful that this area was originally designated as a kitchen. More probably it was used as a store room. Up to at least the early seventies, there was a separate building, with part wooden and part corrugated iron walls and a pitched roof, just outside the entrance door and quite separate from the main building. This had been used by previous tenants as a kitchen, with a cooker and Calor gas, but the present arrangements date from at least the latter part of the Harman days and certainly from the beginning of the Landmark Trust.

There is no bath or shower at Tibbetts. One either stands in a bowl of water or takes your things down to the campers' shower facilities in the village. There is however, a single toilet and washbasin in a minute room next to the kitchen. The entrance to the toilet is approached from outside no matter what the weather or time of night! These days the toilet is flush and runs into a septic tank built at the Southern end of the building and outside the perimeter of the new encircling wall. There is running water in the washbasin in the toilet and also in the kitchen sink

There is now a well outside the building which is treated with chlorine tablets and the water tested regularly. The water has to be pumped up to a tank on the roof where it descends to the facilities by gravity. When the water ceases to run, it is a case of all hands to the pump! Previous to these modern luxury arrangements, there were large metal tanks standing on brick piles at the two North corners of Tibbetts and they simply filled up with rain water running off the flat roof which had then to be carried inside the building in containers as required.



**GROUND FLOOR OF
TIBBETTS FROM 1983**

All water had to be boiled carefully before using. Today, the run off from the roof is still used but not exclusively. The roof was resurfaced with zinc in 1997. Lead would have been used in other circumstances but as the water run off from the roof is used for drinking and cooking, lead cannot of course be laid on the roof.



TIBBETTS TODAY

Photo Matthew Weinreb

Built in the late 1980's there is now a large circular wall that completely surrounds Tibbetts except for a gateway on the Eastern side. The height of this wall varies from four feet (1200mm) to six feet (1800mm) but is designed so that the views from the sitting room windows are unaffected. It was an immense surprise to all visitors to see this wall rise. It is hardly within the Landmark's philosophy of retaining the original appearance or of returning buildings to the way they were. Nevertheless, "Fortress" Tibbetts probably gives those staying there a greater degree of privacy, from other visitors and from animals and also shelters the building from the weather. Leading from Tibbetts Westwards across the island to join the line of telegraph poles that once marched up the island on the Western side, there is a line of stumps of poles. This was probably to carry the branch telegraph line to Tibbetts used by the Watchmen in the early part of the century to relay information to the Admiralty or to the Coastguards via the Lighthouse or direct.

In 1971 it was possible to rent Tibbetts for £40.00 per week in the high season, In 1980 this had risen to £50.00 and in 1998 you will have to fork out £503.00 per week in the most popular part of the year. Some must think the isolation and uniqueness of the situation makes it worth paying this. The name of the building comes from Tibbetts Point, which is close by. This could be a corruption of the word Gibbett or it may well be named after Admiral Tibbett who sailed the seas in the 18th Century. It is certain that the name Tibbetts Point appears on the earliest detailed maps of Lundy from 18th Century onwards.

In the 1950's, Tibbetts was let by Martin Coles Harman to Michael "Tom" Spink as a "Grace and Favour" let on a long lease. Mr. Spink was the manager of the Norwich Union Insurance Company office in Bristol and he may have done MCH a favour. Mr. Spink was a very eccentric character who after retirement, lived in Tibbetts over the winters and summers variously and was very hospitable. He always had a good store of food and drink in Tibbetts and he would invite passers by in for at least a drink. He might also offer breakfast, depending on the time of day and the eggs and bacon would be handed to you on folded sheets from glossy magazines instead of plates. This saved the water and the washing up. On one occasion he was bringing the food in from the outside lean-to kitchen, mentioned above, when a gust of wind lifted the magazine sheets from his hands and the whole lot, food and all went flying away over the island. He also considered himself to be the "Life and Soul of the Party" and he organised the Saturday Reviews in the Tavern. On these occasions everyone present had to perform in some way by singing, reciting or playing a musical instrument. It must have been fine for those extroverts who did not mind entertaining others but not so good if you just wanted to be quiet and on your own.

LUNDY CRESTED CHINA

By the late Ian G. Wilkinson

Reproduced from THE PUFFIN JOURNAL No. 26 - Winter 1983

The firm of W. H. Goss Ltd. were the originators of heraldic crested china during the last quarter of the last century. They started by producing a range of fine porcelain china miniature models of Roman, Saxon and similar historical items such as urns, jugs, vases, etc. To these they added the crest of various university colleges, public schools, etc. Adolphus Goss, son of the founder William Goss, saw that these miniatures could have a much wider appeal and they started to make these with crests of towns and villages all over the country. Where a crest did not exist, then they created one so as not to lose out on any marketing opportunities.



Fig 1

These items proved very popular with the public and other companies soon realised this and they too started to produce similar items (many of the original pieces by Goss being registered designs) in just about any shape they could think of - animals, household items, buildings, vehicles, people, statues, etc. At the height of the collecting craze, which lasted from about 1880 to 1930, there were around 250 British companies engaged in manufacture and items were imported from Germany and Japan. Most of the British companies were of course in the Staffordshire area but so well were Goss established in this field that their name often was, and still is, incorrectly used to denote any make of crested china, despite the fact that none of the others ever managed to equal the quality of Goss.

There can be no doubt that the popularity of these small pieces of china (or even earthenware) was largely due to the advent of the railways and the increased wealth of the working classes who could now afford a day at the sea-side. For what better way to remember a happy day out than by taking home a souvenir bearing the crest of the place visited? While the craze of collecting crested china began to wane at the beginning of the century, it was given a new lease of life by the 1914-1918 war when dozens of military items, such as tanks, ships, guns, airships and aeroplanes were produced. While many of these still had town crests, they were also produced with regimental insignia and by the 20's there can have been very few homes that did not possess some items of crested china. However, after the 1939-1945 war things like this were treated as rubbish and thousands of pieces must have been thrown out. Today there is a revival in the craze of collecting crested china and some of the rarer/desirable items can now command prices well into three figures.

China bearing Lundy crest is not the easiest thing to find but I have examples from four different manufacturers, with no less than three different crests between them - and I believe there could even be a fourth. I say this as in the 'Goss Record' published in 1914 they list both 'Lundy Island' and 'The Manor of Lundy Island' and as yet I have not found a piece of Goss with their 'Lundy Island' crest on. They also state that these pieces were 'Sold at Ilfracombe' and it was their custom to appoint just one retail outlet in each town, the one in Ilfracombe being J. Pugsley & Son, High Street.

While I have no proof, it would not surprise me if the products of the other manufacturers were also sold in England rather than on the Island but I gather they were not so particular as to how many shops, kiosks, cafés, etc. sold their wares for them although they sometimes imprinted the suppliers name on the base.

The following information is based on the limited number of pieces at my disposal and I would be most interested to hear from anyone who can add to this.

GOSS

W.H. Goss Ltd., Falcon Pottery, Stoke on Trent
(Company acquired by Arkinstall & Son Ltd., Around 1925)

The three central items in the photograph (Figure 1) are all Goss and carry the 'Manor of Lundy' crest. I understand from Bryan Sherwood that this is in the genuine family crest of the Rev. Hudson Grossett Heaven, although not in authentic colouring. The boars head surmounting the shield and the hilt of the sword are in a light brown, as are the three boars heads and other ornaments in each of the top left and lower right quarters of the shield - these latter being on a blue ground.

The top right and lower left quarters are the same, as will be seen, these are in turn divided into four with the diagonally opposite corners being identical. As far as I can determine these are: a green acorn above three white stars above three yellow balls all on a blue ground and three green acorns on a diagonal blue strip on a white ground. The hands and arms holding the sword are pink. The motto is that of the Grosett family (W.H.H.'s wife) 'PRO PATRIA AUXILIO DEO' which Bryan



tells me translates to 'For my Country by the aid of God' is again on a light brown ground. While the Goss paintresses who decorated these items were possibly the best in the business, sometimes part of the colouring is missing or in this case they have added the green.

All three items carry the firm's trademark of the Goss Hawk above W.H. Goss and the piece to the left of centre is also inscribed "Model of the famous Colchester Vase in the museum".

ARCADIAN

Arkinstall & Son Ltd., Arcadian Works, Stoke on Trent

(Subsequently a branch of J.A. Robinson & Sons, later Cauldron Ltd., and finally Coalport China Co.

This company probably produced more crested china than any other. Not only were they post prolific over the longest period, but they also acquired no less than 23 other manufacturers (together with their designs and moulds) including all the makers described here. They manufactured under the trade name of 'Arcadian' and I am told that this trademark can be found used in conjunction with other makers marks.

The vase on the right of Figure 1 carries the Arcadian mark together with a boxed three line legend 'TWISS BROS/ARCADE/ILFRACOMBE'. The arms are totally bogus but some definite Lundy connotations like the Black Rat that surmounts the shield. The top left hand corner shows the head of a grey seal on blue water and a bright red ground; the top right hand corner is a grey scallop shell on a dark blue ground, the bottom left corner shows a white gull on a bright yellow ground and the lower right corner is what I believe is meant to be the Knight Templar Rock in light brown on a bright green ground. The legend 'LUNDY ISLAND' below the shield is on a yellow/brown scroll.

WILLOW ART

Hewitt & Leadbeater, Willow Potteries, Longton

(Subsequently Hewitt Bros. And eventually Willow Potteries Ltd., a branch of Caldou Ltd.)

Most of the items produced by this firm had some form of trademark using the name 'Willow Art' or 'Willow China'. The vase on the left of the picture (Figure 1) carries the same crest as the Arcadian piece described before and the mark on the base consists of a Willow tree with WILLOW/ART above it and CHINA/ LONGTON below; with 'MADE IN' up the left hand side and 'ENGLAND' DOWN THE RIGHT.

SWAN CHINA

Charles Ford, Cannon Street, Hanley

(Subsequently a branch of J.A. Robinson & Sons - see Arcadian above)

The second photograph (Figure 2) is of an item that is not in my collection but I have a little jug with the same crest and similar markings. This appears to also be bogus although it is possible that it is made up from the coat-of-arms of some earlier owners of Lundy or people who had some connection with the Island.

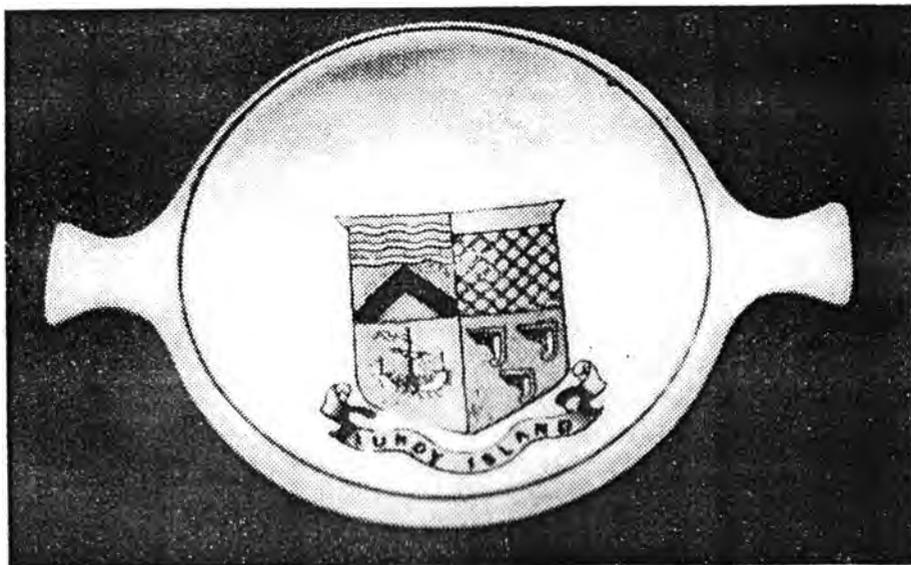


Fig 2

The top left hand quarter has three yellow wavy lines and a black inverted chevron on a red ground, the top right corner being a lattice pattern in black on a blue ground; the ship shown in the lower left corner is on a blue ground (or should I say sea ?) and this motif also appears in Drake's family crest; finally, the three bracket shaped ornaments in the lower right corner are yellow on red ground. These, Bryan tells me, are also found in the Grevill or Grenvill family crest. Again, the words 'LUNDY ISLAND' are on a yellow scroll.

Both carry the trademark of a swan with the letters C and F on its body and 'SWAN CHINA' above and 'ENGLAND' below. Both also have a three-line boxed inscription 'MANUFACTURED FOR/...../ILFRACOMBE' but in neither case can you read the centre line which seems to have been erased. The item in the photo also carries another three-line inscription 'MODEL OF/HIGHLAND/WHEY BOWL'.



As the firm of Charles Ford only used this mark from 1900 to 1904 when it ceased trading, one assumes that this is when these items were made. It is in fact my guess that all the items illustrated were made around the turn of the century but unfortunately there is no way of dating them any more accurately. One thing that is certain - they can never be reproduced again in a similar quality as nowadays the hand-craftsmanship would make the cost prohibitive.

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** We regret the omission of our usual "LATEST FROM LUNDY" column. This is due **
** partly to the continued incapacity of our Chapter Member John Lavington, **
** preventing him from regular sailings as Purser of the "OLDENBURG", and **
** partly to the fact that there has been little to report from the Island. **
*****

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TRENT POSTCARD

Figure 3 is a postcard which shows a jug bearing the same Lundy crest as used by Arcadian and Willow Art. The inscription at top right reads "Model of Puzzle Jug. Original in South Kensington Museum". These cards were produced by Goss and, one assumes, a consortium of other manufacturers in the Stoke on Trent area - or it could have been by just Arkinstalls.

I am afraid this item is not in my collection but my information is that this has not been postally used. I believe these cards were given away free to promote the donors wares and the only ones I have seen that have been used were dated 1906 - which goes to reinforce my argument about the approximate date of manufacture. These cards were, incidentally, in full colour.

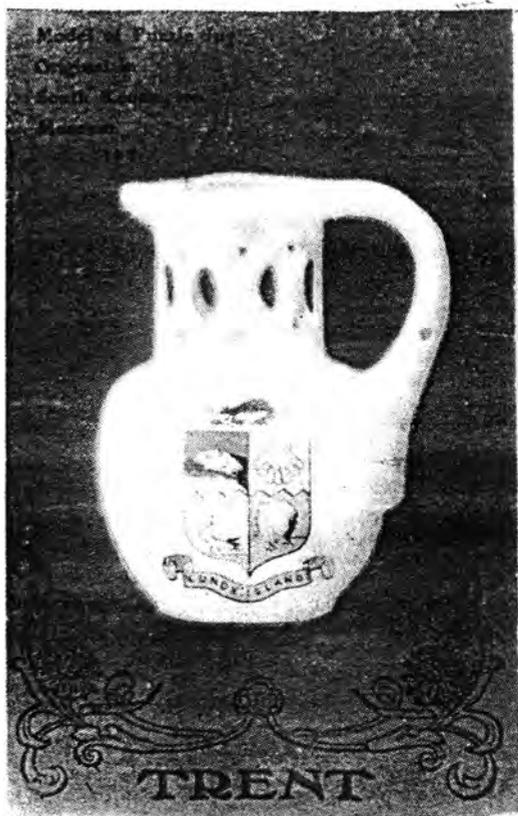


Fig 3

"SNIPPETS"

Inter-Editorial Memo:-

- SAN to JPT "Just in case I should fall under a bus, I attach hereto the names and addresses of all Members of the Chapter".
- JPT to SAN "Thanks for sending me the list.
PS - Keep away from the Bus Depot !"

OVERPRINTS ON LUNDY DEFINITIVE STAMPS

By Roger E. Allen

Roger Allen has been producing special event covers for Lundy ever since he first arrived there in the early 1970's. These would be the subjects of an article in themselves. He has however overprinted Lundy stamps on only three occasions and these were all used to mark real events and real activities. All the covers, stamps and cancellations mentioned in this article are illustrated.

Lundy Field Society Ninth Excursion

This event took place on 19th May 1984 on the occasion of the LFS trip to Lundy on board the P.S. "Waverley". There were about three hundred Society members and friends on the ship, it was a fine day and a highly successful event, from a financial and very other point of view. Roger Allen produced about 150 covers to commemorate the day. These covers come in three types. They all have the design of a puffin with a Rat dangling from its beak. Technically, from the proportions of the drawing, the creature held by the puffin would have to be either a very young rat or a mouse. They all bear the inscription THE LUNDY FIELD SOCIETY EXCURSION SATURDAY 19TH MAY 1984 BY P.S. "WAVERLEY".

The First Variation also carries the inscription NINTH ANNIVERSARY OF L.F.S. EXCURSIONS. There were about fifty or sixty of these covers and they were intended to be the principle souvenir of the event. They were sold on the ship for £3.00 of which half went to the Lundy Field Society. There was an initial discarded printing of this cover which read FOURTEENTH ANNIVERSARY OF L.F.S. EXCURSIONS. This error, quite unintentional, came about from wrong information first received by Roger from L.F.S. officials but later corrected after telephone call to England from the Far East where Roger was working at the time. These were all destroyed except for a few remain in Roger Allen's collection.



THE LUNDY FIELD SOCIETY
EXCURSION.
SATURDAY 19th MAY 1984
BY P. S. "WAVERLEY."
NINTH ANNIVERSARY OF
L F. S. EXCURSIONS.

First Variation



THE LUNDY FIELD SOCIETY
EXCURSION
SATURDAY 19th MAY 1984
BY P. S. "WAVERLEY"
FOURTEENTH ANNIVERSARY OF
L. F. S. EXCURSIONS.

Discarded version

The Second Variation carries the same puffin drawing and basic inscription but also bore the words SOUVENIR COVER FOR ABSENT FRIENDS. There were about thirty of these printed intended for Society members unable to be present that day. These were in fact sold indiscriminately afterwards, along with any items from the first and third variations which remained unsold after the day's event.



THE LUNDY FIELD SOCIETY
EXCURSION.
SATURDAY 19th MAY 1984
BY P. S. "WAVERLEY."

SOUVENIR COVER FOR
ABSENT FRIENDS.



THE LUNDY FIELD SOCIETY
EXCURSION.
SATURDAY 19th MAY 1984
BY P. S. "WAVERLEY."

RAT ISLAND EXCURSION
SOUVENIR COVER.

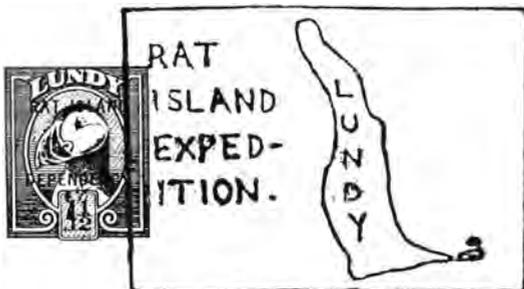
Second Variation

Third Variation

The Third Variation of this cover is the item of most interest to this article. It shows on the front the same puffin drawing and basic inscription as the above covers but with the addition of the words RAT ISLAND EXCURSION SOUVENIR COVER. One of the events scheduled for this LFS Excursion was a conducted trip onto the top of Rat Island. The leaders of this expedition were Patrick Penny and his fiancée Helen Cotton

Roger Allen, with full collaboration of the Lundy Field Society and only after consultation with the island office, overprinted one sheet each (of 72 stamps) of the 2 puffin and 4½ puffin stamps from the 1974 definitives (Newman 183 and 185). The overprint in black reads RAT ISLAND DEPENDANCY. The overprint was made by John Lee (LC) Publishing Co. who were local printers in Taipei, Taiwan where Roger Allen was inspecting the branch of Lloyds Bank there at the time

A rubber handstamp was also provided by John Lee and he reproduced exactly the somewhat crude design that was given to him. The design consists of an outline map of Lundy, drawn by Roger Allen from memory, which includes an indication of both Rat and Mouse Islands. The inscription reads RAT ISLAND EXPEDITION. There was no date or other explanation on this rubber stamp. This is given the private cachet number PC-7 by Stanley Newman.



Newman PC-7

Fifty covers were prepared, 25 with the 2 puffin and 25 with the 4½ puffin stamps, each tied with the above rubber handstamp. All these covers were carried in the haversack of Patrick Penny up to the peak of Rat Island where just a few cancelled by him on the spot. These few were signed by both him and his fiancée. All the 50 covers are franked with a 1982 fifteen puffin definitive (Newman 236) cancelled 19th May 1984 by the island office (Newman handstamp Yb). The meter mark shows a date of 21st May 1984, being the date of the next mailboat after the LFS Excursion.

The covers also received two Waverley ship's marks. The small circular handstamp reading "Posted on board Paddle Steamer "WAVERLEY" (Newman SC W1) and the oval ship's mark reading "P. S. WAVERLEY W. EXC. LTD." (Newman SC W2). One cover also received the impression of a small straight line cachet reading WAVERLEY EXCURSIONS LTD. This mark does not appear in Newman's catalogue of postmarks and cachets.



Newman SC - W1



Newman SC - W2

Rat Island to Lundy Rocket Mail

On Friday 29th July 1988, a party of visitors to Lundy made their way to a prearranged series of stations on the Beach Road and the Cove. About seven made their way up to the top of Rat Island carrying six Brocks firework rockets. Four of the rockets each had a little package tied just below the rocket head. The package consisted of two photographic film containers, each with about ten flimsy envelopes bundled up inside them. There were about fifty or sixty covers in all.

The load bearing rockets were successfully launched from the neck of a beer bottle firmly set into the turf at the top of the island. The first rocket fired, but only fell down into the mouth of Hells Gates where Roger Allen was waiting to collect it. The second landed in the sea in the Bay close to the shore. Mrs. Eve Allen swam out in the freezing water to retrieve it. The contents fortunately remained dry and unaffected by water. The third and fourth rockets crossed the space between Rat Island and Lundy and landed on the cliff side immediately above the Divers' Huts. These were also retrieved by Roger Allen.

Long before this event took place, Roger Allen had permission from the Landmark Trust to overprint two sheets of Lundy definitives. Their letter dated 13th July 1988 reads "These stamps are for use for "Rocket Mail" only and must not be sold to other collectors when overprinted". The stamps used were the 1974 Definitives, one sheet each (of 72 stamps) of the 2 puffin and 4 puffin values (Newman Nos. 183 and 184). The covers were franked in about equal numbers with these two values.

The two sheets were overprinted by Ray Matthews, the manager of the printing department of Lloyds Merchant Bank in Queen Victoria Street, EC2. Ray also produced the self adhesive labels fixed to the front of the covers reading "Rat Island to Lundy Rocket Mail July 1998" and the rectangular handstamp used to tie the overprinted stamps to the covers, reading "RAT ISLAND ROCKET MAIL". This is given the private cachet number PC - 10 by Stanley.

After the firing of the rockets, which could be heard all over the island, the firing party trooped up to the office where the covers were taken from three of the rockets and handed in to be cancelled. Unfortunately the office was closed by this time and the covers were handstamped on the next day. The fourth pair of containers, still attached to the spent rocket case and stick by the original copper wire, has been opened and remains with Roger Allen to this day. The covers are all franked with a fifteen puffin definitive (Newman 236) and are tied to the covers by a handstamp dated 30th July 1988 (Newman handstamp Yb).

The meter mark on the front of the covers reads 1st August 1988, being the next mailboat sailing from the island.

Rat Island to Lundy Rocket Mail July 1988



Self adhesive label on front of flimsy covers

Newman Yb



Overprint on 2 puffin
with Newman PC - 10



Overprint on 4 puffin
with Newman PC - 10

Roger Allen has only about ten of these covers left in his possession. A considerable number of them were dispatched to friends and collectors on the day of the event and the remainder have been absorbed into the market. They fetch about £8.00 to £10.00 on the rare occasions they are presented for sale.

Carried over Lundy North Light Tramway

During May 1986, the late Peter Cole, Secretary of the Lundy Field Society, at the request of Roger Allen constructed a truck that would roll along the narrow lines of the North Light Tramway. It was made basically of a heavy duty cardboard box with two dowel rods pushed through it for axles. The wheels were made of baked bean cans with beer mats as flanges. This may sound flimsy but in fact it lasted three years and was robust enough for the purposes. In between the dates of use, the truck was stored in the cellar of Millcombe House.

Roger Allen was working in Singapore at the time, inspecting the branch of Lloyds Bank there. He designed covers with a line drawing of the outline of the North End of Lundy, showing the position of the North Light and the Tramway. The covers were printed by Hyad Private Ltd., Advertising and Publicity, Seligie Road, Singapore, at a cost of 38.00 Singapore Dollars. There were about 100 of these envelopes printed but only about 30 or 40 covers serviced each time the Tramway Service "Ran".



Carried over
**LUNDY
NORTH LIGHT
TRAMWAY.**

Cover Illustration

The sheet of 7½ puffin stamps (72 stamps) (Newman No. 198) was overprinted by the same Company used for the Rat Island Dependency Overprints, that is, John Lee (LC) Publishing, of Taipei, Taiwan. The overprint in black reads RAILWAY FEE PAID.

The first rubber stamp in use on the Tramway covers was made by Singapore Rubber Stamp Maker, New Bridge Road, Singapore, at a cost of 4.50 Singapore Dollars. This stamp is square in shape and is bordered by double lines. It reads LUNDY NORTH LIGHT TRAMWAY. This has the Newman cachet reference PC - 9



Newman PC - 9

On 5th June 1986, Roger Allen et alia, struggled up the island carrying the truck, rubber stamp and ink pad, some of the overprinted stamps and about 30 covers. The truck ran smoothly over the tracks carrying the covers. The overprinted stamps were fixed onto the covers and cancelled with the rubber stamp on the spot.

Fourteen puffin definitives (Newman 235) were also placed on the rear of the covers and these were cancelled in the office with the handstamp (Newman Yb) and the date 5th June 1986. The meter mark on the front reads 6th June 1986, being the date of the next mailboat sailing. Many covers were sent to friends and collectors at the time. A few covers had been sent inward to Lundy by Roger from London just before the date of this event and these were also carried on the tramway, bearing the overprinted stamp and cachet. These items bear the Lundy receipt stamp, Newman Yb, dated 28th May 1986. None of this first mailing of Tramway covers remains in stock with Roger Allen. In auction covers fetch about £10.00.

In April 1988, the old truck was hauled up from the cellar, repaired and put into use once again. Mrs. Eva Allen, newly married at this time, was co-opted into service to help with the carrying of all the items up to the North Light but mainly to take photographs of Roger actually cancelling the covers as he stood over the truck and tram line.

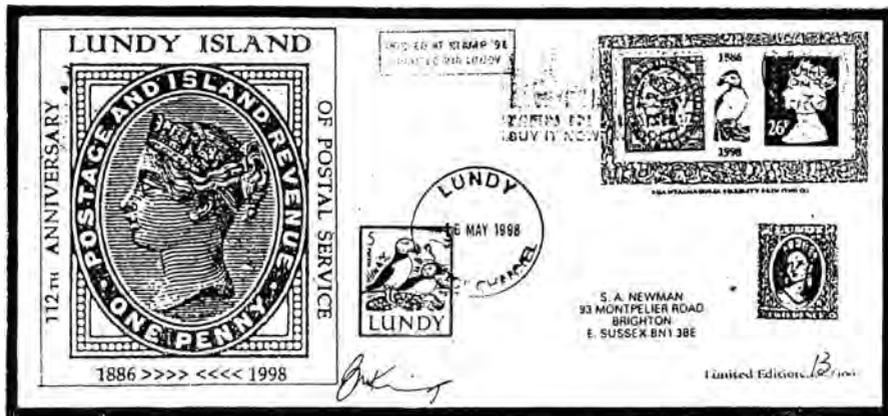
The same covers were used as in 1986, but a new handstamp had been made in London, in order to easily distinguish these items from the first "Run". This is a slightly larger handstamp, also square in shape but with a single border line.

The inscription reads the same, LUNDY NORTH LIGHT TRAMWAY. Stanley gives this handstamp his cachet number PC - 8. Again, about 30 covers were serviced with the overprinted stamps and a number were sent out to friends and collectors. A few were placed through the Lundy postal process but addressed "internally" to residents or visitors on the island at the time, for example Mary Gade.



Newman PC - 8

All these covers are franked with 15 puffin definitives, Newman 236, the current 2nd class rate and cancelled with the handstamp, Newman Yb, showing the date 30th April 1988. The meter mark on the front of the covers reads 2nd May 1988 which was presumably the date of the next mailboat sailing. Stanley Newman gives this second handstamp, PC - 8, a cheaper price rating than the 1986 cachet but the price in auction would be about the same.



Reproduction of one of the Souvenir covers prepared by Wim Ros and Gerald King for the Spring '98 Meeting of the Chapter at WEMBLEY '98. Each cover incorporated one of Gerald's "stamps" from his "Alternative Lundy Collection" (see page 25).

LUNDY - THE ALTERNATIVE COLLECTION

By Stanley Newman

At the Summer '97 Meeting of the Chapter in Bideford, one of our LCC American visitors Duane Larson, gave us a preview of the fascinating collection of bogus Lundy stamps prepared by Gerald M. King (who has since become a member of our Chapter). Gerald has recently sent me the collection of these "stamps", and I will be featuring a selection of same in the next few issues of the 'JOURNAL'.

Gerald King's collection of bogus Lundy stamps and Postal Stationery, is in my opinion a veritable "masterpiece", which should form part of every Lundy philatelist's collection. Considerable thought and detailed attention has been given to the accurate adaptation of the GB, Colonial, and even some WWI German stamps to include either 'LUNDY' or 'LUNDY ISLAND' (or 'LUNDISCH / LUNDISCH INSELN' in the case of the 'German Occupation' stamps!) in place of the usual Country title.

This is essentially a *FUN* collection, and the very introduction to Gerald King's Introduction to his catalogue of these stamps exemplifies his sense of humour. For example:-

Lundy is an important island fortress in the Bristol Channel and was the epicentre of the then British Empire. In past times, it was a tourist attraction for Vikings, Goths, Visigoths, Vandals (still with us), Angles, Triangles, Square Roots and Logarithms. It is now a bird sanctuary and Cinderella Collectors' Emporium.

Prices quoted herein are for "mint mounted" specimens based on realisations at auctions held by Messrs. Hammer, Pryce & Co. (1935). Beware of unmounted mint specimens, offered with faked hinge marks added. Used specimens command a premium only when soaked off a cover with significant postal history interest. Entires are practically worthless.

Gum. Manufactured locally from broken eggs and puffin droppings, can vary from clear to brownish, with intermediate shades of streaky grey, yellowish or green, depending on puffin diet at the time. Beware of stamps with original gum washed off and replaced with that of pigeon droppings by unscrupulous pigeon-fanciers.

Perforations. All stamps are perforated 11, except those which aren't, or ain't, as the case may be."

All of the stamps are hand-gummed, are backed stamped on the rear (in various colours) -

Crown / V.R. / L for Queen Victoria stamps,

Crown / E.R. / L for Edward VII stamps,

Crown / G.R. / L for George V stamps.

The Collection commences with the Queen Victoria line-engraved stamps, and includes many of the GB and Colonial QV issues, and proceeds through the Edward VII and George V issues, concluding with an adaptation of what I consider the finest stamp ever designed - the 1935 KGV Silver Jubilee omnibus issue for the colonies. In addition, Gerald has reproduced some very amusing “stamps” for the phantom German Occupation of Lundy in WW1!

As a “taster”, I am illustrating just a small token batch of Gerald’s efforts, to give an idea of the versatility of the scope of the collection. In the next issue of the ‘*JOURNAL*’, I shall be describing the Queen Victoria content of the Collection.

Most of the bogus Lundy offerings that have appeared to date have been in the form of overprints on regular stamps, the main exceptions being Jon Aitchison’s adaptations of the QV line-engraved stamps (currently being given as free-gifts with each issue of the ‘*JOURNAL*’), the late Ian Wilkinson’s ‘Lundy Toy Stamps’, and the rather crude ungummed photocopied reproductions of the KGV Colonial Key type stamps. Apart from Jon Aitchison’s fine adaptation of the QV line-engraved issues, Gerald’s magnificent efforts are in a class of their own, and it will be interesting to see how the production of another 228 bogus Lundy stamps will, in due course, affect the rather high prices being achieved in this particular market. One local Brighton stamp dealer has managed to get hold of a set of the ‘Lundy Alternative Collection’, and calmly offered it to me (as a special favour!) for £250.00! When I told him that for £10.00 he could become a member of our Chapter, and obtain a set for £40.00, his amazement was beyond belief!!

The Collection of the 228 ‘Lundy stamps’ is available direct from Gerald, priced at £40.00 (including the ‘German Occupation’ issues), and £5.00 for the Postal Stationery items. See page 37 for full details.



THE ILL-FATED "PRINCE IVANHOE"

by our Shipping Correspondent - Tom Baker

Probably the shortest-lived pleasure steamer to ply between the English and Welsh mainland and Lundy, was the "Prince Ivanhoe" which started life as the "Shanklin" ferrying passengers to and from the Isle of Wight in 1951.

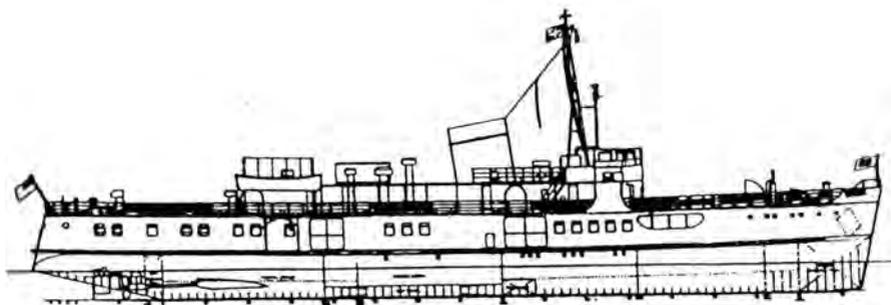
Built by Messrs Denny of Dumbarton, and launched on 22nd February 1951, the principle dimensions and particulars of the "Shanklin" are enumerated below:

Length 200ft	Machinery 1900 bhp
Breadth 46ft	Service Speed 14.5 knots
Draught 7ft	Baggage Capacity 7800cu. ft
Gross Tonnage 965	

Passengers:	Class III	1290
	Class IV	1377 Summer
		1151 Winter

Crew	33
Signal Letters	GNJZ

Colours:-	Hull	black
	Underbody	red
	Upperworks	white
	Coamings	brown
	Funnel	buff with narrow black top
	Ventilators	white exterior with vermilion interior



PLANS OF TSMV SHANKLIN

The "Shanklin" entered normal service on 18th June 1951, when the previously applied first and third class fares were abolished and the ship became one class only. For the first five months the ship was used on the Portsmouth-Ryde route at peak periods and the remainder of the time on the Southsea-Ryde sailing's, with cruises into Southampton docks.

After nearly 30 years in service, the "Shanklin" was withdrawn from the Southsea service in early 1980.

"Press release issued"

Friends and supporters of the famous "Waverley" have bought the twin screw passenger motor ship "Shanklin", the sole reason for the purchase is to use the ship to earn money which will be used to help keep the paddle steamer "Waverley" sailing. The new ship will be renamed "Prince Ivanhoe".

For legal and financial reasons the "Waverley" and "Prince Ivanhoe" were separately owned to avoid the delay in the purchase of the "Shanklin" the initial registration was under the name of Gorto Ltd. and was later registered under the Firth of Clyde Steam Packet Company.

The colours adopted by the Firth of Clyde Steam Packet Company were the same as the Waverley Steam Navigation Company, viz. Black hull, white upperworks and a red funnel with a broad white band at the top of a black band.



The Shanklin's prospects for work on the Clyde was thought impracticable along with the "Waverley" and it was thought that the "Shanklin" would be mothballed at Glasgow. It was due to the fall of the P and A Campbell empire at the end of 1979 season in the Bristol Channel, that the "Prince Ivanhoe" got transferred to the Bristol Channel for trips, along with the P.S. Waverley.

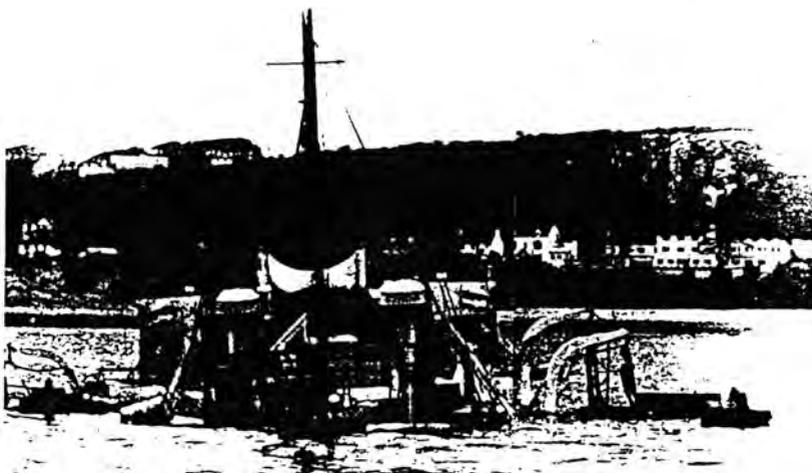
This was managed by the P and A Campbell management for the first year and operated as agents for the Firth of Clyde Steam Packet Co. Ltd.

It was mid-afternoon as the "Prince Ivanhoe" was gently sailing along the Gower coast, carrying 450 passengers; the date was 3rd August 1981. The vessel passed Oxwich Point and turned into Port Eynon Bay before heading back to Mumbles. She was just coming out of the bay when there was a very loud rumbling noise followed by a sharp bang, and almost instantaneously the engines stopped. Captain David Neill had holed the bottom of "Prince Ivanhoe" and she was taking in water.

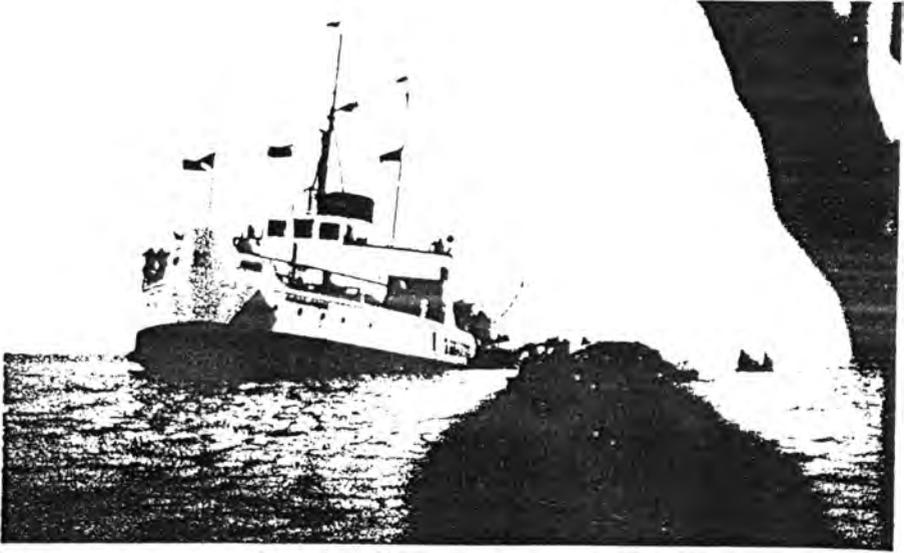
Horton inshore lifeboat station and RAF helicopters were alerted, as well as the Mumbles lifeboat.

The engines were re-started and Captain Neill put the vessel 100 yards from the shore and right in the centre of the bay. The passengers were taken off on lifeboats which took over an hour. One passenger suffered a heart attack and died in hospital; otherwise there were no casualties.

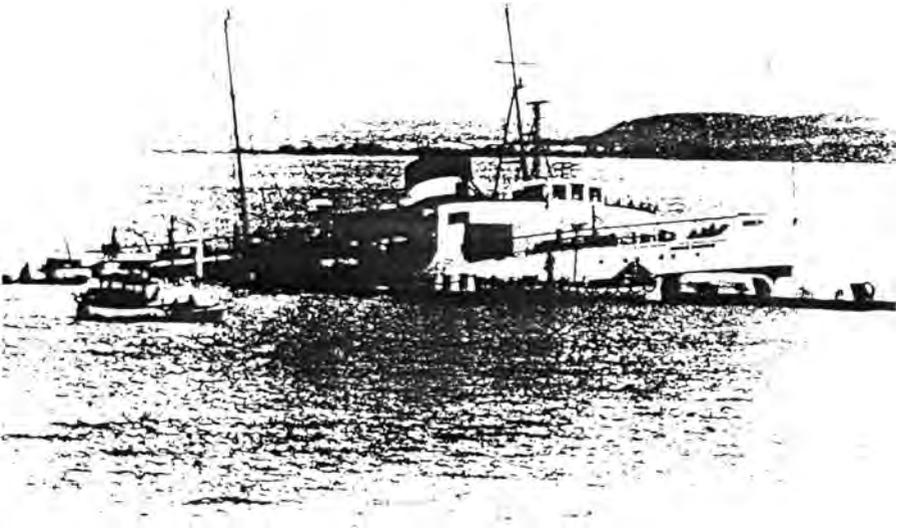
Trinity House, along with a salvage tug, attempted to blow up the remains of the "Prince Ivanhoe" into small parts but was unsuccessful and it was not until 1984 that the last pieces were brought ashore.



Rising tide engulfing MV PRINCE IVANHOE 3/8/81



MV PRINCE IVANHOE, survivors view from Liferaft 3 8 81



A TYPICAL DAY FOR THE CREW ABOARD MS OLDENBURG

by John Lavington



Awake to the gentle lapping of the incoming tide against the ships hull, the sun streaming through the port holes of the cabin and the noisy gulls harassing the early risers among the holiday makers who have sneaked away from their families to come down to the harbour to enjoy a bacon butty. The full-time crew have breakfast on board and afterwards make sure that they and the ship are ready to receive cargo and passengers for the 10.00 a.m. sailing to Lundy. The part-time crew arrive in good time to help, the Royal Mail and other paper work for the Island is also carried on, it is suddenly 9.30 a.m. and time to count the passengers aboard as the last of the cargo and luggage is safely stowed in the hold. Final checks are made around the ship by The Captain, the engineers and the crew and over the tannoy comes the order to 'let go ropes' and as the emergency message is played we head west on a calm sea with the sun shining. On the bridge The Captain and Mate are steering us toward Lundy, informing the Coastguard of our departure, passenger and crew numbers and our estimated time of arrival. The engineers are keeping the twin M.W.M. main engines and auxiliaries running along with all their other duties in the depths of the engine room. Behind his desk is the Information Officer helping with any enquiries, such as 'When do we get there?', providing walking guides and leaflets about Lundy and keeping passengers informed throughout the voyage. The other three crew members are doing a similar job in the shop, buffet and bar. As we approach Lundy the ship has to be prepared for anchoring in the Landing Bay. The Mate goes to the focsle and other crew members get ropes ready for the 'Wendy' to come alongside to off load 30 passengers at a time. When the Captain gives the signal the anchor is let go and the shell door opened in the port side of the ship, the time is just about 12.15 p.m. Passengers are then called down by boarding pass number and told when to be back

on the beach to embark. The ships post box is emptied and put in the mail sack and all disembark in an orderly fashion. Meanwhile, the hold has been opened, the Shearn, Lundy's own landing craft, is alongside the focsle and the cargo boxes are being off loaded onto farm trailers in her hold. All of the Island's stores, food, beer, building materials, etc. are carried by the Oldenburg. One member of the crew has started cooking the lunch and those not involved with cargo or cooking, clean the ship through, these three tasks are often completed at around the same time and all retire for lunch and a well deserved rest. If there is time, a spot of sunbathing on the after deck may be in order or for some a 'few minutes checking the deck head above ones bunk' is often mentioned. The return sailing time today is 4.15 p.m. and the crew are ready and in uniform as the first of the passengers start making their way down the Beach Road.

They are met by the crew of the 'Wendy' and ferried out to the waiting ship swinging gently on her moorings, they are all clutching their boarding passes asking if they have to disembark back on the mainland in number order. As the last person comes aboard the heavy door is closed and made secure, the anchor is weighed and the Captain heads the ship for home. The crew return to their allotted work places, the passengers relax and reflect on the beautiful island they have just explored, making plans to return next year to stay for a few days. Some ask if the weather is often this kind and the reply 'Always!' can be heard throughout the ship. We reach our destination where the passengers wearily make their way down the gangway, the stayers luggage, etc., is again brought up from the hold, the mail bag is sent to the Post Office while the rest of the crew, some looking forward to a deserved pint, clean the ship through in readiness for tomorrow's trip.

'EARLY JOHN DYKE BROCHURE'

In the Summer '97 issue of the '*JOURNAL*', much interest was aroused by illustrations of John Dyke's "EAGLE" Comic Nature Strips, produced in 1950/51.

Another example of John's earlier non-philatelic work has recently come to light - A brochure prepared for the *THREE BEARS* in Barnstaple, and the pages of the brochure are illustrated. The map of Barnstaple evokes much interest, since so much has changed since John prepared it - notably the disappearance years ago of the Railway line to Ilfracombe which ran from the present Station, including the Railway bridge over the River Taw. However, the old Barnstaple Town Station still survives - the last time I visited it about eight years ago it was an Indian Restaurant (now gone!).

S.A.N.

Outside Catering

BARNSTAPLE

Market Days:— Tuesday & Friday

Early Closing:— Wednesday

ILFRACOMBE

Market Day:— Saturday

Early Closing:— Thursday

BIDEFORD

Market Days:— Tuesday & Saturday

Early Closing:— Wednesday

SOUTH MOLTON

Market Days:— Thursday & Saturday

Early Closing:— Wednesday

INSTOW and SAUNTON

Nearest Beaches

ROCK PARK, Barnstaple

Open Air Swimming Bath,

Tennis Courts, Bowling Greens



Breakfast

Lunch

Seating 150

Teas

Calls

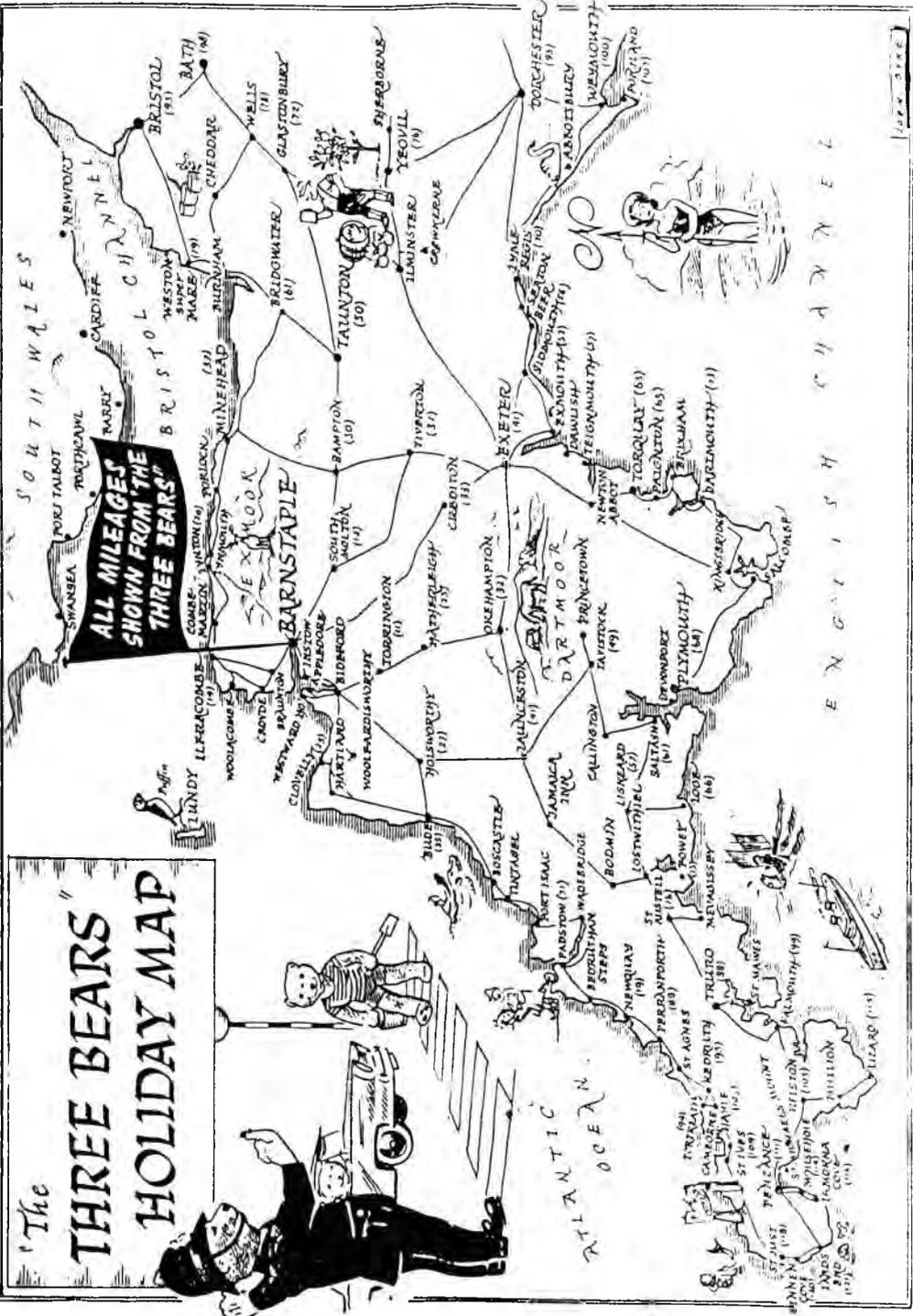
**THE
THREE BEARS
BARNSTAPLE**

Tel. 2534

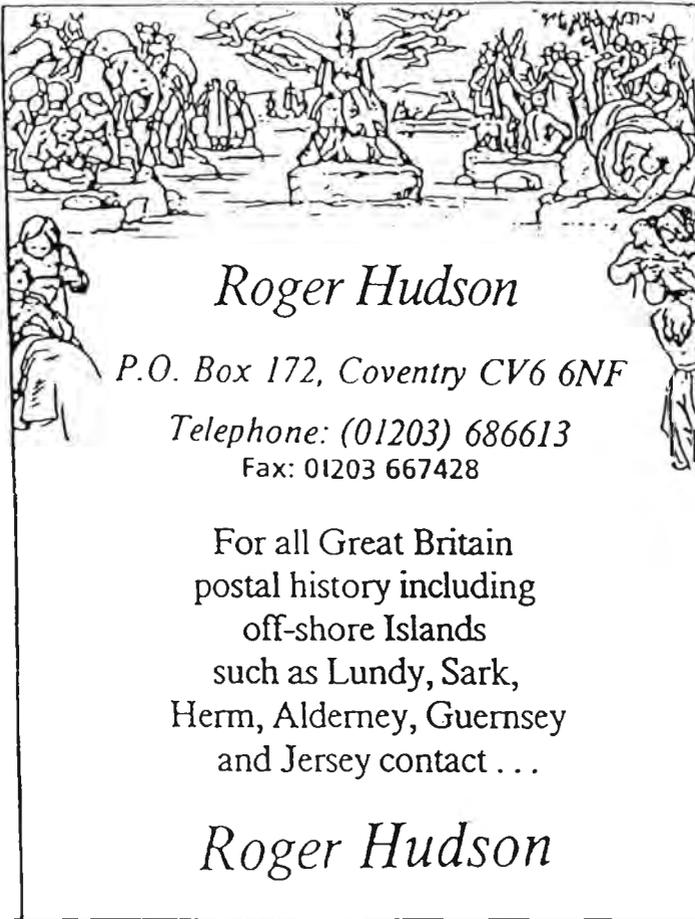
SOUTH WALES

'The THREE BEARS' HOLIDAY MAP

ALL MILES SHOWN FROM THE THREE BEARS



THE ENGLISH CHANNEL



Roger Hudson

P.O. Box 172, Coventry CV6 6NF

Telephone: (01203) 686613
Fax: 01203 667428

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 off-shore Islands
 such as Lundy, Sark,
 Herm, Alderney, Guernsey
 and Jersey contact . . .

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OUR NEXT MEETING

The Summer '98 Meeting of the UK Chapter of the Lundy Collectors Club will take place on Sunday 26th July 1998, at the Kingsley Room, Royal Hotel, Barnstaple Street, Bideford, North Devon. This will be an all-day Meeting, and will include an optional lunch at the Hotel. The programme will be as follows:-

10.30a.m.	Bourse opens
11.15a.m.	Club Competition
12.30 to 2.15p.m.	Optional Lunch at the Hotel
2.00 to 3.00p.m.	Club Auction lots on view
3.00p.m.	Club Auction (Auctioneer - Mike Thompson)
4.00p.m. (approx.)	Members' Displays
5.30p.m.	Bourse closes

The optional lunch at the Hotel (last year's was excellent) is reasonably priced as follows:-

Choice of starters	£1.75	Main Course - Choice of hot and cold
Choice of deserts	£2.50	dishes including 2 carvery roasts - £6.00
All Three Courses £9.50		

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

