

The New Puffin Journal



AUTUMN 1998

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

LUNDY

Local issues 1929 - 1997

We hold a very comprehensive stock
of these popular 'Locals' including many

Errors/Varieties

Send for free illustrated price list

We hold LUNDY Postal Bid Sales
twice per annum, catalogues available
free of charge



WE ALSO STOCK

ALDERNEY/SARK "COMMODORE SHIPPING CO" LOCALS

Illustrated price list available

PUFFIN STAMPS

POB 1, ILFRACOMBE, DEVON,
EX34 9BR, ENGLAND.

TEL: 01271 862857 FAX: 01271 867161

The New Puffin Journal



Joint Editors
Stanley Newman and James Thomas

ISSUE NO 6

AUTUMN 1998

Editorial Office - 93 Montpelier Road, Brighton, Sussex, BN1 3BE

CONTENTS

Editorial	page 2	Lundy Aeronautica	page 21-25
Reg Lo-vel	page 3	Three Unlisted Handstamps	page 26-27
Visit to Lundy	page 4-6	It Pays to Look	page 28
Meeting & Auction Reports	page 7-8	Lundy Stamps in Russia	page 29-31
Club Competition	page 9-10	Bullets from the Montagu	page 32-33
Lundy Buildings-Government House	page 11-13	Letter to the Editor	page 34-35
Ready for the New Millennium	page 14-17	Window of Change/	
The Alternative Collection (Part 2)	page 18-20	Club Packet	page 36

*
* ADVANCE NOTICE *
*

Please note that the Spring '99 Meeting of the Chapter will be held at the Wembley Conference Centre on SUNDAY 18th April 1999 at 1pm.

YOUR FREE GIFT

Gerald King, creator of the "ALTERNATIVE LUNDY COLLECTION" has produced specially for the ' JOURNAL ' an additional stamp, based on the 1/2d. Queen Victoria Mourning Issue. See page 20 for full details



EDITORIAL

As many of my faithful readers are aware, I usually commence my editorial with some form of humorous quotation or two. On this occasion however, my humour has evaporated with the sad news of the departure of Lundy's Agent Reg Lo-Vel from the Island. As you will read in John Lavington's fine tribute to Reg (page 3), he has left Lundy to will take over the administration and some major rebuilding work of the Landmark Trust property on the Isle of Bute (Scotland). I'm sure that all Chapter Members join me in wishing Reg the very best of Luck '*North of the Border*'. I somehow have a feeling that Reg will return one day to Lundy, the Island that has been his home for the best part of 25 years.

Our Summer Meeting in Bideford was a great success, and the trip to the Island made by several Chapter members on 24th July, fortuitously coincided with Reg Lo-Vel's last day on Lundy (for the moment!). As you will see from the illustration, several of us spent much time with Reg in the Tavern (waiting 3 hours for the helicopter arranged to pick him up!), and I was also able to take a few photos of his actual departure of the helicopter, before rejoining the "*Oldenburg*" to return to Bideford.

My apologies for the non-appearance of the second article on "*LUNDY POSTMASTERS*" which is devoted to Felix Gade. The reason is quite simple - the overwhelming mine of information which come to light through personal recollections of Lundy folk associated with Mr. Gade. Diana Keast has kindly provided me with much valued information about Mr. Gade and his "Post-office" in pre-war years, and this will now form the first part of the article (scheduled for the Spring '99 issue). Penny Ogilvie who was Mr. Gade's secretary, Gwyneth White and other kind Lundy folk are co-operating with me in writing the story of Mr. Gade's Postal activities in post-war years (scheduled for the Summer '99 issue).

This issue of the '*Journal*', marks the second anniversary of the formation of the UK Chapter of the LCC, which has now grown in membership from about 30 to well over 150. The regular (sic !) appearance of the '*Journal*', our three annual Meetings - each containing a fine auction, and our Packet Circulation are all now firmly established. For this, my thanks are due to my co-editor Jim Thomas, to Roger Allen, John Lavington, Tom Baker and other regular contributors to the '*Journal*'. I look forward with confidence to the Chapter flourishing into the Millennium and the next Century !

Stanley Newman - September 1998

FOR LO-VEL NOW READ McLO-VEL

By John Lavington

Reg Lo-Vel, LCC member and Lundy administrator, has left the island and moved to the Isle of Bute off the west coast of Scotland. He takes with him a vast treasury of historical and current knowledge of Lundy and a deep love for the granite outcrop.

Reg, 49 this year, moved in July with daughter Lucy and family dog Guinness, his eldest daughter, Jenny, is remaining on Lundy working for the Summer season. Jilly, his lovely wife, sadly passed away last year and Reg says that the time is right to move on to seek a new challenge.

He is employed by The Landmark Trust to renovate properties on the Ascog Estate on Bute and help maintain the accommodation currently let, he is assisted by a part-time gardener and has contact with the local Landmark secretary who lives on the neighbouring peninsula of Kintyre.

Reg has been visiting Lundy since he was eight, after schooling in Ilfracombe, his home town, he trained as a mason and first moved to the island in 1970 to assist in the renovation of existing properties and the erection of new buildings for the Landmark Trust, who had recently taken on the management and maintenance of the island after the acquisition of Lundy by The National Trust.

It was during this time that he met Jilly, daughter of Joan and John Dyke, and in 1974 they married in Ilfracombe. They ran the Crown Hotel in the town prior to moving to Boscastle where Reg worked for the Milk Marketing Board in the production of cheese for five years. In 1980 he blew the cobwebs off his tools and continued his trade, building new houses and renovating older ones around North Cornwall.

In 1990 Reg returned, with his family, to work on Lundy helping to maintain the letting accommodations and other properties. He subsequently became foreman, deputy agent and administrator.

On behalf of all the UK Chapter members I wish Reg and his family every happiness and success on the Isle of Bute.

LCC SUMMER TRIPS TO THE ISLAND

For many members this years Summer Meeting became a weekend event. On Friday 24th July, seven members took the Oldenburg to the island to say "farewell" to Reg Lo-Vel as Lundy Agent. The gang of seven (Mike Beck, Wim Ros, Stanley Newman, Jim Thomas and recently-joined members Shaun Barnes, David and T.L. Craze) set off from Bideford on calm seas. The weather was beautiful with continuous sunshine and light winds and the six hour stay on the island passed by extremely fast (helped along with a couple of good pints!). Mike, the only energetic member of the party, walked to the North Light and back whilst the rest of the gang didn't venture past the Old Light. There was much building activity on the Beach Road works with materials being taken ashore from the Oldenburg by the islands landing craft. On Saturday 25th July a second much larger party sailing from Ilfracombe paid a visit to the island and will remember it for different reasons as Mike Thompson reports:-

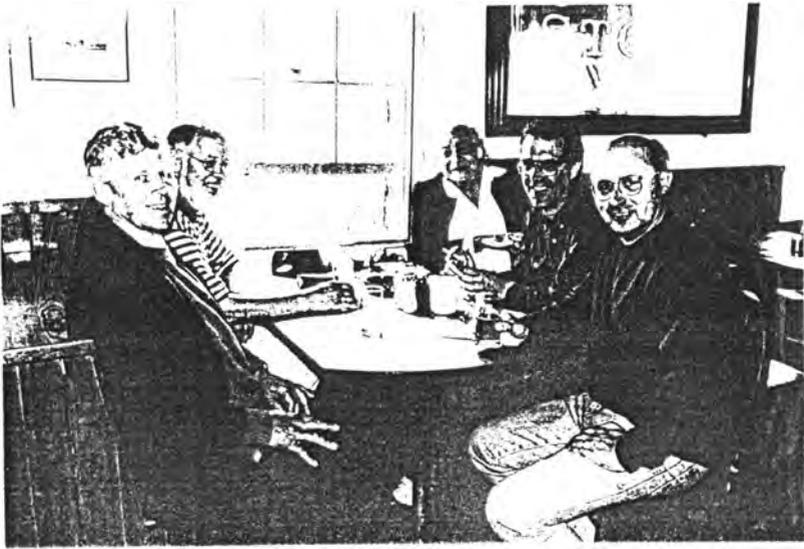
Saturday 25th, came with sunshine, warm weather and calm seas (thank goodness). All the group were on the quay and we were nearly the first ones on the boat giving us the pick of the seats. After the smooth crossing we were greeted with that great familiar sight of Lundy, a good day was in store. On the outward journey the special LCC Meeting postcard souvenirs were stamped with the Oldenburg cachet and the LUNDY postage stamp and at the Marisco Tavern these also had the Tavern cachet applied. After they were serviced with the meter mark they were returned to me for the meeting.

The return journey which should be christened "the boat's bust trip" was very eventful. We started for Ilfracombe and the boat went up the east coast of the island and took praise for arranging this for the group. Unfortunately, there was a problem with the air intake to the engine and we had to limp back to the anchorage, where an engineer came out to the ship to assist with the repair. After a slight delay we were on our way home again 45 minutes late.

Half way across there was an announcement over the tannoy "There is a RAF Rescue helicopter in the area and they will be practising placing a man on board ship, due to the noise will anyone of a nervous disposition please go below decks". After a couple of minutes the helicopter approached and hovered over the ship's bows and dropped one of the members off. It took off and circled the ship a few times then returned for their man. After circling the ship a couple of times and with everyone waving, the helicopter departed. A fine end to a very fine day.

For those who didn't make the trip this year, bear in mind what I organised for your entertainment and what you missed!!

MRT.



'JOURNAL.' Editors, Stanley Newman and Jim Thomas either side of Reg Lo-Vel in the Tavern on 24th July 1998. with Chapter members Michael Beck and Wim Ros.



The helicopter pilot equipping Reg with the appropriate "gear". prior to his departure from Lundy to RAF Chivenor



Reg Lo-Vel with "Guinness" and the two pilots walking to the helicopter to depart for RAF Chivenor on 24th July 1998

- See also page 32 -

MEETING REPORT

The Summer '98 Meeting of the U.K. Chapter of the Lundy Collectors Club was held on Sunday 26th July, at the Royal Hotel, Bideford. Over thirty members and friends attended including the most gracious Diana Keast (daughter of the late Martin Coles Harman) and John Dyke, the designer of many Lundy stamp issues.

The all-day meeting opened at 10.30a.m. with a bourse supporting three dealers which lasted until lunch time. On display were a set of working drawings showing details of the works to the Beach Road and a computer impression of what the new jetty could look like. Sharon Read had for sale a selection of her most beautiful drawings of various views of Lundy.

Tom Baker produced a limited number A4 size free souvenir sheet based on a Sharon Read design and had a multi-view Lundy postcard bearing the Bideford and North Devon Stamp Club cachet, stamped and posted from Lundy. Also for sale were a few souvenir postcards which remained unsold from the trip to Lundy.

Michael Bale had on display a draft copy of the third edition of "Stamps of Lundy Island" which Michael recently took over from Stanley Newman. This new expanded edition which includes all Lundy stamps up to and including the 1997 Centenary of Saint Helena's Church issue, is now on sale at £10 plus postage and can be obtained from Puffin Stamps, PO Box 1, Ilfracombe, Devon, EX34 9BR.

The Club competitions (see Competition Report for details) this year were well supported with entries for all three categories and were followed by a small presentation by John Dyke of some of his commercial artwork from the 1950's which took the meeting to the lunch break.

The three course carvery lunch in the hotel dining room was very well presented and at £9.50 good value, and was partaken by nearly all of us.

Viewing of the auction lots started a couple minutes after two as we could not pull the Auctioneer Mike Thompson away from the sweet trolley! The auction started at 3.00p.m. and took the meeting to its close at just after 4.00p.m. (see Auction Report for details).



John Dyke displaying some of his commercial artwork from the 1950's

AUCTION REPORT

Our fourth Auction, at the Summer '98 Meeting at Bideford on 26th July followed the successful pattern of the three previous Auctions, with the total realisation amounting to £1,902. This was slightly less than our previous Auction (£2,233) due to the decrease in the number of lots offered, in order to make life somewhat less hectic for our Auctioneer Mike Thompson ! The quality of the material offered was of a very high standard, as will be seen below:-

Highlights of lots sold in Auction No,4 were:-

1929 ½ puffin on piece, cancelled 23/10/29 - i.e. <u>before issue</u> .	£24
1929 1 puffin. Marginal block of 10, including "Line through U" variety.	£25
1935 ½d. Tram-ticket Roll 5, umm.	£27.50
1935 3d. Tram-ticket Roll 4, mm.	£17.50
1936 Large Maps - 1/- value, mm.	£25
1937 ½d. Pair of imperf. Proofs in pale violet.	£36
1940 2p. Red Cross o/p with margin and Imprint, imm.	£30
1943 Wright Bros. 7p with Narrow Setting, mm.	£25
1950 "BY AIR" 1p with Narrow overprint N70 umm.	£41
1953 8p/12p By Air red o/p (lower case) N78B	£22.50
1965 Shakespeare set of 3 values, in complete sheets with varieties.	£21
1969 1p on 9p APPEAL stamp. umm.	£140
1979 9p & 11p Unofficial Essays. umm.	£27
1931 cover with Instow cancel on GB stamp, and Lundy cancel on 12 puffin.	£33
1938 Internal cover to The Hotel, Lundy written by Felix Gade.	£26
1943 cover to Kent with ½p IX Anniversary o/p, and APPLEDORE, DEVON d/c on GB stamps on front.	£70
1943 Censored cover to USA with ½p IX Anniversary o/p, cancelled "BUREAU MAIL".	£125
1950 COVER TO Lundy with "RESUMPTION OF AIRTRANSPORT" cachet.	£36
1951 Flying Birds set + 8 on 12p o/p all on FDC, signed by Pilot.	£45
1953 Coronation stamps on cover, with GB stamp cancelled Braunton.	£18.50
1955 cover to Norway, with set of Flying Birds and Braunton cancel on GB 4d.	£28
1977 R.N.L.I. sheetlet on FDC with 'm.v. POLAR BEAR' cachet	£13.50
1929 Pair of Lundy Coins ½ puffin and 1 puffin	£24
1965 Boxed Proof set of 4 coins in nickel-brass & copper-bronze	£48
"Illustrated Lundy News" - complete set of 15 issues.	£40
Chinchen's "A Catalogue of Lundy Stamps" - Reproduction copy	£17
1776 10"x7" engraving on vellum of Plan of Lundy Castle	£26
1953 Letter from Lundy, Bristol Channel to Stroud, written by Felix Gade	£16.50

COMPETITION REPORT

The 1998 Competitions were held at the Summer '98 Meeting at The Royal Hotel, Bideford. This year two new trophies joined The Stanley Newman Trophy, The Jon Aitchison Trophy and The R. E. Allen Trophy. Each competition was judged by the members and each member had just one vote per competition.

The Stanley Newman Trophy (Lundy Stamps)

The three entries are as follows:-

A. Dave Phillips Miniature Sheets

This well presented display of mint material on eight typed sheets had amongst other items, a 'Tighearna' imperforate sheet, a 'Save the Sea Birds' sheetlet and the last sheetlet issued to date, the 'Landmark Trust' sheet.

B. Mike Thompson The Lundy to Devon Airmail Service

Mike presented an interesting and knowledgeable account of the stamps and transport used for the airmail service. The beautifully presented mainly mint material included a strip of six ½d "Tramtickets" - first printing, two sheets of 12 ACAS ½d and 2d stamps and two plates showing Mr. Boyd and his Shorts Scion plane.

C. Tom Baker Flying Bird Definitives

This informal thematic entry was based around the seven birds most commonly found on Lundy. A vast amount of information was presented and was supported by a selection of photographs, stamps and postal history. Amongst the philatelic material were a couple of first day covers signed by Captain Drabble, a set of black imperforated proofs of the "Flying Bird" issue and three souvenir folders for the same issue in green, cream and mauve.

RESULT

1st Tom Baker
2nd Mike Thompson

The Jon Aitchison Trophy (Lundy Postal History)

The four entries are as follows:-

A. Julie Lester Lundy Mail from 1960

A display of mainly commercial mail with a couple of philatelic items were mounted on seven nicely typed sheets. Of note were a block of four 1969 Provisional Overprints commercially used.

B. Mike Thompson Lundy to North Devon

Eight beautifully typed sheets full of good clean material. Amongst a couple of black and white photographs was a cover addressed to Miss Allday with a 1905 Devonport squared circle datestamp, a couple of 1923 "Thimbles" and a couple of Instow squared circles and single ring circle datestamps.

C. Tom Baker Lundy Island to Bristol

A thematic entry marking the 50th Anniversary of the Lundy Field Society from 1946 to 1996.

D. Sharon Read Modern Postcards

A postcard album full of various modern Lundy postcards and envelopes - mainly philatelic.

RESULT

1st Mike Thompson

The R.E. Allen Trophy (Lundy Postcards, Ephemera or Literature)

The two entries are as follows:-

A. Mike Thompson Lundy - North Devon

A beautiful display of Lundy postcards showing various scenes of Lundy and events relating to the island. The period covered was from the early 1900's to the late 1940's.

B. Sharon Read Drawings and Postcards

Sharon's entry was split in to two distinct parts. One half was a pencil drawing presented in a way never seen before. It included various items of interest relating to Lundy and included Lundy postmarks, the helicopter and the Oldenburg. The second part was a collection of plain and picture postcards with "Dartmoor" style postmarks.

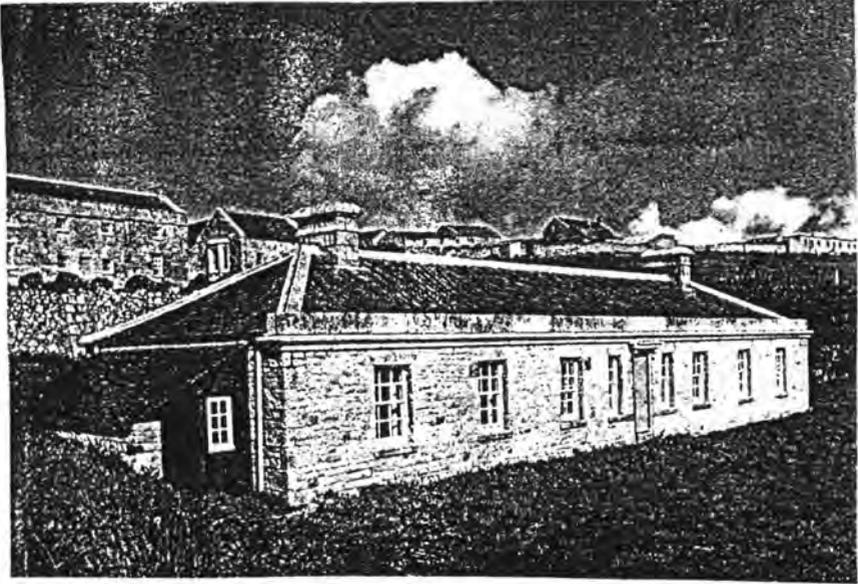
RESULT

1st Sharon Read

GOVERNMENT HOUSE

THE THIRD IN A SERIES OF ARTICLES ON THE BUILDINGS OF LUNDY.

By Roger Allen.



Government House nestles under the old stone wall at the very top end of Millcombe. It has a splendid view of Millcombe Valley, Millcombe House and a clear view of the approaches to the Landing Bay and, as the eye travels upwards, an absolutely untrammelled view of the North Devon coast. Apart from Tibbetts, it is the only solid and permanent building that has been erected on a completely new site since the beginning of the century.

It was designed by Phillip Jebb and built in 1983. Possibly the whole idea of the construction and the siting of the building was also his brain child. He may have been loth to discard the fine granite dressing stones taken from the walls of those parts of the old Manor Farm Hotel that were demolished about the same time and looked round for a way to use them. It is also true that at that time the Landmark Trust wanted to find a suitable home for the Agent and his wife. When the House was finished however, John and Wendy Puddy unselfishly stated that they were quite happy to remain where they were, at the end of the wooden Quarters, and that this new building could be used by Landmark as a holiday let. This is how the Landmark Trust puts it in their Handbook

Phillip Jebb, who died in March 1995, was a close friend of Sir John Smith and the resident architect for the Landmark Trust. He was responsible for the restoration of all those properties on Lundy that have been tackled by Landmark. He did not always please everyone on the island but his work has endured and has served the purposes of Landmark by providing comfortable accommodation for our holidays on Lundy.

Landmark originally called this new and splendid building rather unimaginatively 'The New House'. The islanders however were from the very beginning jokingly calling it Government House, as it was intended to be the home of the boss. Landmark persisted in calling it The New House in their brochures up to 1987 but, bowing no doubt to local pressure, it became officially Government House in their brochures from 1988 onwards. This climb down by Landmark shows that they can be sensitive to the wishes of their customers and employees. In the Spring 1991 Landmark Trust newsletter it is referred to as "The Governor's House" but who indeed was the Governor?

The building is a long, low edifice, as seen from the front, running from South to North, with the Front door on the East wall. The construction is completely symmetrical, there are eight windows on the West and East walls, exactly opposite each other, and no windows on both the short South and North walls. This can be seen from the ground plan of the building accompanying this article. The front and back doors are also exactly opposite each other, with nothing in between them to stop a splendid through draught! This has always been commented on by tenants as being a notable fault in the plan. The overall design is nevertheless solid and pleasing.

The style of Government House fits in well with the mixed styles of the solid Victorian buildings constructed by the Heavens and the Quarry Company but there is a suggestion of an earlier age. In particular, the granite clad roof edges remind us of the keepers' quarters of the Old Light.

The roof is covered with dark tiles and has this granite finishing along the top and edges of the roof, giving a very tidy and satisfying appearance. There is a chimney at each end of the roof, that at the Southern end being more or less just for show as there is only one fireplace and that at the other end of the house in the sitting room. The chimney at the Southern end of the roof is placed over a space and funnel that could no doubt be easily converted into a fireplace if the house were ever remodelled.

Against the Southern end of the building there is a somewhat incongruous outhouse built of wood, used to store the dustbins and perhaps other equipment. It is painted black and has a door on the Western side and a white, wooden framed window on the Eastern front side. It has a tiled, pitched roof.

The lintel over the front door has almost certainly been brought down from the ruined Quarry managers' cottages and sits very well in its present position. Walking around the House one can see many of the stones on the wall showing the unmistakable signs of age with ancient moss and lichen on them. This is evidence that they once formed the outside walls of the old Manor Farm Hotel. They help give the impression that Government House has been on that position for a very long time.

The interior of the house is well supplied with bathroom facilities, two full bathrooms and a guest toilet by the front door. A standard fault of many Landmark Trust buildings is the lack of showers and Government House is no exception. On an island notorious for its water shortages it never ceases to amaze that showers have not been installed in all the properties on Lundy.

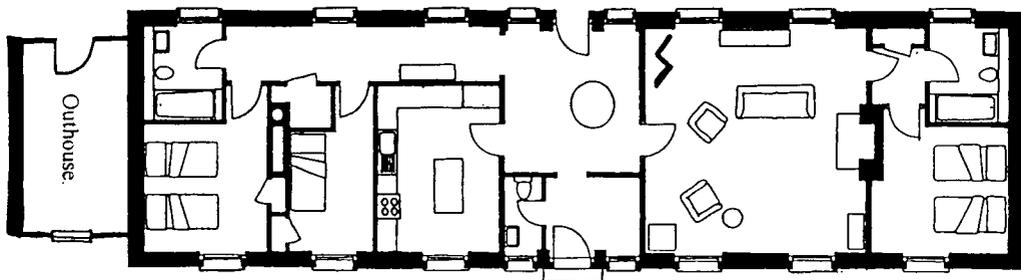
The kitchen is spacious and meals are taken there at a large deal table. The sitting room is very comfortable and has splendid views from the windows but one has to stand up to see them at their best. There is a large hallway and passageway and the house is ideal for receptions and parties. The furniture is in the usual good taste of the Landmark and quite adequate for all needs.

The double bedroom and bathroom at the Northern end of the house, beyond the sitting room, form almost a separate flatlet, quite distant from the kitchen, the other two bedrooms and the facilities at the other end of the house. If this was the deliberate intention of Phillip Jebb, it is most successful.

The House is designed for five persons, with two double bedrooms and one single. When originally advertised in the Landmark brochures, there was the option of three extra outside beds. These consisted of two beds in the Fridge Room and one bed in the Radio Room. These two rooms have now been merged into one and they form the single person letting unit in the courtyard of Old House, which is now called The Radio Room and is let completely separately.

For the purposes of bringing up the luggage from the ship, Government House is lumped in together with the St. Johns and Blue Bung. This group of lettings have the green luggage labels.

In 1984 it was possible to stay for a week in Government House for £220 at the height of the season and £121 at the cheapest time. In 1998 these figures are £881 and £323. In spite of these prices, most Lundy residents and visitors are overall pleased that Government House is there and the Landmark Trust describes it as one of the best houses that they have anywhere.



GOVERNMENT HOUSE.

Main Entrance with Lintel.



Most of the information in this article has been obtained from the following sources:-

Landmark Trust Handbook,

Landmark Trust price lists from 1983 onwards.

Other Landmark Trust brochures and information pamphlets.

Landmark Trust newsletters.

Lundy Field Society newsletters.

Conversations with Mrs. Wendy Puddy.

READY FOR THE NEW MILLENNIUM

By James Thomas

Over the past couple of winters, storms have beaten the coastal areas of the Westcountry and in particular Lundy Island. The severe damage caused to the island's Beach Road and sea defences has disrupted the day-to-day life of the islanders and has threatened the whole future of the Island's business i.e. farming and tourism. Without the road down to the beach, farm stock cannot be taken to market on the mainland and nor can essential supplies be delivered. Temporary repairs were made to enable the road to carry-on servicing the island, however, without major engineering works the road was being threatened of total collapse by each tide.

With this threat to the island's business and it's ultimate future, The Landmark Trust decided to obtain the necessary funding to repair the road ready to take Lundy into the next millennium. The bulk of the money was provided by a Lottery grant with The Landmark Trust making-up the balance. The £1.89m road and jetty project is part of a £3m scheme of infrastructure improvements for the whole island.

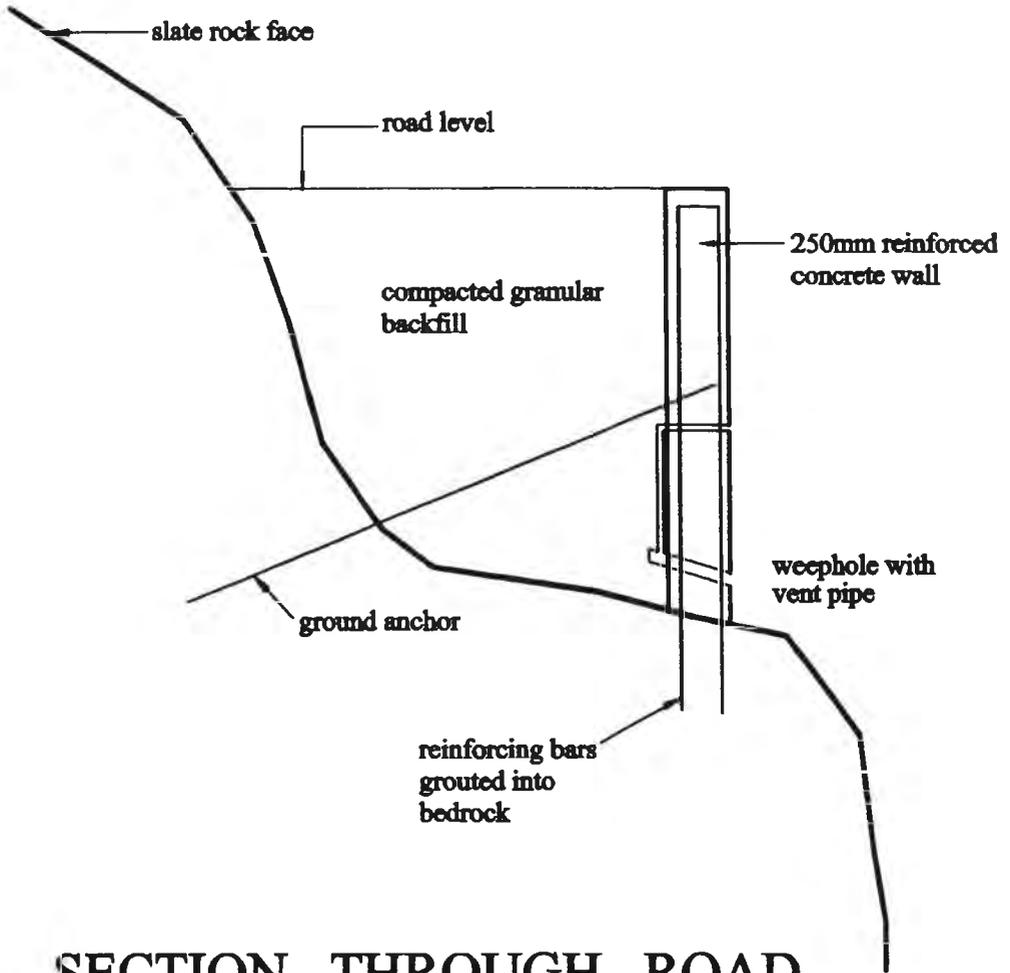
An agreement was drawn up between The Landmark Trust and The John Grimes Partnership, a firm of Consulting Engineers and Engineering Geologists based at Ivybridge, Devon. Before work started an Environment Impact Study was prepared in conjunction with the island's Warden, Lisa Cole and permission was obtained from the North Devon District Council's Planning Department. After seeking the authority, guidance and opinions of the National Trust (owners of Lundy), the roadworks started on site during February 1998, with The John Grimes Partnership acting as the Consulting/Design Engineers and The Landmark Trust as the Main Contractor. Because of the difficult nature in preparing an accurate survey of the condition of the bedrock (slate in this part of the island), it was decided not to obtain competitive tenders as it was considered that the preliminary and contingency sums would falsely inflate the contract sum, thus killing the project from the start. A contract period of five months was originally agreed with an anticipated completion date of 30th June 1998, however, due to the extreme inclement weather during April and June, the completion was put back to the 31st July 1998

The project was not without problems from the start. The road had to be constructed on rock suffering from fractures and fissures formed by the weather over the decades, each days work would be pounded by the incoming tide twice daily and Lundy's shoreline is a Marine Reserve supporting many rare underwater species. An informal structure had to be constructed so that with time it would blend into the rock face and not stand-out like a beacon. All these problems had to be faced and solved. To the average man in the street the problems could appear insurmountable but to an experienced Chartered Engineer like Dr. John Grimes the solution was obvious.

He designed an in-situ formed reinforced concrete wall which would follow the line of the existing road maintaining an average width of 3.5m throughout the full 296.6m length. Before construction work could start the loose slate either had to be de-scaled or secured using ground anchors. Large fissures had to be filled with new stone walls. At the 90m chainage point a funnel shaped fissure, which in the past had been bridged by the road, had a large boulder lodged at the narrow end. Each time the tide came in it lifted the boulder like a marble in the top of a bottle of lemonade and thrust it into the underside of the bridge causing severe damage. To prevent any further damage the fissure had it's narrow section stoned up and concrete sprayed over the boulder to tightly secure it.

The method of constructing the wall is called Guniting and involves spraying concrete onto a frame. This method of construction attracted bad press during the 1960's and 70's but this was not going to dissuade John Grimes from using it. The Guniting mixing equipment dates back to 1916 and consist of 3 pressurised chambers where the cement, aggregate and sand are accurately mixed. The dry mix is pumped to the spray nozzle where the water is added. The wet mix is then sprayed onto the steel reinforcement frame. The aggregate was a 5mm blend specially chosen from the Lee Mill Quarry in Devon and the spray nozzles were lasting from two hours to a week.

Once a solid base was formed, galvanised steel reinforcing bars were grouted 700mm into the rock vertically at 200mm centres to support a cage of vertical and horizontal steel reinforcing bars. Then concrete was sprayed onto the steel frame against hessian sheeting, which acted as a back former and provided an informal shaped concrete wall 250mm thick and varying in height according to the level of the rock and the road surface. Where the wall is exposed to the incoming tide, the concrete was mixed with a rapid hardening additive. On the first section of wall a concrete boot was formed to support a natural stone facing, however, before the stone facing was applied a decision to omit it was made as it was considered that the irregular shape of the concrete would blend in better.



NOT TO SCALE

Ground anchors were grouted 3m into the rock and set at 90° to the rock face to hold the reinforcement cage in position during the spraying process, and later to act as ties to hold the wall true to vertical when backfilled. Each anchor has a designed capacity of 10 tonne and concrete strengths of between 55 and 60 Nmm² have been recorded. A 50mm diameter vent pipe was set into the top of the wall and was connected to a 100mm diameter drain pipe set into the bottom of the wall. This allowed the drainage of surface water as well as releasing the pressure of the sea beating into the drain pipe. Once the wall was constructed the area behind it was backfilled with compacted stone material from the island.

Materials were transported from the mainland by the m.s. Oldenburg from Bideford Quay. Loose materials were carried in one tonne 'dump bags' which made it easier to load on and off the Oldenburg. Once at Lundy the materials were transferred to the island's landing craft for the final few metres to the beach. With the co-operation and understanding of suppliers, approximately 20 to 30 tonnes of material a week was transported to the island. The size of each load had to be balanced with the number of passengers to be carried - the heavier the materials meant fewer passengers.

The present works only incorporates the enabling works for the proposed new jetty. The idea is to construct a new jetty off the back of the existing one in a due north direction. As of 26th June 1998, the final design had still to be decided on, however, the design that was looking very favourable to becoming the final product consisted of a concrete deck extending 100m in length and supported on 1m diameter piers with intermediate vertical fenders. If this design is eventually approved and built it will stand as a very elegant structure and will make landing from the Oldenburg much easier and safer as well as opening Lundy to more people. Although Planning Permission is still to be obtained, Project Manager Ivan Dover was confident that work on the new jetty will start on site by the end of the Summer 1998.

YET MORE COMMENT !

In the previous two issues of the "JOURNAL" we refrained from "blowing our trumpet" on your comments. However, some more flattering opinions have recently arrived on the Editor's desks:-

'My congratulations for producing a brilliant journal - keep up the good work, I think the mix is just right ! - *B.K. Yorkshire.*

'It is a little surprising that you are able to keep up the high standard in the way you do.' - *C.L. Partridge Green, Sussex.*

LUNDY - THE ALTERNATIVE COLLECTION

(PART 2)

By Stanley Newman

In our last issue, I gave a general synopsis of the scope of the 'stamps' contained in the fascinating collection of bogus Lundy stamps prepared by Gerald King. In this issue, I am concentrating on Gerald's adaptation of those Queen Victoria issues which are based on GB stamps, and in our next issue I will deal with those based on Dominion and Commonwealth stamps. This gives me an opportunity of comparing Gerald's adaptation of the QV line engraved issues with similar adaptations prepared by Jon Aitchison, (presented as free-gifts with each recent issue of the 'JOURNAL').

For some reason known only to Gerald King himself, he resisted the temptation to commence his 'Alternative Collection' with an adaptation of the 1840 Penny Black, and chose instead to make the 1841-type 1d. red-brown and 2d. blue the subject of his first two adaptations. These have 'stars' at the top corners, and the letters 'L' and 'I' at the bottom (obviously standing for Lundy Island) - they are perforated (as are all Gerald's adaptations) whereas the original stamps were Imperf.



No.1



No.2



No.3



No.4

Gerald's third adaptation is similar to his first, except for having letters in all corners, as per the GB 1858-79 stamp (although Gerald refers erroneously to this in his catalogue as an 1854 GB stamp !) He also errs with his fourth adaptation - the 2d. blue with white lines, which he attributes to 1855 but the original stamp appeared in 1841 !

Stamps 5 and 6 of the 'ALTERNATIVE COLLECTION' are "Official Stamps", both with the letters V and R at the top corners, and L and I at the bottom - the 1d in brown and the 2d in blue. In point of fact, neither of these ever appeared as an original stamp (the very rare 1840 Official stamp was in black).



No.5

No.6

No.7

No.9

No.11

The six stamps numbered 7 to 12 are overprints of 'LUNDY' on 1d. and 2d. line-engraved adaptations, 7/8 in black, 9/10 in red, and 11/12 in white. No.7 is an overprint on stamp 1, No. 8 an overprint on stamp 4, No. 9/11 are overprints on stamp 3, but Nos. 10/12 are overprints on a 2d blue with L and I at the top corners, and I and L at the bottom, this not having been adapted by Gerald for inclusion in the "Collection" without the overprint.



Enlarged reproductions of the facsimile Queen Victoria 1d. red prepared respectively by Gerald King and by Jon Aitchison.

The respective adaptations by Gerald King and Jon Aitchison of the early Queen Victoria stamps are interesting. The only direct comparison relates to the 1841-type 1d. brown, which reveals that Gerald has maintained the size of the original stamp (approx. 22mm high) whereas Jon has a slightly larger height of 23mm. More obviously Gerald has not used the word LUNDY on his stamps (except on those overprinted), relying on the letters 'L' and 'I' whereas Jon uses the word LUNDY in place of 'POSTAGE' at the top, and 'ONE PUFFIN' or 'TWO PUFFINS' at the bottom.



No. 20



No. 21



No. 22



No. 24



No. 23

The other three of Gerald's adaptations of QV stamps are based on the Queen Victoria 1870 ½d. value. All have 'L' and 'I' at the top corners, and 'I' and 'L' at the bottom. Nos. 20/21 are an interpretation, of a ¼d. and ½d. stamp with a QV head portrait never used on GB issues. Nos. 22/23 are similar but have the Queen's head as per the original 1870 stamp. No original 'farthing' (¼d.) GB stamp was ever issued, but the two produced by Gerald are printed in black (20 on blue paper, 22 on white paper). The two ½d. values (21 and 22) are both printed in brown on white paper, but of course the original stamp was in rose-red. The final ½d. value in the "Collection" (No.24) is also based on the 1870 stamp, but with the centre of the design based on the QV 1887 Jubilee issue - the adaptation printed in a rich brown colour whereas the originals were in vermilion (1887) and blue-green (1900).

OUR FREE GIFT

The free-gift presented with this issue, is a special "one-off" prepared for the 'JOURNAL' by Gerald King. Apparently there are no less than 5 different types of this "stamp", as illustrated below, also numerous "varieties". Anyone interested in collecting the various sub-types, and varieties should write to :- Gerald King, Cobbler's Cottage, The Street, Bramfield, Suffolk, IP19 9HT.



Type 'A'
Oval value



Type 'B'
Square Tablets
Small 'd'



Type 'C'
Square Tablets
Large 'D'



Type 'D'
value on
White Shield



Type 'E'
Thin letters
Small shield

AN AERONAUTICAL VIEW OF LUNDY STAMPS

PART ONE - PHILATELIC DESIGNS

By Ian Vine

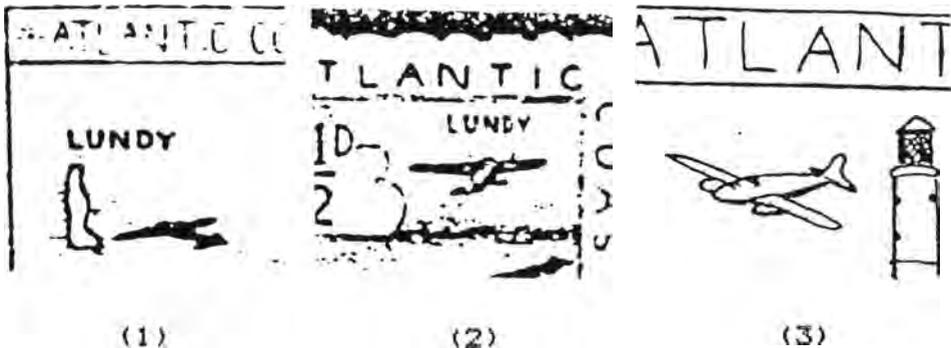
Jon Aitchison's fascinating tale (*LCCPQ*, Fall 1997, pp. 10-16) of the black-overprinted, 1953-plus variant of the 'Tighearna' sheetlet (Newman's cat., N.46A) reminded me of a minor anomaly about the catalogue descriptions of that curious group of Lundy issues, and a larger one about their subject-matter. What was to be a brief letter on these topics soon turned into something broader - aimed at sharing my progress so far with an ongoing project. This involves researching all those aeroplanes connected with the island's stamps and mail services.

With the Editor's helpful encouragement, I therefore offer a selective survey of Lundy aeronautica, of which this first part deals only with aircraft depictions on the stamps themselves. In a future issue of the *Journal*, Part 2 will cover the specific machines which actually flew the postbags during the pre-war and post-war periods of airmail services. Here in Part 1, I only make passing references to the latter - and for these I draw upon the standard accounts in Stanley Newman's CILA catalogue handbooks (*Stamps of Lundy Island*, 2nd Edition, 1993; *Postal History, Postmarks and Cachets of Lundy Island*, 2nd Edition, 1996).

The ACAS /LACAL issues

The first regular airmail service to Lundy was initiated by Mr. R.T. Boyd's Atlantic Coast Air Services in 1935 (renamed as Lundy and Atlantic Coast Air Lines from 1937). The 'Tramtickets' first affixed as proofs of the extra payment were soon superseded by recognisable stamps, depicting small images of aeroplanes over the island. These airmail stamps began what was a long-standing tradition of issues representing Lundy's aeronautical connections. In most cases, close visual inspection coupled with reference to aviation handbooks permits fairly confident identification of the aircraft types being illustrated. Those on the ACAS / LACAL stamps are readily dealt with. All three kinds of aeroplane were first produced from around 1933.

1) The ACAS 'Large Map' issue of 1st April 1936 (Newman N 11 etc.) appears to depict the General Aircraft company's ST.4 Monospar design - a twin-engined, low-winged, four-seater utility aircraft. Apparently the choice of this design to feature on the stamps was already out of date, since according to Felix Gade's recollections (*MY LIFE ON LUNDY*, 3rd Edition 1997, Lazarus Press), Boyd used his Monospar only during his proving flights of 1934. He had retired it from the route before his regular service began during the next year.



2) The various LACAL issues from 1937 to March 1939 (N 17 - 19), share essentially the same illustration - clearly of the Short Bros. S 16 Scion, a type which became the mainstay of the mail and passenger flights from 1935. This twin-engined, high-winged, six-seater could cope better with the island's tricky airstrip, and was easier to load up.

3) The final LACAL stamp of 25th April 1939 (N 20) depicts what could be the Monospar again. But it might well be modelled on the reminiscent but more elegant Airspeed AS 6 Envoy. This was most famous for being used by the King's Flight; and its AS 10 Oxford variant was mass-produced as a wartime trainer. Neither was used by LACAL, nor was ever landed on Lundy as far as I know.

The Wartime issues

The Lundy Philatelic Bureau overprints and stamps include some curiosities from an aeronautical perspective. As well as identifying the aircraft depicted, I shall offer a number of observations and questions regarding the most anomalous of the images in question.

4) The 'V+Plane' overprint of 1st January 1942 (N 37, etc.), accurately and appropriately represents the famous Hawker Hurricane single-engined, low-winged fighter. This served the RAF alongside the Supermarine Spitfire, and helped to win the Battle of Britain.

5) The March 1943 'IX Anniversary' gold overprints, as impressed upon both the 'Tighearna' miniature sheets (N 46) and the regular definitives (N 47, etc.), presumably purported to celebrate nine years of mail flights - despite the service having stopped at the outbreak of war. But the most curious feature was that the aircraft image represents rather faithfully a Junkers F 13 single-engined, low-winged monoplane of 1919 vintage. This type was important as the world's first purpose-built metal skinned airliner. Yet it was a most infelicitous choice for a wartime British stamp, in that the aircraft was of German origin! (I am extremely doubtful of any F 13 ever having a connection with the island.)



(4)



(5)



(6)

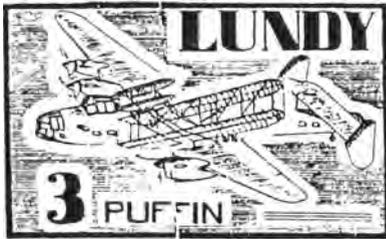
6) As to the 'posthumous' black overprint on the sheetlets which Aitchison recently discussed (N 46A), the picture is clearly different. Newman's catalogue entry (p. 23) notes that it is distinguished by: ".....the shape of the aircraft depicted which has a pointed nose, tapered wings, and no 'propeller spin'." Quite so; and other writers now usually describe the image by reference to the latter attribute. Yet the aeronautically most significant distinguishing feature of the black plane is not actually mentioned - namely that it has twin engines.

This would strictly be the best way to label N 46A, were the existing description not already firmly established.

Unlike N 46, the image does not detectably correspond to any real type of aircraft. If not entirely fictional, it could be vaguely modelled on the wartime Vickers Wellington bomber - but with the added streamlining that was in vogue by the 50's. (And by another irony, it is not dissimilar to an all too successful rival, the Japanese 'Dinah' bomber!)

So neither overprint represents an aeroplane connected in any way with the Lundy air service. I shall pursue further in Part 2 the obvious point that a far more appropriate choice of a design for the overprints would have been one of the machines actually used by ACAS/LACAL. Most sensible would have been to commemorate the tenth anniversary of the regular service, by deferring the issue until 1945 and depicting the Scion transport plane. Just why either of the actual images was selected, and indeed by whom, appears to be a further mystery surrounding the overprints. Any answers would be welcome.

7) The 'Wright Brothers Essay' of 1943 (see Newman, p.27) correctly shows the classic 'Flyer' biplane in which these American aviators are credited (somewhat contentiously) with pioneering powered flight, back in 1903. But the crudely drawn larger aircraft, upon which that biplane image is superimposed, appears to be an awkward mixture of the wartime Avro Lancaster and Handley-Page Halifax heavy bomber designs. The decision not to issue such a stamp was aesthetically wise



(7)



(8)

8) The issued 'Wright Brothers' overprint of 1st September 1943 (N 57, etc.) also represents their aircraft correctly (if minutely), marking the fortieth anniversary of its successful conquest of the skies.

The Post-war issues

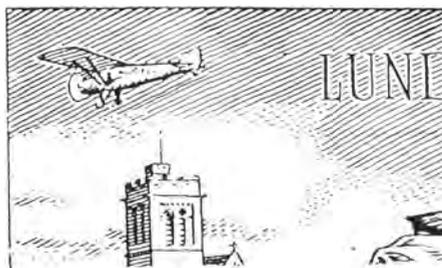
With the demise both of LACAL and the British Philatelic Bureau, aeronautical content on Lundy's stamps has tailed off since World War II ended. The various 'By Air' overprints which followed the resumption of mail flights during 1950 contained no pictorial imagery at all. And the subsequent choices of aircraft designs for a few of the island's airmail and regular issues have been relatively straightforward.

9) The 1st January 1954 'Silver Jubilee' commemorative and definitive airmail issues (N 100, etc./ N 106, etc.) depict aircraft designs which are mostly properly identified in the stamps' own captions, namely: an 1850 balloon (½ puffin); an early low-winged monoplane flown by European aviation pioneer Louis Blériot (probably the Type XI of 1909) (1 Puffin); 'Plane over Old Light, Lundy' (2 Puffin); the memorable De Havilland Comet four-jet airliner (3 Puffin); the Bristol Aeroplane company's Type 173 twin-engined helicopter (6 Puffin); and that mighty 'white elephant', their eight-engined Bristol Brabazon (12 Puffin). It should be noted that both Bristol designs would have regularly overflowed the island on test flights over the Bristol Channel, as would Comets at times.

It is fortuitous that the 2 Puffin stamp has a vague caption, since the image is technically erroneous. It most resembles the De Havilland DH84 Dragon, twin-engined biplane transport, as used on some pre-war services to Lundy. Yet its pointed rather than square-cut wings are those of the later DH89A Dragon Rapide (see below).



(10)



(11)



Short S.16 Scion 1, G-ACUW of Lundy and Atlantic Coast Air Services Ltd. (R.L. Knight Ltd.)

10) John Dyke's attractive picture on the 12 Puffin stamp (N166), from the '40th Anniversary of Lundy Posts' issue of 1st November 1969, is better. It accurately shows a Rapide, registration letters G-AKNY, on the post-war service (as well as reproducing the relevant 'Lundy Air Post' canceller, \Newman J). It was a Rapide which first resumed Lundy's airmail services during 1950, while operated by Mr. J.E.L. Drabble's Devon Air Travel.

11) Finally, the '50th Anniversary of Lundy Posts' set, of 4th May 1979, includes an 11½ Puffin stamp (N 231) with a small and slightly imperfect image of a single-engined, high-winged, touring/training monoplane of unknown mark, built by the Auster company. It must represent one of those used on DAT's (later Devonair's) route from 1952 until the service ended in 1956.

And here the aeronautical imagery on Lundy's stamps themselves comes to an abrupt end as yet. In Part 2 of this survey I shall attempt to detail precisely which aeroplanes actually carried the airmail deliveries at various times. I shall also argue that there is a strong case for the Landmark Trust to consider future stamp issues depicting more of these individual machines. For instance, in recent decades there have periodically been helicopter services carrying mail as well as passengers. Yet such rotary-winged aircraft used on Lundy flights can be seen on cachets (Newman's AIR2 onwards), but have not graced any stamps as yet. This seems a somewhat curious omission for a marketing conscious island, interested in attracting visits by those of us who remember extremely uncomfortable, even frightening sea crossings in tiny fishing boats.

THREE UNLISTED HANDSTAMPS

By Roger Allen

A lucky purchase at the last LCC Auction, plus two other items long in my collection have given me the material for this article. The three covers which I illustrate bear handstamps not included by Stanley in his "Postmarks and Cachets of Lundy Island." If any reader has anything to add to these notes, a letter to the editor in a future issue would be an excellent way of doing so. The three handstamps are illustrated below.

ITEM 1. Cover addressed to Dr. J. Dollar, Emmanuel College, Cambridge. Postmarked at Barnstaple 31st October 1936. On the reverse is an example of the "Puffin on a Rock" cancellation, Newman Type Bb, dated October 29th 1936. There is also the remnant of a ½ puffin "Large Map" air stamp, originally tied by the framed wing motif cancellation, Newman Cb. For some reason the air stamp has been roughly removed from the cover.

The flap of the envelope has been sealed with sealing wax. The wax bears the impression of the arms of Emmanuel College. The impression in the wax would be about the size of a signet ring.

The most interesting element on the reverse of this cover however is the impression, even though very poor, of a framed rectangular handstamp reading:- PLEASE NOTE THAT THE CORRECT ADDRESS IS:- LUNDY BRISTOL CHANNEL NOT "NORTH DEVON."

It appears as though Dr. Dollar addressed this cover to himself from the island, hence the wax seal. There is a simple date stamp in green on the front reading 2nd November 1936. This may have been Doctor Dollar's method for recording the time taken for the cover to reach him at Cambridge or it may have been placed there routinely by the college post room.

The "CORRECT ADDRESS..." handstamp may have been placed generally on outgoing mail to advise correspondents of the correct way to address mail inwards to the island. If this were true however, this handstamp should be reasonably common on correspondence from this early period. In fact it is not.

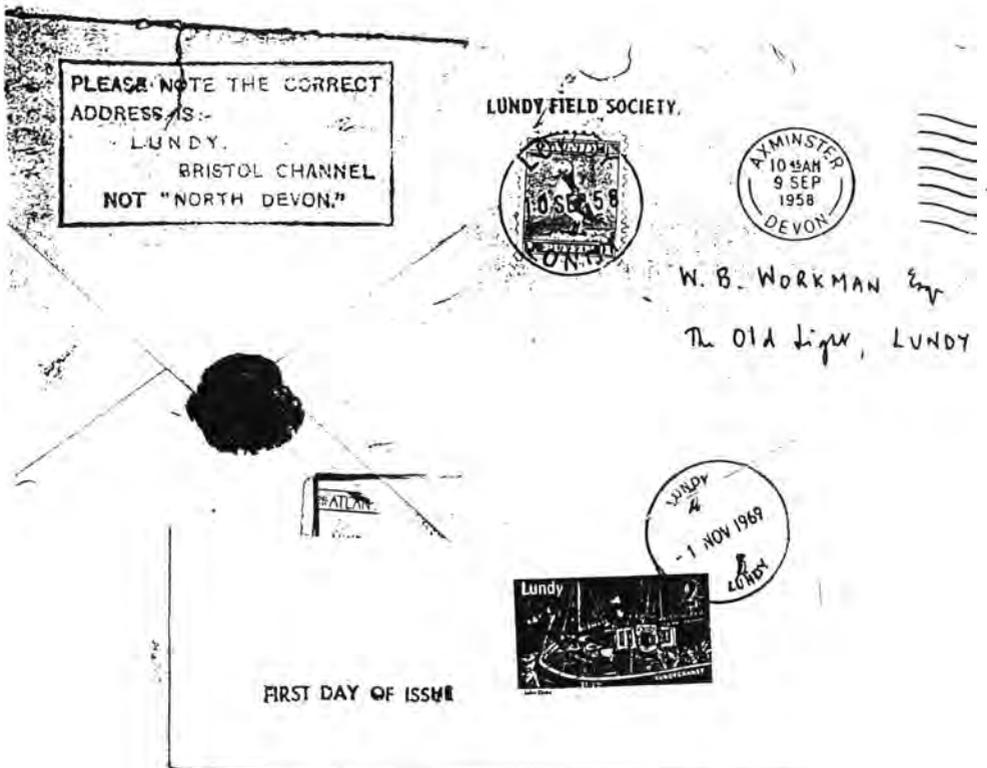
ITEM 2. Cover addressed to R. E. Allen, Wembley, Middlesex, postmarked Bideford, Devon, 3rd November 1969. Interestingly, the postage is paid by a 4d Welsh Regional stamp.

On the reverse is the 2 puffin value from the 40th Anniversary of Lundy Posts set issued 1st November 1969, tied by the rubber canceller (Newman 'S') in a greeny grey colour. As this was the first day of its use, the canceller is still in perfect condition. Although officially the colour for this handstamp was green, Mr. Gade may have used it by accident on his black ink pad right from the very first day of use, as the murky colour of this impression suggests. On the other hand it may have been the ink pad not the rubber stamp that was muddied up i.e. the green pad had been discoloured by the incorrect application of various other black handstamps.

Both on the front and on the reverse there is also a simple straight line handstamp reading FIRST DAY OF ISSUE. This appears to have been made up from a small sized font John Bull printing set. The interesting aspect of this handstamp is that it is also in the murky grey green colour of the c.d.s. This seems to imply that it was applied by Mr. Gade at the same time as the rubber canceller (Newman 'S'), using the same discoloured ink pad. If this is so, it is a genuine, though rare, Lundy handstamp.

ITEM 3. Cover addressed to Mr. W.B. Workman, The Old Light, Lundy. Posted at Axminster on the 9th September 1958. Bill Workman was the Lundy Field Society Warden, living in the Old Light from about 1958 to 1962, when Michael Jones took over the post.

Mr. Gade has placed a 1 puffin stamp on the cover, cancelled in purple with the Lundy c.d.s. (Newman Na), dated 10th September 1958 i.e. only one day after it was posted in Axminster. Above the 1 puffin stamp a small straight line handstamp reading LUNDY FIELD SOCIETY. has been added in dark blue. It is possible that it was placed there neatly by the sender in Axminster, but the position of this handstamp centred exactly over Mr. Gade's stamp and cancellation, makes it almost certain that it was placed there by Mr. Workman after he had received the letter from the Lundy office. Why did he place it on this very plain and unexceptional cover? If it was with a view to make the cover more interesting philatelically, why have more examples of this handstamp not come down to us?



SOMETIMES IT PAYS TO LOOK (NO.2)

By Stanley Newman

In our Spring '98 issue, we featured a rare find by Roger Cichorz of a Lundy wartime cover with a 'BUREAU POST' cachet on the rear, which Roger picked up "for a song" at a Romplex '97 exhibition at Denver, Colorado. I enjoyed a similar experience at the recent Summer '98 Meeting at Bideford, described below. The Editors would be delighted to report any similar "finds" made by Chapter members at stamp fairs or in dealers stocks. Let us hear from readers of No.3 in this series for future publication under this heading.

Whilst looking through a batch of Lundy Postal History covers on Michael Bale's table at the recent Summer '98 Meeting at Bideford, I came across a 1938 cover which at first glance appeared to be nothing out of the usual. I showed it to Diana Keast (the daughter of Martin Coles Harman), when she exclaimed "I would recognise my father's handwriting anywhere !!". Now although Mr. Gade's handwriting is well known to most Lundy collectors, covers addressed by Mr. Harman are few and far between, and Diana was good enough to let me have a "Certificate of Authenticity" for this cover - a prize to be cherished in my collection.

From the dates of the postmarks, the cover would appear to have contained a Christmas card.



*The Lightkeepers
Lundy North Lighthouse
Lundy Island
C/o Captain DARR
2 Elm Terrace
Incton
14th Dec 38*

LUNDY STAMPS IN RUSSIA

In our Autumn '98 issue of the 'JOURNAL', we mentioned that an article had appeared in a Russian philatelic magazine on Lundy and its stamps. Thanks to Chapter Member R. Groves of Woodford Green, Essex who arranged for a translation by a Mr. R. Klecun who we also thank, the article is published below.

It is most welcome to learn that Lundy stamps are of interest to Russian collectors. It has taken many years to reciprocate the U.K. interest in "ZEMTOV" stamps!!

Eds. July '98

LUNDY ISLAND POST

Often used but not recognised Post

The commencement of connections with the British Post Office occurred circa 1887 following a contract with the owners of the island, who delivered correspondence to and fro. They used stamps and standard dated frankings. The local Postmaster was employed by the owner of the Post Office in Bideford. In December 1927 M.C. Harman informed the Post Office Governors of the annulment of the contract by which the ties were severed on the island, because it had outlived its usefulness. From 1st January 1928 to 1st November 1929, the post was carried free but soon this practice stopped.

For payment at the delivery point, they designed a stamp with the name of the island and a value. On it was the picture of a puffin's head. From then on all the post which left the island had to be paid for not only in British stamps but also in corresponding local tariffs. For franking they used a stamp of rectangular shape with a picture of a puffin and the name of the island and the date. Incoming post was covered with stamps of origin. The addressee had to pay the amount stated on the stamps. British stamps were franked in sorting offices where letters were delivered for further transportation.

At first the postal charges to Lundy were stuck on the envelope on the same side as the address, later - on the reverse, and from 1994 again on the front.

Early stamps had nominal values of ½ and 1 puffin (500,000 of each) and in June 1930 the series was added to (6,9 and 12 puffins). On them were pictures of puffins sitting on a rock.



Выпуск
1954 года
в честь
25-летия
первых
марок
острова
Ланди

ПОЧТА ОСТРОВА ЛАНДИ

Частная, но признанная почта

Для нас привычно, что в каждой стране имеется собственная единая почтовая система, а выпускаемые ею марки являются предметом коллекционирования. Однако подобное представление не всегда соответствует действительности. Иногда наряду с государственной почтой существует так называемая частная, принадлежащая либо коммерческой организации, либо отдельным лицам. Следует также напомнить, что новый федеральный закон «О почтовой связи» (N129-ФЗ) допускает возможность деятельности подобных почт и у нас.



In 1939 additional stamps were issued for 2,3 and 4 puffins. The first standard series consisted of 8 denominations. In that same year the first commemorative issues came into circulation, commemorating 10 years of local stamps. On the standard issue they made a lovely overprint "1929 - 1939". An edition of 5400 was put into circulation.

In time of war charity stamps were issued in aid of the Red Cross. In 1942 the first block came into circulation. A commemorative issue came out in memory of the 1000 years anniversary of the Viking invasion, and a second for 25 years of the first stamps of the island. The next standard series came out in 1991 showing pictures of local views. There were 14 stamps in the issue. All the stamps of the island were printed by famous British securities typographers.

An airmail link from Lundy was first implemented in 1935 by private aeroplane. To cover the cost a special stamp was issued valued ½ puffin. The stamp - overprinted "Atlantic Coast Air Service". A franking stamp was produced with the text "Barnstaple Lundy Island". Later one more stamp was added "Lundy and Atlantic Coast Airlines" with a picture of an aeroplane. The value was ½ puffin. Franking was with a round stamp with the Company's abbreviation.

In September 1939 airmail links with the island ceased and were only restored in 1950 which was marked over the frank on standard stamps "By Air".

Payment symbols of Lundy Island are often released by the Post Office and because of their quality deserve to be understood by philatelists. A special catalogue of these stamps has been published in England.

N. Ivanov
Philately No. 2/97. Moscow

Our Cover Illustration

The busy nest-building puffin on our cover comes from a superb colour photograph by Pete Oxford, from the 'BBC Wildlife Photographer of the Year Awards'.



Lundy inhabitants waving goodbye to Reg as the helicopter departed
for RAF Chivenor on 24th July 1998

BULLETS FROM THE MONTAGU - PART 2

In our Spring '98 issue we featured an article by Peter Higman, which queried whether or not these "bullets" were authentic, and did in fact come from the wreck of the Montagu. Evidence was given by an ammunition expert that the bullet examined by him was from WW1 ammunition and dated from 1914 - eight years after the Montagu was wrecked on Lundy !

In spite of the Editors request for readers to report their opinions on this interesting subject, nothing has been received. However, whilst browsing through old copies of the Cinderella Stamp Club's BPPSG Newsletter, in issue No. 30 dated October 1984 it was discovered that the subject of these 'bullet souvenirs' had been raised as follows - Guess who was (and still is !) the Editor of the BPPSG Newsletter - no other than our regular contributor Roger Allen !!

"MONTAGU SOUVENIRS" - The divers around Lundy have concentrated this Summer on diving to the wreck of the Montagu and have brought up for sale as souvenirs sufficient small relics as bullets and small pieces of metal, to make it worth while producing printed cards to go with the souvenirs (illustrated) Your editor was assured that these relics are all genuine.

The mystery deepens !!

Authentic Souvenir Salvaged from



HMS MONTAGU

HMS MONTAGU

Duncan Class battleship of 14,000 tons, 18,000 hp developed from 2x4 cylinder, vertical inverted triple expansion steam engines. 24 Belleville boilers, twin screws. Maximum speed 19 knots. 418 feet long, 75.5 feet breadth and 27.25 feet draught. Armour plated with 7 in on waterline, 11 in on the top of the main turrets and 12 in on the control tower.

Armourment consisted of 4x12 in and 12x6 in guns, 12x12 and 6x3 pounders, 2 Maxim machine guns and 4x18 in submerged torpedo tubes. Ran aground in fog on Shutter Rock, Lundy at 2.12 am on 30 May 1906 whilst involved in radio trials and became a complete loss although considerable salvage efforts were made.

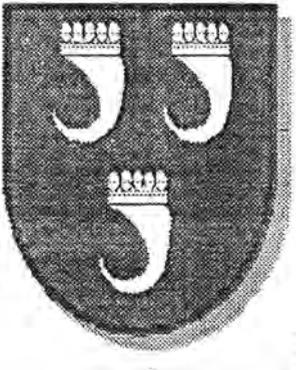
Illustrated above are both sides of the Souvenir Card attached to the "Montagu Bullets"

LETTER TO THE EDITOR

As you are lamenting the demise of letters to the editor, I have two items that you may find worth publishing.

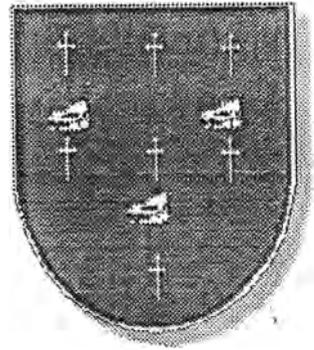
The first is the article concerning Goss ware. I have always had my eye open for any possible Lundy items, now I know there is a goal. However, I am delighted to be able to add my comments on the heraldic designs.

My web page has a section on the major families with Lundy connections and below are the Heaven and Grenville coat of arms.



< Grenville
Gules, three lance
rests or

Heaven >
Azure, three boars'
heads couped close
or, between nine
crosses crosslet
fitchee argent



Without the colours, I cannot work out the other three arms and figures 1 and 3 are a little unclear. Note that gules is red, or is gold (or yellow), azure is blue, argent is silver (or white).

On Wednesday, in Barnstaple Pannier Market, there is held an “antique” market. This week, I spoke to a woman who had a stall dealing only in Goss ware. She had no Lundy items and says she has only rarely seen any. However, there were three bearing the legend “Bude” and illustrated with the Grenville arms in the same colours as described in the article - gold lance rests on a red background. I will keep on looking.

Secondly, regarding the "Early John Dyke Brochure", I too was interested to see the early work of John Dyke. The Three Bears Holiday Map is interesting, but omits my parish of Morwenstow - between Hartland and Bude from where Lundy is easily seen.

However, as if to make amends for this omission, John Dyke has also produced illustrations for a 12-page guide to Cornish coast from "Bude to Morwenstow" published in 1986 by the National Trust. The maps and some of the line drawings bear the initials or name of our Lundy illustrator. These are in his inimitable style and range from "St John's Well Morwenstow", a view of the cliffs, an unusual pencil (as opposed to his normal pen and ink) drawing of the "View inland from Steeple Point", "Parson Robert Stephen Hawker, in characteristic dress", the vicarage and Hawker's Hut. Some other illustrations appear and may be John's although some may be credited to Rose Vane-Wright.

This is one of a series of 22 leaflets on the National Trust properties on the Cornish Coast; all of which contain illustrations by John. Since I bought my first copy there has been a second edition and a reprint in 1991.

The first 5 of these booklets :-

- 1) Bude to Morwenstow
- 2) Crackington Haven
- 3) Boscastle
- 4) Tintagel
- 5) Polzeath to Port Quin

are all easily available locally and I should be pleased to try to obtain copies either for readers (£5.00 inclusive) or for a further article if you consider it worthwhile.

ALAN ROWLAND

```
*****
* Chapter Members wishing to obtain the above *
* booklets should write direct to:- *
* *
* Alan Rowland *
* 4 Chapel Close *
* Woodford, Morwenstow *
* Cornwall EX23 9JR *
*****
```

WINDOW OF CHANGE

LUNDY'S FIRST DEFINITIVES ON COVERS

By Jim Mullett

I've always been a little unsure of the date when the G.P.O. complained about Lundy stamps being affixed to the address side of **outgoing** mail from the island - one quote that I've read says "about a year after Lundy started using their own stamps" etc. so of course, when I saw Lot 89 in our recent Bideford meeting auction, I checked the covers in my collection and found that the date of this new item appears to narrow the date change-over down considerably i.e.:- one cover I have with Lundy stamp affixed to the **address side**, has a Lundy cancellation of 14th February 1931, and now Lot 89 with a Lundy cancellation of 15th March 1931 has the Lundy stamp affixed to the **rear of the cover**, leaving us with a 'window' of one month.

Since this article was written, Stanley Newman has assisted my research into the subject and looking through his earlier C.I.L.A. auction catalogues, is one dated November 1989 (Lot No. 59)

"1931 Lundy 1/2p cancelled on rear of cover to London, front has KGV 1 1/2d stamp with fine Instow 'A' 24 February 1931 cds (realised £24 in following auction)

This would appear to narrow the gap to 10 days.

Than you Stanley, so the search is on - can we close the 'window' any closer?

CLUB PACKET CIRCULATION

Our Packet Secretary - Tom Baker - informs us that the Packet circulation stands at the moment to 10 Chapter Members, and that he would like to increase the number of Chapter Members participating. If UK members would like to receive Club Packets please write to Tom Baker at the following address :-

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

Tom would also like to hear from any Chapter members with surplus material to offer, for inclusion in the packets.



ROGER HUDSON

P.O. BOX 172,

COVENTRY CV6 6NF

TELEPHONE: (01203)686613

FAX: (01203)667423

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

ROGER HUDSON

DO YOU RECEIVE MY REGULAR

LUNDY RETAIL LISTS ?

PUBLISHED ABOUT THREE TIMES A YEAR WITH AROUND
500 FIXED PRICE LOTS OF LUNDY AND OTHER BRITISH LOCALS
SENT FREE ANYWHERE IN THE WORLD
PHONE OR WRITE TODAY TO

JON AITCHISON

OLD TITHE HALL, START HILL, NEAR BISHOPS STORTFORD, HERTS CM22 7TF, GREAT BRITAIN
01279 870488

I ALSO BUY LUNDY

COLLECTIONS, DUPLICATES, GOOD SINGLES, ALMOST ANYTHING.
TOP PRICES PAID IF YOU ARE SELLING PLEASE LET ME MAKE YOU AN OFFER.

OUR NEXT MEETING

The Autumn '98 Meeting of the U.K. Chapter of the Lundy Collectors Club will be held on Saturday afternoon, 7th November 1998, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC - commencing at 1.00 p.m. The programme will be as follows:-

1.00p.m.	Registration & Reception (free coffee, tea and biscuits) Bourse opens
1.30-2.30p.m.	Club Auction lots on view
2.15p.m.	Secretary's Announcements
2.30p.m.	Club Auction (Auctioneer - Mike Thompson)
3.45p.m. approx.	Major Display by Gerald King
5.30p.m.	Bourse closes

The Chapter is indeed fortunate in having a Major Display by Gerald King on "The Lundy Alternative Collection", to which we all look forward.

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

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

