

The New Puffin Journal



SPRING 1999

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

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The New Puffin Journal



Joint Editors
Stanley Newman and James Thomas

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YOUR FREE GIFT

Thanks to Jon Aitchison, we attach the last of his famous QV facsimiles, the Imperf. 'LUNDY TWO PENNY blue'. This completes the collection.



EDITORIAL

I believe that it was the American politician Adlai Stevenson who said that "An Editor is a guy capable of sorting the *wheat from the chaff*, then goes ahead and publishes the chaff" !! Too true, except that in the case of your '*JOURNAL*', the standard of articles submitted to us for inclusion is so high, that practically everything gets published !

It was gratifying that so many members turned up at our Autumn '98 meeting in London, two members travelled down from as far as Manchester. However, the universal "moan" from Chapter members who are also members of the American Lundy Collectors Club, is that although they had paid their 1998 subscription (to the American LCC) they had received no issues at all since 1997 of their magazine the '*L.C.C. Philatelic Quarterly*'. Just before Christmas, I telephoned my friend Roger Cichorz, the Editor of the '*LCCPQ*', to see if all was well with him, to learn that due to extreme pressure of his business activities, there had been a delay in getting out the last three issues for 1998. However, the Fall (Autumn) '97, and the Spring '98 issues had been sent to the Secretary Duane Larson long ago for issue. I suggested to Roger that he urgently rang Duane to kick him hard where the '*monkey stuffs his nuts*', otherwise there would be wholesale resignations from the American LCC, by members living in the UK.

An interesting by-product of the non-appearance of the American LCCPQ has been the submission of several interesting philatelic articles destined for their magazine, to the Editors of our own '*JOURNAL*' ! This places your Joint-Editors in an awkward situation, for whilst we have no wish to "poach articles" from the LCCPQ, we can understand the frustration of the authors concern. Accordingly we feel that no harm can be done if the articles concerned appear in both magazines - though we hope that you will have read them first in the "*N.P.J.*" !

Once again my co-editor Jim Thomas joins me in wishing all of our Chapter Members a happy and healthy 1999.

Stanley Newman - January 1999

PS. Since compiling this Editorial, my copy of the '*LCCPQ*' for Autumn 1997 has at last arrived !

MEETING REPORT

The Autumn '98 Meeting of the U.K. Chapter of the Lundy Collectors Club was held on Saturday 7th November 1998, at the British Philatelic Centre, Charterhouse Street, London. The thirty members and guests enjoyed the free tea, coffee and biscuits as Chapter members set up the bourse. In the absence of our two regular dealers (Michael Bale and Roger Hudson), Roger Allen, Julie Lester, Bernard Stanley and Stanley Newman came to the rescue and provided a lively bourse.

Under "Secretary's Announcements", Stanley Newman informed members that he had obtained a quotation for the supply of binders (with gilt lettering and 'puffin' logo on the spine) for *'THE NEW PUFFIN JOURNAL'*. He stated that the minimum order would be for 100 binders, and if a sufficient proportion of members present would like to have such a binder an order would be placed. This proved to be the case, and an Order Form for the binder/s will be sent to each Chapter member.

Stanley also informed Chapter members that the next Meeting would again also be held at the Wembley Exhibition Centre, but on SUNDAY 18th April 1999, at 1.00p.m.

Sharp on 2.30 p.m., Mike Thompson started the Club Auction, which turned out to be the most successful to date. See Auction Report on page 6.

The Auction was followed by Gerald King's wonderful display on *'THE ALTERNATIVE LUNDY COLLECTION'*. In addition to showing us the multitude of "Lundy Stamps" that he had produced, Gerald also displayed many interesting and amusing covers that he had "fabricated, covering many literary & historic subjects. All the material on show displayed Gerald's computer artwork skills as well as his sense of humour. One stamp issue that demonstrates this fully is the GB 1929 £1 PUC issue which when introduced in Britain was considered a fine piece of artwork. Gerald has produced 3 different stamps based on a similar design. The first is the 9th PUC Lundy stamp, the second is the 90th Puffin's Universal Congress stamp and the third stamp is the 900th Anniversary of the founding of the Royal Society for the Prevention of Cruelty to Dragons! (take a close look at the GB stamp to fully understand the latter). Lundy Victorian Postal Stationery and Postcards were also on display. To accompany the collection there is an eight page catalogue showing illustrations of each stamp, a description and a valuation - in shillings and pence of course!

This brought the meeting to a close at approximately 5.00 p.m.

1889. Cover to the painter Vincent van Gogh at his studio in Arles; Marseilles transit mark; marked on reverse (roughly translated).....
IMPOSSIBLE TO DELIVER BECAUSE
"EAR TODAY - GONE TOMORROW!"
 Return to sender, and "dead letter office"



Undelivered
 for reason stated

We are NOT AMUSED!

V.K.I.

VICTORIA R.I.
 1837-1897



*Her Most Gracious Majesty
 Queen Victoria
 Osborne House,
 Isle of Wight.*

1897. June 20th. A cover to Queen Victoria at Osborne House, bearing Diamond Jubilee lower values, first day of issue cancels; **REFUSED**. Probably because Her majesty was under the impression she was being hoaxed. This adds fuel to the belief that during her later years, the queen had become somewhat out of touch with her empire

AUCTION REPORT

The Chapter's fifth Auction took place at the Autumn '98 Meeting at the British Philatelic Centre, Charterhouse street, London on Saturday 7th November 1998. As usual, Mike Thompson was our Auctioneer, and your Editor acted as his "tallyman". Before starting the Auction, Mike pointed out that a record number of postal bids had been received, which subsequently resulted in some "fierce bidding" for more desirable lots in the auction. The Total Realisation for this auction topped the £3000 mark for the first time, the actual total amounted to £3069.00.

Highlights of lots sold in Auction No. 5 were:-

1935 1d. value 'TRAMTICKET' U/M	£20
1936 6d. 'Large Map' (N.13) U/M	£12
1936 1/- 'Large Map' (N.15) M/M	£22
1936 Overprinted LACAL ½d. violet M/M pair with margin	£18
1938 ½d. Small Map in complete sheet of 48 U/M	£54
1938 ½d. Small Map block of 4 grossly misperfed	£22
1942 1d. 'V + plane' with violet o/p fine used	£18
1943 Provisional o/p 1½d. in horizontal pair - l/h with o/p, r/h with normal o/p	£30
1943 Wright Bros. ½p. 2p. 3p. & 6p. - all fine used	£22
1943 Wright Bros. 7p. "Broken Tail" variety, fine used	£24
1943 Wright Bros. 9p. Narrow overprint M/M	£24
1943 BY AIR - Narrow o/p. Set of 8 L/M/M	£60
1943 BY AIR - 1p. value - narrow o/p U/M	£35
1951/53 BY AIR black o/p - wide setting - double o/p U/M	£38
1951 Flying Birds UMM set of Imperf proofs in blocks of 4 with plate numbers and "Question-mark" variety on 1p.	£45
1954 SJ (Surface Mail) set of Imperf. In corner blocks of 4	£28
1967 R.S.P.B. U/M <u>Imperforate</u> se-tenant block of 4	£58
1969 Provisional o/p 1p. <u>in red</u> on 9p (N.161b) L/M/M	£38
1977 F.W.Gade Souvenir Sheet in descriptive folder	£160
1906 LUNDY ISLAND "Thimble" cancel on P/C of HMS Montagu	£60
1939 F.D. Cover to Lundy with '1929-1939' & 2p-4p sets	£100
1950 "Resumption of Air Transport" pilot-signed cover	£28
1969 "APPEAL" stamp on Official illustrated Receipt Card	£475
1988 "Rat Island Rocket Mail" cover with o/ptd 4p. stamp	£17
P/C of HMS Montagu <u>before wrecking</u> posted in U.K.	£27
P/C of HMS Duncan assisting the wrecked HMS Montagu	£23
1967 Copy of "THE PUFFIN" no.17 (only 60 copies printed)	£54
1969 Original copy of the Chinchon catalogue	£40
1978 "MY LIFE ON LUNDY" Author-signed copy of 1 st Edition	£125

LATEST FROM LUNDY

The news from Lundy at the commencement of 1999, is chiefly concerned with its supply and mailship the 'm.v. *OLDENBURG*', which went in for a major refit on Friday 15th January. The refit for re-certification, this time involves the installation of two new engines, which will result in increasing the speed of the ship to enable a crossing from Bideford in less than two hours, thus permitting more time on the Island for day-visitors. Other improvements being carried out are:-

- 1) New seating in the aft-saloon which will be similar to that existing in the main saloon (i.e. individual chairs)
- 2) A new aluminium canopy over the seating on the deck above the aft-saloon.
- 3) New decking on the exposed decks.
- 4) This time, the hull will be stripped down to base metal, and shot-blasted before repainting.

All of the above works require the '*OLDENBURG*' to remain in dry-dock until late-March, with the first sailing to Lundy scheduled for 27th March. During the intervening period, no replacement ship has been chartered, and the Island will rely upon the Helicopter service every two weeks for supplies and mail. Few lettings of Lundy properties occur at this time of year, which will enable the Island staff to undertake essential maintenance and redecoration works, before lettings recommence in the Spring.

It is understood that during 1999, there are several special trips scheduled for the '*OLDENBURG*' - Repeat of the 1993 cruise to Gloucester, a visit to Porthcawl, South Wales (and a trip from there to Lundy ?), and trips from Watchet to Lundy. Finally a most interesting chartered trip to Padstow (Cornwall) to be present at the epicentre of the total eclipse of the sun !!

Work is proceeding on the new Jetty, but the proposal to manufacture the concrete stilts and decking on the Island, has been abandoned, due it is believed to the large amount of water required for the concrete - instead, they will be fabricated in South Wales and shipped to Lundy. It is hoped that the new Jetty will be in use by late-July (hopefully in time for the LCC Chapter's visit to Lundy on 31st July !).

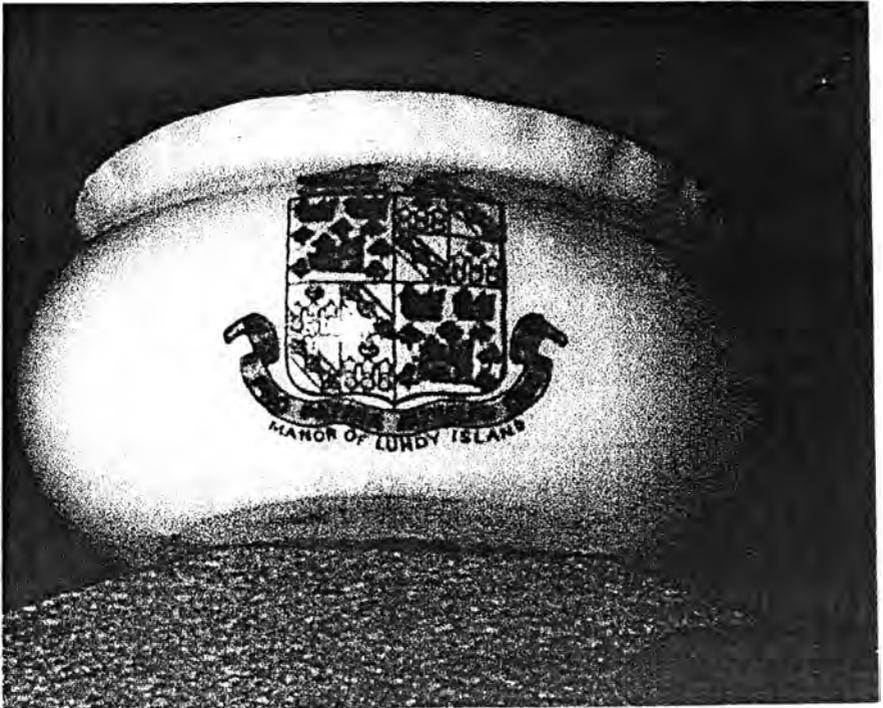
For the above information we are gratefully indebted to David Manmering of the Lundy Shore Office.

MORE ON LUNDY CRESTED CHINA

Chapter member Dr. John Watson recently sent us a photograph of one of his daughter's prize possessions, namely a Goss-ware vase with a 'MANOR OF LUNDY ISLAND' crest.

Although unfortunately, the low angle of the photograph makes the vase look more like a chamber-pot, it well illustrates the detail and wording on the crest ! The clarity of the crest compares favourably with that shown for the three items of Goss-ware illustrated on page 11 of our Summer '98 issue in the article on Lundy Crested China.

If readers have in their possession further items of Lundy Crested China, not hitherto illustrated, please let us know and we shall be happy to publish them.



LUNDY - THE ALTERNATIVE COLLECTION

(PART 3)

By Stanley Newman

In our last issue (Autumn '98), I dealt with Gerald King's adaptation of those Queen Victoria stamps which were based on GB stamps. In this issue I am dealing with the remaining stamps in the "Collection" which were based on QV stamps issued for Dominion or Commonwealth countries. My sincere thanks to Gerald for "pinpointing" the origin of the following stamps.

The fascinating array of stamps covered in this article (Gerald's catalogue Nos. 13-20, 24-72, 74-119) are based upon various different designs, none of which were adopted for GB issues. Departing from the QV 'line-engraved' issues, Gerald's stamps Nos. 13 to 17 are based upon the design for 1861 Grenada 1d., the 1861 Bahamas 4d. and the De La Rue "Minerva Head" issues. These are followed by stamps 18-20, the *head* of which is also based on the 1861 Bahamas issue with a *frame* based on the Barbados "Britannia" issue of 1873.



1861-70

1868

1871

1872-76

No. 15

No. 17

No. 19

No. 27

No. 28

Following on, Gerald simplified life for himself by adopting a more definite adaptation for both *frame and head* design as follows:-

Nos. 24-27 based on St. Vincent 1881 issue.

Nos. 28-32 based on De La Rue Dummy samples

Nos. 33-36 based on Barbados 1882 issue

Nos. 37-40 based on *head* - Canada 1868, *frame* - Bradbury Wilkinson essay.

Nos. 41-45 based on Falkland Island 1878 issue.

Nos. 46-63 based on Regular Empire KEYPLATE issues (i.e. Malta, Gold Coast).
Stamps 47 to 50 are interesting, since they involve "farthing" units of currency!



1872-76

No.35

1877-80

No.40

1880

No.44

1881

No.50

1882-86

No.63

The next “issue” typifies Gerald’s ingenuity, devising an 1887 QV ‘Golden Jubilee’ issue comprising a se-tenant pair of stamps depicting Queen Victoria as a young Queen, and as a Senior Citizen respectively! The *frame* is based on the Barbados Diamond Jubilee issue (with dates altered), whilst the *heads* are based on Canadian Revenues and a Chalon Portrait respectively.



1887

No.64/65

1890

No.84

1892

No.91

Three issues (1889/90/91) comprising stamps 74 to 90 are based on regular Empire KEYPLATES, in use throughout the Commonwealth countries. An “issue” for 1892 commemorating the 400th Anniversary of Columbus is another example of Gerald’s ingenuity - in his catalogue description Gerald states that the 1½d. value depicts Columbus “reading his chart upside down, taking a wrong turn and thinking Lundy was the New World”! Incidentally, this was the first of Gerald’s designs to incorporate puffins, and as he has informed me “The *frame*” is ‘concocted’ (forget sources), and *centres* are based on San Marino stamps!!

In the following 1893-1901 issue, Nos. 94 to 99 are based on a *frame* Gerald states originated from an Italian Postcard, and the *head* from the Canada 1897/8 issue, whilst the high values (Nos. 100-102) are based on a Barbados 1873 5/- stamp for the *frame*, and the Canadian Revenue issue for the *head*.



1893-1901

1888

1895

1896

No. 99

No. 100

No. 72

No. 103

No. D1

Gerald produced various "surcharges" - No. 72 being a ½d. on 1d. (No. 56), No. 103 - a 4d. on ½d. (No. 88), and No. 104 - a 9d. on 1d. (No. 89). Two 'Postage Due' stamps followed (Nos. D1 & D2) - based on the 1890 postage-due stamps of Victoria (Australia).



1897

1897

1900

No. 112

No. 114

No. 119

Puffins once again appeared on Gerald's interpretation of Queen Victoria's Diamond Jubilee issue (Nos. 105-113) - the *heads* are based on the 1897 issue of Canada, whilst (in Gerald's terms) the *frames* are a concoction of chopped-up parts of various stamps! The two Diamond Jubilee Charity stamps (Nos. 114/5) are based on the P.O.W. Charity labels of 1897 with the addition of Puffins, which also feature on the last of the QV issues (Nos. 116-119) attributed to the year 1900, but based on a *frame* of St. Kitts-Nevis dating from a 1920 issue, and a Canadian *Chalon-head*, with "puffins" from various sources!

Collectors who wish to acquire "THE ALTERNATIVE LUNDY COLLECTION" should write direct to Gerald King, "Cobblers Cottage", The Street, Bramfield, Suffolk, IP19 9HT.

NO LUNDY STAMPS ON OUTGOING MAIL ?

At the Chapter Meeting on 7th November 1998, several members reported that they had recently received mail from Lundy devoid of a cancelled Lundy stamp. If this represents a new Landmark Trust policy it was to be greatly deplored, and on behalf of the Chapter, Roger Allen wrote to a director of the Landmark Trust, expressing our concern. A reply from the Landmark Trust dated 17th November was received by Roger, clarifying the position as follows:-

Dear Mr. Allen,

I was sorry to receive your letter of 7th November.

Can I reassure you that there is no intention to alter the usual practice of mailing letters with the traditional Lundy stamp. I understand that what happened in this case is that by accident a number of envelopes were sent unstamped on this occasion. This is unfortunate and arises from a fairly chaotic time we have had with many altered and cancelled sailings, and the staff on Lundy were anxious that the mailing was not overly delayed; as a result there was something of a rush to get them out on a particular boat crossing and as a result some envelopes were unfortunately overlooked in this way.

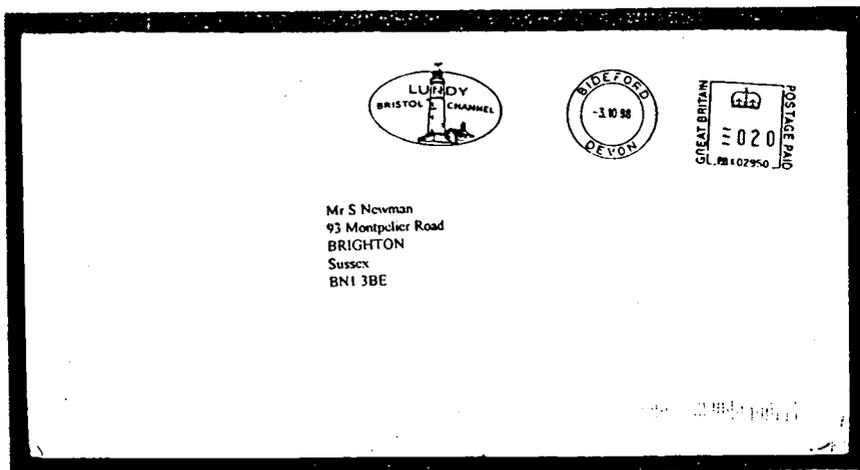
Once again I am sorry that this oversight occurred but hope you are reassured that this does not represent a change of policy.

Yours sincerely

*Peter Pierce
Director.*

(Sighs of relief all round! - ed.)

Cover from Lundy
devoid of Lundy stamp.



BOOK REVIEW

'STAMPS OF LUNDY ISLAND'

Third Edition by "Puffin Stamps"

Reviewed by Roger Allen.

The cover and overall appearance of the third edition of the Stamps of Lundy Island has kept the familiar design that we come to recognise and to accept. This is an acknowledgement of all the work and research that Stanley Newman has put into this catalogue during the past decade and a half.

There are many additional photographs and illustrations in this new edition and we say thank you for that. The little black arrows alongside the illustrations to indicate the position of the fly spot varieties is a very useful addition. The extra column giving the prices for used stamps is an addition that gives the catalogue a professional appearance.

Another new feature is the inclusion of the modern souvenir packs. These are usually priced more or less in line with FDC prices and should prove a useful element for those who wish to complete their set of these items. It is also a good trend to see the prices of the Rigby Hall reprints all reduced a little in the new catalogue. This may prevent prices for these items fetching unacceptably high prices in auctions, emphasising the spurious nature of these items and the fact that they were issued more in fun than with any serious intent.

The information on the older issues has been much expanded, as for example the Tighearna Sheets and the 1942 "V+Plane" overprints, the numbers of varieties on the older issues has also almost doubled in some cases. While it is good to have as much information as possible to hand, there comes a time when a catalogue becomes too unwieldy and extends beyond the requirements of most collectors. This must surely be the most complicated little catalogue on the philatelic market.

The inclusion of unique items found only in the collection of Mr. Bale, has the danger of converting this catalogue, intended for the general use of all Lundy collectors, into a listing of his personal treasures. For example, the mention of the photographs of the original drawings of the first 1929 issue on page 7 and the stapled booklet described on page 8.

The catalogue also uses the expression "Various items exist i.e. (Artwork)" for example of this, see pages 44 and 45. One presumes that Artwork would by definition be unique and the fact that some lucky collector owns this item does not make it a suitable item to include in a general catalogue. Otherwise, where do we stop? The very nature of the history of Lundy stamp issues means that many of us have acquired unique items but do not expect them to be given catalogue status.

Between 1993 and 1998 inflation has been at a steady 2½ to 3% and so an increase of between 10 and 15% would be acceptable on most or some items. It is true that the more modern issues have increased at prices that appear moderate but are in fact up by 50% or more, for example, the 1991 definitives on page 78 (still available at face value from Lundy), the John Dyke Souvenir sheet on page 79 and the Discovering Lundy on page 80.

But it is the prices for the older issues which have shot through the roof according to Mr. Bale, for example the major varieties of the 1943 Provisional Overprints on page 29 have increased in price by more than 200%. On page 32 the major varieties (d) and (f) have shot up by 400% and 100% respectively. On page 41 proof number 93-99PF has increased from £18.00 to £60.00, over 300%. The prices of the Gade Souvenir sheet on page 64 have increased by over 100%. Mr. Bale may justify these hikes by recent auction prices but to which auction would he make reference and who set the reserve prices in that auction?

As mentioned above, there are many completely new varieties and some set at very high prices. For example on page 12, the two major varieties of No. 18c, set at £175.00 and £380.00. Where were these prices culled from? Likewise on page 76 the whole new range of colour trials, never catalogued before, now appears with prices up to £175.00. Are these also one-off items from Michael's collection?

The RSPB sheet on page 74 with all its complicated varieties and printings has doubled in price. The various "proofs" of this highly dubious issue, of which Stanley just gave a passing mention, have been priced up to £100.00.

To conclude, we must give Michael full credit for the presentation, the research and work that he has obviously put into this third edition and for the additional illustrations and extra information. The high new price increases however, and the superabundance of information on proofs, varieties and one off items may have the very opposite effect to that which he intended and as a dealer, no doubt hopes for. Rather than be encouraged to continue with their collections, many Lundy enthusiasts may turn away from stamps or at least restrict themselves to ephemera and the modern issues. There is a danger that important elements of this catalogue could be simply disregarded.

LUNDY'S POSTMASTERS

2) FELIX GADE (PART 1. 1926-1945)

By Stanley Newman, in conjunction with Mrs. Diana Keast (daughter of the late Martin Coles Harman), who has provided much welcome information concerning the location of Mr. Gades "offices" in the 'Manor House Marisco' complex.

It is an indisputable fact that Felix Gade was the most renowned Postmaster to have served Lundy. Not only was he responsible, in conjunction with Martin Coles Harman, in establishing Lundy as the first offshore British island to issue its own stamps, but he took a major role in the issue of practically all of the Island's stamp issues up to the time of his retirement in 1971.

When Martin Harman purchased Lundy in 1925, the resident Postmaster was Frederick Allday, but as we have read in the Spring '98 issue of the *'JOURNAL'*, Harman did not exactly see 'eye-to-eye' with Allday, who retired as Postmaster and left the Island in July 1926.



F.W.G. awaiting the Lundy mail
at the foot of Beach Road.

(Photo kindly supplied by Roger Allen)

Until his arrival in November 1926 as the new Agent and Postmaster, Felix Gade - forever nicknamed 'Gi' (short for "Giant", a nickname given originally by Mr. Harman's children in view of his magnificent stature!) had been preceded by two temporary Postmasters. Mr. H. Lang who held the job for about a year, followed by Mr. Harman's head gardener Mr. W. Mien who held the job for the few months until Mr. Gade took over and was responsible for distributing incoming mail, and depositing the outgoing mail on the island vessel to the mainland.

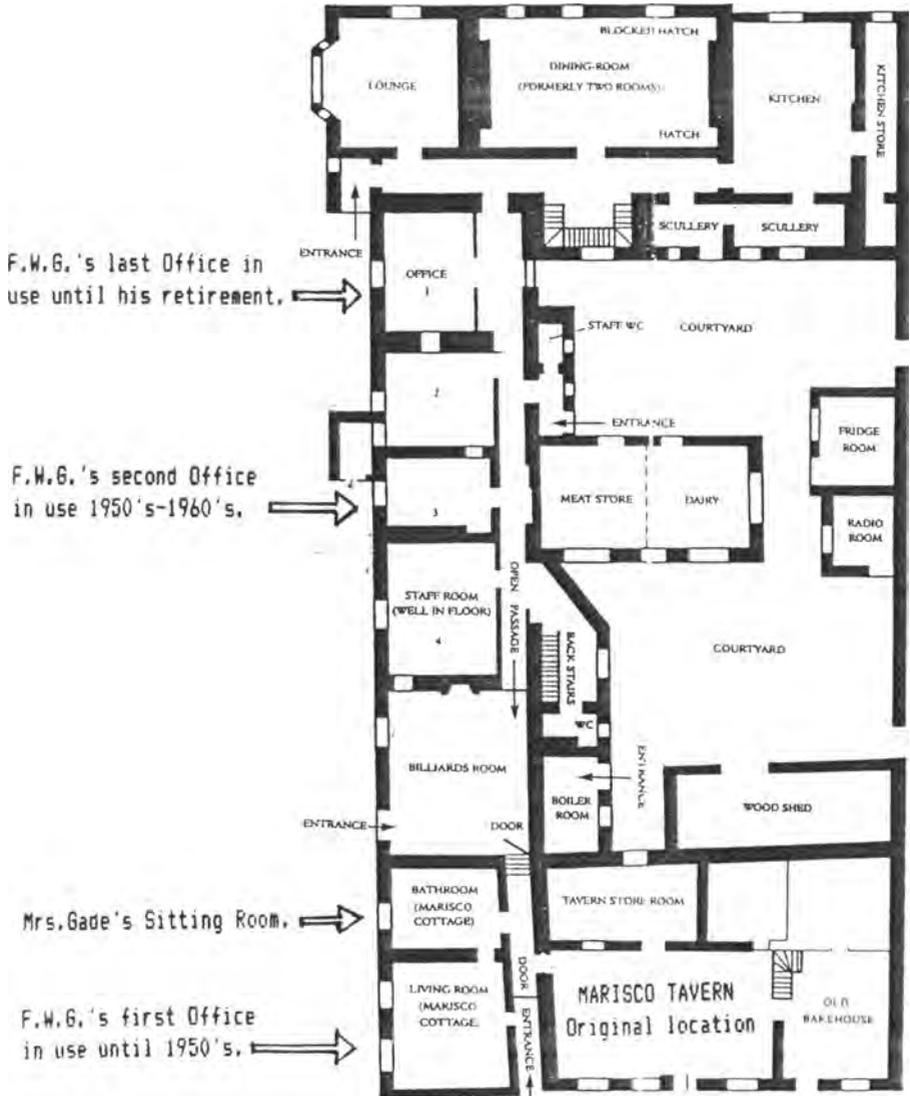
For nearly two years from January 1928 when Mr. Harman "dismissed" the GPO from the Island, mails to and from the Island were carried free of charge, but in 1929 Mr. Harman decided to charge a small payment for this service, and introduced the ½ puffin and 1 puffin stamps on 1st November 1929. These were applied to all incoming and outgoing mail by Mr. Gade, who also held a stock of GB stamps, which were also required on each item of outgoing mail. For about fifteen months, Lundy stamps were placed on the front of all envelopes in the opposite to the GB stamp/s, but at the beginning of 1931, the GPO decided that it was against their regulations to affix any stamp other than GB postage stamps on the front of any cover or postal packet. Without warning the GPO returned a complete batch of mail to Lundy marked "*CONTRARY TO REGULATIONS*". Thereafter, Mr. Gade affixed all Lundy stamps to the rear side of all covers and postal packets. The various issues of Lundy stamps over the years has been well chronicled elsewhere, Felix Gade himself producing a fine booklet on "*THE POSTAL HISTORY OF LUNDY*".

Not so well chronicled is a description of where exactly Mr. Gade operated the mail service. It would appear that there was no "Post Office" as such (as there had been in Frederick Allday's time), and Mr. Gade used his own Study/Office for administrating not only his business as Lundy's Agent, but also for handling the mail service. During the 45 years between 1926 and 1971, Mr. Gade used three different rooms in succession as his Office. His first Office was situated (believe it or not!) in what is now the bar/tavern lounge! Prior to the rebuilding works undertaken by the Landmark Trust, the bar was situated in what is to-day the "cafeteria" of the tavern, as illustrated in Diana Keast's sketch. This shows clearly where Mr. Gade's first Office was situated, and also the location of his subsequent offices. It is fascinating to compare the Marisco as it existed prior to Landmark Trust days, with that existing to-day. Although little has changed externally, the internal layout was completely different!

All collectors of Lundy Postal History, will be well aware that Felix Gade took a personal interest in anything concerning Lundy philately, and meticulously supplied Lundy stamps to collectors all over the world, replying personally to every letter or order received. Most of us have grown over the years to recognise envelopes typed on Mr. Gade's typewriter which appear to have served him for well over 40 years!

With the advent of World War II in September 1939, the number of visitors to Lundy (and the consequential amount of mail) was reduced to practically zero, through the ban by the Royal Navy of visitors to Lundy unless a special permit was obtained. However, the demand from philatelists for Lundy stamps continued to flourish, and due to the infrequency of the transport of mails to and from Lundy, Mr. Harman decided in 1941 to establish the 'LUNDY PHILATELIC BUREAU' on the mainland, firstly at Northampton, and later at Kettering. The Bureau was responsible for several wartime issue - mainly overprints of the 1929/1939 definitives, plus some Miniature Sheets. However, few of these found genuine philatelic use on Lundy mail handled by Mr. Gade, who is believed to have been more than sceptical about their issue. The writer believes that he had only a small

PLAN OF MANOR FARM HOTEL /
MARISCO TAVERN complex, prior to
alterations & reconstruction.



the ground floor of the Manor Farm Hotel, 1930;

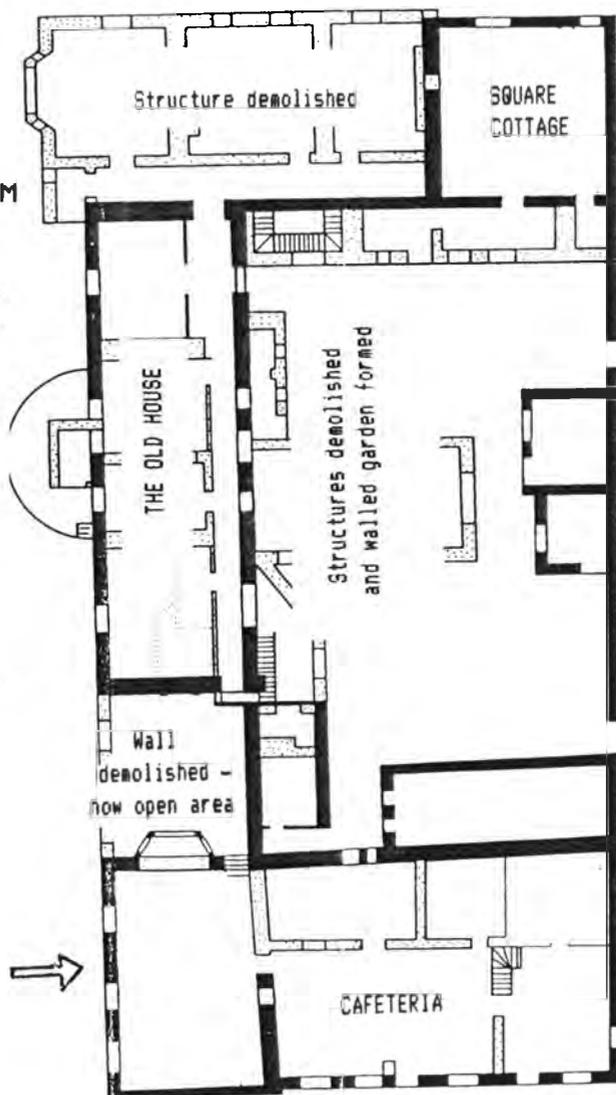
supply of these wartime issues - mainly for supplying philatelists who were anxious to see them used on genuine correspondence from Lundy! However, Mr. Gade possessed (and used) an adequate stock of pre-war definitives for use on day-to-day mail, some of which - in overprinted form as "Provisional" stamps, lasted until his retirement in 1971. Due to ill health at the age of 53, Mr. Gade left Lundy in January 1945 for hospital treatment in Bideford, and subsequently on medical advice he left Lundy on 1st July 1945 to take over the management of the Hartland Quay Hotel.

Part 2 of this article will appear in a future issue of the 'JOURNAL' and will deal with Felix and Irene Gade's return to Lundy in 1949 with their daughter Mary, and the Postal aspect of his occupation - as Lundy Agent, until his retirement in 1971.

PLAN OF MANOR FARM HOTEL / MARISCO TAVERN complex, after alterations & reconstruction.

(Plans kindly supplied by Roger Allen - based upon Tony Langham's "THE ISLAND OF LUNDY" 1994)

MARISCO TAVERN
present location



AN AERONAUTICAL VIEW OF LUNDY STAMPS

PART TWO - THE MAILPLANES (1934-1939)

By Ian Vine

In part 1 of this account of Lundy aeronautica (*New Puffin Journal, Autumn 1998*) I identified the aircraft types depicted on Lundy's stamp issues. Here I shall turn to the identities of the specific machines used to carry people, materials, but above all the mail to and from the island. Whilst the histories of the regular boats which have served Lundy this century have mostly been thoroughly documented, the story has been quite different regarding the fixed-wing mailplanes. My listing represents a provisional and by no means comprehensive account of what can be gleaned about this rather neglected category of Lundy's winged visitors - second in importance only to its birds. (In due course I hope to research Lundy's helicopter services and other occasional visiting aircraft as well.)

My basic information has largely been gathered by consulting 'standard' Lundy sources that discuss the airmail services. The primary ones are again Stanley Newman's CI&LA catalogue handbooks (*Stamps of Lundy Island, 2nd edn., 1993; Postal History, Postmarks & Cachets of Lundy Island, 2nd edn., 1996*), and Felix W. Gade's invaluable account of modern times on the island (*My Life on Lundy, 3rd edn. 1997, Lazarus Press*). Supplementary principal sources are the aeronautical history publications: A.J. Jackson's normally authoritative *British Civil Aircraft 1919-59, Vols. 1 & 2* (Putnam, London, 1960); and John Appleton's *The Civil Aircraft Registers of Great Britain, 1919-85* (The Aviation Hobby Shop, West Drayton, Middlesex. 1986).

The Barnstaple airfields

Brief clarification is needed concerning the airfields associated with regular air services to Lundy. Newman, Gade and other writers identify three particular sites, as well as referring simply to 'Barnstaple' or sometimes 'Braunton'. After the pre-war service from Heanton Court, both Chivenor and Wrafton Gate are cited as homes to the post-war air transport enterprises.

In fact all three sites shared essentially the same location, at what is now the large and technically sophisticated RAF Chivenor aerodrome - alongside the Taw estuary, to the south of Braunton. (It must be said that I was long unclear on this matter, for while Gade's book gives full details for Lundy's own airstrip, his brief account of Heanton Court (p.195) confusingly describes the river as forming its "western boundary".

Gade says the site was a field of some fifteen acres, with a hanger, workshop and clubhouse. But Keith A. Saunders' article, 'RAF Chivenor' (*Aviation News*, Vol. 22 No.9, 24th September 1993, pp. 392-399), states that there were forty-five acres, and the airmen's married quarters covered much of it when the RAF constructed its important Coastal Command base, on land to the west, after May 1940 (at map reference 5105/0409).

Heanton Court was conceived in 1933, as the base for the Barnstaple and North Devon Flying Club - where Robert T. Boyd and World War 1 flying ace Tommy Nash began training pilots after its 13th June 1934 official opening. They also called it North Devon Aerodrome. All flying was stopped during 1940, until the RAF base was completed. While the military presence was temporarily in decline by the end of the 1940's, land near the aerodrome's Wrafton Gate (5105/0408) was leased for civil aircraft again. According to Gade's account, the ex-RAF pilot J.E.L. Drabble obtained permission for restricted use of the main airfield's runways by his Barnstaple and District Flying Club. RAF jet trainers moved into Chivenor in March 1950, yet the civilian site probably did not close until after 1956.

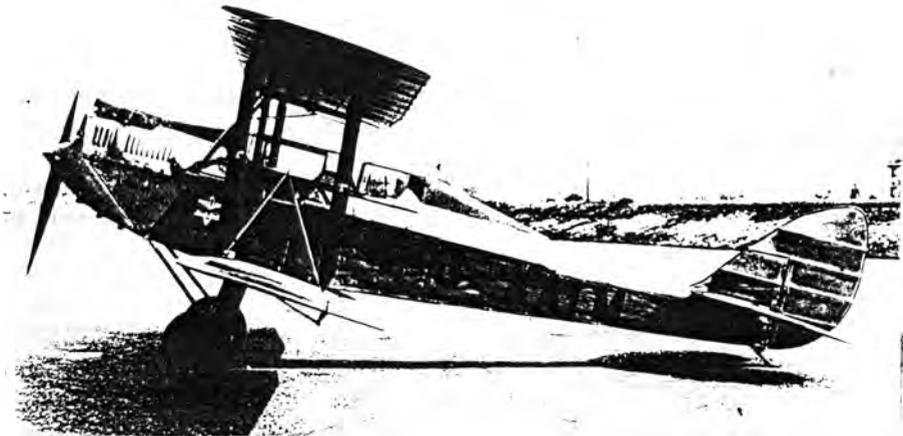
One further point is that there was a pre-war grass airfield near Ilfracombe (5110/0405). Whether any occasional flights were ever made from there to Lundy - and if so whether any mail was carried - would be of particular interest.

The ACAS/LACAL aircraft

When Heanton Court became operational - and Boyd and Nash had persuaded the Ministry of Civil Aviation and Martin Coles Harman to allow a landing ground to be built on Lundy - they were able to form Atlantic Coast Air Services. Gade says that ACAS ran a number of trial flights during 1934, before the regular daily services began in the next year. Since the 'Tramticket' airmail labels were only issued on 1st April 1935, any flown covers surviving from the trials period may not be identifiable as such.

These early flights mainly involved the flying club's two De Havilland DH.60G Gypsy Moth single-engined biplane trainers. They had the individual registration codes G-AAIM and G-ABBK. The first was formally owned by Boyd until transferred to the renamed Lundy and Atlantic Coast Air Lines from 30th November 1938 - suggesting that it still sometimes flew to Lundy.

It remained dormant when retired in wartime (presumably at Heanton Court) - until scrapped, probably before the national aircraft census of 1st December 1946. The second was in the renamed North Devon Flying Club's ownership from the same 1938 date - which may signify that it was no longer in use on Lundy runs. It was 'impressed' into military service as DG659 on 20th February 1941, but is unlikely to have survived the war.



One of Boyd's first two aircraft, G-AAIM - but here posing as a Moth Coupe with Shell Mex & BP in 1929, prior to re-conversion to an open-cockpit Moth (almost certainly before he bought it). It might possibly have been the first aircraft ever to set down on Lundy.

By April 1933, two newly built, twin-engined utility transports were on the British register. The General Aircraft Ltd. ST-4 Monospar Mark 2, G-ACCP, was bought by Boyd on 13th July 1934, and transferred to LACAL from 1st December 1938. This design was an ungainly, low-winged, four-seater - and according to Gade it struggled somewhat on its few Lundy runs. Jackson asserts, probably inaccurately, that 'CCP remained regularly in use on this route, until it was permanently retired in August 1939 and scrapped during wartime.



The Monospar came in several forms, but that shown here is a ST-4, similar to that flown to Lundy.

Gade implies that the second aircraft was not actually delivered to ACAS until early 1935, in time for the first of the scheduled flights. This machine was an example of Britain's first mass-produced mini-airliner, seating about eight passengers - the De Havilland Mark 1 biplane, G-ACCR. However, 'CCR was officially owned by Barnstaple and North Devon Air Services Ltd. from October 1933 until 13th

December 1934. It had an unhappy career - being damaged in both February 1934 (at Tiverton), and according to Gade on Lundy after the inaugural *regular* flight (which he implies was 'CCR's last trip there; see p. 192ff). He thought this was in May 1935 - corresponding tolerably with when the ACAS 'Tramtickets' first appeared on 1st April. Yet Jackson's son Roger informs me that its official Lundy crash date was 3rd June 1934 - which raises a fine old puzzle, as that was just two days after the original trial flights began according to Newman.



The Dragon after it touched power lines at Tiverton when landing on 4th February 1934. Note that the wings are not broken as they were designed to be folded back for storage.

A modern article in the *North Devon Journal Herald* (30th April 1981) said that the Dragon's use preceded rather than followed that of the Monospar (also confirmed in a quote from Gade in *The Puffin*, No. 17, published in the mid '60's). It therefore seems plausible that Gade's memory played tricks when he wrote his book - and that the Dragon might have crashed during the first ever ACAS flight to Lundy. (In this case it was probably the scion aircraft discussed below which started the regular flights of 1935). In any case, the Dragon clipped the Lundy strip's western wall as it landed for the first time, and was badly damaged. It was removed for repair and presumably continued to fly ACAS services elsewhere until it finally crashed into the English Channel on 22nd January 1936. It is portrayed on the island in *illustration vi* of Gade's book (although mislabelled there as the Scion!).

Gade tells us that the ACAS service recommenced a few weeks after the Dragon's crash, after the improvements to the airfield, and when Boyd's most successful acquisition was ready at Heanton Court. Registered as G-ACUW in August 1934, this was the second production example of the twin-engined, high-winged, Shorts

S.16 Scion Mark 1 design. This date again could suggest that the Dragon's crash on Lundy was in mid '34, although 'CUW's formal registration to Boyd's ACAS was not until 5th April 1935, four days after the official date for regular flights. The explanation could still be that ACAS did begin regular services in 1934 - well before any air stamps were issued and used on mail. From 26th April 1937 ACAS became LACAL, but 'CUW was not transferred formally to its ownership until 30th November 1938. Gade records one serious accident to the Scion, on an unspecified date during its time on the Lundy route. It was blown over in a gale and had to be returned by boat to the mainland for repairs. Ironically, it was in fact another Dragon (owned and flown by a Mr. Spratt) which served the island successfully during this period. (I would very much welcome any further identifying information about this particular machine and its dates of use).



The Scion at Cardiff on 5th July 1938, when Boyd brought Devon Closewool sheep to the Royal Agricultural Show. It was still marked 'Atlantic Coast Air Services, North Devon Aerodrome' - and whether it wore LACAL titles after November is not known.

Daily flights continued regularly until the military prohibition against civil flying terminated them in September 1939. In early wartime letters, Gade says the only flight after war began (on the 3rd) was made on the 9th, with just incoming mail. At least one of his letters implies - surely wrongly - that the year of the last flight was 1940. Yet this was not quite the end of the Scion's local presence, as 'CUW was not impressed into military use until May or June 1940. It crashed at Manchester six months after this whilst wearing military registration marks AV981.

In fact a second Scion in the form of G-AETT, a S.16/1 Mark 2 variant, was leased by LACAL in November 1939, because Boyd had now obtained an Army contract for searchlight training flights. These evidently continued at least until 13th February 1940, when 'ETT crashed at Heanton Court (the wreck remaining there for some twenty years). This machine would not have flown any of the official Lundy mail flights of course. But like 'CUW it might well have overflowed the island in the course of the new duties. Boyd later went to train pilots at RAF White Waltham.

DAY TRIP WITH A DIFFERENCE

By Stanley Newman

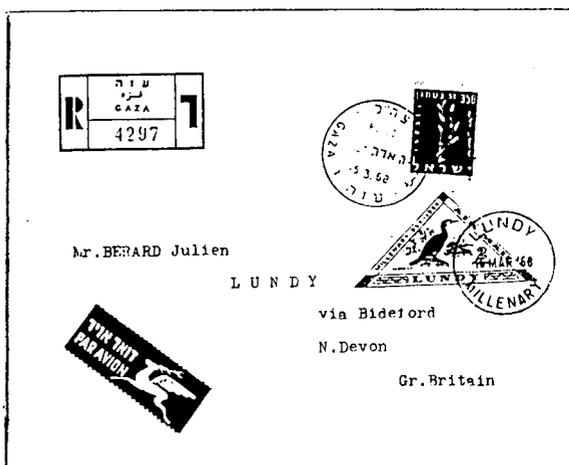
Arousing myself at the ungodly hour of six o'clock in the morning, I gulped down a mug of hot coffee, scraped the ice off my car windows, and drove down to the coach station to embark on my day-trip to Ostend. Ninety minutes on the Motorway brought us to the Euro terminal at Folkestone and after passengers had raided the duty-free shop, the coach was driven on to *LE SHUTTLE* for the 30 minute Channel Tunnel crossing to Calais. Another hour of Motorway travel brought the coach to Ostend, where I met up for the first time with my host Monsieur Julien Berard, an avid collector of "everything Lundy" for over 35 years.

After a delightful lunch at one of Ostend's famed seafood restaurants, Julien invited me to his apartment and introduced me to his charming wife, who awaited us with the proverbial "coffee-pot and Belgian patisserie" (both delicious!). I was then privileged to inspect Julien's magnificent 3 album collection of Lundy covers, which must be unique. Since about 1964, Julien has "organised" covers to be sent to Lundy from countries all over the world - from Europe, the Far East, Australasia, Africa, and North & South America. The vast majority of the covers are addressed to 'Julien Berard, Lundy Island', and on arrival, Felix Gade duly applied a Lundy stamp to each cover before sending it on to Julien in Ostend (not re-addressed, but sent in a separate envelope). Julien recalls with nostalgic pleasure his friendship with Felix Gade, and after many years in correspondence, Julien and his wife visited Lundy in 1975, spending several days at Millcombe House.

Some of Julien's covers into Lundy are now quite historic. For example one of four covers from Israel has a 'GAZA' postmark! On behalf of the Chapter I have asked Julien to come over and give us a display of his cover collection at one of our meetings.

After an interesting discussion concerning the current state of philately in Lundy, I bade farewell to Madame Berard, and strolled through the busy shopping streets of Ostend with Julien back to my coach. Thanking him for his kind hospitality, and a farewell, then an uneventful journey through the "Chunnel" back to Brighton.

The "historical" cover from Julien Berard's collection, posted from GAZA (part of Israel in 1968, but now part of Palestine)



FREMINGTON QUAY

HISTORY AND LUNDY CONNECTIONS

By Roger Allen

On the road to Barnstaple from Bideford and just past the township of Fremington there is a turning off left towards the river, leading to the ancient Fremington Quay. The road is unbelievably potholed and has not been repaired for decades. It follows the route of a small stretch of water that leads off the main river and is dotted with old wrecks of boats. At the end of this terrible road there is a complex of buildings, ruins and features which are well worth the adventure reaching them.

The route of the defunct railway line running from Bideford to Barnstaple passes through this area and is now the Tarka walking and cycle trail. The remains of the platform of the railway halt that served the activity of the Quay in former days can still be found. Careful search will also reveal sleepers, pieces of railway rails and various huts that were obviously for railway use. There appears to be only one dwelling house in the area, at the far end of the Quay complex. It is called, appropriately enough, Railway Cottage and has some concrete railway huts in its grounds.

Towards the other end of the Quay area there is a group of semi ruined buildings that are not connected with the railway. These were once a fully operating abattoir that closed about twenty years ago.

The Quayside itself is about 200 yards long and stretches along the bank with the railway halt about halfway along its length. The Quay wall is built very sturdily of concrete with some brickwork, and with wooden pillars at regular intervals along its length. These pillars are made of huge and solid wooden piles, attached to the Quay wall with great rusty clamps and bolts. Their purpose was to prevent the sides of the ships from scraping against the concrete Quay. The river by the Quay is quite silted up and very little could now moor up alongside. In its heyday, steam driven cranes stood along the Quayside.

Before the steam railway was built from Bideford and Torrington to Barnstaple, there was in the 1840s, a horse drawn railway from Fremington Quay to Barnstaple. The purpose of this horse drawn line was at least twofold. As ships became bigger and Barnstaple itself silted up, the Quay was constructed to import the China clay for the famous Barnstaple potteries, and to export the finished pottery items. It was also used for the movement of lime for the farming community.

Standing on the Quayside and looking left there is a group of interesting ruins and features. Firstly, there is the new and sturdy bridge taking the Tarka trail across the mouth of the side waterway mentioned in the first paragraph above. At the far end of the bridge the Bank of Scotland has erected a metal mile post to mark the Millenium cycle trail. Below this point and close to the riverbank there is a cairn of stones, erected to the memory of a drowned sailor.

On the far side of the bridge, the trail continues either through or alongside MOD owned land. This land surrounds what was once called Fremington Camp, but is now a cadet

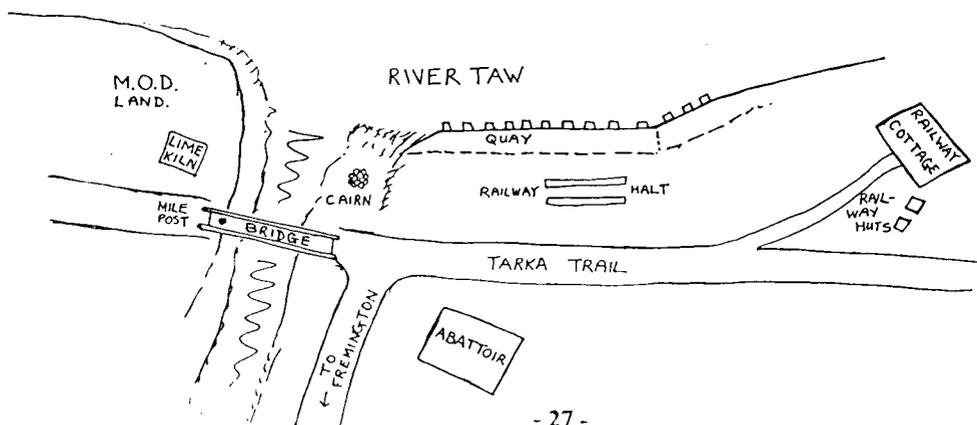
training school. Just by the bridge and in MOD owned land there are the remains of a square shaped lime kiln. By crawling through various openings the inside of the great kiln can be reached. There is an MOD notice however, stating that the ruin is dangerous and that it should not be entered. Just around the corner of this small headland, which actually constitutes the only stretch on the whole river complex of what are geologically defined as cliffs, there are the remains of a second lime kiln, in this case, round shaped.

During the period that Lundy was owned by the Harmans, the Quay was operational and used by the firm of Woolaways, who owned dredgers which were used to keep the river channel clear. They also owned bulk carrying ships that used Fremington Quay for the transport of sand and ballast. The descendants of these Woolaways now own the Commodore Hotel in Instow. Mr. Gade knew the Woolaways and very infrequently asked them favours of transporting goods and passengers to and from the island. He knew all the clay, lime and ballast carrying ships by sight.

During the 1960's on the occasion of one of Mrs. Gade's birthdays, Mr. Gade asked the captain of a Woolaways dredger that happened to be sheltering in the Lundy Roads, if they would take the very large birthday party group back to the mainland. The party included Ruth Harman Jones and several dogs. They did not arrive at Fremington Quay until 8.00 p.m, only to find the other dredger occupying the Quayside space and so had to return out to Barnstaple Bay.

The MOD from Fremington Camp lent Albion Harman LCTs (landing craft) in the 1950s for disembarking cattle at Instow. The photographers Knights of Barnstaple produced photographs of the Landing Beach on Lundy, showing these craft loading the cattle on board, with Mr. Gade supervising the operation. When the MS "Oldenburg" was purchased, Fremington Quay was examined as a possible location for mooring the ship but this was discounted immediately.

Stanley Newman tells us, in his 1994 book on the MS 'Oldenburg' that on August 2nd 1992 she had to berth at Fremington Quay to wait for high tide clearance from the treacherous sandbanks and silted channel of the River Taw. The pilot who was to take the Oldenburg on to Barnstaple, arrived at Fremington quay and parked his vehicle in the disused abattoir buildings mentioned above. It was the pilot who advised the Captain to wait at Fremington for a while until the tide at Barnstaple was high enough.



THE OLD SCHOOL HOUSE

The fourth in a series of articles on the buildings of Lundy
By Roger Allen



This attractive little building was constructed by the Reverend Hudson Grosett Heaven in 1886, just a few months after he saw the completion of the first St. Helena's Church, the tin church at the head of Millcombe Valley. The Old School House was built primarily as a Sunday School to perform joint service with the church. That was also the reason for its position, its close proximity to the church meant that the children could quickly get there after church services. Although intended by Reverend Heaven as a Sunday School, the building also served as a general school for island children right up to the beginning of the First World War.

The interior is warm and cosy, and full of character. It is undoubtedly the favourite holiday home on Lundy as far as my wife and I are concerned. The principal part of the building is still lined with its original matchboarding and the wooden roof is supported by ornamental cast iron girders or braces. The pitched ceiling and the floor are both of wood. In size, the sitting room is approximately 11 feet square. The bedroom is about half that size and the kitchen is also of a quite substantial dimension.

There is a useful entrance porch with a tiny gabled roof, which contributes considerably to the charm of the appearance of the building. Leading up to the porch is a flight of five stone steps. The steps are in fact huge slabs of granite brought from the quarries. There is no handrail and they are described in the Landmark Trust's latest brochure as "awkward steps" and indeed they could prove difficult to the aged or infirm. The splendid views down to the Landing Bay, Millcombe and St. John's Valley from the entrance porch or a deck chair on the grass in front of the House are very rewarding.

It was originally built as just one room, with windows on three sides and distant by just a couple of feet from the stone wall behind. At some later stage two partitions were added. The present partition that divides the sitting room from the bedroom was constructed, plus a second partition just a couple of feet away from this first partition. The result was a sort of little corridor that you looked down as soon as you entered the building. Mary Gade remembers this wall and that it had hooks along it on both sides, as well as shelves. These must have harked back to the days when it was a real school. The hooks for the children's coats and the shelves for books.

There must have been some form of crude facilities behind the building against the field wall. Mary suspects it was little more than a "Bucket and Chuck it". As one entered the building, there was a tiny ornate stove to the left, about where the present dining table is situated. It could only have burnt small sticks or broken material as it was much too small to have burnt logs.

Because it is built on a slope, the building is raised up at the front on a stone base about three feet high. Above that there is a line of bricks, which projects out above the stone work in a line of bright orange, just before the blue corrugated iron walls begin.

Several old photographs reveal the building without its present lean-to kitchen and bathroom. There was a single, six paned rectangular window, portrait shaped, located about where the step down into the kitchen is today. The windows on the front of the house appear to have retained their original shape and design.

In 1925 Martin Coles Harman leased the School House to a Mrs. Fotheringham, an elderly lady about seventy years of age. The present lean-to kitchen and a toilet were added for her benefit. Water was also laid on, supplied by the Tent Field run off, which also served Millcombe House. A soak away sewerage system was also dug at this time. The soak away is located about thirty yards in front of the building and slightly to the left as you stand at the door and look out.

Mrs. Fotheringham like so many of those who have lived on Lundy over the years, was a great eccentric. She seldom left the School House and had all her groceries delivered to the door. She lived off the income from her investments and one of the conditions upon which MCH leased the building to her was that she would not receive any tax correspondence on the island. This was to maintain the completely tax free status of Lundy and to give the Inland Revenue no cause to reflect. Unfortunately, she broke that rule and did receive taxation correspondence from the Inland Revenue and was asked immediately to leave the island, which she did.

In 1927 a wire fence led from about the Old School House, down the bank side to Brambles and enclosing off the whole of St. John's Valley. This was used to enclose about eighty chickens and other domestic fowl. This situation continued for several years.

When Mr. Gade left the island for his health's sake in 1945, his desk from the Manor Farm complex was moved into the Old School House. It contained all his diaries up to that period. When he returned to Lundy in 1949, he found to his great sorrow that the

desk had been rifled and the diaries had disappeared. In his memoirs he ruefully comments that these diaries would have been of immense help in writing *My Life on Lundy*.

The Old School House continued to be used for letting and in 1949, Colonel R. N. "Tubby" Harrison was given a long lease. He had been coming to the island since 1928 when he led a group of boy scouts there on a camping holiday. At that time he only had the rank of Captain. Because of his extreme hospitality and good supplies of food and drink, the Old School House became known in those times as the "Red Lion".

Just after the war when visitors were returning to Lundy, Tubby Harrison made a film of Lundy life, which he showed whenever asked to do so in the Tavern. Ah! Where is that film today? He was later awarded the OBE and the rank of Lt. Colonel. He died in 1952 and was cremated. His ashes were brought back to Lundy and scattered in front of the "Red Lion". Unfortunately the island Guinea fowl happened to be in the vicinity at the time, they ran up and thinking the ashes were food gobbled it all up.

It is clear however, that the Old School House, though leased to Tubby Harrison, was also used during his absences by others. For example, Mr. Gade tells us that Nonnie and Maurice Ross stayed there in 1949. Mrs. Ross was the sister of Betty Ruddock, the wife of the island's doctor, and Maurice was a Bideford dentist.

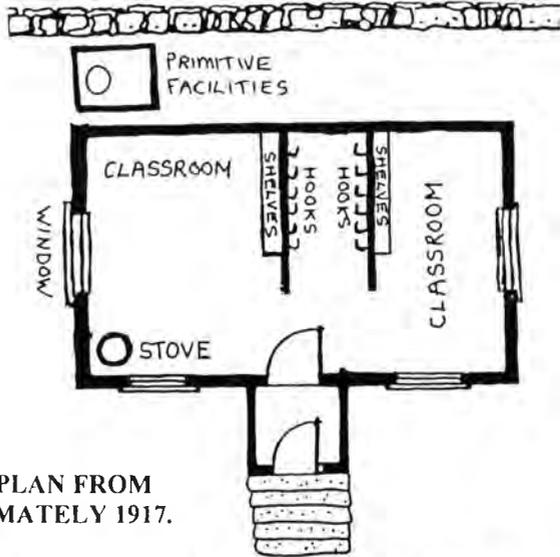
After Tubby Harrison died, the lease was passed to Arthur Scudamore, a great friend of Colonel Harrison's with whom he had come on that scout camp in 1928. The tradition of the "Red Lion" continued during his tenancy.

After Arthur Scudamore left, the building was used principally for staff. I clearly remember Jim Webster arriving to take residence there in 1971. He had been hired by Mr. Gade on a multi role basis. He did secretarial work, played the organ and was a warden of St. Helena's Church. It was as a barman that he will be most remembered however, and for playing the piano in the bar.

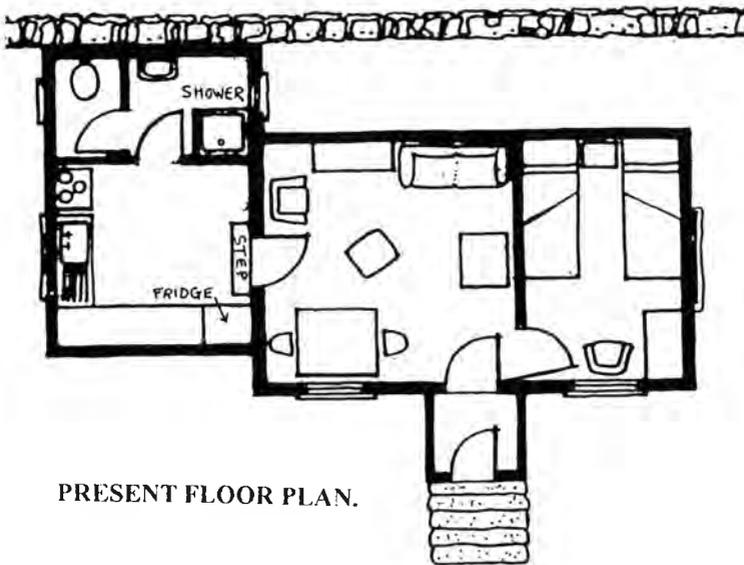
Jim Webster left in 1975, when the Old School House was once again let to holiday visitors. In the 1975 Landmark Trust holiday brochure for Lundy it is called the "Blue Bung". This is an indication of its popular title on the island up to that date. It was available for letting in the 1975 season for £30.00 per week off season and £40.00 at high season.

From 1977 onwards it has been given the more elegant name of Old School House and in that year one would have paid £55.00 per week in the off season and £85.00 at the most expensive period. In 1999 the prices will be £186.00 per week low and £444.00 high.

The building had gone through several phases of change and adaptation since 1886 and in 1985 it underwent its final improvement. Since 1925 and up to 1985 there had been a toilet but no bath or shower. In time for the 1986 summer letting season, the bathroom which had contained only a toilet and washbasin, now sported the luxury of a shower. The floor plans below attempt to show the stages of the building developments, including the relocation of the washbasin.



**SUGGESTED FLOOR PLAN FROM
1886 UP TO APPROXIMATELY 1917.**



PRESENT FLOOR PLAN.

The information in this article has largely been obtained from the following sources:-

- 'My Life on Lundy' the memoirs of Felix W. Gade, 1978.
- 'A Lundy Album' compiled by Myrtle Ternstrom. 1980.
- 'The Island of Lundy' by A.F. Langham 1994.
- 'Island Studies- Fifty Years of the Lundy Field Society' 1997.
- The Landmark Trust Handbooks, their brochures 'Staying on Lundy', price lists and other Landmark Trust publications since 1971.
- Conversations with Mary Gade and Mrs. Penny Ogilvie.

LANDMARK'S "DUTCH AUCTION"

One of our senior Chapter Members (who wishes to remain anonymous) has written to the Editors expressing extreme dismay at the following announcement which appeared in the *WESTERN DAILY PRESS* on 28th December 1998.

HOLIDAY PLACES GOING TO HIGHEST BIDDER

Island hideaway for Millennium



Lundy Island's peace and quiet in demand for the Millennium

There are no clubs or discos and only one modest pub.

There will be no street parties - because there are no streets - and there are unlikely to be any massive fireworks displays, either.

But tiny Lundy Island is already proving one of the most sought-after places to see in the Millennium.

Such is the demand for Millennium breaks on the three mile long Bristol Channel island that the limited accommodation could be let many times over. Now the Landmark Trust is auctioning it off, with space in self-catering units going to the highest bidders.

Lundy has always been a popular destination around Christmas and New Year as well as during the Summer months: all 120 places in properties ranging from a converted medieval castle to a tastefully refurbished lighthouse will be occupied over this New Year by people who prefer peace, quiet and total seclusion to wild celebrations.

But the lure of welcoming the 21st century on Lundy is creating the biggest ever demand the Landmark Trust - which runs the island on behalf of it's owner, the National Trust - has faced. It opened bookings on half the properties in October and all were snapped up within days. The rest will be offered in the Spring. "Whoever offers the highest price over the normal rate gets the booking", said a Trust spokesman.

In the accompanying letter, the view is expressed by our Chapter Member:-

"On December 31st, I received a cutting about the Landmark's latest monetary policy which has annoyed me to such an extent I feel almost - incoherent! Now the Landmark stand revealed in their true money-grabbing colours - devoid of all ethical, first-come first-served principles, and although these bookings may only apply to the next "New Year's stay-over", I wouldn't put it past them to try it on generally".

"Strong words" ! but whilst your Editors wish to remain "neutral" on this particular issue, our Chapter Member does raise an important principle. How will those visitors who regularly spend every New Year on the Island feel when they have to enter into a "Dutch Auction" to secure accommodation on the Island to see in the Millennium? Possibly this could prove a very short-sighted policy, if Landmark alienates some of their regulars, in order to secure a "Millennium Killing" ! After all, Lundy is not the only 'get-away-from-it-all' Island offering accommodation.

Whilst the U.K. Chapter of the L.C.C. will support every effort by the Landmark Trust to raise funds to improve facilities on the Island (for example by encouraging members to become 'FRIENDS OF LUNDY'), we do seriously query whether in the long run, this particular method of inflating the 'Millennium income' is wise?

LETTER TO THE EDITOR

Lundy's First Definitives on Cover - "Window of Change"

from George Mander

Further to Jim Mullett's article in the Autumn '98 issue of the 'JOURNAL', I have a cover bearing Lundy ½p and 1p stamps on the address side, cancelled 4 FEB 1931, with a KGV 1½d. cancelled INSTOW 5 FEB 1931. This is self-addressed to Mr. P.W. Ware, 69 Queens Road, Clifton, Bristol. Percy Ware was a tobacconist who traded from this address also dealt in stamps, accessories and new issues. He travelled to Lundy at intervals to renew his stock of stamps and First Day Covers.

I bought this cover from Percy Ware just before his retirement in the early sixties, and he told me that he had been in '*terrible trouble*' with Mr. Gade as it was posted well after the November/December 1930 deadline set by the Post Office. Apparently there were several collectors and dealers posting letters with Lundy stamps on the address side and trying to get as late a date as possible. I would suggest that Jim Mullett's cover dated 14 FEB 1931 is like mine - a "beat the deadline posting". It would be interesting to know to whom it was addressed and what Lundy stamp/s it carried (*see Jim's comment below*).

I bought my cover from Percy Ware for a few shillings some 30 years after he had posted it, and he was not sure of the exact changeover date, but thought it was the end of 1930 or beginning of 1931, and I believe that Mr. Ware had posted a number of covers at different times during this period.

I think the only way of obtaining an approximate changeover date is to find the earliest cover with Lundy stamps on the rear of the cover. So far this appears to be the one from the CILA Auction (Nov. 1989) dated 24th FEB 1931 which, bearing only the ½p Lundy stamp would appear commercially used. Others with both the Lundy ½p and 1p stamps infer philatelic use.

Perhaps other Members have covers dated earlier.

Yours sincerely,

George Mander

Jim Mullett comments:-

Dear Stanley,

Thanks for passing on George Mander's most interesting letter concerning the way Mr. Gade dealt with the "Change Over" situation, and how dealers and collectors tried to "Beat the System" by arranging philatelic covers with Lundy stamps affixed to the address side of the cover later than the permitted date; and as George suggests, these covers may usually be traced by the fact that these "Beat the System" covers may have both ½ Puffin and 1 Puffin stamps affixed, which would be an unnecessary duplication of postal rates and cost. I enclose a photocopy of my cover dated 14th February 1931, it appears to be commercial and has a single ½ Puffin stamp cancelled with boxed canceller Bb, and an Instow transit C.D.S. of 16th February 1931. It is a roughly opened, G.P.O. embossed Registered envelope and is addressed to a well known Philatelic Publisher of the time, and could be possibly the earliest known surviving registered cover sent from Lundy during the "Harman" period. There is no senders name on the rear of the cover, does anyone recognise the handwriting?



In view of George's letter, remembering his dealer Percy Wares comments that he thought the change over was earlier i.e:- end of December 1930 or beginning of 1931, we may find covers with Lundy stamps ON THE REAR BEFORE 24th February 1931. Many thanks George for your valuable information of that time.

It also makes one appreciate how much stock of GB stamps and stationery must have been held on the island to cope with normal Post Office usage.

Editor's Comment - Jim Mullett's cover certainly throws "*the cat amongst the pigeons*" ! Being a Registered cover, it obviously went through Mr. Gades Office, yet here is a cover posted well into 1931, with Lundy stamps on the front. So the "*terrible trouble*" Mr. Ware suffered at the hands of Mr. Gade for posting a similar cover 9 days earlier seems dubious to say the least, since Felix Gade was not a man of "double standards" !!

STANDING ON HISTORY

By Jim Mullett

While on a trip to Ilfracombe in the Summer, my wife Norma and I visited a pleasant beach called Hele Bay (pronounced Heel), about one mile east of Ilfracombe. Feeling in need for refreshment, we visited the solitary café overlooking the water - it is called Bayside Café, and while partaking our cream tea I noticed several old photographs of the Montagu wreck on the wall, so I approached the café owner a Mr. Greenway, and asked him the relevance of these historic photographs - he replied "If you're looking for history, you're standing on it", and looking down at the parquet wood block floor Mr. Greenway told me the history. Apparently at the time of the wreck a Master Carpenter called William Lewis used to build boats on the site of what is now this café, and he like many other locals visited the Montagu wreck to salvage anything going which in this case was this magnificent timber! So if any Chapter Member wants to walk on history, visit the Bayside Café but please leave the wood blocks alone!

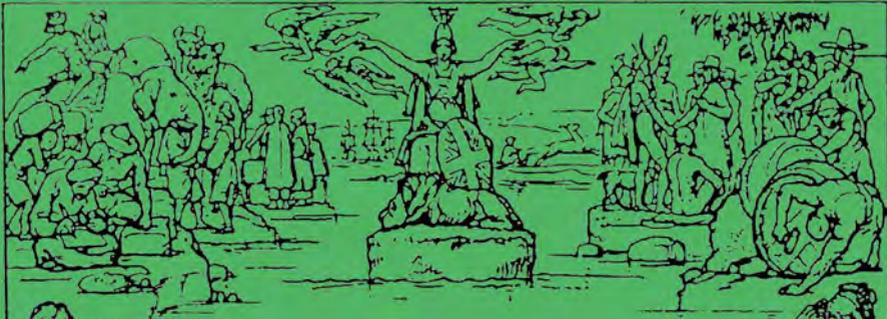
STATEMENT OF CHAPTER ACCOUNTS

For the year ended 31st October 1998

<u>INCOME</u>	<u>1997/98</u>	<u>EXPENDITURE</u>	<u>1997/98</u>
'JOURNAL' Subs	1643.00	Printing of 'JOURNAL'	1360.00
Meeting Proceeds	238.00	Other Printing costs	144.00
Adverts in <i>N.P.J.</i>	93.50	Room Hire	75.00
Auction Commission	217.73	Postage	284.87
Bank interest	5.71	Chapter Admin. expenses	170.08
		Repairs to equipment	<u>225.00</u>
	<hr/>		
	2197.94		
Deficit in year	<u>61.01</u>		
	2258.95		2258.95

BALANCE SHEET AS AT 31st OCTOBER 1998

Bank balance as on 31 st October 1997	163.50
Deficit in year	<u>61.01</u>
Bank balance as on 31 st October 1998	102.49



ROGER HUDSON

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COVENTRY CV6 6NF

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OUR NEXT MEETING

The next Meeting of the UK Chapter of the Lundy Collectors Club will be held on Sunday afternoon 18th April 1999 at the "STAMP '99" Exhibition at the Wembley Exhibition Centre, London.

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

The usual club activities will take place and the proceedings will commence with the Bourse at 1.00 p.m. The programme will be as follows -

1.00p.m.	Registration and Reception Bourse opens
1.30-2 15p.m.	Club Auction lots on view
2.00p.m.	Secretary's Announcements
2.15p.m.	Club Auction (Auctioneer - Mike Thompson)
3.45p.m. (approx.)	Members Displays
5.30p.m.	Bourse closes

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

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

SEE YOU ON SUNDAY 18th APRIL !!!

OUR SUMMER '99 ALL-DAY MEETING WILL ONCE AGAIN BE HELD AT THE ROYAL HOTEL, BIDEFORD ON SUNDAY 1st AUGUST. This will embrace the Club Competition, another Auction, Displays and a Bourse. A sailing of the 'OLDENBURG' from Bideford to Lundy takes place the previous day, Saturday 31st July, leaving at 9.30a.m. and returning at 7.00p.m. We hope to make up a party of Chapter Members and guests - reserve the dates - full particulars in next issue of the *JOURNAL*.