

The New Puffin Journal



AUTUMN 1999

Published by the Lundy Collectors Club (UK Chapter)

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The New Puffin Journal



Joint Editors
Stanley Newman and James Thomas

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YOUR FREE GIFT

By the kind generosity of Wim Ros, we attach a LCC Souvenir "Tram-ticket"

990144 L.C.C. "Ticket"
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U.K.-Chapter
ONE PUFFIN.



EDITORIAL

'*Far from the maddening crowd*', we must all agree, is a really apt description of our favourite Island. However, with the completion of the new jetty, and the faster journey time on the 'OLDENBURG' one asks whether visits from the 'maddening crowd' might possibly increase - in the form of seasonal day-trippers from Bideford and Ilfracombe. If so the resulting increase in Lundy's income is to be welcomed, particularly if this increase is ploughed back into the maintenance and improved facilities on the island.

Consequently it comes to mind whether, taking these improvements into account, the time has now arrived for the Landmark Trust to use some of its resources to take Lundy slightly "up-market"? Why not make the "*get away from it all feeling*" more attractive to the slightly more prosperous of our mainland population, who are prepared to pay the price for some what more luxurious accommodation than that currently available on the island? A good start in this direction might be to convert Millcombe House back into a fine hotel complete with a gourmet restaurant available both to residents and others staying on the island. "Weekend and Weekly Breaks" suitably advertised in the Sunday 'broadsheets' and the "Country Life" - type magazines, could be quite a paying proposition for Lundy and the Landmark Trust.

Another idea would be to make Lundy "village" slightly more accessible to those unable (or unwilling!) to face the "long drag" up Beach Road. Whilst those disabled greatly appreciate the courtesy of a "lift" in the Land Rover, why not purchase (or manufacture) a small "toast rack style" trailer hauled by one of the island tractors - like those used on Sark in the Channel Islands? This would not cost a fortune, and a small fare charged for the service would no doubt in time, cover the cost.

Again, whilst I'm sure that none of us would wish to see Lundy price itself out of reach from those who visit Lundy every year to study its ornithology and its unique flora and fauna, possibly the time has arrived to witness a little "up-grading" of the accommodation available (expensive as it is currently, during the High Season!!)

Food for thought?

Stanley Newman - October 1999

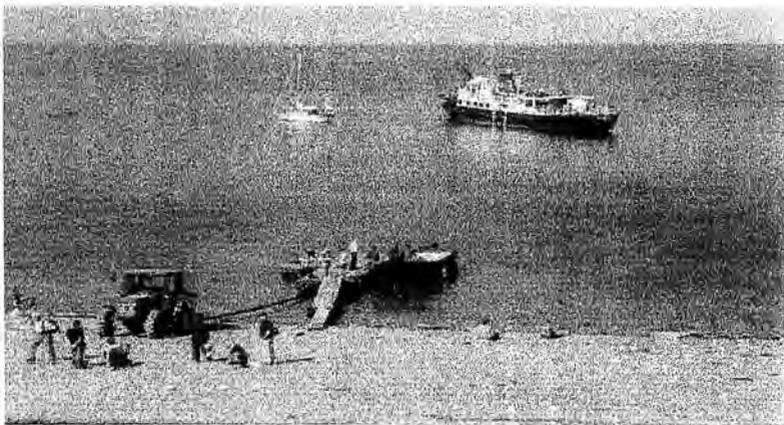
LCC SUMMER TRIP TO LUNDY

Lundy is at any time a most tranquil haven but when the sun is out it is one of the most beautiful places on earth and on 31st July it was just that. The wind was calm, the temperature was in the mid 20's and the going was relaxed. The light reflecting off the top of the plateau was perfect for artists and the haze off the sea was a good indication of how good the weather was going to be the following day.

The 12 LCC Members and 3 guests enjoyed the 1 hour 45 minute trip to the island which was a good half hour quicker than in previous years due to the new engines the Oldenburg had fitted during the winter. As in previous years, most did not venture beyond halfway wall, one or two made it to the three quarter wall, but maintaining the standard set last year, Mike Beck walked the full length of the island to the North Light and back.

The Oldenburg was unable to dock at the new jetty as large concrete structural sections were still being lifted into position so we all relied on the rigid inflatable and the "Wendy" to transport us to landing beach. Although we had 6 hours on the island, as always it was not long enough and soon we had to make our way back to the beach for the return trip to Bideford.

To commemorate the trip, a souvenir ticket with the Oldenburg cachet stamped on the rear was prepared by James Thomas and handed to all Members and guests on the trip.



*Passengers returning to the Oldenburg after a beautiful day.
(Photo - James Thomas)*

MEETING REPORT

The Summer 1999 Meeting of the U.K. Chapter of the Lundy Collectors Club was held on Sunday 1st August, at the Royal Hotel, Bideford. Approximately 30 members and guests attended. Diana Keast once again joined the meeting along with Joan and John Dyke.

This year's meeting was the meeting of the free gift with no less than 4 being handed out during the course of the day. Ingo Susemihl of Hamburg, Germany presented each person present with a clear plastic perforation gauge, this was followed by a limited edition souvenir card prepared by Tom Baker showing a sectional drawing of the m.s.Oldenbourg stamped with three of its cachets and signed by the Captain and the Chief Engineer. An A4 size Sharon Read drawing of John Dyke and cat taking a nap on the route of the old tramway entitled "Railway Sleepers" was printed on the rear of a detailed site layout drawing of the North Light area, and at the end of the day Roger Allen handed out a limited edition listing of Lundy related hardback and paperback books.

Chaired by Mike Thompson, the meeting opened at 10.30a.m. with a bourse supporting three dealers (Roger Hudson, Michael Bale and Anne Westwell) which lasted throughout the morning. The club competitions were very well supported with many entries in all three categories (see competition report for details). At approximately 12 noon, John Dyke made a presentation of some of his early artwork which included a water-colour of Felix Gade in his First World War Army uniform and in 'civvies' coupled with a drawing of his Military Cross all mounted on a board. The first map of Lundy drawn by JD was displayed although John was slightly embarrassed by its inaccuracy. Mike Thompson took the meeting up to lunch by explaining the error in the "Overprinted Lundy Stamps" article in the Summer 1998 issue of the *Journal* and promised another article for a future issue.

The carvery lunch served in the hotel's dinning room was enjoyed by nearly all of the members present and was followed by the Club Auction with Mike Thompson as auctioneer. (for details see Auction Report)

The day was rounded off with a most interesting display by Roger Allen of 20 hardback and paperback fiction and non-fiction books of Lundy or books with sections or references to Lundy. The display covered a range of books from some of the more common found on many LCC members bookshelves such as "Lundy" by Tony Langham, published by David and Charles to some of the very rare that were still eluding Roger's immense collection such as an original copy of "Lundy Island - a Monograph" by John R. Chanter from the early 1800's which was on loan to Roger by Diana Keast.

The meeting finally came to a close at 5.00p.m.

AUCTION REPORT

Our Chapter Auctioneer, Mike Thompson conducted our seventh Auction at our Summer Meeting on 1st August 1999, at the Royal Hotel, Bideford, where we welcomed many of our West Country collectors, several of them bidding for the first time. The total Realisation amounted to £2261.00, and "highlights" of lots sold in the Auction were as follows:-

1929 1p with line through 'U' & 'F' of puffin variety, used on P/C.	£18
1935 "Tramticket" ½d (N.8) Roll 9 MM.	£18
1935 "Tramticket" 1d (N.9) Roll 1 UM	£21
1939 10 th Anniversary Issue - set of 5 (N.21-25) LMM	£27
1940 Red Cross 1p (N.30) Left margin with Imprint. UM	£21
1940 Red Cross 4p (N.33) Bottom margin with Imprint. LMM	£35
1940 Red Cross 6p (N.34) LMM	£49
1943 "1X Anniv." 9p with "No dot above 'I' variety (N.53d) FU	£18.50
1943 "1X Anniv." 12p (N.54) Horizontal pair FU	£20
1943 Provisional o/p 1½p with Narrow setting (N.55B) FU	£22
1950 "BY AIR" 1p with Narrow setting (N.70) MM	£32
1953 '8 on 12' BY AIR wide setting with o/p Double (N.78D) UM	£40
1969 "APPEAL" o/p - part value exposed (N.161B) U/M	£130
1977 Un-issued essay for 1978 ½p - 1½p value (N.228E1) UM	£20
1988 1 st Stamp booklet - £1.26 (N.B246)	£20
Sepia card by J. Jerome of 3 people inscribed on reverse "Lundy 1936 - J. Watt-Smyrk + Dollar + Perry"	£26
Sepia card of Short's Scion plane with pilot inscribed "Lundy 1937"	£52
Sepia R/P card "A Peep from the Devil's Kitchen, Lundy"	£23
1905 Early P/C of Knight-Templar Rock with "LUNDY ISLAND" "Thimble"	£88
1938 FDC of black o/p on ½d violet (N.18) into Lundy, with scarce "LACAL AIR POST" cancel (N.Da)	£70
1939 Cover from Lundy to Berks. routed via Swansea with 1929-1939 o/p	£48
1940 Cover to Lundy from Canada with 3d large map cancelled "AIR SERVICE TO LUNDY I. SUSPENDED FOR DURATION OF WAR"	£44
1945 OHMS Ordinance Survey Form sent to Lundy	£22

Note to all Bidders - In Auction No. 8 and subsequent auctions, we shall be offering scarce items from the comprehensive Lundy collection of the late A.W.H. Philpott.

COMPETITION REPORT

The 1999 Competitions were held at the Summer '99 Meeting at the Royal Hotel, Bideford. This year there were three trophies, the Stanley Newman Trophy, the Julie Lester Cup and the R.E. Allen Trophy. Each competition was judged by the members and each member had one vote per competition.

The Stanley Newman Trophy (Lundy Stamps)

The three entries are as follows:-

A. Mike Thompson

A good study Lundy to North Devon overprints of mainly the wartime period.

B. Tom Baker

Tom produced a beautiful display of rare original artwork prepared by John Dyke for the 1985 Balloon Issue.

C. Michael Bale

A magnificent display of 1930's very rare material which included an ACAS Large Map original drawing by Captain Boyd on thick card, the original 'One Penny' stamp ink drawings in a block of six in red as submitted by H. Pincombe and Son suggesting possible variations for improvement by Captain Boyd, an original set of 6 values imperforate proofs as submitted for final approval, as well as many other items of signed proofs and original artwork

RESULT First Michael Bale.

The Julie Lester Cup (Postal History)

The two entries are as follows:-

A. Mike Thompson

A display of Lundy cancels, postcards and envelopes of the early period.

B. Tom Baker

A fine display of postal history items including Frederick Allday's prayer book with "Lundy Light House" embossed in the leather of the front cover and in the original wooden box. The amazing part of this bit of history is that the prayer book and box were purchased separately.

RESULT First Tom Baker

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

The five entries are as follows:-

A. Julie Lester

Julie displayed a series of holiday style postcards as well as original photograph, drawing and watercolour postcards.

B. Stanley Newman

A small but very unusual display of models of the m.v. Polar Bear and the m.s. Oldenburg made from used lollipop sticks.

C. Wim Ros

Wim exhibited a set of Gerald King 'G.L.R.' Railway stamps!, including some signed proofs.

D. Mike Thompson

A beautiful display of Lundy picture postcards of HMS Montagu, maps and various Island views.

E. Sharon Read

A display of photographs, ephemera and memorabilia commemorating the Harman family's connection with Lundy.

RESULT First Mike Thompson.

NEXT ISSUE . . .

H.M.S. Lundy

The ship that little was known about until recently.

The Bideford, Westward Ho! and Appledore Railway

Brian Parkes reports with some amazing old photographs.

The Official Opening of the Ilfracombe Museum Lundy Room

Roving reporter James Thomas will be at the opening representing The New Puffin Journal.

For this and much more, don't miss the Spring 2000 issue of The New Puffin Journal.

LUNDY NEWS

THE WATER SHORTAGE

Due to the reasonably hot and dry weather during July, Lundy started to run short of fresh drinking water. To overcome the immediate problem, an order of 2500 gallons was sent to the island. This should have all been delivered on 4th August, but ironically due to bad weather conditions, only half of the load was landed and the remainder went ashore the following day.

LUNDY'S SHIPPING LINKS WITH THE MAINLAND

The future of Lundy's shipping links with the mainland is due to be disrupted should development proposals go ahead at Ilfracombe and Bideford. When the much needed new pier is built at Ilfracombe, there will be quite a bit of short term disruption to Oldenburg sailings, however, should the proposed anti-flood scheme go ahead in Bideford it could mean the end of the 'Lundy - Bideford' link. It is proposed to increase the height of river wall which will result in fishing and pleasure boats being unable to tie-up along side. As Bideford's economy relies to an extent on the quay side business, there has been considerable local opposition and Planning chiefs are now considering all options.

RIVERSFORD HOTEL FIRE

During the night of 2nd August 1999, the kitchen at the Riversford Hotel, Bideford (the hotel used by many Chapter Members over the week-end of the Summer '99 Meeting) caught fire forcing guests to vacate their rooms in their night clothes. Diana Keast who was still staying at the Hotel reported that the Fire Brigade took an hour or so to dampen the flames and that all carpets in the rooms above the kitchen were ripped out. The Hotel owner, who over the years has become a friend of several Chapter Members, acted very promptly by arranging Breakfast for that morning at the Durrant House Hotel and in obtaining a "mobile kitchen" to maintain normal service until the repair works is complete.

THE NEW JETTY

The new jetty was finally opened to passengers during mid-August 1999, and two early photographs taken by Chapter Member David Shute can be seen on page 20 of this 'JOURNAL'.

AIR AMBULANCE RESCUE FROM LUNDY

On 24th January 1999, The ex. Devon and Cornwall Constabulary Bolkow 105 helicopter, registration G-DCCH, painted in it's new red livery took over from the old Bolkow 105 (G-BATC) as the new Devon Air Ambulance. This younger and slightly longer helicopter was built to order for the Constabulary at the Messerschmitt Bolkow Blohm factory near Munich as a stretched Bo105, the first to operate in the UK.

One of the great advantages of the Air Ambulance in Devon is that it can reach areas of the County that conventional land ambulances cannot, including of course Lundy.

On Tuesday 30th March 1999, the Air Ambulance was scrambled to the assistance of a 77 year old gent who had collapsed whilst on holiday on Lundy. Before the helicopter could leave the airbase, the crew had to remove some equipment which wasn't needed and place on board a liferaft and don lifejackets.

Known as Mission 3565, the pilot Steve Ford flew two paramedics (Lindsay Osborne and Nigel Hare) out to the island's heli-pad. The patient and his wife were staying in a cottage at the southern end of the island. One of the paramedics was landed and taken by the island's Land Rover to the cottage where it was assessed that the patient should not be moved over the rough ground. So, if Mohammed cannot go to the mountain, the mountain must go to Mohammed ! and the helicopter flew south to the cottage to collect the patient. After he was stabilised and fitted with a lifejacket, he was flown off to the North Devon District Hospital at Barnstaple were he received treatment only 18 minutes after take off.

This is another example of how Lundy has become reliant on the Devon emergency services and it is reassuring to know that should you become ill on the island help is not too far away.



LUNDY'S POSTMASTERS

2) FELIX GADE (PART 2. 1949-1971)

By Stanley Newman. The first part of this article, published in the Spring '99 issue of the 'JOURNAL', described FWG's first period on Lundy, from 1926 to 1945 when, following an illness he left the Island to take over the management of the Hartland Quay Hotel.

Much of the information which follows is based upon Felix Gade's autobiography 'My Life on Lundy', a third edition of which was published by Myrtle Ternstrom in 1997, and is obtainable (priced £20.00 plus £4.00 postage), from Lazarus Press, 6 Grenville Street, Bideford, Devon, EX39 2EA.

In April 1948, Felix Gade and his wife were invited by M.C. Harman (owner of Lundy) to return to Lundy and spend a week of their holidays at Millcombe House. In FWG's words:-

"I shall never forget the pleasure that we both experienced as we climbed the Beach Road and up to Millcombe House, treading the same stones that we had trodden for so many years. I, for one, certainly felt that I had returned to my native land. We had a glorious week, and it was that visit which decided my wife and I that we would like to return to Lundy and take on the Hotel, although it was in a dreadful state of repair. Mr. Harman had not, up to that time, made any suggestion that we should return to Lundy, but he did discuss it with me later in 1948 and early in 1949, and that was when we came to our decision".

Felix Gade and his wife returned to Lundy on 2nd May 1949, and he resumed his duties as Agent and Postmaster, which he fulfilled until his retirement 22 years later. When he had left the Island in 1945, FWG had handed over his philatelic activities to Capt. G. Waghorn, Principal Keeper of the Lundy South lighthouse, and a keen philatelist. There exist many interesting Lundy Postal History covers addressed to and from Capt. Waghorn during this period, a few of them routed via Swansea, indicating that the mail was occasionally sent via the Trinity House supply ship the "Alert".

After its repurchase in 1946 from the Admiralty by Mr. Harman, the 'm.v. *Lerina*' maintained communications with the mainland, bearing mail to and from the Island.

However, by 1950, and after over 30 years on Lundy and naval duties, the '*Lerina*' was becoming somewhat "old in the tooth" and increasingly unreliable, and was laid up at the end of the season. This posed a problem for FWG as far as the Postal Communications were concerned, which was solved only after the Air Mail flights were resumed on 8th November 1950.

As we saw in Part 1 of this article (*TNPJ Spring '99*) FWG administered all of Lundy's Postal activities from his office in the Manor Farm Hotel (now part of "The Old House" letting complex), and was only after his retirement that the so-called "Post Office" was moved to its current position adjoining the Tavern Cafeteria. Although FWG's memoirs in his autobiography abounds with interesting details of the day-to-day happenings on the Island, he speaks very little of his activities in the administration of the post after 1949, except to detail the arrangements made to send all mail by air between 1950 and 1956. In 1950, arrangements were made with the head postmaster at Bideford for all Lundy mails and most of the Island supplies to be sent to Wrafton Gate (Chivenor) to be flown by Mr. Drabble of Devon Air Travel Ltd. to Lundy. A new set of stamps was contemplated, but due to the shortage of time, and as an interim measure the definitive stamps of 1929/30 and 1939 were overprinted 'BY AIR'. FWG considered that there was sufficient interest to generate demand for a First Day Cover, and asked Mr. Drabble to Pilot-sign 500 of them. It was only after FWG agreed to pay him 2 pence per cover that Drabble agreed, but even then only 250 were signed !

FWG's personal interest in Lundy philately is described in some detail in his booklet 'THE POSTAL HISTORY OF LUNDY' published in 1957 (with two subsequent supplements). He describes not only the various Lundy stamp issues up to 1972, but also details the various changes in the postal rates which resulted in many values of the various stamps printed. In this booklet FWG tells us:-

"There is not a Post Office on Lundy in the usual sense of the name. Stamps, both Lundy and British, are procurable at the Marisco General Store, and there is a post-box in the lobby at the entrance to the Store. Cancelling of the Lundy stamps is usually done in the writer's office, but the tens of thousands of picture postcards, which are bought and posted on Lundy by visitors, are cancelled by the Storekeeper. The mail bags are filled and locked in the writer's office, where the incoming bags are brought and the contents sorted and stamped with the appropriate Lundy stamps and cancelled. The islanders, including the lighthouse-keepers, call at the office for their mails, and pay the 'puffinage' when taking delivery.

Mails for the hotel visitors are either handed to them personally, or placed on their dining tables. When registered packets arrive for the hotel visitors, the addressees are informed and they collect from the office, where the packets are kept in the safe. The 'puffinage' due from the hotel visitors is added to their hotel accounts."



FWG, in conjunction with Martin (and later Albion) Harman was instrumental in the provision of new and overprinted Lundy stamps issued between 1951 and 1953, and after 1964. In the intervening years (1953-1962) the impetus for the production of stamps for Lundy came from a wealthy philatelic dealer, a Mr. Antoine Medawar who convinced Martin Harman that a large profit for Lundy would accrue through the issue of Lundy stamps for world-wide distribution.

His persuasion resulted in what is now known to Lundy philatelists as the “*Wallpaper Issues*” (i.e. the 1953 Coronation, 1954 Jubilee, the 1955 Millennium, the 1961 and 1962 Europa, and the 1962 Anti-Malaria issues). Mr. Medawar died in 1964, and the issue of Lundy stamps thereafter reverted to a more modest scale, administered by FWG. (*The writer proposes to write a separate article titled “Medawar and his Wallpaper stamps”, for a future issue of the ‘JOURNAL’*).

After his retirement as Lundy Agent on 30th September 1971, FWG continued to administer the philatelic side of Lundy’s business, and to deal with new stamps issues. Lundy’s new Agent Ian Grainger was only too happy to let FWG continue handling Lundy’s philately, a job in which he revelled.

The author is endeavouring to discover personal reminiscences of FWG in his capacity of Postmaster, by those working or living with him on the Island prior to his retirement - if successful, these will be published as Part 3 of this article. In the meantime I will conclude by quoting from a letter received by the ‘*JOURNAL*’ from Mrs. Myrtle Ternstrom, who with her late ex-husband Tony Langham, were both fortunate enough to have spent many happy hours with Felix Gade :-

“I remember his office in - I think it was Room3 in the old hotel - a small narrow room, full of letters, stamps, papers, tins, bits of string and dust ! What struck me most was that however busy he was - and he got through a prodigious amount of work - he answered every letter, and took pains over each enquiry, however insignificant”.

THE LUNDY LOG

Anne Simester visited Lundy between 2nd and 8th May 1982 and made an entry in the Lundy Log. The first part of the entry is quoted below :-

“To those who come here after us, I hope they find the magic of Lundy as we have. However, be warned, once Lundy gets into your bloodstream the fascination lasts forever.”

'RESTORING THE HERITAGE OF ILFRACOMBE HARBOUR'

By James Thomas

Ilfracombe's history as a sea port goes back almost 1000 years, but Ilfracombe as we know it today was built by the Victorians about 150 years ago when it became fashionable to take holidays by the seaside.

Its maritime connection with Lundy goes back a long time. In 1242 a partly built pirate galleon was found on Lundy and taken to Ilfracombe for completion. A hundred and fifty years ago the Victorians were using Ilfracombe as a major port to travel to and from Lundy, South Wales and many other Bristol Channel ports.

Sometime during the 14th Century, the pier across the harbour mouth was constructed which provided shipping with protection from the storms of the Bristol Channel. However, during Victorian times Ilfracombe became popular and along with the visitors came the sailing ships and pleasure steamers. The harbour inside the pier drained at low tide causing ships to be left high and dry until the following high tide. So, in 1871, it was decided to construct a new stone sea wall and wooden pier outside the harbour in water that always remained deep enough to moor up in without going aground. This proved very popular with skippers with as many as six steamers tied up along side each other at any one time.

However, during 1940 the wooden section of the old pier was dismantled as part of the war effort and the site remained empty until 1952, when the present concrete column, beam and plank structure was built curving around the base of Lantern Hill. Over the years the new pier served the shipping fleets well, but during the Winter of 1997/8 the sea got the better of it, resulting in severe structural damage rendering it unsafe.

The North Devon District Council who own the pier, stepped in and for safety reasons partially closed it. However, the Council were well aware of its importance for shipping and for the town, so decided to raise funds for a new pier. The project, 'Restoring the Heritage of Ilfracombe Pier' was developed in partnership with a range of local organisations during 1998 with the aim of not only rebuilding the pier but also to carry-out an environmental enhancement scheme and to repair the harbour walls. One of the partners is the Landmark Trust and Paul Roberts, Lundy General Manager has been fully involved in the initial discussions in relation to continuing the link with the island.

It is estimated that the cost of the new pier will be in the region of £1.5million, and that a further £1million is required to repair the harbour walls and £600,000 to carry-out the environmental enhancement works, giving a grand total for the complete project of £3.1million. It was estimated that to repair the pier would cost £1.36million but this would only give a serviceable life of 10 years. However, the Council is intending to provide the facility for much longer and considered the repair works to be a waist of money. The Heritage Lottery Fund has pledged support to the tune of £1million which leaves the remainder to be found from other main partners, who are:-

English Partnerships
MAFF (Coastal Protection)
European Regional Development Fund
North Devon District Council and its local funding partners.

To qualify for the Heritage Lottery Fund Grant, the project had to demonstrate that the design would remove the intrusive concrete superstructure and once again expose and utilise the Victorian stonework and landing stages. The new pier and jetty will be more in keeping with the Victorian aspects of the town, and will enhance the heritage value of the St. Nicholas Chapel on Lantern Hill overlooking the harbour.

The rate of deterioration of the existing fabric of the harbour and in particular the pier is such that it is essential for the scheme to be completed by next Spring. Progress was temporarily held up at the start of this year when a small vociferous group of locals objected to the proposal and called for a Public Enquiry. Their main objections were that the proposed new pier has no provision for either angling or promenading, but despite this the project received overwhelming support and the 'green light' to proceed. It is unlikely that the whole project will be carried-out immediately. All the funding is still not in place, and it is most likely that the new pier and harbour repairs will be completed by the Summer of the year 2000, with the environmental enhancements following along later.

When the Heritage Lottery Fund grant was approved, Cllr. Malcolm Prowse, Leader of the North Devon District Council said - 'This is good news for Ilfracombe and the future prosperity of the town and its harbour. It is a triumph for common sense and is a significant step forward in delivering the project so overwhelmingly supported by the people of Ilfracombe in the recent referendum. I hope we can work together with all those groups with an interest in the harbour to secure, as quickly as possible, the substantial capital investment of up to £1million the Heritage Lottery Fund have indicated could be made available to the project.'

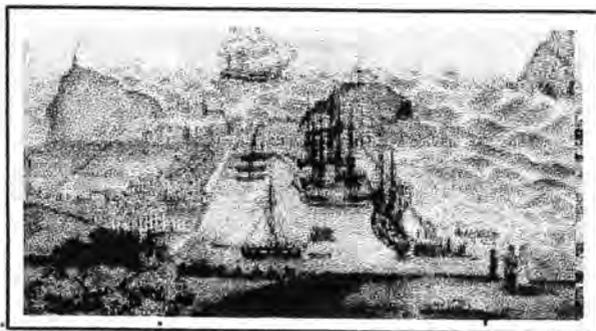
The Development of Ilfracombe P



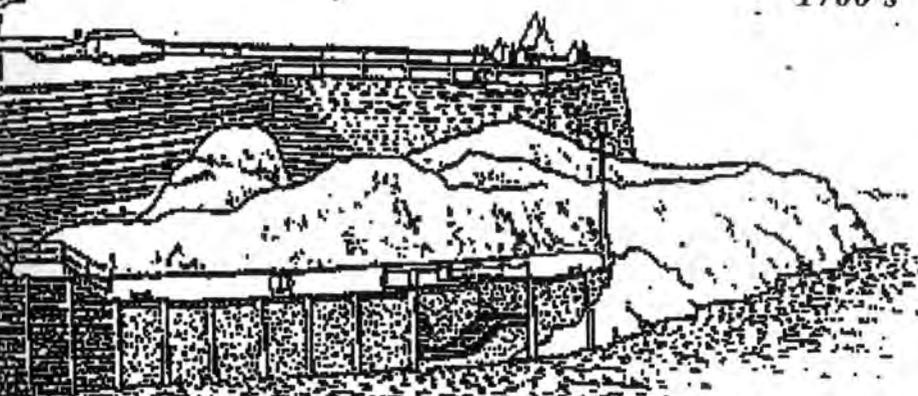
1920's

2000

ier



1700's



?



1999

BOOK REVIEW

By Roger Allen

DR. ELLISTON WRIGHT OF BRAUNTON, DEVON. By Brian J. Chugg.

Published in 1998 by Braunton and District Museum, The Bakehouse Centre, Braunton, Devon, EX33 1AA. Price £3.00

This slim volume gives a brief biography of Dr. Elliston Wright (1879 to 1966) who is of course important to Lundy, in that he recognised the Lundy Cabbage as a separate sub-species of the Brassicella family. Page 8 of this book gives a complete history of the Cabbage; originally called Brassicella Wrightii, the plant has changes its name several times but the Latin version of Dr. Wright's name has remained throughout.

Dr. Wright qualified as a medical doctor at St. Thomas's in London in 1904 and then moved to Braunton in Devon where he spent the rest of his life. He gradually acquired immense knowledge of the birds, insects and plants of North Devon and wrote extensively on all these subjects. He was particularly interested in the identification of plant species and the Lundy Cabbage is not the only unique plant he discovered and named; a hybrid species of dock found on the Braunton Burrows, is named for Dr. Wright; Rumex x. Wrightii.

He subscribed many articles to the Transactions of the Devonshire Association and other learned publications and was a great friend of Henry Williamson the naturalist. The indices of the book include a bibliography of the many articles he wrote, including "The Flora of Lundy Island, Illustrated" in the Journal of Botany, 1933. He did a great deal of work on all of the plant life of Lundy, visiting the island frequently, and the indices list other articles where his Lundy activities are given credit.

He was also a shipping enthusiast and either owned or part owned several fishing ketches that sailed around the coast of Devon. The book contains a list of these ships.

There are several excellent photographs of Dr. Wright in the field or in his home, plus other photographs of plants and some sketches. This little book gives almost complete coverage of the scientific work of Dr. Wright but it is a little disappointing that we are given so sketchy a picture of Dr. Wright the man. More detailed information on his life would have been welcome.

The front cover shows Dr. Wright walking along the lane in Braunton. He was a tall man and both his appearance and what we are told of his character, are very reminiscent of Felix Gade.



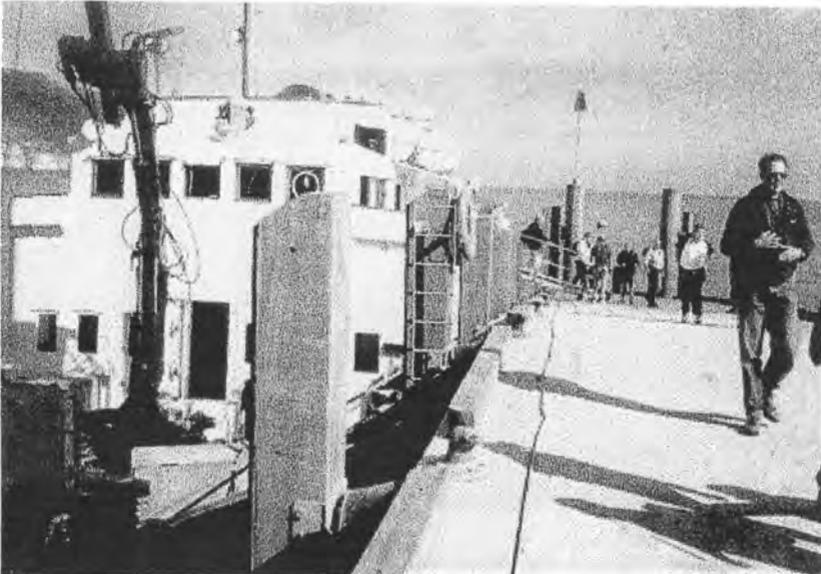
Elliston Wright confronts a Wet Slack in the sand-dunes. 7th August 1955.

THE FIRST SHOTS OF THE NEW JETTY IN USE

Photographs taken on 28th August 1999, by Chapter Member David Shute.



The Oldenburg tied-up alongside the new jetty.



Passengers disembarking onto the new jetty

THE STRANDING OF THE 'PS WAVERLEY'

The weather on Sunday 13th June 1999, was glorious and perfect for a day's sailing on the only remaining sea going paddle steamer, the P.S. Waverley. The ship due for Lundy left Penarth in South Wales at 9.00 a.m. and after a short stop at Ilfracombe, set off again for Lundy which ended the 5 hour outward trip.

Amongst the 382 passengers on board was the Vicar of Ilfracombe who held a service at St. Helena's church at 3.00 p.m., and two LCC UK Chapter Members, Gwyneth White and Roy Bentley. The Waverley's lifeboats assisted the Lundy launch to ferry passengers to the landing beach adjacent to which is the construction of the new jetty.

The two and a half hour stay on the island, as always, was far too short and by 5.30 p.m. everyone was back on board for the return trip home via Ilfracombe. However, the return trip was doomed from the start. The ship set sail a hour late due to engine problems with one of it's lifeboats and after three attempts to moor alongside the pier at Ilfracombe it eventually set off for Penarth. With only forty minutes out of Ilfracombe at approximately 4 miles off the North Devon coast, there was an almighty bang from the port side paddle and the ship came to a sudden halt. After a short period of time the Second Officer announced that a radius rod in the port side paddle had fractured.

The ship and it's passengers were in no danger but as a precaution a couple of RNLI Lifeboats were sent to the scene. The problem could not be repaired at sea so a tug from Barry was sent out to tow the vessel back to South Wales. As this took all night the passengers made the best of the situation, bedding down anywhere and everywhere with blankets, tea and biscuits handed out by Captain Steven College and his crew of 22.

The journey eventually finished at Penarth at 8.00 a.m. the following morning, 10¼ hours late. Terry Sylvester, Chairman of the Waverley Organisation said that the Captain and his crew were all praised by the passengers for the magnificent way in which they dealt with the situation, and that a collection was held to express their thanks for the kind manner in which they were all treated.

"LUNDY" - THE SECOND LOCOMOTIVE!

By Brian Parkes

Following my brief history of the West Country locomotive named "Lundy" in an earlier edition of the Journal, I was intrigued to see an advertisement for a genuine "Lundy" nameplate for sale ! This was duly purchased along with a certificate of authenticity from English, Welsh and Scottish Railways (EWS) plus a few notes on it's history. This led to further research and the following information has resulted. I hope to a picture of the nameplate and to show it at one of our gatherings.

When British Rail prepared for privatisation, one of the Divisions formed was the Railway Express Service (RES) who in early 1995 decided that Class 08 Diesel shunters owned by them in the Bristol and Cardiff areas should carry names relating to their area of work.

The names "Steep Holme", "Flat Holme" and "Lundy" were selected for use on the Class 08 Shunters in Pool PXLS based at the Crewe Diesel depot (CD) but outstationed at Bristol Barton Hill with two others based at Cardiff to be called "Caldy Island" and "Barry Island". All named after islands in the Bristol Channel.

Based at Bristol at this time (April 1995) were loco's number 08804, 08897 and 08919. In November 1995, loco number 08919 was named "Steep Holme", a name it still carries today.

The plan was that 08896 to be named "Flat Holme" and 08897 to be named "Lundy" in December 1995. A debate then exists as to how long if at all were the other two named in December 1995 before removal. It appears that both loco's were in the depot over the Christmas period for examination and that the name plates were sent to Bristol for fitting. The necessary work was under way to fit the plates but the new owners of RES appeared in the form of Wisconsin Rail later to become EWS. They immediately stopped all work on naming and painting of loco's throughout the country until their brand new image was produced. (The red and yellow locomotives you see today). The reason given for the ceasing of naming was that EWS wished to use their loco's in general pools rather than specific locations. This has been an ongoing process still occurring today although the reverse has started to occur recently.

In this document I received it stating that it was a genuine nameplate and that it had been part repainted following its use ? This I can confirm as there are marks on the plate which appear to have been made by nuts and bolts. The only other information I managed to get before staff were reorganised at Bristol was that they were fitted for two days prior to a proposed small naming ceremony but was cancelled just after Christmas 1995.

If this was the case then Lundy has had a second locomotive named after it, if only for a very short time.

In October 1997, I was told that 08897 was to be named with a reason given that it already had holes in the correct positions! It was not named Lundy but who knows if Lundy the 3rd may yet appear.

Footnote: The nameplates for Caldy Island and Barry Island were never made but those for Flat Holme exist somewhere. If anybody can add or confirm any of the above or have any other information it would be appreciated via the editor please.

THE ECLIPSE CRUISE

On 11th August 1999, the Landmark Trust organised a cruise aboard the m.s.Oldenburg to view the total eclipse of the sun. The trip which cost £100 per adult and £65 per child sailed from Bideford to Lundy and then on to Padstow in North Cornwall, and included Champagne and a seafood platter.

As a total eclipse in this country occurs approximately once a century, it was anticipated that even more visitors would go to the west country (the area of totality) to view this once in a lifetime spectacle. However, despite avoiding the maddening crowds, the weather conditions on the day was cloudy and only short glimpses of the eclipse was possible, but being there and experiencing the atmosphere was what most people were all talking about.

VICTORIAN LUNDY POSTCARDS

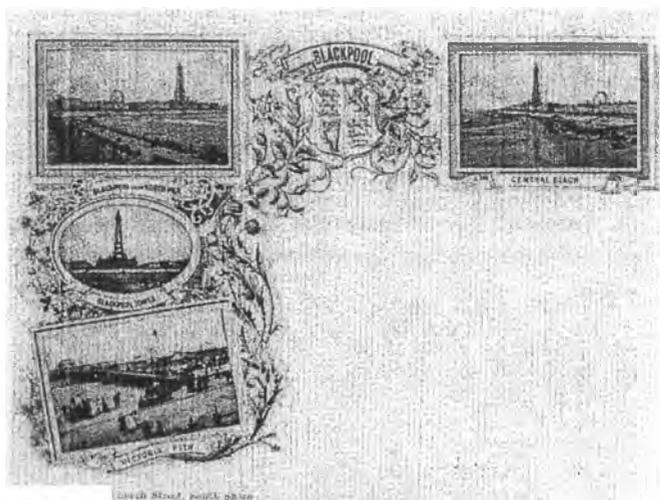
By Julie Lester

As many of you will know, the first picture postcard was permitted in Great Britain on 1st September 1894. The earliest known example is a view of Scarborough dated 15th September 1894. Other places such as London and Parkstone, Dorset produced postcards in the latter part of 1894 but very little interest seems to have been shown by the British public. On the continent, picture postcards had been available for a number of years and were a common means of communication. Many postcards used before 1900 were purchased by tourists from abroad and sent to their friends and relations back home, which means that today they are hard to find in this country. In Great Britain, interest grew slowly over the next few years until in 1897/98 there was sufficient demand for publishers such as Valentine and Pictorial Stationery Company to issue a series of postcards showing views of places all over the country. However, most villages and even many large towns remained without picture postcards until after 1900.

Valentine started their prolific series in 1898. The black and white cards are "count size" (115x89mm) and usually show several views of the town or village. Many smaller places are represented. However, in 1898 Lundy was not the popular tourist destination that it became after the wreck of the Montagu in 1906. I think most collectors of Lundy postcards would agree that postcards published before 1906 are not plentiful. The earliest postcard in my collection is a Phillipse view of the landing beach posted on 13th November 1902 and this is listed in the Picture Postcard Monthly as the earliest known posting date for a picture postcard of Lundy to date. Therefore, I thought it unlikely that my postcards of Lundy were produced before 1900. However, in the 1999 Picture Postcard Monthly Annual there is a partial listing of the court sized cards published by Valentine and Lundy appears in the list.

In order for a card to appear in the list, a copy has to be submitted to the Editor for confirmation of authenticity.

However, it must be unused or used some years after publication as it does not appear in the earliest posting dates list. Below is a typical postcard by Valentine. I would be very interested to know (via the Editor) whether any Lundy Collectors Club member has one of these cards in their collection or indeed any other picture postcard of the island published before 1900.



THE 'L' FILES

A series of short items requiring answers on HOW, WHO and WHEN by initially Agents Newman and Parkes of the LCC. It is hoped that others will send in problems and ANSWERS!!!!

“L” File 1

A cover posted to The Agent, Lundy Island postmarked Bideford 29.11.91 - see photocopy. Nothing odd so far but on reverse the “John Dyke” postmark of 28 Nov 1991 (used according to information to hand stamp commemorative sheets of the 28 Nov 1991) cancelling the 29p stamp, again see photocopy.

How was this achieved and by whom?

“L” File 2

The 9 Puffin Tighearna Forgeries again a stamp known to many but recently discovered in a GB/CW charity kiloware a large number were found. The producer of these is suspected but how were they produced and it is of interest that they are cut so accurately! Does anyone have a block or a strip of these stamps or any other combination or other values? Any answers on this one could have D notice put on source by the Editor.

“L” File 3

27th July 1937 outbound card from Lundy to Cornwall with a ½ Puffin pink, ½d LACAL mauve and on reverse 1d KG VI stamp. The cancel over the LACAL would appear to be further variation on the Airline Cancel Newman type Cb. This cancel has no frame, no “2Barnstaple, Lundy Island” but just the wings and date! Is there a reason why or is this a variety between the Newman types Cc and Cd?

EARLY LUNDY STAMP PACKETS

By Jim Mullett

I recently acquired from one of my "favourite stamp dealers", a plain cover addressed to Sydney Harper & Sons, 11 High Street, Bideford - it had the ½ puffin N1 and 1 puffin N2 stamps cancelled with the boxed Bb Lundy cancel, and I remarked to the dealer that it would "fit in nicely" with my Sydney Harper stamp packs. He asked if I would describe the items that I have.

Firstly, it must be noted that in the early 1930's, the issue of Lundy stamps had generated a lot of interest - indeed as a boy I can remember going into my local Woolworth's and buying a packet of Lundy stamps for sixpence, only to find that there was no place for them in my album.

Nearer to Lundy the Clovelly Estate Co. took an interest. Harper's the newsagent in Bideford and Lewis May in London were among the others, and on checking my collection I noted that I had matching over rated covers addressed to all three businesses. (none of these covers had GB stamps affixed)

So now, returning to the Sydney Harper stamp packs. My first pack, measuring 12x9cm, is printed in blue on cream card and is inscribed "Lundy Stamps - Complete Set 3/6d" then the row of 5 stamps N1-N5 is mounted in the dotted spaces provided and under these is the address :- Sydney Harper and Sons, 11 High Street, Bideford.

The pack is sealed in its original glassine packet.

The second pack measures 11½x9cm and is printed in green with the inscription "Harper's (Booksellers and Stationers), 11 High Street, Bideford, Devon - For Lundy stamps and Tokens", again the row of five mint stamps are mounted in the dotted green spaces. On the rear of this pack is the price list which is rather interesting i.e.-

TOKENS	Half Puffin	1/-	Puffin	1/-
--------	-------------	-----	--------	-----

STAMPS (Unused)

Half Puffin	6d	Puffin	6d
Six Puffins	9d	Nine Puffins	1/-
	Twelve Puffins	1/3	

The Complete Set of 5 - 3/6.

The last two lines of the price list are the 'nub' of the whole article!

"(Used) Half Puffin and Puffin Stamps cancelled with the Lundy postmark, on envelope 1/3."

These Harper packs were produced entirely independently of the Island, and the 'Local' covers addressed to (among others) Harper's, Clovelly Estates and Lewis May were an ideal way of obtaining "used on cover" stamps for sale. I have written evidence that the Clovelly Estate Co. had permission to retail Lundy Stamps through their shops including presumably, used on cover as the copy in my collection proves. Lewis May mounted their mint stamps on the infamous 'Lundy Sheets' and of course the "used on cover" stamps were produced again for them.

LUNDY STAMPS

COMPLETE SET

3/6

Sydney Harper's Sons,
11, HIGH STREET - BIDEFORD.

'GO WEST YOUNG MAN !'

By 'Stanlicus'

It is not often that I get lured to an auction of Lundy material involving a round trip of over 300 miles ! However, when an auction catalogue arrived from a firm who I had never dealt with before, I thought that it was worthy of examination - wondering why it had been sent to me. The reason very soon became clear, for at the very end of the 1000 lot auction there were no less than seven substantial Lundy lots, which had been consigned to Somerset Stamp Auctions by the executors of the late A.W.H. Philpott of Minehead - a long-standing client of C.I.L.A. Lundy Auctions.

Fortunately my daughter who teaches Art at Sherborne Girls School invited me to stay at her cottage over that particular week-end which I eagerly accepted, taking the easy way out travelling to Sherborne by train, and borrowing her car to travel to the auction at Taunton, a 40-minute drive. The Lundy lots being at the end of a long auction, I had plenty of time to examine them in some detail, and to subsequently purchase five of the seven lots which were as follows:-

Bold type - Auction catalogue description (authors comment in brackets)

Italics - Authors description of contents of each lot.

988 Very good collection of sets, first day and other covers, m/sheets, proofs, sheets, booklets, specimen booklet covers and varieties.
1929-1991 period, all contained in four multi-ring albums, mixed mint and used (100's) - Estimate £400.

Main rarities were a good selection of "Tramtickets" (2 on cover), a 1935 LACAL handbill/timetable, LACAL small stamps including proofs, 1929-1939 set, Red Cross ½d and 1d., 1X Anniv. Set U/M plus varieties, Imperf. "Flying Bird" proofs in pairs, Coronation wrong colour o/p (4), 1954 Jubilee proofs, 1955 Colour trials, 1962 Europa varieties, Shakespeare set in sheets + FDC, 1965 Provisional o/p + FDC, 1972 Provisional o/p (blue) + FDC, modern sets from 1969-1991, various Helicopter covers, all 1988 booklets including 'Stampex' + covers.

Total valuation - £800, Realised - £300

-
- 989 Stockbook with useful range of mainly mint issues 1929-1960, with much useful material incl. blks, gutters, imperfs, m/sheets plus complete sheet of 30 (for "sheet" read "pane"!) 1929 1p blue, mostly U/M (100's) - Estimate £200

Main interests were a large number of 1929/30 stamps including "H for L" varieties on the 1p and 12p, a very fine selection of ACAS 'Large Maps' including U/M set plus several varieties, Red Cross 2p, several '1½p on 12p' provisionals including pair with 'H for L' on one stamp, 1X Anniv. Set, 3 'Tighearna' sheets, many 'BY AIR' o/p's including red o/p set, various paper varieties on 1955 stamps.

Total valuation - £600, Realised - £300

- 990 Three albums with mixture of stamps, covers, proofs, m/sheets, blocks incl. early blocks and part sheets, much useful, mint and used, incl. many sets. - several 100. Estimate £200

Interest here including many small LACAL purple and o/p stamps incl. proofs FDC + other covers, small LACAL red and black issues incl. several interesting covers + FDC's, 1929-1939 set, 'V + plane' proofs, Wright Brothers f/u set plus several width varieties, 1969 1p black o/p + pair on cover, Trinity House U/M set, RNLI + EAHY sheetlets, 1989 RSPB sheets (2 + PROOF o/p). LSP "Embossed Puffin" on 3d. on cover.

Total valuation - £600, Realised - £270

- 991 Cover album with selection of covers, cards, m/sheets, booklets and various odds, incl. 3 illustrated 1937 Coronation FDC's (GB) flown to Lundy with ½p. large map stamps, 1940 Last Flight cover (*who's kidding who!*) with cachet 'Air Service to Lundy Suspended for duration of War', 1950 Resumption of Air Transport cover. 50 various mixed periods covers and cards, 2 booklets, 3 m/sheets plus odds. - Estimate £100

In my opinion, the only good "collectables" in this lot were the "Air Service suspended", the "Resumption of Air Service" and two 1954 Jubilee FDC's with GB use. Remainder comprised common modern material.

Total valuation - £125, Realised - £125

- 992 1940 Red Cross overprints, set of 8. Fine mint with ½p and 6p U/M. Cat. £275. - Estimate - £125, Realised - £160

'Speaks for itself - no comment!

-
- 993 Box with range of modern covers and cards plus various stamps and m/sheets, approx. 80 covers or cards, 50+ stamps and 10 m/s. - Estimate £50
Realised £50

Good value, if you collect only modern Lundy material!

- 994 Box with small selection of stamps and m/sheets, but mainly literature on the stamps of Lundy Is. 2 albums of pages from Stanley Gibbons Monthly and others. Check lists on Police issues (*not Lundy!*) and various other items. - Estimate £50

A few "gems" hidden away in this poorly-described lot. These included 2 imperf. Proofs of the small LACAL stamp (N.18e), a 1960 cover to Sweden with very late use of 1929-1939 6p, 9p and 12p o/ps, the late Ian Wilkinson "Toy Post" stamps on descriptive sheet, and a host of LCC Souvenir cards from the 80's.

Total valuation - approx. £125, Realised - £32

After a leisurely drive back to Sherborne, my daughter and I enjoyed a well-earned celebratory dinner together at a well-known local "hostelry"!

Please note that a number of items from the above collections will be offered in the next few Club Auctions, so watch out carefully for the "gems"!!

MICHAEL BALE QUILTS 'HOLY LAND' - (FOR HOLIER ISLAND?)

In mid-July 1999, your Editors received a Press Release from Michael Bale, reporting the sale of his Negev Holy Land Stamps business to the Button Stamp Company of Bordentown, New Jersey, USA.

Not exactly earth-shattering news since it had been expected for many months! However, at the Summer Meeting at Bideford, Michael informed us that the sale of his Holy Land Stamp business would enable him to spend more time on Lundy philately in general, and Puffin Stamps in particular. He would also be able to spend more time on the Lundy Collection at the Ilfracombe Museum, as well as a determination to reduce his handicap at the Ilfracombe Golf Club!

LUNDY'S NEW LAND ROVER

By James Thomas

Back in November last year, Lundy took delivery of a brand new 'Land Rover Defender 110' on loan from the manufacturer. The £20,000 plus vehicle is part of a five year sponsorship agreement called "Conservation in Motion". The National Trust has been supplied with 25 vehicles to be used for conservation work on sites where other vehicles would have difficulty with the terrain.

The new vehicle was delivered in style, somewhat different to the average new family car, it was delivered in a net suspended from the underside of a Sea King helicopter courtesy of RNAS Culdrose.

The long wheelbase figure of the Defender 110 has been a common sight on Lundy for several years and its aluminium body, diesel engine and permanent four wheel drive have survived the severe weather conditions and rough terrain found around the island. It has also been a good friend to many visitors who would have otherwise found the walk from the beach to the village a struggle.



Delivery of new Land Rover

THE MILLENNIUM BUG

I am pleased to inform all our readers that your co-editors Stanley Newman and James Thomas have recently had the computer equipment used to produce *THE NEW PUFFIN JOURNAL* checked for Year 2000 Compliance, and that all machinery is in perfect order to carry-on producing 'The Journal' into the new Millennium. However, whilst searching through some old *Journal* papers, I found this memorandum dated November 01BC, sent from Jamius Tomanicus to Stanlicus Newmanus regarding the problems they had 2000 years ago:

*Dear Stanlicus
Re: Year One Problem (YOP)*

Are you still working on YOP? The change from 'BC' to 'AD' is giving us a lot of headaches and we haven't much time left. I don't know how people will cope with working the wrong way around. Having been working happily downwards forever, now we have to start thinking upwards. You would think that someone would have thought of it earlier and not left it to us to sort it all out at this last minute. I spoke to Caesar the other evening. He was livid that Julius hadn't done something about it when he was sorting out the calendar. He said he could see why Brutus turned nasty.

We called on the consulting astrologers, but they simply said that continuing downwards using minus 'BC' won't work. As usual, the consultants charged a fortune for doing nothing useful. As for myself, I just can't see the sand in the hour glass flowing upwards.

We have heard that there are three wise men in the East who have been working on the problem but unfortunately they won't arrive until it's all over. Some say the world will cease to exist at the moment of transition. Anyway we are still continuing to work on this blasted YOP and I shall send you a parchment if anything further develops.

Kindest regards

Jamius Tomanicus.

P.S. I have taken delivery of a chariot of Geneticum Modificum Pizza - want some?



ROGER HUDSON

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OUR NEXT MEETING

By kind permission of the Directors of Harmers of London, our Autumn '99 Meeting will take place on **Saturday 20th November 1999** at 1p.m., at their Auction Rooms at 91, New Bond Street, London.

Harmers is ideally situated, being just round the corner from Bond Street Underground Station, and immediately adjoining Oxford Street with all its numerous bus routes. It is inadvisable however to come by car, and expect to find parking spaces near Oxford Street on a Saturday !!

Our Programme will follow the same pattern as previous London Meetings, as follows:-

1.00p.m.	Registration and Reception
	Bourse opens
1.30-2.30p.m.	Club Auction No.8 - lots on view
2.15p.m.	Secretary's Announcements
2.30p.m.	Club Auction (Auctioneer - Mike Thompson)
3.45p.m. approx.	Members Displays
5.30p.m.	Bourse closes

The Bourse features dealers with stocks of Lundy stamps, Postal History, FDC's, Presentation Packs, Postcards, literature and ephemera. Dealers tables are available on application @ £12.00, and Chapter Members with surplus material to offer, can take a small table space @ £6.00.

We look forward to welcoming all Chapter Members, and any other collectors interested in Lundy, to our new venue on Saturday 20th November.

SEE YOU ON SATURDAY NOVEMBER 20th !!!