

The New Puffin Journal



SPRING 2000

Published by the Lundy Collectors Club (UK Chapter)

LUNDY

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YOUR FREE GIFT

By the kind generosity
of Stanley Newman,
we attach a LCC
Lundy Millennium
Year 2000 overprint.
For more details see
page 4.



EDITORIAL

Firstly may I express my sincere thanks to all Chapter Members who wished me well during my visits to hospital in September/October. I'm pleased to report that I have made a fine recovery since my op. and now feel very much better than before my spleen was removed. With Lundy forever in my mind, I found myself on the very eve of my op. in a deep discussion with my Anaesthetist, Dr. Armitage, who was brought up on 'PENTOTHAL' and knew personally the American Anaesthetist who discovered it – Dr. John Lundy! A full article on the Lundy "Pentothal" connection appears on page 9.

We are pleased to announce that as from Spring 2000 all of our Chapter Meetings will be all-day get-togethers, which will take the form of Displays in the morning, and the Auction in the afternoon. Full details including the venue and programme are on the back cover. As far as our future Summer Meetings are concerned, we have decided that although the Kingsley Room at the Royal Hotel in Bideford has served us well for the past 3 years, we need a larger room preferably with more illumination. We have therefore booked the Pavilion Room at the Landmark Theatre **in Ilfracombe** for our Summer 2000 Meeting. This is a large, light airy room with plenty of tables and seating – full details will be given in the Summer 2000 issue of the 'JOURNAL'.

As with all good publications style, presentation and content is always being assessed and from time-to-time improved. The more observant of our readers will probably have noticed the small improvements made over the past 3 years and hopefully will appreciate the continuing development in the forthcoming issues. You might have also noticed that the 'JOURNAL' now has an e-mail address. You the reader contribute the greatest proportion of articles and I hope that we can continue to rely on your much-appreciated support.

Finally, we must all thank Jim Thomas, my Joint Editor for "stepping into the breach" when I went into hospital and for seeing that your copy of the 'JOURNAL' was completed and dispatched on schedule. As I shall be taking life somewhat easier in future months, Jim will be gradually taking over from me, and will be looking for an Assistant Editor – any volunteers?

A very happy Millennium year to all,

Stanley Newman

January 2000

MEETING REPORT

The Autumn '99 meeting of the Lundy Collector's Club (UK Chapter), was held on 20th November 1999, at Harmers Auction Rooms, New Bond Street, London. The meeting, which was well supported by over two dozen members, was held in the comfort and quiet surroundings of the Auction Room, which was in stark contrast to the hustle and bustle of the bitterly cold New Bond Street and Central London.

The meeting opened with a bourse at 1.30pm. with two members (Stanley Newman and Roger Allen) taking tables. It was good to see Stanley looking and feeling so well after having major surgery only one month before. Tom Baker most generously provided a free gift in the form of an A4 size booklet entitled "Fred Allday – Naval Signalman 1873 to 1896", which was packed with interesting facts and details of Frederick Allday before he started work on Lundy.

The formal part of the meeting started at 2.15pm. and was Chaired by Mike Thompson. Stanley Newman announced that due to popular demand all future Chapter meetings will be whole day events. The first meeting of the new millennium, will be on 18th March 2000, at The British Philatelic Centre, Charterhouse Street, London, and the Summer 2000 meeting will be held on Sunday 30th July 2000, at Ilfracombe with a sailing to Lundy on the Saturday before. It is hoped that most if not all of those attending the Summer meeting will partake in the lunch provided by the venue as this will help to keep the cost of the room hire down. For further details see 'Diary 2000' on page 14 of this issue and forthcoming issues of the '*JOURNAL*'.

The Auction of 285 lots started at 2.30pm. and was well supported with many members using the postal bidding facilities as arranged by the Auctioneer Mike Thompson. For full details of the Auction see page 3.

Tom Baker presented a marvellous display of material relating to Frederick Allday during his days in the Royal Navy before he started work on Lundy. The display included such interesting items as copies of his birth and marriage certificates, pieces of his Naval uniform and photographs of his mother-in-law and some of the ships he served on. As this is such a well-researched display, Tom agreed to co-operate in preparing a full article for a future issue of the '*JOURNAL*' for all to read. This brought the meeting to it's close at approximately 5.00pm.

AUCTION REPORT

Our Chapter Auctioneer Mike Thompson conducted our eighth auction at our Autumn Meeting on 20th November 1999, at Harmers Auction Rooms, New Bond Street, London. The total realisation amounted to £1948.30 and “highlights” of lots sold in the auction were as follows:-

1929 1p value N2 Complete pane of 30 from top RH corner.	£45.00
1929 1p value N2 used on piece with Ba cancel dated 6.8.29	£32.00
1930 9p N4+4a in marginal block of 6 (2x3) showing all six transfer types with one stamp showing “Broken R/H line of frame at left”	£12.50
1930 12p N5a with “H” for “L” (Hundy) variety	£17.00
1935 “Tramticket”3d.N10 Roll 5. UMM	£20.00
1936 Large Map 1d with “full stop after Lundy”	£11.50
1943 “V+Plane”9p with misplaced overprint with “V” at top	£ 9.00
1943 Wright Brothers Issue. Set of 12 FU	£75.00
1943 Wright Brothers 9p UMM	£19.00
1962 Europa 1p value with missing blue (no puffin). UMM.	£19.00
1982 Definitive set of 11 10p to 23p FU	£ 4.00
1989 R.S.P.B. Issue Imperf horizontally between stamps	£26.00
All 6 Presentation Packs sold for slightly more than the estimates.	
1905 PPC of the “Landing Beach Lundy Island” by Twiss Bros. with type Ab “Lundy Island Thimble” cancel dated 30 th June 1905	£82.00
1960 Sweetman Domino series “Romance on Lundy” PPC sent to Cardiff with 1957 New Definitive 1p with Na cancel	£19.50
1942 WWII Registered envelope (133x82mm) from Mr Waghorn, Lundy South Lighthouse to Stourbridge.	£155.00
1943 Cover to London with on the reverse the Wright Brothers issue N57-68 used on the First Day, stamps cancelled with three strikes of H cancel, dated 1.9.1943	£120.00
1989 Cover to UK with the 1989 3p “Bureau” Overprint and Yb cancel dated 5 th April 1989 (release date 6-5-1989) Inscribed Trial	£14.50
1969 Appeal Receipt Card colour photocopy	£ 5.00
1946 “Isle of Puffins” by Richard Perry	£12.00
“RAF Chivenor” by David Watson.	£ 9.00

LUNDY NEWS

NEW LUNDY STAMP ISSUES

During August 1999, the Lundy administration confirmed that there are no plans for a new stamp issue at present. They listed the stock that is presently available from the island (see page 19) intimating that there are sufficient stocks to satisfy the present demand.

To redress this omission, Stanley Newman has organised a Lundy Millennium Year 2000 overprint on a reproduction of the GB Mercury airmail Essay for a 1d. stamp. A single copy of this stamp is included as a free gift with this issue of *The New Puffin Journal*. Limited to just 500, no doubt it will become quite a collectable rarity. Members wishing to obtain additional copies (whilst stocks last!) for their collection or for placing on mail, can do so by sending a stamped addressed envelope together with a remittance of 75p per stamp (available as singles, horizontal or vertical pairs, or block of 4). Applications please to S.A. Newman, 93 Montpelier Road, Brighton, BN1 3BE to whom cheques should be made payable.

BOOK NEWS

It has been announced that the publication of "*Pixy-Led in North Devon*" by Z.E.A. Wade which was due out on 7th December 1999, has been postponed to March 2000 due to new information recently discovered by the editor.

However, there is still no news as to the publication date for "*The Cave and Lundy Review 1824*". Any further information regarding these and any other Lundy books will be published in forth coming issues of this *JOURNAL*.

ILFRACOMBE HARBOUR

The Ilfracombe Pier Action Group has forced the North Devon District Council to hold a public enquiry claiming that a cheaper renovation project would be more appropriate.

THE "WENDY"

The "Wendy" which has for several years been ferrying passengers between the Oldenburg and the Landing Beach, will soon be sold to make room for a more appropriate vessel to take tours around the island. Now the new jetty is complete the Wendy is no longer required. To some this will be sad news, but on the positive side it now only takes 9 minutes to disembark a full ship of passengers.

LUNDY ISLAND – GB5LI

By Colin Blunn

Lundy Island had always interested me from my early years, after hearing its name on the shipping and weather forecasts on long wave broadcast radio. In 1994, I visited St. Tudwal's Island (IOTA-106) for a four day DX operation with colleagues from the Leicester Radio Society and had enjoyed the experience of being on an island and operation Amateur Radio. This got me thinking – “What do we do for next year's holidays”?

A trip to Lundy was particularly appealing to me, because it could be a holiday that I could enjoy with my XYL (Wife), experience lovely coastal walks, observe the wildlife, all in a wonderfully quiet and peaceful environment and operate Amateur Radio as well!

Our outward journey provided an eventful start to our holiday. Prevailing easterly winds made it impossible to land at the customary point of Old Man's Cove on the east side of the island and we had to journey around to the west side to be in calmer waters, where we could be put ashore in Jenny's Cove.

People visit Lundy to observe the wildlife and generally disengage from hectic mainland lifestyles. During our stay we found that there was a visiting group of bell ringers, who gave the church bells regular exercise and put a solid '599' signal around the village for hours on end.

On occasions when I was operating, it did feel as if it was contributing to the QRM (interference) and general band noise, to the degree that once I sent “SRI OM QRM RFM BELLS PSE REPEAT BK” (Sorry old man interference from bells please repeat).

Whilst aware that the island is acknowledged as a wildlife setting, I was surprised to learn that Lundy was designated as the first Statutory Marine Nature Reserve in Britain. Washed by the Gulf Stream, it has some of the richest marine life to be found outside of the tropics. As many as 2500 creatures can be observed in a single square metre of seabed and it is the only place where all five types of British coral can be found.

The Puffin bird is perhaps considered the species of wildlife most associated with the island. There are only about 20 pairs now nesting. Apparently Lundy is on the edge of the Puffin's breeding area and the species is under some pressure. Their numbers are reducing because of a loss of their sand eel diet and rats taking eggs.

We observe only one Puffin all week. This was a DX (long distance) spotting, needing the 'linear' assistance of the Warden's high-powered telescope because the bird was so far off!

In preparation for my radio operation from the island, I had secured the special call sign **GB5LI**. This combination had also been chosen because of its ease of sending in Morse code.

My own interests are predominantly operating c.w. (Morse code), generally as QRP. Most of my QSO's (contacts) were therefore in c.w., as this offered the attendant benefit when operating with headphones and a paddle key, for my XYL to still be nearby and enjoy reading books and relaxing, without being invaded by me shouting "GOLF BRAVO FIVE LUNDY ISLAND QRZ" constantly!

The equipment I used was a Kenwood TS-140S with Starmaster memory keyer and Bencher paddle. The antenna was a half-sized G5RV with a single centre support at about 7m high. This set-up fitted nicely between our cottage and a neighbouring one.

When I was putting up the mast and antenna, I experienced the usual interest, with our neighbours thinking that I must be (amongst other things) a fisherman, a bird ringer or butterfly catcher. Eventually, all was explained.

My operating was confined to early morning, late afternoon and evening, thus allowing the main part of the day to be spent with my wife exploring the beauty of the island. Morning operations were usually confined to the 7 MHz band, while in the afternoon and evening I operated on 14 MHz.

I was able to work back to my friends at the Leicester Radio Society on club night via 7MHz and also have regular skeds with some of the same people each morning. After four days, my rigs developed a problem from overheating, because the internal fan had stopped working and the transmit would cut out.

However, if I kept my power output to about 35-40W, the rig kept going with no problems. This I knew would not be too much of a disadvantage because being a regular QRP (low power) operator at my home QTH (address) I knew what could be achieved with modest power levels and c.w. mode, and the fact that contact chances were made even better if you an interesting call sign!

In all, over the six days of operating, I made 404 QSQ's with 32 countries. Most of the contacts were European of course, with 98 QSQ's with Germany, 35 with France and 76 with UK stations. The best DX I had was with **JA3FYC** (Japan). Whilst other notables were **G5RV** (famous radio amateur) himself and a Spanish station working only 800mW which I was still able to hear despite the "pile-up".

However, should you intend to take your radio with you to Lundy, be sure to obtain permission from the Island Manager first.

LUNDY – THE ALTERNATIVE COLLECTION (PART 5)

By Stanley Newman

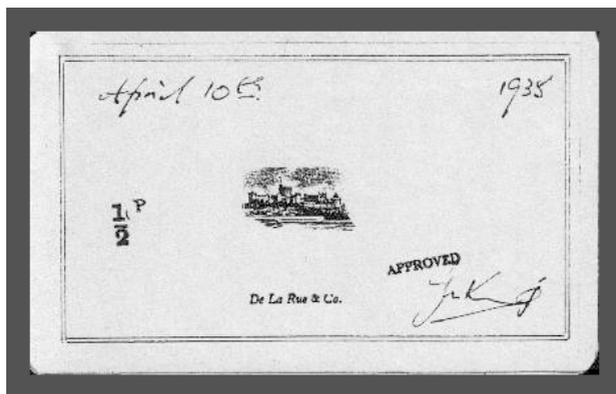
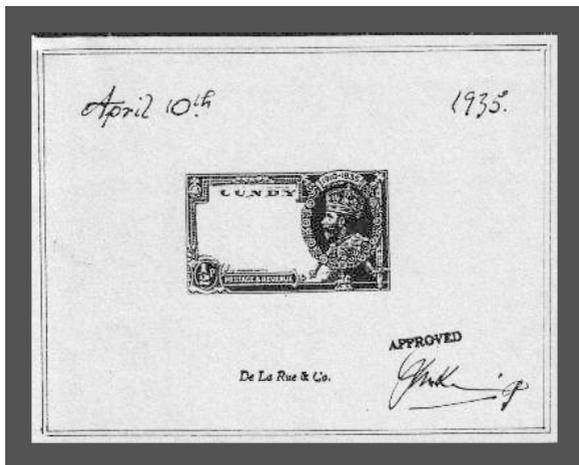
In part 4 of this series (TNPJ – Summer '99) I mentioned that I would write further about Gerald King's adaptation of the 1935 KGV Silver Jubilee stamp issued for most of the Empire Commonwealth countries.

My reasons for choosing this particular stamp as Gerald's "masterpiece" are twofold. Firstly, I consider this to be one of the finest of stamp designs ever conceived, particularly enhanced by the fine contrast of the two colours utilised for each of the four values in every set. The second reason is a personal one, for I well remember in my youth paying a visit each Friday (when I received my pocket money!) to our local "Woolies" (F.W. Woolworth & Co.) to buy a packet of these Silver Jubilee stamps for 6d. (2½ pence!). I cannot recollect whether one could have bought the complete set in Woolworth's packets, but if not the majority of the low and medium values and a few of the high values were certainly obtainable.



Upon learning of my interest in this particular stamp, Gerald was kind enough to supply me with Imprint blocks of 4 of each of the four values, and it is of particular interest that the bottom right-hand stamp in each block bears the famous "Extra Flagstaff" variety. Also of interest is the 'p' (for puffin) instead of the usual 'd' (for pence) after the value.

Gerald was also kind enough to send me both the frame-proofs and vignette-proofs of each value, mounted on card. Both are illustrated below.



Finally, I regret to inform you that to date, nobody has replied to Gerald King's *Challenge* to discover the source of his three 'Air Stamps' (Nos. 179-181 in his catalogue) as illustrated on page 13 of the Summer '99 issue of the *JOURNAL*. A prize still awaits the first correct reply received.

Chapter Members are reminded that the complete set (228 stamps) comprising "The Alternative Lundy Collection" is available from Gerald King, Cobbler's Cottage, Bramfield, Suffolk, IP19 9HT, priced £40.00.

THE PENTOTHAL MYSTERY SOLVED

By Stanley Newman

As many of you will be aware, I underwent major surgery at the Royal Sussex County Hospital early in October '99. On the eve of the operation, I was visited by the Consultant Anaesthetist, Dr. E. Armitage, a charming man whom I asked jocularly if he was going to use Pentothal since I was aware of it's existence through the Pentothal Publicity cards sent out in 1962 to Doctors through USA, Canada and much of Europe. At this, Dr. Armitage's eyes lit up, and he told me that he had worked at the Mayo Clinic in Rochester, Minnesota, and had met Dr. John Lundy who introduced the use of Pentothal as long ago as 1934. He vividly recalls that the last time he met him, Dr. Lundy was very disconsolate, as it was the very day he was retiring from the Mayo Clinic.

Dr. Armitage (who subsequently told me that he had used a small amount of Pentothal during my operation!), has kindly sent me a short history about Dr. Lundy, which is printed below.

Whether Dr. Lundy had any connection, or even an interest in Lundy Island is a matter of conjecture – certainly there is no reference at all to him in Felix Gade's autobiography. Perhaps the "Lundy" connection was dreamt up by Abbot (Pentothal's Publicity agents) – perhaps it was merely a happy coincidence!

Incidentally, none of the Pentothal Publicity cards ever originated from Lundy Island, having been prepared and posted by Abbot from an office in Bristol. A special Lundy hand-stamp (*type Nb*) was provided for cancelling the 1957 1-puffin stamp used on the cards.

John Silas Lundy

John S. Lundy was born in Inkster, North Dakota, USA, on 6th July 1894. He received the degree of Bachelor of Arts in 1917 from the University of North Dakota, and that of doctor of medicine from the Rush Medical College of the University of Chicago in 1919. In 1919 and 1920, he was an intern in the Harper Hospital in Detroit, Michigan, USA; and from 1920 to 1924 he was engaged in the private practice of medicine in Seattle, Washington.

On 1st April 1924, Dr. Lundy went to Rochester, Minnesota, to establish the section of Anaesthesiology at the Mayo Clinic. He directed it until 1952, when he became a senior consultant. He retired from the Mayo Clinic on 1st October 1959. He was associate professor of surgery (anaesthesiology) in the Northwestern University Medical School from 1959 to 1962. On 18th June 1934, Dr. Lundy introduced the use of Pentothal sodium, an intravenous anaesthetic agent now used in surgery all over the world.

Dr. Armitage wrote, “there are several puzzling features about the ‘link’ between Pentothal, John Lundy, Abbott and Lundy Island.



Firstly, it seems unlikely that Abbott would have chosen to feature Lundy Island if it had been for the John Lundy name connection, yet it seems odd that, if they had made that connection, they did not mention it in their publicity. The Americans have never been as inhibited as the British about name-dropping in their advertisements. Perhaps they thought that it was anachronistic to link the pioneer of Pentothal with an island, which was unable to use the drug because it had no hospital. I do not know if Dr. Lundy actually had any connection with, or knowledge of Lundy Island. Secondly, the year 1962 does not mark any obvious Pentothal anniversary. Finally, Dr. Lundy died some time ago. I have searched my records for his obituary without success. He was in his late 70's when I visited him in 1971, but I know he lived for several years after that to a good old age.”

(Dr. John Lundy photographed in his study in 1971, on the day of his retirement from the world-renowned Mayo Clinic, Rochester, USA. – photo Dr. Edward Armitage.)

LETTERS TO THE EDITOR

I read your editorial in the Autumn issue and concur with your views that Lundy should raise the quality of accommodation and services.

My views were communicated to Torridge District Council some years ago when a consultant's report was prepared on the future of tourism on Lundy. Unfortunately only a few people bothered to put their thoughts forward.

I cited Tresco as an example where emphasis is placed on quality and it seems to work for them.

Timeshare is worth considering as it provides a committed regular visitor, usually a relatively high spender, and a high initial cash flow which can be used to upgrade facilities.

A hotel would be welcomed by many visitors and, especially, a decent restaurant. I have doubts that Millcombe House would be large enough to be commercially viable but perhaps part of the Marisco complex could be converted and all facilities provided under one roof.

Changes on Lundy along the lines you suggest might attract at least one regular visitor back again!!

Mike Glover,
Bideford,
Devon.

GWYNETH WHITES TRIP TO LUNDY – PART 1

Many thanks for your letter of Sept. 14th which awaited me on my return from a 4-day stay on Exmoor culminating in a run-out to Lundy on the “Balmoral’s” last call of the season on Sept. 16th, where I boarded at Minehead pier at 11.00 a.m. and returned home to Penarth that night.

I had already had quite an epoch making landing from Balmoral on Sept. 1st, when I used a free ticket Terry Sylvester (*Chairman of the Waverley Organisation*) had made for me last March when decreed on it that I should be the first passenger landed at the new pier from one of “our” vessels, and although I’d already been there aboard the “Waverley” on June 13th, when it was a launch landing I’d stowed that ticket away that day and paid like the rest!



Gwyneth White – the first passenger to land from the “Balmoral” at the new jetty. 1st September 1999.

I’ve certainly had my money’s worth that time as we were out all night off Lynmouth and needed a tug boat back to Barry, disabled by a bit of floating timber in the port paddle (*see page 21 TNPJ Autumn ’99*). Shortly before Sept 1st I was alerted by the Barry office that “Balmoral” had official permission to make it’s first berthing on that date but it so happened she was to sail that day from Swansea and not Penarth. As no car lifts were forthcoming I made my own arrangements, being lucky to have a first class free rail pass having been housekeeper to my railway accountant Father, dead now since 1975 – in his hundredth year – but the pass keeps coming! I was up at 4 a.m., got two early trains to Cardiff and Swansea, a taxi to the ferryport and arrived with half an hour to “Balmoral’s” sailing on a glorious morning. *Continued in next issue.*

LETTERS TO THE EDITOR

Lundy: The 1929 and 1957 Cancels

I was interested to see John Holman's interesting article in issue no. 4 Spring 1998 of *The New Puffin Journal*. John does not mention that the handstamps themselves (and many others from Lundy) form part of The Landmark Trust Lundy Islands Philatelic Archive which was presented to the British Library, Philatelic Collection by the Trust in 1991. This Archive, together with the Chinchon Collection of Lundy, given by Barry Chinchon, in 1977, gives the Nation an important holding which is available to researchers, by appointment.

The Archive is added to when new material becomes available and the Library has, had special boxes made for the handstamps for their preservation.

We look forward to seeing students of the subject.

D R Beech FRPSL
Head of the Philatelic Collections
The British Library

It is encouraging that an establishment with the standing and reputation of The British Library is taking a serious interest in Lundy philately. Should any LCC Member wish to visit the British Library and inspect the Lundy material in its possession, the Library can be found at 96 Euston Road, London NW1 2DB or Telephone 0171-412 7635/6.

Ed.

LETTERS TO THE EDITOR

Should you wish to air your point of view on any Lundy related item, no matter how controversial you might think it is, please drop me a line at the address shown on the "Contents" page.

HAVE YOU TASTED THE PUFFIN SIR ?

To some, eating squid is being adventurous and to others eating squid is repulsive – to me I enjoy squid, however there are some things that even a hardened carnivore like myself will draw the line at.

The Birdcage Restaurant in London will serve you the customer any meat you desire whether it be shark, peacock, Russian goose, Tibetan lamb or even Puffin. To your Editors, puffins are cute colourful birds that one enjoys looking at not eating, however Chef Michael Von Hruschka said that if puffin takes your fancy he will cook it. He said “Puffin can be a little tough but after being marinated in milk it comes out very well. I have to hide them from the waitresses though as they may start crying”. One consolation to Lundyphiles is that the birds are not sourced from Lundy but come from an approved supplier in Iceland.

If you are a puffin lover and consider the thought of eating puffin no matter where they come from as a sin, I would suggest you avoid Mr Von Hruschka’s restaurant.

DIARY 2000

- | | |
|-------------------------------------|---|
| 18 th March 2000 | Lundy Collectors Club all day meeting at
The British Philatelic Centre,
107 Charterhouse Street,
Smithfield, London. |
| Saturday 29 th July 2000 | Lundy Collectors Club day trip to Lundy
On board the m.s. Oldenburg. |
| Sunday 30 th July 2000 | Lundy Collectors Club all day meeting at
‘The Landmark’,
Wilder Road, Ilfracombe. |
| Autumn 2000 | Lundy Collectors Club all day meeting. |

Details of all the above events will be given in the forthcoming issues of
The New Puffin Journal

HMS LUNDY

It was approximately 12 midnight on 31st July 1999, in the bar of the Riversford Hotel, Bideford when a group of Lundy Collectors Club reprobates were approached by a local gentleman (also partaking in the liquid refreshment) who claimed knowledge of a ship called HMS Lundy. The group of Lundy experts?? listened intently although with some scepticism to the tale of this unknown Naval vessel. I would like to thank Shaun Barnes for following up this information and Mr. Luxton of Bideford, who kindly allowed the information to be copied and the ship's bell to be photographed.

HMS Lundy was a type 34 "Isles" class Trawler. Weighing 545 tons, she was built by Cook, Welton and Gemmell in Beverley and was launched on 29th August 1942. After being commissioned on 17th January 1943, she worked on minesweeping and anti-submarine duties operating from the Humber. Later in January 1944 she joined the 26th Trawler Group which was at that time based at Portland, where she stayed for a year until January 1945 when she moved to Plymouth to work on coastal convoy duties.

During the War years she experienced a small amount of action and one occasion (Admiralty War History Records) she was attacked by a U-boat, on the night of 18th/19th April 1945 at approximately 10 miles off the Eddystone whilst escorting the cable ship 'Norseman' to Plymouth. The records state that action was taken on the strength of an Asdic contact by Lundy, but the subsequent conclusion of the Commander-in-Chief, Plymouth Command was that the attack had in fact been made on an old-established wreck known to exist in the location.

After the War, HMS Lundy was converted to a "wreck clearance and disposal vessel" at Southampton, after which she was based at Dover as part of the 2nd Wreck Dispersal Flotilla. She was periodically laid up until 1956, when she was converted to a Tank Cleaning Vessel based at Portsmouth.

HMS Lundy remained at Portsmouth until she was disposed of in 1981 as part of the "Nott Defence Review".

Technical Details

545 tons. Full load 770 tons
Length 150ft. Beam 27ft 6in. Draught 14ft.
Machinery: Triple expansion. IHP: 850 revs – 12 knots
Boiler: 1 Cylinder Coal: 183 tons
Armament: 1x12 pounder and 3x20mm Oerlikon.



HMS Lundy – 16th January 1943



*The Bell of HMS Lundy
(Photo Shaun Barnes)*

DORIS LUXTON

Mr. Christopher Luxton, who so kindly provided the information and photographs for the HMS Lundy article, asked if the *Journal* could help to locate a drawing that his mother Doris Luxton, an artist of local scenes, drew of Lundy Village.



Should you have the drawing shown above and would like to contact Mr. Luxton, please send a short letter to the Editorial Office for sending on.

LUNDY'S CURRENT STAMP ISSUES

Jim Mullett has informed the *Journal* that in addition to the Lundy stamps listed below that are currently still on sale on the island, there is a new "Selection Pack" on sale which supersedes the Provisional 7"x5" 12 stamp pack. The new pack measures 7½"x5", contains 12 stamps mounted on a plain lemon card and is on sale at £1.99.

CURRENT LUNDY STAMP ISSUES

100 th Anniversary of St. Helena's Church	Presentation Pack	£1.85
	First Day Cover	£1.85
	Mint Set	£1.38
	Cancelled to Order	£1.38
100 th Anniversary of the Inauguration of the North & South Lighthouse	Presentation Pack	£2.15
	First Day Cover	£2.15
	Mint Set	£1.66
	Cancelled to Order	£1.66
1994 Marisco Castle Issue	Presentation Pack	£2.20
	Mint Set	£1.71
	Cancelled to Order	£1.71
1994 Landmark Trust Silver Jubilee	Presentation Pack	£2.25
	First Day Cover	£2.25
	Miniature Sheet	£1.62
	Cancelled to Order	£1.62
1995 Lundy Flora Issue	First Day Cover	£3.20
	Presentation Pack	£3.20
	Mint Set	£2.45
	Cancelled to Order	£2.45
1995 50 th Anniversary of Lundy Field Society	Presentation Pack	£1.20
	First Day Cover	£1.20
	Mint Set	£0.54
	Cancelled to Order	£0.54

All the above issues can be ordered direct from the island.

OFFICIAL OPENING OF THE ILFRACOMBE MUSEUM – LUNDY ROOM

By James Thomas

It was during the Spring of 1996, when the Trustees of the Ilfracombe Museum started the mammoth task of raising £100,000 for the construction of a room solely for the display of Lundy artefacts and memorabilia. The Trustees worked very hard fund raising and with the help of an £83,000 National Lottery Heritage Grant, achieved their financial goal. Architectural Technologist, David May prepared the drawings and obtained both Planning and Building Regulations approval to construct an extension on the southern end of the existing museum building. However, it was assumed that landlord's permission would be automatically issued, but when the Trustees discussed the matter with the North Devon District Council, they found to their horror that landlords permission was to be withheld. The Council's reason for not granting permission is that Ilfracombe, like most towns today, has a parking problem and it was considered that the town cannot lose any of its existing parking.

By now the Museum Trustees had raised approximately £100,000 of public money and had a commitment to provide a "Lundy Room". So it was decided to convert a storeroom on the southern end of the building, refurbish the rest of the building and install an interactive computer system with the remainder of the money.

On 25th September 1999, Kelvin Boot of the National Marine Aquarium in Plymouth thanked the Trustees and friends of the Ilfracombe Museum for all the hard work done and officially opened the "Lundy Room". The Mayor of Ilfracombe, Mr. James Campbell, and Diana Keast accompanied Mr. Boot on a tour of the new facilities.

On display is a small selection of the panelling retrieved from the Captain's cabin of HMS Montagu, a comprehensive collection of Lundy crested china and various Lundy artefacts including a "Montagu bullet".

Although not as large as it was originally intended, it is still worth a visit the next time you are in the area.

THE BIDEFORD, WESTWARD HO! AND APPLEDORE RAILWAY

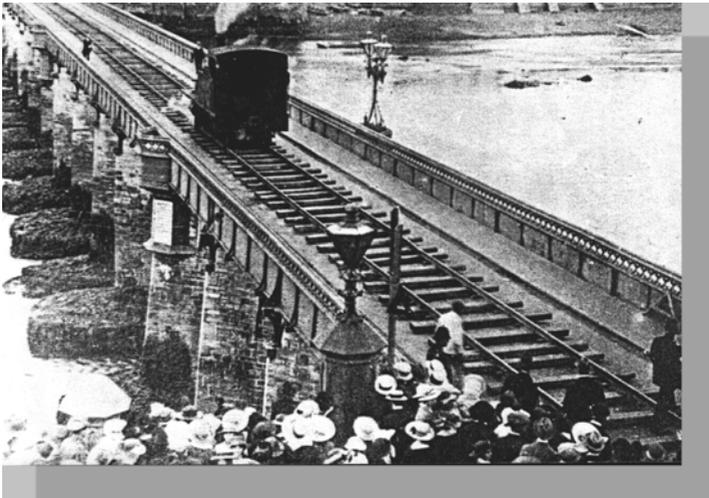
By Brian Parkes

The history of the Railway starts in the 17th Century when there was a considerable “wool” trade with Spain. It was at this time the original Bideford Quay was built and it is the same one still in use today with numerous rebuilds and modifications.

During the Railway mania of the 1840-1880's the Earl of Iddesleigh had the idea of building a railway from “East of the River” at Bideford via a bridge to the south of the town to Clovelly and Hartland. This would have connected with the LSWR (London South Western Railway) which reached Bideford in November 1855 at “East of the River” station. In fact the first sod was cut but the scheme was quickly dropped probably due to cost among other factors.

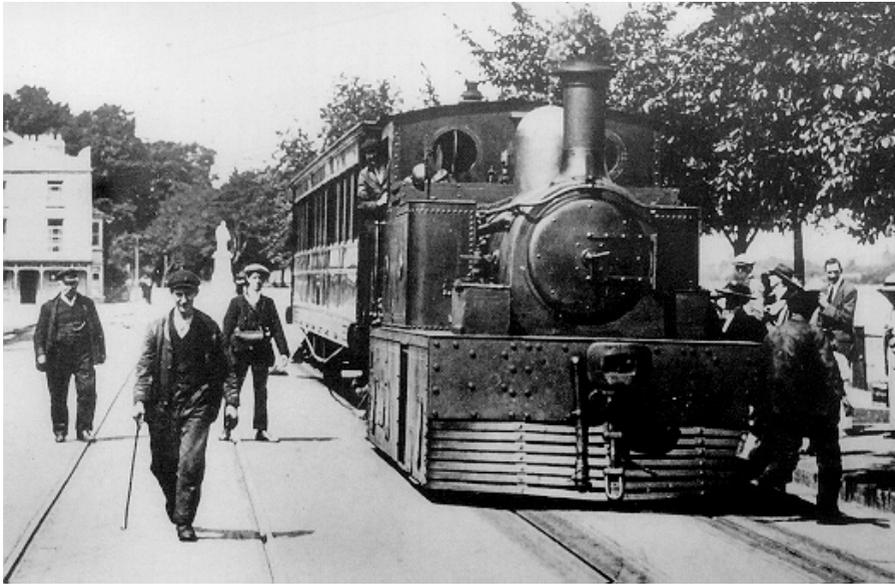
In 1896 the idea for a railway to the west of the river was again raised, this time by Captain GF Molesworth and Mr G Taylor who formed the “Bideford and Westward Ho! Railway. The thought of a branch to Clovelly and Hartland was again considered but was eventually dropped due to cost. Construction commenced and the initial part of the track on the quay at Bideford was built as a tramway i.e. the rails were built into the road. As the railway turned westwards at the end of the Quay, it was built as a normal railway with sleepers, etc.

By 1901 the railway was ready for action and three saddle tank locomotives arrived by RAIL, temporary track having been laid across the 677 foot long Bideford bridge!



Unfortunately the “City Fathers” of Bideford objected to the building of a run-round loop for the engines on the Quay near the bridge, the railway having not obtained permission first. As a result of a Court battle the loop was lifted resulting in the railway having to keep a spare loco’ in steam to be able to reverse the train. This was later overcome and the run-round loop reinstated however the “City Fathers” thereafter implemented all types of laws to impede the railways progress including one for an engine waiting overtime on the Quay and they had to pay a fine of undisclosed sum. (Who said Traffic Wardens are new!!)

The number of locomotives on the line was always three, being 2-4-0 saddle tanks with cow catchers and enclosed sides to cover the motion (see photograph below) and were delivered in February 1901.



They were called “Grenville”, “Torrige” and “Kingsley” the last being named after the Westward Ho! / Kingsley novels. The coaches for the line were very modern and grand being American bogie style and finished externally in polished teak and even more elaborately decorated inside.

A few freight wagons were built but other than some coal, little freight was ever carried. Like the locomotives and carriages, the wagons all had a central coupling/buffer, which only recently has become common on modern railways.

Normal trains consisted of one or two carriages due to the gradients (1 in 43) on the line plus the gale force winds that could be experienced near Westward Ho! and Cornborough Cliffs. Longer trains would also have provided problems as the coaches although being very up-market only six were built due to cost.

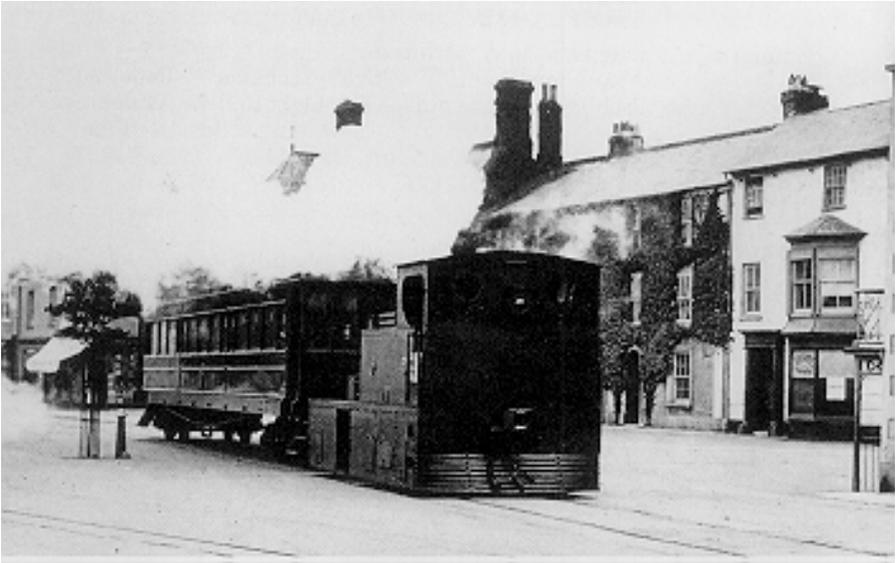
The grand opening was on 20th April 1901, by the Mayor of Bideford with normal brass band music for such occasions being played by the visiting “Herr Group’s” German brass band!

The initial line had several sets of level crossing gates but when the extension to Appledore was built the complete line changed status to become a ‘Light Railway’ which meant no gates required but restricted speed (never a problem). It also saved on cost, the gates being replaced by cattle type grids instead at each crossing.

Appledore at this time was a small port with a ship building industry so an extension to the line was proposed and built. The name of the company now changed to “The Bideford, Westward Ho! and Appledore Railway” and the extension opened on 1st April 1908.

The Stations and request stops starting from Bideford Quay were:-

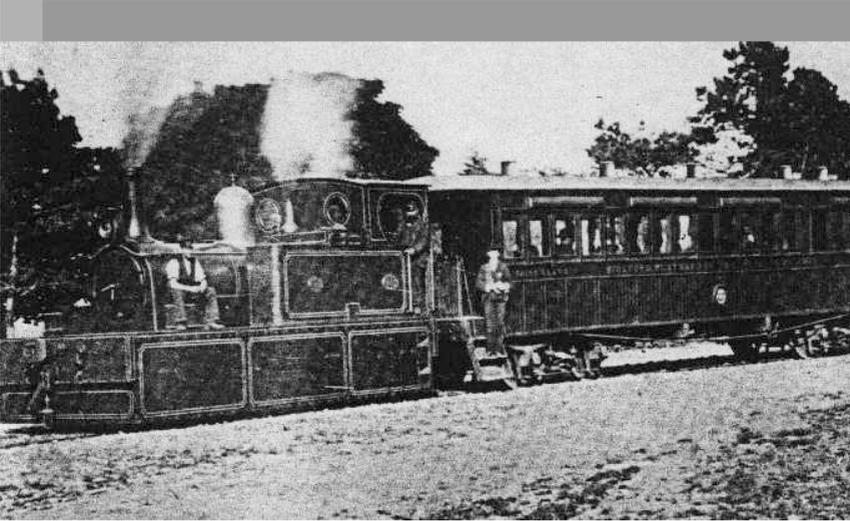
- Bideford Quay – Terminus Station – opposite Cooper Street.
- Strand or Strand Road also known as The Yard – request stop.
- After this stop it became a Light Railway with speeds up to 30 mph.
- Chanters Lane – request stop.
- Causeway or Causeway Crossing – request stop.
- Kenwith Castle – request stop. An ancient hill top fort or mound!
- Abbotsham Road – Station.
- Cornborough Cliffs Halt – request stop.
- Westward Ho! – Station.
- Beach Road (Westward Ho!) – request stop.
- Northam – Station.
- Richmond Road – request stop.
- Lovers Lane – request stop.
- Appledore – Terminus Station complete with footbridge, the only one on line.



Level Crossings were built at :-

Chanters Lane, Causeway, Kenwith Road, Puse Hill, Abbotsham Road, Westward Ho!, Gas House Road, Richmond Road and Beach Road. These were later changed to cattle grid type crossings except those at Chanters Lane, Causeway and Westward Ho!

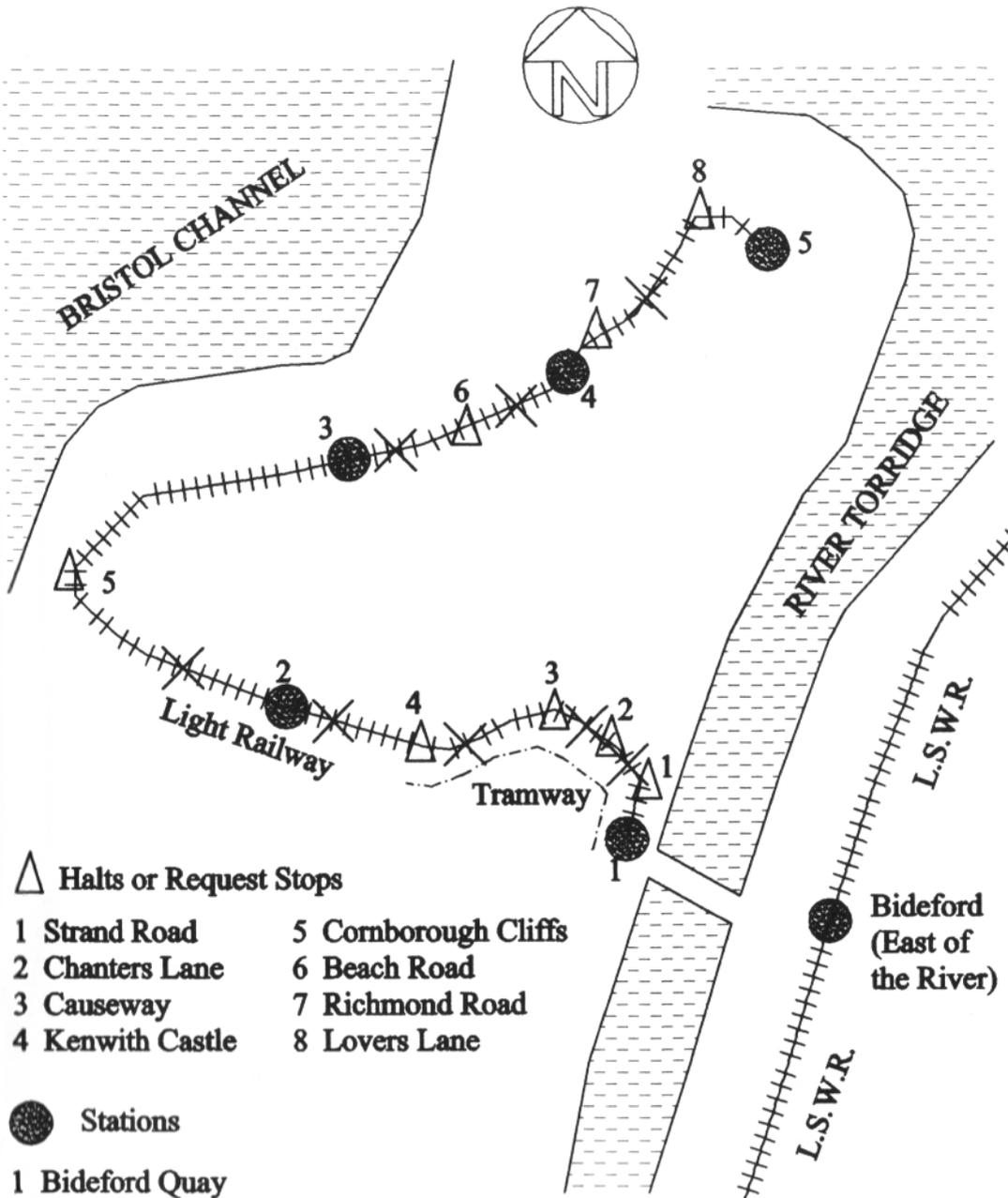
The normal service was 7-14 trains per day each way taking about 30-40 minutes for the complete journey of just over 7 miles. On special days up to 25 trains could be operated plus the very rare freight train. Despite great attempts to make the railway a financial success, no dividends were ever paid. The Railway even tried running a bus service from the LSWR station at East of the River to the Bideford terminus but this only increased costs further.



Although the railway continued to run up to and including part of the First World War in 1917, the Government commandeered the railway for the Army to use in France. (The locomotives were the attraction for use near the trenches). Thereafter a mystery occurs – did the locomotives ever get to France? Did they end their days in South Wales or Avonmouth or were they lost at sea? (The latest information suggest two have been found in a 1st World War wreck somewhere off the Devon/Cornwall coast and that at least one did get to Avonmouth).

So the railway closed on 27th March 1917 when again the track was laid over the Bideford Bridge and the locomotives departed as they arrived. After the War the other items of track, carriages, etc. were auctioned with some of the coaches ending up as garden houses. A large amount of the other items including the signalling equipment was purchased by Lt.-Col. Stephens and ended its days on other railways.

With a good O.S. map or street plan it is just possible to follow the course of the railway in places but much has been built over or is now private property. However, it is easy to find and walk from Westward Ho! to Cornborough Cliffs as it now forms part of the long distant coastal path.



△ Halts or Request Stops

- | | |
|------------------|----------------------|
| 1 Strand Road | 5 Cornborough Cliffs |
| 2 Chanters Lane | 6 Beach Road |
| 3 Causeway | 7 Richmond Road |
| 4 Kenwith Castle | 8 Lovers Lane |

● Stations

- 1 Bideford Quay
- 2 Abbotsham Road
- 3 Westward Ho!
- 4 Northam
- 5 Appledore

× Level Crossings
Not to Scale

There is far more history available on the Railway than can be included in a short article and there are several publications giving far more detail. Recommended is the Oakwood Press publication for the real rail buff.

The map on the previous page is not to scale but the locations are in approximately the correct positions.

So ended the railway that so far has been the closest to Lundy!!! (unless you know otherwise).

STATEMENT OF CHAPTER ACCOUNTS

For the year ended 31st November 1999.

Thanks to an increase in Membership, profit from sale of Binders and various economies, the Chapter has achieved a surplus of £305.08 as against a deficit of £61.01 in 1997/98. Chapter subscription rates accordingly remain unaltered for 2000.

<u>INCOME</u>	<u>1998/99</u>	<u>EXPENDITURE 1998/99</u>	
' <i>JOURNAL</i> ' subscriptions	2081.00	Printing of ' <i>JOURNAL</i> '	992.33
Meeting Proceeds	150.75	Other Printing	195.00
Adverts in <i>TNPJ</i>	62.00	Cost of Binders	292.82
Auction Commission	135.46	Postage (incl. Binders)	540.68
Sale of Binders	413.70	Bideford Weekend	510.40
Bank interest	14.99	Chapter Admin. Expenses	258.35
Bideford Weekend	<u>510.75</u>	Purchase of Photocopier	249.99
		Donation	<u>24.00</u>
			3063.57
		Surplus in year	<u>305.08</u>
	3368.65		3368.65

BOOK REVIEW

By Roger Allen

Paper by Myrtle Ternstrom in the 1998 Transactions of the Devonshire Association.

‘THE OWNERSHIP OF LUNDY BY SIR RICHARD GRENVILLE AND HIS DESCENDENTS, 1577 - 1775’

This historical paper covers the whole period from when the great Elizabethan hero, Sir Richard Grenville obtained Lundy in 1577 from the St. Leger family, up to 1775 when, after 75 years of litigation, the island passed finally from the Grenville family to Sir John Borlase Warren. It is a very complicated history, especially during the Civil War and towards the end of this 200 year period, but Myrtle Ternstrom steers her way through the morass of legal documentation and constructs an interesting and very readable article.

The Civil War ownership of Lord Saye and Sele is covered in detail. The present Lord Saye and Sele visited Lundy in the mid 1970’s and stayed at Millcombe at the same time as the writer of this review. The period of the tenancy of Lundy in the 1750’s by infamous Thomas Benson is also given great attention in this paper. The damage to Lundy during the 18 century absentee ownership of the Granville family was considered and the affect this had on the island is discussed very carefully by Myrtle. It is interesting to note that the Carteret family, of Sark and Guernsey fame, were also closely related to the Grenville family. Lord John Carteret was also the first Earl Granville.

As with any of the books and articles written by Myrtle, the research for this paper has been very extensive. The source references, bibliography, acknowledgements and Appendix take up nearly half as much space as the article itself and indeed are almost as much value to the reader as the main text of the paper. The Appendix gives a year by year detail of the Granville owners and other names during the whole period under study This Appendix is slightly different in detail to the list of owners in Tony Langham’s 1994 ‘The Island of Lundy’.

The bibliography is extremely useful to anyone interested in the history of Lundy. It lists several articles on the island and books on related subjects that will be new to us. Without reading this article we would probably never have considered obtaining them, but would enhance our Lundy libraries and many would not be impossible to obtain.

For example, Myrtle reminds us of the two other papers in recent Devonshire Association Transactions by John Thomas. The first in 1976 covers the administration of Lundy by Sir John Borlase Warren and so carries on in time from Myrtle’s paper. John Thomas’ other paper is entitled A History of Lundy from 1390 to 1775. The University of Bristol published in 1932 the life of Thomas Bushell “The Superlative prodigal”. Many other fascinating sounding books and articles are in the list.

Regrettably neither Myrtle Ternstrom nor the Devonshire Association have off prints of this paper immediately available for sale. It should not however prove impossible for anyone determined to read this text to obtain a copy The address of the Devonshire Association for enquiries is the following - The Secretary, Devonshire Association, Bowhill, Dunsford Road, Exeter, EX2 9PW.

THE BLACK RAT

By James Thomas

Lundy's best-known creature is the puffin. This of course is no surprise as the puffin is a most beautiful little bird synonymous with the island. However, it is not quite as scarce as another of it's inhabitants - *Rattus rattus*, commonly known as the Black Rat or the Ship Rat.

Although throughout the world the Black Rat is very common, in the UK it is scarce with an adult population of only 1500. In fact it does not even live on the UK mainland, as it can only be found on two of the UK's islands - the Hebrides and Lundy.

Weighing on average only 10oz, the pointed faced, long eared, long tailed rodent is usually found wearing a brown fur coat than that expected by it's name. It is usually associated with the problems it caused 650 years ago when it carried the bubonic plague through the cramped and squalid medieval housing in London and the provincial towns and cities of Great Britain.

However, now days on Lundy it is the cause of other problems. It mainly feeds on vegetation but there are fears that they are preying on the island's seabirds. The future of the Black Rat on Lundy is in the balance. At present the only time the rats are poisoned, is when they get a bit too close to the holiday cottages. However should the little rodents be connected with the decline of the island's burrow nesters such as the puffin and shearwaters, Lundy's warden - Lisa Cole will have to step in as it is Lundy policy to put the welfare of the island's indigenous seabirds first.

NEXT ISSUE. . . .

Feature article by Roger Cichorz

“Forgeries of the Tighearna Sheet Definitives – Mystery Imperforated Stamps”

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

LUNDY ARCHIVE

This article was first published in issue one of the "Lundy Island Chronicle" (Spring 1983), and demonstrates the way in which the Landmark Trust has kept abreast of progress without spoiling the island's character that we all enjoy. Col. Gilliat (Lundy Agent 1978-83) still maintains contact with Lundy and was present at the Official Opening of the Ilfracombe Museum Lundy Room last September

MARISCO REVERTS TO TAVERN AND STORES

By Col. R.C. Gilliat (Retd.)

Lundy purists have always been averse to change and part of the attraction of the Island is that it remains largely unspoiled and unravaged. Where else in the United Kingdom would one still find remains of German aircraft that crashed forty years ago? (*Now nearly 60 years ago! Ed.*) There was obviously much comment when the Tavern and General Store were split and the shop was moved up to its present location in the cart sheds. However, this move was essential with the need for more room in the Tavern from the increasing number of people able to stay on the Island in the last decade. When the Old Hotel had to be vacated, Lundy lost its focal point and for the last ten years the Tavern has become the centre of village activities.

When the Trustees of the Landmark Trust embarked on their very expensive restoration of the Old Hotel complex they were very mindful of a need to recreate a village centre and to return as far as possible to the concept of a Tavern and General Store. With the increasing number of places for visitors to stay on the Island, it was necessary to increase the size of the Tavern, to provide a communal area in the village centre where visitors and islanders could meet, drink, buy snacks, play games and incidentally, shelter from the wind and rain

The present restoration works, which should be completed by the early Summer, meet the requirements by providing more drinking space by converting Marisco Cottage into part of the Tavern with the great advantage of magnificent views over the sea which drinkers have not previously enjoyed. The shop will be relocated in the west end of the present Tavern with the secretary's office in the Bakery. At the same time the Tavern/ Shop will be equipped with a modern kitchen behind the scenes so that bar snacks and simple meals can be provided on the premises.

No matter how late a pub stays open, revelers are always reluctant to leave - a sentiment not normally enjoyed by the barman! The 'new' Tavern while hopefully retaining the atmosphere of the past is designed so that customers may stay on in the building after bars have closed to chat and play darts. There will even be light providing the wind is blowing!

THE NEW JETTY

Below is an early photograph, if not the first, of the 'Balmoral' and 'Oldenburg' tied up each side of the new jetty. The photo was taken on 1st September 1999, by Gwyneth White. Note : the construction work was still incomplete.



It is hoped to do a full article regarding the design and construction of the Jetty in a future issue of *The New Puffin Journal*.



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OUR NEXT MEETING

The Spring 2000 Meeting of the UK Chapter of the Lundy Collectors Club will be held on Saturday 18th March 2000, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC – commencing at 10.30 a.m. The programme will be as follows:-

10.30a.m.	Registration and Reception (free coffee, tea and biscuits) Bourse opens.
11.00 to 12.30p.m.	Displays (open to all club members).
12.30 to 1.30p.m.	Lunch (not provided).
1.30 to 2.00p.m.	Club Auction lots on view.
2.00p.m.	Secretary's Announcements.
2.15 to 3.30p.m.	Club Auction (Auctioneer – Mike Thompson).
4.15p.m.	Bourse closes.

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

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

