

# The New Puffin Journal



**SPRING 2001**

Published by the Lundy Collectors Club

# LUNDY

Local issues 1929 - 1998

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

Errors/Varieties

*Send for free illustrated price list*

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



## PUFFIN STAMPS

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

TEL: 01271 862857 FAX: 01271 867161

# CONTENTS

Co-Editor and  
Editorial Office:

James Thomas  
5 Manor Drive  
Kingskerswell  
Devon TQ12 5HB  
e-mail  
[thenewpuffinjournal@supanet.com](mailto:thenewpuffinjournal@supanet.com)  
Tel. 01803 872330

Co-Editor and  
Subscriptions:

Stanley Newman  
93 Montpelier Road  
Brighton  
East Sussex  
BN1 3BE  
Tel.01273 328624

Cover Picture:  
Drawing by  
Sharon Read

**ISSUE NO. 13**  
**SPRING 2001**

## REGULARS

- 1 Editorial
- 2 Auction Report
- 3 Meeting Report
- 4 Letters to the Editor
- 5 Lundy News
- 6 Book Review
- 19 Statement of Accounts
- 25 Diary 2001
- 30 Photo Page
- 31 Lundy Archive

## FEATURES

- 7 1969 Lundy Appeal – Follow-up
- 8 Oldenburg Up-Channel
- 11 Big and Little St. Johns
- 16 Anecdotes of Lundy
- 20 Restoring the Heritage of Ilfracombe Pier – update
- 21 Sometimes It Pays To Look (No.4)
- 22 Harman, Medawar & the Lundy “Wallpaper” Issues – Part 2
- 26 The Pigeon Post From Lundy - 1974 to 1979

### YOUR FREE GIFT

See page 29 for details



M. S. OLDENBURG

# Boarding Pass

THIS IS YOUR PASSENGER CONTROL NUMBER.  
THE PASS MUST BE SURRENDERED  
PRIOR TO DISEMBARKATION.

No. 97

# EDITORIAL

---

Firstly may we convey our cordial wishes to all members and wish you all the very best for 2001.

Our Autumn Meeting in London on 18<sup>th</sup> November was enjoyed by all members who braved the weather and the current severe problems on the Railways to attend. We sincerely hope that as many members as possible will attend the Spring 2001 Meeting on Sunday 1<sup>st</sup> April 2001 (no, this is no April fool!), the reason for the Sunday Meeting is that the British Philatelic Centre is fully booked every Saturday until much later in the year.

On the subject of our Meetings, perhaps many members are unaware that those currently held in London are heavily subsidised by the Club. In past years, when possible we have tried to arrange a Club meeting in conjunction with one of the major London Stamp Shows, and the cost to the Club for Room-hire has usually been negligible – however our Meetings at the Philatelic Centre at Charterhouse Street involve a cost to the Club running well into three figures (and the free Coffee, Tea and Biscuits have little to do with it!). Therefore, to justify this straining of our finances, a substantial increase in the attendance at all of our Meetings would be welcome – even if only to justify the hard work put in by the few *faithfulls* who organise them! We have arranged for our next Meeting on 1<sup>st</sup> April a major Postal History display by Jim Mullett, who possesses what, is probably the foremost Lundy Postal Collection of all time – so please make every effort to attend. Full details of the Meeting are printed on the back cover.

Once again, our best wishes to all for 2001.

*Stanley Newman*

*James Thomas*

# AUCTION REPORT

---

Our eleventh Club Auction was held at the British Philatelic Centre, 107 Charterhouse Street, London on Saturday 18th November 2000. As usual our esteemed Auctioneer Mike Thompson wielded the hammer. Although containing many interesting stamps and items of postal history, the emphasis this time was in the rare lots of ephemera collected by the late Mr. Robert "Dave" Davey, who was the Engineer on Lundy from 1965 to 1981. Highlights of the Auction included:-

## Stamps

1929	½p in gutter block of 4, containing "H" for "L" variety	£37
1929	1p with "line through 'U' of PUFFIN" variety M/M	£15
1937	½d. Violet LACAL issue N17 violet proof on thin yellow paper	£34
1939	1d. black "Lighthouse" stamp in complete U/M sheet of 48	£44
1942	'V+Plane' o/p 2p value with green o/p colour trial M/M	£24
1943	'IX Anniversary' ½p value with "H" for "L" variety N47a f/u	£26
1943	Wright Brothers 8p value N66 with "4 touching 3" variety U/M	£14.50
1972	Trinity House issue. Set of 5 U/M N178-182	£17.50
1972	GB 3p Machin stamp with embossed puffin (banned by GPO) U/M	£17.50
1974	R.N.L.I. Miniature Sheet N190-N193 U/M	£20
1988	1 <sup>st</sup> Lundy Stamp Booklet £1.26 N.B246	£23
1989	RSPB issue 3p vertical pair, imperf. between N250a U/M	£23
1989	RSPB Second printing (complete sheet) U/M	£34
1989	RSPB issue. Middle block of 9 with central RSPB label U/M	£16

## Postal History

1913	LUNDY ISLAND "Thimble" Ab cancel on KGV ½d on P/C to Wales	£70
1935	Cover to Barnstaple with Bb cancels on ½p & ½d Large Map	£46
1936	Cover from New York with ½p (Bb cancel) & ACAS ½d Large Map (Cb cancel). Also "Queen Mary" cachet & "Maiden Voyage" in m/s	£36
1943	Reg. cover to Kettering with F/D use of Wright Brothers set	£145
1959	Cover to UK with full set of 1950 BY AIR (narrow) stamps	£50
1951	Parcel Post piece to Captain Frank Day. Lundy Air Post cancel	£49
1981	Castle Air Charters brochure folded & posted to Middlesex, with helicopter cachet (AIR-2), pilot signed	£19.50

## Coins

Two 1929 Lundy coins	1/2 puffin & 1 puffin	£18
----------------------	-----------------------	-----

---

---

### Postcards

"Manor Hotel Lundy Island" R/P card by Batten £32

### Ephemera

28 photographs from early 1960's from Davey collection £20

2x1967 Lundy Radiograms from Harman family to Davey's written by Gade £16

1969 Sale Prospectus of the Island prior to purchase by Landmark £50

1971 John Dyke menu for Felix Gade's retirement reception £21.50

Album of 20 letters to Davey from various members of Harman family £36

## ***MEETING REPORT***

---

The Autumn 2000 meeting of the Lundy Collectors Club was held at the British Philatelic Bureau, Charterhouse Street, London on Saturday 18th November 2000.

Despite problems with the national rail service, attendance was on par with previous meetings and made for a pleasant atmosphere.

The meeting opened at 10.30a.m. with the usual bourse and Stanley Newman and Roger Allen both took tables.

Mike Thompson who showed 16 sheets of Lundy Postal History to 1945 presented the Main Display. The main item on display was a Lundy Registered cover, which is fully detailed on pages 21 and 22. The display covered a good selection of quality material from a type Ab Lundy "Thimble" to a 1943 Censored cover from America.

The afternoon session opened with Stanley Newman making a couple of Secretary's announcements. After giving Diana Keast's apologies for absence, he started with some good news that the annual subscriptions will remain unaltered for 2001. He stated that Jack Taylor Jnr., of Florida, USA is acting as the club's American representative and has already attracted a couple of new members. It was announced that all future meetings would have a named speaker who will form the basis of the morning session. He finally gave a vote of thanks to James Thomas for preparing the year 2000 *Journals*, and stated that he will be continuing in the post for 2001.

The remainder of the afternoon was taken up with the Auction, after which the Meeting closed at approximately 4.15pm

# LETTERS TO THE EDITOR

Reference your request for information on postcards posted from Lundy, on page 29 of the Autumn 2000 issue of the *Journal*.

I have a printed (*not picture postcard. Ed.*) postcard from Lundy on 15<sup>th</sup> April 1899, with the 'Ab' cancel, it was a Victorian attempt at "Island Hopping" and received later cancellations of Beaumaris, Holy Island and Sandwich, Isle of Thanet.

It is a very colourful postcard and the various postmasters were very co-operative.

The card begins:-

"Dear Sir,

I wish this card to travel around England from Lundy Island to the Isle of Thanet as quickly as possible via Islands, etc., etc."

Jim Mullett



# **LUNDY NEWS**

---

## **LUNDY SHIPPING LINKS WITH THE MAINLAND**

Work on the rebuilding of the Ilfracombe Pier is well on its way towards completion, and because the work was carried-out during the winter months, little disruption has been caused to Oldenburg sailings. The Winter timetable was re-scheduled to Bideford.

On 23<sup>rd</sup> January 2001, the Environment Agency announced that site work would start on the Bideford Flood Prevention Scheme during September 2001. The plan back in 1999, was to raise the height of the river wall which would result in fishing and pleasure boats being unable to tie-up along side. This scheme attracted many objections and the local Planning Office agreed to investigate all alternatives before committing themselves to the final project. As yet full details of the current scheme are not available and officials on the island are still not sure as to how it will affect the Oldenburg.

## **ISLAND BUILDING WORKS**

The construction of the Diving Shed is now complete. The rear half will be used to store diving equipment and the front part will serve as a Boat House and Interpretation Centre. It is anticipated to have the Interpretation Centre fully equipped for the start of the Summer season.

The island Museum, which has been the matter of discussion for several decades, has at last been built. The old Rocket Shed opposite the shop has had a new slate roof fitted and the walls rendered and is now ready for the installation of the exhibits. Again the island management is hoping to have the Museum up and running for this coming Summer.

## **"THE WENDY"**

The "Wendy" which has spent most of the past twelve months under a tarpaulin, has at last been found a new home. The boat that once ferried passengers to and from the Oldenburg will shortly be sold. The decision to buy a boat suitable to give guided tours around the island has still to be made.

# **BOOK REVIEW**

By Roger Allen

---

There appears to be more books published on Devon than are produced for any other county. This is partly because Devon is so popular both for tourism and for retirement that there is a never-ending appetite for books on the area.

Many of them mention Lundy in passing or simply repeat some hackneyed half-truths about pirates, puffins, Benson or other subjects. Now and then however, new books do appear that are worth adding to a Lundy library. In that category are the titles in the following short list. They are all currently available in the book shops of Bideford and Barnstaple.

## **Instow, a History.**

Published in 1999 by Honeytone Promotions, Newstead, Instow, Devon, EX39 4LN. Telephone 01271 860653. Price £15.

There is an excellent short chapter on the two Captains Dark: William Dark 1847-1927 and his son Frederick Dark 1871-1942. These two gentlemen operated the ships to Lundy up to the early Harman period. There is an interesting comment stating that William Dark used his own cutter the "Chase" on the Lundy run before it was replaced by the first "Gannet".

## **The Castles of Devon and Cornwall. By Mike Salter.**

Published in 1999 by Folly Publications, Folly Cottage, 151 West Malvern Road, Malvern, Worcs. WR1 4AY. Price £14.00

This book has a section on the castle on Lundy. The excellent photograph of the castle shows it before restoration by the Landmark Trust. It has a good plan of the whole complex and a very well written chapter on the history of the castle, as we know it and on the ancient stronghold that was in Bulls Paradise prior to the present castle.

# ***THE 1969 LUNDY APPEAL – FOLLOW-UP***

---

*The article regarding the 1969 Lundy Appeal that appeared in the last issue of the JOURNAL, has generated the following replies:-*

*Roger Hudson informed me that there is in circulation a number of stamped and cancelled Appeal Receipt Cards but without the recipients name or address. These were produced by Lundy and handed to visitors on the island on receiving their one Pound donation. He told me that in recent years they have not been quite as common as the fully prepared Receipt Card.*

*Roger Allen sent the following notes made by Chris Price in 1970, when he was a partner in the firm of Auctioneers acting on behalf of the Harman family.*

Sadly all good things come to an end and so did the Harman reign when Albion died. I was then instructed by the family to sell the island and prepared particulars and was ready to go when the beach road suddenly fell in. The Gannet was out of commission but Diana Keast and I managed to borrow Appledore Shipyard's "Lundy Puffin", a river tug, and went out to see the damage. I remember that we had to land at Hell's Gates and to go across the sea from the anchorage in a flat-bottomed punt and then climb up to South Light. All this done and the fall inspected, we missed the tide on the bar and had to sit outside it all night consoled only by a bottle of brandy.

However, the sale eventually got going and, as we thought, its announcement brought a tremendous number of undesirables who wanted to buy it as a tax haven or a gambling hell or for some other unwelcome purpose. As this started to happen I had to retire to my bed with a slipped disc. The only method of quick communication with the island then was through Hartland Coastguard to whom Mr. Gade spoke at 10 a.m. and 4 p.m. and these radio messages could be picked up by anyone. I thought therefore that I had better devise a code with Mr. Gade and, knowing his lifelong interest in cricket, I wrote to him saying that, if the right man wanted to inspect I would refer to him as Statham but, if the wrong man wanted to come over I would call him Trueman.

---

Shortly after an awful gambling man burst into my bedroom demanding to go to Lundy at once. I couldn't put him off so I signalled Mr. Gade "Mr. Trueman arriving tomorrow at 10 a.m. by helicopter".

Mr. Gade duly met the helicopter and said "Good morning Mr. Trueman" and the man said "I'm not called Trueman". Mr. Gade said "Yes you are, it says so here" and when the man still protested, Mr. Gade, a shrewd observer anyway, said "In that case, you'd better take that thing away. You're upsetting the sheep".

It wasn't long after that the Family was called to the Mother of Parliaments to be told that they must not sell to anyone undesirable or hell would be let loose. John Harman got up at once and told them it was no business of Great Britain's what Lundy did but for their information his family had no intention whatsoever of selling to the wrong people – and walked out.

One nice man who was interested was a tiny Texan called Marsh. He rang me from America and explained that he considered that he was descended from the de Mariscos and was therefore interested in buying. Would I please contact his brother on honeymoon at the Dorchester and tell him forthwith to hire a helicopter and go to Lundy. The brother, protesting slightly that he had other things on his mind, nevertheless did as he was told and spent a week with his bride and his helicopter on the island.

All this time I was trying to encourage the National Trust to buy. They were enthusiastic but slow and time was dragging on so I recommended to my clients that we advertise an auction in the hope that this would concentrate their minds. Fortunately it did, as Jack Hayward became involved (ringing Jeremy Thorpe several times in the middle of the night from the Bahamas before Jeremy Thorpe would believe it was a serious call) and offered to provide a substantial part of the purchase price, so a bargain was struck privately for the island "lock, stock and barrel".

# OLDENBURG UP-CHANNEL

By Stan and Joan Rendell

---

For some five years now, the Lundy ferry has made an annual long-weekend sortie to the upper reaches of the Bristol Channel on charter to Clevedon Pier, in North Somerset. Trips have varied from cruises to and from Gloucester docks, to landing passengers to explore the island of Steep Holm, 70 miles from Lundy.

Nearly three years ago, there was rivalry between *Oldenburg* and *Balmoral* over which pleasure steamer would be the first to land passengers at the industrial Dunball Wharf, on the river Parrett – and *Oldenburg* WON the race! For the record, the historic date was intended to be Tuesday 23<sup>rd</sup> June 1998 and tickets were printed for that day. Although the trip had to be postponed until Monday 6<sup>th</sup> July, we were still the first by a few days of propeller turns!

On that momentous day we left Clevedon Pier (with its newly renovated pavilions looking very attractive) to cruise through remarkably smooth waters beneath grey but dry clouds to circumnavigate Flat Holm and Steep Holm on a wide figure-of-eight course. No passenger-landings on this occasion: but being deeply involved with both islands, we shared commentaries on the histories, wildlife and environment. From there, the ship made for Weston-Super-Mare bay, with more commentaries as we rounded the great headland of Brean Down. A cautious approach to Burnham-on-Sea allowed a good view of the town, with its two lighthouses and stumpy little pier. We pressed on southwards to view the nuclear power station at Hinkley Point before finally entering the River Parrett under the watchful eye of the river pilot. Here are tiny islands that can disappear and occasionally re-appear, and treacherous channels where there is apparently plenty of room on a wide bend-hence the need for a pilot who knows every inch of the river.

For this part of the cruise we had already prepared guide-sheets which saved over-use of the tannoy system. At this stage passengers were allowed into the deck cargo area to stand on tip-toe and enjoy a splendid forward view of the river scenery ahead of the ship – and that is something not permitted on the Lundy run! We passed the quaint little town of Combwich ('Cummidge' in local idiom) – once an important port, but prone to sudden flooding, especially when the incoming river bore rushes past against the outgoing tide. Hamlets in flat fields: Second World War pillboxes and even a huge left-over barrage hanger appeared and oddly re-appeared as bend after bend disorientated mental bearings.

---

It was a world away from the normal bustle of the mainland. Cameras clicked and camcorders rolled, as all along the twisting river, groups of people gathered to watch and wave to this strange large vessel packed with people moving sedately towards the wharf – until now used exclusively for cargoes of sand and cattle feed. On this cruise, we completed the return journey by a convoy of coaches while *Oldenburg* turned and made for the mouth of the river with the rapidly outgoing tide. Her destination was Ilfracombe, ready for the next day's routine ferry run to Lundy.

Since that historic River Parrett 'first' *Oldenburg* has journeyed to Clevedon every year for a variety of trips around the River Severn. When the Parrett cruise was repeated last year, the very high tide allowed the ship to pick up a few additional people from the wharf and to take her passengers' back down the river. So this was a sea journey from, and back to Clevedon Pier instead of having to use coaches from the wharf. As part of the 2000 schedule, the Lundy ferry also navigated her way up the River Wye almost into Chepstow, and back to the Severn Bridges before returning to the Pier.

While 'up-Channel' this year for her annual long weekend *Oldenburg* is including the ever-popular cruise to Gloucester Docks, with the return run on the following day (coaches will connect with each day's sailing so you do not have to stay overnight!) Weather and timetable permitting, there may even be another evening 'Bob around the Bay' with refreshments and entertainment.

The Gloucester Docks cruises are on 22<sup>nd</sup> and 23<sup>rd</sup> July 2001. She is also attempting her second landing of passengers for several hours of exploration on Steep Holm, so that is another date for your diaries – 24<sup>th</sup> July 2001. We will be there as always to welcome our guests. For full details of sailings contact Clevedon Pier either by letter to The Toll House, The Esplanade, Clevedon, North Somerset, BS21 7QU, or by telephone 01275-878 846. We hope to see some of 'The New Puffin Journal' enthusiasts on that other island!

# ***BIG AND LITTLE ST. JOHN'S***

The fifth in a series of articles on the buildings of Lundy

By Roger Allen

---

The St. John's are possibly the plainest and least interesting letting accommodation on Lundy, at least, that is, to look at from the outside, but the splendid views from their windows, their sheltered and private position and cosiness of their interiors place them amongst the most popular with visitors.

The history of the building is inexact but the centre granite section was certainly built during the earlier part of the Heaven ownership. This centre section was crenelated, like the wall against which the building stands. The front of this building and the rear wall were originally built with seven crenelations and the two side walls with five each. In photographs dating from the 1880's and 1890's these crenelations appear to be so exactly the same size and shape as those on the wall behind that it is almost certain that the building dates from the same time.

The rear of the building, however, stands a foot or two higher than the field wall and can be seen projecting above it when looking back from Church field side. The roof was slightly pitched down towards the front and was probably made of the same type of corrugated iron as was later used in the construction of the Old School House.

There were no windows in the original building but there were two doorways, one on each side. On the left side, as you stand and face the building, the door was at the far end against the wall. On the other side the entrance was away from the wall against the front. The plans attached to this article will make this clear. The door on the left hand side appears from some photographs and postcards not to have a solid door but rather a gate. It was probably covered with chicken wire such as would be necessary to keep pigs or poultry inside, but would give light and air. In more than one photograph there is a kind of ramp up to the door on the left hand side, as if the doorstep was above the level of the ground. When it was in use as a poultry house it would be reasonable for this to have been the case.

---

Myrtle Ternstrom in her book "A Lundy Album" states that the building was also used as a stable and in one postcard (TWISS T94) there are indeed ponies or horses to be seen in the area between the Blue Bung and this original section of the St. John's building. The Landmark Trust in their web site states that this building was also used for a cow shed but this is not so likely.

In a photograph dating from about 1890, there is a clear picture of a large haystack built right next to the building. The haystack is in fact bigger than the building. In other 19<sup>th</sup> century photographs, the building is shown with a wire fence enclosing an area to the left. This must have been during the period when it was used as a pigsty or a stable. In another postcard there appears to be a large pile of hay or manure inside the enclosure.

On the right of the building in a postcard by John Kearton dating from the early Harman days, there appears to have been a second wall running parallel to the side wall of this building to form a sort of short corridor. There are definitely two lines of crenelation running side by side towards the back wall. The sketch and plans on pages 13 and 14 show this feature.

In the same Kearton card, there is a secondary small construction, rather like a large chicken coop just in front of the building. Also in this photograph to the left of the building against the wall is what appears to be a water butt or large container of some sort. This may have contained animal feed or water. Further along against the wall there appears to be a seat or a bench. There is a seat there today but somewhat further away from the wall, proving that this has always been a spot for resting and looking out at the view. Diana Keast recalls that during the Harman period, the building simply had an earth floor and was for ducks, chickens and turkeys.

In 1964, Albion Harman extended this central granite nucleus outwards on both sides to become the Big and Little St. John's, more or less as we know them today. These extensions were not built of granite but plastered breeze blocks with possibly some brickwork. They were not built out from the wall as far as the old granite section, which projects forward, revealing clearly the old granite blocks. The old granite section, with a breeze block and plaster partition wall built down the centre, contains what is today the two double bedrooms; one in Big and one in Little St. John's.

---

The floor level of the two cottages has been raised from above the level of the old granite building, this is attested to by the granite steps leading up to each front door, two in the case of Big St. John's and three in the case of Little St. John's.

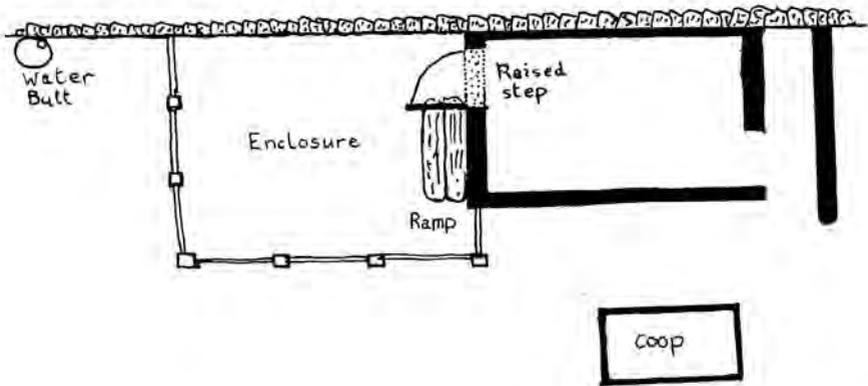
Both these new cottages were built by the Harmans with WCs and wash basins, but the shower cubicles were not put in by the Landmark Trust until 1987. The double bedroom in Big St. John's had the extra basin in it from 1964. Although there is a skin of extra wall between the back of the cottages and the field wall behind, there has always been a slight damp problem at the rear of the building. The flat roofs of the new cottages cannot have assisted in this problem.

Big St. John's has accommodation for three, a double bedroom and a third bed in the corner of the sitting room. It has a separate kitchen. Little St. John's only has one double bedroom and the sitting room serves as a kitchen diner. Like all Landmark trust properties, they are more than adequately furnished and equipped. Mr. Gade, in his memoirs, note that during the Harman period, Big St. John's would cram in five persons to sleep and Little St. John's four!

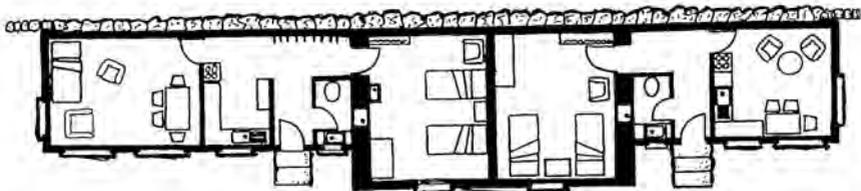
The sitting rooms of both the St. John's cottages were thoughtfully constructed with big picture windows in both the front and side walls to give untrammelled views over St. John's Valley and the southern end of the island. Big St. John's was always the favourite holiday accommodation of Peter and Barbara Cole and Barbara still stays there whenever she can. One of my constant memories of Lundy is walking past Big St. John's and seeing Peter Cole with a book in his hand sitting in the corner chair in the sitting room. From there he could see so much of the island and he could invite passing friends to come in for a drink and a chat.



Original appearance of the central granite section



Ground plan of original granite section, showing the positions of the enclosure, separate chicken coop and water butt. The parallel wall on the right is shown with the uncertain position of the door on that side.



Ground plan of the present building clearly showing the central granite section, the extra wash basin in Big St. John's, the shower cubicles and the corner armchair in the Big St. John's sitting room.



**St. John's Cottages as they appear today.**

The original granite centre can be seen projecting forward from the newer extensions. The windows in this old section were inserted when the extensions were made in 1964. The crenelations on the wall behind have lost their clear shape but they are still there, although they have disappeared from the building itself.

**Much of the information contained in this article has been obtained from the following sources:-**

“My Life on Lundy” the memoirs of Felix W Gade, 1978.

“A Lundy Album” compiled by Myrtle Ternstrom, 1980.

Heaven photographs, originals in the possession of Mrs. Myrtle Ternstrom.

Various postcards and photographs from the Collection of R.E. Allen.

The Landmark Trust Handbooks and their brochures “Staying on Lundy” since 1971.

Discussions with Mrs. Diana Keast.

# **ANECDOTES OF LUNDY**

Compiled by Chris Price in 1970

---

Introduction by Roger Allen.

Chris Price was the land agent for the Harman family and was the senior partner in the firm Price, Ogden and Stubbs who arranged the sale of Lundy in 1969. He was also a close family friend of the Harmans and spent a great deal of time on the island. He still goes over there as often as he can today.

These anecdotes, as he calls them, are not only amusing little stories but also contain a great deal of information that may not be found elsewhere. The opening phrases tell us that radio communication was not only between Mr. Gade and Hartland Coastguard but also with Chris Price's office in Barnstaple "Barum". Some of the amusing stories themselves have probably never been recorded in any other form.

I hope that other members of the Club enjoy reading these memories of the past as much as I have.

## **Lundy Anecdotes.**

"Lundy, Lundy, Lundy, Barum calling Lundy. Are you receiving me? Over."

So the call went out for some years from my office to the island, this radiotelephone being the only means of quick communication for that time.

My memories, however, go back to earlier, and happier, times when the Harmans ruled. I first went to the island at Easter, 1956 with the late Tom Oerton. Tony and Myrtle Langham were there on their honeymoon and it was possibly their first visit too.

Four or five of us repeated this Easter exercise for some years, most notably, Tom Ray Wonnacott, John Stagg and Eric Church. It was a good time to go as Spring was at the morn and the islanders had seen few people over the winter and had not yet got fed up with noisy mainlanders.

---

We all became particularly friendly with the visionary Albion Harman, a great and good man. Albion used to leave London at 1a.m. on a Saturday morning, drive down to Bideford Quay, board the Gannet, spend all day working and all night talking accompanied by his favourite Guinness and Gold Flake, work again all Sunday, catch the Gannet back to Bideford on the afternoon tide, drive back to London and feel like a giant refreshed. Such was the magic of Lundy for him and so it was for many of the rest of us, for him and us always a tear in the eye as we left that mystic place bound to that "offshore island".

Albion earned the money to keep Lundy going by drilling for water in the Sahara and one year he took me and the then island vet., Gordon Coward, on a 3 week trip round his rigs in Northern Nigeria, Chad and the French Cameroons. Albion's idea of life was to keep going and only to stop for breakfast at 5p.m. so we had an exhausting but very stimulating time. Gordon Coward took a fine film mostly of the West African birds and also has a splendid film he took on Lundy just after the war.

Trevor Davey was the idiosyncratic skipper of the Lundy Gannet and was a stern disciplinarian aboard. I once scrambled down the cliff from the Castle to the Beach in my climbing boots which I forgot to take off before going aboard. I thought the world was coming to an end!

Trevor was a cautious, rather reluctant sailor and on several Easter occasions my party was on the island rather longer than intended, so much so that the succinct signal "Marooned Marisco" transmitted to our wives by Mr. Gade through Hartland Coastguard became standard procedure. One year, with a Jenny's departure, common in those days, Trevor announced that he was only coming back in the dinghy once more and could take only two. So the four of us left spun coins and Tom Oerton and I lost and had to go, leaving Ray Wonnacott and Eric Church on the island for 3 more days.

In 1965, my partner, Roger Vick and I, went over to make the Capital Gains Tax valuation and were billeted in Little St. John's. It snowed for a week and we were well and truly stuck and ice cold until Diana Keast took pity on us and pulled us in to the hotel.

---

Tom Oerton was a great character and many are the tales of his exploits on the island. Once Albion called upon him to go out with him to Pondsbery on one of the island tractors. They got it stuck in the marsh and couldn't get it out, so they decided to go and get another tractor and made a pact to tell no one. So they walked silently down High Street and fetched another, which they duly drove out to Pondsbery - and got stuck. So two down and one to go and again the pact of omerta marching down High Street both redder than ever but staring straight ahead. This time they succeeded and 3 very muddy tractors found themselves restored to Dave Davey's ministrations.

One lunch time, Albion was holding forth at table about the fact that one was very privileged to be on Lundy and that one must play by the rules, never taking birds' eggs (except Blackbirds which he encouraged one to take). Tom was turning redder and redder knowing that his early morning proclivities had taken him up to his favourite plovers' egg country and that there was a nice nest of them reposing in a dish on the kitchen table in Hanmers. Tom's colour was not improved when Albion announced that he would like to inspect Hanmers directly after lunch. Tom did everything to put him off but to no avail and was duly found out. But only a quizzical glance followed.

For a few years I took my Rest-of-the-World side over to Lundy to play at cricket. The scorecards were beautifully done by John Dyke in his best punning form but even he could not get it over that one year No. 7 "batsman" was the beautiful blonde, Alison Muskett who subsequently married Hans Hausberger and now live in Alpbach. Once I took over Harold Gimblett of Somerset and England but sadly never a ball was bowled due to rain. It may have been just as well as he would soon have hefted our small supply of balls over the cliff edge.

Another year we were playing our game and a left-arm slow bowler was performing. All of a sudden there came a cry for help. A man who had been on an Everest expedition had fallen off a cliff near the north end. We all rushed up there as best we could. It turned out that our only doctor was this left-arm bowler and he was in administration and hadn't practised for years. However, he bravely volunteered to go down the cliff on a rope and we all draped ourselves in various positions on the rope down the cliff. Then the helicopter arrived and nearly blew us all off and the more we waved it away, the more it tried to get in close.

---

However, the pilot eventually got the message and landed on top of the island and we pulled the casualty up the cliff followed by the little old doctor whose only comment was "How I wish I could have finished my over".

This wasn't quite the end of the story for the helicopter ditched off Hartland and they had to float the stretcher off into the Atlantic swell with this poor climber with his broken leg strapped on it until a relief helicopter arrived from Chivenor and took him thankfully to hospital.

The Alpach connection came about through the late Ken Keast, husband of Diana (nee Harman). Ken pioneered the skiing in Alpach in the 1920's and 1930's and as a result of the many friends he made, brought back some Alpbachers to Lundy for the seasonal summer work, farming, bar, beach-work, etc. The Alpbachers were uncomplicated happy beer-loving men and gave us a tremendous time when we went back there in winter. John Ogilvie spent some seasons there as an instructor.

## ***STATEMENT OF L.C.C. ACCOUNTS***

---

For the 13 months ended 31<sup>st</sup> December 2000.

Millennium year 2000 was another good one for the Club. Not only did our membership creep up towards the magical 200 figure, but also we managed to maintain a surplus on our Accounts for the year, despite having to heavily subsidise the Room Rental for our London Meetings. As all members are aware we have been able to maintain our Subscription rates unaltered for the third year running.

<u>INCOME</u>	<u>2000</u>	<u>EXPENDITURE</u>	<u>2000</u>
'JOURNAL' Subscriptions	2087.00	Printing of 'JOURNAL'	824.17
Meeting Proceeds	94.50	Other Printing costs	248.96
Adverts in 'TNPJ'	99.00	Postages (inc. Binders)	447.51
Auction Commission	97.01	Ilfracombe Weekend	543.50
Sales of Binders	86.50	Room Hire (3 Meetings)	310.00
Bank Interest	5.06	Chapter Admin. Expenses	46.60
Ilfracombe Weekend	<u>542.50</u>	Donation	<u>24.00</u>
			2444.74
		Surplus in year	<u>566.83</u>
	3011.57		3011.57

# **'RESTORING THE HERITAGE OF ILFRACOMBE HARBOUR'**

## **- UPDATE**

By James Thomas

---

Further to my article in the Autumn 1999, issue of the *Journal*, the Ilfracombe Harbour project has developed from dreams and proposals to reality.

A full funding package has been secured and a works contract let with Mowlem-E. Thomas Limited which commenced on 11<sup>th</sup> September 2000. Despite difficult weather conditions on site, particularly affecting the works at and below low tide level, good progress is now being made and it is anticipated that the project will be completed by the end of March 2001.

The work that is being carried-out in this phase includes the demolition of the 1950's decaying reinforced concrete pier structure and the construction of new purpose designed steamer landing stages. It also includes the renovation of the South Quay and the restoration and repair of the Old Quay Head. However, funding is still not in place for the Environmental Improvement works, which it is hoped will be done in a second phase at a later date.



10<sup>th</sup> November 2000, a large part of the old pier has been demolished and concrete pumps are placing concrete to form the new landing stages. (*photo-James Thomas*)

# ***SOMETIMES IT PAYS TO LOOK (NO.4)***

By Stanley Newman

---

The Lundy “gems” described in previous articles under this title have emanated from stamp dealers, or auctions of stamps or postcards. For the first time however we report on a very rare “find” on the Internet which occurred in August 2000. The item offered was a Registered cover posted from Lundy to Penarth, South Wales which is illustrated on page 22, and as will be seen bears a R/38 Registration label cancelled LUNDY ISLAND with two KGV 1d. stamps alongside a *ONE PENNY Inland Revenue* stamp, all with INSTOW single-ring cancels. On the rear of the cover is a LUNDY ISLAND single-ring, and INSTOW, BARNSTAPLE & BRISTOW transit marks.

The item was entered into an Internet auction by an American collector who obviously was ignorant of its value as a Lundy Postal History item, for it carried an estimate of \$5.00 (about £3.50!!). Several members of the club (on both sides of the Atlantic) submitted bids way in excess of this estimate, and happily one of our members secured the item for just over \$150 – this must be the bargain of the decade!

Club Members who attended our Meeting in London in November, were able to inspect the cover as part of one of the displays, and to congratulate the fortunate guy who secured it!!

## ***FURTHER COMMENT***

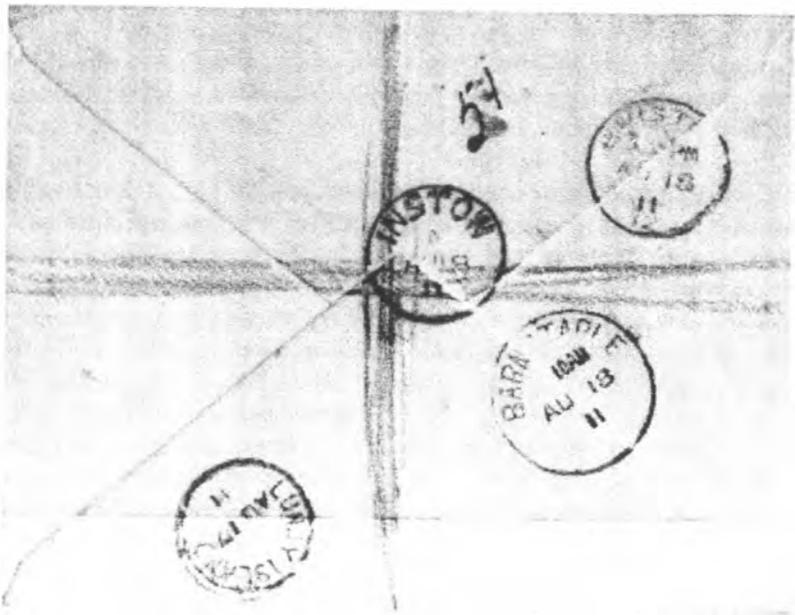
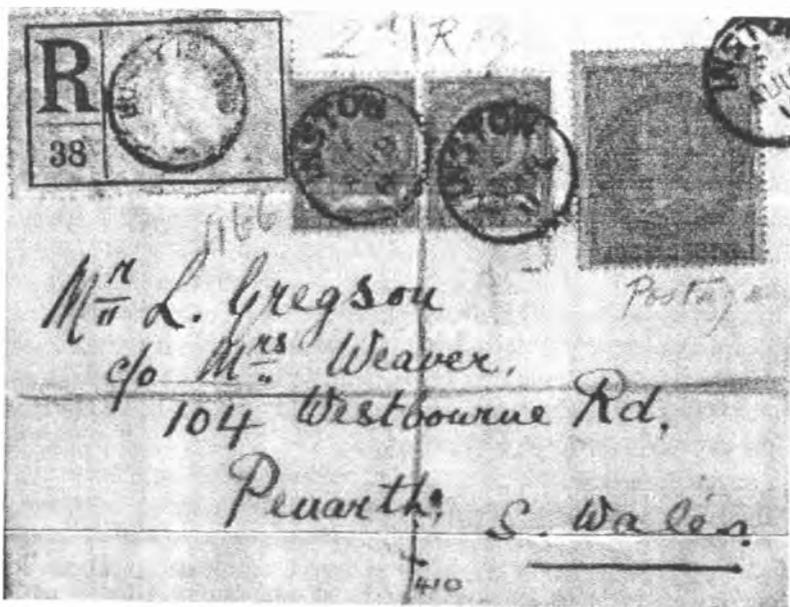
---

It is now quite some time since we last indulged in a little “*Trumpet Blowing*” and the following comments have since been received from members:-

“Every time I receive the latest issue of ‘*The New Puffin Journal*’, I find myself wondering where on earth did they unearth that interesting story? It must be the most informative of magazines, and the Joint-Editors certainly deserve congratulations” – *C.L. Horsham*.

“Congratulations and keep up the good work” – *G.F. Park Forest, USA*.

“Keep up the good work in the most interesting “*The New Puffin Journal*”  
*M.L. Wokingham, Berks.*



# **HARMAN, MEDAWAR & THE LUNDY "WALLPAPER" ISSUES**

## **PART TWO – THE 1954 SILVER JUBILEE ISSUES**

By Stanley Newman

---

*Author's Note:- Some of the information contained in this article 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, Unit 7, Caddsdow Business Park, Bideford, Devon, EX39 3DX.*

In part 1 of this article, I reviewed the history of the 1953 Coronation Issue, which obviously proved successful for Mr. Medawar, and presumably of financial gain to Lundy. Enthused by this success, Medawar believed that there was a good philatelic market for Lundy's stamps, particularly with younger collectors both in the UK and also in the American continent.

The following year (1954) was the Silver Jubilee of Lundy's first stamps, and Mr. Harman agreed to the issue of not one, but three sets of stamps to commemorate his initial venture in 1929, when Lundy's first two stamps were issued. As pointed out in Part 1 of this article, all mail was currently being conveyed by air, there being no Lundy mail boat in service at that time, so the emphasis was on Airmail stamps. One set of Surface mail stamps (to commemorate the years that mail had gone by boat) and two sets of Airmail stamps (one with dates and one without) – a total of 19 stamps were designed by John Dyke. One of the Airmail sets (that without dates) was intended to become the new definitive stamps for Lundy, but their use as such was short-lived, and terminated in March 1955.

The three sets of stamps were commissioned and paid for by Mr. Medawar, and entrusted to the printers Harrison and Sons Ltd. There was obviously a close connection between Medawar and Harrisons, for the printing of all subsequent Medawar-inspired Lundy issues was entrusted to Harrisons. An interesting observation is the fact that during the 1954-1962 period, the only Lundy stamps not inspired by Medawar, the set of 1957 definitives, were printed by Bradbury Wilkinson!

Medawar was obviously pressing for the three commemorative sets to be issued as soon as possible, and 1<sup>st</sup> January 1954 was agreed to by Mr. Harman, although the actual date for commemorating the Silver Jubilee should have been 1<sup>st</sup> November.

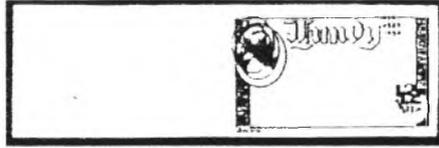
---

The reason for this early release became apparent when the next of the “wallpaper” issues – the two Millennium sets appeared. It would appear that these two sets were originally scheduled to be released late in 1954, but were delayed due to the sudden death of Mr. Harman on 5<sup>th</sup> December 1954. These two sets were subsequently issued on 7<sup>th</sup> March 1955.

The designs for the Surface Mail stamps were based on scenes of Lundy landscapes, a map of the island and one solitary view of a Lundy mail boat – the *Lerina*. The designs for the Airmail stamps were based upon aviation history, but only one stamp of the six (the 2-puffin) depicted any possible connection with the island – a De Havilland Rapide flying over the Old Lighthouse. For the “definitive” issue, the designs of the stamps were identical to the commemorative Airmail set (inscribed 1929-1954) but the colours of each value were reversed.

The total number of stamps printed for the three sets was phenomenal, and far exceeded the requirements for both postal use and sale to collectors. When one considers that half a million stamps of the lowest three values in each of the three sets were printed, this makes a total of 1,500,000 for each of the ½p, 1p and 2p values. Compare this with the relatively modest printing of 120,000 for each of the 1953 Coronation stamps or even the 500,000 for each of the original 1929 ½p & 1p definitives – the latter of which Mr. Gade regularly used for nearly 40 years! No wonder that one can still obtain the 1954 sets in complete sheets, particularly the lower values. Perhaps if Medawar had paid less to Harrisons for a more modest printing order, he could have increased what now appears his miserly contribution of about £500 to Lundy!

Imperforate proofs exist for all three sets, as well as proofs in frame colours only. In the author’s opinion Medawar produced these for sale to collectors, but the same cannot be said about certain of the 1p and 2p values of the Air stamps printed on cream paper which could well have been a genuine error by Harrisons. At some juncture a not inconsiderate amount of imperforate “Printer’s Waste” of the 9p and 12p values have found their way on to the Philatelic market – these comprise frames in different colours, inverted images and colour shifts all looking quite bizarre and vary from rare to the relatively common.



A scarce example of "Printers Waste" for the 12-puffin value. A first "pull" from the finished plates to check for colour and detail. The frame is in blue-green (unissued) and the puffin, dates and 12-puffin value are in claret-red but are doubly printed!

Part 3 of this series will deal with the 1955 Millennium sets and subsequent Europa issues.

## **DIARY 2001**

---

Sunday 1<sup>st</sup> April 2001

Lundy Collectors Club all day meeting at  
The British Philatelic Centre,  
107 Charterhouse Street,  
Smithfield, London.  
Guest Speaker:- Jim Mullett.

Saturday 21<sup>st</sup> July 2001

Lundy Collectors Club day trip to Lundy on  
board the m. s Oldenburg.

Sunday 22<sup>nd</sup> July 2001

Lundy Collectors Club all day meeting at  
'The Landmark',  
Wilder Road, Ilfracombe.

November 2001  
(final date will be announced  
in the Summer 2001 issue  
of *TNPJ*)

Lundy Collectors Club all day meeting at  
The British Philatelic Centre,  
107 Charterhouse Street,  
Smithfield, London  
Guest Speaker -Gerald King

# ***THE PIGEON POST FROM LUNDY ISLAND (1974-1979 PERIOD)***

By Jim Mullett

---

The Reverend Donald Peyton-Jones, who was Vicar of Appledore and Lundy at this time, used pigeons to send messages from St. Helena's Church on Lundy to his wife in Appledore. Especially when the island was storm and fog bound.

He also allowed visitors to his church to use the pigeon mail. The messages were sent to the vicar's wife, who would then telephone to the house or office of the stranded visitor to explain their absence.

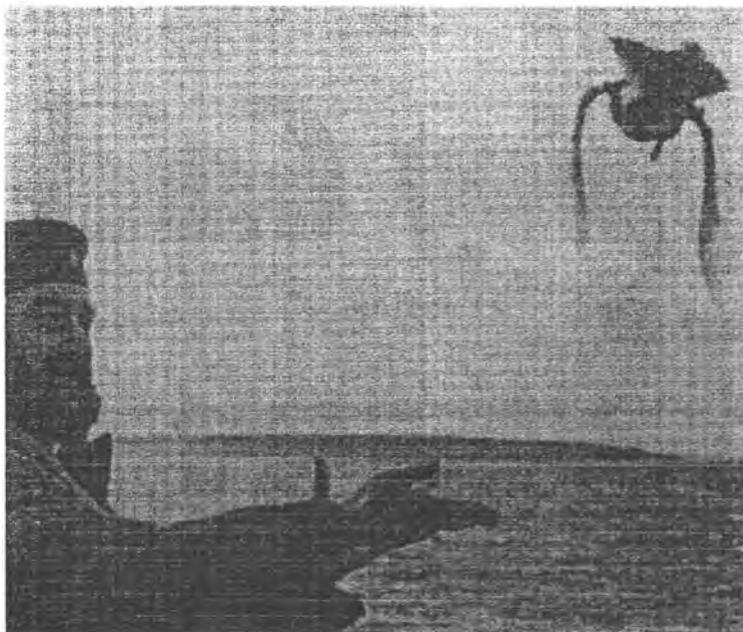
The vicar's parishioners in Appledore, many of whom bred pigeons, supplied him with baskets of racing pigeons each time he went to Lundy – he kept these in the church tower of St. Helena.

Eventually the GPO heard of the pigeon service through the media and Westward Television. The vicar has long letters from the GPO in London saying, "This illegal post must stop" as they, (the GPO) have the "Prerogative of the mail" etc.

What annoyed the GPO was that the vicar's mail arrived home the same day! This rarely happens with the GPO mail, however many stamps are stuck on.

The vicar finally agreed to suspend the pigeon service, but only after Christmas visitors had sent greetings home after they had celebrated Christmas communion at St. Helena's.

The vicar got the idea of a pigeon post from his personal experiences in the last war when he was in the Royal Marines, and was parachuted, with his pigeons into enemy territory on raiding forays. Because of W/T silence, messages could be sent by pigeon to base and then a rendezvous could be arranged to be picked up off the enemy coast by submarine .....



Donald Peyton-Jones, the pigeon post parson, releases a bird with an urgent message, for his parishioners on the island.

An actual flown flimsy has been located which was flown off at 14.15 hours on 28<sup>th</sup> December 1973 and reads -

*LUNDY - FRIDAY 28<sup>th</sup> DEC.*

*FLEW OFF AT 14.15 HRS. - ARRIVED OK / PLEASE CONGRATULATE ANN & JOHN FERRIS (BY PIGEON POST) ON THEIR ENGAGEMENT.*

*PLEASE REMIND PETER & PAT NORVIL TO JACK UP GAMES FOR PARISH PARTY & YOUTH CLUB PARTY (& GUIDES?)*

*LOVE FROM DOD.*

LUNNY - FRIDAY.  
FLEW OUT 25<sup>th</sup> - DEC  
AT 1415 HRS. -  
ARRIVED O.K. / PLEASE  
CONGRATULATE  
ANN & JIMMY FERRIS  
(BY PIGEON POST) - ON  
THEIR WEDGAGEMENT.  
PLEASE REMIND PETER  
& PAT NORVIL TO JACK  
UP GAMES FOR PARIS II  
PARTY & YOUTH CLUB  
PARTY (+ GUIDES?) -  
LOVE FROM P. J. -

The flimsy as described on page 27

A hand-written letter from the Rev. Peyton-Jones to myself gives provenance for the pigeon-gram.

## **CONTINUING SUCCESS**

---

The *Journal* now starts its fifth year of publication and time has flown. I am not totally sure if that is down to me getting older or because I have enjoyed doing the job so much, probably a bit of both. However, without my mentor Stanley Newman, the *Journal* would never have got off the ground in the first place. Stanley has worked very hard, at times against the advice of his Doctor, to ensure that the *Journal* not only got off the ground but also continues to maintain the standard set in the early issues.

A magazine can only place a small part of its success in the hands of the Editors, because without the quality contributions and the support of the subscribers it would die very quickly. We have had our jobs made reasonably easy with the continuous supply of material for which I would like to say a big thank you.

*James Thomas*

## **YOUR FREE GIFT**

---

The free gift attached to this issue is an old Boarding Pass once used aboard the m/s. Oldenburg and was kindly donated by Club Member Alan Pearce.

Alan not only uses the Oldenburg for travelling to Lundy, but also from time-to-time is called in to carryout repairs to its plumbing systems. The Boarding Passes are renewed regularly and the old passes are usually disposed of, however, because of Alan's professional connection with the ship, he was able to salvage a sufficient number to give each member of the Club an unusual free gift.

## **NEXT ISSUE. . .**

---

### **The 1937 Small Air Stamp "No. 18e"**

A detailed study by Jim Mullett and Lars Liwendahl

### **The Appledore Lifeboat**

The second in the series about the RNLi and the main Lifeboats serving Lundy and its surrounding waters.

### **Lundy Art**

A review of some of Sharon Read's beautiful Lundy artwork.

# PHOTO PAGE

---



A fine photograph taken by Gwyneth White of the *'Balmoral's'* first visit to Lundy in 2000, showing clearly the new road and Jetty. Incidentally on behalf of all members, your Editors extend their congratulations to Gwyneth upon reaching her 90<sup>th</sup> birthday – she informs us that she still manages to walk up the Beach Road to the “village” unaided (though she prefers to return to the Jetty in the Land Rover!!)

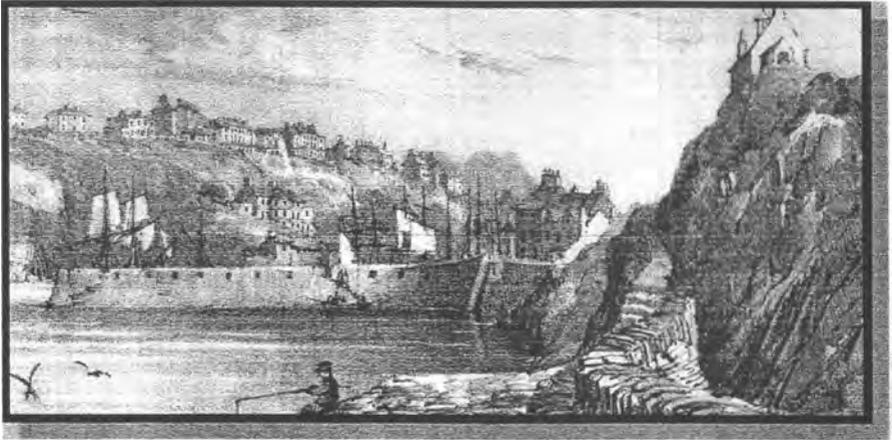
# LUNDY ARCHIVE

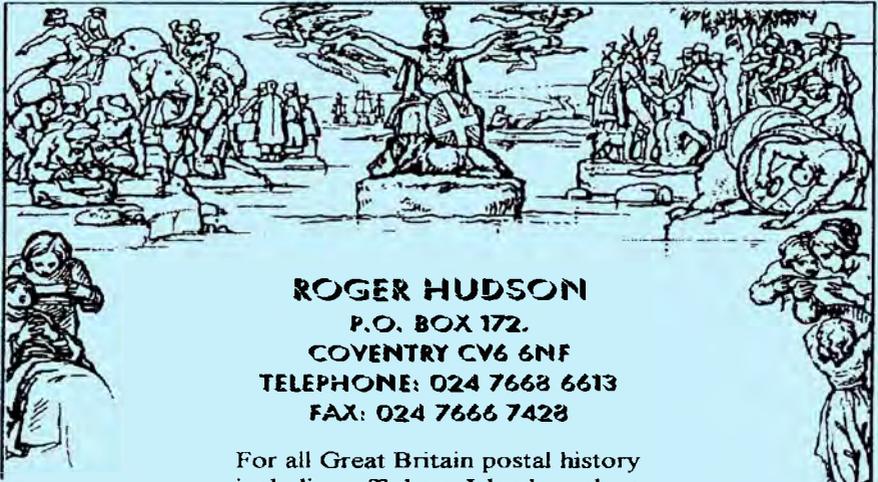
---

As the Ilfracombe Steamer Pier is reaching the final stages of its latest incarnation (see pages 14-17 of the Autumn 1999 issue of the *Journal*, and page 20 of this issue), I thought it appropriate to have for this issue a Photographic Archive.

The engraving below was prepared in Victorian times (before 1871 when the first Steamer Pier was built) and is one of a series of illustrated sheets of writing paper which were sold to tourists in a similar manner to the modern picture postcard.

The view of this engraving shows the seaward side of the Harbour Pier from the cove situated at the bottom of The Capstone, before the construction of any Steamer Pier. This area is now the car park with the public conveniences and old Lifeboat House standing on it.





**ROGER HUDSON**  
P.O. BOX 172.  
COVENTRY CV6 6NF  
TELEPHONE: 024 7668 6613  
FAX: 024 7666 7428

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

**ROGER HUDSON**

**JON DITCHISON**

OLD TITHE HALL, START HILL,  
NEAR BISHOP'S STORTFORD, HERTFORDSHIRE CM22 7TF  
GREAT BRITAIN

**LUNDY**

**HERM, CHANNEL ISLAND LOCALS, CALF OF MAN & MOST OTHER BRITISH LOCALS**

I PUBLISH REGULAR RETAIL LISTS.

MY CURRENT LIST HAS OVER 2000 LOTS OF LUNDY.

PHONE OR WRITE FOR YOUR FREE COPY TODAY

**(G.B.) 01279 870 488**

# OUR NEXT MEETING

---

Once again, the next Meeting - Spring 2001 will be held on **Sunday** 1<sup>st</sup> April 2001, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC. Unfortunately we were unable to obtain a Saturday booking at the BPC, but we hope that as many Members as possible will attend the Sunday Meeting, which will start slightly later than usual - at 11.00 a.m.

Jim Mullett will be giving us a Major Display of his fabulous collection of Lundy Postal History, and we shall of course have our usual Bourse and Auction. This year admission subs have been dropped, so please do your best to attend this Meeting – should train travel be difficult there is ample Car Parking available on Sundays. The programme is as follows:-

11.00a.m.	Registration and Reception (free coffee, tea and biscuits) Bourse opens.
11.30	Major Postal History display by Jim Mullett
12.30 to 2.00p.m.	Lunch (not provided).
2.00 to 2.35p.m.	Club Auction lots on view.
2.35p.m.	Secretary's Announcements.
2.45 to 4.15p.m.	Club Auction (Auctioneer – Mike Thompson).
4.30p.m.	Bourse closes.

The Bourse features dealers with stocks of Lundy material and Members with surplus material to sell, and for this year there is no charge for table rental.

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 Sundays) is available in the adjoining Charterhouse Square.

