

# The New Puffin Journal



**SUMMER 2001**

Published by The Lundy Collectors Club

# LUNDY

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## YOUR FREE GIFT

By the kind generosity of Roger Cichorz, we attach the third and final stamp that supports the article entitled “Forgeries of the Tighearna Sheet Definitive”. See Summer 2000 Issue.



# EDITORIAL

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As we approach the Summer after the dreadful Winter we (in the UK) have endured, we eagerly look forward to our Summer Meeting – once again at the Landmark Centre in the heart of Ilfracombe. This will take place on Sunday 22<sup>nd</sup> July, and as usual we can enjoy a long stay on Lundy the previous day Saturday 21<sup>st</sup> July. Full details are given elsewhere in this issue, and we look forward to greeting a large number of members both on the Lundy trip and also at the Meeting.

Our Spring 2001 Meeting in London at Charterhouse Street attracted the usual “*Faithfulls*”, and the display given by Jim Mullett was superb. Such a pity that the attendance was not up to our expectations, but perhaps our Members are a “Devout Lot”, and meeting on a Sunday inhibited their trip to London! Nevertheless, we were delighted to welcome Diana (Keast) who had come up from Wiltshire, as well as your Co-Editors who had travelled from Devon and Sussex respectively!

On the subject of Meetings, please make a special note of the date of our Autumn Meeting in London on Saturday 3<sup>rd</sup> November. The renowned Gerald King has agreed to give us an ‘updated’ display of his “*ALTERNATIVE LUNDY COLLECTION*”, and is producing a new set of ‘Alternative Lundy Definitives’ (based on a fusion of Lundy and GB stamp designs). This set will be a very limited issue, on sale only to those attending the Meeting, plus those members living a large distance from London. Full particulars will be given in the Autumn issue of the ‘*Journal*’, and we expect a large attendance, as many members of the Cinderella Stamp Club will be notified of the Meeting.

A further delivery of Binders for your ‘*Journals*’ has now arrived. To date Members have reserved about a third of the 100 Binders ordered, so if you haven’t already ordered yours, please complete the Order Form enclosed.

Our very best wishes for a happy and sunny Summer!

*Stanley Newman*

*James Thomas*

May 2001

# MEETING REPORT

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The Spring 2001 meeting of the Lundy Collectors Club was held at the British Philatelic Centre, Charterhouse Street, London on Sunday 1<sup>st</sup> April 2001.

The meeting opened at the slightly later time of 11.00 a.m. with the usual bourse and Jon Aitchison, Roger Allan and Stanley Newman all took advantage of the free tables to display their material.

At 11.30 a.m. Jim Mullett displayed some of his magnificent collection of Postal History. Of the very early items was an 1847 embossed postal stationery envelope sent via Clovelly to W.H. Heaven. Also via Clovelly was an 1857 envelope stamped with a 1d red to Amelia Heaven. An unusual item was an envelope from one of the lighthouse constructors with a type Ab thimble on the rear. The earliest known postcard from Lundy (see page 4 of the Spring 2001 issue of *The New puffin Journal*) was on display together with a photocopy record of the earliest known Lundy picture postcard dated 27<sup>th</sup> August 1902. This is nearly 3 months older than the previous earliest dated picture postcard. A few picture postcards of the Montagu and then 4 sheets of covers displaying "Tramtickets" followed this. One very interesting "Tramticket" was a 1d. yellow second printing from Roll1 with the serial number 00003 (has anybody out there got 00001 and 00002?), another was a 3d blue which was initialled "TN" for Tommy Nash the pilot. Three sheets of envelopes with "Large Map" bisepts, two cut triangularly and one cut square through the centre. The last of the pre-war years was a letter from Lundy and Atlantic Coast Airlines Ltd., dated 8<sup>th</sup> February 1939 with a photograph of Robert Boyd. The remainder of the display was mainly post-war stamps and photographs, not any old stamps but the working proof sheets and archive colour trials of the Trinity House issue and the 1982 Definitive master die proof with photographic overlay and negative photographic overlay. Six photographs of the 'Ivanhoe' semi-submerged off Swansea brought the display to a close.

After lunch Stanley Newman announced that the Summer 2001 Meeting will take the format of Competitions during the morning and the Display and Auction throughout the afternoon. He also stated that the response for a second batch of magazine binders was good and that an order would be placed soon.

The remainder of the afternoon was taken-up with the Auction, which was professionally conducted by Mike Thompson.

The meeting closed at 4.30 p.m.

# **AUCTION REPORT**

By Stanley Newman

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The eleventh of our Club Auctions took place on 1<sup>st</sup> April 2001, at the Meeting at the British Philatelic Centre, London. As usual, our esteemed Auctioneer Mike Thompson wielded the hammer, and yours truly acted as his “tallyman”. A large number of postal bidders swelled the dozen or so room bidders, with the main bidding centred on the stamp lots. The realisation highlights are printed below.

Please note that in future the material offered in our Auctions will exclude the more common material, which in recent Auctions has attracted little interest.

## **Stamps**

1936	Large Map issue 6p value U/M	£15
1938	½d overprinted L.A.C.A.L. issue (N.18) M/M	£10
1939	“1929-1939” set of 5 values (N.21-25) U/M	£40
1942	“V+Plane” issue 9p & 12p values fine used	£21
1950	BY AIR –narrow setting 1p value U/M (N.70)	£40
1950	BY AIR red overprint ½p, 1p & 2p values U/M (N.69B, 70B & 71B)	£30
1953	8P ON 12P BY AIR o/p wide setting (N.78C). BY AIR o/p in black, and 8p & bars o/p in red. LMM	£60
1969	“APPEAL” o/p, part of value exposed N.161(a) U/M	£125
1982	New definitive set of 11 (N.235-244a) Imperf. Colour trials	£40

## **Postal History**

1907	P/C sent to Wilts with fine LUNDY ISLAND “Thimble” Cancel (Ab) on KEVII ½d	£80
1936	Scarce cover to Barnstaple with ½p (N.1) with Bb cancel, Plus A.C.A.S. ½d. cancelled on first day of issue 1.4.1936	£34
1939	Cover from Denmark to Sir Martin Coles Harman, Lundy	£20
1954	Maxi-card of 1954 balloon stamp (N.100) sent to Australia	£15
1972	P/C to Leicester with 1969 1p on 9p provisional – Na cancel	£10

## **Postcards**

HMS Montagu at sea before wrecking. Rotary Series No. 3948	£22
Wreck of HMS Montagu published by W.H. Smith & Sons, Ilfracombe	£15
Salving the Big Guns from Montagu by W.H. Smith & Sons, Ilfracombe	£15
HMS Montagu on Lundy when abandoned as total wreck – by W.H. Smith & Sons, Ilfracombe	£15
HMS Montagu being dismantled with steam tug alongside. No pub’r	£16

# LUNDY NEWS

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## **FOOT AND MOUTH DISEASE**

Due to the outbreak of Foot and Mouth in Devon, Lundy was closed to visitors from Monday 26<sup>th</sup> February 2001 for six weeks.

The disease, which can be caught by cloven-hoofed animals, rats and hedgehogs, is transmitted by contact, breath or parasite, can be carried by humans amongst other animals and can be carried approximately 20 miles on the wind.

Sailings of the *Oldenburg* to Lundy were cancelled in an attempt to isolate the island's sheep, cattle, goats and deer, some of which are rare breeds. However, after seeking the advice of MAFF it was decided to re-open Lundy to visitors on 8<sup>th</sup> April 2001.

## **THE ILFRACOMBE PIER**

The construction work that was due to be completed at Easter was delayed by the strong winter gales which made it unsafe for the divers to work on the new foundations. This affected the *Oldenburg*'s docking arrangements, as it was unable to tie-up alongside the partially constructed pier. So in an effort to maintain normal sailings from Ilfracombe, the *Wendy* was brought back into service to ferry passengers from the harbour pier to the *Oldenburg* which was at anchor in the outer harbour. Although the main structure is complete, the contractor has been asked by the District Council to move off site until November, when they will return to complete the finishing works. See page 20 for the first shots of the new structure, which we can see for ourselves when we depart on the *Oldenburg* for Lundy on Saturday 21<sup>st</sup> July.

## **AUCTION REPORT – CON'D**

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### **Painting**

Oil painting of HMS Montagu wrecked on the rocks, by J. Aylott £61

### **Books & Magazines**

"The Lundy Locals" 1936 catalogue by F.R. Downing £36

"L.C.C. Philatelic Quarterly" 5 early issues No 4 to 7 and 21 £11

# LETTERS TO THE EDITOR

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Jim Mullett has sent in a copy of a very interesting picture postcard of the Flag House and Castle on Lundy. On the picture side is a brief message and a hand written date of 27<sup>th</sup> August 1902. On the address side are two very clear postmarks. First a Lundy Thimble type Ab dated Au 29 02 and secondly an Instow squared circle also with the same date. This is now the earliest known Lundy picture postcard, the previous earliest date was of course 13<sup>th</sup> November 1902.



*Earliest known Lundy picture postcard dated 29<sup>th</sup> August 1902 and addressed to Chard, Somerset.*

## DIARY UPDATE

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Saturday 3<sup>rd</sup> November 2001

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

# SHARON READ – ARTIST

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Sharon Read is a talented young artist who in her first year of membership of The Lundy Collectors Club convincingly walked off with the *Stanley Newman Cup*. Her entry, as most of you who were present will remember, was an A2 bound book of drawings and artwork covering all aspects of Lundy life.

Since those early days four years ago, she has obtained a Degree in Graphic Design and now works as a successful freelance artist. No matter what she turns her hand to, whether it be Lundy scenery, the island's buildings or portraits of friends and family pets, she never fails to amaze with the high quality of her work.

Sharon has generously prepared some artwork for use in the *Journal*, which can be seen on the front cover of the last and current issues. She has also dabbled with some interesting ideas for perhaps a future stamp issue and these are shown on the next couple of pages.





A pair of Lundy Lighthouses



*Railway Sleepers by Sharon Read*

*Railway Sleepers* was produced by Sharon as a free gift for a recent Lundy Collectors Club Meeting.

Should you wish to purchase any of Sharon's beautiful drawings or watercolours or even commission a piece of your own subject, please contact Sharon via the Editorial Office.

# THE RNLI

## PART 2 – THE APPLIEDORE LIFEBOAT AND STATION

By James Thomas

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The early history of the Appledore Lifeboat Station is uncertain but we do know that it was established in 1825 and is the oldest station featured in this series. At one time there were three lifeboat stations, one known as Braunton which was erected in 1862 at a cost of £34. Number One station was closed in 1897 and Number 3 in 1919. At First the station was operated by amateur enthusiasts until 1831 when the North Devon Humane Society was formed. In 1855 it was taken over by the Royal National Lifeboat Institution and during the 24-year period 107 lives was saved

Appledore can be proud of its Lifeboat Station and the brave men that operate it. Nearly every year since it was opened, crew members have received some form of commendation for bravery. Only one year did the station close and that was in 1918 when there was a shortage of suitable horses and horsemen due to the War.

During the 2<sup>nd</sup> World War in 1944, a Bronze Medal was awarded to Coxswain Sidney Cann for the rescue of the crew of seven of a concrete harbour unit, which had broken from her tow some 10 miles off Morte Point on 18<sup>th</sup> October. This was a very fine service carried out in a west-south-west gale and a very rough sea and the coxswain deserved great praise for the way he navigated the lifeboat, having been given three different positions.

However, the most noted incident associated with Lundy happened on 1<sup>st</sup> January 1966, when the lifeboat conveyed two doctors to Lundy to attend a woman who was seriously ill. There was a westerly gale gusting to hurricane force with a rough sea but the two doctors could not be landed. They were put ashore using the South Lighthouse stores hoist and both doctors showed courage and determination. Their efforts were reported to the British Medical Association who recognised them by entering the names of Dr. Brook and Dr. Ruddock in the 'Book of Valour' of the British Medical Association. The Coxswain and crew were each awarded an additional monetary award. A most interesting and detailed account of this incident can be found on page 452 of *My Life on Lundy by Felix Gade* 1997 Edition.

In 1997, Appledore received the latest in Lifeboat design, a B Class Atlantic 75 in-shore Lifeboat (B742) which came into service on 11<sup>th</sup> December. It is at present in temporary facilities to enable the construction of the new Lifeboat House and slip which is scheduled for completion early in 2001



*An Atlantic 75 similar to the Appledore Lifeboat*

The *Atlantic 75* is based on the *Atlantic 21*, which she is gradually replacing. Developed at the RNLI's Inshore Lifeboat Centre at Cowes in 1992, she is slightly longer and broader than the '21', and her name is derived from her length of nearly 7.5m. Even though her 20hp outboard engines make her the fastest lifeboat in the fleet, her hull design of GRP with hypalon-coated nylon tube, provides a softer ride than her predecessor for the three crew and survivors. The boat displaces approximately 3200lb and can endure 3 hours at the maximum speed of 32 knots.

# THE 1937 SMALL AIR STAMP "NO. 18e"

by Jim Mullett and Lars Liwendahl

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There has been much speculation over the years as to the legitimacy of the small air stamp 18e.

Having now had time to read several letters and correspondence of the time to one of the early Lundy collectors, a Mr. J.T. Goldup, living at Beckenham, Kent, from Robert Boyd and Felix Gade, it is quite clear that this stamp was never used by the public for postal services, but for postal use between Mr. Gade and Mr. Boyd, who both were directors of the airline.

As we see it, these letters prove that this stamp earlier often described as "an unissued essay" must be seen as an issued stamp of limited use, being a distinct example of the category "official stamps".

Here follows extracts from three different letters.

From R. T. Boyd July 28<sup>th</sup>. 1938:

*With reference to the ½d stamps without the lettering in the margin, these were printed for Mr. Gade's own use, and we do not normally sell them to collectors. Nor, we think, are they really of any interest to outsiders, as they are expressly for use within our own concern, and not for the use of the general public."*

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From F.W. Gade Aug 9<sup>th</sup> 1938:

*"Replying to your letter of the 5<sup>th</sup> instant I beg to inform you that the halfpenny air label without inscription was withdrawn before it was issued, because there was no inscription. Mr. Harman did not wish there to be any possibility of the public gaining the impression that the air stamp was in any way an official Lundy stamp to replace the puffin stamp. With my consent Mr. Boyd has used them up when stamping parcels for me.*

*Mr. Boyd is quite right when he says that they were printed for my own use for such is the only use to which they are put. I regret to say that I am unable to let you have any copies of them. I am quite unable to inform you when they were first made use of, and I do not know whether there are any left. I have not seen any recently.*

*They are not used on correspondence, but on parcels enabling me to check up the amount of freight charge."*

From F.W. Gade Aug 13<sup>th</sup> 1938:

*"In reply to your letter of the 12<sup>th</sup> instant, I thought I had made it plain in my previous letter that Mr. Harman asked Mr. Boyd not to issue the air stamps, which were printed without inscription. They were therefore neither a mistake nor trial sheets. It was merely that Mr. Harman did not wish Mr. Boyd to issue any stamps which might be taken as equivalent to the puffin stamps or supplanting them."*

Of the letters one can understand that the stamps were only used internally. At least Robert Boyd thought they then would be of "no interest" to collectors. It has to be remembered that neither Boyd nor Gade were philatelists and experts on the subject. Later Felix Gade became knowledgeable of "all years of practical experience with collectors and their special wants".

I, Jim, have a page from Mr. Goldup's stamp collection. There is a "cut out" from a letter signed by Felix Gade with the following sentence: "this stamp was only for franking letters and parcels from Robert Boyd and myself".

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Being an issued stamp, some other questions come up - when was it first used and what is known of used samples?

Nothing seems to be written about this stamp when it was first used. Not even Felix Gade remembers (see the letter above). In the catalogues (Chinchen, Newman etc.) just "1937" is given.

In the Lundy Collectors Club's "Philatelic Quarterly", the spring 1992 issue, there is an article about this stamp with comments from Tony Langham. He there tells that the stamp was only used on one day, put on the incoming mail by Mr. Boyd at the aerodrome. As soon as Mr. Harman saw the arrival mail he stopped the usage as he thought the new stamp could be seen as a Lundy one. The "centrepiece" in this article was (we both must say!) a fantastic finding by Wim Ros of a parcel piece with no less than 3 copies of this stamp on used April 18 **1938** (Cd type). Tony Langham saw this as late usage.

Tony also had a used single copy in his own collection. He mentions this one as well and says it comes from the first date of use. I (Lars) also remember Tony telling me about this stamp and also showed the stamp once or twice when I visited him in Reigate. I do not have any distinct memory, but the cancel would have been Cb. We of course also talked about the stamp and "the question marks" around it a couple of times. Tony's stamp came from a letter sent to him from Felix Gade. Regretfully he had torn it off the cover.

We have and know of some more examples. Roger Cichorz mentions in the same article the awareness of a parcel piece with the stamp Cd-cancelled. Michael Bale had a strip of three with the same cancel in his Negev auction no 3 (Aug. -91). Then Roger Hudson had what at last once had been a block of five.- I (Lars) have a single stamp from this block (again Cd-cancel), and the world is small: I, Jim, now have the block of four!

Our conclusion of the above is that this stamp should be seen as "Lundy official no. 1" and that it was first used during the first half of 1937 and then for about a year.

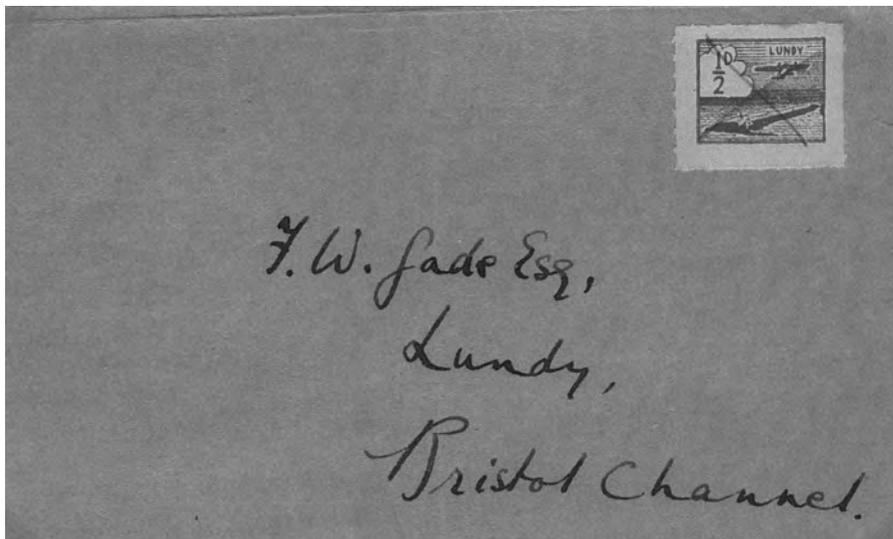
We are happy to receive comments, thoughts and reactions to this "new stamp"!!!



Looking at the stamp as such, one can also see one rather distinct plate-variety: "D" of the 1/2d joined to cloud. This variety exists on stamp no 2,4 and 6 in rows 2,4,6 and 8. On the above shown "Hudson-block" it is seen on the top right stamp. The same varieties are of course also found on the later issued overprinted stamp.



A parcel-piece with 18e. This is probably the one Roger Cichorz mentions in his article.



A cover to Felix Gade. Probably handed in at the airfield. We are not sure if the writing is Robert Boyds. Perhaps some readers can tell?

#### Additional Information

After writing this article we got some photocopies from our friend Michael Bale showing some items in his (outstanding!) collection.

Michael has a block of six stamps used, again with canceller Cd (but rather faint). He also has a complete unused rouletted sheet which Mr. Boyd has typed the following text on (covering all the stamps in the sheet): "For John D. Stanard, APS 14288, in appreciation of his authorship of "Lundy Island and Lundy Locals" and his collection of these issues (signed Boyd) Pilot, Lundy Atlantic Coast Air Lines Ltd, Designer of the Lundy Air Mail issues 3<sup>rd</sup> February 1938". This sheet is mounted on an album sheet, probably George Ulrich's who purchased Stanard's collection. On the album page the printing date is given as June 11<sup>th</sup> 1937.

Many thanks to Michael for helping to "give light" on when this stamp was made!

# 1969 LUNDY APPEAL CENSUS

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In the Autumn 2000 issue of *The New Puffin Journal*, a review of the 1969 Appeal was made and it became apparent from the information available that there is now some doubt as to the exact number of Appeal Receipt Cards produced. Originally it was thought that 3000 stamps had been printed and 750 Appeal Receipt Cards. However, a letter from Michael Tubb, Company Secretary of the Lundy Company Ltd., dated 30<sup>th</sup> September 1985, suggests that the number of Appeal Receipt Cards produced could be as low as 300.

In the Spring 2001 issue of *The New Puffin Journal* Roger Hudson reported that not all the Appeal Receipt Cards in circulation were posted to donors but in fact handed to visitors on the island upon receipt of their £1 donation.

As there are questions still to be answered on the exact number of Appeal Cards produced, and as I have received no evidence to prove the true facts since the original and follow-up articles were published, I have decided to organise a Census. This will of course not produce the definitive answer of the number of Cards produced but might help to disprove the statement made by Michael Tubb. It will also give an indication of the number of Cards still in existence.

For the Census to be effective I will need the help of **all members** with any information to contact me. If dealers could check through their stock as well as their collections, I would be most grateful. Even if you have in your collection an unused Card (if there is such a thing!) I would still like to hear from you. The information that I would like to receive is as follows and will be presented as the example below:-

Lundy Postmark Date	Addressed or Not	Destination, Collectors Surname and Additional Information
27 <sup>th</sup> November 1969	Addressed	Torquay, UK. – Thomas Collection

Please send all your information to the Editorial Office either by post or e-mail – both addresses can be found at the front of this *Journal*

A full table of results will be published in a future issue of the *Journal*.

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

## **PART THREE – THE TRIANGULAR ISSUES**

By Stanley Newman

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*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, Caddsdawn Business Park, Bideford, Devon, EX39 3DX.*

As mentioned in the previous articles in this series, two stamp issues were proposed by Medawar and Harman for 1954, the second of them being the Millenary issue to commemorate the re-unification of England after the defeat of Eric Bloodaxe in 954 AD. Unfortunately due to the death of Martin Harman on December 5th, the issue did not appear until 5th April 1955, and took the form of two separate sets for surface and Airmail post. The fact that there was still no mailboat in service between Lundy and the mainland, only goes to show that the issue was introduced mainly for philatelic sales, and not for any need of further Lundy stamps for postage!

Felix Gade himself had no liking for this issue, each of the two sets being composed of six triangular and one diamond-shaped stamps. He foresaw that the triangular shaped stamps would give him much trouble when tearing stamps from sheets, each of which would be of 50 stamps, except for the 3-puffin value which would be of 25 stamps. He did not dislike the design of the stamps with the exception of the diamond-shaped 3-puffin depicting "the awesome Eric with his bloody axe"! Whether by deliberate intent or for some other reason, very little postal use was made of the Millennium stamps, with the possible exception of the (1/2 -puffin) value, in fact covers or postal wrapping paper with use of the higher value stamps are scarce.

As with the previous issue, Medawar produced for the philatelic market not only Imperforate Proofs of each set (both on watermarked and un-watermarked paper), but also Imperf Colour Trials as well. Unlike previous Medawar-inspired sets, the Millenary sets were printed on two different types of paper - a highly glazed paper for all values except the 1/2-puffin and 9-puffin values which were printed on unglazed paper. However, there exist a few stamps printed on the "wrong" paper (*Surface* 1/2-puffin on glazed, 2 and 3 puffin value on unglazed, *Airmail* 1/2-puffin on glazed, 3 and 4-puffin on unglazed paper) - these are believed to have been genuine errors by the printer, and not 'philatelic confection' produced by Medawar.

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No further "Medawar-inspired" issues were to appear for another six years, due most likely to the issue in 1957 of a new definitive set which was authorised (and paid for!) by The Lundy Company itself.

In 1961 Medawar became involved in producing 'Europa' stamps for many countries, and had managed to include Lundy (along with Herm Island) on the list of stamp issuing countries approved by the Universal Postal Union. Albion Harman had received the offer by Medawar of £500 plus a generous free supply of sets to obtain his consent, but Harman refused. Medawar then approached Felix Gade to enlist his support and pointed out that sales would be world-wide, and really put Lundy 'on the map' to philatelists as a stamp issuing country. Gade duly pointed out these advantages to Harman, who (possibly from previous experience of his late father's dealings with Medawar) agreed, approving that Medawar "upped the anti" by paying Lundy an additional £500! At first Medawar was reluctant, but imagining thousands of pounds worth of sales 'disappearing down the drain', he took out his cheque book and wrote out his cheque.

At first Medawar intended to overprint the stacks of surplus Millennium Surface stamps with the word *EUROPA*, but the printers Harrisons considered that an entirely new printing of all seven values embracing *EUROPA* in black would be quicker (and presumably cheaper) to produce. The issue appeared on 8<sup>th</sup> December 1961, and Felix Gade found himself inundated with orders including one from a German dealer for £,1000 worth of sets. Some of the orders requested "blocks" which Gade couldn't understand in view of the shape of the stamps. Querying this with Medawar he was informed that in addition to the set of stamps, a miniature sheet was being issued as well. When issued the phenomenal amount of extra work involved had two consequences – firstly Gade had to employ extra help to handle the volume of orders, and secondly he ran out of stiff card to protect the stamps in the post, and had to scour the office, the Hotel and the Marisco Stores to obtain cartons for cutting down!

The financial gain to Lundy from the 1961 Europa issue changed Albion Harman's hitherto unenthusiastic attitude to future Lundy stamp issues. This cleared the road for two further issues in 1962, which will form the subject of the final part of this series of articles.



*The Editors would not wish to insult Lundy Collectors by illustrating any of the Lundy triangular stamps! We have searched in vain for an illustration of Antione Medawar, so we illustrate here a fine sketch by John Dyke of Martin Coles Harman.*

# ILFRACOMBE PIER

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*The new pier under construction. Photo - James Thomas.*



*The m.s. Oldenburg tied-up alongside a completed section of the new pier  
Photo – James Thomas*

# ***LUNDY'S CURRENT STAMP AND BOOK STOCK***

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Below is the April 2001, list of Lundy stamps and stamp related books. Island management has stated that they have no plans for a new issue at present, however, should you wish to purchase any of their stock items please contact the island direct. Please allow £1.00 postage and packing on all stamp orders.

<b>Lundy Island Stamp Stock</b>		<b>April 2001</b>
Selection Packs	6 stamps	£1.75
	12stamps	£2.99
	25 stamps	£5.50
1962 Lundy Europa	First Day Cover	£1.00
1975 Architectural Heritage	Mint	£5.00
1976 US Bi-Centennial	Presentation Pack	£6.50
1976 Christmas Issue	Mint	£3.50
1977 Queens Silver Jubilee	Presentation Pack (single stamps)	£7.00
	Presentation Pack (mini-sheet)	£7.00
1978 Marine Reserve	Presentation Pack	£4.50
1978 25 <sup>th</sup> Anniversary Queen's Coronation	Presentation Pack	£4.50
	First Day Cover	£4.50
1985 1 <sup>st</sup> Balloon Post from Lundy (postcard)	First Day Cover	£4.00
1989 1 <sup>st</sup> Day Postal Validity of New 3 Puffin Definitive 1 <sup>st</sup> November	First Day Cover	£3.50
1991 Definitives	Mint	£16.50
	First Day Cover	£16.50

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1992 Oldenburg Gloucester Cruise (postcard)	First Day Cover	£2.00
1992 Oldenburg First Stamp & Postcard Meet	First Day Cover	£5.00
1994 750 years Marisco Castle	Mint	£6.00
	Presentation Pack	£7.00
1994 Landmark Trust Silver Jubilee (mini-sheet)	Mint	£4.50
	Presentation Pack	£5.25
	First Day Cover	£8.00
1995 Last Day of Old Franking Machine Cancelled and Delayed by Storm	First Day Cover	£4.00
1995 First Day – New Franking Machine and Oldenburg Cachet (postcard)	First Day Cover	£7.00
1996 Flora	Mint	£4.00
	Presentation Pack	£5.00
	First Day Cover	£5.00
1996 50 <sup>th</sup> Anniversary Lundy Field Society	Mint	£1.00
	First Day Cover	£2.00
1997 100 <sup>th</sup> Anniversary of St. Helena's Church	Mint	£2.25
	Presentation Pack	£3.75
	First Day Cover	£3.75
1997 100 <sup>th</sup> Anniversary of the Inauguration of North & South Lighthouses	Mint	£2.75
	Presentation Pack	£3.50
	First Day Cover	£3.50
Stamps of Lundy Island	£10.00 plus £1.50 p&p	
Postal History Postmarks and Cachets of Lundy Island	£8.50 plus £1.50 p&p	

# BOOK REVIEW

By Stanley Newman

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During a recent visit to a branch of a well-known book shop (W H S & Co.), I came across a card-bound book of great interest to all those who revelled in the Paddle Steamers in the Bristol Channel, most of which visited Lundy at some junction during their lives. The book is titled:-

"P & A Campbell, Pleasure Steamers from 1946" Compiled by Chris Collard.

Published by Tempus Publishing Ltd, The Mill, Brimscombe Port, Stroud, Glos., GL5 2 QG Price £9.99

This charming and most informative book describes the White Funnel Fleet of Paddle Steamers owned and operated by Campbells, many of which saw frequent sailings to Lundy. Prior to the introduction of Lundy's own flagship the *"m.s. Oldenburg"* in 1986, these "Paddlers" were responsible for conveying the vast majority of Lundy's day-trippers to and from the Island for over 100 years.

Originating in providing transport on the River Clyde early in the nineteenth century, the firm transferred its main business to the Bristol Channel in the 1880's, and even expanded its pleasure steamer services to the South Coast from Southampton and the Isle of Wight eastwards as far as Eastbourne.

The outbreak of the Great War brought the golden age of the Paddle Steamers to an abrupt end, and the entire Campbell fleet of 13 ships was requisitioned by the Admiralty for minesweeping purposes. After the end of hostilities Campbells returned to the pleasure steamer business building its fleet up to 11 vessels, all of which were again requisitioned by the Admiralty at the outbreak of World War Two. Only four of Campbell's steamers returned to restart its post-war sailings - the *'Ravenswood'*, *'Britannia'*, *'Glen Usk'* and *'Glen Gower'*. These were joined by the *'Empress Queen'* (built 1940) and by two new paddle ships *'Bristol Queen'* (built 1946) and *'Cardiff Queen'* (built 1947) - all of which saw regular service between ports in South Wales, North Devon and Lundy.

After a few very successful seasons, Campbell's saw a dramatic change of fortune in the 1950's, due partly to bad summer weather causing cancellation of sailings, and also to the de-rationing of petrol leading to a huge rise in private motoring. Things bucked up a bit in the mid-50's but unfortunately it was too late - the cost of maintaining the ageing pre-war ships and rising fuel prices meant a reduction in the fleet, and several were sold or broken up.

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Further bad seasons resulted in the company being placed in the hands of a Receiver in 1958, but he was reluctant to see the company cease operations and hoping for better weather in 1959 saw the '*Glen Usk*' and '*Cardiff Queen*' return to service. A good summer season resulted in a profitable year and Campbell's were taken over by the financiers George Nott Industries Ltd., who were delighted with several profitable years which followed. However, escalating costs of coal, combined with its age led to the '*Glen Usk*' being withdrawn in 1960, and replaced by the oil-fired '*Bristol Queen*' (which had been laid-up since 1958).

For several years the two "Queens" provided an 'Indian Summer' for the company, but they were large ships to fill, costly to maintain, and were finally withdrawn in 1968 after tragically short lives of about 20 years. They were replaced by the motor ships '*St. Trillo*' (1963), '*Vector*' (renamed '*Westward Ho!*' - 1965), and '*Balmoral*' (1969), which were more economical to run, and maintained the Bristol Channel services right up to the end of 1980, the last year of Campbell's existence.

This was not quite the end of the story for in 1974 the last sea-going paddle steamer, the Glasgow-based '*Waverley*' had been sold by its owners to a company formed by the Paddle Steamer Preservation Society (for the sum of £1.00!) and who subsequently ran services on the Firth of Clyde. Services were gradually extended, and in May 1979 the '*Waverley*' made the first of her annual visits to the Bristol Channel, giving thousands of "Southerners" their first opportunity to travel on a "Paddler". In 1986 the P.S.P.S. purchased the '*Balmoral*' to augment their services, which thankfully still continue to operate to this day.

I highly commend this book to all readers interested in the various Paddle Steamers which have served Lundy over the last 55 years. Commencing with two very informative pages of text (upon which this Review is based) the book relies on the informative captions to over 200 illustrations (all of excellent quality) to tell the complete post-war story.

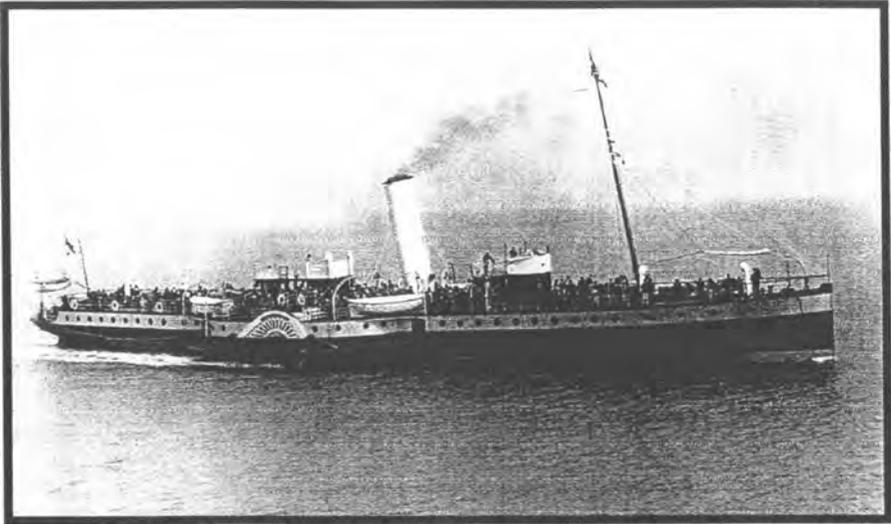
**POST-WAR CAMPBELL FLEET**

<b>SHIP</b>	<b>BUILT</b>	<b>WITHDRAWN</b>	<b>SUBSEQUENT FATE</b>
"RAVENSWOOD"	1891	1955	Broken up – Cashmores, Newport.
"BRITANNIA"	1935	1956	Broken up – Cashmores, Newport.
"GLEN USK"	?	1960	Sold 1963 for scrap to breakers in Cork, Eire.
"GLEN GOWER"	?	1957	Sold 1960 to Belgium ship breakers.
"EMPRESS QUEEN"	1940	1955	Sold to Greek shipping company.
"BRISTOL QUEEN"	1946	1967	Sold 1968 to Belgian ship breakers.
"CARDIFF QUEEN"	1947	1967	Sold for scrap – Cashmores, Newport.
"ST. TRILLO"	Acquired 1963	Circa 1971	?
"VECTA" Renamed "WESTWARD HO!"	Purchased from Red Funnel Line 1965	Circa 1971	?
* "BALMORAL"	Purchased from Red Funnel Line 1969	1981 Repurchased 1986	Still in service.
* "WAVERLEY"	First visited Lundy circa 1980		Still in service.

- Owned by Paddle Steamer Preservation Society

**CHART OF ALL SHIPS OF THE POST-WAR CAMPBELL FLEET**

(Does not appear in the book under review)



*The paddle steamer "Glen Usk" which frequently visited Lundy*

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## ***NEXT ISSUE . . .***

### **The Ilfracombe Lifeboat**

The third in the series about the RNLB and the main Lifeboats serving Lundy and its surrounding waters.

### **Lundy – Nature's Unspoilt Island**

An illustration of an interesting old Island guide.

### **Book Review**

A review of some more current books about Lundy.

Some items may change or appear in a later issue

# ***PHOTO PAGE***

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*Beach Road support wall under construction – 1998  
Photo courtesy of The John Grimes Partnership*

# LUNDY ARCHIVE

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*Lundy's history is so varied that I am sure one could unearth something on almost any subject that one would care to think of. This time I have found an account of a visit by a South Devon Masonic Lodge ten years ago. The meeting that was held at St. Helena's received a brief history of the island by the late Tony Langham who many will remember.*

## **Historic Masonic Visit to Lundy Island**

**Monday 17<sup>th</sup> June 1991**

**By WBro. David I.J. Owen, PPrGSwdB**

The North Devon Lodge, No.9316 with WBro. R.D.M. Penny, P.S.G.D. as Worshipful Master arranged a Masonic Meeting to take place on Lundy Island by special dispensation granted by the Right Worshipful Provincial Grand Master, and Lodges throughout the Province were notified of the event with a booking form hoping it would attract a good response.

WBro. B.G. Ridalls, P.A.G.D.C., his wife Christine together with my wife Ann and myself left Dartmouth on the Monday morning at 8 a.m. for the journey to Bideford where the m.s. Oldenburg was due to depart at 10.30 a.m.

The weather conditions during the first two weeks of June were not very good but on arriving at Bideford Quay we found the sun shining with just a gentle breeze.

The m.s. Oldenburg is a 300 ton passenger ship and is a fine vessel with ample room with refreshments available on board, sailing regularly, weather permitting, from Ilfracombe or Bideford throughout the year.

Well over 100 Brethren and their ladies sailed from Bideford and as the vessel slowly made its way down to the mouth of the estuary, it was interesting for me to see the various developments and improvements that had been made, which I had not seen before since having rowed on the river for Dartmouth Amateur Rowing Club way back in 1954-55. The most outstanding feature of course was the new road bridge spanning the estuary which has improved the movement of motor traffic in that area.

As we got out into the Bristol Channel, the sea became a little choppy but all the passengers took advantage of the bar and refreshment facilities to help pass the two hour open sea journey to the island, including a buffet lunch which was served on board the m.s. Oldenburg.

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Lundy Island is visible from the mouth of the Bideford estuary and remained just a long narrow grey line on the horizon for most of the trip. On arrival at the landing beach, passengers were shipped to shore by a motor launch “Wendy” in groups of approximately twenty.

Landing on the shale sea shore we made our way up the long steep winding rough path, just wide enough for a tractor, to the top of the island. We passed on the way up a large block of granite with “T.H. Landing Place, 1810”. In large and handsome characters cut deeply into it. This had been erected by Elder Brethren of Trinity House when they first built a lighthouse on the island. Halfway up the path we passed Millcombe House, a building of granite looking down the Millcombe Valley to the sea, built by the Heaven family who arrived in 1834 and owned the island for over eighty years. William Heaven was responsible for building the road up from the beach despite Trinity House engineers of that day having declared it to be impossible.

On arriving at the top of the island, the first impression one experiences is the quiet and peacefulness of the island. Only one or two motor vehicles are on the island and one was used to bring the more elderly Brethren and ladies to the top of the island who were unable to climb the steep path.

The island is virtually flat and is three miles long by half a mile wide and stands four hundred feet out of the sea. There are only a few buildings erected on it. The Marisco Tavern being the General Store, Post Office, Restaurant and provides all the daily needs of the seventeen residents who live in the tiny village. It also brews its own beer.

Behind the tavern is Square Garden surrounded by Square Cottage, Old House North and Old House South, all of which, we are told provide holiday accommodation of a very high standard.

The church, dedicated to St. Helena, and the third or fourth erected on the island, was built in 1896 by Rev. Hudson Grosett Heaven, who owned Lundy at that time. It was in this Church that the Masonic Meeting was held. A good number of Brethren attended the meeting and afterwards Mr. Tony Langham, Historian of Lundy Island, gave a short but interesting history of the island. The name ‘Lundy’ is said to be derived from two Norse words – ‘Lund’ meaning a puffin and ‘ey’ – an island. An interesting area to Freemasons and those interested in cliff climbing is Knight Templar rock situated on the east coast of the island.

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The island is famous for its birds – 280 different species have been recorded and about 35 species breed on the island in any one year. The puffin, which Lundy has always been associated, at one time bred on the island in large numbers – 3,500 pairs being estimated in 1939, but due to the decline of sand eels which is the puffins’ preferred food there are now only 100 pairs. They may be seen nesting in crevice sites on the cliffs around Battery Point, Jenny’s Cove and the North end of the island.

After the meeting at the Church we all met up with our ladies in the Marisco Tavern, who had been given a cream tea, where we were able to purchase souvenirs, postcards and the famous Lundy postage stamps.

We then walked to the old Lighthouse at Beacon Hill, built in 1819 and 567 feet above sea level. The light was the highest in Britain – too high as it was proved, being often obscured by low cloud or fog when the weather was clear at sea level. Two further lighthouses were built in 1896, one at each end of the island and the Old Lighthouse at Beacon Hill was abandoned. From the top of the Old Lighthouse one has a panoramic view of the whole island and of North Devon, Cornwall, Wales and the Atlantic.

Later we all enjoyed a splendid buffet dinner in the tavern before making our way slowly down to the beach and back on board the m.s. Oldenburg.

The trip home was most pleasant basking in the evening setting sun until it finally silhouetted Lundy as a backdrop to what had been a most enjoyable and historic occasion.

Our grateful thanks must be recorded here to the members of the North Devon Masters Lodge, No. 9316 who made all the necessary preparations and arrangements.

## ***COMPETITIONS***

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At the Summer Meeting, the three club competitions will be held. The 3 events are for Lundy Stamps, Lundy Postal History and Lundy Postcards, Literature or Ephemera and a silver trophy is awarded to the winner of each category.

**PLEASE JOIN IN AND BRING AN ENTRY!**



*Masonic meeting at St. Helena's Church – 17<sup>th</sup> June 1991*



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**LUNDY POSTAL HISTORY OFFERS**

- 001) Superb, clear 21 Sept 1905 strike of Lundy Island thimble cancellation on 'Knight Templar Rock, Lundy Island' postcard to Bidetford. Also shows good strike of Instow transit mark. £80
- 002) Rare photographic postcard 'A FLIGHT OF "LUNDY PARROTS"' stamped and cancelled on picture side with 1929/30 1/2 p, 1p and 6p definitives, an unusual rate. Address side has Geo.VI 1d defin with Instow 27 July 1933 thimble cancel. £40
- 003) Neat, genuine commercial parcel cut-out, about cover size, addressed to Lundy North Lighthouse. Stamped with 1929 1/2 p definitive and 1/2 d L.A.C.A.L. overprinted air stamp (18), with appropriate cancels. Also has Geo.VI 2 1/2 d defin and cancel. Rare. £45
- 004) Super, near Pitman cover from Orkney to Lundy. A printed cover for the Orkney-Inverness Airmail service with Geo.VI 1d and Silver Jubilee stamp and Orkney 31 March 39 cancel, receiving a Lundy 1/2 p 1929 defin and L.A.C.A.L. 1/2 d red on arrival with appropriate cancels. Attractive. £60
- 005) Fabulous pilot signed inward airmail cover stamped with Geo.V 1/2 d Silver Jubilee cancelled Barnstaple 16 Nov 1935. Back has Lundy 1929 1/2 p definitive cancelled 16 Nov 35 and rare 1/2 p tram ticket no.00416 from roll 1. Stamp alone Cat.£150. Excellent condition, extremely rare. £120
- 006) Another nice Pitman cover with Geo.V 1d and Edw.VIII 1/2 d definitives plus 1929 Lundy 1/2 d defin and A.C.A.S. 1/2 d large map cancelled 1st Dec 1936. Large violet 'OCEAN MAILS/S.S.CAMITO' cachet indicating paquebot posted at sea. All stamps and cancels on front of cover. Superb. £60
- 007) Nice 1940 inward cover to Stannard 5/6 Lundy from London. Stamped with 1/2 p, 1p and 2p Red Cross stamps. Lundy Lights and Leads cancel. Tiny, neat repair at corner of envelope clear of the stamps. Rare wartime cover. £120
- 008) A rare inward registered cover from the Netherlands stamped with six Dutch stamps and Leiden registered label. Upon arrival it received 1/2 p, 1p and 3p IX Anniversary stamps and Lundy island 1st Dec 1945 cancels. Neat typed address to Lundy South Lighthouse. Super cover. £55
- 009) Nice inward commercial cover from Canada with 1cent stamp cancelled Manitoba 11 Nov 1947. Upon arrival it received Lundy 1930 6p defin and 21 Dec 47 cancel. Neat cover with all stamps and cancels on front. Scarce rate. £40
- 010) Super cover from Gade (his typewriter), to Donald T. Heaysman, the wartime Lundy agent, at his new posting on the Isle of Shuna in Scotland. Shuna became the third British island, after Lundy and Herm, to issue, albeit only two, it's own stamps. Important historic cover. £25
- 011) Fine, rare 1969 Lundy Appeal card with Appeal stamp and 29 Sept 1969 cancel. Cat.£1,000. £600
- 012) An excellent U.M. example of the Appeal stamp. Cat.£195 at a bargain price of only... £95
- 013) The original 1969 full page advertisement from the *Western Morning Post* announcing the Lundy Appeal with a list of contributors to date. £10
- 014) A rare set of five imperf die proofs for the 1972 Trinity House set, each printed on paper with a 1cm border around the stamp. Only seven full sets exist. Mentioned on page 56 of the Bale catalogue and priced as 'very rare'. Superb U.M. £500

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# OUR NEXT MEETING

The Summer 2001, Meeting of the UK Chapter of the Lundy Collectors Club will take place on Sunday 22<sup>nd</sup> July 2001, at the Pavilion Room, Landmark, Wilder Road, Ilfracombe, North Devon. This will be an all-day meeting and will include an optional lunch. The programme will be as follows -

10.30a.m.	Bourse opens
11.15a.m.	Club Competition commences
12.30 to 2.15p.m.	Optional Lunch at Landmark
2.00p.m.	Club Auction lots on view
2.45p.m.	Secretary's announcements
3.00p.m.	Club Auction (Auctioneer – Mike Thompson)
4.15p.m.	Members Displays
5.30p.m.	Bourse closes

It is hoped that as many as possible will join us for the optional lunch at Landmark. The meal will be a buffet, which will include one hot dish and is on offer for the very reasonable price of £8.00 – see booking form for menu.

In order that the Club can make the necessary luncheon and accommodation arrangements, will all those wishing to attend the meeting please complete and return the enclosed Meeting Attendance form.

