

The New Puffin Journal



AUTUMN 2001

Published by the Lundy Collectors Club

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YOUR FREE GIFT

By the kind generosity
of Gerald King, we
attach a copy of the
½p value of his latest
Alternative Lundy
Definitives. For full
Details see page 24



ISSUE NO. 15
AUTUMN 2001

EDITORIAL

Our Summer 2001 Convention in Ilfracombe coupled with our Annual visit to Lundy was thoroughly enjoyed by the 30 Club Members and their guests who attended. It possibly turned out to be the best meeting we have held to date, and sincere thanks were expressed by many members to our Editors and Hon. Auctioneer, who jointly organised everything. The only possible "*fly in the ointment*" was the discovery that Lundy no longer accepts GB stamps on their outgoing mail (see page 10) which invalidated many special Souvenir covers which certain members had prepared in advance with GB stamps affixed.

Judging by the world-wide interest being shown in Lundy stamps and Postal History offered in various Internet auctions, many Lundy Collectors are not fully aware of the current value of Lundy items, and some truly ridiculous high bids are being made for what is often quite common material. We are hoping to advertise the activities of our Club on these Internet auction lists, with a view to enrolling new members who might then find out (from our own Club auctions) the true value of Lundy material!

We now send out a plea for help as the Editors' mail bag is empty and we are desperate for material for the next issue of the *Journal*. So now that the long evenings are once again with us, please put pen to paper and help us with next year's issues.

We look forward to seeing many members attending our next Club Meeting on Saturday 3rd November, at which the renowned Gerald King will be updating us on "*THE ALTERNATIVE LUNDY COLLECTION*"

Stanley Newman
James Thomas

September 2001

LCC SUMMER 2001 TRIP TO LUNDY

On Saturday 21st July 2001, a group of 24 Lundy Collector Club members took the 1 hour 45 minute trip aboard the m.s. Oldenburg from Ilfracombe to Lundy. The departure was not as pleasant as it has been in recent years because the weather was overcast and wet. Neither was the crossing as smooth as in previous years as we sailed into a moderate North Westerly wind.

However, once we landed on Lundy the weather cheered up leaving the rest of the day dry and warm.

This year's 'Thompson Tours' took the form of a two centre tour with lunch slotted in midway. A group of intrepid walkers toured the east siding as far as VC Quarry, back tracking via Gade's Lookout. After a short lunch at the Marisco, the afternoon tour took in most parts south of Quarter Wall. Smaller and less energetic groups visited close by areas of interest such as the Church, the Castle and Benson's Cave.

A souvenir postcard celebrating 50 years of John Dyke as the Lundy stamp designer was produced.

Many subtle changes have been made since last year's Club visit to the island. The new Diver's Centre/Boat House/Interpretation Centre has been completed with a slate roof and timber wall cladding. All the work to the underground services is complete and the old Rocket House has been renovated ready to be equipped as the island's new Museum. However, despite the good efforts of The Landmark Trust and island staff, the weather continues to destroy the island's structures every winter. This year the stone retaining wall alongside the Trinity House marker stone suffered a partial collapse and is at present awaiting repair.

The 7½ hours on Lundy quickly passed and it was time to return to the jetty. The sea still looked rough, but the return journey to Ilfracombe was quite smooth and uneventful which was to the relief of some passengers who were still carrying the thoughts of the outward trip.



The above postcard was kindly supplied by Stanley Newman and is titled “Trip to Lundy Island, June 30, 1908” – a prize will be awarded if anyone can spot Stanley in the picture!

SOMETHING SPECIAL FOR CHRISTMAS

The Lundy Companion

By Michael Williams

And illustrated by Peter Rothwell

The Lundy Companion is a pocket book for the Lundy visitor with illustrations by the well-known Lundy artist, Peter Rothwell. The book is a gazetteer of all the named places and features on Lundy. To compliment this summary of the island’s history, three walks are described to enrich the visitor’s appreciation of the island. The walks are suitable for the first-time day-tripper through to the staying visitor who wants to learn a little more about Lundy. This book will be reviewed in the next issue of the *Journal*.

152 paged reinforced paperback with black and white illustrations and photographs.

Guide price £5 to £8 for more details contact

Michael Williams, 3 Barton Cottages, Lundy Island, EX39 2LY.

MEETING REPORT

The Summer 2001 meeting was for the second year held at Landmark in Ilfracombe. This year attendance was up on previous meetings with 30 members present. Many well-known and respected members and guests were present including Diana Keast, Reg Lo-Vel and past Lundy Post Mistress Wendy Puddy.

The Meeting opened at 10.30 a.m. with the usual bourse. Mike Thompson, Stanley Newman and Michael Bale all had tables laden with material. On this occasion Michael had no stamps just literature, postal history and ephemera and was offering a very generous 20% discount for the one-day only. Once again Sharon Read had for sale a good selection of her Lundy artwork at very attractive prices. As well as his own material, Stanley had on display the beautifully produced binder for *The New Puffin Journal*.

Tom Baker kindly gave each member present a free picture postcard of the m.v. Balmoral tied-up alongside the new Lundy jetty. The photograph was taken last year by Mike Tedstone the author of "Lundy Packets" which is reviewed on page 27.

Due to the fact that Mike Thompson was the only member to prepare entries for the Stanley Newman Trophy and the Julie Lester Cup, the only competition fought this year was the R.E. Allen Trophy for Lundy Postcards, Ephemera or Literature. Four entries were presented as described below:-

A) A Day Trip to Lundy by Mike Thompson

Twelve sheets of historical black and white postcards plotting a day's voyage to the island.

B) The 1969 Lundy Appeal by James Thomas

A selection of items produced for the 1969 Lundy Appeal, including Appeal Receipt Card, Founder Friend's of Lundy membership card, a couple of letters regarding the Appeal, a full page newspaper advertisement, the Church Service card and a copy of the Bishop of Crediton's signature.

C) Shipping Associated with Lundy and Bristol Channel by Brian Drew.

Eleven sheets of postcards including some very familiar sights such as the HMS Montagu, S.S. Carmine Filomena aground on Lundy and some of the Campbell pleasure steamers.

D) Lundy Mail Boats by Brian Drew.

Ten sheets of postcards, photographs, envelopes and cachets from the early pictures of the Gannet to more recent items from the m s. Oldenburg and the paddle steamer Waverley.

Each member present had one vote, which produced the following result:

- | | |
|-------------|----------------------------|
| First | Entry 'C' by Brian Drew. |
| Second | Entry 'D' by Brian Drew |
| Equal Third | Entry 'A' by Mike Thompson |
| Equal Third | Entry 'B' by James Thomas |

Lunch which was partaken by most present was served at 1.00 p.m. and again was good quality and excellent value.

The afternoon opened with the viewing of the Auction lots this was then followed by Secretary's announcements. Stanley Newman stated that at the next meeting Gerald King will give a presentation of his 'alternative' Lundy collection. A special souvenir sheet is being prepared (see page ?) and only sold to members attending the meeting. As attendance figures of some of the Club's recent meetings have been disappointingly low, it was discussed that one meeting a year could be held at a provincial location and coupled with a stamp exhibition. One suggestion from Mike Thompson was that perhaps the Autumn 2002 meeting could be linked with the 'Hampex' meeting in Hampshire. Mike Thompson agreed to investigate further and report back at our next meeting. The proposal was put to the vote and carried unanimously.

Bidding in the Auction was furious at times with many postal bids. For full Auction Report see page 7

To finish the day off four displays were presented, by Brian Drew, Julie Lester, Mike Thompson and Roger Allen.

Brian has for the last year or more been researching ships that have carried the name Lundy. Although his research is far from finished, he was kind enough to give us a glimpse of the material that he has uncovered so far. It appears that many ships since 1899 have been named Lundy and this was backed up with text and photographs. When Brian is satisfied that his research is complete he has promised to prepare a feature article for a future issue of the *JOURNAL*.

Julie displayed two sheets of the unissued 18e stamps used on covers. The point was made that when buying such items one must take great care as there are many forged cancellations and this was demonstrated with a cover showing a bogus type Cb canceller.

Mike gave a second viewing of his 16 sheet display entitled "The Postal History of Lundy to 1945" for those who were unable to attend the Autumn 2000 meeting.

Roger presented a most interesting display of old and more modern picture postcards entitled "Lundy and Things of Lundy". The postcards were grouped into subjects e.g. maps or aerial views of the island, Lundy animals like the ponies, Allday's donkey, etc., many of the Montagu and some of her sister ship, buildings and multi-views. Many old postcards act as good reference of how the island looked during the early parts of the last century. The display was rounded off with a selection of old photographs of the Castle and Lloyds Signal Cottages all in various stages of disrepair.

The meeting closed at 5.30 p.m. with a vote of thanks from Roger Allen to Stanley Newman and Mike Thompson for all the hard work that they had put in to make this one of the most successful meetings for several years.

AUCTION REPORT

The Club's thirteenth auction was held at our Summer Convention at the Landmark Theatre, Ilfracombe on Sunday 22nd July. This was the first of the auctions to include only the more selective Lundy items, since previous auctions have shown that the more common material (particularly modern) has remained unsold. Bidding for the scarcer items was quite fierce! Highlights of the auction were as follows:-

<u>Stamps</u>	£
1935 ½d. Tramticket 1 st Issue N6 Roll 5 M/M	34
1935 1d. Tramticket 1 st Issue N7 Roll 1 M/M	36
1935 ½d. Tramticket 2 nd Issue N8 Roll 10 M/M	18.50
1935 1d. Tramticket 2 nd Issue N9 Roll 2 M/M	18
1935 3d. Tramticket 2 nd Issue N10 Roll 5 M/M	24
1936 ACAS Large Maps – complete set of 6 N11-16 LMM	45
1936 -ditto- but all with “full-stop after Lundy” variety	60
1938 ½d. red LACAL N19 Large block of 42 with varieties U/M	28
1939 1d. black LACAL N20 Complete sheet of 48 with all varieties	40
1940 Red Cross 6p+6p N34 U/M	50
1943 1X Anniversary set of 8, N47-54 fine used	63
1943 Provisionals 1½p normal and 2½p wide o/prints N55A/56B LMM	27
1943 Wright Bros. set of 12 N57-68 LMM-MM	68
1943 8p on 12p o/p – wide setting with double o/p N78D (a) U/M	70
1953 Coronation 12p N92. Top-left pane with “H” for “L” variety	20
1974 R.N.L.I. Miniature Sheet N190-193 U/M	17.50
<u>Postal History</u>	
1938 Cover from Australia via Qantas first airmail service. Lundy ½p & LACAL ½d violet cancelled 20.8.38	102
1938 “Orcadian” flown cover from Kirkwall. ½d LACAL N17 Db cancel	29
1943 Cover to London with F/D cancels on set of Wright Bros. stamps.	120
1950 Pilot-signed cover “RESUMPTION OF AIR TRANSPORT..” cachet	30
<u>Ephemera</u>	
1969 Lundy Appeal Press advert from “ <i>Western Morning News</i> ”	17.50
1971 Souvenir scorecard of cricket match, with John Dyke sketch	15
<u>Maxi-Card</u>	
1955 French “Balloon” Stamp day Maxi-Card with ½p BY AIR stamp	22

LETTERS TO THE EDITOR

New Stamp Selection Pack

Just a few notes after our very enjoyable weekend in Devon – a much better attendance this year!

On our recent visit to Lundy, I noticed that the RED selection stamp pack @£5.50 had been replaced without prior notice with a BLUE pack accompanied by a loose insert giving details of the postal service. Also, the oval “Posted on Board” cachet used for mail posted in the ship’s mail box is now in BLUE instead of black.

Jim Mullett

The Ilfracombe Museum Lundy Room

Several members of the Lundy Collectors Club took the opportunity of visiting the Ilfracombe Museum whilst at the LCC meeting held in Ilfracombe on 22nd July. Certain comments made to members of the Museum staff have been passed on to me for comment and I felt it would be best if the dissatisfaction expressed by some LCC members is brought into the open and discussed.

I have had the honour of being a Trustee of the Ilfracombe Museum for some years and it was, if I remember correctly my own idea to try and add a Lundy Room to the Museum by means of an extension at the car park end of the building. Plans became more ambitious as we went along and decided to endeavour to bring the building up to modern standards with a newly designed ethnic display room, new lighting throughout, improved heating, much re-decoration, the introduction of our complete record of contents onto computer disc, etc.

Money was sought from the Heritage Lottery Fund and after much planning, time and expense we finally secured a Grant of approximately £80,000 plus our own expected contribution of about £10,000 raised by various fund raising events and donations.

We applied to North Devon District Council for permission to utilise 2 or 3 car parking spaces to build the Lundy Room on. This request was more or less granted but after many months of being bogged down in the NDDC Legal Department, we had still not had our required piece of land ratified. We made many efforts to secure meetings with them but in the end we just had to give up and admit defeat.

That was when we had to compromise by building the Lundy Room in the existing building thus restricting its size and scope. The designer who put the room together did what we thought was a reasonable job considering the very small amount of space available.

We managed to find room for the small collection of Lundy Crested China, part of the "Montagu" panelling, some philatelic items including a unique original 1937 printing plate for the small 'LACAL Air' stamp and various other bits and pieces which were mostly donated from my own collections and other donors. The whole room cost approximately £7,000 to construct and fit out. Part of this amount was given by Lundy stamp collectors and if they are disappointed with the result I can only, on behalf of the Museum, apologise to them. We did the best we could within the available space. We ourselves were disappointed that nothing more ambitious could be undertaken but hopefully it is a case of Something is better than Nothing?

Michael Bale

Whilst at the L.C.C. Summer Meeting, I found time to visit the Ilfracombe Museum. It was the first time my parents saw the Lundy Room. They were delighted to see the Lundy crests (*Lundy crested china*) but realised they had many many more to collect!

The room is a brilliant idea, but unknown to my parents and the other present L.C.C. members they were unaware of the other Lundy material that could be seen. These are two Lundy boxes which can be viewed, - it's a shame this material couldn't be in a flip folder on show, or a notice informing that they exist. The boxes are a pleasure to view with care.

Sharon Read.

I fully understand the disappointment experienced by the museum Trustees, as their original plan to extend was a good sound proposal. However, the final decision was beyond their control and a most suitable compromise was made. The museum Trustees should be commended for the hard work that was put in to win the £80,000 Heritage grant (not the easiest thing to obtain) and for all the hard work in producing the Lundy Room and a museum fit for the 21st century. Sharon has pointed out that not all of the Lundy material is on display, so the next time you visit the museum please ask the curator to see the two Lundy boxes.

Ed.

LUNDY BANS USE OF BRITISH STAMPS ON OUTGOING MAIL

At the Club's Summer visit to Lundy several members discovered to their surprise (and cost!) that Lundy no longer is prepared to service items of mail bearing GB stamps with the usual 5-puffin Lundy postage added. One of the Club members had prepared over 100 special covers commemorating our visit, each bearing GB stamps to the value of 27p (first class rate) plus a Lundy 5-puffin stamp. These were duly posted in the Island post-box but were intercepted and returned to the sender in the Marisco Tavern as unacceptable!

On behalf of the Club your Secretary wrote a letter to the Director of the Landmark Trust at Stottesbrook to seek clarification as follows:-

*Barty Smith Esq.,
The Landmark Trust,
Stottesbrook,
Maidenhead,
Berks. SL6 3 SW*

27th July 2001

Dear Mr. Smith,

Last weekend our Club's Summer Convention was held at the Landmark Theatre in Ilfracombe, and on the previous day, Saturday 21st July, a party of nearly 30 members spent a glorious day on the Island travelling on a day trip on the "Oldenburg".

The reason I am writing to you is to seek your clarification as to the legality of using British stamps on mail sent from the Island. All of our members are Philatelists, and one Member prepared over 100 Specially printed Souvenir covers to post from the Island which bore a Lundy 5-puffin stamp as well as British stamps to the value of 27p, being the rate for First Class Post. Unfortunately all of the covers were returned to him in the Marisco Tavern, as the lady in charge of the post stated that all mail must bear the entire postage in Lundy stamps as British stamps were not valid for use from Lundy. This is the first time that any of our members were made aware of this policy, as we assumed that the previous policy of placing a Lundy 5-puffin stamp plus the GB stamps applicable to mainland postal rates was quite acceptable (this was confirmed to me by Mrs. Wendy Puddy the previous Lundy Postmistress at our Club Convention in Ilfracombe the following day).

In order that our Members can conform to the current policy when posting items of mail from the Island in future, would you be kind enough to clarify the situation. The information will then be published in the next issue (Autumn 2001) of our Club magazine "The New Puffin Journal".

Your clarification would therefore be greatly appreciated.

Yours Sincerely

Stanley Newman, Secretary

The following reply has been received from Lundy General Manager dated 7th August:-

Dear Mr. Newman,

Your letter of 27th July to Barty Smith, following your recent visit to Lundy Island with the Lundy Collectors Club, has been passed for my attention.

Having spent three years on the Island myself I have first-hand experience at all the unusual requests we receive from visitors to the Island, and in particular collectors of Lundy memorabilia for items to be cancelled using the Lundy stamp. We have been advised by our Lundy Stamp Advisor that using the Lundy cancellation stamp, except in the normal process, is in fact devaluing the whole Lundy private postal service and its stamp collection. As a result we have issued instructions to the Island that only post going through the Island's postal system will be cancelled. That system means the current Lundy stamps have to be purchased on the Island, affixed to the postcard or envelope in the correct position, then franked using the Island franking machine and cancelled using the Island stamp.

We will no longer entertain unusual requests for anything other than described above for the Lundy cancellation stamp to be used and whilst this might be disappointing at the moment, the long term effect is that it restores the value of the cancellation stamp itself.

Yours sincerely,

Paul Roberts, Lundy General Manager

The above information will no doubt dismay many of our Club members who regularly prepare covers or cards for posting from Lundy, and is a further manifestation that the close friendship which existed for over 70 years, between Lundy Philatelists and the postal Management on the Island, is wearing thin.

LUNDY NEWS

FOOT AND MOUTH DISEASE

In an attempt to prevent the spread of Foot and Mouth disease, DEFRA (Department of the Environment, Food and Rural Affairs) has placed restrictions on the movement of cattle. Cattle cannot at present be moved beyond their county boundaries. This has now caused great concern with English Nature as the cattle is over grazing the pasture which in turn is posing a great threat to scarce plant and insect species, including the Lundy Cabbage which can only be found on Lundy.

WATER CRISIS ON LUNDY

Earlier this year the 50,000-gallon fresh water tank sprung a leak and it took the best part of the Summer to repair it, by which time the dry weather had set in. A repair was first made but when the tank was refilled it leaked again. To prevent any further wastage the tank was eventually fitted with a liner. In an attempt avoid a drought and restrictions on water usage, Geoff Hurst the Island Manager, contacted South West Water and arranged for two 500-gallon bowsers, free of charge, to be delivered by the m.s. Oldenburg. A South West Water Manager said that it will carry-on supplying Lundy with fresh drinking water for as long as it is required. The bowsers will be topped up every time the Oldenburg visits the mainland. In the mean time islanders and visitors are asked to flush toilets with sea water and bathe in only two inches of water.

ENGAGEMENT

The *Journal's* Joint Editors would like to congratulate Wendy Puddy (ex Lundy Postmistress) and Reg Lo-Vel (ex Lundy Agent) on their recent engagement and wish them both all the best for the future.

HARMAN, MEDAWAR & THE LUNDY "WALLPAPER" ISSUES

PART FOUR – THE FINAL TWO 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, Caddsdawn Business Park, Bideford, Devon EX39 3DX.

As previously mentioned, the financial gain to Lundy of the Medawar-inspired 1961 Europa issue and its Miniature Sheet (though far too many of each were produced) was sufficient incentive to Albion Harman to continue the exercise in 1962. However, it was during Albion's absence in Africa that Medawar agreed with Felix Gade that Lundy would participate in the U.P.U's decision to issue stamps by participating countries to support the World Health Organisation's Anti-Malaria Campaign. The format and design of the Lundy stamps were finalised, but upon his return to Lundy, Albion Harman was furious that the decision had been taken in his absence. However, he soon relented, and the set of Lundy stamps appeared on 25th April 1962.

Surely the Anti-Malaria issue epitomises everything that was repugnant about the "Medawar period". Far too many stamps printed – too many values – difficult to handle because of the diamond-shape – and not required for genuine postal use. Furthermore much criticism was levelled in the Philatelic Press that the subject of the issue was hardly applicable to Lundy Island, which hardly boasts a tropical climate! In spite of these criticisms, the issue proved popular to philatelists, probably because of the unusual shape of the stamps and their bold colours, but genuine postal use (as against philatelic use) of all but the lowest two values was rare.

Thankfully the 1962 Europa issue which followed five months later, comprised only four values, and although once again far too many stamps were printed (200,000 of three values, 300,000 of 1-puffin value), the issue did contain two interesting varieties on the 1-puffin value (N. 146) – the "missing blue" (N. 146a) and the "blue downward shift" (N. 146b). These varieties are not all that rare, and one is led to speculate whether they were genuine printing errors or not? The errors are so obvious that one wonders why the printers Harrisons & Sons didn't notice them and withdraw them from issue?



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146(a)



146(b)

The 1962 Europa issue was the last of the “Wallpaper” issues as Medawar died shortly thereafter, and Albion Harman then turned to J. Sanders, a philatelic dealer in Southampton for advice on future Lundy issues. Subsequently the Shakespeare issue appeared in 1964 followed by the Churchill issue in 1965 – both issues restricted to a more sensible printing run – less than one tenth of the quantities of the latter Medawar issues!!

In concluding this series of articles, one should consider ‘both sides of the coin’. On the one hand the vast quantities comprised in the various “Wallpaper” issues produced by Medawar certainly brought the existence of Lundy Island to a much larger field of stamp collectors world-wide than hitherto. On the other hand the sheer volume of the stamps produced has in many respects “debased” Lundy in the eyes of collectors ever since, and large quantities of them worth very little, continue to ‘clutter-up’ Lundy collections offered in auctions to this very day!

NEXT ISSUE. . . .

The Ilfracombe Lifeboat

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

GB5LI – Lundy Island Calling!

Radio Ham Colin Blunn reports on further amateur radio activity on Lundy.

Book Review

A full review of “The Lundy Companion”.

1969 LUNDY APPEAL CENSUS – INITIAL RESULTS

In the Summer 2001 issue of *The New puffin Journal*, I asked all members to help me solve the mystery over the exact number of 1969 Appeal Receipt Cards produced. As you may remember for years we have been led to believe that 750 cards were originally produced, however, later documentation has suggested that that figure could be much less, in fact as low as 300. The intention of the census is not to find every card in existence but an attempt to prove or disprove some of the information we have at hand. Although, originally set up as a numerical record of the cards in existence, certain interesting details and facts have come to light and this additional information has been included in the schedule. Some of the additional information you might already know and some you might not. However, for the first time all the variations known to us to date has been listed in table form for you to use as a reference.

Lundy Date	Postmark	Addressed or Not	Destination, Collectors Surname and Additional Information
29 th September 1969		Addressed	Bideford, UK – ‘First Day of Use’ (Blue ink cancel). Mullett Collection.
29 th September 1969		Addressed	Bideford, UK – ‘First Day of Use’ (Blue ink cancel). Mullett Collection.
29 th September 1969		Addressed	Barnstaple, UK – ‘First Day of Use’ (Blue ink cancel). Mullett Collection.
29 th September 1969		Addressed	Bideford, UK – ‘First Day of Use’. Donald Collection.
29 th September 1969		Addressed	Addressed to John Dyke, Barnstaple, UK – Fabian Collection.
30 th September 1969		Addressed	Kingsbridge, UK. Sold through Bale Auction.
30 th September 1969		Addressed	Barnstaple, UK. Sold through Bale Auction.
30 th September 1969		Addressed	Barnstaple, UK – Different hand writing to others of the same date. Sold through Bale Auction.
11 th October 1969		Addressed	Bideford, UK – Blue ink cancel. Thompson Collection.
15 th October 1969		Addressed	London, UK – Lewin Collection.
15 th October 1969		Addressed	Reigate, UK – Green cancel. Mullett Collection

Lundy Date	Postmark	Addressed or Not	Destination, Collectors Surname and Additional Information
16 th October 1969		Addressed	Paignton, UK – May Collection.
16 th October 1969		Addressed	Only half of card remaining – cannot read address. Sold through Bale Auction.
28 th October 1969		Addressed	Bideford, UK – Green cancel. Mullett Collection.
27 th November 1969		Addressed	Torquay, UK – Green cancel. Thomas Collection.
? November 1969		Addressed	Margate, UK – Bideford postmark 28 th November 1969.
5 th May 1970		Addressed	South Ozone Park, USA. Sold through Bale Auction.
? May 1970		Addressed	Franklin Lakes, USA. Ilfracombe postmark 6 th May 1970. Sold through Bale Auction.
None		Unaddressed	G J Buckner hand written. Sold through Bale Auction.
None		Unaddressed	Only half of card remaining – cannot read name on card. Sold through Bale Auction.

The initial results records 20 whole or part Appeal Cards still in existence although I am sure that some members still haven't sent in the details of their collection.

From the few details that I have so far, I cannot prove or disprove the exact number of cards originally issued. However, the results have confirmed several facts.

- 1 The First Day of Issue was 29th September 1969.
- 2 Both addressed and unaddressed cards exist.
- 3 Two different types of Lundy cancel was used (type R and type S).
- 4 Blue cancel ink was used until early October 1969 and then green cancel ink from then on.
- 5 The handwriting on the officially addressed and posted cards are as that shown in the example printed on page 17 of the Autumn 2000 issue of *The New Puffin Journal*. Cards with other handwriting styles were probably sold to visitors on the island and addressed by them personally.

If you still haven't sent in your details, please do so soon to enable me to complete the survey and a big thanks to all who have helped so far.

"NATURE'S UNSPOILT ISLE" LUNDY

By James Thomas

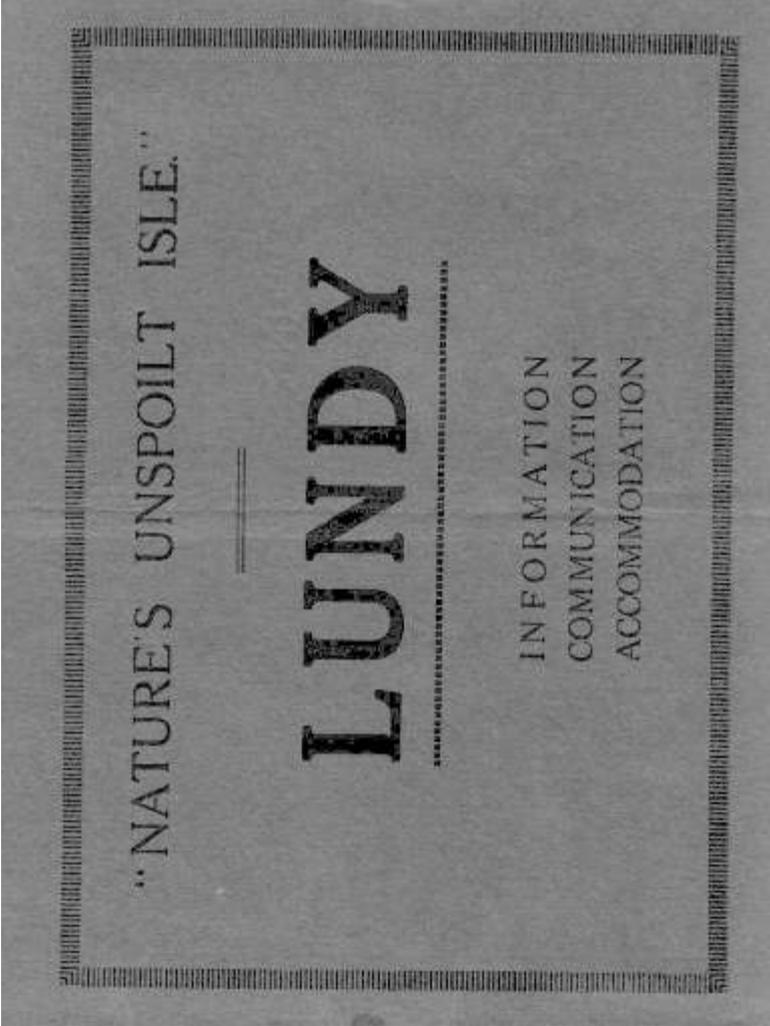
A very interesting item caught my attention in the Summer 2000 Club Auction at Ilfracombe. The catalogue description read "Small blue booklet on 'Natures Unspoilt Isle – Lundy' with details of the Island. Manor Farm with details of accommodation and the boat trip with Captain Dark. Slight faults but scarce". After completing my purchase I had a second look and showed it to another club member with considerable knowledge of Lundy literature. As neither of us had seen such an item like it before we started to speculate as to what it was.

Measuring 138x105mm the booklet has thin blue covers and eight glossy paper pages. It contains four full-page photographs and four pages of Island information, tariffs and travel details. The original staple has long since rusted away and been replaced with white cotton stitching. Although not dated, it can be assessed at between 1926 and 1939 as Felix Gade was the Agent at the time, Captain F. Dark was skipper of the "Lerina" and Lundy was closed to tourists during the war years. Nothing unusual in that, on the face of it an early holiday brochure.

However, what makes it unusual is that on three of the pages and the inside front cover, corrections have been made in red ink. On the cover the word "TENNIS" has been lined through. On page 3, the wording "The Signal Station Telegraph Office is always available" has been crossed through and replaced with "Wireless Telephone now". On page 5, some of the tariffs have been amended, "Sage" has been changed to "Gade" and the words "COASTGUARD STATION" have been crossed through. However, what is confusing is that underneath these two words is printed "(ONE WORD)". Then on page 7, "Sage" has been corrected to "Gade" again and the words "COASTGUARD STATION" have been crossed through. Once again underneath these two words is printed "(ONE WORD)". The back cover has white paper stuck to it as if it had at one time been stuck a piece of card and torn off at a later date.

My view is that this booklet is a printer's proof, which was sent to Lundy by the printer for checking. The printed corrections i.e. "(ONE WORD)" are suggestions that the printer has made to Mr. Harman or Felix Gade to correct the original draft that was sent to the printers. The corrections made in red ink are the alterations that either Mr. Harman or Felix Gade had wanted.

As this item attracted so much interest after the Auction last Summer, I have at the suggestion of other members printed the whole booklet on the following pages.



Front Cover

"Bird Life a Wonderful Feature in Springtime."

BOATING.

BATHING.

FISHING

(Famous Lundy Lobsters).

TENNIS.

A Nine Hole Golf Course is being laid out.

"NATURE'S UNSPOILT ISLE."

LUNDY ISLAND—at the entrance of the Bristol Channel, mid-way between England and Wales—is 11 miles from Hartland Point and 28 from Tenby—24 from Ilfracombe—20 from Instow.

Inaccessible by motor-car or chair-a-horse, it still retains the quietude which is becoming every day more difficult to obtain and enjoy.

A kingdom in itself unrecognised and alone—free from the trammels of bye-laws and regulations—it has a peculiar charm of freedom enhanced by natural scenery—the winds that freely blow upon it and the ocean that laves its shores.

An equable climate some ten degrees cooler in summer and the same degrees warmer in winter than on the mainland (due to full influence of Gulf Stream)—wonderful scenery—ample pure water—good rough shooting—excellent sea-fishing and safe bathing—make it an ideal summer or winter resort for those who love quietude and retreat.

The Island teems with bird life in endless varieties.

Romance and tradition are not wanting, as is evidenced by Marisco Castle (the long-time haunt of freebooters and pirates) and prehistorical antiquities.



EAST COAST.

Photo by V. Coaker.

To the seeker after excitement Lundy offers no attractions. Daily newspapers are unobtainable, and from September to May Kingdoms may fall, markets collapse, and the noise of them just filters through weekly, toned down by the hush of mighty nature.

Lundy affords all the advantages of a deep sea voyage with none of its disadvantages, yet the visitor is never far from home. ~~The Signal Station Telegraph Office is always available.~~ *Whales Telephone now.*

Until recently Lundy was a no-man's land, visitors were unwanted and unprovided for, landing dues were prohibitive, and its shores were only reached by the uncertain favour of the mail-boat.

The Manor Farm Hotel now affords comfortable accommodation, and from the products of the Island provides simple wholesome fare. Between June 1st and September 30th a regular passenger service is maintained from Ilfracombe by Messrs. P. & A. Campbell's passenger steamers, and all the year round the motor mail-boat "Lerina" takes not exceeding ten passengers one day a week from Instow, or can be specially chartered by parties (not exceeding ten) embarking from Instow, Clovelly, Bideford, Ilfracombe, Tenby or Swansea. The passage from mainland to Lundy Island occupies about two hours.

Mail-day—Wednesday each week. Post Tuesdays.



MANOR FARM HOTEL.

Photo by V. Coaker.

Manor Farm Hotel, LUNDY,
NORTH DEVON.

Tariff en Pension.

Apartments and Board, including attendance ^{5 guineas}
 JULY 1st to SEPT. 30th . . . £4 4 0 to £5 5 0 per week.
 Other months £3 3 0 to £4 4 0 per week.

Morning Tea 9d.

Reduced Terms for Families and Parties and Long Periods.

Bedrooms	5/- to 7/6 per night.
Breakfast 9 a.m.	2/-
Luncheon, 1 o'clock	3/6
Afternoon Tea, served in Lounge, 4 to 4.30 p.m.	1/6
Dinner, 7.30 p.m.	3/6

0400
 Telegrams: "SAGE, LUNDY ISLAND COASTGUARD STATION"
 (ONE WORD).



BATHING & LANDING BEACH.

Photo by V. Conker.

ENQUIRIES re ACCOMMODATION should be addressed to ~~Miss Sage, Manageress~~^{of the} Manor Farm Hotel, Lundy, and posted early on Tuesdays.

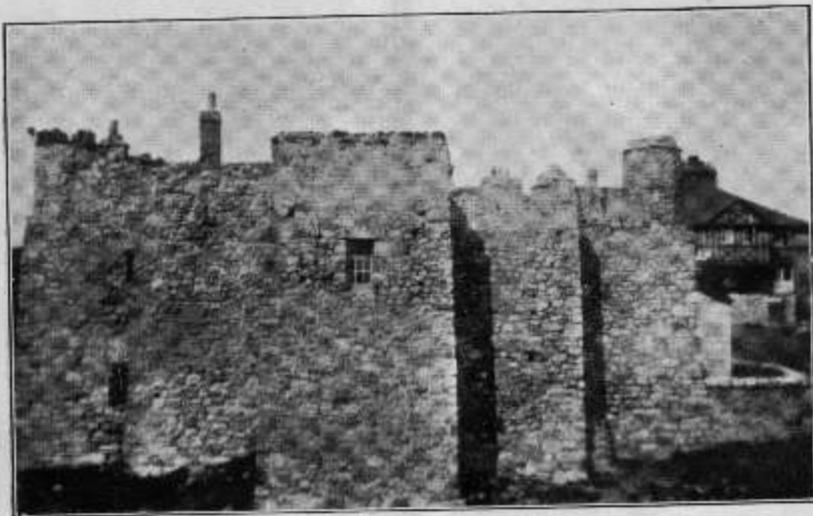
Telegrams: "~~SAGE~~^{Cable}, LUNDY ISLAND-COASTGUARD STATION" (ONE WORD.)

ENQUIRIES re PASSAGE should be sent to Captain F. Dark, 2 Elm Terrace, Instow, N. Devon.

Telegrams: "CAPTAIN DARK, INSTOW." Phone: INSTOW 21.
or to Messrs. P. & A. Campbell Ltd., Ilfracombe.

Mail Motor-Vessel "Lerina" sails regularly from Instow on Wednesdays, taking a maximum of ten passengers, and on other days by arrangement. Return Fare, including landing fees, 10/- per passenger.

The "Lerina" may be chartered for Special Trips to Lundy, from either Ilfracombe, Instow or Clovelly, by private parties, not exceeding ten in all, at a Minimum Fare of £5; or from Swansea or Tenby at Special Rates.

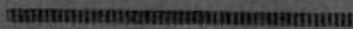


MARISCO CASTLE.

Photo by W. Barber.



Messrs. DYMOND & SON
of The Quay, Bideford,
will furnish full particulars of
Furnished and Unfurnished
Houses, Cottages and Building
Sites available on the Island.



IF THE EARTH WAS REDUCED TO THE SIZE OF LUNDY

If we could shrink the earth's population to 100 people all living on Lundy, with all the existing human ratios remaining the same, it would look something like the following.....

There would be:
57 Asians;
21 Europeans;
14 from the Western Hemisphere;
8 Africans;
52 Females;
48 Males;
70 non-white;
30 white;
70 non-Christians;
30 Christians;
6 people will possess 59% of all wealth and all would be American;
80 living in sub-standard housing;
70 unable to read;
50 suffering from malnutrition;
1 near death;
1 near birth;
1 would have a college education
and only 1 would have a computer...!!!

And if you want to carry-on receiving your *Journal*, that person would have to me!!
Ed.

YOUR FREE GIFT

By the kind generosity of Gerald King, we attach the ½puffin value of his new set of Lundy Alternative definitives. The complete set comprises eleven values and the remaining ten values will only be available at the Club Meeting on 3rd November 2001. If through distance, you are unable to attend the Meeting, the balance unsold of the 30 sets being produced will be sold on a "first come, first served" basis – please write to Gerald King Esq., Cobblers Cottage, 1 The Street, Bramfield, Suffolk, IP19 9HT.

LUNDY SIGNAL ROCKET

By James Thomas

When the ‘Old Light’ was constructed in 1819 on Beacon Hill, a site historically used as a fire beacon which was the predecessor to the modern lighthouse, it was thought that the island’s shipping safety problems were resolved. However, by 1858 it was realised to the embarrassment of Trinity House that having a lighthouse on top of the island was a disaster. In foggy conditions, when shipping needed the light most of all, its altitude rendered the light totally useless.

To overcome the problem of fog, two 18 pounder guns were established on the west side at the position now known as the Battery, but after a short trial period, the guns were replaced on 1st August 1878 with cotton powder rockets. These proved more effective than the two cannons and stayed in service on Lundy until 1897 when the North and South Lighthouses were commissioned into use.

Over the last 100 years not much has been recorded about the Signal Rocket. An early photograph dated around 1890 is printed on page 160 of Tony Langham’s book ‘The Island of Lundy’, which was first printed in 1994. It shows one of the Battery Gunners loading a rocket into the launcher next to one of the guns at the Battery. This year a new book “Lost Sounds” by Alan Renton devotes a whole chapter to Lundy’s audible fog warning systems. (*Obtained from the Trinity House National Lighthouse Centre, Wharf Road, Penzance, Cornwall at £16.95 plus postage*)

In Tony Langham’s book the photograph shows a medium section steel tube elevated at a near vertical angle in an arched wrought iron frame supported by steel struts and all fixed to a heavy ‘T’ shaped timber base. At the Trinity House National Lighthouse Centre there is a similar piece of equipment. At first I thought it to be the very Signal Rocket Launcher that once served on Lundy, but after discussions with the centre’s curator, the differences between the real thing and the photograph in Tony Langham’s book became apparent.

Starting with the timber base, the one at the Lighthouse Centre is formed from four planks fixed together in an “P” shape whereas the one in Tony Langham’s book is formed in a “T” shape from two planks which are of a much heavier section than those at Penzance.

The wrought iron arched frames appear to be identical and so do the two steel rod struts, although the ones at Penzance are set at a more obtuse angle than those in Tony Langham's photograph.

Finally, the rocket tube. The steel tube can be raised or lowered which would account for the difference in the angle of projection between the two. However, Tony Langham's photograph clearly shows the tube to be much longer and it is not fixed to the timber base but only clamped between the iron arched frame. The model at Penzance has a shorter galvanised steel tube that is bolted to the timber base on a swivel bolt.

On conclusion there is no proof that the Signal Rocket Launcher on show at the Trinity House National Lighthouse Centre at Penzance is the original used on Lundy, unless of course Trinity House can produce documentary evidence. However, despite all the differences listed so far I think part of the model at Penzance is the actual item used on Lundy. I think the wrought iron arch frame and the steel rod struts are genuine but the timber base and the steel tube have rotted beyond all repair and a poor renovation has been carried-out. The timber base is small and very light compared to the original and the steel tube is zinc galvanised, which would not have been a feature in 1878. I doubt very much that more than one Rocket Launcher was made to the exact design, because they were probably made by the local blacksmith and not mass-produced in a factory. It is my view that part of the Lundy Signal Rocket Launcher of the late 1800's is on display at Penzance. You have now heard my views and on the opposite page is a photograph of the launcher on display at Penzance and I would like to hear from anyone who might be able to disprove my theory.

If you are in the West Cornwall area, please pop in to the Lighthouse Centre and have a good look for yourself.



The Signal Rocket Launcher at the Trinity House National Lighthouse Centre, Penzance, Cornwall.

BOOK REVIEW

By Joint Editors Stanley Newman and James Thomas

“**LUNDY PACKETS**” by Mike Tedstone. A superbly produced hardback, published by Twelveheads Press, Chy Mengleth, Twelveheads, Truro, Cornwall, TR4 8SN – price £24.00 post free (UK). 104 pages, 94 illustrations (22 in colour) and 9 diagrams/maps.

“What?”, we hear you say, “another book about Lundy Shipping?”. True, but this is undoubtedly the finest and most comprehensive book, which has yet been published on this fascinating subject. Mike Tedstone is to be congratulated upon the results of his painstaking and thorough research, which has gone further than hitherto into the origin and operation of the various ships which have served Lundy for the past 150 years. Not only are there separate chapters dealing with the history of the “*Gannet*”, the “*Devonia*”, the “*Lerina*”, the “*Lundy Gannet*”, the “*Polar Bear*”, and finally the “*Oldenburg*”, but much additional material hitherto unpublished, has been gleaned about the various vessels hired by William Hudson Heaven (owner of Lundy for most of the nineteenth century) before the arrival of the “*Gannet*” in 1878.

As well as the well-known Packets (or Mailboats) which served Lundy, the author deals exhaustively with the excursion steamers which visited Lundy during summer months, commencing with the “*Valindra*” which started its regular visits to the Island as far back as June 1869, continuing in service until replaced about the end of the century. The author gives a rather interesting revelation that nearly 100 years before its actual construction, the Island’s population clamoured for a pier or landing stage to be built, but this was positively rejected by the Revd. H.G. Heaven, who had taken over control of the Island from his father in 1876. His reasoning was that he did not wish to make it too convenient for visitors to land as he was concerned at the damage which might be caused to shrubs and flowers! Another revelation was that the purchase of Lundy was sought by a “Continental Baron” for £30,000, with a view to turning it into an offshore “Monte Carlo style” gambling complex – fortunately for all, Revd. Heaven rejected the offer.

Although previously chronicled elsewhere (“*Mailboats to Lundy*” 1993), the author elaborates on the period between the demise of the “*Gannet*” and the purchase of the “*Lerina*” in 1919 devoting a separate chapter to the activities of the “*Devonia*” between 1911 and 1916. A considerable amount of information hitherto unpublished is written about the “*Lerina*”, built in 1917, which entered service in 1920 as the Lundy Packet.

Its main purpose was to convey mail and freight, for accommodation was only available for 12 passengers (subsequently increased in 1922 to 40). The main excursion traffic to the Island was conveyed by the P&A Campbell steamers, which continued, except during WW2, until 1980. The long history of the “*Lerina*”, including its wartime activities is well known to most of us, as is that of its successor, the “*Lundy Gannet*” which was purchased by A.P. Harman in 1955, entering service the year later. However, what is revealed (possibly for the first time) is that his father Martin Harman, considered the construction of a brand new purpose-built vessel for Lundy during the period when the Island was served only by air transport. He even sought estimates from local and distant boat builders, but no decision was made before his untimely death late in 1954, when the project was abandoned.

After dealing with the fascinating stories for the “*Lundy Gannet*” and the “*Polar Bear*”, the author gives us another little publicised account of the Landmark Trust’s search for a replacement for the “*Polar Bear*” in 1985. Consideration was then given to the acquisition of the tug-tender “*m.v. Calshot*” which operated in the Solent since it had a more generous passenger accommodation. At the same time it was mooted that the mainland terminal quay should be moved to Yelland, near Instow, upgrading the existing but unused CEGB jetty there. This proposal was not adopted, and John Puddy’s search throughout Europe for anew boat for Lundy ensued. The final choice of the “*Oldenburg*” is now history and was fully chronicled in ‘*m.s. Oldenburg, Lundy’s Supply and Mailboat*’ (1994).

As well as the comprehensive history of each of the Lundy ‘Packets’ the author gives a descriptive account of life on the Island, using (and acknowledging!) many extracts from the Heaven Diaries, Felix Gade’s autobiography and John Dyke’s account of daily shipping movements printed in the ‘Illustrated Lundy News’ between 1971 and 1973. Lundy philately is not ignored either, and quite a good account of the introduction of Lundy stamps in 1929 is given – nothing that most of us don’t already know, except possibly the fact that Martin Coles Harman introduced the stamps mainly for financial reasons, little realising how this “genesis” would mushroom into the world-wide collecting of the Island’s stamps.

Your Editors have no hesitation in recommending Mike Tedstone’s masterpiece to all Lundy “aficionados” – well worth the £24.00 for the high quality of its contents and illustrations.

PHOTO PAGE



*For those who have never met the two co-editors
of The New Puffin Journal.*

From left to right, Stanley Newman and James Thomas.

*The photograph was taken outside the island shop in 1998, since when
one of your editors has reduced his bulk by 25% and the other has removed the
stain from his trousers!!!*

LUNDY ARCHIVE

Lundy appearing on the television is not a new concept, because back in 1948 the BBC travelled to the island and the whole event was reported in the Ilfracombe Chronicle on 23rd July 1948.

Personality Parade – Lundy’s only link with the world.

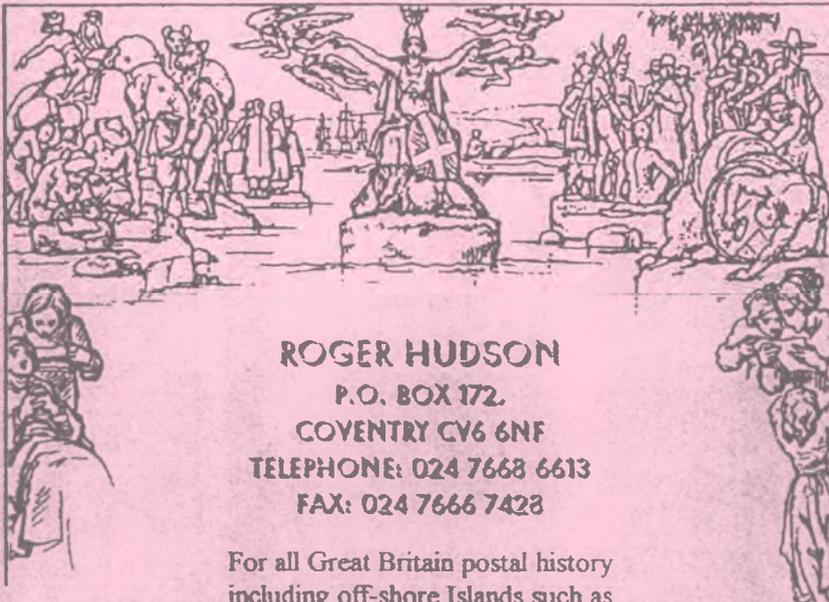
Much of the story behind the recent broadcast on Lundy has already been told, and many of the local residents know something of the island and the hazards that are faced in attempting to land there. The man who can claim the most intimate knowledge of the difficult operation must be George Irwin, skipper of the 40ft. Cornish lugger. **The Girl Joyce**, for it is he who, with his two man crew, Arthur (Taffy) Davis and Tom Barbeary, maintains the only link with the few permanent inhabitants of this lonely isle throughout the year *. Upon him and his vessel depends their hope of survival. The BBC broadcasting unit made two trips to the island; the first was for the purpose of writing the script, when Frank Gillard made the crossing with a companion. They were left for three days and the trip was without incident. The second voyage was a rather different proposition, for on that occasion there was a quantity of heavy equipment to transport; all of that

had to be kept dry, and that was no easy matter with the waves breaking over the small strip of beach and rocking the dinghy. The heavy batteries and recording apparatus were passed hand to hand by a human chain and nothing was damaged. That was, in itself, a tribute to the seamanship of the crew. The second party, including engineers, mechanics and broadcasters, were left for five days and their return was delayed one day by heavy seas and inclement weather. It had to be very bad weather to prevent **The Girl Joyce** from carrying supplies to the island, but with such valuable equipment involved it was thought to be unwise to take the necessary risks.

Those two trips were a break in routine for George and his crew, but during the season **The Girl Joyce** makes almost daily trips to the waters of the island.

Editors Note

** This statement is not actually correct since the m.v. Lerina had by 1948 resumed her post-war regular sailings to and from Lundy.*



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OUR NEXT MEETING

The Autumn 2001 Meeting of the Lundy Collectors Club will be held on Saturday 3rd November 2001, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC – commencing at 10.30 a.m. The programme will be as follows:-

10.30a.m.	Registration and Reception (free coffee, tea and biscuits) Bourse opens.
11.00 to 12.30p.m.	The Alternative Lundy Collection by Gerald King
12.30 to 2.00p.m.	Lunch (not provided).
2.00 to 2.30p.m.	Club Auction lots on view.
2.30p.m.	Secretary's Announcements
2.40 to 3.30p.m.	Club Auction (Auctioneer – Mike Thompson).
3.45 to 4.10p.m.	Showing of Video "Lundy – Rebels and Recluses"
4.30p.m.	Bourse closes.

The Bourse features dealers with stocks of Lundy material (this year only there will be no charge for table hire) and Members with surplus material to offer can take a half table also free of charge.

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

