

# The New Puffin Journal



**SPRING 2002**

Published by the Lundy Collectors Club

# LUNDY

Local issues 1929 - 1998

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# EDITORIAL

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One of the most controversial issues encountered by Lundy philatelists in 2001 was undoubtedly the apparent invalidation of British stamps on outgoing mail from Lundy. This issue was fully covered on pages 10 and 11 of the Autumn 2001 issue of the '*JOURNAL*', but the latest reply from Lundy on the subject (see page 8 of this issue) only puts the question of the invalidation even deeper into the 'melting pot'! In the information received by Bob Harper from Paul Roberts we are led to believe that it was nothing more than a 'clerical error' which caused the invalidation of all mail posted with GB stamps, when Club members visited the island last July. Your Editors will take seriously the statement that GB stamps are still valid on outgoing mail once Lundy's postal administrators duly process any such mail. Any members visiting the island soon after receiving this issue of the '*JOURNAL*' are urged to "test the field" by posting mail with the correct GB stamp/s, plus 6p worth of Lundy stamp/s to cover the "Puffinage". The results of such postings should be reported right away to the Editorial Office, so that precise advice on the subject can be reported in the next issue of the '*JOURNAL*' (Summer 2002).

The other controversial issue relates to the cost of Room-hire for our London meetings. The Club has been informed that Room-hire charges by the British Philatelic Centre are being increased yet again to £140.00 per meeting! This averages out at over £5.00 per member attending. Mike T. and Stanley N. are currently investigating the cost of possible alternative venues for our London meetings. If any member has a suggestion for a suitable venue in Central London for our meetings, please write to Stanley Newman (address on the 'Contents' page) and we will follow it up.

Having dispensed the less happy news, may we redress the situation by confirming that the Club's finances are in good shape, and Member's Subscription rates for 2002 remain unchanged for the fourth year running!

We would like to thank Sharon Read who over the last year has produced some lovely artwork for the covers of the '*JOURNAL*' as well as for the front of the 2001 Christmas card.

A Happy New Year to all with hopes that we all enjoy our Lundy philately in 2002.

Stanley Newman  
James Thomas

January 2002

# ***MEETING REPORT***

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The Autumn 2001 Meeting of the Lundy Collectors Club was held on 3rd November 2001 at the British Philatelic Centre, Charterhouse Street, London.

The meeting opened at 10.30am with the usual bourse which was well supported by Jon Aitchison, Stanley Newman, Roger Allen and Mike Thompson; all displaying a broad selection of Lundy material. Attendance was up on some previous London meetings, which was encouraging for the organisers.

At 11.00 am sharp, guest speaker, Gerald King started the display of his Alternative Lundy Collection. Although only intended as a bit of fun, Gerald through his humorous talk displayed his enormous knowledge of British and Commonwealth stamps and postal history as well as history in general. The display contained approximately 100 sheets of Alternative Lundy stamps (all cribbed from genuine GB and Commonwealth), Postal History and Postal Stationery and spanned all six reigns. The quality of the material was superb.

Stuart Henderson of Philips the auctioneers gave the vote of thanks to Gerald.

On return from lunch, Mike Thompson had all the auction lots out for viewing and at 2.30pm Stanley Newman made a few Secretary's announcements. He started with some good news by stating that the 2002 subscriptions will remain unchanged for the fourth year. He informed the meeting that he now has a supply of *JOURNAL* binders at £5.25 each, and finished with the suggestion that at future meetings we will show Lundy related videos and made a plea for the loan of any suitable films.

Mike Thompson as Club Auctioneer, started the auction by stating that in future a pro-forma will be sent out to new members and bad payers before the release of any material. This has regretfully been brought about because of the minority of members who have paid very late if at all. He apologised for not paying out to vendors for the Summer 2001 auction as some accounts were still unpaid. For Auction Report see page 3.

After the Auction the day was rounded-off with the showing of a video of the Carlton TV programme "Lundy-Rebels and Recluses".

The meeting closed at 4.15pm.

# AUCTION REPORT

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The Club's fourteenth auction was held at our Autumn Meeting at the British Philatelic Centre on Saturday 3<sup>rd</sup> November 2001. As usual Mike Thompson was our Auctioneer, Stanley the "tallyman", and Julie displayed the lots and handed them to successful room bidders in her usual efficient manner (although she did get her "knickers in a twist" on one occasion!) "Highlights" of the Auction were as follows:-

## Stamps

1935	½d "Tramticket" N5. Roll 5 Mint	£20
1935	3d. "Tramticket" N7. Roll 4 Mint	£24
1936	Large Map 2d. value – complete sheet of 12 N14.	£92
1940	Red Cross issue 3p+3p fine used N32.	£25
1940	Red Cross issue 4p+4p with "broken cross" variety N33b U/M	£68
1942	V+Plane issue. Set of 8 mint N37-44	£46
1942	V+Plane issue 1p value – violet overprint fine-used N38b	£28
1943	IX Anniversary set of 8 U/M (with varieties) N47-54	£42
1951/53	BY AIR ½p wide-setting with overprint U/M N69Aa	£40
1973	GB 3p Machin stamp with embossed puffin (made illegal by GPO)	£20
1974	Trinity House issue LMM N178-182.	£17
1974	Definitive set in imprint blocks of 4 U/M N183-189.	£18
1982	New Definitives. Set of 11 in unissued colours.	£42
1989	RSPB issue Imperf sheet on ungummed blue paper	£31
1989	RSPB issue Imperf sheet on ungummed white watermarked paper.	£31

## Postal History

1952	P/S card from Vienna to Mr. Gade, with Allied Censor cachet	£105
1967	FDC for "Save the Seabirds" se-tenant block of 4	£12.50

## Postcards

	"HMS Montagu on Rocks, Lundy" – Taylor's "Reality Series"	£26
	"HMS Montagu ashore at Lundy" – Bolam photo	£21
	"Salving the Big Guns from the wrecked battleship" – Smith & Son	£14
	"SS Carmine Filomena ashore on Lundy" – R. L. Knight.	£23

## Ephemera

	Four 6"x4" photos taken by A.C. Curd as proofs for postcards, with Consent to publish written on rear	£36
1969	Sale of Lundy Island – Auction Brochure with details of buildings	£42
1958	Picture of HM The Queen Mother outside Millcombe House	£14

# ***LUNDY NEWS***

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## ***THE BIDEFORD FLOOD ALLEVIATION WORKS***

Work on the controversial Bideford Flood Alleviation project started on 29<sup>th</sup> October 2001. The £5 million project that will extend the quay side 5 metres into the river and raise the height of the quay wall by 1 metre has only the support of the minority of the local population. At a recent referendum 90% of those who voted were against the project, however, this was not a fair representation as only 12% of those eligible actually voted.

The Oldenburg and Shore Office have currently moved to the far end of the Quay (by the old bridge) for the duration of the works.

## ***ISLAND IMPROVEMENTS***

The old generator has returned after refurbishment to become the third generator. The island engineer, Roger Fursdon, has constructed the new water tank and both the tank and generator were connected up during January. Renovation work has commenced on the bathrooms in Millcombe. One downstairs bath has been replaced with a very large shower cubicle and the remaining bathrooms and toilets have been renewed. The large cracks in the 'Benson' bedroom have been repaired and redecorated. Work on the exterior paintwork and driveway is expected to be done whilst the Oldenburg is in dry-dock which is scheduled from 12<sup>th</sup> January.

## ***THE NEW LUNDY PRIEST***

The new Lundy Priest-in-Charge is Andrew Richardson, who was brought up on Guernsey and took the post because of his knowledge of island life. Unfortunately, he hasn't been able to spend as much time on the island as he'd hoped during 2001 because he was covering other North Devon parishes during their interregnums.

## ***THE DRY WINTER***

Lundy, as for many other parts of Devon has had relatively little rainfall for the time of year so isn't yet boggy, however, the atmosphere has been exceptionally clear which has afforded very fine views of the surrounding coasts.

# LETTERS TO THE EDITOR

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Lot 223 of the Autumn 2001 auction is a copy of "Puffin" Newsletter number 17. There is said to be a pair of 3d 'Tramtickets' on page 31 – numbers 1574 and 1575. I checked the copy that I have and to my surprise found that 1574 and 1575 were at the foot of the page! They are stuck down on the page, but examination of those and comparison with other 3d 'Tramtickets' I own suggests that this is a reprint on slightly thicker paper. The ½d 'Tramtickets' on covers on pages 25 to 31 are clearly copies.

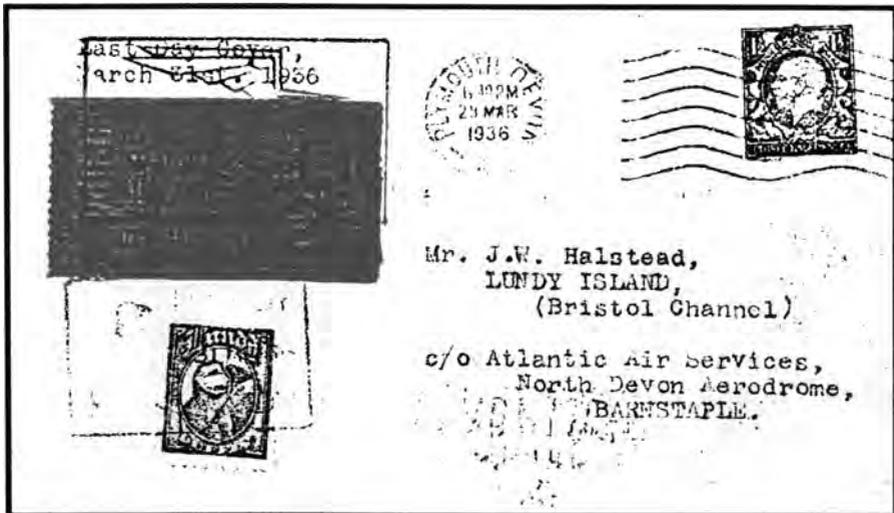
Below and overleaf are copies of the two items that appear on page 31 of 'The Puffin' issue 17.

David Donald.

*Perhaps if you own a copy of issue 17 of 'The Puffin', you would like to check page 31 and report your findings to the 'JOURNAL'.  
Ed.*



*3d 'Tramtickets' numbers 01574 and 01575*



Cover as printed on page 31 showing 1/2d red 'Tramticket' number 05036

### Chris Prices Anecdotes

I found Chris Price's anecdotes in a recent issue of *The New Puffin Journal* very interesting, especially as I can identify with "the little old doctor" (*Spring 2001 – page 19*)! Actually, I can assure that he was in his mid forties at that time! I should also add that although he was a left-handed batsman, he was a right arm bowler!

The day concerned, 22.8.71 was a day of high drama. After the excitement, which brought about the premature end of the cricket, all the rescuers needed to restore their balances – so a visit to the Tavern was required. About then rumours of MAYDAY calls began to circulate. Subsequently we learned that they came from the Rescue Helicopter, which had crashed in the sea between Lundy and the mainland. The evening service in the Church had been delayed by all the activities and when it took place in the light of oil lamps and torches – prayers were offered for the crew and passengers. Later we heard that another "chopper" had rescued them and our climber safely delivered to Barnstaple.

During that same day, a party of Yachts had left Ilfracombe for Lundy. When they arrived, one seemed to be missing and the Coastguards and Helicopters mounted a search. It turned out to be a false alarm – something had been left behind at Ilfracombe and they had turned back to reclaim it!

Dr. John Watson

# **EXHIBITION OF PAINTINGS AT THE BURTON ART GALLERY, BIDEFORD**

By Roger Allen

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Living artists of note who exhibit in Devon, will end up showing at least some of their works in the Burton Art Gallery and Museum in Bideford, perhaps the most prestigious gallery in the area. They recently had their "Open Annual Christmas Exhibition" from the 19<sup>th</sup> November to the 16<sup>th</sup> December 2001. The title of the exhibition was "Seeing the Light" and many of the 100 paintings on show had the word Light in their titles and three of the paintings were on a Lundy subject.

A rather obvious subject for such an exhibition was the Old Light and artist Beryl McConville entered a work entitled just that "The Old Light, Lundy" priced £69.00. This sold almost as soon as the exhibition opened. The artist had angled her painting to give height and majesty to the lighthouse and the greyish autumnal light had been captured well. Mrs. McConville lives near Bude and is in her late 70's. She lived much abroad in her working life and her son owns a private art gallery in Bude.

Ian Hudson provided a much larger canvas entitled "Gannet – Lundy Bound". The overall colour of the painting seems to be a reddish ochre; - sea, ship and sky, but not overpoweringly so. The centrepiece is the ship, just leaving a small harbour that could be Clovelly or Instow or somewhere else. Only the end of the harbour enclosure wall can be seen with steps down to the water and a sailor figure climbing up them. The ship is painted as a two masted sailing ship with no super-structure whatsoever, just the boom, rigging and a crew member to break the line of the ship. The lighting of the painting and the artist's obvious skill make its price of £435 not so unreasonable. The painting was also sold quickly to a resident of Clovelly who perhaps did not know as much about the Gannet as we do. The problem is, that the original Gannet was not a sailing ship, had no masts for sails and had the wheelhouse and a small structure near the exhaust outlet standing clear above the line of the ship's edge. It was also in a basic green livery, unlike the brown coloured ship in this picture. The ship of the painting is NOT the Gannet.

Ian Hudson lives in South Molton and teaches art and watercolour painting. He is well known for his wild life pictures, always with some still water in the scene. His colours are always in subdued browns, orange and ochre. He also plays the guitar and sings in a group called "Hearts of Oak" which have frequently entertained on board the Oldenburg on her evening trips.

The third painting in this exhibition with a Lundy flavour is by Don Hoskin and is entitled "Port Light, Bideford". It shows the bow of the Oldenburg against the quay at Bideford with the Old Bridge in the background. It is a busy scene with cars, people and buildings all around the ship. It was priced £89 and was also sold quickly, as will anything that mentions Lundy.

## ***LUNDY MAIL AND USE OF GB STAMPS – A REPLY***

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I had an opportunity of having a long conversation today with Paul Roberts, Lundy Island Manager. I found him friendly, helpful and truly committed to the well being of all things Lundy, especially its Postal Service. I was fortunate to have spoken to him just a day and a half after a visit by Lars Liwendahl, the Lundy stamp advisor and I am happy to advise the following:

**The Puffinage rate is now 6 Puffin not 5.**

GB stamps are **NOT** banned on Lundy, provided that they are used as instructed (i.e. as to position on the card or cover).

Due to misunderstandings in the past few months, there have been occasions when the staff did not cancel properly used Lundy stamps on dual franked covers. However, Mr. Roberts is drawing up a set of rules, which will be kept near the franking machine, and in addition training is being given to staff operating the postal service so that there should be no misunderstandings in the future. I am hoping that we may be given a note of these rules when finalised.

**All Lundy issues produced before 1982 have been demonetised and are no longer acceptable for postage.**

Finally, the fasting will soon be over. A new issue is to be produced. It is at the moment in the planning stage and a final subject has not yet been chosen. It should be issued in the first part of 2002 if all the planning goes well. Paul Roberts has promised that when plans are finalised, possibly in January he will let us have details. **One thing he asks is that our members do not keep contacting the office asking when it is to be issued – Please! He will let us know in good time.**

Finally, I must repeat that following my conversation with Mr. Roberts, I am convinced that the postal service is in good hands and that we will find things improving as time goes on.

Bob Harper.

# ***GB5LI – LUNDY ISLAND CALLING!***

By Colin Blunn

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GB5LI is the Amateur Radio call sign that has been allocated to me by the Radio Communications Agency to use from Lundy on the numerous occasions I have stayed there.

When you talk to the uninitiated about Amateur Radio they may conjure up images (if they are old enough!) of Tony Hancock and his “Radio Ham” sketch or possibly (if young enough!) ideas of disc jockeying on pirate or hospital radios. Whilst technology has had its impact on the hobby of Amateur Radio over the years (the post war father figure twiddling knobs on large radios in his garden shed is long gone), I guess the threads of the pastime still remain the same – making friends and contacts over the airwaves. Lightweight sophisticated equipment now makes it easier for today’s Radio Amateurs to make contacts over the air, sometimes to very far flung places whose cultures and political establishment may be very different from our own.

Some basic explanation of Amateur Radio might help in giving an insight into our hobby. Amateur Radio is not C.B. (Citizens Band) transmitting. Amateur Radio operators have to pass Government exams to achieve their licence and call sign. Unlike C.B. operators who have no training and can simply buy a licence from the Post Office but are very restricted on the bands they can use, power and size of aerials.

Each Radio Amateur has a call sign (given to them by their own national licensing body) which consists of a Prefix and a Suffix. The prefix denotes your country e.g. G = England, F = France, D = Germany, JA = Japan, VK = Australia, ZL = New Zealand and the suffix is exclusive to the individual. The country prefixes are virtually the same as those for ships and aircraft which are used internationally and commercially.

GB5LI, G (England) B5 (Special Call) LI (Lundy Island) is a specially allocated call to identify me transmitting from Lundy and it is usually only available for 28 day periods, and is given as an extension of my own licence – so I’m responsible for the proper operation of it!

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Over the years I have operated from the sites of the various cottages outside of the Lundy Village i.e. Old Light, Little St. Johns, Stonecroft, The Old School and more latterly Hammers. If you have been visiting Lundy at the same time you would have noticed a 25ft. centrally guyed alloy pole supporting a 50ft. wire (the actual aerial) across its top with two 25ft. legs dropping down in the form of an inverted ‘V’.

Most of my radio contacts have been in the form of Morse code. Whilst Morse code is virtually extinct in the commercial communication world, it is still kept well alive and ‘preserved’ by Radio Amateurs. Amateur communication is not limited to Morse code, there are a whole range of signal modes available to operators from simple speech to complicated digital and computer signals. I personally like to use Morse because of its links with the past and the romantic era of radio! A bit like railway enthusiasts keeping steam alive I guess.

There are fond memories of landing once at Jenny’s Cove and trying to climb the rocks with a large bag of delicate radio equipment, which I didn’t wish to trust to the hold of the Oldenburg! I thought I had problems and needed fellow ‘stayers’ also climbing to help to manage the bag – when I looked behind another party where trying to get a cello up safely!

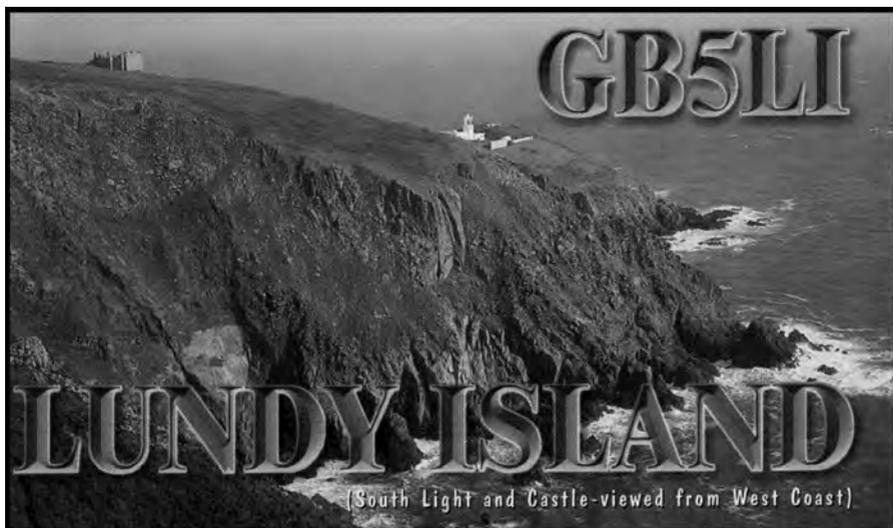
When you are on the radio from Lundy you always arouse interest. Operators on islands always ‘hook’ those listening and standing by for something different to give them a call. Sometimes the number of stations calling me on Lundy have been so numerous it has been hard to pick-out a call sign from the cacophony of Morse code. If another Radio Amateur is successful in contacting Lundy there is the opportunity to confirm this contact by sending them a ‘QSL’ card. This is the name given to a Post Card like card, which confirms the date, time and strength of their signals to Lundy. ‘QSL’ is a term taken from the old telegraphy days and means ‘I confirm your message’. The current card I send out from Lundy gives a view of the West Coast and the South light with GB5LI endorsed upon it.

I have made over 1000 contacts from Lundy with stations from about 70 countries around the world. One of the problems with Lundy of course is you can’t operate through the night as the power goes off at midnight! This prevents possibilities of working more ‘exotic’ stations on the other side of the world taking into consideration the way short waves travel and bounce off layers of particles in the sky.

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One particular contact gave me much pleasure and that was linking up with VK2BJ Barry Simpson in Sydney, Australia in October 1996. I have been to Sydney numerous times (even held an Australian call sign) and it felt like something special to hook up there. In fact when Barry sent me his QSL card (to get Lundy's in return!) I had it mounted and framed and presented it to Paul Roberts, Lundy Island Manager to display somewhere in the Tavern.

Well that's a glimpse into Amateur Radio operation from Lundy. If you should be visiting the island when I'm there (you'll see my aerial!), do tap the door and call in for a chat and a cup of tea and I can show you how Amateur Radio really works.



*Front of one of Colin Blunn's colour photograph QSL cards showing the South Light and Castle as viewed from the West Coast*



**GB5LI**  
LUNDY ISLAND  
IOTA EU-120 WAB SS14



*CW operation by Colin, GØIFM, 14-20 June 1997*

*Lundy Island (which means Puffin Island in Norse) is situated in the Bristol Channel 12 miles off Hartland Point, North Devon. It is three miles long and half a mile wide, and is famous for its sea birds and other wild life.*

STATION	TIME	DATE	BAND	MODE	RST

*Radio operation by kind permission of Landmark Trust*

 ADUR VILLAGE PRESS (G4BUS) Telephone 01903 879750 Fax 01903 814594

*A plain QSL card from Colin Blunn showing the schedule of information that is usually completed.*

## ***ELECTRONIC INFORMATION***

Lundy stamps and the Lundy Collectors Club on the World Wide Web was first introduced in the Autumn of 1997 and since then many developments have taken place. The current main addresses are as follows:-

<http://www.morwenstow.freemove.co.uk/Lundy/stamps.html>

<http://www.thenewpuffinjournal.supanet.com/>

E-mail [thenewpuffinjournal@supanet.com](mailto:thenewpuffinjournal@supanet.com)

# OLDENBURG'S AWAY DAYS – JULY 2001

By Stan and Joan Rendell

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This year's regular annual weekend of cruising the upper Bristol Channel started with a gloriously relaxed sail (for passengers and crew) from Clevedon Pier, to the Sharpness Canal, where the River Pilot took us cautiously through the formidable Dock entrance. Everyone leaned over the gunwales to gauge the ever-narrowing gap between dock wall and rubbing strip as we eased in with a few centimetres to spare.

From then on, not a 'Lundy Swell' or an 'Oldenburg Roll' for the rest of the journey! Just miles of peaceful canal, with 16 swing bridges to negotiate – each with its pillared Keeper's House, built in a style unique to the Sharpness Canal, and each switching on the green light to allow our stately progress. Narrow boats and barges – even a floating hotel (Mississippi-style, of course) were all left rocking gently in our wake. So were the floats of not-too-amused fishermen, while local duck and swan families experienced the novel sensation of surfing. For a while we were within jumping distance of the great River Severn, flowing past just on the other side of the towpath, and all along the route people gathered to stare, wave, or sometimes run, in a vain attempt to keep up with us.

How many *New Puffin Journal* readers have stood, armed with cameras and camcorders upon *Oldenburg's* foredeck? On these annual long weekends 'up-Channel' it has become traditional to allow passengers forward during River Parrett, River Wye or Sharpness Canal cruises. People crowd in to the space normally reserved for sheep or cargo, to have an overall view of what is coming, rather than what has gone by. Purser David added to the interest for several miles, by demonstrating his technique for polishing the ship's bell.

After passing timber yards, *Oldenburg* berthed at Gloucester Dock where there was time to explore the museums and the Missions Chapel before returning to Clevedon via a fleet of coaches. Next day the trip was repeated in reverse – coaches to the north, ship back down the canal.

A musical evening 'Bobbing around the Bay' followed, and next day as a final highlight of the long weekend, *Oldenburg* landed 237 intrepid visitors on to the pebble beach of that other – but much smaller – island of Steep Holm.

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Those 'old-timers' who remember transferring from ship to *Wendy* (or even the landing craft) at Lundy will know some of the difficulties involved. With a much greater rise and fall of tide off Steep Holm, it was not a lot easier, even with the 100-seater island ferry we used, and some passengers will long recall the day for that novel experience alone! Some members of the crew even braved the tide-race in the ship's inflatable, and enjoyed time ashore on this island of strange vegetation and welcoming volunteers who serve refreshments and sell souvenirs in the former Victorian barracks, built in 1867, and now the Visitor Centre.

Unlike Lundy, Steep Holm has twice been heavily fortified. Victorian 7-ton muzzle-loading cannons are still lying in or near their original batteries, complete with underground ammunition stores. Second World War fortifications remain, and the island's history goes back to Roman times and beyond. A medieval priory is being excavated; there is a derelict farmhouse on the plateau, as well as the ruins of an 18<sup>th</sup> century fisherman's cottage. A building that was once an inn dominates the beach. With rare plants, wild Muntjac deer, and sea birds, there is plenty to see and ponder over, without too much walking on unique Steep Holm. The Steep Holm philatelic counter was overwhelmed with requests for Steep Holm stamps, postcards and first-day covers – posted with the island franking.

It was a glorious day on 24<sup>th</sup> July, and after an adventurous mid-sea transfer from ferry to ship, contented passengers enjoyed a high-speed return run to Clevedon Pier at sunset. *Oldenburg* then had a quick turn around and a long scurry back to Bideford for the Lundy ferry service the next day. What a hard-working crew she has – and we think they appreciated the changes of scenery and routine as much as we did. For our normal duties in this part of the Channel are as Trustees of the Charity that owns and manages Steep Holm for the benefit of the public. In that capacity, it is always a pleasure to welcome visitors to the little island that is our responsibility – although Lundy is our haven of relaxation.



*The approach to Steep Holm's East Beach*

# BOOK REVIEW

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## THE LUNDY COMPANION

By Michael Williams

Published by Old Light Press, 4 The Willows, Longhope, Glos., GL17 OQS

Price £6.99

The New Year sees the publication of a new Lundy Book, however this time a book with a slight difference. The Lundy Companion by Michael Williams has taken the subject 'Lundy Island' and presented it in the form of a field guide to be put in the coat pocket and taken with you when out exploring the island. The 144 page small format (97x150mm) reinforced paperback book is covered in 'wipe clean' clear plastic and has a fabric marker to help you from not loosing your page when the book is not in use.

The main part of the book is laid-out as a gazetteer with the names of features, regions and other landmarks given alphabetically. The gazetteer can be cross-referenced with the map, which is neatly stowed away in a plastic sleeve inside the back cover. All the well-known landmarks are listed along with many sites not so familiar even to the expert Lundyphile. Everything from *Ackland's Moor* to *Windy Corner* is listed, from the *Castle* to the *New Jetty* and even cottages long since demolished are all listed. Some descriptions are only three lines long whereas others fill the best part of a page. The pages of text are every now and then interspersed with line drawings produced by Peter Rothwell and monochrome photographs.

The second part of the book gives three detailed walks of varying distance for varying ability. Walk One – 'The South End Stroll', Walk Two – 'Halfway and Back' and Walk Three – 'Rock Feature Ramble'. Each description starts with the suitability, the distance and an estimate of how long it will take walking at a leisurely pace. The names of places of interest on the walk are printed in bold type to help the reader cross reference with the gazetteer section.

Finally, there are two Appendixes, Appendix 'A' gives an insight into the origins of the name 'Lundy' and Appendix 'B' lists all the owners of Lundy since 1140 along with some of the tenants and agents.

The Lundy Companion is a well presented informative book, which will make a good companion to any first time visitor or experienced Lundyphile. It is a book that in years to come will not be sitting pristine on a shelf but will probably be well thumbed and found in a coat pocket.

# UNDERSIZED "TRAMTICKETS"

By Jim Mullett

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Checking through my collection of ½d. Black on Red "Tramtickets" recently, I noticed that all of my examples from Roll 10 have a height of 31mm compared to an average height of 33mm from the other ½d. rolls. This is no doubt due to the reel of stamp paper being cut slightly undersize before printing.

*Checking through my own collection, I found a ½d. Black on Red first printing Roll 6, a 3d. Black on Blue first printing Roll 4 and a 1d. Black on Yellow Roll 1 all with a height measuring 31mm. I also found a 1d. Black on Red second printing Roll 9 and a 3d. Black on Blue second printing Roll 5 both measuring 32mm.*

*I think the conclusion is quality control of the roll width was poor, resulting in stamp heights varying between 31mm and 33mm, unless someone out there has a larger or smaller copy.*

*Ed.*

## DIARY 2002

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Sunday 17<sup>th</sup> March 2002

Lundy Collectors Club all day meeting at  
The British Philatelic Centre,  
107 Charterhouse Street,  
Smithfield, London.  
Videos, Auction, and Displays.

Saturday 20<sup>th</sup> July 2002

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

Sunday 21<sup>st</sup> July 2002

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

Saturday 19<sup>th</sup> October 2002

Lundy Collectors club all day meeting at  
'Hampex', Chandler's Ford, Hampshire.

# ***THE RNLI***

## ***PART 3 – THE ILFRACOMBE LIFEBOAT AND STATION***

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The Lifeboat Institution was first established in Ilfracombe in 1828 but interest waned slightly until 1866 when the first boathouse was constructed and the first boat was stationed in the town. The lifeboat, the ‘Broadwater’ was a gift of a Mr. Broadwater of London, costing £290, it was £110 more than the cost of the first Ilfracombe Station.

Compared to some Lifeboat Stations, Ilfracombe is a quiet station. Since 1866 the town has had nine lifeboats (excluding temporary boats) with just over 300 launches in 135 years. However, nearly 300 lives have been saved during this time, which is a credit to all the crewmen.

In 1893 the new Lifeboat Station was constructed alongside what is now the Lundy Shore Office at a cost of £360. This is where the Ilfracombe lifeboat stayed until the construction of the current Station in 1996. The old lifeboat station was extended in 1990 to accommodate the new Mersey Class lifeboat. However, the tractor used to tow the boat on its trailer around the harbour to the slip way, was housed in its own shed at Cove car park which, is at the opposite side of the harbour from the boat. During the Summer the harbour road is congested with tourists and made the trip to the slip slow and dangerous. The new station was constructed at the head of the harbour opposite a brand new concrete slip and is large enough to house both the inshore and off shore boats and the tractor. It also boasts state of the art crew facilities.

The present lifeboat, the ‘Spirit of Derbyshire’, is a Mersey Class off shore boat measuring 11.77m with a full crew of 6. Weighing only 14 tonnes and constructed of aluminium and fibre reinforced composite, it will reach a top speed of 16 knots with a range of 140 nautical miles. The inshore boat, a ‘D’ Class inflatable, is the smallest of the current inshore boats in service and can only be used during daylight hours but has the advantage of being able to be righted manually by the crew after a capsized. This powerful little boat can reach a top speed of 20 knots and has a range of 3 hours at maximum speed which is ideal for searching along the cliff bottoms and the many small coves along the North Devon coast line.



The new Ilfracombe Lifeboat Station and concrete slip  
which were constructed in 1996

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

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### **The Clovelly Lifeboat.**

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

### **More Lundy books**

## ***AND MUCH, MUCH MORE***

Some items may change or appear in a later issue.

# ***NORTH DEVON POSTER STAMPS***

By Jim Mullett

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When in Bideford recently I came across the following Poster Stamps which had been printed by Atlantic Coast Studios, Bideford Ltd., and with the grateful co-operation of Lundy enthusiast Reg Lo-Vel, I have been able to partly re-construct a sheet of 9 subjects.

## Marginal Inscriptions

Top:- North Devon Poster Stamps Series One.

Bottom:- Copyright Atlantic Coast Studios, Bideford Ltd.

They are single colour sheets and the stamps are separated by roulette.

Sheet colours:-

Mauve  
Red  
Green  
Brown

All printed on gummed paper.

Stamp 1. Westward Ho! (Sailing ship to portraits of Charles Kingsley and Rudyard Kipling).

Stamp 2. Woolacombe (Sea view).

Stamp 3. Clovelly (Street scene)

Stamp 4. Bideford (Quay and Old Bridge)

Stamp 5. Ifracombe (Harbour view)

Stamp 6. Barnstaple (Statue)

Stamp 7. Combe Martin

Stamp 8. Croyde (Cottage scene)

Stamp 9 Lynton and Lynmouth  
(Tower on Beach)

I have not yet found the artist's signature, but they are probably by the renowned local artist John Dyke who of course owned Atlantic Coast Studios.



Partially reconstructed sheet

The sheet originally sold for 1/6d and included a free map of North Devon.

\*\*\*\*\*STOP PRESS\*\*\*\*\*

**Lundy and Landmark are planning to issue a new set of Lundy stamps sometime this Spring.**

**It will be a new set of definitive stamps in the 1991 design.**

**Lars Liwendahl**

**All LCC Members will receive a newsletter from Lundy soon.**

# RNLB 'CITY OF NOTTINGHAM'

By Kath Gatt

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*Recent articles regarding the Lifeboats which support Lundy and the review of the book 'Lundy Packets' has inspired Kath Gatt to contribute this article about her husband's most interesting project. If you can remember the 'City of Nottingham' in use as the Lundy mailboat, please contact Kath through the Editorial Office, as she would like to establish as much information about the vessel as possible.*

The *City of Nottingham* Lifeboat was built by Saunders Roe in 1929, at a cost of £4,595.19.5d, provided by the Nottingham Motor Lifeboat Fund, met by the generosity of the people of Nottingham. She was a 35'6" self-righting motor lifeboat with an engine of 35 hp and a cruising speed of 7.5 knots. She was the first lifeboat of a new type, embodying degrees of stability and sea-worthiness never before attained. Should she capsizes, even when holed, she would right herself in 4 seconds.

She was sent to Hythe as station lifeboat on 7<sup>th</sup> January 1930. Her arrival created much excitement and on 21<sup>st</sup> May 1930, there was an inauguration ceremony at the Lifeboat Station in Hythe, attended by a number of officials from Hythe and Nottingham. During her service at Hythe she was launched 17 times and saved 16 lives.

In February 1936 she was withdrawn from Hythe, but shortly re-allocated to Clovelly, North Devon in June 1936. At Clovelly she took part in a further 36 launches and saved 27 lives. In 1948 the crew carried-out a service for which members of the crew were awarded medals for gallantry.

In 1950 she was sold out of service and re-named *Margaret Rose*. She was converted into a passenger-carrying ship at a local boatyard and started her service as the Lundy mailboat, successor to the *Lerina*. Interestingly, on two occasions when the *City of Nottingham* was in service at Clovelly she was called out to rescue the *Lerina*. In 1937 the lifeboat towed the *Lerina* into Padstow Harbour after she had drifted from Hartland Point to off Boscastle. In 1948 the *Lerina* was driven on the rocks off Lundy Island and the *City of Nottingham* took her in tow. Sadly, her owner died soon after this service started and in 1951 she was withdrawn as the Lundy Mailboat. She then changed hands a number of times eventually being re-named *Dauntless*. In 1979 she was owned by a Mr. Carter who suspected that she was an ex-lifeboat and wrote to the RNLi who confirmed that she was, indeed, the *City of Nottingham*.

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My husband, Tony and his brother bought the *Nottingham* in 1999 – and you will see from the following photographs that she had been converted to a motor yacht. She was basically a sound boat, so they decided to restore her to as near to original as possible. After two years hard work she is not yet fully restored and the second photograph shows her in October 2001 partly restored at anchor at Newport, South Wales.



Before restoration during her days as a motor yacht.



At anchor at Newport, South Wales partly restored – October 2001.

# **RARE LUNDY BOOK**

By Roger Allen

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## **The North Devon Coast. By Charles G. Harper. Chapman and Hall, London. 1908.**

At the July meeting in Ilfracombe, Michael Bale brought along a copy of the above book for sale. Unfortunately another member saw and purchased it before I did, but I had a chance to look through it. I realised that it was a very fine book indeed and that I should have a copy in my library. I contacted a book dealer and searcher in the West of England and within a comparatively short time, he came up with a copy for me.

The book is of course, hardback, with blue covers and 250 pages. Profusely illustrated with photographs and line drawings by the author, who is obviously a very skilled artist. The book has chapters on every town and settlement of note from Lynmouth to Hartland. The printers are Hazell, Watson and Viney Ltd. London and Aylesbury.

Chapter VIII, eighteen pages long, deals entirely with Lundy. The author starts this chapter with a description of the poor quality passengers who visit Lundy on the steamers, "The Captain says 'heave' and they all heft!" He states that there were 35 inhabitants on the island in 1908.

He then gives a pretty thorough history of the Marisco ownership. He mentions the 'Moorish' blood that ran through the Marisco veins that he believes led Sir William to lead his lawless life. His crimes included the peccadillo of killing an Irishman, hardly a crime at all, but for which, together with other crimes including the trumped up charge of conspiring to assassinate Henry III he was executed. The author obviously has a great deal of sympathy for Sir William de Marisco.

He continues with the history of the use of Lundy by pirates and then, fairly accurately, recounts the story of Thomas Benson. Sir John Borlase Warren, he states, had the odd fancy of colonising Lundy with Irishmen. He speeds through the Heaven period up to the wreck of the Montagu. He describes the night of the wreck and how it happened and adds that excursion ships have benefited immensely from taking trippers to see the wreck. Even in 1908, the ship, though much salvaged and rusted, would still have been quite a sight to see.

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He describes in great detail the auction that took place in 1906. The Heaven's put a reserve price of £25,000 on Lundy but the highest bid was £19,000. The auctioneer described Lundy as a "little kingdom for a little king, an empire for a little emperor. No rates, no taxes and no motor-dust" (an odd comment in 1906 when motor cars were pretty scarce anywhere).

In the final part of the chapter, the author takes us on a round trip of the island, starting at St. Helens Church, then the Old Light and the ruins of "St. Helens" chapel (sic), the Battery, the North Light, the myriads of sea birds, including the puffins, the seals, the gun emplacement at Brazen Ward, the Logan stone, Knight Templar and finally the Quarry buildings in the village. Strangely he does not mention the castle. Perhaps he was only there for one day, travelling Northwards, without going down to the castle area.

Later in the book in Chapter XI, he wrongly states that Chanters Folly can be seen in Appledore. The tower was not really in Appledore but rather at the mouth of the Torridge. He carries on to state that His Majesty's mails are taken to Lundy once a week from Instow per the sailing skiff "Gannet" and that passengers may travel on her for 5/- worth of sheer misery. The sheer misery costs a great deal more than that now.

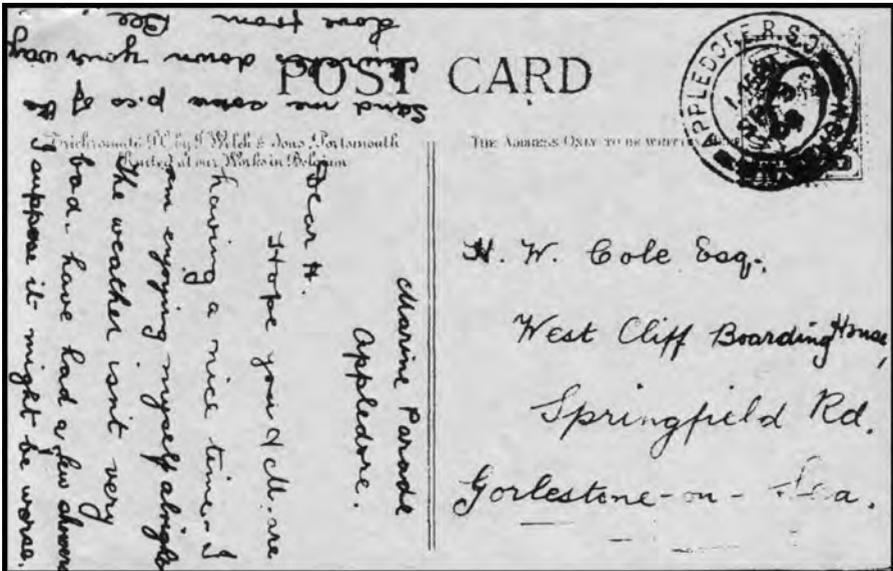
There are four illustrations in the Lundy chapter. The first is a map of Lundy, drawn by the author, showing most of the main buildings and landmarks. The second and most interesting illustration is a line drawing of the landing beach by the author. A paddle steamer and launch are in the bay, the South Light is in the distance and the castle with its telegraph masts is also included. The old Fish Palace on the beach, now long disappeared after all the new construction, is shown complete with roof and chimney. There follows a line drawing of the Montagu on the rocks, with the Shutter rock just to the left. Masts, guns and funnels are all present in a very heavy sea. The final illustration is a photograph, also of the Montagu, seen from the cliff top with the salvers' walkway stretching from the ship to the top of the cliffs. Guns and funnels have gone but the masts are still there and the decks are awash. The photograph is by 'World's Graphic Press' and as far as I know, has not been made into a postcard.

# AN INTERESTING CANCELLATION

By Stanley Newman

Following Brian Parke's fine article on the "Bideford, Westward Ho! and Appledore Railway", in the Spring 2000 issue of the 'JOURNAL' I did not appreciate the importance of the Railway insofar as its use for the carriage of Mail for the G.P.O. That was until I recently discovered on a postcard mailed from Appledore on 3<sup>rd</sup> September 1908, a fine 'APPLEDORE.R.S.O./NORTH DEVON' double-circle cancellation. Now 'R.S.O.' indicates a Railway Sub-Office, and in the Authors previous opinion, R.S.O.'s existed chiefly at Railway Centres in or near UK towns where volumes of mail were sorted.

The existence of a Railway Sub-Office in Appledore comes as quite a surprise, for the "catchment area" involved was so very small, extending probably from Westward Ho! to Northam only (since Clovelly had its own well-established cancellations). Furthermore, the existence of an R.S.O. in Appledore would appear to give ample proof that all local mail was sorted in Appledore and sent by the Light Railway to Bideford!



Postcard showing the Appledore R.S.O. postmark

# STATEMENT OF CLUB ACCOUNTS

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For the 12 months ending 31<sup>st</sup> December 2001.

2001 proved to be another fine year for the Club, not only for our meetings, auctions and publications, but also another fine year financially. During the year we purchased another bulk order of our excellent Binders for your *JOURNAL*'s, about half of which have already been purchased by Members. As you will already be aware, we have been able to maintain our Club Subscription rates unaltered for the fourth year running.

INCOME	2001	EXPENDITURE	2001
'Journal' Subscriptions	1873.50	Printing of 'Journal'	929.02
Meeting Proceeds	21.00	Other Printing costs	190.70
Adverts in 'TNPJ'	129.00	Postages (incl. Binders)	511.70
Auction Commission	878.16	Ilfracombe Weekend	656.75
Sale of Binders	271.75	Room Hire (3 Meetings)	310.00
Bank Interest	9.05	Club Admin. Expenses	43.00
Ilfracombe Weekend	631.00	Purchase of Binders	390.75
'TNPJ' Back Numbers	<u>48.00</u>		
			<u>3031.92</u>
		Surplus in year	<u>829.54</u>
	3861.46		3861.46

## GERALD KING TURNS STAMP COLLECTING ON ITS HEAD!

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A Lundy collector named Duffyn  
 Discovered an inverted puffin.  
 He was walking on air,  
 But collapsed in despair -  
 T'was a Gerry King fake  
 And worth nuffin .



# SOMETIMES IT PAYS TO LOOK

By Jim Mullett

It's amazing how a little detective work can unfold a story.

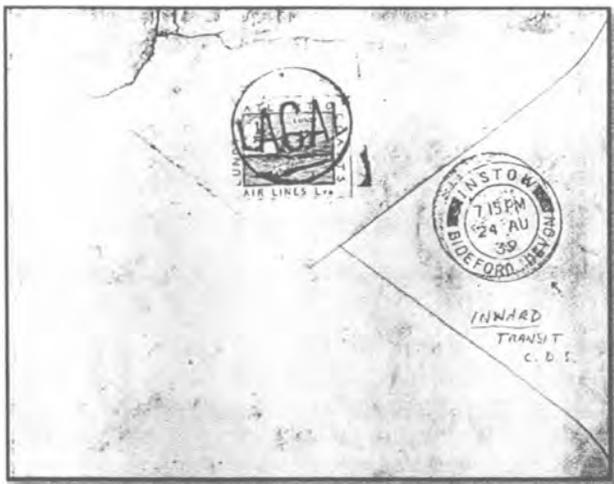
The cover addressed to Dr. Sewart looked interesting, it had been flown into Lundy by L.A.C.A.L only one week before war was declared – could it possibly be the last commercial cover to survive before the airline was abandoned?

So, I turned to the index in Mr. Gades book “My Life on Lundy” and yes Dr. Sewart was listed on page 217. Dr. Sewart, his wife and three young children left Cardiff in his yacht “Freckles” in August, bound for a holiday in Brittany. They stopped and anchored overnight in Lundy’s “Landing bay”. During the night the yacht drifted and was wrecked in collision with the “Carmine Filomena” wreck.

Mr. Gade came to their rescue in his dingy along with some fishermen. As the Old Light was vacant the family stayed on for the rest of August.



*Front of cover addressed to Dr. Sewart, Lundy Isle.*



*Rear of cover showing the Instow inward transit CDS  
and LACAL handstamp cancelling the air stamp*

## ***P.S. WAVERLEY CACHETS***

By Roger Allen

---

In Stanley Newman's book "Postal History, Postmarks and Cachets of Lundy Island" he illustrates on page 49, a small double circle, SC-W1, used on the P S 'Waverley', reading "Posted on board Paddle Steamer "WAVERLEY"". This cachet is still in use, as evidenced by a postcard received recently dated 4<sup>th</sup> October 2001. The cachet is struck in black.



Looking back at postcards dating from 1982, the cachet in use at that time was slightly different to the illustration in Stanley's book. It was struck in violet and the word Waverley is in lower case, rather than upper case. The variation should be included in any new edition of the book. Both types are illustrated above.

# LUNDY ARCHIVE

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*Lundy's connections with the Royal Family stems back to at least Agnes Plantaganet of the late 1100's, who was the mother of William de Marisco. It is therefore very surprising to find that the first reigning monarch to step foot onto Lundy Island was Queen Elizabeth II (that's correct the second) only 25 years ago whilst on her Jubilee Tour.*

*The following report was made in the North Devon Journal-Herald on 11<sup>th</sup> August 1977.*

## THE QUEEN TAKES A DAY OFF ON LUNDY

The most closely guarded secret of the whole Jubilee tour – a strictly unofficial, private visit by the Queen and Prince Philip to Lundy – was revealed this week. It took place on Sunday (7<sup>th</sup>), and even the islanders and holidaymakers were not told of it until the previous evening.

On a day when a leading Sunday national newspaper questioned the severity of the tour on the Queen's health, she was able – on one of her rare rest days in an exacting Jubilee programme – to stroll, in perfect weather, around the island with not a spectator in sight.

So the whole object of the exercise was fulfilled. There were no crowds, no camera crews, no TV units, and even more important, no pomp and ceremony. It was a day off in the true sense of the word when she badly needed one. And in doing so the Queen added another page to the fascinating and chequered history of the island. For it was the first time a reigning monarch had set foot on this beauty spot in the Bristol Channel which has had among its rulers pirates and privateers.

Even this unpublicised visit was planned down to fine details, to the point where the Royal party were put ashore not at the accepted landing area at the south-east corner of the island, but towards the northern end at Brazen Ward which meant a climb of 337 feet up the steep cliff path.

For one man, Mr Ian Grainger, the island's agent, it had been an anxious month since the proposed visit was mooted

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Of the island community, only he and one or two others were told of it. Not until the Queen and Prince Philip, together with the two Princes Andrew and Edward, stepped ashore from the Royal barge, was he able to relax mentally.

Also there to welcome the visitors was Mr John Smith, Chairman of the Landmark Trust, and his wife. But formalities were almost non-existent. And until the Queen had had a full chance to walk about the northern area of the island, did she venture into the village and chat to a few of the residents and holidaymakers.

As expected, she was particularly taken by the Lundy ponies, the handsome, sturdy little animals who for quite half the year brave some of the fiercest winds the Atlantic can throw up. But on Sunday it was as if fate decreed that the Queen deserved her day off. As Mr Grainger said: "It was Lundy at its best – a perfect day with no wind." He told me: "Everything could not have gone better. We were worried in case the secret leaked out, of course. The Queen just wanted a bit of peace and quiet in the middle of her tour, and this is just what she got."

For twelve passengers and three crew of the pleasure boat Puffin, Sunday's day out on Lundy turned into an unforgettable experience as they exchanged words with the Royal party. The trip had been arranged by Mr. Joe Ball, managing director of Appledore Shipyard. The Puffin, skippered by Eric Scilly, celebrated the Queen's island walkabout in style by waving a 9ft-long Union Jack.

The Royal yacht Britannia had anchored the previous night about half a mile off the island. And promptly at two o'clock, the three-hour visit began.

The Queen later stopped outside the renowned Marisco tavern to chat to islanders, but declined an offer of tea.

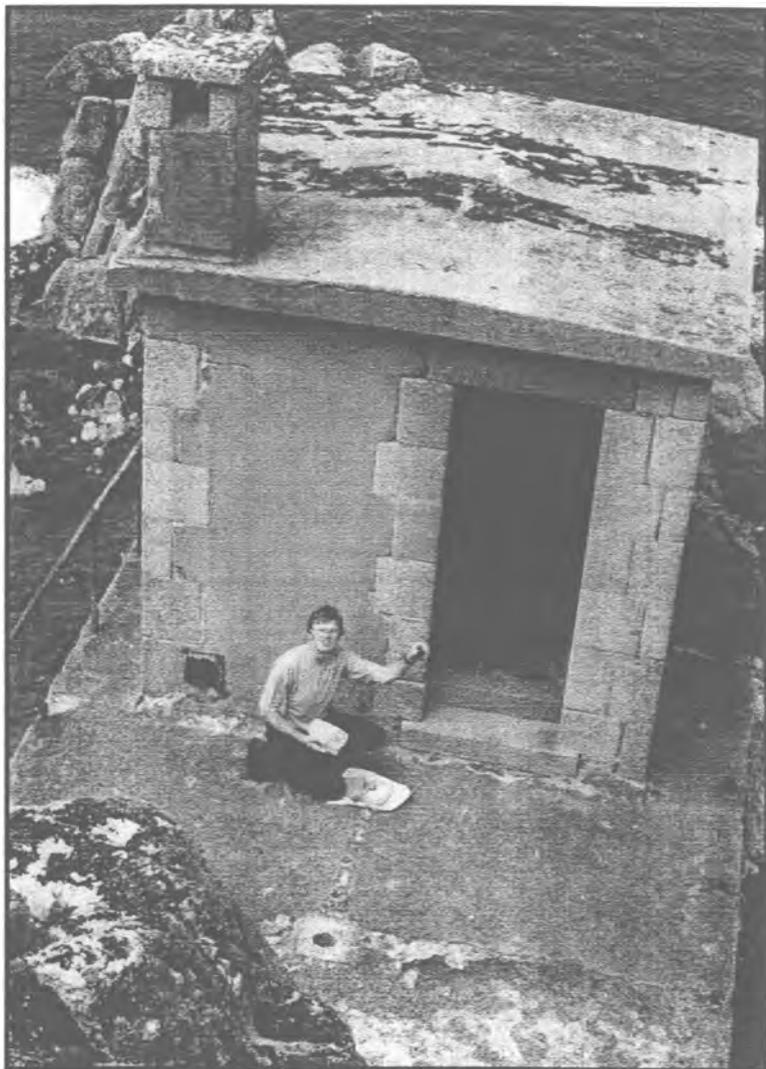
About 70 members of the crew of the Britannia also landed at the south end of the island and had a look around.

At about five o'clock the Queen said goodbye to the 100 or so people on the island after a brief walk around Millcombe House, built in the 1830's by the Heaven family who owned the island for over 80 years.

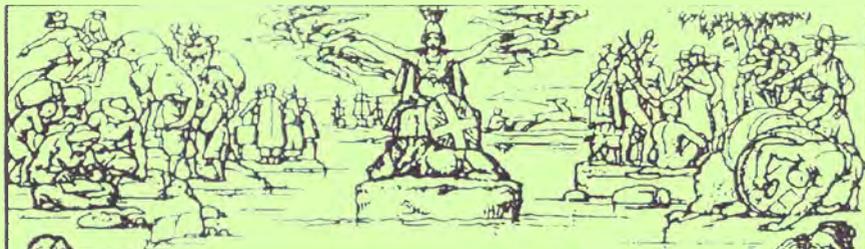
And after another night's stay on board "Britannia" she was off in the direction of Avon on the next stage of her tour.

# PHOTO PAGE

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*Club Auctioneer Mike Thompson digging for gold at the North Light, Lundy*



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# OUR NEXT MEETING

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The Spring 2002 Meeting of the Club will be held on Sunday 17<sup>th</sup> March 2002, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC – commencing at 10.30 a.m., and the theme will be LUNDY ON VIDEO. A collection of various different videos of the island from all sources – both from television and private recordings. So if you have taken any interesting video cassettes on the island, please bring them to the Meeting. The programme will be as follows:-

10.30a.m.	Registration and Reception (free coffee, tea and biscuits) Bourse opens.
11.15 a.m.	Video displays of Lundy Island
12.45 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 3.45p.m.	Club Auction (Auctioneer – Mike Thompson).
4.00 p.m.	Displays
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 Sundays) is available in the adjoining Charterhouse Square.

