

# The New Puffin Journal



**AUTUMN 2002**

Published by the Lundy Collectors Club

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### **YOUR FREE GIFT**

For details of your free gift please turn to page 28 of this issue.



# EDITORIAL

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Most of the Members who came to our Summer Convention in Ilfracombe expressed the opinion that this was beyond doubt, the finest Meeting we have had to date. No less than 25 Club members enjoyed a sunny day on Lundy, the cruise each way on the *Oldenburg* being “spiced up” by our ‘Bottle Launching Venture’ (see pages 27 and 28), and a record attendance of 34 members and guests enjoyed our all-day Meeting at the ‘Landmark’ in Ilfracombe (see next page).

We welcome the appearance after an agonising period of nearly five years, of a new stamp issue from the Island Authority (see page 13), and we hope that a possible renewal of regular stamp issues will regenerate philatelic interest in the island. Hopefully this might lead to a welcome increase of our membership. For the past few years our total membership has hovered between 150 and 180, but a recent influx of new members makes us optimistic of reaching the magical 200 mark!

It is with regret that the club’s Web Site is temporarily out of action due to a fault with the provider, however, as soon as things are rectified a note will appear in a future issue of the *Journal*. This does **not** affect the club’s e-mail site, which is working without problem.

At the time of writing this Editorial we are (on the South Coast at least) enjoying fabulous Summer weather – it would currently appear that a holiday on Lundy could well surpass one on a Mediterranean Island.

Finally, it was with great regret that your Editors learned of the sad passing away of Ken Gibson on 10<sup>th</sup> August. To those who knew, or bought Lundy material from Ken in the 1980’s, his passing will bring back memories of old. A full Obituary to Ken has been printed on page 7.

*Stanley Newman*

*James Thomas*

August 2002

# ***SUMMER 2002 WEEKEND REPORT***

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The Summer 2002 Meeting kicked-off on Saturday 20<sup>th</sup> July with what has become the Club's annual trip to Lundy. Calm seas and a clear blue sky always make for a lovely day out and this year was no exception. All 25 Club members who attended enjoyed the long hot day on the island. This year the sea crossing was 'spiced-up' by 'The Great Lundy Bottle Race' which was organised by Stanley – for a full report see pages 27 and 28.

Our usual 'Thompson Tours' rep was again in attendance and led a party of eight from the Tavern to the Battery via the Old Light although numbers dwindled as we left the Battery towards the North Light. Other members had a more leisurely day enjoying the fresh Atlantic air, taking in the scenery and doing a watercolour or two. A couple of members unsure of the island's main road network and its public transport system, decided to play safe and not leave the Tavern until the Oldenburg returned to take them home!!

The Summer Meeting was held the following day at the Landmark in Ilfracombe. Michael Bale and Jon Aitchison displayed a good stock of Lundy stamps, postal history, books and ephemera with many discounted items and bargains. Mike Thompson, Roger Allen, Stanley Newman and Sharon Read also had tables laden down with a wide variety of Lundy material and artwork.

During the second part of the morning the club competitions were held but sadly again there were insufficient entries to hold the general stamp competition for the Stanley Newman Cup, however, the competition for the other two trophies was very good. Due to the pressure on editorial space in this issue, the full Competition Report will be published in the Spring 2003 *Journal*.

The morning was rounded-off with a magnificent display of Lundy china presented by Alan Pierce. For more details see the next issue of the *Journal*.

Most of the 30 plus members present partook in the organised lunch at the Landmark and once again the cuisine was excellent – congratulations to the Chef!

Stanley started the afternoon with a few Secretary's announcements. He thanked all members in attendance for making the meeting the most successful to date and also proposed a vote of thanks to James Thomas for the introduction of colour illustrations to the *Journal*. Mike Thompson gave details of the venue of the next meeting which will be held in conjunction with 'Hampex' – see back cover for full details.

The remainder of the afternoon was taken-up with the Club Auction which again was professionally organised and conducted by Mike Thompson and ably assisted by Julie Lester and Stanley.

After pleasant informal discussions the Meeting closed at 5.00pm.

# **AUCTION REPORT**

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The Landmark Theatre in Ilfracombe with its spacious facilities was the venue for the Club's 16<sup>th</sup> Auction on 21<sup>st</sup> July 2002. The usual team – Mike, Julie and Stan did their established jobs, and the Room Auction was another success with Postal Bidders getting their fair share of lots. Realisations included the following:-

	<b>£</b>
<b>Stamps</b>	
1930 6p variety 'curved line through frame' N3a, U/M	10.50
1935 ½d "Tramticket" Roll 3 N9 M/M	45
1935 ½d "Tramticket" Roll 6 N9 M/M	21
1935 3d "Tramticket" Roll 4 N7 M/M	22
1936 ½d Large Map in complete sheet of 12 U/M, M/M	70
1937 Small Air stamp proof in black on beige paper N18e. Uncatalogued	20
1940 Red Cross 2 puffin with top margin o/p N31, U/M	18
1940 Red Cross 2 puffin with 'broken cross' variety M/M	24
1940 Red Cross 9 puffin with 'broken cross' variety M/M	26
1943 IX Anniversary 3p with <b>green</b> overprint. N50P M/M	18.50
1943 IX Anniversary 4p with <b>green</b> overprint. N51P M/M	18.50
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1950 BY AIR – Narrow setting set of 8 N69-76 U/M, M/M	72
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# LUNDY NEWS

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## **NEW FRANKING MACHINE AT ILFRACOMBE SHORE OFFICE**

The Lundy Ilfracombe Shore Office now has its own Boxed Meter Franking and it is similar to the Bideford one already in use i.e:-

BIDEFORD      5 NE 15617

ILFRACOMBE 5 NE 15038



## **NEW CANCELLER**

Official First Day Covers for the new 2002 Lundy stamp issue have been cancelled with the 1996 30mm general purpose “FIRST DAY OF ISSUE” handstamp and a new 32mm general purpose “FIRST DAY OF ISSUE” handstamp. For more details and illustrations read the next issue of *The New Puffin Journal*.

## **BIDEFORD QUAY**

The controversial extension work on the Bideford Quay is now well under way. For the duration of the work the Oldenburg is mooring-up a couple of hundred metres down river adjacent to the Kingsley Car Park, where one can also find the Lundy Shore Office in its temporary location.

# LETTERS TO THE EDITOR

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I think we should be flattered by the inclusion of so many items making reference to or from the Lundy Field Society in the Summer 2000 Edition of *The New Puffin Journal*!

May I add:

At our Annual General Meeting in March 2002, I was delighted to thank on behalf of the Society, not only Lisa for her 'ex Warden' report, but also Professor Jenny George who stepped down from the Chair after sixteen years' active service – she will be hard to follow.

During the 50<sup>th</sup> Year Anniversary of the award service of the Victoria Cross to John Pennington Harman, most of the Burma Star Association had to turn back on the Oldenburg sailing and take shelter at Clovelly where a service was held on board ship, Diana Keast having addressed the association members by radio.

The 'Trumpeters' were actually one in the person of Clive Pearson, owner and skipper of the *Jessica Hettie* (see page 23 of the Autumn 1997 issue of *TNPJ*) who notified at the appropriate time from the Quarry, duly played the 'Last Post' in the bay below. It was, indeed, a moving occasion and I suspect many of us shed a tear.

We are expanding our Website, [www.lundy.org.uk/](http://www.lundy.org.uk/) and welcome any additional photographs for inclusion. Please contact our Secretary, Mr. Chris Webster, Lundy Field Society, 38 Green Way Avenue, Taunton, Somerset, TA2 6HY.

We extend an invitation to those who wish to become members of the Lundy Field Society, which publishes an annual report covering the activities of the Society and research on the island, together with an interesting newsletter. At the Annual General Meeting in March, an auction of Lundy material is conducted for members.

Roger Chapple  
Chairman,  
Lundy Field Society

# ***LETTERS TO THE EDITOR***

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## ***LUNDY FIELD SOCIETY ARCHIVE***

I congratulate you on the selective colouring of the latest edition. I think it really makes the Journal. Just enough colour and just where it is needed, on those vital illustrations. Well done to everyone concerned.

I note on page 5 you point readers to the old photographs on the Lundy web site. Together with Chris Webster, I was responsible for securing copies before the album was lost to a private “Lighthouse” collector in the USA. I should like to point out that the “Lundy Archive” on page 30 is directly connected in that Rowland Barker was the photographer and owner of the album. This was only put up for auction when he became ill and was taken into a nursing home and from what we were told is not in a state to describe the photographs for us. So, if anyone can identify anything, we would appreciate it. Particularly the “man with the spade” – perhaps Mr. Barker himself, the group in the Old Light and the group disembarking from the boat. Note that there is a naval vessel on the horizon, which would benefit from being identified too.

Alan Rowland

## ***THOSE DREADED RATS!***

It was pleasing to read in the “Lundy News” section of *The New Puffin Journal* Summer 2002, of the possibility of the elimination of the Black and Brown Rats from Lundy.

As a “Friend of Lundy” I would fully support such a proposition as a means of increasing Lundy’s bird population, especially the sea birds in their nesting period. Let’s hope that there will soon be a decision to carry out this eradication programme or at least to severely cull them. After all many people go to Lundy to see the birds not the rats!

Godfrey Nall

# ***KEN GIBSON 1928 – 2002***

It is with sadness that we announce the death of Ken Gibson, one of the doyens of Lundy stamp collecting.

Ken had been a keen Lundy collector since the early 1960's during which he amassed one of the world's most significant collections. He had always been a prolific buyer resulting in a collection of massive proportions. With over fifty Lundy thimble cancels, two hundred "Tramtickets", four thousand postcards, thirty Appeal stamps and more than a hundred albums, it is unlikely such a collection will ever be formed again. Ken will also be remembered for his stewardship of the Lundy Philatelic Bureau during 1988 and 1989 when he oversaw the issue of the 3p and 10p overprint and the R.S.P.B. sheet.

Ken's other collecting interests were covered with equal vigour and volume including outstanding collections of Spanish Civil War, Hungarian Inflation period, Revenues, Perfins, Festival of Britain, Scientific and Optical Instruments. He was also an accomplished artist and photographer and helped a number of good causes including the Samaritans.

Ken died quietly at home of heart failure, aged seventy-four, on Saturday 10<sup>th</sup> August after a long illness. He had survived triple by-pass surgery and having a pacemaker fitted some six years ago. The Club sent condolences to his wife, daughter and two sons.

Lundy collecting has lost one of the 'greats' of our hobby.

Jon Aitchison  
August 2002.

# **FELIX W. GADE'S CORRESPONDENCE TO A LUNDY COLLECTOR**

## **PART 2 - 1966 TO 1971**

Excerpts from Letters Written to Caleb ("Andy") Anderson

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**August 27, 1966:** I am sending herewith an imperforate set of the Sir Winston Churchill stamps, a short set of the 1950 "By Air" overprints, a short set of the 1955 Millenary airmail, and the 1961 Europa imperforate miniature sheet and the 1953 Coronation photogravure imperforate miniature sheet. Under separate cover I am mailing to you two of the puffins made of seashells, and I trust that they will arrive safely. So you are returning to the United States in September, and I conclude by saying that I am very pleased to have met you and trust you will continue to take an interest in Lundy affairs.

**August 17, 1967:** Lundy is just about the same as it always has been, and the permanent population remains just as it was when you visited the Island. Enclosed is a letter of announcement and price list that will tell you all about the only issue of stamps made since the Sir Winston Churchill issue. These "Help Save Seabirds from Oil" stamps are still available, and there are first day covers at 56 cents each and imperforate sets at 84 cents each. I enclose a list of all the stamps, miniature sheets, imperforate sets, and first day covers that can be supplied. The exact size of the "Chieftain" sheet is 3 inches by 3¼ inches.

**September 18, 1967:** I am sending herewith:

2 perforate blocks of "Help Save Seabirds from Oil" stamps.	\$0.84
2 imperforate blocks of the same stamps.	\$1.68
1 first day cover bearing a perforate block of the same stamps.	\$0.56

There are no first day covers bearing imperforate blocks of the "Seabirds" stamps.

**November 13, 1967:** I am pleased to hear that you have designed and will soon have printed a stamp album for Lundy. I should think that I would be able to dispose of quite a number of such albums providing that the price is not too high, and I shall be most interested to see the copy which you say you will send me as soon as ready. I think that Lundy will be satisfied with a discount of 25 percent. I am speculating as to whether the cards which you propose should be inserted in the letters inquiring for or ordering stamps will request the customer to send me the order direct or to you. I favor the former procedure, and it seems that if there is any considerable demand for the album, a stock should be held here.

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**October 28, 1968:** Lundy has not issued any stamps since the “Save the Seabirds from Oil” blocks. I am hoping that there will be a new issue next year, which is the 40<sup>th</sup> anniversary of the first issue of Lundy stamps. The stock of the folder illustrating and describing the Millenary stamps printed in England is now finished, but I still have copies printed in French and German.

**April 26, 1969:** I do not think there is much prospect of being able to buy a mint set of the Lundy Red Cross Surcharge stamps, although you do not tie me down to a price. R. M. and R. W. Willcocks of 7 Shooters Hill Road, Blackheath, London S.E.3., include the 1940 Red Cross Surcharge set in their price list, but I do not know if they actually have them in stock. The complete set of 8 values costs £41 15s, which is approximately \$125. It looks a lot of money, but it would be a good investment. I recommend that you write to R. M. and R. W. Willcocks if you are prepared to pay that price.

It is true that Mr. Albion Harman died last June, and because of that, his widow and his sisters are obliged to offer the Island for sale. There are quite a lot of people interested in buying it, but so far no sale has been completed. Yesterday we said goodbye to a family from Texas who came over by air specially to look at the Island. There were five of them altogether so that they spent a bit of money to make their inspection, but I fancy that they are not going to make a bid, although they left it indefinite. Mrs. Gade and I are pretty well and hope that you are the same.

**January 5, 1970:** Thank you for your letter addressed to Mr. Gade, who is at present away from Lundy, but who expects to return in the near future. There has been one stamp issued since the “Help Save Seabirds from Oil” issue of 1967, and I am enclosing particulars. There are still plenty of these stamps and first day covers in stock.

Lundy is now the property of the British National Trust, which means in effect that it is now the property of the British Nation. The National Trust has leased the Island to the Landmark Trust, which body has taken a 49-year repairing lease on the Island. I am sure Mr. Gade would wish me to thank you for your good wishes and to wish you also a very happy New Year.

— P. J. Ogilvie (Mrs.), Secretary to Mr. F. W. Gade

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**March 12, 1970:** The National Trust, which enabled to buy Lundy through the munificence of Jack Hayward of the Bahamas, is a Private Trust entirely supported by voluntary subscription by Britishers whose desire is to preserve as much of the most beautiful and historically interesting portions of their country, as possible. The Trust is not a profit-making organization, and although it now owns a large number of properties throughout the British Isles, it is never very able to put its hands on a lot of liquid cash.

The Landmark Trust is another private Trust also and is really owned entirely by Mr. J. E. L. Smith M.P. and his wife. This Trust is also concerned with the preservation of beautiful and historical places in the British Isles, so you need have no fear that the Landmark Trust will spoil Lundy by erecting hotels and restaurants or other buildings, other than a few more cottages to house employees. I enjoyed receiving the lighter. I do not smoke much, usually one pipe per day and a cigar on Saturday evenings. There are no imperforate sheets or sets of the 1969 40<sup>th</sup> Anniversary issue.

**June 24, 1971:** Lundy is still in the same position as when you visited the Island, and not many changes have been made so far by the new owners who are concerned to bring the Island up to date rather than to develop it. The change of ownership has meant an increased number of people visiting the Island, and, naturally, it seems overcrowded, but that, of course, is relative. One hundred people on Lundy constitutes a crowd but would scarcely be noticed anywhere else. Lundy issued five stamps of decimal value on March 16, 1971. The denominations are: ½ new puffin, one new puffin, three new puffins, three-and-a-half new puffins, and four new puffins, and the total face value is twelve new pence. Some first day covers are available at 35 pence each. These new pence are equivalent to your cents. I shall be pleased to send you mint sets and first day covers, and you can send payment either by a crossed International money order or in U.S.A. currency.

Mrs. Gade and I have not been too well since we saw you last. In February last year Mrs. Gade had a slight stroke, which has left her with a very short memory and impaired eyesight, but full use of her limbs. I had to have an operation for a prostate gland in 1970 from which I have now recovered.

# ***ACAS "TRAMTICKET" REGISTER UPDATE***

By Michael H. Bale

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The previous *ACAS Tramticket Register* totals through September 1992 were tabulated on page 13 of the Fall 1992 *LCCPQ*. During the period of October 1992 to April 2002, 133 additional Tramtickets were recorded, increasing the *ACAS Tramticket Register* totals from 2016 to 2149 (an increase of 6.6%). See the boxed table on the next page for the updated totals. There are no recorded 3d Roll 3 Tramtickets, which strongly suggests this roll either was never printed or was destroyed without any examples saved. There are 82 additional entries of unused Tramtickets (an increase of 5.1%) and 51 additional entries of used Tramtickets (an increase of 13.1%). The additional entries are distributed among 15 of the 17 known rolls as no additional Tramtickets were recorded for the ½d Rolls 3 and 8. None of the 15 rolls in which additional Tramtickets were recorded shows an exceptional increase over the previously published totals. The 2149 *ACAS Tramticket Register* entries through March 31, 2002 represent 17.8% of the theoretical number of Tramtickets printed, or 18.6% of the number printed if it is assumed 3d Roll 3 does not exist.

Rare items to watch for:

- ½d Roll 3, only three covers and two used examples recorded
- ½d Roll 4, only two unused examples recorded
- ½d Roll 6, only eight covers and five used examples recorded
- ½d Roll 7, only three unused examples recorded
- ½d Roll 8, no unused examples and only two (correct period) used examples recorded
- 1d Roll 1, only one (correct period) cover and five used examples recorded
- 1d Roll 2, only two (correct period) covers and ten used examples recorded
- 3d Roll 1, only five (correct period) covers and eight used examples recorded
- 3d Roll 2, only three (correct period) covers and four used examples recorded
- 3d Roll 3, no examples recorded
- 3d Roll 6, only one (correct period) cover recorded

**Summary of ACAS Tramtickets Recorded to 1<sup>st</sup> April 2002.**

<u>Roll</u>	<u>Numbers</u>	<u>Unused</u>	<u>Used to</u>	<u>Used from</u>	<u>Used</u>	<u>Used</u>	<u>All</u>
		<u>Total</u>	<u>Lundy</u>	<u>Lundy</u>	<u>to/from?</u>	<u>Total</u>	<u>Total</u>
<b>Halfpenny (½d)</b>							
1	00001-00500	17	31	38	15	84	101
2	00501-01000	55	0	11	0	11	66
3	01001-01500	25	0	3	2	5	30
4	01501-02000	2	0	35	5	40	42
5	02001-02500	66	7	32	19	58	124
6	02501-03000	99	5	3	5	13	112
7	03001-03500	3	9	45	7	61	64
8	03501-04000	0	0	0	3	3	3
9	04001-05000	181	20	6	5	31	212
10	05001-06000	354	8	9	13	30	384
	<b>Totals (½d)</b>	<b>802</b>	<b>80</b>	<b>182</b>	<b>74</b>	<b>336</b>	<b>1138</b>
<b>One Penny (1d)</b>							
1	00001-01000	149	1	0	5	6	155
2	01001-02000	145	1	7	10	18	163
	<b>Totals (1d)</b>	<b>294</b>	<b>2</b>	<b>7</b>	<b>15</b>	<b>24</b>	<b>318</b>
<b>Three Pence (3d)</b>							
1	00001-00500	54	3	2	8	13	67
2	00501-01000	120	0	3	4	7	127
3	01001-01500	0	0	0	0	0	0
4	01501-02000	123	0	11	14	25	148
5	02001-03000	256	2	5	21	28	284
6	03001-04000	59	1	5	2	8	67
	<b>Totals (3d)</b>	<b>612</b>	<b>6</b>	<b>26</b>	<b>49</b>	<b>81</b>	<b>693</b>
<b>Totals (all three values)</b>		<b>1708</b>	<b>88</b>	<b>215</b>	<b>138</b>	<b>441</b>	<b>2149</b>

# THE 2002 DEFINITIVE STAMP SET

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On 20<sup>th</sup> May 2002, Lundy issued a new set of ten definitive stamps. The new set is based on the 1991 issue but in new colours and with new values. For the first time in the 73-year history of Lundy postage stamps, Non-Value Indicators have been produced. The three NVI's are for first and second class British postage and an E-rate for European mail.

The Lundy postage rate is calculated on the British rate plus approximately 20% to cover the crossing from the island to the mainland and this is reflected in the new values.

The stamps are designed by John Dyke and Lars Liwendahl and have been printed in sheets of 25 by the security printers House of Questa.

The new values and colours are:-

6 puffin	dark green	34 puffin	red-violet
25 puffin	light lilac	43 puffin	blue-green
26 puffin	ochre	1 <sup>st</sup> class (33p)	light red
27 puffin	moss green	2 <sup>nd</sup> class (25p)	blue
33 puffin	orange	E-rate (43p)	dark blue

The price for a complete set is £2.95. Specially printed and prepared First Day Covers are available at £3.50 and a Presentation Pack is also available at £3.50. All postal orders will be subject to a charge for postage and packing at £1.00 UK, £1.25 Europe and £2.00 for the rest of the world. Should you wish to purchase this new issue, please send your orders direct to Lundy.



*The three new NVI Lundy stamps*

# **ST. HELENA'S CHURCH- UGLY DUCKLING OR MASTERPIECE?**

By James Thomas MBIAT Architectural Technologist

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Your Editors (An Architect and an Architectural Technologist) have at some time during their careers 'crossed swords' with Planning Officers about design issues. It is often the safe view today to design new buildings to compliment the local vernacular, which satisfies the 'man in the street' but leads to boring buildings with little imagination. The Ford Motor Company adopt the same principles, they use 'design clinics' to ensure that the cars they produce are accepted by the general public i.e. the untrained man in the street is calling the shots about design. Unlike Alfa Romeo who design from the heart and the difference in the final product can easily be seen.

Before the Second World War, buildings were designed to the style of the day and it is not uncommon to find medieval buildings with Jacobean extensions and Victorian windows because this is how buildings used to evolve. By now you are probably thinking what on earth is all this to do with Lundy? Well, back in 1895 when John Norton FRIBA, designed the then new church of St. Helena, it was considered so radical for Lundy and totally different to anything that had gone before on the island. Visitors were saying that it was totally out of character for Lundy and were describing it as an 'eye sore', it was once described as being elegant enough for a London suburb. Can you imagine the outcry should anyone now decide to demolish it and redevelop the site perhaps with a new church of glass and stainless steel? Why not?

Seriously though, the church of St. Helena, although now not in the best of condition, is cherished by Lundyphiles and historians alike. Now days it is viewed as another old building rather than a radical new one and is generally accepted as a status building than an austere working structure. Reports state that it cost between £4,800 and £6,500 (which included the bells and fees) to construct and to put that into context, at the time a two-up, two-down terrace house would have cost approximately £150, which equates to the church costing approximately £4m in today's money!

*Pages 15 and 16 - photograph of the interior  
of St. Helena's church taken shortly after construction.*



INTERIOR CHURCH LUNDY ISLAND



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Where did all the money go? It is thought that a lot of the construction material was reclaimed from the demolition of cottages used by quarrymen and a Trinity House building that was once attached to the old lighthouse. However, other reports state that the materials were imported from the mainland.

The external structure is very plain with walls of granite brought to course with four horizontal bands of dressed stone and a steeply pitched roof covered with slate and decorated terracotta ridge tiles, although originally with stone tiles from Gloucestershire. The plan consists of a rectangular nave and chancel with a 22.200m high square tower at one end and a vestry at the other..

The arched entrance is in the base of the tower and above this, recessed into the wall, is a statue of St. Helena, a replica of the one found in the high alter screen at St. Alban's abbey. Further up the wall is a chiming clock, although I must confess that I cannot remember ever hearing it chime, with the words 'TEMPUS SATOR AETERNITATI' ('Time is the sower for eternity') along its base. In each gable is a stained glass window, one of which is dedicated to Mr. and Mrs. William Hudson Heaven.



*Statue of St. Helena (Drawing by Sharon Read)*

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The interior however, is not so plain. Faced red brickwork with blue and cream brick diaper, horizontal banding and window heads all built to the Victorian Gothic style. Purbeck marble pillars and encaustic floor tiles from Herefordshire which were laid by Italian craftsmen all add to the magnificence of this small church interior.

The carved stone pulpit and eagle lectern stand at opposite corners of the nave ahead of the chancel and the granite-based font can be found at the rear of the church. The reredos is especially beautiful and is finely carved alto rilievo in three panels, representing the Passover, the Last Supper and the Scapegoat in the Wilderness. They all stand in contrast to the choir stalls and the reading desk, which are of plain English oak.

The bells, a peal of eight each with a Latin inscription, are housed in the tower and were restored in 1994. Their popularity has over the years attracted many groups of Bell Ringers to travel to Lundy to practice their art.

On conclusion St. Helena at first sight appears austere, its plain grey granite external walls and dark grey roof slates give it a dull drab appearance. However, once inside the beauty of its internal design and intricate detailing more than compensates for its drab external weaknesses. However, to fully appreciate its internal beauty, one has to look beyond the green mould on the brickwork and stone detailing. Today it could benefit from a planned maintenance programme and improved internal lighting, but even allowing for this it is still a beautiful little gem on what at times can be a bleak little island.



*The reredos covered with green mould  
(Photo Keith Hand)*

# **THE PHILLIPS AND PITMAN COVERS OF THE 1930'S**

By Stanley Newman

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There must be very few serious collections of Lundy Postal History which do not contain covers posted to Lundy by these two gentlemen, so prolific were they in their 'output' between 1935 and 1939.

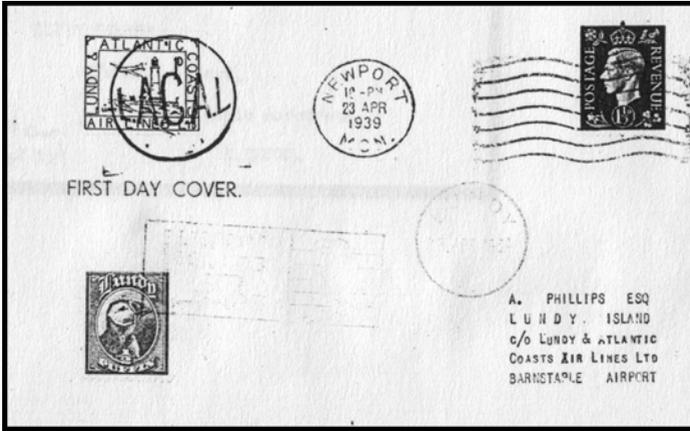
The covers sent by L. Pitman are immediately recognisable by the exquisite handwriting of the address, and were usually posted in Bristol and addressed – 'L. Pitman, c/o F.W. Gade Esq., Lundy Island, c/o Barnstaple Aerodrome, Devon. The Phillips covers were usually typewritten, posted from Newport, Monmouthshire, and addressed to A. Phillips Esq. Lundy Island, c/o Lundy & Atlantic Coasts Air Lines Ltd., Barnstaple Airport (see illustrations).

It is quite obvious that both men were avid Lundy collectors, and had made arrangements with Felix Gade to forward all mail addressed to them on the island. The big question that arises is were they very keen amateurs (out to make a "bob or two"! ) or were they dealers? The answer as far as A. Phillips is concerned came about recently in a most bizarre manner. I was reading the autobiography of Leslie Thomas (the famous author of "The Virgin Soldiers" and "The Adventures of Goodnight and Loving" amongst other novels, as well as a television personality) when I came upon his childhood reminiscences of the wartime bombing of his hometown – you've guessed it – Newport, Monmouthshire. He writes:-

*"Then there was a tragedy that touched many of us. At the top of Dock Street was a stamp dealer's shop owned by a family called Phillips. We went there with our pennies and twopences to buy British Colonials or the new issues of Free France and Free Holland, or stamps with President Roosevelt or Hitler on the front.*

*One night a German bomber, disabled by anti-aircraft fire and losing height, fouled the wire of a barrage balloon and fell to the ground, landing on top of the house where the Phillips family lived, and set fire to it. The husband and wife escaped by the traditional method of climbing down from their bedroom window on a sheet. The young son went back into the blazing building to find his sister and both died. A rumour went around that the garden was littered with foreign stamps and there was a rush of boys to see if it was true. All that could be seen was the blackened shell of the house, and the pathetic sheet hanging from the window".*

So A. Phillips was definitely a dealer – any thoughts on Mr. Pitman? Your editors are waiting to hear from you!



*A. Phillips cover addressed to Lundy*



*L. Pitman cover addressed c/o Felix Gade, Lundy Island*

# LCC 2002 SOUVENIR STAMP BOOKLETS

To commemorate the Lundy Collectors Club Summer 2002 Meeting, a set of three Souvenir Stamp Booklets each containing five of the new Lundy Non-Value Indicator stamps was issued by the Club. The booklets first went on sale at the Club Meeting on Sunday 21<sup>st</sup> July 2002 and were very popular.

They were sold in sets of three, which included individual booklets of first and second class GB rate stamps, and a booklet of 'E' stamps for European postage. The sale price of £7.00 covered the cost of the stamps (£5.05) and production of the booklets with the remaining amount for Club funds.



*The two sides of the 'European' Booklet*

For those members who were unable to attend the meeting, but would like to purchase a set of three booklets, please send the enclosed order form with your cheque for £7.50 (Great Britain), £8.00 (Europe) or \$12 in US banknotes (rest of world) to the Editorial Office.

# ***THE CORRECT USE OF LUNDY STAMPS***

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Over the years the official use of Lundy stamps has at times been abused. Starting from the days when Felix Gade would prepare special souvenirs for friends and good customers right up to recent years when collectors would slip the occasional home prepared souvenir through the system for their collection.

In the last couple of years the new manager Paul Roberts has enforced strict use of Lundy stamps in an attempt to maintain the credibility of Lundy stamps as a genuine postal system instead of just another 'Small Island cheap souvenir'. However, in his attempt to do this, certain correctly prepared items were rejected by the Lundy Post Office which sent collectors into total confusion.

This has now been rectified and Lundy staff dealing with the islands post have been trained in the correct use of Lundy's postal system. To help club members and to avoid any further misunderstandings, Paul Roberts has made the following statement:-

*From time to time we get cards and covers with Lundy stamps on which people want us to cancel and send from the island. We are more than happy to help with this within reasonable quantities and time. All cards and covers are subject to the postal regulations on Lundy:*

*Lundy stamps on postcards to be placed in the upper left corner and on covers in the lower left corner.*

*Only Lundy stamps from 1982 and later are valid for postage.*

*The stamps on the piece of mail must have a total face value at least equal to the current Lundy rates.*

*All mail will have the red franking meter mark showing the UK postage unless the mail already has an UK stamp. In this case a Lundy stamp is still required with a minimum value of 6 Puffin. The Lundy postmark is used solely for the cancellation of Lundy stamps if the oval emblem of the meter mark has not already cancelled them.*

In order to encourage the production of future issues and maintain a quality private postal service worth collecting and studying, the club supports the work now being done by Lundy and would ask members to do likewise.

# ***HMS LUNDY 1943-82***

By Brian Drew

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HMS Lundy was launched on 29<sup>th</sup> August 1942 and completed on 15<sup>th</sup> January 1943. She was a Type 34 Isle Class Trawler, one of 145 of its class launched between 1939 and 1944. The group was a development of the Basset Class Trawlers along with 20 named after trees, 20 named after dances and 12 named after Shakespearean characters.

This gave a total of 197 Type 34 Trawlers. Other Isle Class Trawlers named after islands in the vicinity of Lundy were 'Steepholm', 'Flatholm', 'Skomer', 'Skokholm' and 'Caldey'.

HMS Lundy pennant No. T272 was built by Cook, Welton and Gemmell at Beverley.

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### Technical Details

Displacement	545t standard, 770t deep load
Dimensions	164ft long, 28ft 8in beam, 11ft mean deep load
Machinery	Single shaft triple expansion (vertical) engine built by C.D. Holmes of Hull. 850hp – 12.25 knots. Single cylinder coal fired boiler. Coal 183t.
Armament	1x12 pounder and 3x20mm Oerliken guns
Compliment	35-40



*Negative No. FL14941 – Source Imperial War Museum*

HMS Lundy worked on minesweeping and anti-submarine duties in 1943 operating from the Humber. In 1944 she was transferred to Portland on similar duties and in 1945 she moved to Devonport and worked on coastal convoy duties. After the war HMS Lundy was converted to a wreck clearance and disposal vessel and was based at Dover from 1946 to 1950 and given a new pennant No. DV12. In November 1946 she was dispatched to blast the wreck of the 'Flandres' (sunk in the Downs in 1940). Ten depth charges had been set on the wreck when a wiring fault and accidental contact to the cutter's batteries fired all ten depth charges instantaneously. The cutter was blown to pieces along with four of the seven crew. The three badly injured survivors were pulled out of the water by Coxswain Fred Upton's lifeboat 'The Rose Marie'. On board was Deal's famous lifeboat Doctor, Dr. F.J.S. Hall OBE, who did all he could for the survivors as the lifeboat return to Deal. They were then transferred to the Royal Marine Hospital. The survivors were Sub. Lt. Brown RNVR (later died of his injuries), Able Seaman Carter and stoker T.C. Kelville.

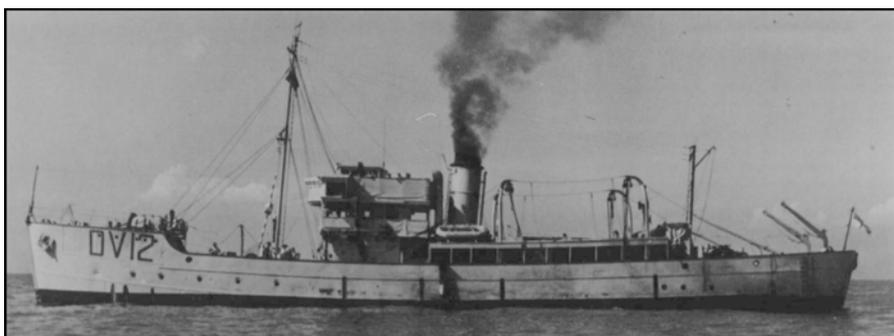


*Negative No. FL14943 – Source Imperial War Museum*

Further alterations to the ship on a 1949 photograph, the mast by the funnel having been repositioned towards the stern and the lifeboat appears to have been resited.



After further conversion the Portsmouth Harbour Authority employed 'Lundy' as a tank-cleaning vessel until 1957.



The pennant No. A336 does not appear to be displayed but the name 'Lundy' is displayed on the structure above the cabin.

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When it was no longer required the ship was put up for sale but remained unsold until August 1982, when it was used as a target.

Further research into ships named 'Lundy' has revealed three more vessels and one ship called Lundy Island.

- 1888 Merchant ship named 'Lundy'. Built at Stockton-on-Tees by Richardson, Duck and Co. Ltd. Owned by J.C. Gould and Co. Ltd., 1827 tons and to Dmiskelsk Fiona in 1918 and renamed 'Peter Willemoes', operating from Copenhagen.
- 1898 Merchant ship named 'Daley Dale'. Built at West Hartlepool by W. Gray and Co. Ltd. Owned by the Dale Steamship Co. Ltd., 3035 tons and acquired by W. Williams and Co. on 14<sup>th</sup> December 1915 and renamed 'Lundy Island'. Reported as missing at Lloyds on 3<sup>rd</sup> January 1917 having been captured 190 miles south east of the Azores.
- 1908 Fishing trawler named 'Lundy'. Built at Beverley by Cook, Welton and Gemmell and owned by the Hull Steam Fishing and Ice Co. Ltd., 188 tons and hired by the Royal Navy in 1915 as an auxiliary and referred to as 'HMS Lundy'. Sank in Sulva Bay on 16<sup>th</sup> August 1915.
- 1909 Merchant ship named 'Lundy'. Built at Stockton-on-Tees by Richardson, Duck and Co. Ltd. Owned by the Fargrove Steam Navigation Co. Ltd., 2857 tons and sold to J.C. Gould and Co. Ltd. And renamed 'Antonio'.

Acknowledgements for information, reference and pictures to:-

Greenwich Maritime Museum Library.

Imperial War Museum Photographic Department.

World Ship Society Photo Library.

Conway Maritime Press – Fighting Ships 1922 to 1946.

James W. Goss.

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

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### **Lundy Island Hot Air Balloon Charity Challenge**

A full article about the event that raised several thousand pound for a good cause. Also see the Spring 2003 Auction Catalogue.

### **The 2002 Lundy Stamp Issue - Variations Found So Far.**

A detailed look at the new Lundy stamp issue and the First Day Covers.

### **More Lundy China**

Details of a magnificent display by Alan Pierce.

**. . . . AND MUCH, MUCH MORE!**

# ***BOTTLES AHOY!***

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Only a raving idiot or one of your Editors (the geriatric one!) could have dreamt up this diversion to “spice-up” the Club’s trip to Lundy on July 20<sup>th</sup>. Actually the idea stemmed from a local television programme featuring the small port of Whitstable in Kent, in which an old fisherman spent his retirement years sitting on the end of the quay throwing bottles containing messages into the sea, and seeing how far they would travel! What a wonderful exercise it would be if the Club did exactly the same, on our voyage on the “*Oldenburg*”.

We duly collected 25 small plastic Coca Cola bottles (causing no little embarrassment to your Editor seen scouring every waste-bin along Western Road – Brighton’s main shopping street), and prepared a printed message to place in each bottle, reading as follows:-

## **LUNDY COLLECTORS CLUB**

*This bottle was “launched” off the coast of Lundy on Saturday 20<sup>th</sup> July 2002, by members of the Lundy Collectors Club, in a competition to see which bottle would travel the furthest. The Club would greatly appreciate the return of this Form, and your Postage costs will be fully reimbursed.*

*Kindly complete the following information and return the form to the address shown.*

*The message was discovered at.....*

*Date of discovery.....*

*My Address is.....*

.....

*Kindly return this form to:-.....*

.....

Another message was prepared to instruct Club members on the trip to Lundy exactly what to do. This read as follows:-

---

## LUNDY COLLECTORS CLUB

To all Members on the trip to Lundy 20<sup>th</sup> July 2002.

You are invited to take part in a free competition to see which of the bottles “launched” travels the furthest. Kindly write your address at the bottom of the attached form in the space provided, place it in the bottle, seal the cap tightly and launch the bottle from the “OLDENBURG” anytime during the trip.

The winner of the Competition will be the Member whose message travels furthest by December 31<sup>st</sup> 2002, measured from a distance midway between Ilfracombe and Lundy. If your message is returned to you, kindly send it on to the Joint-Editor of the Journal – Jim Thomas, 5 Manor Drive, Kingskerswell, Devon, TQ12 5HB. The prize will be a free annual subscription to THE NEW PUFFIN JOURNAL for 2003.

Don't forget to send a letter of acknowledgement to the person who returned the form to you, enclosing the postage in UK stamps.

The Competition will be fully reported in the Autumn issue of the Journal, and the total results of all the replies received will appear in the Spring 2003 issue.

Good Luck!!

The two message slips were secured to each bottle by a rubber band, and handed to each Member when boarding the “OLDENBURG”. All of the bottles were launched – the first of them being washed up at Putsborough near Woolacombe a couple of days later! We hope that others will be discovered, somewhat further away from Lundy! We will be giving a full report of all “landings” with dates, and distance travelled in the next issue of *TNPJ*.

## ***YOUR FREE GIFT***

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By the kind generosity of Gerald King, the doyen of the “Alternative Lundy Collection” our free gift consists of Gerald’s latest brain wave, his “Inverted Puffin”. This will no doubt become a rarity in the future! Further details of stamps and covers in the Alternative Lundy Collection can be obtained from Gerald King, Cobbler’s Cottage, 1, The Street, Bramfield, Suffolk, IP19 9HT.

# BOOK REVIEW

By Roger Allen

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**The Nightingale Scandal. The Story of Thomas Benson and Lundy.  
By Stanley Thomas. Republished by Myrtle Ternstrom, March 2001.  
Published and Printed by Lazarus Press, Bideford at £9.50**

In 1959 Stanley Thomas wrote the above book of 75 pages, with five line drawings by John Dyke and an illustrated cover, also by John. The Gazette Printing Service, Bideford, published the book. The cover was orange card and the design shows Thomas Benson in his three-corned hat with the burning ship “Nightingale” in the background. The book tells the story of Benson’s life before the scandal, the plot leading up to it and the insurance agent’s indefatigable efforts in bringing the culprits to book, ending with the imprisonment of the crew and the execution of the Captain. The book is very well written and researched, and is overall an excellent read.

The original edition is long out of print and not easy to obtain and so Myrtle Ternstrom has stepped into the breach by producing a second edition. The original text has not been altered in any way, but Myrtle has added a short forward and has given additional background notes on some difficult words and has given extra information on other unexplained statements in the text. Myrtle also gives a list of all the ships that Thomas Benson owned at various times. At the end of the book Myrtle includes two maps. The first map shows the location of Lundy in the West of England. The other map by John Dyke is of the whole island, with eight little sketches of Lundy buildings and scenes. All of these additions by Myrtle bring the new edition up to 96 pages.

The cover of the new book is quite different to the original, it is in strong dark blue card, and has the striking design of a large knotted noose with a burning ship seen through it. The noose refers, of course, to the execution of Captain Lancey.

In the original book Stanley Thomas gives us a short bibliography and quotes his original sources. In this new edition, on the last page, Myrtle adds a much more extensive bibliography of books and references that she correctly suggests would be of useful additional reading. Any Lundy Collector whether they have the original edition of this fascinating book or not, should not fail to obtain this re-publication. Myrtle Ternstrom can supply copies at £9.50 including P & P, from “Whistling Down”, Sandy Lane Road, Cheltenham, CL53 9DE.

# LUNDY ARCHIVE

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Now days it is a very rare occurrence for a ship to go aground yet alone sink around the coast of Britain. However, towards the end of the 19<sup>th</sup> century things were very much different as we can see from newspaper cuttings of the time. To put things into perspective, car accidents were much less than what they are today!

## **28<sup>th</sup> January 1897**

(North Devon Journal)

Rescue of a Pilot Boat crew off Lundy: The tug steamer *Red Rose*, arrived in Ilfracombe on Sunday with the crew, three in number, of the Barry pilot boat, *Mystery*. It appears that when off Lundy Island the tug found a pilot skiff in distress and took her in tow, but subsequently the hawser parted and the boat drifted away. The *Red Rose* then steamed up to her, and with great difficulty owing to the high sea which was running, rescued the crew. The pilot skiff subsequently foundered. The crew were brought to Ilfracombe and afterwards shipped on board a passing steamer bound for Cardiff.

## **16<sup>th</sup> May 1897**

(North Devon Journal)

Collision near Lundy Island: On Wednesday last, the *Ostrich*, belonging to the port of Penzance, sank in Lundy Roads after a collision with the *Betsy*, of Llanelli. The crew was saved.

## **4<sup>th</sup> March 1897**

(North Devon Journal)

Terrible gale in North Devon: The smack, *Telephone*, of Padstow, homeward bound with coal from Newport, lost her anchors whilst sheltering in Lundy Roads from the gale which was felt with such force in this district, and was observed from Hartland Quay on Wednesday morning in distress four to five miles to the westward of Lundy. At 10.20 the rocket apparatus left the station, but was delayed by large trees that had been blown across the road. When Coastguards and helpers got to the Point the vessel had passed; they followed until she made for Clovelly, when they returned again. At the telephone, connection was broken, and a cyclist took the message to the Post Office, whence it went by wire to Clovelly. The Hartland Rocket Brigade got their four horses and wagon from its station to the Point in the three quarters of an hour. The crew were saved by lifeboat, and the craft eventually got into Clovelly Roads. The crew numbered three. The vessel was laden with coal and had broken from her moorings in Lundy Roads at 6 the same morning.

# PHOTO PAGE

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The Beach Building which was constructed in 2000  
and includes the Divers' Hut and Interpretation Centre.  
*(Photo James Thomas – 21<sup>st</sup> July 2001)*



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# OUR NEXT MEETING

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The Autumn 2002 Weekend will commence on Saturday 19th October 2002, with the HAMPEX Exhibition at Chandler's Ford, Hampshire. The following day on Sunday 20th October 2002, the Club will hold its Autumn 2002 Meeting at the Crestwood Community Centre, Shakespeare Road, Eastleigh, Hampshire - commencing at 10.30am. The programme will be as follows:-

10.30 am	Registration and Reception
	Bourse Opens
11.15 to 12.30 pm	Members Displays
12.30 to 2.15 pm	Lunch (not provided)
2.15 to 2.45 pm	Auction Viewing
2.45 to 3.00 pm	Secretary's Announcements
3.00 to 4.00 pm	Club Auction (Auctioneer - Mike Thompson).
4.30 pm	Bourse closes

The Bourse features dealers with stocks of Lundy material and Members with surplus material for sale. For this year only tables are offered free of charge.

The Crestwood Community Centre can be approached by leaving the M3 Motorway at the junction with the A335. Travel along the A335 (Leigh Road) and take the 1st left into Woodside Avenue, after the roundabout take the 1st right into Shakespeare Road.

