

# The New Puffin Journal



Lundy Collectors Club  
Lundy Stamps  
75th Anniversary  
1929 - 2004

## AUTUMN 2004

Published by the Lundy Collectors Club

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The New Puffin Journal

Hon. President  
Mrs. Diana Keast

Editor of *The New Puffin Journal*,  
Hon. Secretary  
and Treasurer:

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

Proof Reader:  
Roger Allen

Hon. Auctioneer &  
Meeting Chairman:  
Michael Thompson  
Tel. 01474 325507

Hon. Meeting  
Organiser:  
Keith Hand  
Tel. 01276 474280

Cover Picture:  
Photograph of  
Martin C. Harman  
Supplied by  
Diana Keast

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**AUTUMN 2004**

## REGULARS

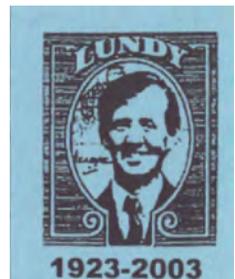
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### YOUR FREE GIFT

By the kind generosity of Tom Baker and Sharon Read, we attach a souvenir label to commemorate the life and work of John Dyke.



# EDITORIAL

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Well, here we are, 75 years of Lundy Postage Stamps. It is claimed that it is the longest continuous private postal service in the World and if that is correct, what an achievement. After such a long time the interest in Lundy Stamps and Postal History has never been so strong and this is reflected in the Club's membership and achievements. Lundy stamps are now recognised by many as genuine postage material and not as cinderella or ephemera.

The support of Lundy General Manager, Paul Roberts and The Landmark Trust is much appreciated. Without this support, there might not have been a new stamp issue for this event or any other event in fact. This is further endorsed by The Landmark Trust preparing a special canceller to commemorate the Club's 75<sup>th</sup> Anniversary celebrations on Lundy, and by giving the Club a preview of the forthcoming issue which is detailed in this Journal. The Island's Administrator will be in direct contact with all Club members with details of the new issue, so don't be slow in returning your order form to avoid disappointment. Envelopes cancelled with the special postmark will be produced in limited numbers and no second print run will be made once the original stock is sold.

The Autumn meeting on Lundy is now fully booked and promises to be a meeting to be remembered. For those unfortunate enough not to be able to attend, a full detailed report with many colour photographs of the official and of course unofficial events will be published in the Spring 2005 issue of the Journal.

However, we must not forget how and why the Lundy postal service came about when Martin Coles Harman "sacked" the General Post Office from Lundy and took on the duties himself. His daughter and Club President, Diana Keast has been so helpful in providing photographs of her father from the Harman family albums. She has also worked with other members of her family in the production of their Family Tree which will be published in the next issue of this Journal.

What more can I say, except that I hope the interest in Lundy Stamps and Postal History continues as long as postal services in general exist. Perhaps in 75 years time, somebody who has yet to be born will be serving out their retirement running the Lundy Collectors Club and publishing The New Puffin Journal, what a thought!

James

# ***AUCTION REPORT***

By James Thomas

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The 22<sup>nd</sup> of our Club Auctions took place at the Pavilion Room, Landmark, Ilfracombe, on Sunday 25<sup>th</sup> July 2004. As usual the Auction team was led by Mike Thompson with Julie Lester and Bob Harper ably assisting.

Highlights of the sale are as follows:

<u>Stamps</u>	£
1929 ½P value. N1 on piece cancelled with the Ba cancel dated 6 <sup>th</sup> August 1929.	20.00
1929 1P value. N2 in complete pane of 30 stamps UMM	40.00
1936 Large Map issue. Set of 6 values. N11-N16 MM	44.00
1939 ½d Red L.A.C.A.L. issue in block of 30 UMM	14.00
1943 Wright Bothers set of 12 N57-68. MM	65.00
1950 BY AIR Narrow 2P & 12P. N71 & 76 with first day cancels.	27.50
1964 Shakespeare Issue. Imperf. Set of 3 N150P/152P. UMM	11.00
1969 1P on 9P Provisional Overprint N161 in block of 6 UMM	16.00
 <u>Rigby Hall Reprints</u>	
Complete set of 125 sheets and 90 essays on album pages	135.00
 <u>Postal History</u>	
1946 Registered cover to Lundy from London with 1929 ½P N1 with I Cancel dated 25 <sup>th</sup> July 1946	35.00
1950 Cover to Lundy with "RESUMPTION OF AIR TRANSPORT BETWEEN LUNDY AND CHIVENOR NORTH DEVON"	30.00
 <u>Presentation Packs and Souvenir Folders</u>	
1969 40 <sup>th</sup> Anniversary of Lundy Posts Black Presentation Pack	16.00
1975 European Architectural Heritage Year PP Brown and Yellow	15.00
 <u>Postcards</u>	
"3948A H.M.S. Montague, 14,000 tons, I.H.P. 18,000" Rotary Photographic series	20.00

# ***SUMMER 2004 WEEKEND REPORT***

By James Thomas

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This year's Summer Weekend started early in the morning of Saturday 24<sup>th</sup> July, when a group of 30 ventured aboard the m.s. Oldenburg to Lundy. Despite the breezy conditions the sea was quite calm and the crossing very smooth.

Mike Thompson came out of retirement and hosted the two "Thompson Tours" during the day. The tours consisted of a short walk along the Eastern siding during the morning and after lunch at the Marisco Tavern; the afternoon tour took in the Northern end of the island. Not all went on the tours, some took a more leisurely approach and participated in a spot of photography (Lundy being very photogenic), a relaxing water colour or two or an even more relaxing pint or ten! All good things have to come to an end and before we knew it, we were back at Ilfracombe. The twelve hour day just flew.

On Sunday the Club held its all day meeting at the Landmark, Ilfracombe with a packed house of members and invited guests from the Lundy Field Society and the Friends of Ilfracombe Museum. It opened at 10.30a.m. with the usual bourse which was supported by Michael Bale and Jon Aitchison with some extremely interesting and scarce material for sale.

Tom Baker introduced the John Dyke display which was on view for slightly longer than planned but was well worth it and this was followed by the Club competitions. Despite our efforts to generate more interest in the competitions, we only had a enough entries to hold the Stanley Newman Cup for Lundy stamps. This year it was held in the form of "A sheet or a Pound" competition which was very successful with a total of thirteen entries. The entries covered many of Lundy's stamp issues and was won by Brian Drew with a sheet of ½d red LACAL's.

The optional lunch was well supported and enjoyed by all and led into the start of the afternoon session. Mike Thompson laid out the auction lots for viewing and at 2.45pm Keith Hand ran through the arrangements for the November meeting on Lundy. The auction started at 3.00pm prompt and business was very good with many items exceeding their estimates.

After the auction, the bourse, which had been going all day finally closed and with no other business the meeting closed at 4.45pm.

# ***THE JOHN DYKE DISPLAY***

By James Thomas

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At the Summer 2004 meeting at the Landmark, Ilfracombe, the Club invited Club members, members of the Lundy Field Society and the Friends of Ilfracombe Museum to attend The John Dyke Display.

Roger Allen and Tom Baker spent several months preparing and presenting a magnificent display of the art material produced by John Dyke from his early days to more recent times.

The first items on display were two pen and ink drawings, one of Martin Coles Harman which was framed with two sets of Lundy coins and the second was a pen and ink drawing of Frederick Allday framed with a British stamp cancelled by a Lundy Thimble postmark.

These were followed by several of John's watercolours covering such subjects as shipping associated with Lundy ("Lerina", "Polar Bear" and "MV Lundy Gannet"), various island views and a picture of the popular scene of Frederick Allday with his donkey and mail bag.

John's artistic talent was so diverse and this was demonstrated by two pencil drawings, one of girls serving in the Marisco Stores and one of the Hay Harvest of 1950 in the Lighthouse field. Four further pencil drawings of the same period illustrated stores being unloaded from an "Auster" aeroplane and passengers boarding a "Rapide" aeroplane.

As there is so much of John's stamp design work available, the display focused on the rarer items of artwork, A4 sized artist proofs and First Day cover proofs. Also included was the un-issued set of Montagu proofs together with the hand drawn artwork.

The remaining part of the display covered a huge variety of material which included postcards, Christmas cards, stamps for islands other than Lundy, matchboxes, the National Trust, the list just goes on.

The display demonstrated extremely well the quantity, quality and diversity of the artwork produced by John Dyke.

# LUNDY NEWS

By James Thomas

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## LUNDY AIR CRASH

On 4<sup>th</sup> July 2004, Andrew Swain escaped with his life on Lundy. On that day at around 2.30pm, 46 year old father of five from Haverford West in Pembrokeshire was attempting to take off in his £25,000 single-engined Cessna 172 aeroplane after enjoying a day's air show on Lundy, when things started to go dreadfully wrong.

On his attempt to take off, a sudden crosswind caught the plane and forced it towards a group of onlookers. To prevent ploughing into the large crowd, the pilot took preventative action and crash landed just off the runway. As the cockpit burst into flames the unconscious pilot was pulled from the wreckage by his colleague, Gerry Byrnes.

The pilot with over 600 flying hours to his name was air lifted by helicopter to the North Devon District Hospital at Barnstaple. Mr Swain was released the following day with minor facial wounds.

Despite the bumpy airstrip on Lundy, most pilots like to fly to Lundy and register the challenge in their log books. The accident is now one of many air crashes on Lundy dating back to the Second World War. The following photograph was taken just three weeks after the event by your Editor.



*The remains of the burnt out Cessna – 24<sup>th</sup> July 2004  
(Photo – James Thomas)*

# ***THE LUNDY LANDING BARGE "SHEARN"***

By Shipping Correspondent Tom Baker

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## Introduction

It was early in 1972 that John Smith of the Landmark Trust allocated £5,000 for the building of a Landing Craft for the loading and unloading of goods at Lundy.

The engineer of the Polar Bear 1971-2 was John Shearn who lived in Hele, Ilfracombe and he agreed to build such a craft.

John Shearn maintained fishing boat engines and hulls and up to the late seventies was a dairy engineer, maintaining boilers, pasteurising plant and ammonia refrigeration systems.

John employed four people and occasionally some casual workers.

## Building the Shearn

The Shearn was built in John's back yard and was built from scratch using a landing craft as basic design.

General dimensions / arrangement;

Length: 22 feet compartment / 8 feet engine section

Width: 12 feet

Height: 12 feet

Engine: Twin 50HP 3.5 Litre BMC Diesel

Wheels: 6

Winch: Hydraulic for ramp

Rudders: Twin

Carriage Weight: 2 tons

Propeller: Twin

## Launching

An eventful launching was to be experienced due to the transporting of the Shearn to the slipway; it was too large to fit between the two tidal walls above the slip. John soon sorted this out by putting a sledgehammer into the structure and later rebuilding the wall before the council arrived.

The Shearn entered the waters and bobbed up and down like a cork due to the force 4 choppy seas, but was successful in its mission.

Transported to Lundy on the 6<sup>th</sup> May 1972, the Polar Bear towed the Shearn across to where she was berthed above the slipway in Hells Gate.

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## Damage

The barge took a severe battering on the beach and the propellers and bottom needed several repairs over the years.

The barge was returned to the mainland for repair in 1983 due to the bottom being smashed up to a depth of three inches and the engine had to be removed to re-plate the engine floor.

The last time John Shearn worked on the barge was in October 1983. The Polar Bear towed it back with leaking prop shaft glands, the after deck was only 6 inches clear of the sea and the engine room was nearly full to the deck, the engines had to be completely reconditioned.

## The Final Resting Place.

There is a happy ending to this little work horse, as it is berthed at Queens Wharf, Bideford East and owned by the ex-captain of the Oldenburg; Roger Hoad.



*The "Shearn" being towed to its launch place. (Photo Tom Baker)*



*The "Shearn" unloading sheep on Lundy. (Photo – Tom Baker)*



*The stores compartment on board the "Shearn"*

# 75<sup>TH</sup> ANNIVERSARY STAMP ISSUE

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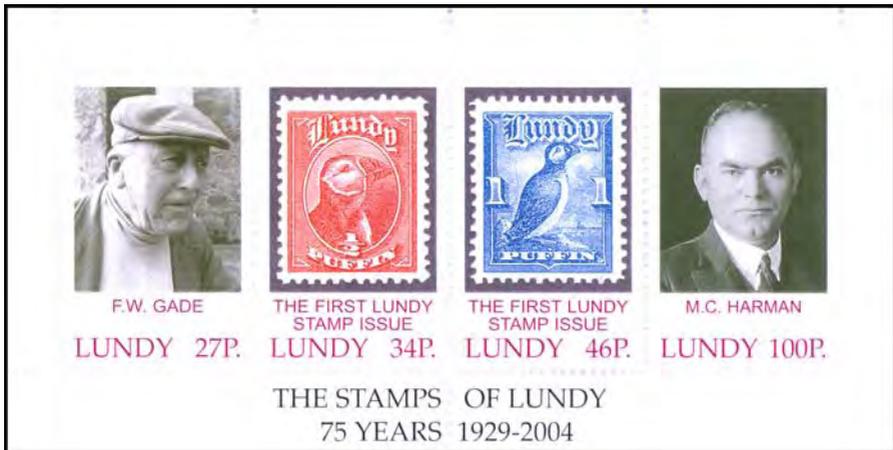
On 1<sup>st</sup> November 2004, the Landmark Trust will issue a set of four commemorative stamps as part of a souvenir sheetlet to celebrate the 75<sup>th</sup> Anniversary of Lundy postage stamps. The four values will be 27p, 34p, 46p and 100p.

The **27 Puffin** stamp will bear a black and white photograph of Felix Gade who was Lundy Agent for forty-one years and who lived on Lundy for a total of fifty years. This photograph has been used before in Felix Gade's biography "My Life On Lundy".

The **34 and 46 Puffin** stamps will have reprinted on them the two values of the first Lundy stamp issue of 1929 in full colour.

The **100 Puffin** stamp will have a black and white photograph of Martin Coles Harman which was supplied by the Harman family.

In the bottom selvedge of the sheetlet the words "THE STAMPS OF LUNDY 75 YEARS 1929-2004" will appear. The stamps will not be sold individually, but only in sheetlet form, however, they can be used individually if removed from the sheetlet.



*Copy of the proposed sheetlet.*

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In addition to the new stamp set, the Landmark Trust is planning to issue a Presentation Pack and First Day Cover. It has also proposed to produce a special cancellation to commemorate the Club's visit to Lundy in November to celebrate the 75<sup>th</sup> Anniversary. The special canceller will only be used on mail sent from Lundy between 5<sup>th</sup> and 7<sup>th</sup> November 2004. Members attending the weekend meeting will be able to purchase the specially prepared covers from the Island Shop and those unable to attend will be able to apply direct to Lundy for their copies. Full details will be sent direct to each Club Member nearer the time.

Below is a copy of Paul Roberts' artwork of the special canceller commemorating the Lundy Collectors Club meeting on the island between 5<sup>th</sup> and 7<sup>th</sup> November 2004.



# ***THE 2004 RESTORATION PROJECT***

By James Thomas

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During 2004 the owner of Lundy, the National Trust, has committed itself to a sizable restoration project. The buildings being restored are the old Quarry Cottages which served as accommodation for the men and families working in the granite quarry during the 1800's. For many years the cottages have deteriorated to nothing more than ruins and before they totally collapse the National Trust decided to restore the remains as ruins for all to see as part of Lundy's history.

Like all building projects carried out on Lundy, a great amount of forward planning has to be done as, unlike working on the mainland, one cannot pop out for a bag of nails or a length of timber. If just one building component is forgotten the delay to the project can last for many days. One of the National Trust's Building Surveyor's, Christopher Turner, explained that the pre-project planning of work on remote islands such as Lundy can take much longer than planning work for projects on the mainland. All of the materials required have to be meticulously scheduled, accommodation arrangements for the work force have to be made and transportation of workers and materials has to be given great consideration. Not many mainland projects have to rely on helicopters to deliver site cabins and toilet facilities.

Before the restoration started, the National trust produced a drawing in an attempt to recreate an image of how the cottages originally looked. With this information the Surveyors could attempt to restore the ruins to reflect as near as possible the original design. To restore the cottages as a ruin, the Surveyors had to remove all materials that could potentially rot such as timber and remove any loose structure. Once back to the solid remains, work could start on the restoration. As many of the original features were put back into position, the remains of timber grounds that once provided fixings in walls were cleaned out and replaced with brick and the mortar joints between the stones in the walls have been re-pointed. Sadly, not all of the original features were used as over the years many have been stripped and re-used on other buildings on the island – something that was not uncommon in building practice in olden days.

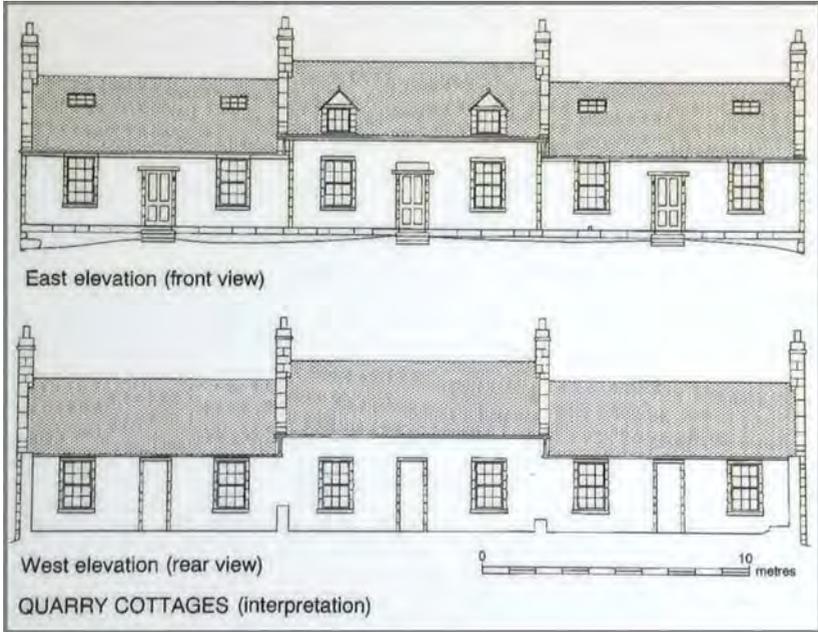
Next Page:

Top.

National Trust drawing showing how they considered the cottages once looked.

Bottom.

Photograph showing the interior of one of the cottages during restoration.



*Photo – James Thomas 24<sup>th</sup> August 2004.*



*Site cabin being delivered to Lundy by helicopter  
Photo – Christopher Turner, National Trust Building Surveyor.*

# 1961 EUROPA MINIATURE SHEET

By Jim Mullett

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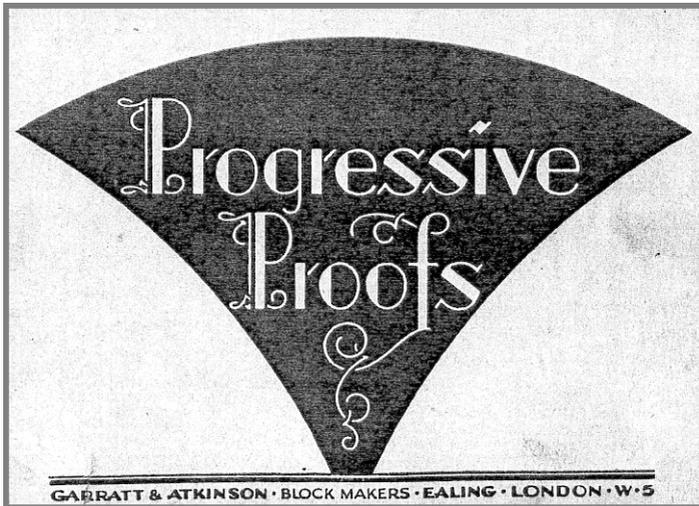
At a recent London Auction, a complete range of Progressive Proofs was sold including a very rare full colour imperforate proof on gummed paper and without the Europa overprint and as listed in the latest Puffin Stamps catalogue.

The proofs included the full range of vignettes and frame colours and were in a neat package on which is a fancy blue and white label inscribed:-

GARRATT & ATKINSON . BLOCK MAKERS . EALING.LONDON . W.5

Also on the package is inscribed in manuscript “These colours approved subject to amendments as marked. *A Medawar* 23/11/61”

Presumably Harrisons were so busy that they subcontracted the blocks for the Europa sheet to Garratt and Atkinson. Perhaps this is worthy of inclusion in the next issue of “Stamps of Lundy Island”.



*The blue and white label on the package.*

# ***A MARITIME HISTORY –THE DARKS OF INSTOW***

By Shipping Correspondent Tom Baker

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## ***Introduction***

*The early postal history association with Lundy owes much to one family, the Instow Darks. It is for this reason that this article has been written to summarise their importance to Lundy transportation, using their own ships and Lundy owned boats namely “Chase”, “Chance”, “Advance”, “Gannet”, “Lerina” and the “Lundy Gannet”.*

## **William Peter Marshall Dark.**

At the age of six (1853) William made his first crossing to Lundy on board “Billy”, a fishing vessel owned by W. Braund of Clovelly, then employed carrying passengers for William Hudson Heaven the owner of Lundy. It was the beginning of a lifelong association with Lundy. In the late 1860’s he worked on the “Vanderbyl”, a 56 ton 35h.p. steam tug built in 1864 and owned by the Lundy Granite Quarrying Company. During the five years existence of the company, “Vanderbyl” carried granite from Lundy to Fremington Quay on the river Taw, where the granite was off loaded into railway trucks and was sent all over the country. In 1870, William sailed to North Africa in the schooner “Madby Ann”, a story to be told on another day.

William was brought up in Bideford until he got married at the age of 23 (1870) to Miss Caroline Carrol Piddler of Instow. Instow is only three miles downstream of Bideford and his home was at Primrose Cottage in Old Quay Lane. In the 1871 Census, he was living in Lane End, Instow, with his widowed mother-in-law. He was employed as a water bailiff and his connection with Lundy was suspended for approximately three years.

In 1874 W.H. Heaven offered a contract to run a regular service to Lundy carrying mail, general stores and passengers. William took this contract using his own boat the “Chase” but in 1878 he replaced her with the cutter “Gannet”, a 20 ton Cutter rigged with brown sails. The Custom House Register records the “Gannet” with the port of Barnstaple and belonging to William Dark of Instow and Alfred Thomas Powell of Instow, each holding half of the 64 shares in the vessel.

---

Details of the “Gannet”:

No.	72443
Port.	Barnstaple
Port No.	3/1878
Built.	British
Type.	Sailing Ship
Where built.	Swansea
Built by.	G.B. Meager and Co.
Date.	1878
Description.	One deck, one mast, smack rigged with square stern.
Tonnage.	19.02 gross
Built.	Carvel, Wood
Length.	44.9 feet
Breath.	13.1 feet
Depth.	6 feet 5½ inches

Mr Powell sold his share to Captain Dark on 14<sup>th</sup> November 1881.

The Heaven diaries make reference to several vessels going to Lundy under Captain Dark in the eighteen hundreds, those being the “Chase”, “Chance”, “Advance” and the “Gannet”. From 1884 William Dark was involved with Thomas Rudd and John Hoyle in a company called “Dark and Co.”, which operated a wooden screw driven tug called the “Advance” which had been built at Leith in Scotland in 1878.

Details of the “Advance”:

Registration.	Barnstaple
Build date.	1885
Board of Trade no.	79145
Length.	59.9 feet
Beam.	14.7 feet. Depth. 6 feet 6 inches
Gross tonnage.	36
Net tonnage.	21
Steam driven producing	80 hp.

She was mainly employed in the Taw and Torridge estuaries providing towage during no wind conditions and for boats and ships which didn’t know the rivers and she made several trips to Lundy as and when required. The “Advance” was sold to William C Raferal, a Barnstaple ship owner.

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In 1911 a Fairbanks 7bhp single screw engine was fitted to the “Gannet” and then she was registered with the Board of Trade (14<sup>th</sup> December 1912) with a registration of BE1.

It reduced the tonnage from 19 to 13 GRT. Captain Dark spent £150 on the new installation and the quotation for the new Post Office contract was £112 per annum with the new engine. The notice to quit was effective from 30<sup>th</sup> September 1911 and Captain Dark expected to gain the contract for another year. Other boatmen in Appledore offered a more competitive rate to secure the seemingly desirable Post office Lundy mail contract and Captain Hocking of Appledore in a letter dated 23<sup>rd</sup> August 1911 offered the service of “Morning Star” at £57 per annum for the same level of weekly service (Thursday 6.00 am and returning at 11.00 am from Lundy). Captain Hocking soon found he could not perform his new obligations effectively and requested that his contract be terminated; he gave notice to quit the Post Office in a hand written letter dated 12<sup>th</sup> March 1912.

In 1911 William retired and the ownership of the “Gannet” changed to William’s son Frederick.

The “Gannet” made her last crossing to Lundy on 1<sup>st</sup> September 1923. She was listed in the Mercantile Navy as belonging to Mr. Edward H Read of the Old Custom House, Pill, Somerset.

William P M Dark died on 18<sup>th</sup> February 1927 and was buried in the cemetery in Instow church over looking the estuary where he spent most of his seafaring days.



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## Dark Family Tree

William P M Dark b. 1847 – d. 1927	Married m. 1870	Caroline Pidler b. 1849 – d.1900
Frederick William	b. 1871 – d. 1942	age 61
Florence May	b. 1872 – d. 1925	age 52
John Thomas	b. 1875 – d. 1945	age 50
Alfred Charles	b. 1876 – d. 1959	age 63
Alexander Pidler	b. 1877 – d. 1958	age 71
Caroline Corral	b. 1880 – d. 1958	age 68
Sidney Harold	b. 1881 – d. 1963	age 72
George Henry	b. 1884 – d. 1971	age 87
Reginald Errest	b. 1887 – d. 1940	age 53
Walter Francis	b. 1890 – d. 1961	age 71

### Frederick William Dark

William Dark's son Frederick continued in his father's foot steps by becoming the captain of the "Lerina", a boat owned by Augustus Christie, who had bought Lundy from Walter Heaven in 1918.

The 71 ton Lowestoft drifter built in 1917 by Colby Brothers of Oulton Broad. Mr. Christie built a jetty/slipway in the cove near the landing beach intending it for use by the island vessel "Lerina", which he bought in April 1920. Note; Mr. Christie leased the island to C Herbert May in March 1920. In 1925 the island was sold to Mr. Martin Coles Harman for £16,000 plus the ingoing valuation of £9,250, which included the "Lerina". A contract existed with the Admiralty and the Post Office under which mails and stores for Lighthouses and Signal Station were carried between Instow and the island once a week for £208 per annum.

Fred sailed with "Lerina" up to and during the war years from 3<sup>rd</sup> September 1939 until his death in 1942, following a fall on the boat. Fred achieved the rank of Chief Petty Officer and the job of piloting the great number of craft crossing the bar or brought down the river from Bideford and Appledore shipyards. Fred was attached to HMS Appledore (Auxiliary Patrol Service) and this band of sailors were known locally as Admiral Franklin's Appledore Navy, the control of the estuary and Lundy were the responsibility of Admiral Franklin.

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## Lerina Details

No.	139979
Port.	Barnstaple
Port No.	2/1919. Previous 32 in 1917 at Lowestoft.
Built.	British
Type.	Motor single screw.
Where built.	Colby Bros., Oulton Broad.
Date.	1917
Description.	One deck, two masts, dandy-rigged, semi-elliptical stern.
Tonnage.	30.63 gross registered tons, 46.06 after 1922 refit.
Built.	Carvel, wood framework motor fishing vessel.
Length.	78.6 feet
Breadth.	18.7 feet
Depth.	8.6 feet. 12.5 engine room
Machinery.	Hot bulb crude oil motor, 80bhp.
Speed.	8 knots.

## Trevor Davey.

The Dark connection with Lundy was still indirectly maintained in the person of the late Trevor Davey, a grandson of James Dark of Bucks Farm, Frederick's third cousin. His mother was Isabel Davey (formerly Dark). Trevor had served as a Mate on board the "Lerina" in 1948 under Captain Roy Wilson. The "Lerina" was finally laid up in 1950; she was burnt on Cleve beach in 1952.

The "Lerina" was replaced by the "Lundy Gannet" which was purchased by Albion Harman. Her maiden voyage to Lundy was on Wednesday 27<sup>th</sup> June 1956 with Trevor Davey as skipper and ran to Lundy until 1970 three times a week in the summers and twice a week in the winters.

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## Lundy Gannet Details

No.	183407
Port.	Hull
Port No.	40/1949
Built.	British
Type.	Motor, single screw
Where built.	Messrs. Slater & Bernard, Shore Street, Lossiemouth, Scotland, 1949
Description.	One deck, two masts, ketch rigged, rake stem, cruiser stern.
Tonnage.	17.76 gross
Built.	Carvel, wood fishing and cargo, two bulkheads
Length.	46.8 feet
Breadth.	16.65 feet
Depth.	5.5 feet
Engine room length.	12.5 feet
Machinery.	One engine, internal combustion, 4 stroke diesel. Ruston & Hornsby, Lincolnshire. 100bhp
Speed.	8 Knots



*l to r: Jack Branch, Fred Dark, Rev. Muller, Tom Hornibrook*



The "Advance" at Bideford



The "Lerina"  
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# BOGUS LUNDY ESSAY

By Roger Cichorz

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This item was recently for sale on e-bay and described as a genuine Lundy overprint essay, however, it is bogus. Maltese crosses are crudely printed and misaligned; therefore, the item is not the 1943 Bureau essay overprint. The difference can be seen when compared with *Chinchen* and *Newman (Puffin Stamps 4<sup>th</sup> edition)*. If genuine, this item is a howling Lundy rarity (certainly worth £150, as I do not recall any being offered on the philatelic market in the 28 years I've been tracking auctions, sales, dealers' lists, etc.).



Editor's note: Michael Bale in 'Stamps of Lundy Island' 4<sup>th</sup> Edition shows along the bottom of page 29 the known trial overprints. There are four crosses shown and none compare with the crosses in this illustration which has been copied from the e-bay sale details. Michael also states that the Trial Overprint on the 6p value is in red, whereas this overprint appears to be in black.

As Roger states in his notes – caveat emptor!

# LUNDOPOLY

By Alan Rowland

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When I called at the Bideford shore office to pick up our tickets for our stay on Lundy over Easter, I overheard a couple who were on their way over that day. They had a game of “Lundopoly” that they had made and were intending to leave on the island.

I made a mental note to follow this up but forgot all about it until we arrived on Wednesday 7<sup>th</sup> April. True to their word, the couple had left their brainchild on the games shelf.

I live in Cornwall and for a few years there have been souvenir Cornwall Monopoly games in the shops, we had even sent one out to Cyprus where our son was then serving. I had heard that Devon was also considering their own version. So I had assumed that this was something similar that the two entrepreneurs were trialling on the island.

When we arrived on the island, I eagerly looked on the game shelf and was intrigued to find that this was not strictly a commercial production, but a unique version of the game. As most things left on the game shelf are played with very frequently, I suspect it will not last for too long so recording it is a must.

The game follows typical Monopoly guidelines but with all the locations set on Lundy – except for the Oldenburg. It appears that anyone can construct their own personalised version of Monopoly by purchasing a “Make your own-opoly” kit on CD-Rom from <http://www.tdcgames.com/MYO.htm> of Itasca, Illinois. The kit is priced at \$29.95, but the company regrets that currently they do not ship outside the USA.

The game has both Hasbro and TDC games inc trademarks so I assume that TDC is marketing their product under license.

Purchasers are given all the stationary and software to transfer their own selection of places, currency etc. from their own collection of images onto self-adhesive computer printed labels. These can then be applied to the supplied board.

The board has eight squares on each side giving a total of 32 locations. Play commences at the corner square – “Start, The Landing Jetty” and proceeds along.

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## The South End

via, The Radio Room, MS Oldenburg, The Old Light Cottage, Good News, Castle Cottage, The Old School and Hammers to the corner square of Lundy Shop and Miss a Go.

## The West End

Castle Keep East, Castle Keep North, Lottery, Little St Johns, Big St Johns, Stoneycroft and the next corner square - Marisco Tavern.

## The North End

Old House North, Old House South, Square Cottage, Bad News, Bramble Villas East, Bramble Villas West, Admiralty Lookout and the corner square Fate – roll a dice, odd Good, even Bad

## The East End

The North Light, The Old Light, The South Light, Lottery, Government House, Castle Air (utility), Millcombe House.

There are also 12 Good and 12 Bad News cards allowing further chances to increase or lose your capital. The end of the game comes, as with normal Monopoly, when everyone is knocked out, or after an agreed time limit when the person with the most money (in Puffins of course!) is the winner. Rematches have to be waited for, as there seems to be always another group eagerly waiting their turn.



You may quibble with the designation of the locations in each of the four “ends”, but this is a personal choice and there is some logic in, for example, keeping the lighthouses together. But, we must not quibble; the creators have kindly donated a unique and amusing diversion for holiday makers on the island.

We must thank the creation team of Paul Turner, Leigh Vooght, Brian Pook and Irene Woiciechowski for both creation and donation. They ask for comments via [jetski@hasslecastle.fslife.co.uk](mailto:jetski@hasslecastle.fslife.co.uk)

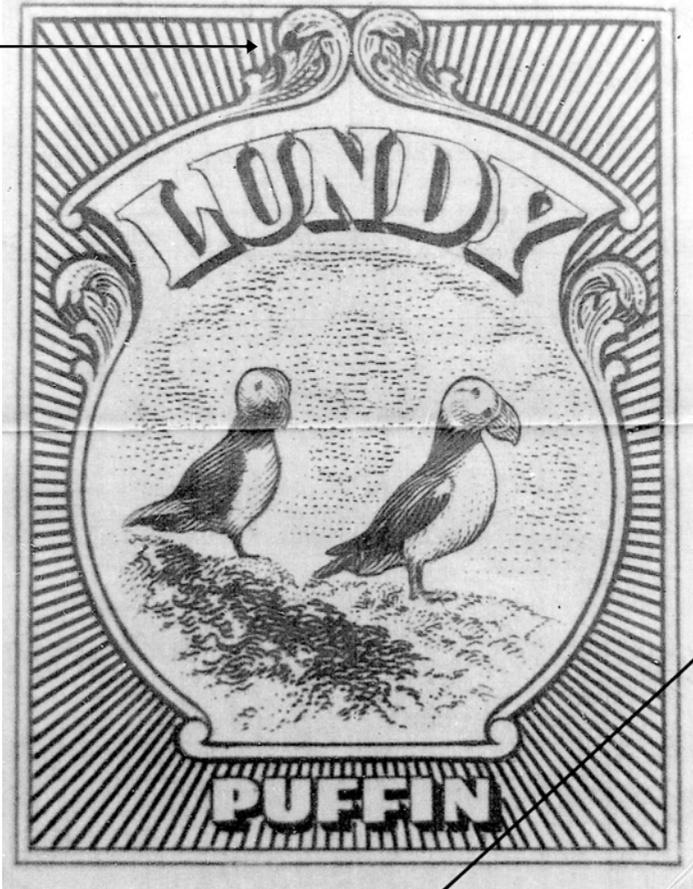
# 1928 ESSAYS

By Jim Mullett

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While studying the engraving of my 1928 Lundy Essays, I was interested on the scroll work and when these were put under magnification, I was surprised to find concealed in the design another puffin!

These essays or die proofs are known in Green and Black for this particular design.



*Copy of un-issued 1928 proof – notice that no value had been allocated.*

# LUNDY ARCHIVE

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*This is the fourth Archive item extracted from the 1895 publication titled 'The Coasts of Devon and Lundy Island' by John Lloyd Warden Page. I hope that we have no 'Explosive' stories when we hold our Autumn Meeting on Lundy in November!*

## AN "EXPLOSIVE" STORY

A gentleman was the innocent cause of quite a little sensation. Being persuaded (as most people are) that food in Lundy is doubtful both as to quantity and quality, he brought a small supply of his own. Some time after our departure I chanced to meet our landlady, who was "over" for a change. After some conversation she asked: "By the way, what was in that parcel that your friend left in his bedroom?" "Why?" I inquired. "Well," she said, "after you left, his room was taken by an elderly gentleman. He found this parcel and sent for me. 'Mrs. A.,' says he, 'what is this? Don't touch it; it may be an explosive – one cannot be too careful nowadays.' (*They thought they had security problems back in the late 1800's! Ed.*) I told him that Mr. P. seemed a quiet sort of a gentleman, and he seemed more satisfied, and presently takes out his knife and cuts a hole in the paper. Out drops two white grains. 'It looks like rice, sir,' says I. He puts a grain in his mouth while I tries the other. 'Get rid of it,' says he; 'it's nasty – it's bitter. Here, take some water and rinse out your mouth. And now carry the thing downstairs,' he says, 'but be sure you don't go near the fire, and sprinkle it over the ground outside.' But I wasn't going to do that, so I locked it away till I could find out. Now, sir, what was it?" "Rice," I said; "you had better eat it when you get home!"

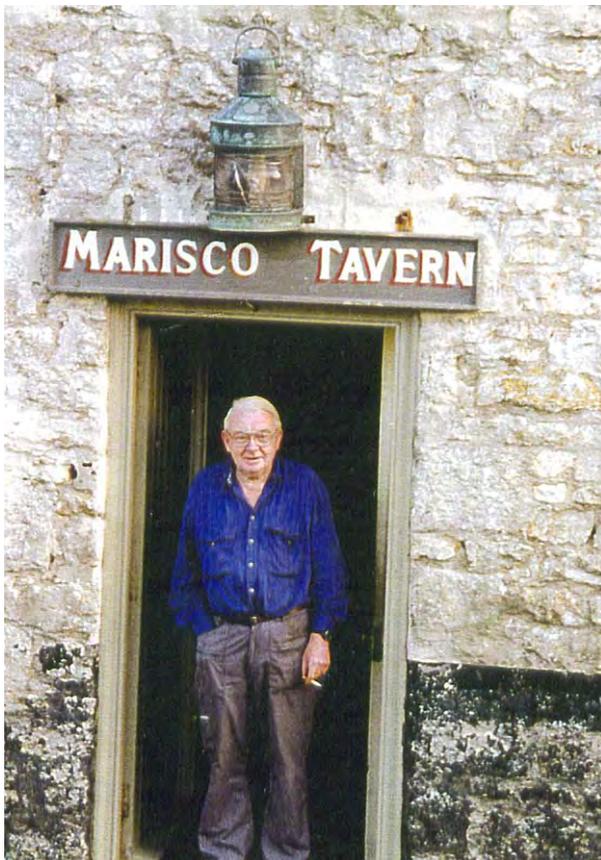
## DIARY 2005

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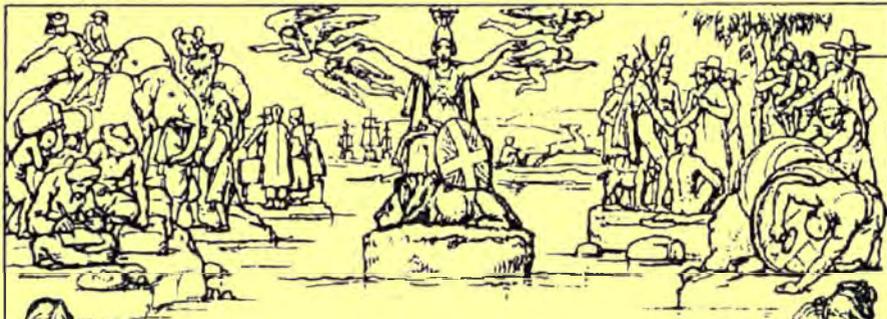
- |                                       |   |
|---------------------------------------|---|
| Sunday 17 <sup>th</sup> April 2005.   | Lundy Collectors Club Meeting, Eastleigh.         |
| Saturday 16 <sup>th</sup> July 2005.  | Lundy Collectors Club Day Trip to Lundy.          |
| Sunday 17 <sup>th</sup> July 2005.    | Lundy Collectors Club Summer Meeting, Ilfracombe. |
| Sunday 16 <sup>th</sup> October 2005. | Lundy Collectors Club Meeting, Eastleigh.         |

# PHOTO PAGE

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*The late Norman Hunter having a cigarette in the entrance to the Marisco Tavern*



## ROGER HUDSON

P.O. BOX 172.

COVENTRY CV6 6NF

TELEPHONE: 024 7668 6613

FAX: 024 7666 7428

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