

# The New Puffin Journal



**SUMMER 2005**

Published by the Lundy Collectors Club

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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

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**SUMMER 2005**

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# EDITORIAL

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The Autumn 2004 meeting on Lundy was thought to be the pinnacle of recent Club activity and it was planned that this year would be a year of respite in preparation for 2007 and the Club's next bash on Lundy. However, the enthusiasm of some members still runs very strong and on the strength of this enthusiasm ideas were discussed at the Spring 2005 meeting at Eastleigh about the production and publication of 'stand-alone' Lundy stamp publications. The discussions are in the very early stages but the idea is to produce publications detailing the studies of individual Lundy stamp issues. If our ambitious ideas go into production, all members will be informed through future issues of this *Journal*.

Next month will celebrate the Club's eighth summer visit to Lundy. Over the years several members who joined us on the early visits are no longer with us, however, there are many new faces who have now made the summer visit an annual event which only demonstrates the strength and commitment in the Club's membership.

At the Summer Meeting we will again be holding the annual competitions and as last year the Stanley Newman Cup will be presented to the winner of a 'Page or a Pound' competition, where members are invited to submit one page of Lundy stamps (not postal history, postcards or ephemera) or pay £1 to Club funds. Last year's event was a great success and it is hoped that this year will be no different.

When members visit Lundy one of the most important items of equipment taken with them is their camera but the only time we see the results of their handy work is in an album between events at a Club meeting. Photographs can be submitted as a competition entry in the Roger Allen Trophy under the classification of ephemera, so let's see some of those shots and let the members be the judge as to how good they are. I am sure they will be of interest to all no matter what, and of course a winning or interesting entry will be published in a future issue of the *Journal*.

Please support the next meeting especially the Devonian contingent who in previous years have been a bit thin on the ground and let's make this meeting as good as any Lundy weekend bash.

James

# AUCTION REPORT

By James Thomas

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The Club's 24<sup>th</sup> Auction took place at the Crestwood Community Centre, Eastleigh on Sunday 17<sup>th</sup> April 2005. The Auction team was lead by Mike Thompson and ably assisted by Julie Lester and Keith Hand.

Highlights of the sale are as follows:

<u>Stamps</u>	<u>£</u>
1929-1930 ½p, 1p, 6p, 9p & 12p values in cross gutter blocks of 4 MM.	35
1935 1d Tram Ticket Roll 1 UMM.	28½
1935 1d Tram Ticket Roll 2 MM.	28½
1935 3d Tram Ticket Roll 5. Pair UMM.	43
1936 Large Map Issue 2d value. Sheet of 12 UMM	102
1936 Large Map Issue 6d value. Flagstaff on Town Hall variety. MM.	26
1939 ½d red L.A.C.A.L. issue. Sheet of 48 with all varieties. UMM.	25
1939 1d black L.A.C.A.L. issue. Sheet of 48 with all varieties. UMM.	38
1943 '1X Anniversary' issue 1p value with 'Hundy' variety. UMM.	21
1950 8p on 12p corner block of 4 with misplaced overprint. UMM.	34
1950/53 'BY AIR' 1p wide setting. Double overprint. MM.	25
1950/53 'BY AIR' 1p wide setting. Red overprint. UMM.	10½
1965 Churchill set of 3, complete panes of 12. UMM.	21
1971 Un-issued essay for the 1978 ½p value. UMM	21

## Booklets

1988 £1.28 First Lundy booklet with no serial number. 25

## Postal History

'HMS Montague on the rocks, Lundy Island' cancelled by Lundy thimble type Ab dated 30<sup>th</sup> August 1906 79

Of the 47 items of Postal History, only 15 items were sold.

# ***MEETING REPORT***

By James Thomas

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The meeting opened promptly at 10.30am with the usual bourse and coffee. Approximately 20 members attended the meeting which produced a good relaxed atmosphere.

This was followed by the first of the displays which was presented by James Thomas. James showed a complete collection of the 75<sup>th</sup> Anniversary items, both official products from Lundy and the souvenir items produced by the Club for the anniversary year and especially for the Anniversary Weekend meeting. Brian Drew followed with a display of his 75<sup>th</sup> Anniversary folders, showing all the variations. The morning displays were finished off by Mike Thompson with two exhibits. The first display showed a collection of early Postal History from the 1930's and the second display was of the 'Large Map' issue and the 'Red Cross' overprints.

After lunch Mike Thompson laid out the auction lots for viewing and at just before 3.00pm, he read out Chairman's announcements. He stated that he did try to have the recent GB 68p stamp depicting St. James' Stone, Lundy included on a Lundy First Day cover, but due to complications with the island management, he was unsuccessful. Bob Harper, who was unable to attend the meeting, sent a message stating that he had put the photographs that he had taken over the Anniversary Weekend Meeting onto a CD ROM and offered a free copy to those members who attended last November's meeting. If you take-up Bob's most generous offer please be kind enough and send a stamped addressed reply envelope. The final item on Mike's agenda was about the Club's next weekend bash on Lundy. Although arrangements are in the very early stages, it was agreed to hold the event over the weekend of Friday 2<sup>nd</sup> March to Monday 5<sup>th</sup> March 2007.

The auction started promptly on 3.00pm and apart from the Postal History section, all of the other sections sold well with many lots exceeding their estimates.

With no other business the meeting closed at 4.30pm.

# BOOK REVIEW

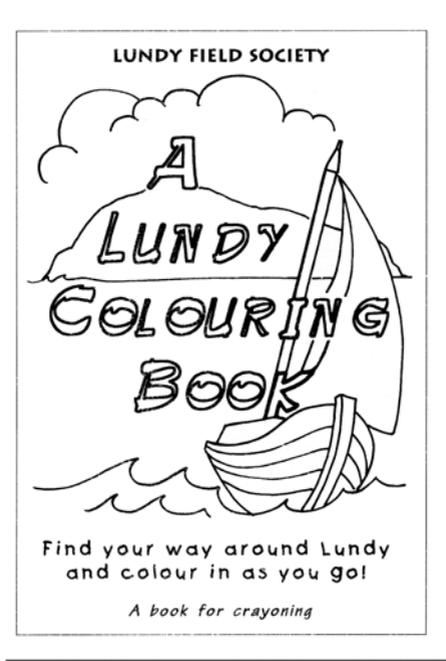
By James Thomas

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**A Lundy Colouring Book** Published by the Lundy Field Society.

The Lundy Field Society has come-up with a novel idea of helping the many children who visit Lundy each year, either with their parents or on school trips, to find maximum enjoyment whilst on the island.

The 24 page A5 size colouring book aptly titled 'A Lundy Colouring Book' has been jointly produced by Myrtle Ternstrom and Sharon Read. Each page has a line picture drawn by Sharon Read ready for colouring together with a few notes of explanation to give the young artist a brief history and guide of Lundy. To keep the young person interested in their visit, there are the occasional questions such as "How many windows are there in the Old Light tower?" On the inside back cover is a map of Lundy with all the major places of interest marked on it and an invitation to plot the course of their visit. Five hundred copies have been produced and will be on sale on Lundy soon. Price and marketing strategy are still to be decided.



# LUNDY NEWS

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## NEW BOOK.

Myrtle Ternstrom informs us that a fourth edition of her book '*A Lundy Album*' has been published. This book, which contains rare photographs from the Heaven period with highly informative and researched textual explanations, has been updated with new information, contains corrections and a new map. It is available only from the island at £9.00, including postage, and is well worth obtaining, as is anything produced by Myrtle from her vast Lundy archive.

Myrtle reminds us that she still has some copies available of her other two latest works. The second edition of '*The 'Nightingale Scandal*' by Stanley Thomas, updated and revised by Myrtle with new illustrations and cover, can be purchased at £9.50 from her. As you will all know, this is the story of Thomas Benson, the scuttling of his ship '*Nightingale*', the fraudulent insurance claim, the ensuing court case, execution of the Captain and Benson's exile in Portugal. The other book still available from Myrtle at £11.00 including postages, is '*Frivolling and Scurrifunging*' which was reviewed in our Summer 2004 issue. This book does have a short section on the history of the Lundy Posts, including a list of Lundy Postmasters. Three early stamp issues are illustrated. Myrtle's address is; 6 Queensholme, Pittville Circus Road, Cheltenham, GL52 2QE.

## MONTAGU 100<sup>th</sup> ANNIVERSARY ISSUE.

At the November 2004 meeting on Lundy, Paul Roberts who was then the Lundy General Manager stated that it is planned to issue a set of Lundy stamps to commemorate the 100<sup>th</sup> anniversary of the sinking of HMS Montagu in 1906.

Paul has since left Lundy and it is hoped that the new manager will continue with the good work that Paul had started and maintain the good working relationship that had developed between Paul and the Lundy Collectors Club. However, once we receive further information, an article will be published in a future issue of this *Journal*.

# 50<sup>TH</sup> ANNIVERSARY OF THE LUNDY POST

By Barry Chinchin

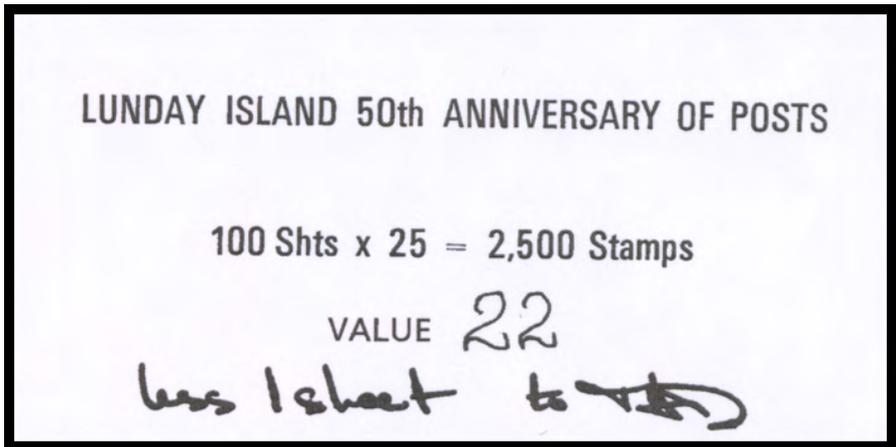
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The stamps, printed by Walsall Lithographic Company, were supplied in brown paper packets of 100 sheets of 25. Each packet bore a printed label on which the value of the stamps was inserted using a ball point pen.

A single set of packets was sent to the Philatelic Service, each packet having had a sheet removed which had been sent to John Dyke.

The surprising thing about the labels was that LUNDY was incorrectly spelt.

Below is a copy of the label.



# 'DUNCAN CLASS' BATTLESHIPS

By Brian Drew

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## **ALBERMARLE, CORNWALLIS, DUNCAN, EXMOUTH, MONTAGU and RUSSELL.**

The class was designed as a small edition of the 'Formidable' class of battleships. The ships were included in the 1898 supplementary build estimates and the 1899/1900 build estimates in answer to large additions to the French and Russian ship building programmes.

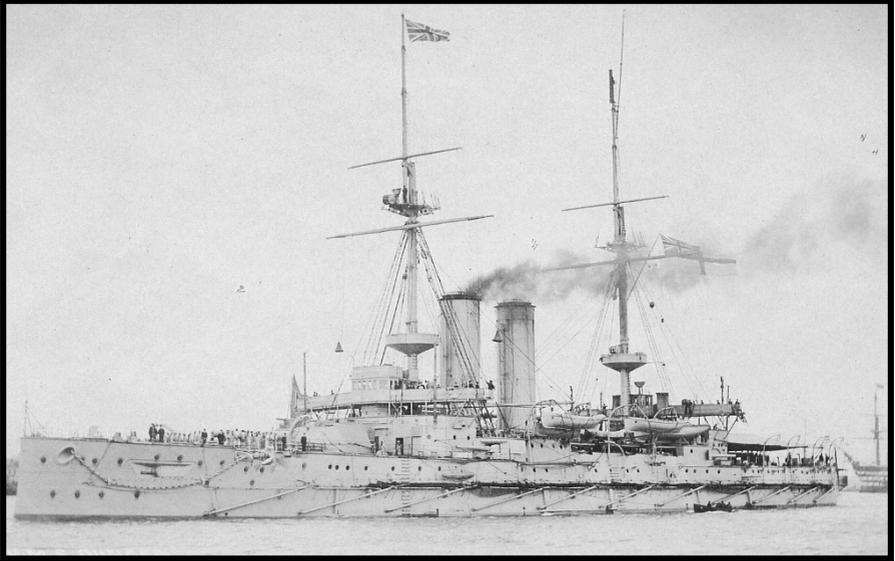
The designs sacrificed armour for additional speed to match the reported faster Russian battleships. The higher speed was provided by increasing the machinery power by 3000 ihp. The armament distribution was similar to that of the 'London' class of battleship.

The 'Cornwallis', 'Duncan', 'Exmouth' and 'Russell' were all put out to tender for build in an effort to keep costs as low as possible. The 'Albermarle' and 'Montagu' were naval dockyard built and came out heavier than the other four ships. Construction was greatly delayed by strikes, the last ship not being completed until 1904. By this time other ships with intermediate armament were more in fashion. The 'Cornwallis' and 'Russell' both gave trouble. The 'Cornwallis' crashed into the basin wall on launch and the 'Russell' suffered from excessive vibration and required structural modifications to rectify this.

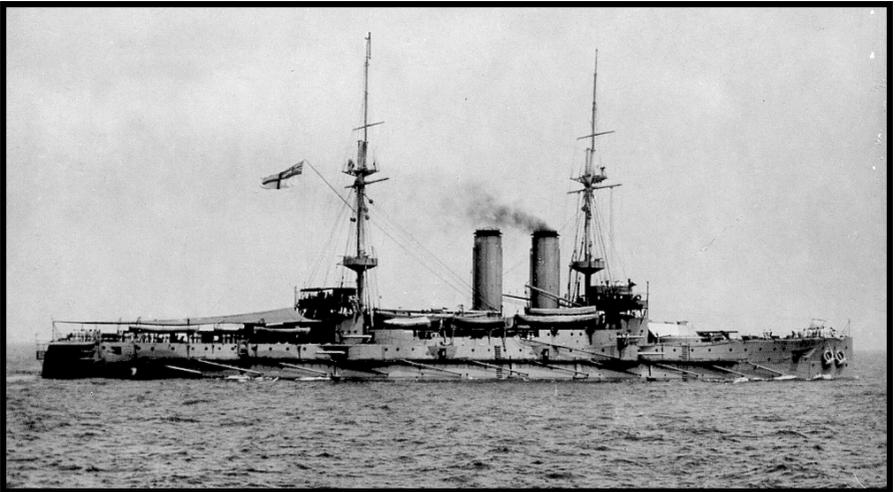
The ships were good steamers, the best of class on trials was the 'Cornwallis' and the best in service was the 'Albermarle' and they were all given admiral's names.

Admiral Exmouth was better known as Sir Isaac Pellew and Admiral Montagu was the Earl of Sandwich.

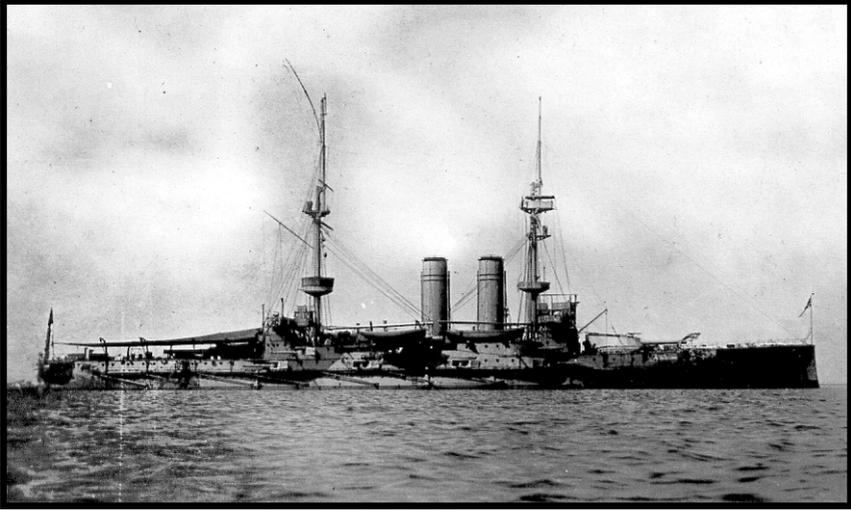
The ships operated in the Mediterranean until 1904-5 when they returned to home waters for peacetime service, except the 'Duncan', 'Exmouth' and 'Russell' which served a second term in the Mediterranean from 1908 to 1912.



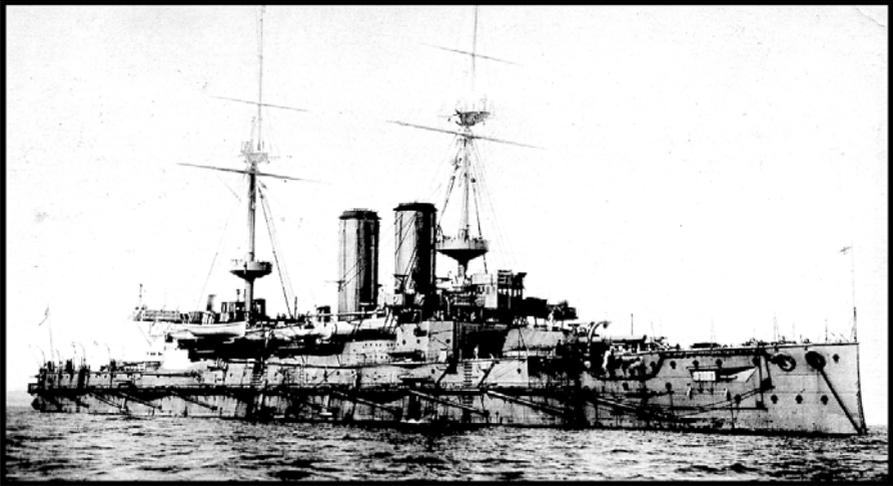
HMS Duncan launched 1901



HMS Montagu launched 1901



HMS Cornwallis launched 1901



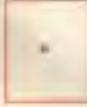
HMS Russell launched 1901

# THE KING OF PUFFINLAND

Information Provided by Roger Cichorz



**THE STAMPS OF LUNDY ISLAND**  
— and the Strange Story of the Man who Thought  
he was King of Puffinland

	<p>These stamps are an extraordinary thing — which is quite why they are so scarce — and they were first issued in 1911 when a certain King-Edmond Martin Charbon, mentioned the tiny island of Lundy off the coast of Devon, formerly Mr. Herman had an idea. "There I am the owner of this island", he said. "Only yesterday I was the king!" The idea seemed to make sense to Mr. Herman, and after an hour's rest, he proceeded to coin money and issue postage stamps for use by the island's inhabitants. The stamps and notes have a picture of the puffin, a puffin's tail with a special design or pattern which includes the island's name.</p>	
	<p>At first it went well with the Lundy population. But in 1912 the British government got wind of what was going on. Mr. King-Edmond Martin Charbon, don't you know, had been looking into what he had, in fact? The result was that "King" Herman was arrested, he was, and placed with respectfully, in the prison. A picture of the King's face had a close eye on the mountain of Lundy.</p>	
	<p>"This is all too big a message of Lundy" said the judge. "I see?" said Mr. Herman indignantly. "And all because of Lundy I need money and had to issue so I have a right to do!"</p>	

But the court with a close eye on the Majesty King Charbon's royal pretensions, King Herman suddenly found that he was no king; was fined 5 pounds and was ordered to relinquish his royal prerogatives.

Today, Lundy is part of the British Empire and former King Herman is an ordinary subject of King George. But the stamps remain, a fascinating item to collectors, scarce in postal history. For they are the only British stamps ever issued — not by the British government, but by a British subject in a remote, out-of-the-way, colony of the British Empire — and by a man quite alone. His name? Mr. King-Edmond Martin Charbon, King of Puffinland!

This sheet and six mint stamps were spotted on e-bay by Roger earlier this year. The seller claimed to have no knowledge of the item but described it as “Mint and Rare”. However, his ignorance of the subject was paying well for him because, with over four hours of the auction still to run, the bidding had reached a staggering US\$ 103.52.

# **SIR FELIX GADE – WELL NOT QUITE!**

Information Supplied by Barry Chinchon

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At a recent Lundy Collectors Club meeting, Barry Chinchon told me about how in 1970 a group of Felix Gade's friends thought that Parliament should be lobbied with a proposal to have Felix Gade included in a future honours list in recognition for his work and devotion to Lundy.

Barry received a very polite reply from the secretary of Mr. Edward Heath (Prime Minister 1970-74) stating that Mr. Gade's name would be borne in mind. As we now all know and despite the worthiness of this request, Mr. Gade received no honours from the Queen for his dedication to Lundy.

On the following page is a copy of the reply letter from the Prime Minister to Barry.

## **YOUR MAGAZINE**

The New Puffin Journal as you all know is the magazine of the Lundy Collectors Club, however, only a few members contribute articles for publication. No doubt you have noticed 4 or 5 names (in addition to my own of course) that appear in most issues. One of those names, Roger Allen, has appeared in every issue of recent times and without Roger the *Journal* would be very thin.

I would like to thank Roger and all of my other regular contributors, however, I would be extremely grateful if more members could from time to time send me Lundy related items whether philatelic or not. Even a Letter to the Editor with your view point on a particular subject would help to give me an idea of what your requirements are.

After all it is **YOUR MAGAZINE!**

James



10 Downing Street  
Whitehall

July 2, 1970

CONFIDENTIAL

*Dear Mr. Chinchen,*

The Prime Minister has asked me to thank you for your letter of June 26 recommending the name of Mr. F. W. Gade for possible inclusion in an Honours List.

The Prime Minister is grateful to you for bringing Mr. Gade's name to his notice and for the helpful information which you give about him.

Mr. Gade's name will be borne in mind.

*Yours sincerely,  
A. P. Edmunds*

B. N. D. Chinchen, Esq.

# STOLEN STAMPS

Information Provided by Roger Cichorz

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Earlier this year Roger Cichorz spotted on e-bay the above illustrated item for sale. Out of just casual interest he consulted his latest copy of the Michael Bale's "Tramticket" register as published in *The New Puffin Journal* and found to his great surprise that the four items formed part of a lot stolen from Ray Shapland. The stamp numbers are: 00883, 01784, 02084 and 03029.

The theft of the Shapland Lundy Collection (a house burglary) was big news when it happened about 20 years ago but there have never been any arrests or recovery of the material. As each "Tramticket" has an unique number, they are easily identified from other similar stamps. Roger is not implying that the seller stole the material or had anything to do with the break-in at Ray's house as this material could have changed hands many times over the years.

Details of the e-bay sale have been sent to Ray for him to pursue with the Police should he wish.

# ***THE ROUND LUNDY SAILING RACE***

By James Thomas

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On Saturday 23<sup>rd</sup> July 2005, Lundy will host the inaugural Round Lundy sailing race which is being organised by the Ilfracombe Yacht Club.

Mr. David Turk, Vice-Commodore of the club and Chairman of the organising committee, said the open race had already attracted interest from as far a field as Plymouth, Portsmouth, Swansea, Portishead and Instow as well as from Ilfracombe.

It is anticipated that as many as 60 boats will compete in the event which will be started by Euro-MP Giles Chichester who is the grandson of round-the-world sailor Sir Francis Chichester.

The race will start in the morning and the round trip starting and finishing in Ilfracombe is expected to take between five and eight hours so if you are planning to be on Lundy on that day you should have many hours of enjoyment as the boats circle the island.

The winner will receive a polished steel yacht trophy along with a substantial cash prize and the organisers are hoping that this will become an annual event.

For more information log onto the Ilfracombe Yacht Club web site [www.ilfracombe-yc.org.uk](http://www.ilfracombe-yc.org.uk).

## ***COMING SOON. . . .***

**The Harman Family Tree as produced by Diana Keast.**

**HMS Montagu and Puffins, some of Sharon Read's latest artwork.**

**Six Brother Field, Chaldon and the Harman connection.**

## ***AND MUCH MORE.***

# ***THE WORST FLOOD IN BRITAIN'S HISTORY***

By James Thomas and Sue Leather

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On Tuesday 20<sup>th</sup> January 1607, the worst flood to hit Great Britain surged up the Bristol Channel covering vast areas of Devon, Somerset, Gwent and Monmouthshire. At 9.00 am on that fateful morning a surge of water 10m high raced up the Bristol Channel at an estimated speed of 600 miles per hour washing away everything in its wake. At the time the cause was not known but recently Professor Simon Haslett at Bath Spa University College, Professor of Geography has been working with Australian Geologist and tsunami expert Ted Bryant to try to unravel why this surge happened.

On that terrifying day, the morning started bright and calm with the hard working, God fearing and prosperous local inhabitants going about their daily chores when the surge happened. Upon reaching the coasts of North Devon, Somerset and South Wales the water proceeded inland at a speed of 30 miles per hour destroying and killing everything in its path. Amongst the few survivors were 2,000 dead bodies and 100,000 dead sheep and cattle floating on the dirty water. In Somerset the Levels were flooded as far as 4 miles in from the coast to a depth of 1.5m, it was estimated that 2 billion gallons of water had flooded the land. It took a further ten days for the water to totally recede. In North Devon the Taw-Torridge estuary was hit with flooding in both Barnstaple and Bideford.

The Bristol Channel is known for its seasonal tidal surges especially if the Spring times coincide with strong south westerly winds and extreme low pressure. But this tidal surge was 8m higher than the highest recorded storm surge. It is because of this that the two professors decided to team-up and investigate the reasons.

A chance discovery was made in an old church record in Somerset that started them to consider and investigate the possibility of a tsunami being the cause of the surge. Local written records and flood datum marks from the 17<sup>th</sup> century first led them to believe that a tsunami was the cause but more physical and scientific proof was needed. This was later found along the South Wales coast when boulder formations were studied and when sand layer samples were taken 4 miles inland at five sites in Devon (including Croyde Bay and Northam Burrows), Somerset and Wales which contained small undamaged sea shells, normally found out on the edge of the continental shelf, a couple of meters underground.

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By now the professors were sure that a tsunami was the cause of the surge and then the final bit of the jig-saw fell into place. Records show that there is a reasonably unknown fault line in the sea bed off the south western coast of Ireland which from time to time moves and it is believed that this movement caused a sub-marine earthquake.

Since the horrific disaster of last Christmas in the Indian Ocean, I would not like to ride on its back to sensationalise this story, but this was the subject of a TV documentary on 15 years of work carried out by two dedicated professors. This disaster affected North Devon and could well have affected Lundy. As the plateau on Lundy is about 400 feet above mean sea level, it would have only affected the lower reaches of the island, but it could have damaged or even washed away shipping at anchor around Lundy.

I haven't any records in my Lundy library or any other local history book in my possession of this disaster, so if you can offer any more information or reference I would like to hear from you. If enough information is at hand, I will to do a follow-up article.

## ***"INDEX 1997-2003"***

The "Index 1997 to 2003" was the last work of Stanley Newman before he sadly died last year. There are still a few copies unsold, so if you have yet to purchase a copy be quick as there will not be a second print run.

The price is still £4.00 which includes postage and packing and don't forget to make your cheque payable to the Lundy Collectors Club.

# ***MORE 75<sup>TH</sup> ANNIVERSARY CELEBRATION MEMORIES***

Photo's supplied by Bob Harper

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A few more photo's of last November's 75<sup>th</sup> Anniversary meeting on Lundy.



# A LUNDY SHIPWRECK

Information Supplied by Diana Keast

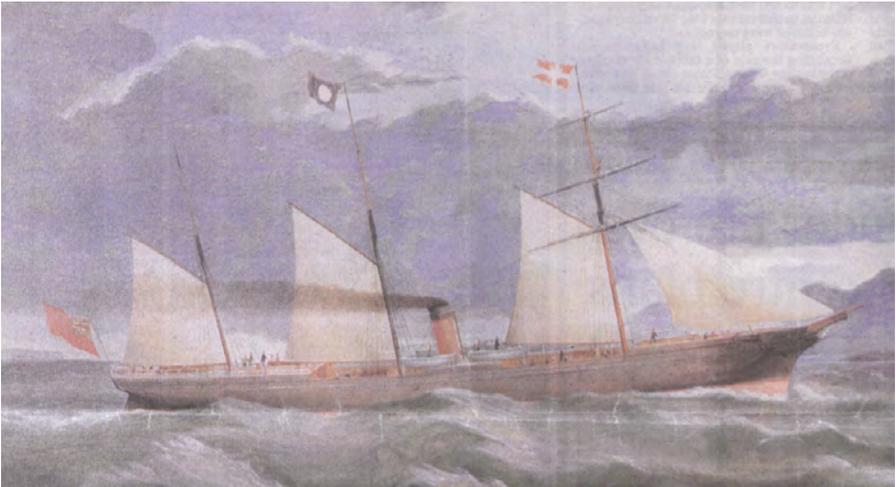
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The wreck the *South Australian* was un-covered late last year by shifting sands off the northern end of Lundy. During the 19<sup>th</sup> century the *South Australian* was considered as one of Britain's most significant ships. It was a luxurious clipper that today has been compared as a modern day equivalent of the *QE2*.

She was a composite ship with a wooden hull and iron frame, a fore runner of the all-iron ships such as the more famous Brunel's *SS Great Britain*. After retiring as a passenger ship, she spent 17 years carrying emigrants to Australia before becoming a cargo vessel. However, on 14<sup>th</sup> February 1889, on Stanley Banks approximately three miles off the north western tip of Lundy in treacherous conditions she sank in just 150 feet of water. All the crew except one were saved.

Her cargo of railway lines and some of her iron frame were discovered by divers in the 1980's and she is recorded by Richard Larn in his book "Shipwrecks of the Devon Coast".

The shifting sand has now revealed a section of her frame and timber hull. Also found is some of her cargo of railway lines with some as long as 50 feet still intact.



# ***A HISTORIC AIRMAIL COVER***

By Jim Mullet

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Some time ago I came across a commercial Air Mail cover flown out of Lundy three days before the declaration of War. The cover is postmarked 31<sup>st</sup> August 1939 (Thursday) and war was declared on 3<sup>rd</sup> September 1939 (Sunday).

The notation on the cover reads “Carried on last flight of Atlantic Coast Airlines before suspension”. It is interesting to note that the cover is addressed to Mrs. Violet Jackson. Referring to Mr. Gade’s book “My Life on Lundy”, it states “Mr Jackson was appointed Bailiff (*Farm Bailiff*) on Lundy and his wife was responsible for the dairy for a short time, although it appears that she didn’t much like the ‘Hands on’ approach!”

Although the airline had a Monospar aircraft (G-ACCP) it was due for retirement. The airline also had two Short Scions, a mark one (G-ACUW) and a mark two (G-AETT) and the most photographed and probably the workhorse of the fleet, would have been G-ACUW.

Subsequently, due to the War, the two Short Scion aircraft were pressed into service with the Royal Air Force and Bob Boyd helped with the training of pilots for the RAF.

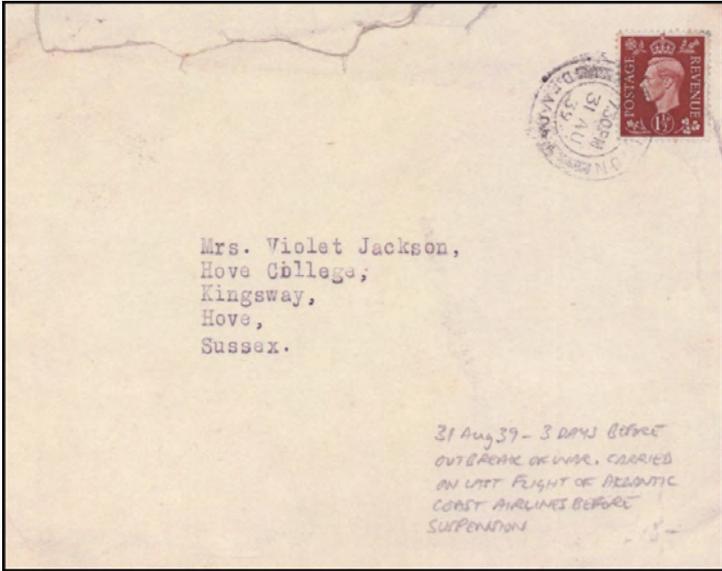
In the 1950’s an associate of mine was stationed at RAF Chivenor doing his National Service and in his diary he quotes:

“23<sup>rd</sup> August 1952

Whilst exploring the old hanger which then still had Atlantic Coast titles on it, I found in it a skeleton of the fuselage and wing of Short Scion G-ACUW and there were lots of old labels and stationery scattered around!”

What a treasure trove!

This discovery was reported and published in the British Civil Registration News Vol. 7 No. 6 of Air Britain.



# **BOOK REVIEW**

By Roger Allen

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**BOOK REVIEW.** By Roger Allen.

**Sir Fred Pontin. My Happy Life always Thumbs up.**

Published by Solo Books Ltd., 1991. Hard Back. 174 pp. Original price £13.00.

One may well enquire what the autobiography of the founder of Pontin's Holiday Camps has to do with Lundy but in fact the book contains a considerable amount of information on Martin Coles Harman. Fred Pontin was born in 1906 and died in 2000 at the age of 94. In his very early years he decided that the City was the place for him and he joined a firm of stockbrokers. In 1927 he came across the Rock Investment Company Limited, owned by Martin Coles Harman. MCH offered him a job at £1,000 p.a. and he was interviewed by Dickie Doyle, who was Harman's office manager. Pontin stayed with Harman until the late thirties, when he branched out on his own and formed the Company which grew into the huge Pontin Empire.

Although Harman remained an investor in the Pontin businesses and an adviser for some time after the war, he never had anything to do with the actual running of the Pontin group. Dickie Doyle was Harman's nominee on the Pontin Group board and in fact Doyle remained with Pontin's until he retired in 1964. In 1957 Fred Pontin had a serious motor car accident and was in hospital and convalescing for a very long time. During this period Dickie Doyle was acting chairman of the group. Pontin states that much of what he knew about the stock market, capital finance and business in general he had learned from Harman and much of his future success he owed to those first years working with him.

Referring to Martin Coles Harman, Pontin remarks that he was famous, or notorious, for purchasing Lundy and issuing his own coins and stamps.

This book is not perhaps a volume that all Lundy collectors will need, or indeed want, on their shelves but it is always of interest to learn of references to the island and the Harman family in literature that is not immediately related to Lundy.

# LUNDY TELEGRAM

By Jim Mullet

Here is a telegram sent to Lundy on 26<sup>th</sup> October 1896. It was handed into the Exeter Post Office at 3.28 (assume pm) and received on Lundy at 3.55 (again assume pm). The telegram is addressed to Heaven and was signed by what appears to be Pinn. This could have been someone's surname or just an abbreviation of a surname of somebody well known to the Heaven family.

The pencil written message is of little significance but what is more interesting is that the telegram is stamped by a Lundy Thimble postmark type Ab dated OC 26 96 and has the rare code 'P' above the date.

	<b>POST OFFICE TELEGRAPHS.</b>	No. of Telegram.....
<small>If the accuracy of an Inland Telegram be doubted, the telegram will be repeated on payment of half the amount originally paid for its transmission, any fraction of 1d. less than 1d. being reckoned as 1d.; and if it be found that there was any inaccuracy, the amount paid for repetition will be refunded. Special conditions are applicable to the repetition of Foreign Telegrams.</small>		Office Stamp. 
Charges } £ s. d. to pay }		
Handed in at the <i>Exeter</i>	Office at <i>3.28</i> M.	Received here at <i>3.55</i> M.
TO { <i>Heaven</i> <i>Lundy</i> <i>Three letters from Weston grants</i> <i>information for Mr John Jackson</i> <i>return agreement marginal notes</i> <i>sent by mail to stake to</i> <i>London</i> <i>Pinn</i>		
<small>N.B.—This Form must accompany any inquiry made respecting this Telegram.</small>		

# BOOK SHELF

By Roger Allen

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## THE CRIMSON CHALICE.

By Victor Canning.

Published by William Heinemann Ltd, London, in 1976.

This novel is set in the middle of the Dark Ages about 450 AD just after the Roman legions had left Britain to its own devices. It is a story of a British hero fleeing with a Roman girl from the marauding and violent Saxons and sea folk. They move South and then South West to end up in the Bay of Two Rivers (Barnstaple Bay). The story of Arthur is inferred, but without any of the traditional mythical Arthurian legends, although the names of Baradoc / Pendragon and Merlin do appear. They end up on the island, called Caer Sibli whose inhabitants are called the Lundy people, after the bird which is the symbol of the island (the puffin). The inhabitants of the island live in two groups of circular huts built with piled stones and thatched roofs, one group living roughly where the modern village is located and the other at the north of the island where the largest number of prehistoric stone hut circles are to be found.

The geographical details of Lundy are aptly described, the landing bay with its little beach and the small island (Rat Island) in the bay, the steep Western coast of the island and the gentler Eastern sides, seal caves and the seals. The same birds as now, were there then; puffins, eagles, cormorants, gannets and plovers, whose eggs are collected for food. Wild goats were there and sheep. The Promontory of Hercules (Hartland Point) is seen and other Devon names mentioned include the abandoned Roman fortresses of Isca (Exeter), Nemetostatio (North Tawton) and the Tamarus River.

This book appears in the bibliographies of Lundy-related books in the early 'Puffin' journals produced by Barry Chinchin and Brian Sherwood. It is the first of an Arthurian trilogy by Victor Canning and while perhaps it is ambitious to call it a 'good read', it makes an interesting addition to any Lundy collection. The book is hard-back with 180 pages and except for a map of Roman Britain, is un-illustrated. The dust wrapper carries a fine painting of the hero leading a horse bearing the blonde Roman girl over bleak countryside with three hunting dogs running alongside.

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## HOME WORDS FOR HEART AND HEARTH.

Published by 'Home Words' Publishing Office, 11 Ludgate Circus, London in 1906.

This attractive old volume consists of some eighty short stories and articles gathered together by the Revd. Charles Bullock BD. Rector of St. Nicholas, Worcester. Most of the stories are of a serious or moral nature but not all and there are many topographical items. The contents of the book have the appearance of the bound copies of the Strand magazine with those rather poor quality photographs and black and white illustrations by various artists in photogravure. The size of the book is however smaller than the Strand Magazine (7 ½ inches by 9 inches) and the front cover of the book is its best feature. Blue cloth boards with floral designs and gold engraved inscriptions reading; '*Home Words for Heart and Hearth. The Heart has many a dwelling place but only once – a home*'.

The article that interests us is on page 203 and is entitled '*An Island Owned by a Clergyman*' by S. Leonard Bastin. It comprises three closely printed pages with early but unoriginal information of the island in the first years of the twentieth century. It describes the island geographically, geologically (briefly) and gives details of the main rock features. Some of the facts he gives are interesting and as he obtained them on the spot from observation or from Revd. Heaven himself, they should be taken reasonably seriously. Four of the five poorly reproduced photographs in this article are of rock formations and the fifth is of the church. They do not unfortunately give us any useful historical insights.

The chapel in the cemetery has been in ruins, he states, since 1747. Where he gets that precise date from is unexplained. The statue to St. Helena in the niche in the wall of the church is a replica from the altar screen of St. Albans Abbey. This is probably well attested in other Lundy literature but is not generally known.

The population of Lundy he declares in 1906 is about seventy souls. This seems a goodly number when one considers the time of decline that the island was then going through. The occupations are sheep rearing, cattle farming and fishing, all of which he states are carried on with some success.

He refers to the '*splendid King Fern (Osmunda regalis) found on Lundy in greater abundance than anywhere else in the country*'. As Bastin was a naturalist we must presume he knew what he was talking about in this matter. Was this 'King Fern' the same as the 'Royal Fern' found now by the Quarry Pond?

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The final paragraph of this article comments that; *'1906 is a peculiarly interesting year for the island as it is to be put up for sale by public auction'*. The article was evidently written before the wreck of the 'Montagu' which also took place in 1906.

On the front of this copy of the book is a little label, fixed there by John Dyke, from whose library this copy came. The label reads: *'Contains an article of dubious merit, entitled "An Island Owned by a Clergyman" by S. Leonard Bastin, who gave Revd. Hudson Heaven some embarrassment by claiming to the Press that he (SLB) had bought the island.'* I believe that John Dyke was here mistaking Bastin for the Revd. Dr. Batson who in 1906 did indeed offer to buy Lundy, but the offer never transpired, either because he did not, in the event, have the money, or he thought that the 'Montagu' went with the sale.

As to S. Leonard Bastin himself, the internet and Dictionaries of Biography have nothing to say of his life or his dates. He was a prolific writer of articles for young people on nature, science, hobbies and other subjects. We can tell that he was a naturalist as certain of his articles are of a scholarly nature on plants and mosses. He was active from approximately 1912 to 1936 so he must have lived from about the last quarter of the 19<sup>th</sup> Century up to the time of the Second World War. He wrote stories and articles for; Chums, Boys Own Paper, Girls Own Paper and the Strand Magazine. There may have been other books and magazines and indeed in 'Home Words' we have evidence that he did write for other one-off publications. I would be pleased to hear from anyone who has additional information on Bastin. In spite of John Dyke's pejorative comment and the poor quality of the production of this book, it is a very attractive volume and very evocative of its period.



**'PUFFINS' BY  
SHARON READ**

# LUNDY ARCHIVE

By James Thomas

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*An extract taken from a British Journal dated 16<sup>th</sup> March 1915 and is relating to the internment of prisoners of war during the First World War.*

*West Country history tends to repeat itself from century to century. Dartmoor prison was built for the internment of French prisoners during the Napoleonic war and although in 1915 the use of prison ships was coming to an end, only ten years ago prison ship HMP Weir was moored up at Portland in Dorset and has remained there as a prison since.*

## GERMAN PRISONERS

Mr. Watt asked the Under-Secretary of State for War whether his Department has considered the advisability of utilising the Island of Lundy, in the Bristol Channel, for the internment of German prisoners; whether he is aware that the present buildings thereon could accommodate as many as 1,600 prisoners, and that the old buildings formerly used as houses for quarrymen could in a few weeks be made suitable for several thousand prisoners; and whether he can say if the price at which this island could be acquired is less than is being paid for chartered vessels accommodating similar numbers?

Mr. Tennant: The advisability of using Lundy as a place of detention for prisoners of War has been considered and it was decided to be unsuitable. The question of cost was consequently not gone into and no comparison is possible between the relative cost of interning prisoners on the island and on ships. Such a comparison would in any case be unnecessary as the ships are being given up.

## CLUB COMPETITIONS

Please remember that the three Club competitions are held at the summer meeting. The three trophies are:

**THE JULIE LESTER TROPHY** for Lundy Postal History.

**THE R.E.ALLEN TROPHY** for Lundy postcards, ephemera and literature.

**THE STANLEY NEWMAN TROPHY** for the 'Page or a Pound' competition - just bring along ONE page of Lundy stamps or donate £1 to Club funds.

# PHOTO PAGE

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*This issue's photo is of the much loved Jilly Lo-vel (née Dyke) who sadly died in 1997. Jilly lived on Lundy for many years and contributed to many aspects of Lundy life. She made puffin figures which were sold on the island and typed the draft copy of Felix Gade's "My Life on Lundy".*

*Photo supplied by Reg Lo-vel and was taken in 1995.*



**ROGER HUDSON**

P.O. BOX 172.

COVENTRY CV6 6NF

TELEPHONE: 024 7668 6613

FAX: 024 7666 7428

For all Great Britain postal history  
including off-shore Islands such as  
Lundy, Sark, Herm, Alderney,  
Guernsey and Jersey contact.....

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# LUNDY ISLAND

*THREE MILES LONG & HALF A MILE WIDE  
LUNDY LIES 10 MILES OFF THE COAST OF  
NORTH DEVON WHERE THE ATLANTIC  
MEETS THE BRISTOL CHANNEL.*

# OUR NEXT MEETING

The Summer 2005, Meeting of the Lundy Collectors Club will take place on Sunday 17th July 2005, at the Pavilion Room, Landmark, Wilder Road, Ilfracombe, North Devon. This will be an all-day meeting and will include an optional lunch. The programme will be as follows:-

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|-------------------|---|
| 10.30a.m.         | Bourse opens                              |
| 11.15a.m.         | Club Competition commences                |
| 12.30 to 2.15p.m. | Optional Lunch at Landmark                |
| 2.15p.m.          | Club Auction lots on view                 |
| 3.00p.m.          | Club Auction (Auctioneer - Mike Thompson) |
| 4.15p.m.          | Members Displays                          |
| 5.30p.m.          | Boures closes                             |

It is hoped that as many as possible will join us for the optional lunch at Landmark. The meal will be a buffet, which will include on hot dish and is on offer for the very reasonable price of £13.00 - see booking form for menu. In order that the Club can make the necessary luncheon and accommodation arrangements, will all those wishing to attend the meeting please complete and return the enclosed Meeting Attendance form.

