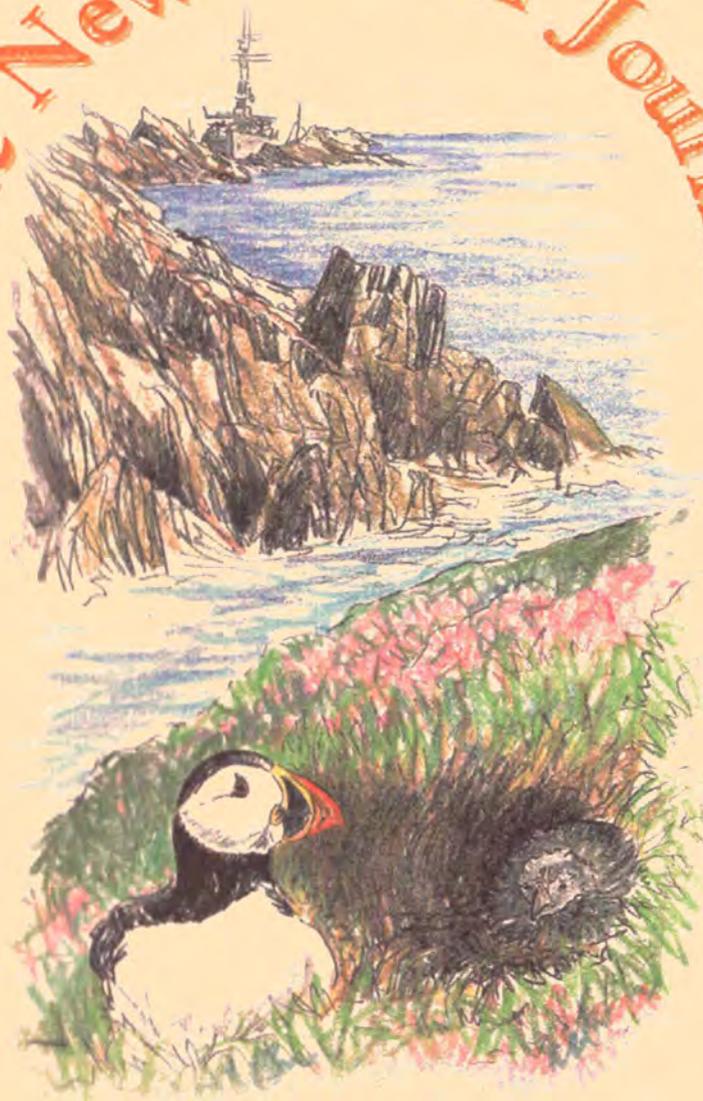


# The New Puffin Journal



**AUTUMN 2008**

Published by the Lundy Collectors Club

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*Issue No. 36*  
*Autumn 2008*

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# ***EDITORIAL***

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2008 has been a year of respite for the Lundy Collectors Club, however, that hasn't meant that we have done nothing. Three well organised meetings, three professionally prepared auctions, the annual competitions and of course three *Journals*, that is our core business but in addition we had another day trip to Lundy and a souvenir stamp booklet to celebrate the 50th birthday of the Oldenburg.

Next year is going to be another special year which will include a five day stay on Lundy in November. Keith has already organised the trip and we are now planning the programme of events which will be a mix of Lundy related talks, displays, pub quiz and auction. As the stay is for five days an event, yet to be organised, will be put on to tie the whole week together and of course there will be prizes, Lundy related of course!

This meeting is already fully booked but if you would like to attend please write to Keith Hand at 19, Gloucester Road, Bagshot, Surrey, GU19 5LT to have your name included on the reserve list.

This is not the only event that the Club is promoting next year as we are already planning a full programme as we have enjoyed for many years now.

The date of our next meeting at Eastleigh has had to be changed for reasons beyond our control and will now be on Sunday 26<sup>th</sup> October 2008, so please accept our apologies for any inconvenience and hope that you can still attend.

*James*

**Autumn 2008 Meeting  
26<sup>th</sup> October 2008**

# ***THE 2008 SUMMER WEEKEND***

By James Thomas

---

Over the weekend of 26<sup>th</sup> and 27<sup>th</sup> July 2008, the Lundy Collectors Club, well, to be precise Keith Hand organised a day trip to Lundy and a whole day meeting in Ilfracombe.

The weekend started as it has done for several years now with a drink at the Britannia Hotel in Ilfracombe on the Friday evening, followed by a meal at a local pub or restaurant.

A day trip to Lundy on the Saturday on board the Oldenburg started at Ilfracombe Pier at 8.30am and with most of the group on board, we set sail for Lundy on a calm sea. Although the British Summer has been very wet for a second consecutive year, we were fortunate to have one of the few sunny weekends which made the crossing even more enjoyable.

Once on the island we split up into smaller groups depending on how energetic one felt but as always the central meeting place throughout the day was the Tavern where the views on a clear day are spectacular.

The island shop is always a place that must be visited to check out and purchase the latest postcards and other collectables. In recent years Lundy has produced a range of Tee-Shirts that are now becoming quite collectable. The latest is based on the Guinness theme but with a Lundy twist and is definitely aimed at those who enjoy spending time at the Marisco Tavern!

Then, as they say in Tavern parlance, at Pimms o'clock we left on our return trip to the mainland with the sun on our backs – the end to the perfect day. Thank you Lundy! Oh and Keith.

The all day meeting on Sunday 27<sup>th</sup> July was again held at The Landmark in Ilfracombe where the room is spacious and has a lot of natural daylight which makes it perfect for displays.

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At 10.30am a well supported bourse opened which enjoyed brisk business throughout the day. At just after 11.00am the first of the annual competitions was held. The Roger Allen Cup for Postcards, Literature and Ephemera was contested between Keith Hand, Mike Thompson and Tom Baker. Keith presented a magnificent display from his collection of John Dyke's art proofs and mock-ups from the 1951 to 1991 period. Mike gave a display of Montagu postcards and photographs. However, Tom Baker's entry of two A1 sized cards about Lundy's Old Battery took First prize. It showed old photographs of the signallers and the Battery buildings before the roof structures were removed and 13 loops and one quill that were once used for firing the Trinity House fog signal station gun.

The Stanley Newman cup for the best entry of 8 sheets of Lundy stamps was contested by four members with John Wright taking the silver cup with a beautiful display of 1937 ½d red and 1d black LACAL mint stamps, proofs and used on cover. Bob Harper was a close runner up with a quality display of the 1982 definitive issue including most rarities and proofs, some of which can be seen on pages 11 and 12 of this issue. Mike Thompson took 3rd place with a well detailed entry of 1937-38 Lundy and Atlantic Coast Air Lines Ltd mint and used stamps and Tom Baker came in a respectable fourth with a display of the 1996 Flora issue including the very rare imperforate proofs.

The final competition of the day was for the Julie Lester cup for Postal History. Three entries were submitted and Tom Baker took first prize with a magnificent display of 1969 Appeal stationary artwork including a print proof, letter card and two examples of original artwork.

The club Auction conducted by Mike Thompson and ably assisted by Julie Lester and Bob Harper took up the first half of the afternoon and was followed by two well presented displays. First off was Graham Chadwick who laid out 21 sheets of Oldenburg related artwork, stamps and postcards. This was followed by Roger Allen with an equal sized display of postcards and envelopes addressed to Lundy personalities, characters and friends and were accompanied by a talk of many old stories and reminiscences.

At 4.30pm and with no further business the meeting closed.

# LETTERS TO THE EDITOR

---

James, This CTO cover is probably not worth the high starting bid, but nevertheless it is an important piece of postal history, indicating that J. Sanders of Southampton was involved with Lundy stamps very early on! I know that Sanders had Lundy and Herm stamps for sale in its price lists in the 1980s (mentioned in my Lundy at Auction columns in the LCCPQ), but I don't recall this early involvement ever being documented before, so possibly it's worth a mention in The New Puffin Journal?



Roger Cichorz

New Club member Victoria Eveleigh took this photograph of Lars Liwendahl manning the Temporary Lundy Post Office in the Marisco Tavern on 10<sup>th</sup> May 2008 at the launch of the MS Oldenburg's 50<sup>th</sup> birthday issue.



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Sir, if possible can I appeal as a Club member via the *Journal* for any help from other members of the Lundy Collectors Club for help in compiling a list (hopefully to lead to a catalogue) of "bogus" Lundy stamps and labels etc. Please don't get me wrong by this request as I have collected Lundy official issues now for ten years (not many compared to other readers I know) and find the earlier issues with their numerous errors and faults very desirable. I like to collect complimentary items as well as the main collection and have also been working my way through Mr Gerald King's collection on Lundy. Any help would be greatly appreciated, whether it is surplus stamps, photocopies or general information all will be acknowledged with grace.

My contact details are: [stUARTScholes2004@yahoo.co.uk](mailto:stUARTScholes2004@yahoo.co.uk)  
49 Henconner Lane, Bramley, Leeds, LS13 4SG  
Stuart Scholes

## ***SUMMER 2008 MEETING SOUVENIR***

By James Thomas

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A souvenir booklet was produced for the Summer 2008 Club meeting which celebrated the 50<sup>th</sup> Anniversary of the ms Oldenburg. Just 50 copies were made and each contained 4x10 puffin 2008 Oldenburg stamps. There are 30 booklets with blank margins, 10 with a puffin in the margin and 10 with CARTOR.



# MS OLDENBURG BIRTHDAY TRIP SOUVENIR

By James Thomas

On 6<sup>th</sup> August 2008 the MS Oldenburg celebrated her 50<sup>th</sup> birthday and although Lundy has been celebrating this auspicious event throughout the year, on the actual day Lundy issued a commemorative cover.

The cover which measures 228x163mm is printed on the left-hand side with a picture of the ship, a very brief history and details about the cover. Affixed to the front is a set of the 2008 Oldenburg stamps which are cancelled by a special 'LUNDY BIRTHDAY TRIP' canceller. 500 of these special covers were produced and posted on board the Oldenburg and each cover was signed by the ship's Captain, Jerry Waller.



# **50<sup>TH</sup> ANNIVERSARY OF THE LAUNCHING OF THE MS OLDENBURG**

Report by Roger Allen

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On Sunday 3<sup>rd</sup> August 2008 the Landmark Trust celebrated the 50<sup>th</sup> Anniversary of the launch of the m.s. Oldenburg in Germany in 1958. The day commenced at midday with an exhibition of the complete history of the Oldenburg in the Lundy stand outside the shore office. The exhibition and display remained on view until four o'clock.

The exhibition consisted of photographs and notices dating back to the ship's earliest days and continuing up to the present time. The collection of photographs and ephemera from its German period included pictures of its first Captain. The views of the Oldenburg undergoing refits in Richmond Dock in Appledore are of real archive value, as the dock has long since ceased to be operative. Photographs of other refits and personalities associated with the ship; notices of cruises in the area; tickets and other memorabilia, some lent by the writer of these notes, made up the remainder of the exhibits. Much of the exhibition has never been published or indeed seen before.

The evening event consisted of a river cruise on the Oldenburg. At about 6.30, the paying guests all arrived on the Quay in formal dress but before the ship took off, one or two speeches were scheduled. Derek Green the island manager gave a short introductory comment and then introduced other speakers who were closely connected with the Oldenburg's history.

The first to speak was Herr Reinhard Hemen, the son of the first Captain of the Oldenburg who spoke about his memories of his father and his experiences on the ship in those early days in Germany. His father continued as Captain up to 1976. A large photograph of the ship was presented to him as a gift from the Landmark Trust. Then, to the surprise of some, John Puddy stepped up to the microphone and gave a personal recollection of his time on Lundy, including the arrival of the Oldenburg on Lundy and his trip to Germany to inspect and subsequently to arrange to bring her back to the island. He mentioned that the initial refit and refurbishment was undertaken in Bideford at the Quay. The mayor of Bideford, Councillor Caroline Church, then said a very few words to very little purpose, finishing up with the remarkable comment that she declared the ship open!!

---

The guests on the evening cruise, who had paid £30.00 per head, then trooped on board, welcomed at the gangplank by Captain Jerry Waller in his best uniform, which, with his gold edged cap, made him an unmistakable figure amongst the entire crowd. They included many local worthies but the only personalities well known to members of the two Lundy societies, that I can recall, were Wendy Puddy and Roger Chapple, who looked resplendent in his dickie suit.

To make the event really memorable two other things happened at roughly the same time as the Oldenburg pulled away. A very smart fishing vessel was just turning round in the stream and came broadside along the Oldenburg to show clearly her registration number, which was BD1. This of course was the registration number originally given to Captain William Dark's cutter the *Gannet* which served Lundy from 1879 up to 1923. That boat quickly moved further down the Quay to make her moorings. Unbelievably, just at that time the famous old three mast schooner *Kathleen and May* came sailing under engine down the river. As the Oldenburg left its mooring, the *Kathleen and May* took over exactly the same spot. She had to wait there for a short while until the tide was just right for her to cross the channel to take up her normal mooring at Brunswick Wharf by the Long Bridge.



*Captain Hempen*



*Captain Waller*

# ***IT WAS WRITTEN ON THE BACK OF A RADIOGRAM!***

By Roger Allen

---

A second glance at a somewhat grubby example of a Lundy Radiogram in my possession reveals considerably more information than is at first obvious. The text is as follows:-

To:- *Albion Harman 14 Hyde Park Square London W2*

*Pleased to receive your proposition. Little Saint Johns free from 29<sup>th</sup> to morning June 1<sup>st</sup>. Hotel ground floor room next to office can be prepared and would be free for any period. Millcombe ground floor is another alternative but some visitors will be there. All single rooms Millcombe free to June 8<sup>th</sup> Please advise. Gi*

The text of the radiogram is written in biro by Mr. Gade. Albion, or his family, has obviously asked Mr. Gade to arrange and prepare facilities of some sort on a ground floor. Albion Harman was very ill at this time and was accompanied by a nurse and, in fact, one of the more interesting elements of this radiogram is that it was written less than a month before Albion died on the 23<sup>rd</sup> of June 1968. The mention of the single rooms in Millcombe may have had reference to the nurse.

We do not know to this day for sure to what 'proposition' Mr. Gade was referring in this radiogram and we never will for sure. Nor do we know why he was giving information as to ground floor availability. This is a tribute to his skills in composing these radiograms which, unlike telephone conversations, could be heard by anyone tuning in to the short wave radio frequency that he was using. He did not want everyone in North Devon to know all of Lundy's day to day business, which he passed through to the Hartland Coastguards almost continuously every day from 1928 up to 1974.

Albion Harman actually arrived on Lundy on June 9<sup>th</sup> 1968, remaining until June 16<sup>th</sup>. He soon returned however on June 20<sup>th</sup> and actually drove his tractor during these days. In spite of Mr. Gade's information that Little St. John's was only free until June 1<sup>st</sup>, it was here that he was staying. He died in the helicopter on the way to Barnstaple on June 23<sup>rd</sup>.

On the reverse side of the radiogram and below the text appear six examples of the canceller in use at the time, (Type R) in green. These are dated 5<sup>th</sup> March 1971, nearly three years after the date on which the radiogram was sent, thus informing us that the filed radiograms were being used as scrap paper after a period of time. That the island office kept stocks of registered envelopes and air mail letters, presumably pre-purchased from the GPO, is an interesting confirmation of what is in fact quite a logical supposition.

LUNDY RADIOGRAM				SERIAL NO.
HANDED IN AT	19.00 M	DATE	24. 5. 68	9705
RECEIVED AT	M	OPERATOR'S NAME		
NO. OF WORDS	45	RADIO CHARGES	ENGLISH TELEGRAPH & TELEPHONE CHARGES	TOTAL CHARGES
TO:- <i>Alfian Herman 14 White Park Square London W2.</i>				
<i>Please to receive your proposition @ Little Saint Johns fee from 29<sup>th</sup> to morning June 1<sup>st</sup>. @ Hotel ground floor room next to Office can be prepared and would be fee for almost any period @ Millcombe ground floor is another alternative but some visitors will be there @ All single rooms Millcombe fee to June 8<sup>th</sup>. Please advise.</i>				
FROM:- <i>Gi</i>				
THE OWNER CANNOT HOLD HIMSELF RESPONSIBLE FOR ANY MISTAKES IN TRANSMISSION OR RECEPTION				

*The front of the Radiogram*

**References:-**

F W Gade 'My Life on Lundy' pages 457 and 458.

Article by Brian Turpenny in the Cinderella Stamp Club publication "The Private Post" dated 1977 entitled "Lundy Radiogram, Service".

Article by R E Allen in the May 1978 issue of the Cinderella Stamp Club publication "The British Private Post Newsletter" entitled "Lundy Radiogram Service".

Discussions with Mrs. Diana Keast

2

OF BOTH BRITISH & LUNDY STAMPS  
 BUT, WHEN THE STORE IS CLOSED,  
 STAMPS CAN BE OBTAINED AT THE  
 HOTEL OFFICE.

THERE IS A POST BOX AT THE STORE  
 & IN THE ENTRANCE TO THE MARISCO  
 TAVERN, & MAIL FOR DESPATCH CAN  
 ALSO BE HANDED INTO THE HOTEL  
 OFFICE.

MAILS FOR TENANTS OF (STAGES  
 THE OLD LIGHTHOUSE & FOR MEMBERS  
 OF CAMPING PARTIES CAN BE  
 COLLECTED FROM THE MARISCO  
 STORE.

OFFICIAL AIR LETTER FORMS AND  
 REGISTERED ENVELOPES, CAN BE  
 OBTAINED AT THE HOTEL OFFICE BUT  
 POSTAL ORDERS & MONEY ORDERS ARE  
 NOT OBTAINABLE.

The rear of the Radiogram showing the continuation of a message written in pencil and the Lundy date stamps

# ***MS OLDENBURG - THE LATEST LUNDY STAMP SET***

By Lars Liwendahl

---

Our editor James asked me to write some lines about the new MS Oldenburg stamp set, and the preparation of this issue. I hope the following will be of interest and perhaps it also gives some glimpse of the work before the stamps were ready for sale on the ship and in the island shop.

As probably most of you know, I assist Lundy and The Landmark Trust with the Lundy stamps. They have indeed the responsibility and take the decisions, but I support them in the work and preparation of especially of new stamps. My assistance goes back to my long relationship with the island, including when I earlier lived and worked there. Although I live in Sweden I am very often over in Britain, not least for my job.

In 2006 the 100<sup>th</sup> anniversary of the HMS Montagu was much highlighted. The Montagu stamp set was issued in May. In the summer that year our daughter Annika and I visited the island. With much of the work then carried out, including order handling of this stamp set and the positive response, the discussion came up about future issues. Already then Lundy was aware that the island ship, MS Oldenburg, would be 50 years in 2008. Lundy wanted to celebrate this, including perhaps issuing a set of stamps. This was now decided, and Lundy also said they wanted to use photographs, ideally in full colour, for these stamps.

The discussions continued during the autumn, and in the winter the following year, Lundy invited everyone to a photo-competition where the selected photos would be used for the new stamps. Derek Green, the island's General Manager, asked me to do a first image which he wanted to show at the Lundy Stamp Weekend in March 2007, at the same time as he announced the photo competition.



*An original mock up of how the new issue could look which was first shown at the Club's Spring 2007 meeting on Lundy*

Starting the preparations well over a year before the date of issue (which was decided to be May 10, 2008, the very same day as the first official sailing took place to Lundy of MS Oldenburg in 1986) would give us plenty of time to prepare this stamp set. So we thought!

The summer of 2007 went by (as fast as all summers do), the autumn came and it began to be time to start up the real work with the new issue. But then, as we all know, Lundy and Landmark indeed had got other matters to focus on! Firstly it was realised that the Beach Road was in urgent need of repair. The question was even raised: can it be repaired? In the press it was even taken as far as: should Landmark need to close and abandon Lundy? As if this was not enough, "the sickness bug" came just after. All this meant that there was just no time to think of an Oldenburg jubilee and any new stamps for the time being.

The final decision to celebrate the Oldenburg and do a new stamp set was not taken until the winter of 2007.

Now we were really short of time! To do a new stamp set takes at least 6 months, now we had less than half that time. I contacted the printers, Cartor, in France, of whom earlier we had had very good experience. After investigating they said they could reschedule some other works and prioritise Lundy. Very good. Then the next problem came, to find some good photos.

---

The photo competition had regretfully not resulted in many photos. With the Oldenburg still in dry dock we could not take any new ones. We looked through the photo archive Landmark has for their marketing activities. It consisted of over 50 photographs with the ship on, but I immediately saw that only a very few could even be thought of to use for stamps. I went through all my own photos. I called James and asked him what he had. He very kindly sent a good selection by return post.

In the discussions both Lundy and I wished to show the ship not only from different angles, but also her carrying out her different duties as passenger ship, transporting cargo (including living sheep!) and also at the new Lundy Jetty. Lundy was also keen to show her history, perhaps with a photo from her German years. All this did not make the selection of photos easy.

How to manage? The early German years actually proved to be the easiest, as James had earlier had helped with some photos from this period, including a colour post card showing the ship painted all in white. This old postcard was easy to select as a motif for one stamp.

Before going into the other pictures selected, I have to mention there was another important reason for doing a new stamp set: Lundy was getting short of stamps in certain denominations! Also the 1<sup>st</sup> class stamp of 2002 was running short. To make it even harder my friend John Holman, editor of The British Philatelic Bulletin, told us that the British GPO was to announce increased postal rates later in the spring.

Already in connection with the Montagu issue increasing the Lundy postal rate from 6 puffin to 10 puffin had been discussed. With all GPO increases and general increases of costs it was decided to do this now in connection with the Oldenburg issue. This made one of the denominations of the stamps easy: 10 puffin, as the quantities left of older 10 puffin stamps were very low.

---

After sorting out the new Lundy and GPO postal rates, it became clear that 6 new stamps would be needed, and in the following denominations: 10 puffin (Lundy postage), 34 puffin (2nd class), 44 puffin (1<sup>st</sup> class), 47 puffin (UK 100 grams large letters, for sending brochures), 59 puffin (Europe rate) and 65 puffin (overseas rate).

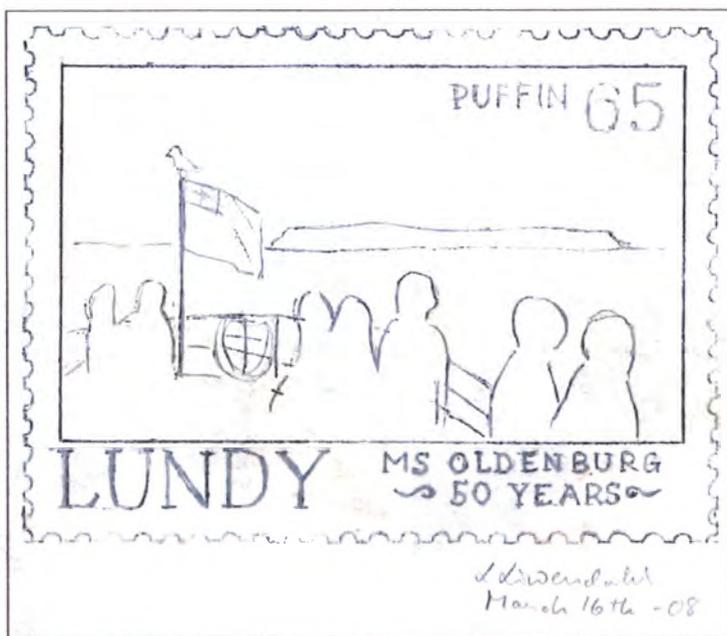
Back to the photographs selected, for the 34 p value we chose one with the ship on the River Torridge on a very calm day. Notice the mirror-image of the ship in the water. The 44 p is of the ship at open sea. This is the photo also used for one of the postal stationary cards issued in 1993. We could regretfully not find the actual negative so we had to use one of the issued cards as original.

The photo we used for the top value was actually taken with the thought that it perhaps could be a stamp motif one day. I took that when going back from our summer visit in 2006. The view is well known to us all having visited Lundy: the island in sunset on the horizon from the rear of the Oldenburg, when returning to the mainland. Regretfully the colours on the photo did not come out equally strong on the printed stamp. Interesting that even at stamp size, we can see the sea-gull sitting on the flag-mast.

To find some good photos of the Oldenburg at the new jetty was rather difficult. We were also limited by the format – all stamps having the same. We finally decided to go for two, one close up of the ship at the jetty (10 puffin) and one photo showing the whole Landing Bay from Marisco Castle with a person in the foreground making it easier to understand the scale of the scenery.



*The issued set of stamps*



*An early sketch by Lars Liwendahl*

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I designed the complete stamps including format, text etc. Thanks to e-mail and telephones in these days we could quickly decide the designs, and send all photographs and originals to the printers.

Then the next problem appeared. My rather large letter (sent registered) with all originals got lost in the mail from Sweden! We had a terrible snow-storm the very same evening I had send the letter, and in the following morning I read in the morning paper that some mail probably had got lost due to the storm. I must admit I was really worried and began to think which other photos we perhaps could use. In the end some ten days later Cartor received my letter. Time to go to print at last! Cartor did a fantastic job and managed to send all the stamps from France on May 2<sup>nd</sup> to Bideford. Then, believe it or not, they got lost in this transit! Some nervous days again. At last the stamps arrived May 7<sup>th</sup>.

I had come from Sweden to support the island on and around the date of issue, May 10<sup>th</sup>. I had arrived in Bideford the day before, early in the morning. All day we sat on the Oldenburg at the Bideford Quay and tore stamps, prepared FDCs, presentation packs and sets. The plan was to sell the new stamps on the ship on her way to Lundy on the Saturday (May 10<sup>th</sup>), so we needed both made up sets and presentation packs. First Day Covers we could not sell of course, because they needed to be cancelled on the island first.



*Lesley and Derek preparing Presentation Packs on the Friday*

---

The Saturday came: good and sunny weather, although a quite strong wind. The ship had almost as many passengers as it could take (267). We had, for the first time, prepared a special post office on board at the information desk at the rear of the ship. There I stood and sold stamps for almost the whole trip. Many passengers of course also wanted to send postcards receiving (in addition to the FDC-postmark) the Oldenburg cachet "Posted on board". Although no real storm, the ship was rolling so it was quite hard to stand behind the desk and try to tear stamps at the same time!



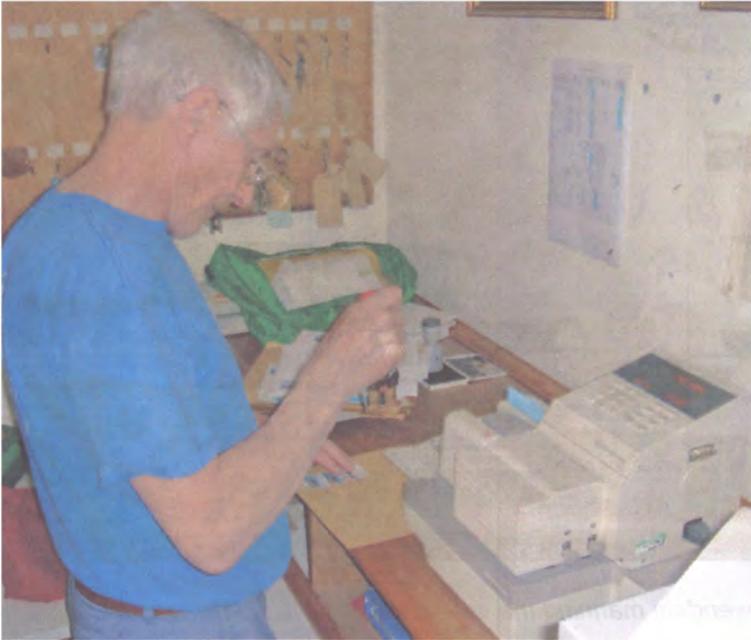
*Lars Liwendahl manning the very first Post Office on the MS Oldenburg*

---

On board the ship on this jubilee day trip was Diana Keast. She was going for a spring week on Lundy and it was great to meet her as always. Diana was also one of the very first in the queue to buy the new stamps on the ship.

With experience from the Stamp Weekend in March 2007 we also this time opened a special Lundy Post Office in the Marisco Tavern on the Saturday. Again it proved very successful with plenty of people. I must also say it is quite a special experience to sit in a pub and sell stamps, cancel mail, etc.

Apart from sitting in the Tavern we all helped to prepare FDC's, including cancelling them, and presentation packs. Reg Tuffin, our Lundy Postmaster, was "behind the stage" in the office and even managed to handle some postal orders on this day. Already by then over 300 postal orders had come to the island from all over the world for the new stamps.



*Reg Tuffin cancelling the new stamps*

---

Most technical facts and figures about the Oldenburg stamps were given in the last issue of the Journal, so I will not repeat them here. It should be added can be that 1000 FDC's were made and 500 presentation packs. At the time of writing these lines in August well over half of the FDC's are sold. And there is still a flow of orders! Very many of all those interested in the island seem to be keen to buy the new stamps. As the set shows ships, a lighthouse and flags, there are many thematic collectors contacting the island. This new set of Lundy stamps has helped to spread the knowledge even further about our island all over the world.

## ***PHOTO (½) PAGE!***

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*A photograph of Burton's Seat taken in 1936 which was fixed to the inside of Stanley Smith's copy of Robert Burton's 'Anatomy of Melancholy'*

# THE 1982 DEFINITIVE ISSUE

By Bob Harper

---

The 1982 Definitive issue was printed in large panes containing a full sheet of 72 stamps in each of four different values by Bradbury Wilkinson and Co. Ltd. The layout of the printers sheets were as shown below.

14p	10p
16p	15p

22p	21p
<b>Blank as there are only 11 values</b>	23p

18p	17p
20p	19p

These multi value panes were cut by Bradbury Wilkinson and Co. Ltd., into four individual values and supplied to the Lundy Post Office in this form. In 1992 one single full uncut pane of each of the above combinations came to light. It is believed that these were the printers original test sheets, produced before the main print run and retained for record purposes. These sheets were split into a maximum of eight sets of vertical and eight sets of horizontal gutter pairs. The stamps are identical to those issued except that they are in very rare gutter pairs.

Below and on the following page are examples of the six different horizontal gutter pairs.





# ***LUNDY GETS ITS OWN FIRE APPLIANCE***

By Alan Pearce

---

On Tuesday 3<sup>rd</sup> June 2008, Lundy took delivery of its new Fire Appliance; a converted Ford Ranger four wheel drive vehicle which was transported from the mainland by Royal Marines on a landing craft.



The appliance has its own high pressure pump with an output of approximately 35 bars which produces a very fine spray. A key design consideration is that the pump is particularly frugal with water which is ideal for an island location. It also has the capability to produce foam which is important because of the light aircraft and helicopters which regularly visit.

---

As well as 300 litres of water, the appliance comes with an array of specialist fire fighting and rescue equipment.



*The newly formed Lundy Fire Brigade*

The Lundy Fire Crew received 3 days training on the new vehicle and equipment by Station Manager Martin Davis, Watch Manager Jeff Harding and Crew Manager Alan Pearce.

On Saturday 7<sup>th</sup> June the vehicle was officially handed over to Lundy by Chief Fire Officer Paul Young CBE. Bernard Hughes Chair of the Fire Authority attended the ceremony and handed over a commemorative plaque to mark the occasion. Representatives from other emergency services, the Mayor of Bideford, Caroline Church and other civic dignitaries also attended.



*Chief Fire Officer Paul Young CBE handing over the keys to Lundy General Manager Derek Green*

All the fire-fighters are volunteers and also double up as Coastguards as well as doing their full time job on the island. They are kept busy! They train once a month on Lundy under the guidance of Derek Green the Lundy General Manager and every 3 months trainers from the Devon and Somerset Fire and Rescue Service attend to give extra training.

Group Commander Neil Blackburn said "This vehicle provides an important new capability on Lundy Island, and strengthens our already good relationship with the island staff. The hand over was a great success and I am looking forward to future visits in support of the team".

# ***SOME RECOLLECTIONS OF A LUNDY COLLECTOR/DEALER***

## ***PART 2 - THE MIDDLE YEARS***

By Michael Bale

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Part one of the story concluded with the early part of our Lundy collecting/dealing from 1950 to the 1960's when we sold the balance of our Lundy stock to a London wholesaler. For the next twenty years we concentrated our resources exclusively on dealing with Holy Land which was proving very successful.

I remember visiting the Bournemouth Stamp Auction one day to view and possibly purchase some Israel lots and spotted in the catalogue a three volume Lundy collection. I had an idle look and decided to bid on it if it sold for a reasonable price. Many of the covers were addressed to a gentleman named 'Robertson'. Robson Lowe came over to me and pointed out that there was also a nice carton of associated literature on offer which was a good lot. I bought the lot, collection and literature and that started me collecting again, albeit just in a small way to start with. At that point I was only looking at Lundy as a relaxing collection and a contrast to dealing in Holy Land. The danger of being a dealer and collector is that one tends to take the best pieces from any collection purchase to place into one's own collection. I managed to avoid this up to that point and never collected Holy Land. The Lundy collection grew quietly but by nature is such that I could never resist a larger lot when it came along and so I drifted back into Lundy dealing utilising my surplus material.

In 1986 we took a stand at the huge 'AMERIPEX' ten day show in Chicago with my Israel and Lundy stock. Whilst there I purchased the original stock of 'PUFFIN CO' (the American one, not the one we later established) which I believe included the remainder stock of the Lundy Agency which operated in America for a time. It was mostly material of the 1960's and 1970's – this was soon absorbed into our stock.

My personal Secretary at this time and until we closed down was Helen Smith who was married to Wayland Smith, son of Stanley and Audrey Smith who ran the Marisco Tavern on Lundy which resulted in Wayland spending some of his early life on Lundy.

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Our next stock purchase was the Rosen and Co. Lundy stock. The firm was founded by Gerald Rosen as a general stamp wholesaler in London. On Gerald's death his son Howard became the owner and decided to sell all of the Lundy. On arriving at Rosen's warehouse, Howard showed us where all of the Lundy boxes were and left us to delve into them. There was box after box, all on steel racks and all full of Lundy. Apparently his late father had a soft spot for buying Lundy but didn't sell much of it! When I opened the first box I was surprised to see thousands of the Lundy 1939 ½d and 1d 'LACAL' Air stamps in sheets, etc. I then remembered that it must have been Howard's father who acquired my original Lundy stock 20 years previously and this was it plus additions. He had sheets of the 1950 'BY AIR' overprint (not the 1p though) and masses of 1961 and 1962 'Europa' sets etc - it was a very substantial stock which cost £9,000.

Later, after carefully going through the stock it transpired that nobody had checked the 'quantity' material for errors, etc. We found, amongst others, two or three sheets of the 1962 'Europa' 1p with the missing blue(146a) and a lovely, unknown until then sheet of the 1961 'Europa' 1p with missing overprint (133a) which turned out to be the only known sheet. There were many other varieties and errors in this stock and it turned out to be quite an exciting buy.

Bronnie and I happened to be staying on the island for a week in 1986 in Castle Cottage and at that time the Oldenburg was due to make her maiden trip to Lundy. The ship developed some teething problems and did not arrive on the correct day so the special covers that we had prepared had to be scrapped and replaced with new ones which turned out to be not very profitable.

At about the same time the Ian Wilkinson and Sandy Fields collections were acquired and added either to my collection or put into stock. Ian's collection included a very nice range of the old Goss and Swan type pottery with Lundy crests. This is nowadays very scarce and sought after and many pieces were donated to the Lundy Room at the Ilfracombe Museum – more on this later.

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Our first Lundy Postal Auction was held in 1989 with a fairly modest 333 lot sale. These auctions became more and more popular of which the March 200 sale was the largest with over a thousand lots. In all we held 29 Lundy Postal Auctions between 1989 and 2006. Some sales were under the banner of Negev Holy Land Stamps Ltd., which was followed by Lundy Philatelics (one sale) and then Puffin Stamps. We thought that Lundy Philatelics was an apt name but the Landmark Trust was not very happy about it so for the sake of good relations we abandoned the name. On one occasion we came up with the idea of mailing one of our batches of Lundy Auction catalogues direct from the island to all of our clients. We franked the envelopes with several different Lundy stamps and some Puffin cachets to make it look attractive. It was a lot more work than we expected and also slightly more expensive but eventually we carried everything over to the island and Wendy Puddy allowed us to postmark the envelopes ourselves to ensure neat cancelling. It was quite a lot of work and very time consuming but we were quite pleased when they went into the mail looking very attractive. After the event, we awaited customer comment but received only one comment on how nice it was so we did not repeat the exercise. Wendy Puddy was in my opinion a good Postmistress who tried to understand stamp collectors and our funny ways.

Wendy disapproved of the Lundy Postal Service being abused and soon stopped some of the more colourful confections that were beginning to find their way into the mail. The island stamp stock was always kept in a small room above the Marisco Tavern and she would allow a few select collectors/dealers to riffle through the sheets, etc and pick out what they fancied – fortunately we were among the privileged few! I recall on one occasion, I think in 1991, the Yanks as we called them came over in a fairly large party and stayed in Millcombe House and other properties. They went mad on the new 1991 Definitives and were buying them up by the sheet. I think Wendy said they spent over £1,000 in the single week. I recall visiting Lundy on one of the Collector Club weekends and being the first person into the shop where I saw on the counter a small pile of the 1979 unofficial 9p and 11p essays on First Day Covers. These were new to me on FDC's especially priced at 50p each! On asking about them I was told that they had found them in a box in the storeroom and that there were only about 100 of them. I tried to buy the whole lot but they wanted to keep a few for certain clients so I ended up with about 75 of them.

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Our auctions are now run by Jon Aitchison who has kept the Puffin Stamps name. The highlight of our more recent years of Lundy collecting/dealing took place during the London 1990 stamp exhibition at Alexandria Palace. Bronnie and I had a stand for Negev Holyland Stamps Ltd and we had also volunteered to look after the Lundy Post Office where we could sell current stamps at face value and accept mail for Lundy postmarking. On the first day of the show a gentleman approached us and asked if we had any interest in some older Lundy stamps that he owned. He then produced from a small envelope five sets of the 1940 Red Cross stamps in perfect unmounted condition. We eagerly purchased them and then the next day he returned with about ten sets of the same. We also bought these thinking to ourselves "that will last us a while" but the third day he came back with another batch of about twenty sets. This time we reduced the buying price but he happily accepted. On the fourth day he approached again and I recall thinking to myself oh! No! not more! However, on this occasion he explained that these were not quite normal and produced a small quantity of the scarce ½p and 12p Red Cross with inverted overprints plus about twelve copies of the rare 2p with double overprint. We agreed a price on the whole lot and he then explained that he had virtually bought them as new issues in the early 1940's. Needless to say they lasted us a while and kept us going on Red Cross sets and singles for a few years. We never found out who he was but he was very European in his demeanour and we thought possibly Belgian.



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The other memorable event for us at London 1990 was our somewhat chance meeting with the Executor of the George Ulrich estate, a Mr Bob Dickgiesser from the USA who also happened to spot our Lundy Post Office sign. It transpired that George Ulrich had recently died and Bob had been deputed to try and dispose of his famous Lundy collection on behalf of the family. Oddly enough I had met George on one of his trips to Lundy and he had invited me to his house on Franklin Lakes, New York, to view his collection when on a previous Holy Land buying/selling trip 18 months before. At first Bob had not explained to me that the collection he was handling was the famous Ulrich collection but as soon as he started to describe some of the rare items in the collection I realised just what it was. It was only coming onto the market due to George's death. We agreed to visit Bob at his home as soon as we could book our flights.

The collection consisted of 20 very large Elbe type American albums in heavy slipcases plus other bits and pieces in a box. It took me most of the day to value it but I eventually came up with a figure that I was comfortable with and which I thought would be a competitive offer. I had been told in advance that it was to be a tender offer and would be sold to the highest bidder. After a few weeks Bob telephoned me at home and gave the good news that my bid of \$60,000 was successful. After arranging a bank loan we returned to Connecticut to bring the collection home. We stripped the album pages with the good material and carried them back with us in two large suitcases. The binders, slip-cases and the cheaper material we sent back to Britain by surface mail.

At home I inspected it more carefully and realised what a wonderful collection it was. At that time it was probably recognised as being the best one around. In addition to items like the 1929 Puffins five values in imperforate proof half sheets of 60, there were such items as the 1936 Map original drawings plus the six values in correct colours in complete imperforate full sheets plus normal sheets and sheets imperforate between some values. The 1937 and 1939 LACAL air stamps were replete with rarities including the original artist's drawings. There were lots of 1940 Red Cross in various forms including blocks and gutter blocks, double overprints and inverted, etc. There were pages of 1942 Victory proofs and double and inverted overprints. There were hundreds of the genuine 1943 Bureau trials and essays, loads of original artwork and proof sheets. In short by the time I combined it with my own fairly good collection it must have been the premier Lundy collection in existence.

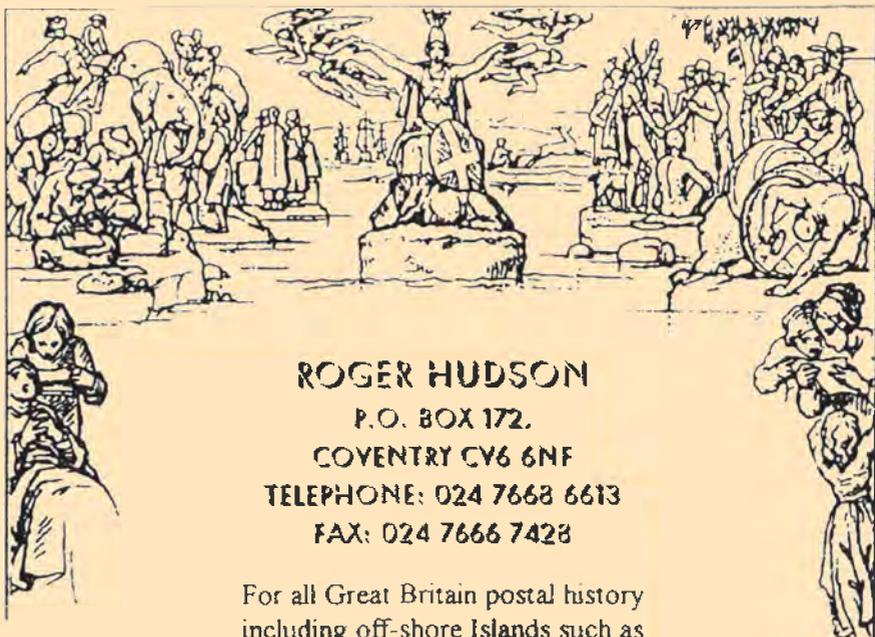
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After amalgamating it I was spurred on to produce a bound three volume set of colour photocopies of the entire collection as a reference. Three sets were made and I presented one set to the British Library Lundy collection via David Beech the curator. I understand that they later had it bound in leather and it is now available for students. Another set of volumes resides with a well known British Lundy collector and the third set belongs to a Swedish collector.

I believe that the Ulrich collection was started in the 1950's when George purchased a Lundy collection at auction in New York. According to gossip this collection was originally the famous Stanard collection of early Puffin and 1930's issues, etc. Stanard befriended Martin Coles Harman and was literally the first well-known Lundy collector. Stanard apparently sold his collection to a lady at the 1947 New York World's Fair for the princely sum of \$500. The original bill of sale now belongs to a Swedish collector.

Some time after buying the Ulrich collection I was contacted by his daughter Barbara who lived near San Francisco. She asked me to contact her on one of my American buying trips which I duly did. She took me around sightseeing for a couple of days and was very courteous towards me. She showed me her late father's Herm collection which was very complete and explained that she was keeping it for her own daughter as a memento of George. She eventually explained to me why she wanted to meet me and it was apparently really to say Thank You for dealing with her father's collection so straightforwardly and promptly, a lovely gesture which was much appreciated.

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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 Autumn **2008 Meeting of the Lundy** Collectors Club will be held on Sunday 26th October 2008 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 and short film
12.30 to 2.00 pm	Lunch (not provided)
2.00 to 2.30 pm	Auction Viewing
2.30 to 2.45 pm	Club Announcements
2.45 to 3.45 pm	Club Auction (Auctioneer - Mike Thompson)
4.30 pm	Bourse Closes

The Bourse is open to dealers with stocks of Lundy material and Members with surplus material for sale.

The Crestwood Community Centre can be approached by leaving the M3 Motorway at junction 13. Travel along the A335 (Leigh Road) and take the 1st left into Woodside Avenue, after the roundabout take the 1st right into Shakespeare Road.

