

The New Puffin Journal



AUTUMN 2010

Published by the Lundy Collectors Club

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Front Cover

A cracking photo!

By Sharon Read

Issue No. 42

Autumn 2010

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EDITORIAL

Although this year is not over yet, we are already looking forward to and planning next year. The Autumn 2011 meeting which will be a five day stay on Lundy is now fully booked but if you would like to have your name included on the reserve list in case there is a cancellation, please write to the Meeting Organiser Keith Hand at 19 Gloucester Road, Bagshot, Surrey, GU19 5LT. For those wishing to visit Lundy with the Club next year, Keith will be organising a day trip in July which will have no restrictions on numbers.

At the moment everything on Lundy is very positive. Derek Green and his staff work very hard at making Lundy a financially viable proposition whilst maintaining that unique tranquillity that we all love and return for. Each year improvements are made but are done so sensitively that we hardly notice them and often have to have them pointed out.

The Lundy Field Society which was started by Martin Coles Harman is well established and has a very strong membership. The work and research carried-out each year by nationally prominent Professors and Doctors of Science is a credit to this small island and invaluable to the island's sustainable future. If you are not a member of the Field Society, I can strongly recommend it – many LCC members are also LFS members.

Many members of the Lundy Collectors Club collect Lundy stamps and other collectables as part of a wider love for the island which makes it very interesting when writing articles for the *Journal* and at Club meetings. This wealth of knowledge and the strong membership list has put the Club in a good position to continue for many years to come.

However, like the Lundy Field Society and Lundy itself, it takes a lot of hard work to get to a good position and even more work to maintain it. The support of Club members at meetings and the supply of articles for the *Journal* are good but please continue as it is OUR Club!

James

SUMMER 2010 WEEKEND REPORT

By James Thomas

What a fantastic weekend!

They usually are, but this year the sun came out and with the help of a glass of wine or two, the whole weekend was most enjoyable and very relaxing.

A good sized crowd was waiting on the pier at Ilfracombe for the 8:30 am departure aboard the Oldenburg to Lundy on Saturday 17th July 2010. Approximately one fifth of the passenger list was Club members and friends and wherever you looked around the ship there was a friendly face. However, the outward crossing was slightly bumpy and at times uncomfortable but a trip to Lundy would not be worth writing about if it was any different!

Within minutes of landing we were treated to a spectacular display of approximately 20 dolphins circling and breaching as they rounded up and consumed a shoal of fish – strong evidence that the Marine No Take Zone is working.

As in previous years, we split into groups and went off exploring. One group went as far as the North Light, whilst others enjoyed the peace, tranquillity and easier pace of the southern end of the island. It always amazes me that within minutes of the Oldenburg disembarking a full compliment of passengers, the island feels empty and there is always a quiet place to be found without too much searching.

The stark contrast between the West and East sidings was evident. On the west side of the island the breeze was fresh whilst on the east side the warm sunshine encouraged numerous butterflies out to feed on the pollen.

The return sailing to Ilfracombe was so calm that the journey was over within a blink of the eye – the hazy, lazy days of summer at their best!

The relaxed atmosphere followed through into Sunday for the all day meeting at The Landmark.

This meeting is always well attended and this year was no different. Jon Aitchison was joined by several Club members to form a well stocked and varied bourse.

Although this year there were no official Club souvenirs, Sharon Read and Margaret and Graham Chadwick gave each member present a gift. Sharon gave everyone a piece of her artwork in the form of an uniquely designed card. In the centre of each card is a photograph of all the islanders alongside Prince Edward and his wife Sophie during their day trip to Lundy in 2009. Margaret Chadwick converted one of her photographs of the altar in St. Helena's Church into a postcard.

The only competition that was competed for this year was the Stamp competition. The Stanley Newman cup for Lundy stamps was contested by four members each submitting an interesting and high standard of entry. After each member present had cast their votes Tom Baker came out overall winner with a beautiful ten sheet entry of the John Dyke original artwork and some large size proofs for the 1974 Lifeboat issue.

Tom Baker submitted two entries for the Roger Allen cup for Lundy Postcards, Literature and Ephemera. One entry was of John Dyke artwork relating to Her Majesty Queen Elizabeth's visit to Lundy on 7th August 1977 and the other contained material and artefacts relating to the Lundy Granite Company.

The only entry for the Lundy postal History competition was submitted by Mike Thompson and contained eight sheets of the British Post Office Lundy Thimble postmarks.

Lunch at the Landmark is always generous with a nice selection of good quality food.

Lunch was followed by the Auction which is always conducted to a very high professional standard by Mike Thompson and his team of Julie Lester and Bob Harper. Despite the current economic recession, realised prices were generally high.

The afternoon was brought to an end with three displays. Sharon Read presented an amazing display of approximately 150 black and white photographs of all aspects of life on Lundy over the last hundred years. This was followed by a plea for help from Graham Chadwick who would like to know more about the item illustrated below.



The two stamps are listed on page 46 of the current catalogue as (iii). The cover may have gone via Portugal as that Country was neutral during the War. Posted on 1st August 1944, in Holland where it received a Dutch sensor mark and tape. It arrived on Lundy on 7th November 1945. Where was it between these dates? If you can help, will you please contact Margaret and Graham either by telephone – 01253 729457 or email margrachad@hotmail.co.uk

The final display was by Mike Thompson and consisted of 32 sheets of the 1939 to 1943 World War 2 issues.

At approximately 5:00 pm and with no other business the meeting was brought to a close.

2010 STAMP ISSUE

By James Thomas

In the last issue of the *Journal* I did a brief article on the new 2010 Lundy Wildlife stamp issue. As the stamp issue date was so close to the start of the *Journal's* printing, I had little time to do more than an introduction to the new set, so this article is intended to complete what was started in the Summer issue.

Presentation Pack

The Presentation Pack which contains a set of five mint stamps has on the front left hand side the standard Lundy panel in green and on the rear a brief description of the new issue.



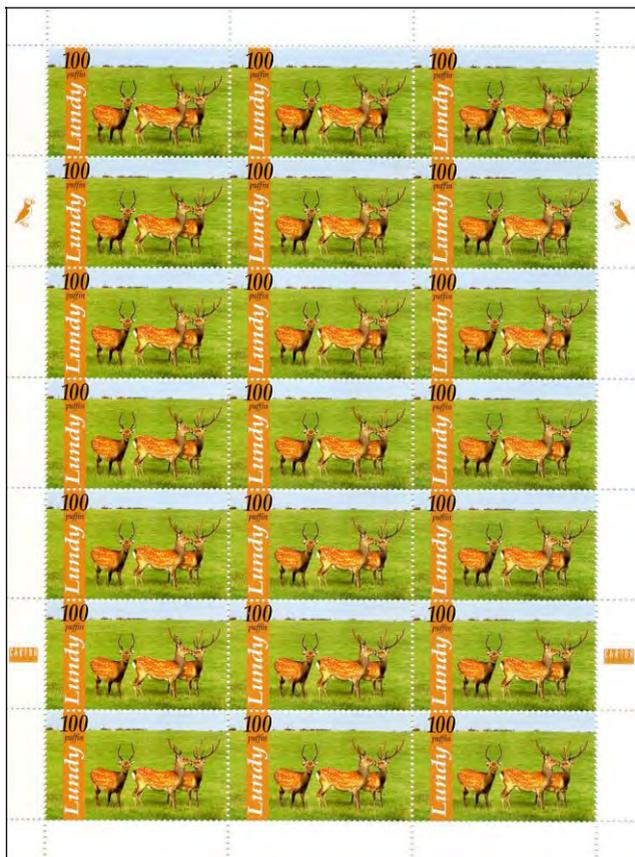
The 2010 Presentation Pack in green

Stamps

The stamps were printed in sheets of 21 and in both the right and left-hand margins is printed a puffin (second row down) and the printer's mark (Cartor) in the sixth row down.

The colours of these printer's marks are as follows:-

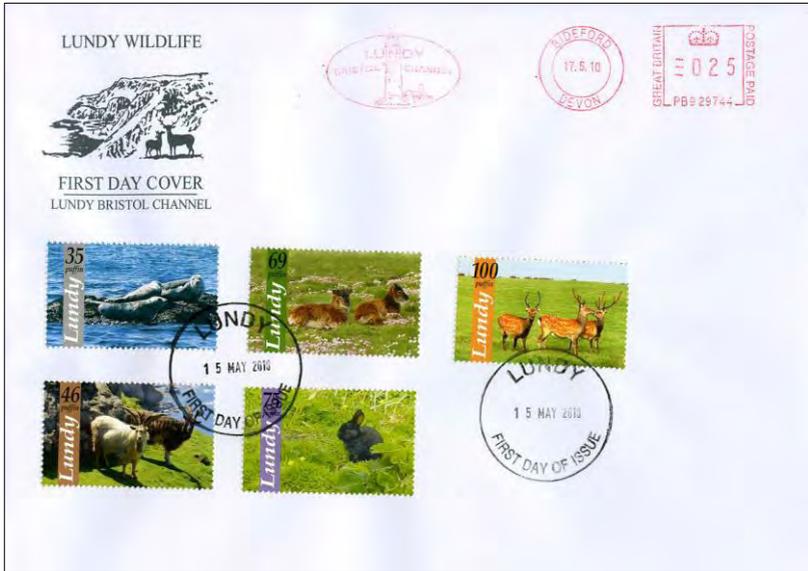
35 puffin	–	Grey
46 puffin	–	Drab
69 puffin	–	Bright Green
75 puffin	–	Lavender
100 puffin	-	Pale Orange



A complete sheet of the 100p value showing the printers marks in the right and left-hand margins

First Day Cover

The official First Day cover is a white envelope measuring 229x162mm. In the top left hand corner is a motif relating to the issue and below is a set of five stamps cancelled by a new 37mm diameter 'First Day of Issue' canceller in black. This canceller will be referred to in the catalogue update as 'GGG'. The envelope is franked by the franking meter die type VVc with a 25p value.



The front face of the 2010 First Day Cover

Postcard

At the same time as the new stamps were issued, Lundy launched a new postcard. On the front there is a beautiful photograph taken by Shaun Barnes of four Sika deer looking through the undergrowth. The postcard can be purchased from Lundy either mint or used on the first day of issue. The used postcard has a 100 puffin stamp cancelled by the new 'GGG' canceller in black. It is also franked by the franking meter die type VVc with a 25p value.

All items covered in this article can be purchased direct from The Lundy Shore Office, The Quay, Bideford, Devon, EX39 2LY.

www.lundyisland.co.uk



The front and back faces of the postcard used on the First Day of Issue

LUNDY PHILATELIC QUESTIONS

By Jon Aitchison

In preparation for the first revision of the new Lundy catalogue, I am trying to clarify the following points. If anyone has any information that would help, will you please contact me at Old Tithe Hall, Start Hill, Bishop's Stortford, Herts, CM22 7TF, UK. Email britishlocals@aol.com or telephone 01279 870488.

Page 63: 8p on 12p 'By Air' lower case overprints. Do these actually exist with a smaller 'ir' in 'Air'? These are 78 A(d) and 78B(d) but I now have reason to believe that they may be spurious.

Page 84: Does the 1961 Europa sheet on cream paper 139A exist used or cancelled to order?

Page 155: Is there a second class version of C26 with a 24p stamp to accompany the first class one listed in the catalogue?

Page 156: C28a has been seen with the franking machine date set to 6.9.05 instead of 6.9.95. Does anyone else have a copy of this or was it a one off?

LUNDY PHOTOGRAPHIC COMPETITION

Please remember that the Club's annual Lundy Photographic Competition will be held at the Club's Autumn meeting at Eastleigh on Sunday 17th October 2010.

If you are unable to attend the meeting but would like to submit an entry, please send your photo prints to James Thomas who will submit them on your behalf.

LUNDY NEWS

By James Thomas

At the Lundy Field Society General Meeting held on Saturday 6th March 2010, Derek Green the Island General Manager made the following report.

2009 was an improvement on the previous year due mainly to the weather. Only 14 of the 101 Oldenburg sailings were cancelled and over the year approximately 20,000 people visited Lundy. During the peak month of August the island had 2966 visitors in comparison to 2187 the year before. Staying visitors also increased with the island's properties being 85.4% occupied over the year. At the time of reporting, the island accommodation was 70% booked for 2010 and 10% booked for 2011. I think the Club might have some influence on the last figure!

The facilities at Hartland, often jokingly referred to as the Hartland International Airport, are to be up-graded with a new departure lounge which will be five times larger than the existing facility.

As business is even throughout the seasons, Lundy can support 27 full time staff with no need to take on temporary summer staff.

Three new boreholes have been sunk to improve available water to the island properties and the National Trust has completed further restoration works to Quarry Cottages and the Old Hospital and has rebuilt the culvert under Millcombe.

The Lundy sheep flock has been increased to 300 and there are now two pigs on the island called 'Wet' and 'Windy'. They eat all the food waste which helps with the island's Waste Recycling Programme. Lundy has the only exemption document in the Country to kill and slaughter Soay Sheep and Sika Deer which are professionally killed on the island.

The future of the Church will now be determined by a new Steering Group that was set-up by the Diocese.

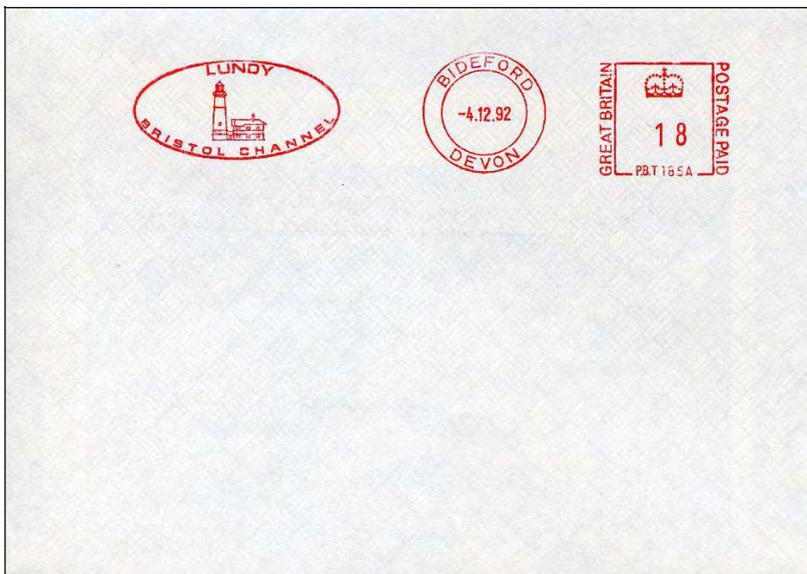
The old caravans that were used for volunteer accommodation are to be replaced with new buildings similar to those being built at Hartland.

YOUR KNOWLEDGE AND OPINIONS SOUGHT

By Jon Aitchison

I would like your advice on the following items that are under consideration for the 'officially produced Lundy covers and cards' section of the Lundy stamp catalogue.

The first item is a plain, unaddressed envelope with an 18 puffin 4.12.92 type OO Lundy franking meter mark on the front. The back is stamped with a 23p 1982 Lundy definitive, number 244, tied by a 4 Dec 1992 type NN cancel in black. It also has a type DS-4 'delayed by storm' cachet in black on the back. These covers turn up frequently and as they are unaddressed, appear to have been deliberately produced in quantity by the island. It is not first or last day use of any of the component parts. Does anyone know the purpose of these covers, if the island sold them and how much for?





I would also like to canvas opinions on whether the 1962 *Pentothal* advertising postcards should be considered as official Lundy cards. Thousands or even tens of thousands of these were mailed on 2nd, 9th and 16th April 1962 to addresses in U.S.A., Canada, Australia, France, Greece and other destinations. They advertise the anaesthetic *Pentothal* and have printed messages in English, French or Greek. Each card shows a Lundy view of ponies in front of the Old Light. They are stamped with a Lundy 1957 1p Standing Puffin definitive (126) tied by a type Nb cancel in violet. The lettering and diameter of this cancel are slightly smaller than type Na that was used on the island. All these cards were mailed from Bristol, receiving a Bristol slogan cancel.

The quantities involved the special canceller for the purpose provided by Lundy and the fact that they appear to have been processed and mailed by Abbot Pharmaceuticals or their promotion company, not Lundy, suggests a commercial arrangement between the two parties. The question is whether this degree of collusion gives these postcards the status of an official Lundy issue.

Any information and comments would be welcomed by Jon Aitchison who's details can be found on the inside front cover.

1929 FIRST DAY COVERS

By Martin Evans

Jon Aitchison's new catalogue states that four First Day Covers were produced on 1st November 1929, but their current existence is unknown. Covers are also known used within Lundy. However, this article is to encourage members to report any covers they hold of Lundy stamps used in conjunction with GPO stamps in 1929 and 1930. This will include incoming and outgoing mail. The objective is to record the earliest known date, together with a census of known covers. I will start the ball rolling with the following:-

Date Posted	Destination	Arrival date on Lundy
9 th February 1930	Hereford	16 th February 1930
1 st November 1930	Kirby Stephen	4 th November 1930

For mail sent from Lundy the following will be required:-

Date Posted from Lundy	Destination	Arrival Date
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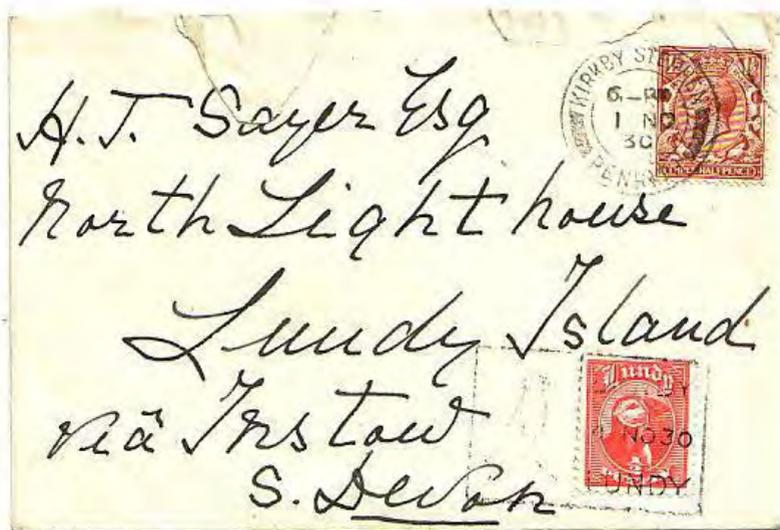
Example

1 st November 1929	Kingskerswell	4 th November 1929
-------------------------------	---------------	-------------------------------

Thank you Martin for starting this census as the results will be very interesting. The results will be published in this Journal sometime next year.

Will all members please help by sending details of any eligible covers to James Thomas, 5 Manor Drive, Kingskerswell, Devon, TQ12 5HB, UK together with a colour scan of each envelope? Alternatively, please email to thenewpuffinjournal@tiscali.co.uk Please send images in JPEG format only.

Ed.



(Instow, South Devon?)

LCC STOCK

The Club holds the following items which are for sale whilst stocks last. All stock is available from James Thomas, 5 Manor Drive, Kingskerswell, Devon, TQ12 5HB, England. Please send your remittance with your order – all prices include postage and packing.

1997-2003 Index

The 'Index' was the final work of the late Stanley Newman and is a comprehensive index of the articles which appeared in the *Journal* from issues 1 to 21.

Back Issues of the *Journal*

Copies of the following issues are still available although, some issues are down to the last copy.

Autumn 2000

Spring 2001

Spring 2002

Spring 2004

Spring 2007

Spring 2009

Spring 2010

Summer 2001

Spring 2003

Spring 2006

Summer 2007

Summer 2008

Summer 2009

Summer 2010

Autumn 2001

Autumn 2003

Autumn 2006

Autumn 2007

Autumn 2008

Autumn 2009

Please note that colour printing was introduced in the Summer 2002 issue.

Each publication £3 UK Cheques made payable to the Lundy Collectors Club or \$6 US cash.

Binders

Each binder will hold 12 '*Journals*' and is bound in maroon leatherette with gold lettering and logo on spine.

Binder £7.50 or \$15 US cash which includes postage and protective packing

All stock will be sold on a first come, first served basis.

THE 1920 LUNDY POSTAL CONTRACT

By James Thomas from material supplied by Roger Chapple

On 31st December 1920, Augustus Langham Christie of Tapeley Park, Instow, Devon, signed a contract with His Majesty's Postmaster General, the Right Honourable Albert Holden Illingworth M.P. to provide a postal service between Lundy and the mainland. Although the contract was signed at the end of December 1920, the actual contract came into operation on 26th April 1920. Mr Christie was the owner of Lundy from 1918 to 1925 when he sold it to Martin Coles Harman. The contract was written with legal jargon and little punctuation following the normal practise of Solicitors, but putting it into simple terms, the detail was as follows:-

The contract states that Mr. Christie must provide a weekly service between Lundy and Instow or another suitable place in Devon with a railway link. The only exceptions for not providing the service would be during bad weather or for mechanical breakdown.

The service must be provided by the motor drifter 'Lerina', however, there is provision for a substitute providing that it is a substantial sailing ship or motor vessel and capable of carrying the Post, passengers and island provisions. Provision is also included for the ferrying of Post Office Officials to and from Lundy on Post Office business, when required. The Post had to be conveyed in a convenient and secure place on board ship and always under lock and key.

The cost of providing this service had to be covered by Mr. Christie; however, he was awarded an annual fee of £208 paid quarterly by the Post Office and the British Government. To receive the payments Mr. Christie's employees had to collect the Post every Friday morning from the Post Office at Instow and take it without delay directly by boat to Lundy. On arrival at Lundy the Post had to be handed to an Officer of the Post Office at a suitable place on the beach. The return Post was collected at the same time from the Post Office Official on the beach and transported directly to the Post Office at Instow. This allowed for the inward and outward Post to be delivered on the same day. However, as we know, landing on Lundy even nowadays with the modern jetty is not always possible, so there was another clause to allow for this.

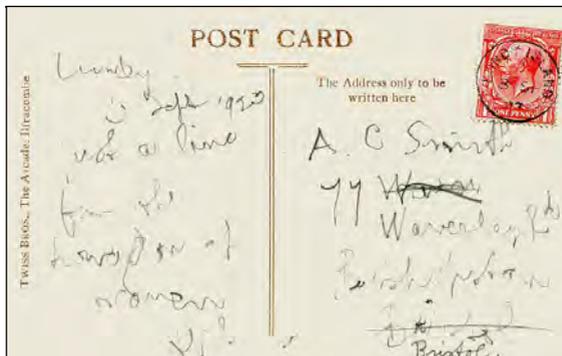
If the mail could not be delivered on the Friday for either weather or mechanical reasons it had to be delivered the first day thereafter when reasonably possible. However, if a delivery was not made in either direction within 14 days of a Friday, a two Pound deduction would be made for each occasion from Mr. Christie's quarterly payment from the Post Office. Having a compensation clause of this size gave Mr. Christie great incentive to comply with the word of the contract.

The ship, in this case the *Lerina*, had to be kept in a seaworthy condition by Mr. Christie and ready for Post Office service to the satisfaction of the Postmaster General and had to be sufficiently crewed with British Subjects.

Mr. Christie was responsible for the loss of any parcel or Registered Postal Packet whilst being conveyed to or from Lundy unless the loss was caused by an act of God or War or other unavoidable cause. If an item was lost or damaged, the Postmaster General would compensate the sender up to the value of £1 for a parcel or £2 for a Registered Postal Packet and then reclaim this money from Mr. Christie.

The term of the contract was for at least one year, with no expiry date after this period, although there was a three month break clause which could have been used by either party.

Mr. Christie continued with the contract until he sold the island and on 8th July 1926 the contract was transferred to Mr. Harman.



An outward postcard that went through the British postal system during the ownership of Mr. Christie on 8th September 1923

PUFFIN AUCTION 29

By Jon Aitchison

It had been seven months since the last Puffin Auction so it was not surprising that bidding was strong. A total of 74 people participated and 228 of the 381 lots sold. This represented 60% of those on offer but if the less popular postcards section was ignored it rose to 80%. The lots that sold realised an average of 41% above reserves.

The most popular lot was 148, the third Lundy stamp booklet B287, that had fourteen bids and realised £40. Ten of the bids were above the current catalogue price indicating that an increase is likely in this year's catalogue revision. There was strong bidding on Red Cross issues and all postal history but especially the cachets section. The poorest performing section was postcards and the three most expensive lots did not sell.

Lundy continues to be a popular collecting area with a large number of active collectors. Prices remain strong even in the middle of the global downturn. If you do not already receive Puffin Lundy Auction catalogues you can obtain them free by contacting Jon who's details can be found on the inside front cover.

Jon is currently working on the first of his catalogue up-dates which will be sent to you as a free gift with the Spring 2011 edition of this Journal – Editor.

CORRECTION

A mistake was made in my Spring 2010 Meeting Report. The parachute from which Diana Keast made the curtain came from the wreck of the Whitley bomber which crashed in the fog south of the Old Light near Pilot's Quay on 1st June, however, there is a slight difference in opinion as to which year this happened. Diana originally thought that it was 1943; Felix Gade thought that it was 1941, but according to Michael Harman in "Lundy's War" the year is stated as 1942 and Diana thinks that Michael Harman is correct.

BOOK REVIEW

By Roger Allen.

LUNDY AND THE MISSING SIX.

A novel by Michael Franklin.

Published in 2007 by Publishamerica, Baltimore, USA. 217 pages. Price £15.50.

ISBN 1-4241-1499-3

This is a swashbuckling story of gangsters from Boston USA, a crashed plane full of stolen treasure that lands near Lundy and an insurance fraud, a quick race between the American gang and the hero of the story, who used to be one of the gang but is now turned honest. All this mixed up with constant visits to Lundy from Bideford and the involvement of the islanders in the plot. Descriptions of Lundy that bear much resemblance to the island we know are few, but the island nevertheless looms over the whole yarn. A good addition to anyone's library.

LUNDY GRANITE COMPANY, AN INDUSTRIAL ADVENTURE.

By Peter Rothwell and Myrtle Ternstrom.

Published by Westwell Publishing, Appledore, Devon in 2008.

188 pages. Price £15.00

ISBN 0-9521-413-9-6.

A masterly history of the ill-fated Lundy Granite Company from its inception to its final demise. This book contains full details of its construction, the jetty and the manner of exportation of the granite, legal aspects of the Company, names of its workers and managers and where they lived on the island, census details, plans, maps and reconstructions of the whole quarry set up; railway lines and inclines, as well as photographs of everything and everyone connected with the quarries.

Not only is the book a superb book of reference and scholarly information, but it is written in very readable language, as is everything that Myrtle Ternstrom produces. In short, it contains everything you need to know about this important epoch in Lundy history and a must for every Lundy collector's library, if he does not already have a copy.

JOURNAL OF THE LUNDY FIELD SOCIETY. VOLUME 1, 2008.

Edited by Jennifer George, printed in Bristol.
100 pages containing eight articles and three book reviews.
ISSN 1758-3276.

This is the first in a new venture of the Lundy Field Society and hopefully there will be more such volumes as the years progress. The publication is full of photographs and drawings and makes good reading. The information is all new and will not be found elsewhere.

The eight scholarly articles include the following:-
Keith Hiscock. *Rocky Shores of Lundy.*
Smith and Compton. *Impact of Rabbits.*
Ann Allen. *Lichen Overview.*
Sarah Dalrymple. *Cliff nesting Sea birds*
Tony Taylor et alia. *Manx Shearwaters.*
Nicola Saunders. *Puffin numbers.*
Myrtle Ternstrom. *Ecclesiastical History.*
Gardner and Neale. *13th Century landscape*

SCUBA DIVER'S GUIDE TO LUNDY MARINE NATURE RESERVE.

By Paul Kay. Published by English Nature in a square format (8 x 8 inches) in a very durable plastic-like paper that is designed to resist bad weather conditions.
62 pages. Originally priced £5.00. Recently still available on the island.
ISBN 1-85716-620-5

Contains sections on plants, animals, fish and wrecks. Also conservation and the future and guides to each recommended diving site. It ends up with pages and pages of coloured identification photographs of all the plants and creatures that are found in the waters around Lundy, useful addresses and location maps. Whether one dives or not, this is a beautiful item to have and to pore through.

THE 1908 'LUNDY' SHIPS

By Brian Drew

Brian has researched ships with the name 'Lundy' and identified a total of five vessels between 1888 and 1942. This is the second in the series covered by this Journal – Editor.

Beverley Shipyard became the new home of Cook Welton and Gemmell Ltd. in 1904 and with a full order book soon adapted to their new location. In 1908 the Hull Steam Fishing and Ice Co. Ltd ordered three 188 gross ton, 110ft steam trawlers, with a beam of 22.2ft and a depth of 11ft. The first of the trio was named *Lundy* (Yard No. 168) with the other two identical vessels being *Cape Town* (Yard No. 169) and *Gibraltar* (Yard No. 170). The design was of the 'aft-ender' type, meaning the wheelhouse was located near the stern and aft of the ship's 'Woodbine' funnel. The Hull marine engineers Amos and Smith on this occasion were contracted to build the machinery and coal fired steam plant, developing 49 NHP, which was typical of this size of trawler.

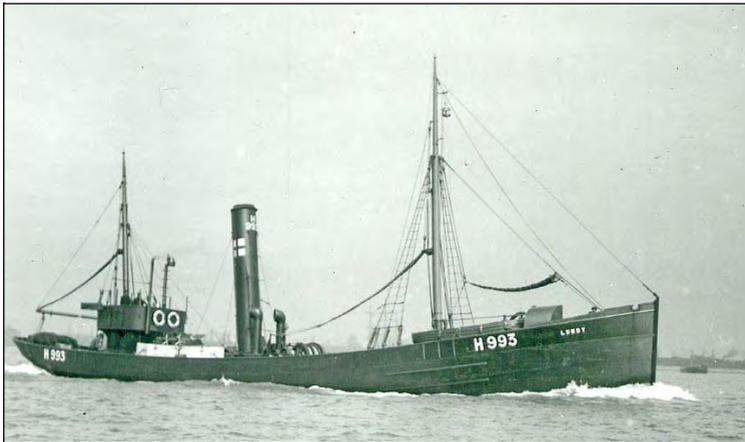
She carried fishing pennant number H993 and was launched broadside into the River Hull on the high tide of 16th August 1908 and after being fitted out in Hull was registered one month later, on 16th September. The North Sea was the intended fishing grounds where she would join the Red Cross 'boxing fleet' after completion. All three orders were completed by 27th October 1908.

The reasons for this radical design seem to have been lost with time. It has been assumed the idea developed from the conversion of the sailing trawler, where the helmsman was located aft to view the set of sails. However, Cook Welton and Gemmell's earliest steam trawlers all seem to have their wheelhouses located amidships and the earliest 'aft-ender' design identified photographically was dated 1890. Two reasons for the design have been offered from different sources. A retired and well-respected Hull trawler skipper thought the advantage offered by the 'aft-ender' design at the time was to increase the length of the foredeck where the catch was landed, gutted and boxed prior to being transferred to one of the fleet's cutters for transfer to market. A late Grimsby skipper referred to the design in his published autobiography and suggested a different reason.

There were no electronic echo-sounders or the like during this period and with the bridge located near the stern, he considered the arrangement gave the skipper a good view of the trawl warps over the stern. This enabled him to judge the depth of the seabed due to the angle of the warps entering the sea being visible. Whatever the reason, these trawlers were built by several companies between about 1890 and 1922. However, the helmsman's restricted view must have been quite a disadvantage when steaming.

Lundy remained with the original owners until she was requisitioned by the Royal Navy as a minesweeper in May 1915 and given the number FY 1791. The ship must have soon made her way to the Dardanelles to take part in the ill-fated WWI campaign, where she was sunk on 16th August 1915, following a collision in Sulva Bay, Turkey, exactly seven years to the day from her launch.

Normally, this would be the end of the story but in the past decade the area has been the subject of an extensive underwater survey, which features in a Turkish documentary made by Savas Karakas. The diver T. Fehmi Senok has explored the site and discovered the amazing sight of numerous wrecked ships silhouetted in the clear waters. They include *HMS Irresistible* and *HMS Triumph* along with the steam pinnaces used in the landings at Anzac Cove, together with Beverley ship *Lundy*.



The s.t. Lundy (Probably a steam trials photograph taken in 1908)



HMS Lundy wreck by T. Fehmi Senok

LUNDY FIELD SOCIETY NEWSLETTER

At the start of this year, club member Tim Davis took over as Editor of the Lundy Field Society Newsletter. If you would like to contribute any newsworthy items or articles will you please send them to Tim Davis, Harpers Mill, Sterridge Valley, Berrynarbor, Devon, EX34 9TB? Or email info@djenvironmental.com

FREE GIFT

I would like to thank Alan Pearce of Bideford on behalf of the Club for the postcard showing the Oldenburg sailing past Appledore on her way out to sea that appears as the free gift with this issue of the *Journal*.

BOOK SHELF

By Roger Allen.

THE AWFUL SECRET, A CROWNER JOHN MYSTERY.

By Bernard Knight.

Novel, published by Simon and Schuster in 2000.

340 pages, originally priced £6.00.

ISBN 0-671-02965-7

This story is set in 12th Century Britain and rather reminds me of the Brother Cadfael stories. Crowner John is a county coroner and has figured in a whole series of novels by Knight, solving mysteries around the country as he goes on his rounds. This story takes place in Devon, in Exeter and on Lundy. The wicked Mariscos are up to their tricks on the island and Crowner John has to deal with them and at the end of the story comes up with the answer to an awful secret. A good read and an exciting plot. This book may be added to the long line of novels written on the pirates, smuggling, murder and mayhem themes based on Lundy that have fascinated writers for a century now.

IDYLLS OF THE FIELD

By Francis A. Knight.

Published by Roberts Brothers, Boston, USA. in 1890.

Illustrated with many fine line engravings by F. T. Compton.

182 pages. Purchased recently for £15.00.

This beautiful book which is really a ramble over the countryside of much of England set in romantic but understandable language is a delight to read and is hard to put down once opened. There are two chapters on Lundy, on page 108 begins *A Robber Stronghold* which covers most of the features we know today; the coastline, Landing beach, dangers of wrecks, the giants' graves, Benson and his convicts, the Widows tenement, the castle and its impregnability, Spanish and Arab pirates and the cemetery. He also mentions the Royal Commission that in 1860 considered the possibility of building a Harbour of Refuge in the bay. Sir Lewis (Judas) Stukeley is also mentioned, he who captured and escorted Sir Walter Raleigh to London and to his death.

On page 116 begins the second chapter on Lundy entitled *A Sea Birds' Haunt*, which contains a fine engraving of a rock formation, similar to the Cheeses, stated to be at the North of Lundy. This chapter is entirely devoted to the description of the sea birds found in profusion at that time on Lundy. The writer concentrates especially on the puffins which he describes as being everywhere in great profusion and getting on with their business of carrying small fishes into their burrows to feed the young that he can hear inside. The picture he sets of birds everywhere in such great numbers is a contrast to today's scene on the island. He mentions razor bills, guillemots, kittiwakes, cormorants hanging out to dry, herring gulls and gannets, as well as the puffins and there is a pretty section describing the seals who are all around the coast but some disappear upon the appearance of the shepherd and his barking dog.

TALES OF THE MERMAID TAVERN.

By Alfred Noyes.

Published by William Blackwood & Sons, Edinburgh & London, 1913.

216 pages. Purchased recently for £15.00.

Alfred Noyes (1880-1958) is chiefly known for his long epic poetry on various subject matters, including history, tragedy and nature. His 200 page epic poem entitled *Drake*, on the life of Sir Francis Drake and life at sea, plus his most famous poem *The Highwayman comes Riding* are perhaps his best known works. The *Tales of the Mermaid Tavern* contains long epic works on the burial of Mary Queen of Scots, the death of Christopher Marlowe, life of Ben Jonson and Shakespeare; all supposed to have been recounted in the famous Mermaid Tavern in London. This volume also contains a poem on the end of Sir Walter Raleigh. It includes a gruesome and almost certainly apocryphal story of the young girl who shows the severed head of Sir Walter Raleigh to his betrayer Sir Lewis (Judas) Stukeley, who promptly goes mad and writes crazy letters from Lundy. Stukeley is widely credited with having captured and taken Raleigh to London for his execution.

A fine book full of wonderful tales but not necessarily a volume that all Lundy collectors will need on their shelves.

AUBREY'S BRIEF LIVES.

By John Aubrey (1626-1697).

Written between the years 1669 and 1696, it is the best known of all Aubrey's works.

There have been endless editions. My own modern copy was published by Mandarin Paperbacks, London, in 1992. *The Lives* are preceded by the long essay by an unknown author entitled *The Life and Times of John Aubrey*. This essay dates from the original publication of the book and is important. Aubrey died the year after he wrote *The Lives* and it is probable that the book was published posthumously, hence this biography at the front of the book.

The only Life in this collection of mini biographies that has direct relevance to Lundy, is that of Thomas Bushell who was the governor of Lundy during the civil war and, with King Charles' permission, handed the island over to Lord Saye and Sele towards the end of the Civil War period.

The language which Aubrey uses to describe Bushell is completely different to anything that we are accustomed to in other Lundy literature. He is described as a man who "could bewitch people into supporting his schemes and projects, making them sound delicate and alluring". Aubrey goes on to describe the weird circumstances of Bushell's private life, both in his mansion at Enston, Oxon, and in his London home in Lambeth. At Enston he had a grotto with imitation stalagmites. In his home in Lambeth he had a huge gallery all covered in black and adorned with death's heads and bones. "At the other end where was his pallet bed, was an emaciated dead man stretched out". After the restoration, the Queen Mother, Henrietta Maria, brought an Egyptian mummy to Oxford which she gave to Bushell. This mummy is the "emaciated dead man" described by Aubrey.

Aside from all this weird information, which has nothing to do with his time on Lundy and of very little interest to us, Aubrey makes only very brief mention of Bushell's mining activities which are the main thrust of the book *Bushell and Harman of Lundy*, by Wyndham S. Boundy, from which most of us learn all we know of Bushell. One notes that Boundy did not see fit to use Aubrey's 'Life' in his book.

PHOTO PAGE

Four Lundies on Lundy



Bottom to top –
Rod Lundy, Adrienne Lundy, Ken Lundy and Deborah Lundy

Rod Lundy has been visiting Lundy Island from Canada annually for the last ten years and has become a good friend to the *Journal's* Proof Reader Roger Allen



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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.*

