

THE NEW PUFFIN JOURNAL



Spring 2025

Published by the Lundy Collectors Club

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Front Cover

Photograph of
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Spring 2025**

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THE NEW PUFFIN JOURNAL

80 ISSUES

lundycollectorsclub.weebly.com

Editorial

By James Thomas

The Lundy Collectors Club is now in its 47th year. I am not far short of 70 years old and Roger Cichorz has already passed 80. These are large numbers but between the two of us, we have produced 160 Lundy Collectors Club magazines – 80 each which is an even larger number and a record for Lundy.

Please read the article *A Joint Record!* on pages 3 and 4 which puts our achievements into perspective.

I cannot take all of the credit for the success of *The New Puffin Journal* because without the contributors it would be quite thin and boring. Also, I am very fortunate to have the best proof reader to help to polish off the final product. Since the Autumn 2018 issue (Issue number 66) André Coutanche has corrected my mistakes and bad spelling – thank you!

Because of bad weather and mechanical issues with the Oldenburg, I have been unable to visit Lundy since the Club's last 5-day stay in 2022, so I am looking forward to our next 5-day stay in March.

This year is going to be a busy year for Lundy Philately with the issue of a new set of stamps and two new cancellers. All of this will be reported in the Autumn issue of this Journal.

We are very privileged to have a good working relationship with the Island's management and Derek Green, Lundy's General Manager, will be on Lundy in March to welcome the Club in what has become one of many traditions.

ATVB

James

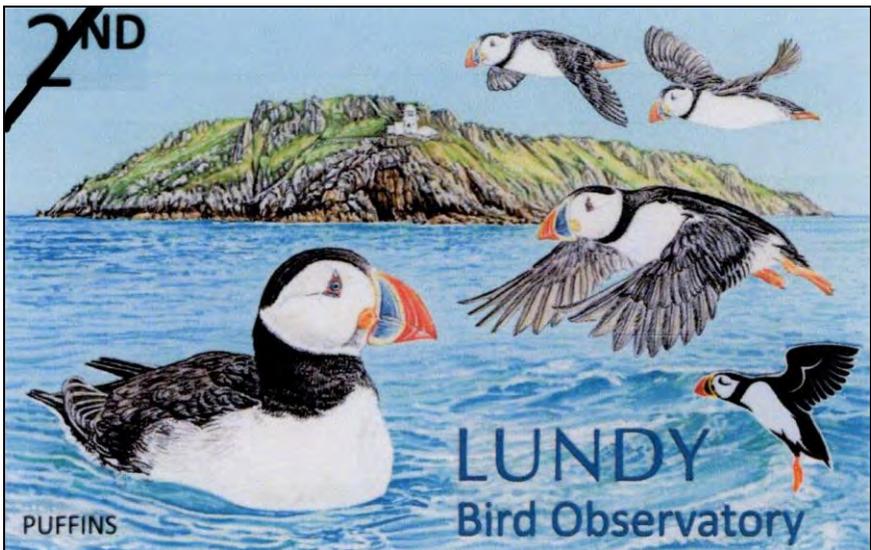
2025 Lundy Stamp Issue

Lundy has announced that on Tuesday 11th March 2025 it will release a new set of stamps to commemorate the Lundy Bird Observatory using designs prepared by North Devon artist Sharon Read. As I write this, the stamp values have yet to be set as they are waiting for the latest postal charges from Royal Mail.

A special First Day of Issue canceller has also been produced.

Because the launch coincides with The Lundy Collectors Club 5-day stay on the island, a second special canceller has been produced to commemorate the occasion.

More details will appear in the Island's Spring Newsletter and a full report will appear in the Autumn 2025 issue of this Journal.



A sample of the 2nd Class NVI stamp

A Joint Record!

By James Thomas

I am very proud that this issue of *The New Puffin Journal* is issue 80 and equals the record of the greatest number of issues of any Lundy publication. The record was set by *The Lundy Collectors Club Philatelic Quarterly* as edited by Roger Cichorz in America in 1998.

When I accepted Stanley Newman's plea in 1996 for help to produce a magazine for the newly formed *Lundy Collectors Club, UK Chapter*, my plan was to have a project for a few years with no thought of being involved 29 years later and setting records.

Below is a list of all of the Lundy Magazines/Journals as of December 2024.

Lundy Philatelic Publications

The Puffin

22 issues from 1957-1972 edited by Michael Windeatt (issues 1-3), Barry Chinchon (issues 4-21) and Bryan Sherwood (issue 22)

The Puffin Journal

6 issues from 1974-1986 edited by Bryan Sherwood

Newsletter of the Lundy Specialists Society.

During the 1970s a few (at least 4) typed newsletters were produced and were described as "An Occasional Publication". The editor is unknown.

Lundy Collectors Club Philatelic Quarterly

80 published issues from 1979-1998 edited by George Fabian (issues 1 and 2) and Roger Cichorz (issues 3-80)

Roger Cichorz served as Editor of the U.S.A.-based *Lundy Collectors Club Philatelic Quarterly* for almost all of its 20-year run from 1979 to 1998 and published a very commendable four magazines a year.

Lundy Collectors Club British Newsletter

20 issues during the 1990s edited by Jon Aitchison

The New Puffin Journal

80 issues from 1997 to 2025 - 29 years. Edited by Stanley Newman (1997 to 1998, Joint/Co-Editor 1998 to 2003) and James Thomas (Assistant Editor 1997 to 1998, Joint/Co-Editor 1998 to 2003 and Editor from 2004 to date)

Other prominent Lundy Journals

Lundy Field Society Annual Report

73 issues since 1947 edited by many editors

Lundy Field Society Newsletter

41 issues from 1975 to 2011

Discovering Lundy Bulletin (Formally the LFS Newsletter)

11 issues from 2012 to 2023

Illustrated Lundy News

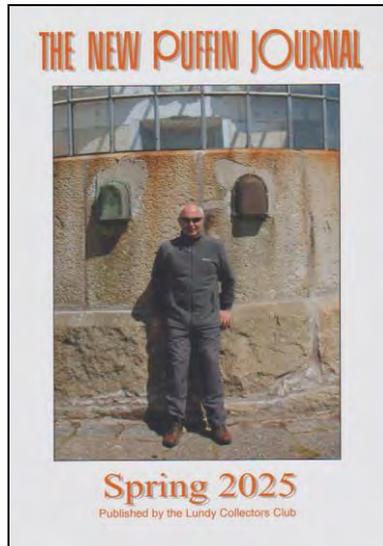
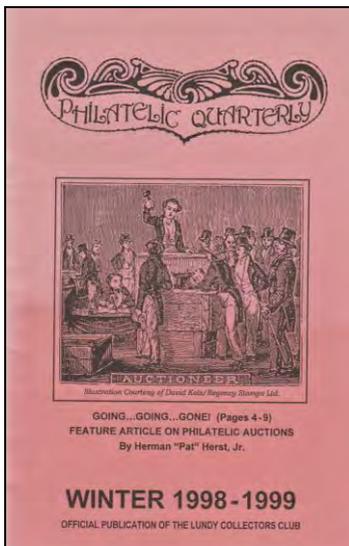
18 issues from 1970 to 2023 with a break from 1975 to 2019. Edited by John Dyke (issues 1-15), The Landmark Trust (issue 16) and Michael Williams and André Coutanche (issues 17 and 18)

Lundy Island Chronicle

4 issues from 1983 to 1984. Edited by Wendy Puddy

Journal of the Lundy Field Society

8 issues from 2008 to 2023. Volumes 1 to 7 inclusive edited by Jennifer George and Volume 8 edited by Keith Hiscock.



The Development of Lundy's Stamp Issue Notifications

By James Thomas

Lundy Philatelic collecting can often go off on a tangent when something of interest in your collection captures your imagination. Quite often it is the cheap unimportant items that you overlook until one day when you think to yourself 'I have quite a few of these and I should sort them in order and start a new file/album'.

Well, this happened to me recently when I came across several of what I call 'Stamp Issue Notification Sheets'.

When Martin Coles Harman started the Lundy Private Postal Service on 1st November 1929, his mind was set on the main purpose of the service which was payment for the transport of Lundy mail to and from the mainland. I am sure that at the time he was not thinking of servicing a collectors' need.

However, move on to the 1950s when MCH started to see the potential for a developing collector's market with the profits that were possible.

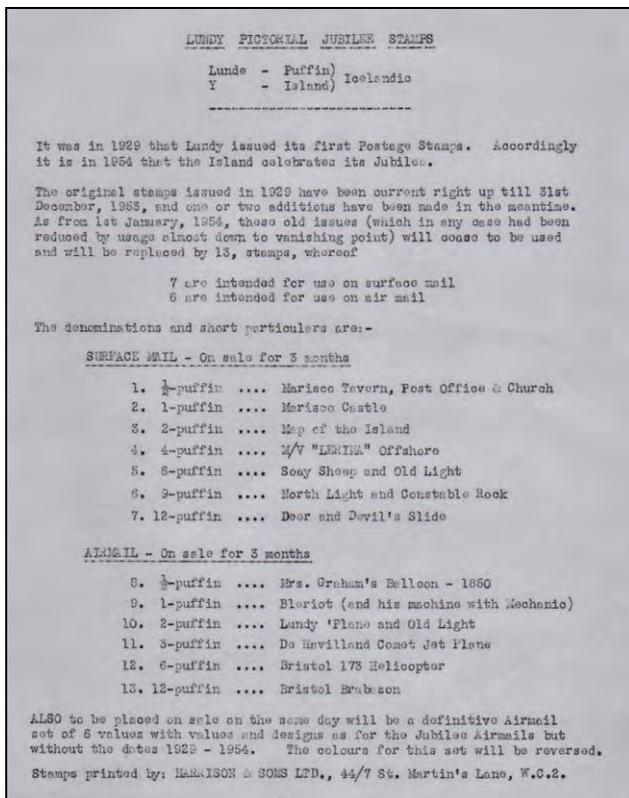
With the help and encouragement of Antoine Medawar, Lundy stamp production increased many-fold with as much as half a million stamps of some values being printed. It was clear that regular Lundy usage was much less and that the huge quantities produced were for selling to collectors throughout the world.

The first *Stamp Issue Notification Sheet*, as far as I am aware, dates back to 1st January 1954 when the Silver Jubilee Surface and Airmail stamps were issued. These issues were originally referred to by MCH as "Lundy Pictorial Jubilee Stamps".

Part of the introduction on this sheet reads "*The original stamps issued in 1929 have been current right up till 31st December 1953, and one or two additions have been made in the meantime. As from 1st January 1954, these old issues (which in any case had been reduced by usage almost down to vanishing point) will cease to be used and will be replaced by 13 stamps whereof*

*7 are intended for use on surface mail
6 are intended for use on air mail"*

From this statement I have made the assumption that this is the first *Stamp Issue Notification Sheet* issued by Lundy. The sheet was typed on plain paper and as it gave no details about how to purchase the stamps, I assume that it was to be sent to dealers and was accompanied by a second pictorial professionally printed advertising sheet which appears to have been intended for dealers to display in their shops. Five thousand copies of the advertising sheet were printed by Bradbury, Wilkinson & Co.



The First Notification Sheet

The second *Stamp Issue Notification Sheet* was advertising the 1955 Millenary issue and has more detail which I believe was aimed at dealers as well as collectors. This sheet was probably prepared by Felix Gade under instruction of Albion Harman and is typed on Lundy headed paper with reference to the 'Postal Department'.

It also refers to the availability of a pictorial First Day Cover. The Notification Sheet, although typed by Lundy, was printed by Sherren and Son Ltd., of 79 St. Mary Street, Weymouth. Albion Harman ordered 250 copies at a cost of £1/17/6 (£1.87½ in decimal money).

Established 1837. Telephone and Telegraph: Weymouth 268

79 St. MARY STREET,
WEYMOUTH, 31. 3. 55.

Dr. to **SHERREN & SON LTD.**

DIRECTORS: H. BYLES, NAT. J. BYLES

Lundy Island,
A. P. Hayman Esq.,
65 Broad Street Avenue, London E.C.2.

Good General Printers

Stationers, Die Stampers, Booksellers, Bookbinders, etc., etc.

TERMS—NET No Receipt acknowledged except on the Firm's Official Form.

1955			
March 2.	To:- 250 10" x 8" letters re sets. Millenary Stamps.	£ 1	17 6

8452 13 MAY 1955

Received the sum of One pounds
seventeen shillings six pence

For **SHERREN & SON Ltd.**

£ 1:17:6 Jannede Savage

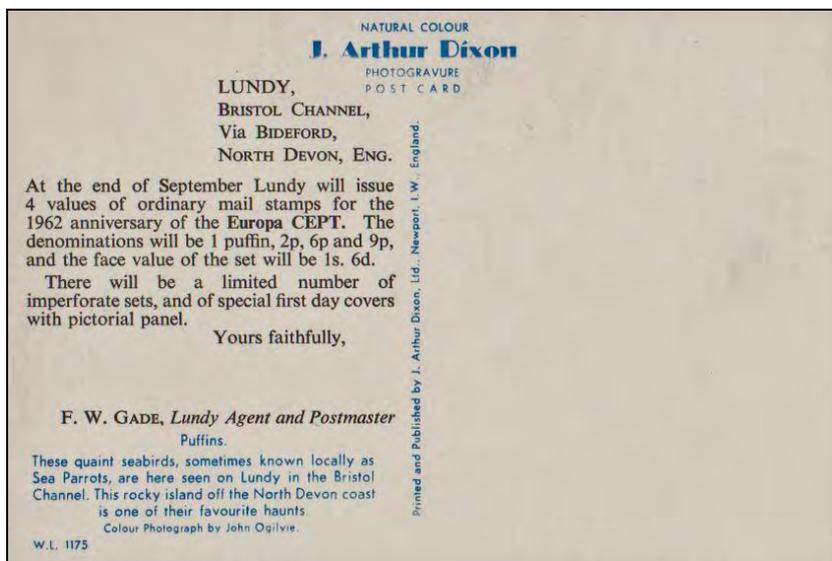
With Compliments and Thanks

... where appropriate is subject to Government Purchase Tax which has not been charged, the amount of the Tax will be rendered by separate invoice.

Sherren & Son receipt for the printing of 1955 Millenary Notification Sheet

This next sheet in my collection is for the 1962 Anti-Malaria Campaign. It is typed on plain paper but is clearly aimed at collectors because it states "There will also be a very small quantity of imperforate sets, the price of which will be 20/- per set" (£1.00). It is signed off "Yours very truly, Lundy Agent & Postmaster".

Later in 1962, the Europa set notification was printed on the back of a J. Arthur Dixon (W.L. 1175) postcard and was sent out by "F.W. Gade, *Lundy Agent and Postmaster*". A similar postcard but with different wording was also sent out by Antoine Medawar, 30/32 Grays Inn Road, London, WC1, England.



The J. Arthur Dixon postcard notifying the issue of the 1962 Europa set

In 1964, the issue to commemorate the Quatercentenary of William Shakespeare's birth was notified by a typed letter on headed paper and gave a choice of two places to send orders, F.W. Gade on Lundy or Messrs. J. Sanders (Philatelist) Ltd., 7 Commercial Road, Southampton. Five hundred copies of the notification were printed by Rank-Xerox Ltd., London at the request of Albion Harman. A printed information sheet was also sent out to dealers with a short accompanying letter from Mr. Gade. The last line of the information sheet reads "The minimum trade order is 12 sets".

Telegrams - Lundy, via
Harland Point.

POSTAL DEPARTMENT

LUNDY,
BRISTOL CHANNEL
via BIDEFORD,
N. DEVON

13th July 1964.

Dear

I wish to inform you that an issue of Lundy stamps is about to be made at the end of July this year to commemorate the Shakespeare Quatercentenary.

The new Shakespeare issue depicts the peregrine falcon towering high in the air over Lundy. Shakespeare was a great naturalist and frequently in his writings the falcon is mentioned. In his own day the hunting falcon was commonplace, and its use for catching game was considered a noble sport. The peregrine falcons bred on Lundy were famous then for their prowess, and there are references to them in the old books from the 12th century onward.

These falcons bred on Lundy for countless years until very recently. Now they are gone, except as a rare occasional visitor, for in their wanderings around the world many have been poisoned by the chemicals used in modern agriculture. One of a pair that attempted to breed on Lundy in 1963 was found dead on its nest from this cause.

Supplies of these stamps can be obtained direct from me at the above address. A supply has also been allocated in England to Messrs. J. Sanders (Philatelist)Ltd., 7 Commercial Road, Southampton, to whom orders can be sent.

Denominations: 2 puffin, green and black
10 puffin, pink and black
18 puffin, blue and black

Print Order : 2 puffin, 32,000; 10 & 18 puffin, 30,000 of each.

Date of Issue: 27th July, 1964.

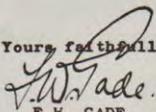
Lithographed in sheets of 12 by Thomas De La Rue & Co. Ltd.

Mint Sets at face value: 2s.6d. each

Used sets at face value: 2s.6d. each

Pictorial covers with a
set of stamps: 3s.6d. each

Yours faithfully,


F.W. GADE
Lundy Agent

The Notification letter for the 1964 Shakespeare issue

Notification sheets typed on Lundy headed paper were sent out for the 1965 Provisional Overprint stamp and the 1965 Sir Winston Churchill Commemoration set.

A Press Release for the Churchill set was sent out with a proof impression of the design and a printed information sheet went out to dealers.

Although the quantity of stamps printed for each issue had, during the 1960s, returned to normal sensible numbers, a small stock of stamps from five issues had built-up. The five issues were the 1929/30 definitives, the 1957 definitive, the 1962 Europa issue, the 1964 Shakespeare issue and the 1964 Churchill set. To clear these back issues, Lundy produced an advertising sheet with images which was sent to dealers in this country and overseas.

LUNDY

Of the various local postage stamps issued on Lundy since 1929, the following are still available :—

<p>1929/1930</p> 	<p>Definitive Issue (the original puffin stamps)</p> <p>4 stamps 1 puffin (blue) 6 puffin (mauve) 9 puffin (brown) 12 puffin (green)</p> <p>2s/4d (Two shillings & fourpence) the 4 stamps.</p>
<p>1957</p> 	<p>Definitive</p> <p>5 stamps 2 puffin (green) 3 puffin (blue) 4 puffin (black) 6 puffin (red-brown) 9 puffin (violet)</p> <p>2/- (Two shillings) the 5 stamps.</p>
<p>1962</p> 	<p>'Europa' Issue</p> <p>4 stamps 1 puffin (magenta) 2 puffin (blue) 6 puffin (green) 9 puffin (yellow)</p> <p>1s/6d (One shilling & sixpence) the 4 stamps.</p>
<p>1964</p> 	<p>'Shakespeare' Commemorative Issue</p> <p>3 stamps 2 puffin (green) 10 puffin (pink) 18 puffin (blue)</p> <p>2s/6d (Two shillings & sixpence) the 3 stamps.</p>
<p>1965</p> 	<p>'Sir Winston Churchill' Commemorative Issue</p> <p>3 stamps 2 puffin (purple & orange) 10 puffin (blue & magenta) 18 puffin (black & violet)</p> <p>2s/6d (Two shillings & sixpence) the 3 stamps</p>

These stamps may be obtained from :—

**The Agent & Postmaster,
 Lundy, Bristol Channel,
 Via Bideford, N. Devon, England.**

An order for any of these stamps should be accompanied by a remittance covering their value plus a postage and despatch charge amounting to :—

In United Kingdom	..	1/-	(One shilling)
In Europe outside U.K.	..	1s/6d	(One shilling & sixpence)
Outside Europe	..	2s/6d	(Two shillings & sixpence)

Then in 1967 the largest maritime environmental disaster in British history happened when the oil tanker *SS Torrey Canyon* struck the Seven Stones rock between Cornwall and the Isles of Scilly spilling approximately 25-36 million gallons of crude oil. Thousands of sea birds were killed around the coast of South Devon, Cornwall and the Isles of Scilly as well as Northern France. Although the oil slick did not reach the shores of Lundy, Albion Harman issued a set of stamps to help raise money for the disaster fund.

An information sheet about the disaster was printed and a sheet with the stamp details was also printed and sent to dealers. The sheet schedules discounts for the purchase of various quantities and was priced for British as well as for European and Overseas dealers.

Both of these sheets were professionally printed and sent to Albion Harman wrapped in brown paper.



Lundy
Local Postage

‘HELP SAVE SEABIRDS FROM OIL’
MAY, 1967

A block of four stamps, each of 6-puffin denomination, the text of each printed in a different language — English, French, German and Dutch.

These stamps, size 25 mm. by 39.5 mm., are printed by Thomas de la Rue & Co. Ltd., in four colours by their Deltacryl process.

The proceeds of sale of these stamps during 1967 will be handed to R.S.P.C.A. (Royal Society for the Prevention of Cruelty to Animals) and I.S.P.A. (International Society for the Protection of Animals) jointly, to assist the work they are both doing in the saving of seabirds from the effects of oil pollution of the seas.

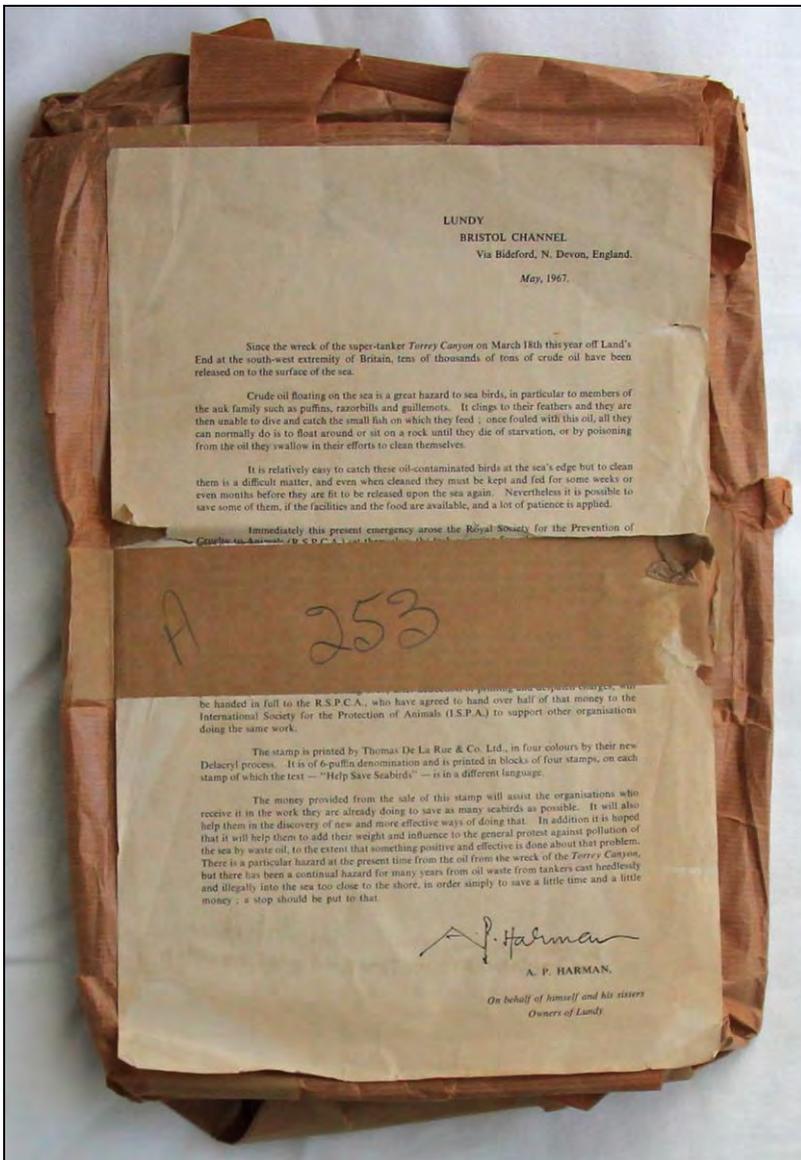
These stamps may be obtained from :

**The Agent & Postmaster,
LUNDY, Bristol Channel,
Via Bideford, N. Devon, England.**

PRICE — 2/- (Two shillings Sterling) for each block of four stamps.
PLUS — A charge to cover despatch, making the total cost as follows :

Number of blocks of 4 stamps each	To ADDRESS											
	in UNITED KINGDOM			in EUROPE OUTSIDE U.K.						OUTSIDE EUROPE		
	Pounds	shillings	pence	Pounds	shillings	pence	Pounds	shillings	pence	Pounds	shillings	pence
1	£0	3s	0d	£0	3s	6d	£0	4s	6d			
2	£0	5s	0d	£0	5s	6d	£0	6s	6d			
3	£0	7s	0d	£0	7s	6d	£0	10s	3d			
4	£0	9s	0d	£0	9s	6d	£0	12s	3d			
5	£0	11s	0d	£0	11s	6d	£0	14s	3d			
6	£0	13s	0d	£0	13s	6d	£0	16s	3d			
7	£0	15s	0d	£0	15s	6d	£0	18s	3d			
8	£0	17s	0d	£0	17s	6d	£0	£1	0s	3d		
9	£0	19s	0d	£0	19s	6d	£0	£1	2s	3d		
10	£1	1s	0d	£1	1s	6d	£1	4s	3d			
20	£2	1s	6d	£2	2s	0d	£2	6s	0d			
30	£3	1s	6d	£3	2s	6d	£3	7s	9d			
40	£4	2s	0d	£4	3s	0d	£4	9s	6d			
50	£5	2s	0d	£5	3s	6d	£5	11s	3d			

Remittances should be made by Postal Order, Money Order or International Money Order



LUNDY
BRISTOL CHANNEL
Via Bideford, N. Devon, England.
May, 1967.

Since the wreck of the super-tanker *Torrey Canyon* on March 18th this year off Land's End at the south-west extremity of Britain, tens of thousands of tons of crude oil have been released on to the surface of the sea.

Crude oil floating on the sea is a great hazard to sea birds, in particular to members of the auk family such as puffins, razorbills and gullenots. It clings to their feathers and they are then unable to dive and catch the small fish on which they feed; once fouled with this oil, all they can normally do is to float around or sit on a rock until they die of starvation, or by poisoning from the oil they swallow in their efforts to clean themselves.

It is relatively easy to catch these oil-contaminated birds at the sea's edge but to clean them is a difficult matter, and even when cleaned they must be kept and fed for some weeks or even months before they are fit to be released upon the sea again. Nevertheless it is possible to save some of them, if the facilities and the food are available, and a lot of patience is applied.

Immediately this present emergency arose the Royal Society (for the Prevention of Cruelty to Animals) (R.S.P.C.A.) set up a special fund to help defray the expenses of cleaning and releasing oil-contaminated birds.

A 253

The money provided from the sale of this stamp will assist the organisations who receive it in the work they are already doing to save as many seabirds as possible. It will also help them in the discovery of new and more effective ways of doing that. In addition it is hoped that it will help them to add their weight and influence to the general protest against pollution of the sea by waste oil, to the extent that something positive and effective is done about that problem. There is a particular hazard at the present time from the oil from the wreck of the *Torrey Canyon*, but there has been a continual hazard for many years from oil waste from tankers cast heedlessly and illegally into the sea too close to the shore, in order simply to save a little time and a little money; a stop should be put to that.

A. P. Harman

A. P. HARMAN,
On behalf of himself and his sisters
Owners of Lundy

The brown paper wrapper for the 1967 'Help Save Seabirds From Oil' issue

In 1969, Lundy was sold to the National Trust and the Landmark Trust immediately took on the responsibility of managing the island. The new owners continued with advising collectors and dealers of new issues with *Stamp Issue Notification Sheets*.

A typed notice on plain paper was prepared, probably by Felix Gade, in the old style for the island's first Decimal issue in 1971.

Styles changed slightly depending on who was in charge of the postal service with the development progressing towards the current style. The Notification Sheets produced by Wendy Puddy gave a lot of information which was most likely appreciated by collectors.

From this time the corporate style of the Landmark Trust started to develop with each notification and then in 1995, Reg Lo-Vel, who at the time was Acting Lundy Agent, produced a notice on cream 'Lundy Island' headed paper for the introduction of the new Franking Machine.

Over the last quarter of a century, Lundy has informed collectors approximately a month before the issue of each new stamp set with details of size, colour, values, designer, quantities and many other details of interest to the collector. The Island has also informed the Press with Press Release letters. In recent years, the Notification has been printed on white paper. The sheet produced in 2015 by Ceri Stafford for the *Landmark Trust – 50 Years Rescuing Buildings* issue was printed on plain paper and the 2020, 2021 and 2023 notifications were printed on white Lundy headed paper.

All of this information is from my collection although I have not mentioned every sheet that I have. I am sure that there are many gaps in this article, so if you have information that can help to build a more complete picture, will you please email it to me? If I receive enough new material, I will do a follow-up article.

Lundy GPO Period: A New Find!

By André Dufresne, RNCP

What greater pleasure for a philatelist than to discover a hitherto unknown philatelic item? It just happened to me: I came across the illustrated Mackay type A Lundy Island registration label (Fig 1).



Fig 1

It bears number 9, which appears to be consistent with the little volume of registered mail handled on Lundy during the G.P.O. years. My copy is perforated 13½ and it shows the faintest trace of a cancellation just below the right leg of the R and the left leg of the N in "No." but the date is illegible.

Until now only one type of registration label was known, the only two known copies being shown in Jon Aitchison's catalogue, 6th edition, on pages 202 and 203. They bear numbers 38 and 43 respectively. They are both Mackay type D labels (Fig 2 & 3, both illustrations from Jon's catalogue). Number 38 is on a cover mailed in 1911 and no. 43 is a loose, undated label.

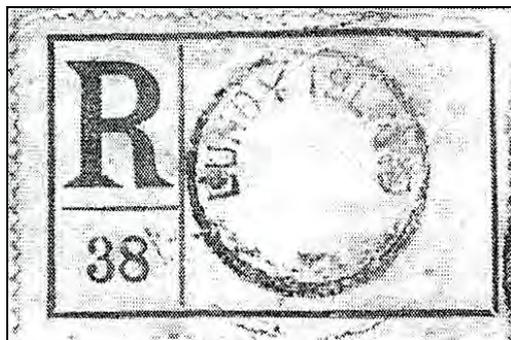


Fig 2

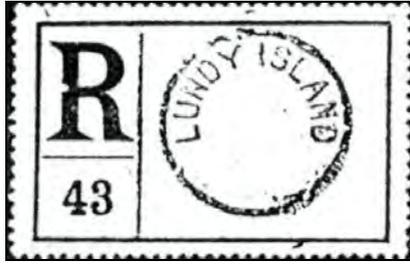


Fig 3

I showed my find to Jon who remarked that by coincidence, the only known registration label from Herm Island also bears number 9. It is on a cover addressed to South Africa in Jon's collection.

As Jon remarks in his catalogue: "As the Post Office on Lundy did not close until 1927 it is possible that other types of registered labels may have been used but no examples have yet been discovered." It amazes me that this one remained hidden for close to a century. Isn't it a shame that it was soaked off the cover by a previous owner? As predicted by Jon a new type of registration label has now surfaced and the hunt is on for more copies.

Puffins Promote Puffing

By Christer Brunström

Many Lundy aficionados of the philatelic type also collect stamps and other items featuring puffins. Cigarette cards is one of the more popular categories. They are basically pictorial trading cards introduced by many tobacco manufacturers with the dual purpose of stiffening cigarette packaging and advertising cigarette brands. It all started in the USA way back in 1875 and these highly collectible cards were then printed until well into the 1940s.

The cards were often produced in sets of 25 or 50 or in some cases 100 different designs which the tobacco companies believed would be of interest to smokers. You obviously needed to buy a tremendous number of cigarettes to complete a set.

Many cigarette cards have depicted birds. In 1919 Gallaher's Cigarettes printed a set of 100 different cards. No. 67 in this Birds, Nests & Eggs series features a puffin with a brief text about the bird on the back of the card.



Gallaher Card



BDV Silk card

The Gallaher Group was started by Tom Gallaher in Derry, Ireland, in 1857. Godfrey Philips introduced a new brand of cigarettes called BDV in the early 1900s. The cigarettes have been described as mild and sweet (as a non-smoker I find it difficult to understand how cigarettes can be sweet). There are at least two explanations of the meaning of the BDV brand. The first one suggests that it is short for Boyd & Dibrell Virginia, the company supplying the tobacco. The second one refers to Benedictus dominus vobiscum, a phrase frequently used by members of the Catholic faith. It seems the BDV brand was discontinued in 1948.

Not all cigarette cards were made of paper. The BDV 1921 cigarette cards were printed on silk.

The third and last card in my modest collection was issued by Ogden's Tobacco Company which was started in 1860 by Thomas Ogden who resided in Liverpool at the time. The company was absorbed into the Imperial Tobacco Company in 1902 and the production of cigarettes was discontinued in 1962.

The Ogden's Cigarettes card was part of a 1939 series called British Birds & Their Eggs. The puffin is no. 30 of the series of 50 and on the back, we find basic information about the bird. In many ways this was quite educational.

The 1957 Church Report

By James Thomas

For many decades St. Helen's church on Lundy has suffered from the effects of the Lundy weather. The church was built during the late 1890's to a traditional design when comfort standards for buildings were much lower than today's expectations. The stone cavity walls have been known to allow moisture penetration and condensation forms on the inner wall surfaces due to the lack of heating and insulation. In addition to this, the slate covered roof suffers from storm damage.

The church was last renovated during 2017 and now looks beautiful again, but before the renovation it was in a sorry state with green mould on the inner surfaces of the walls, damaged windows and slates missing from the roof. The renovation was in the planning stages for several years before work commenced on site and various options were considered, one of which involved a radical plan to reduce the size of the church. At the time this was considered quite shocking but it was not the first time that such an idea had been discussed.

The church was experiencing the same problems back in 1955 when Albion Harman instructed John Worrow & Partners of No.3 Field Court, Grays Inn, WC1, to draw up plans to show options of how the church can better go forward. There was a lot to consider which took two years before John Worrow and Partners were instructed to proceed with preparing a full costed Report and Structural Condition Survey.

It was concluded that "any building should satisfy the following: -

- 1) To be sufficient for its requirements.
- 2) As weather and damage proof as possible.
- 3) Easily and readily maintained by everyday and simple materials and in an emergency by the Island inhabitants."

To carry out immediate repairs to the existing structure which included pointing the external walls and to overhaul the slate pitched roof, lead flat roof, flashings and gutters would cost £4,350.00.

However, the report also discussed the possibility of demolishing the existing church and replacing it with a smaller structure with a peak attendance capacity of 35 people. It also stated that the new structure should be economic to maintain.

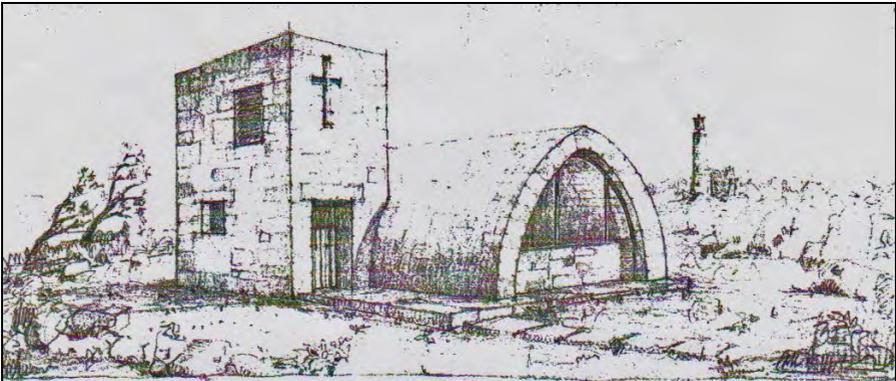
The author of the report suggested that “a low, small structure easily accessible with the minimum of equipment and labour, easily repaired and avoiding slated rooves. I envisage a granite barrel vault for the main body of the church where the roof and walls are an integrated part with a small tower housing the entrance with perhaps the vestry over the porch with a flat roof.”

He was aware of the shock of this suggestion because he said “no doubt any suggestion that Lundy would be economically better served by a smaller structure will be at first met with a perfectly understandable resistance from some of those who have grown up with St. Helens.”

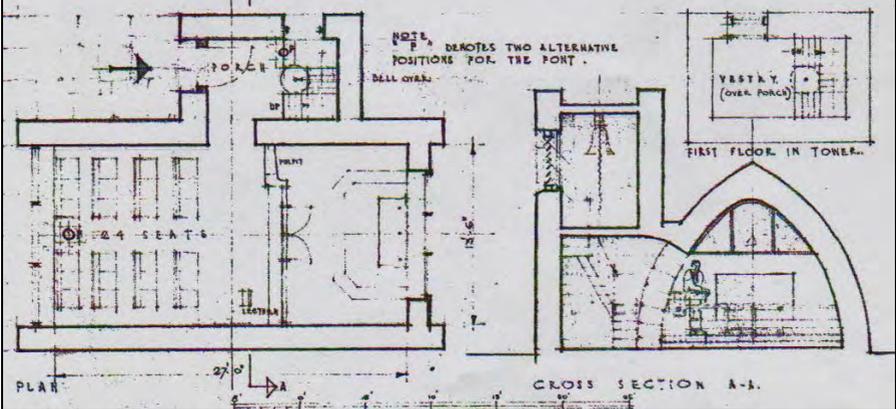
It was estimated that the cost of the new structure, excluding fittings such as seating and furniture, etc. would be £5,000. The author conveniently neglected to include the cost of demolition and the possible re-use of salvaged materials.

As we know, the old church was not demolished and the new one was not constructed. I do not know who made the final decision and why, but I do know that there was a lot of opposition from the Reverend R.C. Dixon who was then based in the Vicarage at Appledore. Also, during the 1950s, Lundy was not awash with money and I am sure Albion Harman had more important projects to consider before constructing a new church, which is owned by the Church of England.

On the following page is a copy of the original drawing prepared by John Worrow and Partners dated May 1955. The drawing shows the Old Light in the background so it appears that an alternative more sheltered location was not considered.



SIDE (TOWER) ELEVATION FRONT ELEVATION.



Who Was Peter Clark, a Prolific Producer of Flight Covers?

By Roger Cichorz and Mark Bailey

The June 2024 issue of *Les Iles Normandes*, the quarterly journal of the U.K.'s Channel Islands Specialists' Society, has an article by David Gurney in which is illustrated a Peter Clark 1961 first flight cover. This cover marking the first flight London to Frankfurt on 1 November 1961 was carried by hand from Jethou to Guernsey (thereby franked with a Jethou local stamp on back) and subsequently posted to Frankfurt via London.

As most Lundy Collectors are probably aware, Peter Clark was a prolific source of airmail flight covers from the early 1960s into the early 1970s, but to my knowledge no information on Clark has appeared in any earlier Lundy publications (notably *The Puffin Journal* and *LCCPQ*). Consequently, I followed up with a query article in the September 2024 issue of *Les Iles Normandes* with the above title in which I showed another Clark cover with a Jethou 3d tied by February 6, 1962 cds on back, franked with a 2d Wilding and 1d 3rd Anniversary C.I. liberation issues tied by a Guernsey August 7 slogan postmark.

I stated that most (some 30 or so different) of my Clark flight covers spanning his ten or so years of proficiency are with postmarked Lundy stamps, with G.B. stamp frankings for his covers addressed to Germany and other European countries and West Germany stamp frankings for his covers addressed to the U.K. My article indicated that my attempts failed to find any information on the "Major P S J Clark" (as well as other Clark variants) who produced those flight covers. I included the following verbatim information as part of my query.

"I assume that his name is Peter Clark because he had "Major Peter Clark" printed on the back of one of his 1967 flight covers. However, other covers are addressed differently, for example, P.S.J. Clark M.Inst.B.E (either printed or with an attached label, circa 1962-63), Mr. P Clark (1966), P.S.J. Clark (1968), Major PSJ Clark (1970-71)."

"A 1963 flight cover has Annemarie Clark printed on the reverse flap, another 1963 FFC has a label with P.S.J. Clark M.Inst.B.E, two 1962 FFCs addressed to Mr. Peter Clark have rubberstamped "Clark Annemarie" on the back flaps, and another 1962 FFC addressed to Mrs. Anne Clark has Mr. P.S.J Clark M.Inst.B.E printed on the back flap."

“One of my 1971 covers is (label) addressed to Miss Patricia Clark. Can we presume Anne is Annemarie and that was his wife, while Patricia was their daughter?”

“The earlier Clark FFCs had Düsseldorf, Germany return addresses on them, but by 1966 they had changed to 68 Norman Ave., Sanderstead, Surrey, England and remained that way thereafter.

My on-line search attempts besides the Clark name variations included "Sanderstead, Surrey" as I thought there may be some mention of him associated with his hometown, but I drew a blank on that as well. RAF records show a Major Peter Clarke (with a different middle initial and last name spelling) but no Peter S J Clark who I could find.”

“My conclusion is that Peter Clark was an avid airmail collector or possibly a stamp dealer, who enjoyed preparing flight covers. Several of my Clark covers are addressed to other names in Germany, Italy, Sweden, and Russia, so could he have been exchanging with or selling his covers to other collectors? – or were these contact persons with whom he had made arrangements to receive multiples of his covers and subsequently return them to him via separate mailings?”

“If you would like to try a search for this “Peter Clark” on the internet, please be my guest and report your findings to the Editor. Perhaps you'll discover alternatives to my conclusion and can come up with some specifics about this man.”

Well, lo and behold and fortunately for us, Mark Bailey was quick to reply after he read my article, and he provided me with the following biographical information about Peter Clark that I am pleased to pass on for the record.

Peter Sidney John Clark (1921-2010)

Peter Sidney John Clark was born on 31st March 1921 in Caterham, Surrey. His father was Sidney Clark. In 1939 he was living with his parents and older brother, Jack, at 52 Foxon Lane, Caterham, Surrey. In 1941, he attested to join the Royal Regiment of Artillery. His service number was 1817689. In 1952, he married Annemarie Katharina Van Kempen (1925-2011).

In the late 1950s and early 1960s, he was the Honorary Secretary of The British Businessmen's Club, with an address at Tannenstrasse 8, Düsseldorf, Germany. He used the postnominal M. Inst. B.E. which means that he was a Member of the Institute of British Engineers.

Peter Clark was an expertiser, being a member of the Bund Philatelistischer Prüfer E.V., the leading German association for the examination of philatelic collectibles, from 1961. His areas of expertise were for the German occupation of the Channel Islands, Lundy, and Propaganda forgeries. Thus, there are philatelic items for which he issued an expertisation certificate.

In Surrey, he was at 122 Eldon Road, Caterham and he later moved to 68 Norman Avenue, Sanderstead, South Croydon. That address was one he used as a return address for items of post he had sent Poste Restante in 1966. On 16th December 1990, Annemarie Katherina Clark and Peter Sidney John Clark of 68 Norman Avenue, South Croydon, Surrey, were appointed as Directors of Palex Consultants Ltd. This business services company was registered on 23rd June 1988 and it was last active on 31st March 1991.

Peter and Annemarie lived at 68 Norman Avenue, Sanderstead, South Croydon, Surrey until the end of their lives. Peter Clark died on 23rd March 2010, and Annemarie Clark died on 26th October 2011. Other than as an addressee on items of mail, I can find no reference to a Patricia Clark associated with Peter and Annemarie.

Now we know something definitive about Peter Clark, a prolific producer of flight covers.





