

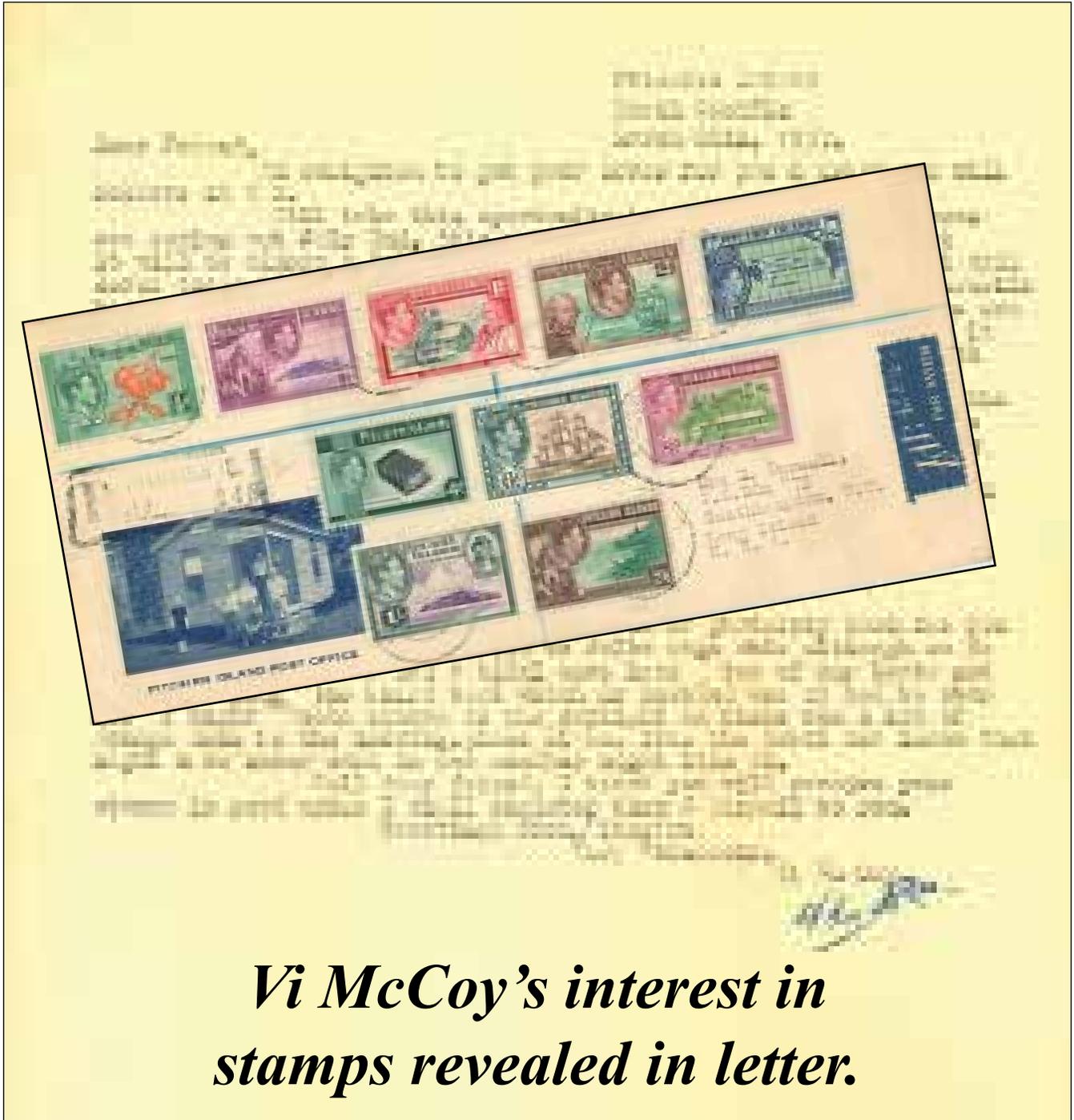
PITCAIRN ISLANDS STUDY GROUP

PITCAIRN LOG

Vol. 45, No. 1

January - March 2018

Whole No. 178



Vi McCoy's interest in stamps revealed in letter.



PITCAIRN LOG



Vol. 45, No. 1 -- Whole Number 178
January - March 2018

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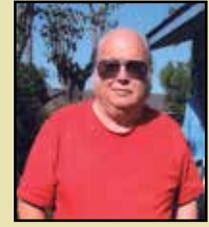
MEMBERSHIP INFORMATION

Membership is available in two categories:
REGULAR and CONTRIBUTING. The fees are: U.S.,
\$20 per year. CONTRIBUTING membership is an
extra \$5 (or more). The *Pitcairn Log* is sent First Class
International to non-U.S. members and by Standard
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President's Message

By Steve Pendleton



The first thing I want to say to all members is that we owe a great deal of gratitude to Vern Kisling, our outgoing president. I have met Vern several times (as well as former presidents Ted Cookson and Mark Butterline). Each was an outstanding leader, and our society was in good hands. I can only hope to continue in their footsteps. With their help I can assure every member that your society will try to maintain the high quality of service you have come to expect.

I must also say that the *Log* continues to be an outstanding source of information on Pitcairn, its philately and history as well as continuing news stories. Dr. Parker has set a high standard for our publication. Our readers have many varied interests which extend far beyond the usual specialization of a philatelic publication. Although we originated as a philatelic organization, I know that we have attracted a far more cosmopolitan membership, and we will continue to try and meet their needs.

Having said that, I was rather horrified to see the major drop in membership noted in the last *Log*. I know that some of the lapsed members have renewed, so it isn't quite as dramatic as it appeared. However, we still have a large loss, especially for one year. So, as per the last several years, our number one problem must be securing members.

The one major hope I have at least at the beginning is to attract members through the new Friends internet interest group. I haven't joined yet but would very much appreciate information from anyone who has. One suggestion is for someone to report to that group either an advance email on the contents of each *Log*, or a brief report on same after publication. It would also be a good idea for someone to do this for *Dem Tull*.

I have for years been a member of the Pacific Islands Study Circle in Great Britain. I believe many

of our members are also members of the Pitcairn Norfolk Philatelic Society. Since I still have a small supply of "premium" items, I have made a special offer to members of the PISC. We'll see if that generates any new members.

One idea which has occurred to me is to consider advertising in a travel magazine. Since travel to Pitcairn -- or at least dreaming about it -- is still popular, perhaps it is worth investigating. It may be that the cost would outweigh the benefits, but we should perhaps at least learn about it.

It might also be worth investigating to explore possible additional cooperation with Russell and Louise Watson at the Pitcairn Islands Philatelic Bureau. It certainly would be nice if we could coordinate advertising with their website.

On a more personal note, I would like to welcome Herb Ford to my neck of the woods. I'm not quite sure why he is moving to the small town of Exeter, only about 10 miles or so from Visalia, but it will be nice to have him as a neighbor. Unfortunately, Exeter, as "orange-y" as it is (lots of orange groves), is no match in beauty for the gorgeous views of Angwin and Pacific Union College. And if this summer was any indication, global warming is finding a center here in the San Joaquin Valley.

Finally, I would hope that everyone who has a suggestion (or complaint) should write or email. I can't guarantee action to suit all, but I will listen. In the meantime, I echo Dr. Parker's plea for articles. It's your society, and we need your written (as well as financial) contributions.

Deadlines for the Log:

January issue: November 1

April issue: February 1

July issue: May 1

October issue: August 1

A mystery about a Pitcairn transit mark in World War II

By Klaus Hahn

When I had a look at the Tristan da Cunha cover shown on the next page, my interest was peaked because I'm a collector of postal history of both Tristan da Cunha and Pitcairn. With such interest, what's better than a cover with postmarks of both islands?

At a first glance, all seems quite ordinary. Both Pitcairn and Tristan da Cunha are remote islands sparsely populated with the only connection to the outside world by ship. And ship visits are very well recorded. A Tristan da Cunha shipping list was published by Robin Taylor of the United Kingdom through the St. Helena, Ascension and Tristan da Cunha Philatelic Society (SHATPS) and a Pitcairn Islands list was published by Herbert Ford from the Pitcairn Islands Study Center. Because I owned only the Tristan book, I asked Herb Ford for help, which he kindly offered.

But let me come back to the cover, which is interesting enough for research. The cover is of philatelic nature and the addressee was probably a philatelist or a stamp company. Why? The use of an address handstamp was usually limited to senders with great mail production, and there are at least two similar covers with the same handstamps.

The details of the cover:

- Franked with Canadian stamps issued May 15, 1939.
- Struck with the undated Tristan da Cunha missionary handstamp Type V, in use between 1929 and August 24, 1940.
- Struck with an undated circular New Zealand tax cachet "40 Centimes."
- Struck with the Pitcairn datestamp of April 10, 1940.
- Struck with a 4d tax cancellation applied in England.
- Applied two English postage due stamps struck with arrival datestamps of Whitley Bay, May 31, 1940.

A look at the book *Tristan da Cunha - Ships' Visits between 1901 and 2016*, starting with the issue date of the Canadian postage at May 15, 1939 reveals the ships visiting Tristan da Cunha between the issue of the Canadian stamps and the cancellation on Pitcairn at April 10, 1940:

1939

November 16: *Lancing* (Norwegian) whale oil tanker heading for Antarctica brings news to the island that World War II has started.

1940

January ??: *President Roosevelt* (American) steamer (later renamed *Joseph T. Dickinson*).

January 5: *HMS Cumberland* (British).

March 7: *HMS Dorsetshire* (British).

A fellow SHATPS member responded to my request to say the whaler *Lancing* was never as far north in the Pacific as the Pitcairn Islands, so this vessel is not likely responsible for the transport of this cover.

The steamer *President Roosevelt* visited Tristan da Cunha in January 1940. The route of its travel from Tristan is unknown.

HMS Cumberland: Returning from Falkland Islands area and River Plate, the warship visited Tristan da Cunha on January 5, 1940. Later in January and February 1940, it was refitted in South Africa, then escorted convoys in West Africa and the Middle East.

HMS Dorsetshire visited Tristan da Cunha on March 7, 1940, then returned to England and collected a batch of mail received in London on March 24, 1940.

Because of the undated Tristan cancellation, the date of leaving Tristan da Cunha isn't known. Only the *HMS Cumberland*, the *President Roosevelt* or *HMS Dorsetshire* could be responsible for part of the transport of the cover. Because of other known Tristan mail transported with *HMS Dorsetshire*, we know that *HMS Dorsetshire* mail was struck in

England on March 26, 1940, time enough to transport the cover from England to Pitcairn.

But why should a cover from Tristan da Cunha, addressed to England, be transported from its destination to England first, then to Pitcairn and back to England? That makes no sense, even for a stamp dealer perhaps interested in making a cover more interesting by sending it via Pitcairn. But, it seems more likely the mail was transferred from one ship to another somewhere on its way to Pitcairn.

Herb Ford, author of the book *Pitcairn Port of Call*,¹ suggested that if the cover was not carried from Tristan da Cunha on the *President Roosevelt*, (which I don't think it was because that ship never called at Pitcairn), how

might this philatelic cover have been postmarked on Pitcairn on April 10, 1940, and still have arrived in the United Kingdom by May 31 of the same year?

It is (remotely) possible HMS *Dorsetshire* could have brought the letter from Tristan da Cunha to the United Kingdom in time for it to be put aboard the *Akaroa II*, which likely sailed from the United Kingdom on March 20, give or take a day or two. If that were the case, the letter would have arrived at Pitcairn aboard *Akaroa II* on March 31.

The letter could have remained on Pitcairn Island until postmarked on April 10, then put aboard *Mataroa* on April 17, carried to Auckland, arriving there on April 23 or 24. Depending on when *Mataroa* departed Auckland on her homebound voyage, the letter could easily have arrived in the United Kingdom before May 31.

If this was the case, once the letter was received in the United Kingdom, why was it forwarded to Pitcairn Island? If it was addressed to a person (or company) in the United Kingdom, why was it not held and sent to the address in the United Kingdom without having been shipped off to Pitcairn Island?

Many unanswered questions.

In Herbert Ford's book, three ships are listed as calling at Pitcairn Island during March and April 1940:

March 15: Steamer *Tamaroa*, from London, bound for Auckland.

March 31: Royal Mail Ship *Akaroa II*, from Lyttleton, New Zealand, bound for London.

April 17: Steamer *Mataroa*, from London, bound for Auckland.

The next ship calling at Pitcairn was the liner *Rangitane* on May 31.

It remains unclear which ship, the steamer *Tamaroa* or the Royal Mail Ship *Akaroa II* brought the cover to Pitcairn.

Only the transport from Pitcairn after



An interesting 1940 cover with markings of Pitcairn, Tristan da Cunha, Canada, and the United Kingdom.

April 10, 1940 seems obvious. As Herb Ford pointed out, the *Mataroa* carried the cover on April 17 from Pitcairn, and it arrived in England on May 31, 1940, where it received the tax marking.

No advice was written on the cover (e.g. "via Pitcairn"), and there is no redirection to the addressee, so I think that the Pitcairn step on the postal way between Tristan da Cunha and England was a pure coincidence. You see, even "philatelic" covers can be interesting to research, but not always with a satisfactory result.

If you know more about the transport of this cover, please be so kind to email me at: kdhahn333@t-online.de.

FOOTNOTE

¹ Herbert Ford, *Pitcairn Port of Call*. (Angwin, California: Hawser Titles, 1996).

ACKNOWLEDGMENT

My thanks to Herbert Ford of the Pitcairn Islands Study Center and SHATPS member Clifford Allen.

Interesting letter shows one islander's thought about Second Definitive Series!

During the post World War II era, Pitcairners diligently wrote letters (the “real” kind, not electronic mail) to correspondents around the world. Many of the people with whom islanders corresponded were stamp collectors.

Surprisingly, not a huge amount of that correspondence has survived the march of time. Often, the islanders used whatever stationery was available,

Ford records the steamship *Athenic* at the island on March 23, the day before the letter was written but three days before it was postmarked on Pitcairn. That vessel was from Panama, bound for Wellington, New Zealand. On March 26, the Shell Tankers’ tanker *Nuculana* arrived from Panama, bound for Australia. No other vessels were recorded until April 20, and it, the M.S. *Corinthic* was bound for Auckland, New Zealand.



Cover postmarked on March 26, 1957 from Vi McCoy on Pitcairn, and addressed to Southampton, New York. It contained the letter shown on the next page.

quite often from passing ships, as was the piece we are about to explore.

Vi McCoy carried on “pen pal” correspondence with many people in the United States, and a lot of them were philatelists. The letter which follows was dated March 24, 1957 and typewritten on Shaw Savill Line stationery. She used the verso, or reserve side from the printed letterhead for her letter.

Interestingly, Herb Ford in his book *Pitcairn Port of Call* does not list an eastbound vessel arriving at Pitcairn around that date. The cover, franked with 10 King George VI stamps from the First Definitive Series, has very faint postmarks of March 26, 1957.

In any event, it is an interesting letter which tells of Vi McCoy’s interest in stamps. There is no indication on the letter to whom it was sent, but the envelope is addressed to Mrs. E. Dunwell in Southampton, New York.

Backstamps indicate the letter was received in Cristobal, Canal Zone on May 6, 1957, and at the Southampton, New York postal facility on May 8, 1957. The cover bears Kitching’s Type 8.6 registry marking (known through 1960) and Parker’s Type 24 printed cachet in blue.

Pitcairn Island
South Pacific
March 24th, 1957.

Dear Friend,

Am delighted to get your cover for you & trust you will receive it O K.

Will take this opportunity to tell you our new issues are coming out July 2nd, this year so if you require a full set it will be almost a dollar & half this of course includes a pictorial cover there will be two high values instead of just the 2/6 there will be 2. which will make 11 only in the set, where just now there are only 10. No, we don't have any higher values that is all that is issued. So I would say 3 dollars would get you two full sets with Pictorial covers registered etc.

I wrote & told the girls about the new stamps as the post master never used to get any word about them, & then as soon as I wrote the message came through officially so now we all know.

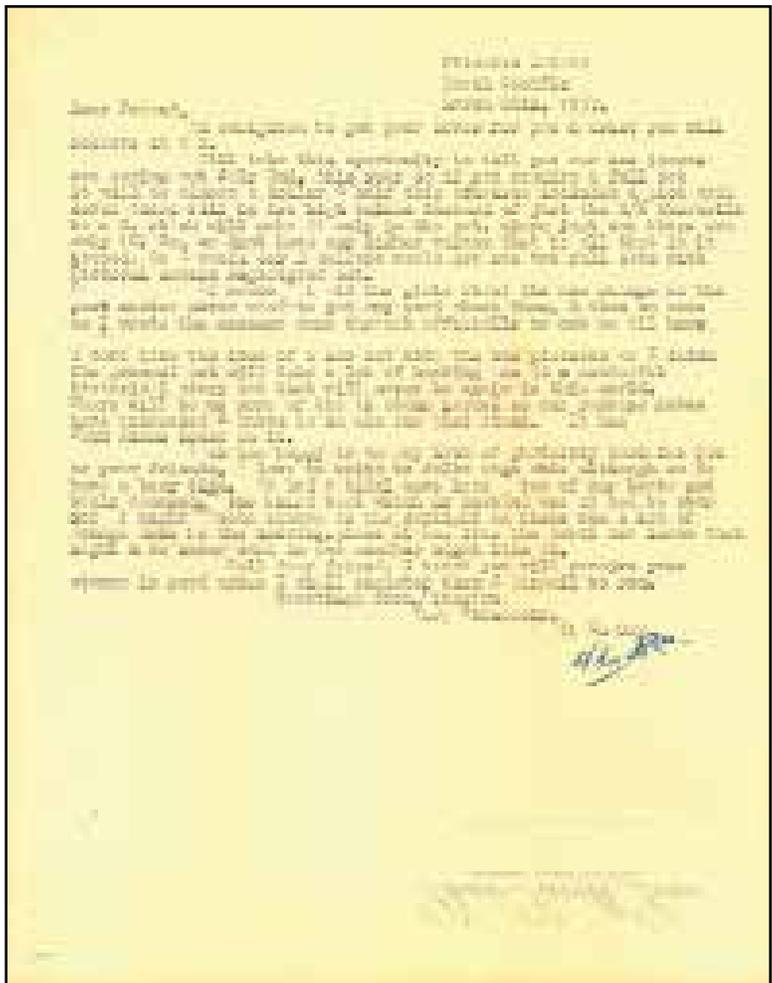
I don't like the idea of a new set with the new pictures as I think the present set will take a lot of beating as it a wonderful historical story set that will never be again in this world. There will be no more of the 1 1/2 stamp issued as our postage rates have increased & there is no use for that stamp. It has John Adams house on it.

I am too happy to do any kind of philately work for you or your friends. I love to write to folks when able although we do have a busy time. We had a tidal wave here, two of our boats got badly damaged & the third boat which my husband was in had to stop out 1 night and come ashore in the daylight as there was a lot of damage done to the landing place. It was like the devil let loose that night & we never want to see another night like it.

Well dear friend, I trust you will receive your stamps in good order I shall register them & Airmail to you.

Greetings from Pitcairn.

Very Sincerely,
Vi McCoy



Typewritten letter from Vi McCoy dated March 24, 1957 and sent to the U.S. The stationery is very lightweight through which the Shaw Savill Line letterhead can be seen in reverse at bottom. It was common in this post World War II era for islanders to reuse paper for writing.

FOOTNOTE

¹ Herbert Ford, *Pitcairn Port of Call*. (Angwin, California: Hawser Titles, 1996), 319.

This letter and cover are from the Jimmy Brill Collection and are reproduced with permission.

EDITOR'S NOTE

Capt. Jeff Thomas provided an excellent article on the voyage of the *Swallow* in the October 2017 issue of the *Pitcairn Log*. Unfortunately, the last two lines of the article were left out. Here is the missing part: "Where then would the *Bounty* have finally ended up? Who knows. What an intriguing thought."

To further complicate matters, the headline noted the voyage dates at 1766-1779, and the correct dates were 1766-1769. Blame it on an aging editor's tired eyes!

Ducie (and Oeno) are dumps, too

By Steve Pendleton

The recent *Pitcairn Log* article by Vern Kisling¹ (the garbage on Henderson Island) reveals an inconvenient truth. Even a really isolated island (such as uninhabited and rarely visited Henderson) can become a dump for the world's junk. But here's an even sadder fact -- the other low islands of the Pitcairn group (Oeno and Ducie) have been subject to the same reign (or "rain" if you will) of garbage.

In 1995, the Linnean Society published a compendium of erudite scientific articles discussing results of the Sir Peter Scott Expedition to the islands in 1991. This volume is titled *The Pitcairn Islands: Biogeography, Ecology and Prehistory*,² and was published by Academic Press in London for the society. I will admit that, even having taught science for six years (the happiest of my academic life), I am woefully uneducated when it comes to understanding scientific jargon. However, the last article in the book came across loud and clear. It is called "From Castaways to Throwaways: Maritime Litter in the Pitcairn Islands" by T.G. Benton. The methodology is very interesting, as well as the results achieved.

Researchers measured a portion of beaches at Oeno, Ducie and a beach in southwest Ireland. Remember the beach at Oeno was measured on the sandspit which juts out into the atoll lagoon, while the Ducie sample was taken from an ocean-fronting beach on the northern large islet (Acadia) of the atoll. On Ducie, a track 4,000 meters long was inspected. On Oeno, it was 500 meters x 5. The beach in Ireland was measured at 891 meters.

The levels of garbage were measured at 0.12 per square meter on Ducie; 0.35 on Oeno; and 0.22 in Ireland. That means that the Ducie and Oeno beaches were at about the same range as one near Europe. (I do not know if a similar number is known for Henderson, and Vern Kisling indicated that Pitcairn itself, being a high island, did not accumulate any.)

So who is the guilty party (or parties?) Mr. Benton went on to examine in detail the kind of debris found. One item topping the list at all three spots

was miscellaneous plastic items. Next came buoys, followed by glass bottles. One item not found in Pitcairn waters, but seen in Ireland, was disposable diapers. Some unusual items found on the atolls were different children's toys, a Watney's beer barrel and a shotgun shell.

The country of origin for many items was Japan. The researcher was even able to determine that of many bottles once containing alcoholic beverages, the most popular was Suntory Whiskey of Japan.

The actual source of much of the garbage is believed to be the illegal dumping at sea by passing ships. In 1992 a large deposit of tar was seen on Ducie which was probably caused by a passing ship flushing its tanks.

Since these islands are not often visited (Oeno for parties and fishing, of course; Ducie mainly by scientists and adventure tourists) the damage caused by these deposits is to local wildlife. Ingesting plastics is one major problem. However, some junk may also serve a positive purpose in providing shelter.

Certainly it is disturbing to find out that even the wildest parts of the world are victims of our advanced civilization.

FOOTNOTES

¹ Vernon Kisling, "Henderson Island: Plastic Paradise," *Pitcairn Log*, Vol. 44, No. 4 (October-December 2017), p. 10-11.

² T.G. Benton and T. Spencer. *Pitcairn Islands: Biogeography, Ecology and Prehistory* (London: Academic Press, 1995), n.p.

**Would YOU recruit a
new member for PISG,
and do it soon?**

Pitcairn's Polynesian legacy

By Wilf Bloom

On March 30, 2017, the French Polynesian post office (Office des Postes et Télécommunications) issued a lovely stamp titled *Les Vahine du Bounty* ("Women of the Bounty"), to complement the three-stamp "Women of the Bounty" souvenir sheet the Pitcairn Islands issued two days before.

Also printed on the stamp was the wording, "*Emission commune avec Pitcairn Islands*" ("Joint issue with Pitcairn Islands"). The two philatelic offices shared a booth at the Melbourne 2017 Stamp Show.

As a background to some very attractive Pitcairn-related stamps which the Tahiti-based postal service has released since 1983, a brief account of some early Pitcairn history is necessary.

HISTORY

While the mass exodus of the Pitcairn Islanders to Norfolk Island in 1856 is fairly well known, especially by collectors of Pitcairn and Norfolk stamps, what is less well known is that there was a previous mass emigration of Pitcairners to Tahiti 25 years earlier, in 1831.

A few years before John Adams's death in 1829, he and the adult Polynesian women on Pitcairn had discussed emigration of the islanders back to their ancestral home in Tahiti. John Adams' request for emigration eventually reached Sydney. HMS *Comet* and the barque *Lucy Ann* were dispatched to Pitcairn, arriving in Bounty Bay on February 28, 1831. Some Pitcairners were reluctant to leave their homes, but they did, and the ships set sail for Tahiti a week later, arriving on March 21, 1831.

Queen Pomare IV was a kind and gracious host, granting the new arrivals land to build houses. On April 21, 1831, a month after arriving, Thursday October Christian, oldest son of Fletcher, and the oldest male in the Pitcairn community, died of disease.

Within five months, another 11 had died, while there was one birth. The innocent Pitcairn people had no immunity against disease, and could not adjust to the loose morals, alcoholism, and lifestyle of

the Tahitians. All attempts to leave Tahiti failed, until the arrival of Captain William Driver of Salem, Massachusetts. He offered to sail the remaining 65 Pitcairners home for a fee of \$500 on his whaler *Charles Doggett*. The sum was raised by local community subscriptions, and the sale of blankets and other necessities by the Pitcairners.

After leaving Tahiti on August 14, Captain Driver safely delivered his passengers to Pitcairn on September 3, 1831, after six months away.



PITCAIRN-RELATED STAMPS

In 1983, a fine 200 franc airmail stamp, with images of Captain William Bligh, a breadfruit plant, and a map of the Pacific, and the title "*L'exploit du Capitaine Bligh*" was issued. The stamp was printed in sheets of five vertical pairs, with a facsimile Bligh signature on the left selvedge of each stamp, and an image of the HMAV *Bounty* on the right side selvedge (Scott #C199).



In 1988, a pair of stamps commemorating the centenaries of births of *The Bounty Trilogy* authors, Charles Nordhoff and James Norman Hall, in 1887. The sheets have selvedge "tabs" with their names,

Continued on page 10



dates, and titles of their books (Scott #476-477).

• In 1989, PHILEXFRANCE 89 celebrated the 200th anniversary of the French Revolution, and (more importantly for us as stamp collectors) the “Mutiny on the Bounty.” A beautifully-engraved 100F stamp and 200F imperforate souvenir sheet were released. Both showed the scene of Bligh and his loyal followers in an open boat at *Bounty’s* stern (Scott #515-516).



• In 2002, an image of James Norman Hall’s House at Papeete, now a museum, was issued. Hall lived there for 25 years, until his death in 1951 (Scott #832).



• The 50th anniversary of the on-location shooting of the classic movie *Mutiny on the Bounty* starring Marlon Brando, rated a fine 500F stamp. The image included a view of Matavai Bay, and the cinematographer and his movie camera (Scott #1064).

• 2017 “Vahine du les Bounty,” referenced in the opening paragraph of this article.



Other French Polynesia stamps which could be included in a small collection of “Pitcairniana” are the 2006 pair showing the Marquesa Islands (about 500km from Pitcairn), home to Pitcairn’s supply ships (Scott #917-918) and a 2010 stamp to honor the Pacific explorer, Captain F.W. Beechey, who visited Pitcairn in 1825 (Scott #1023).

PITCAIRN’S OWN POLYNESIAN STAMP LINKS

- 1967 ½d Mangarevan Canoe
- 1971 Polynesian Art
- 1988 Ships: 30¢ *Lucy Anne*, 35¢ *Charles Doggett*
- 1989 Bicentenary II souvenir sheet
- 1994 5¢ Thursday October Christian
- 2006 Captain William Driver souvenir sheet
- 2006 Polynesian Cave Dwellers souvenir sheet
- 2007 Polynesian Rock Carvers souvenir sheet
- 2011 Supply Ships
- 2012 Tapa Art souvenir sheet
- 2013 *The Bounty Trilogy* authors Nordhoff and Hall
- 2014 \$2.80 Marlon Brando stamp of Fletcher Christian Anniversary set
- 2015 Breadfruit Saga souvenir sheet

Orange postcards from Pitcairn Islands

By Ian Wilkinson
Of the United Kingdom

I have a number of postcards in my collection that depict the cultivation of oranges in the U.S. These postcards have the Pitcairn Islands George VI ½d cluster of oranges stamp cancelled on the front of the card. I believe that Floyd and Violet McCoy produced these cards to sell to tourists and stamp collectors. I do not know the numbers they may have produced or if they used any more types of postcards than the four types that I have in my collection. Has anyone else seen any more of these interesting postcards?



Figure 1
Tichnor Brothers, Boston, Massachusetts,
postmarked July 28, 1955.

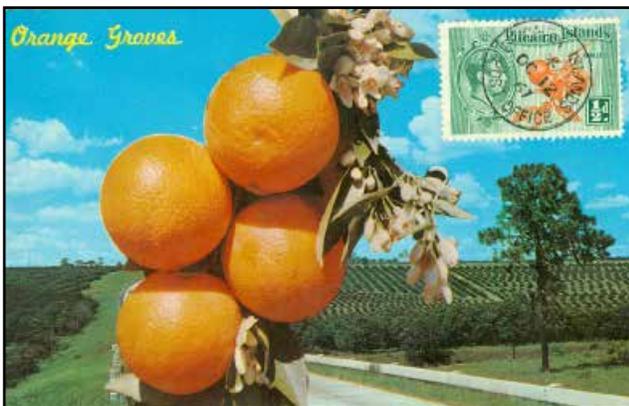


Figure 3
Orange Groves. Dexter Press, USA.
Postmarked October 12, 1967.



Figure 2
Reverse of Tichnor postcard has seasonal
greeting from the Brantford stamp club.
Variations of this card in my collection are the
Floyd McCoy signature on the back of the card.



Figure 4
Oranges and snow. Western Publishing,
California, USA. Postmarked October 12, 1967.

Figure 5
Handpicking
“California
Gold” Color
Pictures, Boston,
Massachusetts.
Postmarked
December 22, 1956.
(Size reduced)



Getting to Pitcairn Island in 2018

By Steve Pendleton

PISG President

I was recently asked to research the different ways of getting to Pitcairn, and staying there (that is, if you don't have relatives there). So here's a rundown on the most recent information. But don't sue me if you end up in Rarotonga.

One way to get to the island, though I have never tried it, and it could be very chancy, is to find a yacht and hire on, or procure a berth. There is a service which does this, and they have been in business many years. This is not to be construed as a recommendation as I have not used them and know no one who has. It is: Ocean Voyages, 1709 Bridge-way, Sausalito Ca. 94965, phone 415-332-4681.

The most secure way to get to Pitcairn would be the standard route through Tahiti. Of course, you can't fly all the way, but you can do most of it. You do need a landing permit for the island, which I believe costs \$50.

As of September 2017, there are flights from Los Angeles direct to Faaa, Tahiti via Air Tahiti Nui. These leave from Tom Bradley International Airport, but their check-in may be at another terminal. (For those who have never navigated the mess at LAX, this is the huge reception area at the west end of the airport. All the immigration facilities are there. It is a good 15 minute or more drive from the nearest hotel ... don't try to walk. If you book a hotel be certain it is on or near Century Boulevard. I've had friends who stayed around Disneyland, which is far, far away.)

Tahiti Nui uses a large Airbus A340-300 aircraft. I have flown them twice. Frankly, they have rather uncomfortable seats but attentive service. The flight takes eight hours, 25 minutes and is non-stop. The airport at Faaa is on the reef a few miles from downtown Papeete. I haven't flown through there in 14 years so I hope the place has been improved. As I remember it, there wasn't any air conditioning in the lounges and the prices were outrageous (but that's true in every airport).

You will probably need to stay a night or two just to make sure you can make your connections. There are a few very nice hotels near the airport but that's

up to you to make your selection.

The next leg is trickier. You must fly from Faaa to Mangareva (Gambier Islands). This is one of the longest routes in French Polynesia, being matched only by the flight to the Marquesas. Also, as far as I know it only goes once a week, with occasional intermittent other flights. This is the domain of Air Tahiti, which flies all over the archipelago. Since they land at some very primitive strips (the one at Mangareva is simply a plowed outer atoll) they use very small ATR 42 turboprop aircraft. Safety? They have a good record, with only one fatal crash out in the Marquesas which didn't seem to be their fault.

This flight takes a bit over four hours, and makes an intermediate stop at the atoll of Hao. When you get to Mangareva, a harbor taxi takes you from the atoll to the main village of Rikitea. You need to have sufficient French Polynesian funds to pay the cost, and it's about 30 minutes on the boat.

The total cost, not including your hotels in Los Angeles or Tahiti, is estimated at NZ \$3320. That isn't quite as steep as it looks because there's a favorable exchange rate for U.S. flyers. It is possible that prices could change depending on what time you fly, but I have been told that such might not happen. I have also been warned that seats for these flights, especially the one to Mangareva, can fill quickly.

Here are website addresses for Pitcairn Islanders who have agreed to being listed!

Len and Dave Brown

<http://www.pitcairn.pn/~brownsproducts/>

Andy Christian

<http://www.andrew.christian.pn>

Dennis Christian

<http://www.pitcairn.pn/~dennisirmaproducts/>

Mike and Brenda Christian

<http://www.christian.pn/>

Heather Menzies and Kerry Young

<http://www.young.pn>

Jay and Carol Warren

<http://www.bountycrafts.pn/>

Meralda Warren

<http://www.meraldaonpitcairn.com/>

Mike Warren

<http://www.onlinepitcairn.com/>

Interest in philately led to discovery of Pitcairn heritage

By Mike Warren

My name is Mike Warren and I live in the southeast of England. My interest in the Pitcairn Islands came about because of my hobby of stamp collecting. I have been collecting stamps of the world for over 60 years. I started to specialize in the British Machins in 1967.

In 2001 I came across a small selection of Pitcairn stamps at a stamp fair in Dover, Kent and purchased it for very little. Although I had little time to spend on collecting, I now and again came across more from the islands and put these by for later.

In 2003 I saw on e-Bay *The Pitcairn Islands Stamp Catalogue*, compiled and edited by Bill Hornadge, first edition 1976. I went through this catalogue and found it more than fascinating. The background and history of the Pitcairn Islands, along with the listing of the stamps was very addictive, and since then I have concentrated on finding out more about the islands and the people. I did vaguely know about the mutiny, but the pull to extend my knowledge became more intense. I read everything I got my hands on and quickly found the romance sometimes outshone the true history. I really liked the publication *A Description of Pitcairn Island and its Inhabitants* by Sir John Barrow.

I became more and more hooked, but as I had a very engaging career as a dairy farmer, I had very little spare time, but never lost my interest in the philatelic and history of Pitcairn. In 2015 my life came to a standstill when I was struck down with a form of cancer that caused me to be paralyzed. I spent five months on palliative care and when I managed to get home and move a little, I thought that I would very much like to put my philatelic collection in order.

It was not the value that interested me but the thought that nobody was going to appreciate the personal study I had put into the collection. In comparison much more study had been done on the British Machins than on the stamps of Pitcairn. An interesting point was as I was sorting out some

fairly recent issues, I came across a miniature sheet depicting Mrs. Lily Warren. Mrs. Warren was an extremely well known midwife and a great friend to the islanders, especially the mothers who she attended births for three generations.

The knowledge that we had the same surname, by marriage, as myself, lead me to find out if we were in any way related as I knew my family tree as far back as 939 and the Normandy King William.

After a lot of study I found out we were directly related and that also means to all the Warrens on Pitcairn, Norfolk Island, New Zealand and Australia. The notable common ancestor was Samuel Russell Warren, who sailed on the whaling ship *SS Hope* from New Bedford, Massachusetts on February 8, 1857.

Samuel was born on February 28, 1830 in Tiverton, Rhode Island, and was accompanied by his brother Frank who was only 15 when the *Hope* sailed. The captain was Leonard Gifford, who was Samuel and Frank's uncle, and their aunt was Catherine Warren (Gifford). The sailing vessel had travelled, with a crew of 31, to Puerto Rico, then Montevideo (Uruguay) around Cape Horn and up the west coast of South America to Valparaiso (Chile).

The Pacific route was firstly to Easter Island, Tahiti then Fiji. They were on the way to Newcastle in Western Australia when disaster struck by the murder of Frank Warren when he was stabbed while lying in his berth by a midshipman, a Greek named Ourant. To save himself Frank threw himself off the vessel, and despite the efforts of the others, he was attacked by sharks 160 miles off Norfolk Island.

Captain Gifford changed direction and made his way to Norfolk Island where Frank died of his wounds four days later. He was buried in Bay Cemetery at Kingston on the coast. His grave is still there today. His brother, Samuel, was too upset when the *Hope* left and remained on Norfolk.

A few months later he met Agnes Christian, a

Continued on page 17

Reynold Carl Warren: A Life on Pitcairn

By Steve Pendleton

I was very saddened to receive a phone call from Pitcairn recently. It was Nola Warren, calling me to relate that her husband, Reynold Carl Warren, had passed away on October 21, 2017. He was buried that day in the Warren plot in the Pitcairn Island Cemetery. Nola said he was buried at the far end closest to the ocean, with his mother, father and twin sisters.

It was in the early 1990s that I first established a friendship with Nola and Reynold. It began the usual way -- buying souvenirs through the mail. I bought a number of Reynold's carvings, eventually securing one of his HMAV *Bounty* models. Sometimes it amazed me how such items as a carved walking stick could make it undamaged all the way from Pitcairn! Of course, I also enjoyed the letters, and have saved them for my collection.

In 1997 after a number of letters, I found out they were coming to the U.S. But more excitingly, their son lived in a town only an hour's drive from Visalia. (An even more interesting coincidence was that, on a later trip, their son was then living in a town where we had lived for 10 years. In fact, his house was right across the street from the school where my wife had taught.)

Being so close, I had to go meet them personally. That was the first of many meetings, including a trip to the Florida Bounty-Pitcairn conference. An even stranger coincidence: at that time he was living on the same street (albeit some blocks away) from where my wife's parents had lived. Many hours were spent visiting, including listening to them converse in Pitcairnese. It is very melodious with many words and phrases from the Tahitian. They are probably among the last people who are fluent in the language.

Reynold Carl Warren was born on the island on December 18, 1929. His father was Victor Rolland Warren, who was born in 1898. The Warrens were descended from an American whaler who himself had ties to the *Mayflower* Pilgrims. He had two wives. The first was Alma Christian. On June 14, 1922 she gave birth to twin girls, Mae and Florina. The mother and daughters both passed away, and



Reynold & Nola Warren.

are buried in the same plot as Reynold. Victor married again, this time to Nellie Christian. Reynold's mutineer blood came from her. I believe that made him perhaps a fifth generation *Bounty* descendant. Less than two months later, tragedy again struck the family. On February 13, 1930, Victor contracted a case of lockjaw, and also passed away. Reynold did not leave the island for many years, as he was caring for his mother.

At that time, island children rarely went away to high school. Reynold went to the island school but then stayed home until his first trips to New Zealand and the U.S. On the island, he worked for years in the post office, being postmaster for a time in the 1980s. He spent more time in the Forestry department (one of two employees). His major job was to help replant the miro tree, the wood of which is used for the carving of Pitcairn souvenirs. Most of the native growth had been cut down, but places like Tedside were replanted.

In 1966, Reynold married Nola Iona Young. She is the daughter of Eric Young and Adena Christian, and was born in 1941. They had one child, Barry. He emigrated to the United States, where he married and had a daughter, Mariah. Recently she produced a great-granddaughter, Naomi.

While Reynold may be remembered for his carvings (at least one of which is in a museum), he had at least one unexpected talent. If you were at the St. Petersburg *Bounty* conference, you may remember Reynold strumming his uke and singing songs.

That's the way I would like to remember him.



New Issues



Information provided by the Pitcairn Islands Philatelic Bureau

ROBERT PITCAIRN

On July 2, 1767, a young boy high in the crow's nest of the HMS *Swallow* shouted "Land Ahoy" and Pitcairn's Island was first sighted by a European. Midshipman Robert Pitcairn, just 15 years old, was praised by his captain, Philip Carteret, and had the island named after him.

History raised the question that in 1606 the Portuguese explorer Pedro Fernandez de Quirós first sighted Henderson Island and possibly Pitcairn, but

the consensus is that this may have been a sighting of another of the Pitcairn Group. Robert Pitcairn's sighting has stood and the island remains a British Overseas Territory.

Robert Pitcairn was born in Fife in 1752 and became a midshipman in the Royal Navy at the age of 14. His father John was a major in the Royal Marines and commanded forces in the battles of Lexington and Bunker Hill during the American Revolutionary War.

The young sailor first served on the HMS *Emerald* and then joined the *Swallow* in July 1766. The

ship's pay-book listed him as aged 19, but baptismal records show he was only 14. The ship, a 14-gun sloop, sailed under Carteret on a voyage of exploration in the South Pacific, accompanying HMS *Dolphin*. The two ships were parted shortly after sailing through the Strait of Magellan with Carteret

taking a more southerly route through the Pacific Ocean, failing to find much new land, while *Dolphin* took a more northerly route and became the first clearly

documented European vessel to land at Tahiti in June 1767.

On Thursday, July 2, 1767, Pitcairn was the first person on the *Swallow* to spot an island in the Pacific. The island was described by Carteret as "small high uninhabited island not above 4 or 5 miles round ... scarce better than a large rock in the Ocean." High volcanic cliffs prevented the voyagers from landing on the island. Carteret erroneously recorded Pitcairn's location at 25°02'S 133°21'W 25.033°S 133.350°W.

These incorrect coordinates meant that the island could not be found again by later voyages as it lies 203.4 miles farther east. The three degree longitude error may be explained by Carteret sailing without the benefit of the new marine chronometer. This error was used to good effect by Fletcher Christian and the *Bounty* mutineers who, realizing the mistake, established residence on Pitcairn with the plan to avoid detection.

Robert Pitcairn arrived back in England on the *Swallow* in March 1769. He left the *Swallow* in May 1769, and joined the HMS *Aurora*, a 32-gun frigate, commanded by Captain Thomas Lee. They sailed



ROBERT PITCAIRN COLLECTOR NOTES

Designer:	Lucas Kukler, Bangkok, Thailand
Printer:	Southern Colour Print, Dunedin, N.Z.
Process:	Offset Litho
Stamp Size:	38.12mm x 48.00mm vertical
Format:	Sheet of eight sets
Perforation:	14.167 x 14.167
Denominations:	\$3 x two stamps
Paper:	Tullis Russell 103gsm. yellow-green phosphor stamp paper.
Period of Sale:	September 13, 2017 for two years.

from England in September and called at the Cape of Good Hope in December 1769. The ship made for the Comoros Islands but disappeared without a trace. It may have been sunk in a tropical storm, or wrecked on the Star Bank off the south coast of Madagascar in early 1770.

TRANSVERSE LADYBIRD

Coccinella transversalis, commonly known as the transverse ladybird or transverse lady beetle/ladybug, is a species of beetle found from India across southern and southeastern Asia to Malesia (a biogeographical region straddling the Equator and the boundaries of the Indomalaya ecozone and Australasia ecozone), Australia and into the Pacific.

When not flying, this beetle looks completely harmless, but when they lift their shell and show off their large, veiny wings, this creature takes on a completely different form. The Ladybug, as it is called in many regions of the world, is an insect belonging to the beetle family. Most people can immediately recognize a ladybug by its scarlet shell with black spots, but few people know that this beetle can also be yellow or even orange as well. This is the only species found on Pitcairn Island.

The most interesting thing about the ladybird, however, is certainly not its appearance, but rather

its ability to fly and the biology of the wings on this insect. The ladybird has a large protective shell on its back to cover up its flimsy, light wings while it is not flying. This protective shell is known as the elytra, and is actually a set of modified forewings, which open up and remain open as the ladybird flies.

These forewings, however, serve no purpose in lift or thrust, and are primarily there only to protect the hindwings. The hindwings are where the flight is born. These wings, or alae, are four times the size of the ladybug itself and can move independently of each other. Each of these alae can move up and down, forward and backward. The alae are inter-laced with veins which the wings fold along when packed up inside of the elytra. Although these

wings are different in the way they pack up and deploy, in function they are not unlike birds' wings, except that the wings must beat at a much faster pace to support the ladybird in flight.

Measuring approximately four to seven mm long and 3.5 to 5.5mm wide,

the transverse ladybird shows little variation across its wide range. It has a black head with predominantly bright red or orange/yellow elytra boldly marked with a black band down the midline and two lateral three-lobed markings. They like heat and in fact, cannot even fly in temperatures below 55 degrees. They have been known to fly great distances just to find warmth.

Like many species of ladybirds, the transverse ladybird plays an important role in agriculture as it preys on a wide array of plant-eating insects which damage crops.



TRANSVERSE LADYBIRD COLLECTOR NOTES	
Designer:	Sue Wickison, Wellington, N.Z.
Printer	Southern Colour Print, Dunedin, N.Z.
Process:	Offset Litho
Stamp Size:	35.00mm x 34.55mm vertical
Format:	Sheet of eight sets
Perforation:	14.286 x 13.895
Denominations:	\$1.00, \$2.10, \$3.00, \$4.60
Paper:	Tullis Russell 103gsm. yellow-green phosphor stamp paper.
Period of Sale:	October 25, 2017 for two years.

We need YOU to recruit a new member for PISG, and to do it today!

Discovery of Pitcairn heritage came from philately

Continued from page 13

granddaughter of Fletcher Christian, her father being Thursday October Christian. Agnes had arrived on Norfolk Island in 1856 when the Pitcairners were displaced onto Norfolk. Samuel married Agnes and eventually returned to Pitcairn on the sailing ship *St. Kilda* along with three other families in early 1864. The couple eventually had eight children: James, Mary, Gertrude, Catherine, Ann, Julia, Thursday and George.

They had many descendants as the females married into nearly all of the *Bounty* families including the Youngs, Christians, McCoys, and Buffetts. The males continued to spread the Warren name throughout Pitcairn and eventually within Australia and New Zealand, some members even returning to Norfolk. The original Samuel Russell Warren was a son of Goodwin Durfee Warren whose other son was William Thomas Warren. The later was a farmer who took over the family farm in Rhode Island. Their mother was Catherine Gifford whose nephew was the captain of the SS *Hope*, mentioned earlier. William immigrated to Scotland and farmed there, where he had a son, George Henry Warren, known as "Charlie," and he was my grandfather. Charlie married twice and had 12 sons and one daughter,

so the Warren name also spread far and wide in the United Kingdom.

It is fascinating how philately unearths many historical facts and I would never had known where some of my ancestors had ended up if I had not come across the stamps depicting Mrs. Lily Warren of the Pitcairn Islands.

Bounty Anchor Award Winners

In 2001, the Board of Directors of the Pitcairn Islands Study Group (PISG) created an award designed to recognize and applaud outstanding service to the study group. The award is not necessarily made annually. Following is a list of award winners to date.

Mr. Bradley W. Brunsell, 2001

Mrs. Anne A. Hughes, 2002

Mr. Ralph Badagliacca, 2003

Miss Jennifer Toombs, 2004

Dr. Everett L. Parker, 2006

Mr. Cy Kitching, 2009

Mr. Bernie Reilander, 2011

Mr. Herbert Ford, 2012

Mr. Paul Lareau, 2013

Mr. George Speirs, 2015

"We jus' have to see that Pitkern goes on being Pitkern"

In the December (1992) - February 1993 issue of the *Pitcairn Log*, a quarter-century ago, Spencer Murray discussed what appeared to be an interesting juxtaposition pointed out by Jimmy Brill in a 1951 Pitcairn Island Post Office cachet. It appeared the women in the photograph were wearing different clothes than in a cachet made from the photograph.

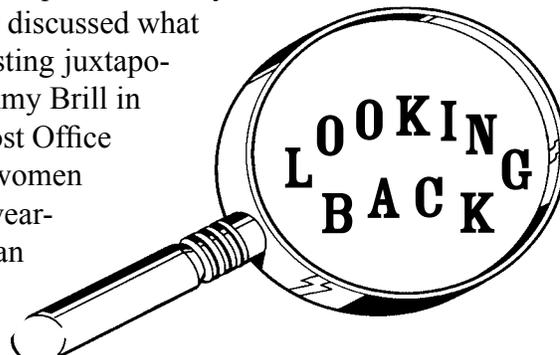
Also, President David Tomeraasen reported on the discovery in Australia of an 1849 letter from Pitcairn. If authentic, the four page letter, complete with envelope, was written on Pitcairn by the granddaughter of one of the HMAV *Bounty* mutineers. In addition, the *Log* contained a transcript of an 1849 letter from Jemina Young. This letter

was thought to be the oldest from the island.

Wallace Wiggins provided an article by William N. McDonald III on *Bounty* mutineer James Morrison of England, and there was information about the passing of Ben Christian on Pitcairn. Ben had been the Pitcairn Island Secretary and Secretary to the Pitcairn Island Council for a quarter century since 1962.

One of Ben Christian's favorite sayings was "Not much here to worry about. We jus' have to see that Pitkern goes on being Pitkern, for the sake of all the people."

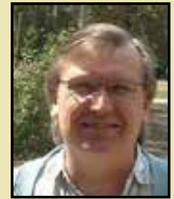
Secretary David Fowlie reported 14 new members for the quarter, bringing to about 58 the number of new members for 1992. How does that compare with our membership increase (decrease?) now?





Secretary's Report

Vernon N. Kisling, Jr.
(Address on page 2)



NEW MEMBERS

#1654 **Peter Irby**, United Kingdom
 #1655 **Donald Albert**, Texas USA
 #1656 **Thomas Morman**, Ohio USA
 #1657 **Steven Warkaske**, Florida USA
 #1658 **Jay Frogel**, Maryland USA
 #1659 **Dale Caudle**, Delaware USA
 #1660 **Keith Riese**, Nebraska USA
 #1661 **Barbara Spigel**, Virginia USA
 #1662 **Jerry Jacobs**, Massachusetts USA

ADDRESS CHANGES

None this quarter

RESIGNED

None this quarter

NECROLOGY

None this quarter

STATISTICAL SUMMARY

Membership as of August 10, 2017: **168**
 New Members during the quarter: **9**
 Reinstatements during the quarter: **36**
 Loss (Resignations): **0**
 Loss: (Deaths): **0**
 Loss: (Returned mail/email, duplicate record): **4**
 Non-renewal of dues: **0**
 * *Corrected from previous summary*

TOTAL MEMBERSHIP

November 10, 2017: 209

Thank you to those renewing their membership and especially to those who are Contributing Members.

The extra funds are needed and very much appreciated.

Electronic mail addresses of our membership

If you would like to be listed here, please email the editor (eparker@hughes.net).

To protect privacy, we do not automatically list your email address without permission.

We used to have about 100 members listed -- let us add you today -- no charge!

Art Ackley: ack19@aol.com

Maria Adams: maydaymalone@lycos.com

Jimmy Brill: JEBrill@aol.com

Bradley W. Brunsell: bradleywbrunsell@gmail.com

Don Burns: donburns@yahoo.com

Mark Butterline: mbutterli@gmail.com

Ted Cookson: tedcookson@gmail.com

Denis Doren: denis.doren@sympatico.ca

Steven N. Dulaney: nomad496@gmail.com

Ron Edwards: norpit@norfolk.nf

Dave Evans: david.evans.in.alaska@mtaonline.net

Herbert Ford: hford@puc.edu

Laurence Fusselman: philatelist37@gmail.com

Colin Fort: colinfort@cox.net

Walter A. Galazka: galazka58@yahoo.com

Terry Gamble: mandtgamble@hotmail.com

Klaus Hahn: HahnStamps@t-online.de

Website at: www.hahnstamps.com

Jerry Jensen: jerry@gps.nu

Tim Julien: thejulien262@gmail.com

Dr. Vernon N. Kisling, Jr.: vkisling@ufl.edu

Donald Maxton: maxtondonald@gmail.com

Wendy Niem: wniem@charter.net

Dr. Everett L. Parker: eparker@hughes.net

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Steve Pendleton: SPendl@peoplepc.com

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Ken Stewart: kennethstewart@yahoo.com

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Rob van Bruggen: rpbrug@kpnmail.nl

Stephen D. Warner: stevewarner5@hotmail.com

Mike Warren: mikewarre@yahoo.co.uk

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Martin Weidenegger: taepc@yahoo.de

Howard Wunderlich: hjwesq@yahoo.com

Gerard York: gerard_york@msn.com

Steve Zirinsky: szirinsky@cs.com

THE CLASSIFIEDS

This space is provided free of charge to members who wish to buy, sell, or exchange items. Ads will run for four issues unless otherwise specified, and can be rerun.

FOR SALE

For sale: 26 books on Pitcairn, the mutiny, and Norfolk; 1 booklet; 1 stamp catalog; 3 general interest mutiny books, 5 *National Geographic* magazines (1957-1985) with articles on Pitcairn, Norfolk and the *Bounty*. Price, \$700. Contact Hugh Wesley for complete list. (978) 922-8772 or email to kwesley42@yahoo.com. (4-18)

Fishes of the Pitcairn Islands Including Local Names and Fishing Methods is a new book by Lars-Ake Goteson presenting 380 exotic fish species in 209 genera and 76 families found in the Pitcairn Islands. For the first time, a comprehensive presentation of the fish fauna of the Pitcairn group is available in book form, 354 pages. Price is \$41 + \$25 postage to U.S. Contact Lars-Ake Goteson by email at tott1@hotmail.com or books-on-demand at www.books-on-demand.com. (4-18)

Birds of the Pitcairn Islands is a new book by Lars-Ake Goteson presenting 66 breeding or observed bird species from the Pitcairn group. Another 15 extinct species are also included in this illustrated 274 page book. "Birds featured on stamps of the Pitcairn Islands" is one of the book's many subtitles. For the first time, a comprehensive presentation of the bird fauna of the Pitcairn Islands is available in book form. Price \$60 postpaid to U.S. Contact Lars-Ake Goteson by email: tott1@hotmail.com or Nomen at: www.books-on-demand.com. (4-18)

Travel to Pitcairn Island on a thousand ships or more in the book *Pitcairn Island as a Port of Call*, the second, edited, enlarged edition of Herbert Ford's *Pitcairn - Port of Call*. Here is Pitcairn history as you've likely never read it before: shipwreck, romance, tidal waves, Pitcairner seamanship -- even murder! This \$75 McFarland Company book is available from the Pitcairn Islands Study Center, 1 Angwin Ave., Angwin, CA 94508 for \$55 plus postage. If interested, write to Herbert Ford at hford@puc.edu, or at the mail address given. (4-18)

Pitcairn Island and the Bounty Saga - Institutions and Monuments: A Worldwide List of Related Archives, Churches, Gardens, Houses, Libraries, Monuments and Ships by Ted Cookson. Learn where Pitcairn and Bounty-related monuments, manuscripts and artifacts may be viewed in 101 places in 12 U. S. states and more than 12 foreign countries in this clickable 50-page PDF monograph on CD. Find a sample and pricing details at www.eptours.com/CD.htm. To order your CD, email

tedcookson@gmail.com or post funds to Ted Cookson, 3501 Keyser Ave, Villa 38, Hollywood, FL 33021-2402. US\$6 to U.S.A.; US\$7 to Canada; US\$8 rest of world. PayPal accepted with no surcharge. (4-18)

BPC 2012 5-DISC SET: The proceedings of Bounty-Pitcairn Conference 2012 are now available for purchase. Four DVDs, with over 8.5 hours of content and featuring all 15 talks, the opening and closing ceremonies and the two Skype video chats with Pitcairn Island, can be played on either a DVD player or a computer. The fifth item, a CD, containing a table of contents, the official program, PowerPoint presentations and the written text of most talks, is accessible only on a computer. Prices for the 5-disc set, including postage, are as follows: US\$20 to USA, US\$26 to Canada & US\$30 to rest of world. This set is available only from the Pitcairn Islands Study Center (www.pitcairnstudycenter.org) which hosted the event. Payment may be made by check, credit card or PayPal. Details on how to purchase are online at www.tinyurl.com/5-disc-set. (4-18)

Beautiful Bounty & Captain Bligh Topical Set. Aitutaki Scott #351-353 complete NH, issued in 1984. Catalogue value, \$13.50. Available for \$7.00 per set, postpaid in U.S. Add \$1 for shipment outside U.S. Blocks of 4 available at only \$22.00. Eliot Gregos, P.O. Box 4774, Clearwater, FL 33758, or email emgregos@tampabay.rr.com. (4-18)

WANTED

PI covers with cachet Types 4, 12, 13 and 88 (as per PISG Printed Cachet Catalog). Also, PI 1953 QE II Coronation (Scott/PISG 19) Plate Block with plate numbers 1-2 or 1a-2a (mint NH or LH). Vernon Kisling, P.O. Box 1511, High Springs FL 32655-1511. Email: vkisling@ufl.edu. (4-18)

I need a number of common Pitcairn stamps in USED condition: #97-109 1969 def. series; #140a shells s/s; #178-81 Harbour Development; #182-83 John Adams; #192 Mailboat s/s; #394-8 Lizards overprint FDC; #453-6 Amateur Radio; #492-5 (used and FDC). Also need \$2 1969 def. Fairy Tern and 1994 45¢ Lizards overprint used. Do you have 1938 radio covers with dates other than March 18? I am interested in purchasing any cover with dates I don't have, and unusual or different covers from the standard one. Everett Parker, 117 Cedar Breeze South, Glenburn, ME 04401-1734. (4-18)

We need **YOUR** help!

“Desperation” can be defined as a “state of despair, typically one that results in rash or extreme behavior.”

It might also be described by its synonyms: hopelessness, despair, distress, anguish, agony, torment, misery, discouragement, disheartenment.

These are not words to be taken lightly, but they are descriptive of the situation your editor is in at present. There are very few -- VERY FEW -- articles for publication in future editions of the *Log*. That means I am in “desperation” trying to figure out what to do.

Without your immediate help, there will no longer be a journal. Where are all of the writers who used to regularly contribute to these pages? Has everything that can be written about Pitcairn been printed? Should we dry up and blow away?

Like so many other philatelic societies, we have experienced a decrease in membership over the years. We need your help to reverse that trend. The situation is dire on both fronts. Help NOW!

