



The Puffin

Number 20
Summer 1970

LUNDY SPECIALISTS' SOCIETY NEWSLETTER



The Puffin

NEWSLETTER
OF THE
LUNDY
SPECIALISTS'
SOCIETY

Hon. Sec. & Editor
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England.

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Editorial ...

Dear Members,

You will notice certain changes in Puffin 20; notably the silk-screen printed cover and artistically produced headings supplied by Mr Bryan Sherwood. I hope I have not spoilt the effect of these by the inclusion of some non-standard rather oversized pressletta headings and aircraft pictures added at the back at the last minute.

Mr Sherwood has undertaken a considerable amount of work in manufacturing the covers and using a multitude of photographic processes to produce suitable motifs to match the headings. Much original art-work was involved and he even became the "Puffin's" first official photographer and visited Mrs & Mrs Langham to take the photograph to accompany the short book-review.

We are most grateful to Mr Sherwood for all he has done with such artistry and skill.

No doubt many of you have heard of Mr Gade's illness, and I am sure you will join me in wishing him a speedy recovery.

Mr Olsson is interested in finding people who want reprints of Puffins 1 - 10. These consisted of two double-sided, typewritten foolscap sheets, and are really not worth having except to complete the set.

I have said that I am prepared to provide electronic stencils to duplicate facsimile pages, but I am reluctant to do the duplicating and distribution and above all cannot store extra copies. Some years ago I burnt a number of surplus early issues because of lack of storage-space, and I do not want another lot.

The price of these reprints will be very dependent on the number of copies required. Would anyone interested either contact me or Mr Bo Olsson, Box 17089, 402 61, Goteborg 17, Sweden.

Unpopular though it is, I have retained the foolscap format for this "Puffin". Like so many others I prefer the quarto size for practical as well as aesthetic reasons, but at the illustrations demanded it we have the larger page.

I had a request for a loose-leaf "Puffin" without numbered pages. This has been done, but I am beginning to feel that the omission of page-numbers will be confusing. Some of the pages do not follow a smooth sequence, particularly in the scrappy G.P.O article which I compiled, working on several sections concurrently, hoping that they would marry into a single article.

Mr Ulrich has given me a copy of John Stanard's book "Lundy and the Lundy Locals" from which is taken the illustration of the Tramtickets including the scarce $\frac{1}{2}$ d. roll 8 pair. It is the first time I have seen a complete copy of this first book of Lundy philately. In a future "Puffin" it is hoped to include details of some of the items in Mr Ulrich's collection - much has never been recorded in the "Puffin", or anywhere else as far as I know.

Please let me know if I have missed out anything which has been submitted for this newsletter. It is only too easy to overlook an item included in a letter and I assure you it is quite unintentional.

Best wishes,

B.N.D.Chinchen
(Hon. Editor)

GENERAL POST OFFICE.



As a result of an enquiry sent to the Post Office at Cardiff regarding the issue to that Office of the Lundy Island canceller in 1886 I was invited to attend the Post-Office Record Department at St. Martin's-le-Grand in London, to inspect the files about Lundy.

I had already been sent photocopies of the relevant pages from the bound volumes of cancellation impressions, which are reproduced overleaf. I have illustrated the full pages, as this gives an indication of the way in which the records were kept.

My primary aim in visiting the department was to find out the date of issue of any other Lundy cancellers, particularly that used in the 1920's.

The earlier volumes of cancellation impressions were indexed, but a search of the 1916-1920 period was fruitless. It seems that the Post Office gave up keeping the records of cancellers from 1920-1933; at least there is no trace of these in the record department. I could not find the Coastguard canceller either, but this may be because I expected it to have been produced in the nineteenth century. Mr & Mrs Langham's book 'Lundy' gives the date as 31.7.1909, and I did not look at the records of that period.



**The G.P.O.
Cancellers of 1886 and 1893.**

190.

Vol 45

To what Place	Date when sent	Stamps
<i>Oldham</i>	<i>8. 12. 86</i>	
<i>Harlow</i>	<i>8. 12. 86</i>	
<i>Cammarthen</i>	<i>8. 12. 86</i>	
<i>Cardiff</i>	<i>8. 12. 86</i>	
<i>Stoke on Trent</i>	<i>8. 12. 86</i>	
<i>Pershore</i>	<i>8. 12. 86</i>	

To what Place	Date when sent	Stamps
Plymouth Liverpool	31. 7. 93	
	"	
Barnstaple Bath	4. 8. 93	
	"	
Manchester	8. 8. 93	
		
Norwood Dist Office	12. 8. 93	
Eastbourne	"	
Lincoln	12. 8. 93	

CIF

CAP

CP

Having disappointingly drawn a blank here, I was shown some indexes in which I found the Lundy files recorded. These bundles, in folders tied round with linen tape were quickly brought for my inspection.

The earliest file consisted of papers, tenders and press-cuttings.

Mr W. Dark had been responsible for carrying mail to and from Lundy for the Post Office for about forty years and in 1911 he decided that £52 10s per annum was insufficient remuneration for his weekly service by sailing boat.

As a result his contract was terminated on 30th September 1911 and new tenders were accepted on 31st August 1911.

The conditions under which Mr Dark worked can be judged from some newspaper cuttings collected at the time by some conscientious Post Office official and filed away as though he knew that they would interest some future researcher.

Bradford Daily Observer
4 Oct 1911

The Standard
3 Oct 1911

A Unique Mail Service.

Owing to a dispute concerning the increase of the Post Office subsidy the last sailing craft to run with His Majesty's mails is soon to haul down the R.M. pennant. It is the letters for Lundy Island which are concerned. Every Thursday for over forty years Captain Dark, of Instow, North Devon—a shrewd and interesting personality well known to English and American tourists—has gone out of the river Torridge with the mails and groceries for Lundy Island. That lump of granite lies twenty miles from this river, with the Atlantic before it and Newfoundland its nearest neighbour. The mail vessel, the Gannet, is a little 20-knot cutter of the build of the famous Bristol Channel pilot skiffs. That Channel has seas, especially in westerly gales, which are as ponderous as any that can be found on our coasts, but the lines of the local pilot skiffs have so evolved out of the stress of circumstances that those craft can keep outside and alive though to small in weather which drives large steamers to port for shelter. Biddeford Bay is a bay with a particularly bad name, yet Captain Dark in all his years of service has never missed a mail. Whatever the weather was like the Gannet has gone outside, and she has never had an accident in her career, though on more than one occasion she has been just in time to save the crews of less fortunate craft in trouble on the bar—the bar which Kingsley refers to in his "Three Fishers." When Lundy Roads have been full of steamers anchored under the lee of the island afraid to move, the Gannet, having landed her mail bags, has astonished the assembled vessels by standing out again into the weather. Captain Dark has made about 2,000 trips to Lundy, and as a quaint hobby spends some of his leisure in training young peregrine falcons for the royal sport of hawking.

LUNDY'S POSTAL CRISIS.

After forty years of constant service Captain Dark, of Instow, has relinquished his duty as mail carrier to Lundy Island, being unable to come to a satisfactory financial arrangement with the postal authorities. For the future, says the "Shipping Gazette," his little cutter, the Gannet, cannot claim to be "the only sailing craft to carry his Majesty's mails regularly out of a port of the United Kingdom."

Captain Dark has made considerably over 2000 trips to and from Lundy, and has never missed a mail. He does not consider that he has been fairly treated by the postal authorities. He has been running the Gannet, with her three hands, to Lundy for £50 a year, and his application for an increase of payment was based on the fact that he has had a motor installed, and that higher wages now rule. The increase was not, however, granted.

LAST SAILING SHIP TO CARRY THE MAILS.



Captain Dark, who for forty years has conveyed the mails from Instow (North Devon) to Lundy Island, has made his last trip. The vessel used by him is the Gannet, a small cutter-rigged yacht, and she is the last sailing craft to carry the Royal mail. Captain Dark has made over two thousand trips with the mails to Lundy, and he has now hauled down the R.M. pennant because the Post Office will not increase the subsidy to a satisfactory figure. Our photograph shows Captain Dark on the Gannet.

H. N. A.

Crown Copyright.

Reproduced by courtesy of
H.M. Postmaster-General.
Negative number 51799

From the Western Mail, 9th October 1911.

An account of Capt. Dark's voyages.

EXTRACT FROM: **Lloyds
Weekly Newspaper.**

Extract from _____

Dated _____

FOUR THOUSAND TRIPS TO LUNDY ISLAND

**Instow Captain Tells of Fighting
Gales and Rescue Work—
How He Served the
Island King.**

SURELY it must be a record to have travelled some 200,000 miles in trips between the Devon coast and neighbouring Lundy. Four thousand journeys in forty years—that is what Captain P. W. M. Dark, of Instow, has accomplished, and for about a quarter of a century of the period he has carried in his cutter-rigged yacht, the Gannet, mails as well as merchandise.

He has been a peripatetic postman

LUNDY
ISLAND



CAPT
DARK
ON
THE
GANNET



THE STUBBORN WIND LAYING A
LULLY A ROCK AT LOW WATER

In the Island, usually a walking
letterbox and messenger between

and ship we have always to use a
small boat and are compelled to
use a long pole and we have to
be careful not to touch the rocks
of the coast. It is a very
difficult job and we have to
be very careful not to touch the
rocks. It is a very difficult job
and we have to be very careful
not to touch the rocks. It is a
very difficult job and we have
to be very careful not to touch
the rocks. It is a very difficult
job and we have to be very
careful not to touch the rocks.

Photograph reproduced by courtesy of H.M. Postmaster General. Copies (8" by 5") may be obtainable at 4/6d. post and packing extra, from The Department of Post Office Records, St. Martins-le-Grand, London E.C.2. Negative number 51797 .

The whole article as it appears in the G.P.O. records will be found on the following pages.



GENERAL POST OFFICE.

Extract from *Sloyds Weekly Newspaper* Dated 12th Nov. 11

FOUR THOUSAND TRIPS TO LUNDY ISLAND



THE



THE STOWAWAYS WERE LANDED.

Is - our first
I have been storm-bo

for the island - literally a wall

into the island on a cable car. That
happened about ten years ago
got on top of the hill and
the island was a wall

km



THE STOWAWAYS WERE LANDED UPON A ROCK AT LOW WATER.

for the island—literally a walking letter-box—and mislives have accumulated in his care as he has hurried down winding paths to board his vessel; he has been a sturdy Father Christmas to the people, conveying Yuletide stores from the mainland, whatever the weather, often sacrificing his own enjoyment of the festival that they should have theirs.

It is only twenty-five miles from Instow to Lundy, down river, and then twenty miles of open sea, but there is on occasion something more than mere distance to be considered.

Tides, currents, winds, and the caprices of ocean billows involve subtle reckoning, intricate knowledge, and intrepid daring if they are to be circumvented week in, week out. And that is what the Gannet, under Captain Dark, has done.

The craft was viewed and the captain interviewed by a representative of "Lloyd's News" at Instow. Everyone around knows the skipper and respects him; and at his house close by, just off the main road which skirts the waterside, the visitor came on a genial welcome.

A fine type of Devonian, well set up, well preserved, the picture of robust health, with expressive blue eyes beaming with kindness, whilst grey hair and pointed beard impart distinction to a strong countenance—that is Captain Dark.

For nearly half a century he has resided at Instow, his native place being close by Olovally; and now that he has just finished the carrying of mails to and from Lundy one wants to know something of the stirring story of experiences and perils and incidents which is wrapped up in the record of forty years' work. Not that the Gannet ceases her mission as a link between Lundy and the outer world.

An Island King.

Though she has hauled down the R.M. pennant, she is still running trips, carrying provisions and stores, and when the tourist season comes around she will be carrying passengers, too, as of old. Lundy has never at any time really shut out the Gannet. At one period and another Captain Dark has had to make the island at every point of the compass, knowing how to invade one inlet when another is unapproachable, and in all the years he has been entrusted with the mail bags he has never lost a single item of their precious contents.

There is not a princely retainer for this service, often hazardous, and by itself it would not pay for outgoings. Proud of his craft, Captain Dark a couple of years ago introduced motor machinery of 15-h.p., spending £150 or £200, thus supplementing the sailing and equipping the Gannet for more effective mail duty; and insurance under the Workmen's Compensation Act has involved an outlay of £9 or £10 a year, for the Gannet always has three men aboard.

"I found I could not go on with what I was receiving from the Post Office, and I pointed that out, ending my contract with the intention of tendering again," remarks Captain Dark. But he found the department uncertain and coy, like the lady of the ballad, and so the mails have passed to other hands, and are borne from Instow under other sails.

Captain Dark, in recounting reminiscences, talks of things that thrill as lightly and modestly as if they are mere commonplace of every-day life.

As a youngster he had experiences of shipping service on the African coast, but in the main his work has been with Lundy, beginning in the days when it was owned by Mr. W.

Heaven, and continuing long after that gentleman's son, the Rev. H. G. Heaven, had come into the kingdom. He was first in the employment of a company, when the island was yielding masses of granite for the Thames Embankment, these being shipped to various points. By and bye he started a service for Mr. Heaven, and he has had the stout little Gannet, of twenty tons net register, for about thirty years. You may read of her in guide books and in works on travel; you may hear her talked of in New York, where Captain Dark has had cordial invitations to visit American patrons.

Mail Service Opened.

They have a great liking for the Gannet and genuine admiration for her skilful skipper—not that they are by any means alone in that respect. But there was a characteristic Yankee note in the remark of a young lady who wanted to improve the yacht's main boom out of existence. She had crossed to Lundy on a windy day, and she voted the sail delightful. "There was only one thing," she said; "that blessed sail pole was rather unruly, but I guess in New York our people would soon get over that."

"When I started a Lundy service," remarks Captain Dark, "I had a cutter, the Chase, built, and that was succeeded by the tug-boat the Advance, which in turn gave place to the Gannet. The Gannet was built for a Cherbourg pilot boat, and I bought her before she was launched, seeing she would be just the vessel for our work. I kept count of her trips up to 2,000, and then—well, the record was given up. When twenty-four years or so back I had undertaken the service I had undertaken in carrying goods and visitors, and though the postal bags are sent out from Instow only once a week—on Thursdays—we have been going to the island during the past summer pretty well every day.

"My eldest son, Frederick, assists me on the Gannet," adds Captain Dark, who, by the way, has also two other sons, out of a family of ten, following the sea, one in the Navy and another in the merchant service.

Three Steamers Aground.

An average trip to Lundy may occupy three hours; a record run may be covered in two; but many more hours have been spent in combating hostile elements or in drifting over heeled waters—and that is where Captain Dark counts on the motor being useful.

"Experiences? Yes, both my son and I have had experiences in our trips to Lundy," says the captain in answer to the inevitable question. "Many and many a day I have manoeuvred around to find a landing place, and I have learnt to know every inch of the island borders, with its terrific currents and sweeping tides. I have seen with the flood tide from the Atlantic a distinct drop of ten feet, coming around by the Shutter Point at the south, and the fierce beating of the ocean is constantly making changes in the coast line, necessitating new landings with different winds.

"I have had hastily to vary plans to meet altered conditions in getting the bags off. The general arrangement is to land them on one tide, and there is time to return on the next. And we have many a time had people hurrying down to drop letters into Mr. Heaven's box as it has been carried to the beach.

"In communicating between shore

and ship we have always to use a small boat—we are compelled to carry a lifeboat—and we have been howled over, but we have always protected the mails—our first care.

"I have been storm-bound there for about twenty-four hours, though the Gannet has splendidly ridden heavy seas when other vessels have come to grief; and I have been there when three large steamers have run into the island on a single day. That happened about ten years ago. Two got off and one went to pieces.

"On my own account I have had trying experiences on nights when great storms have brought rocks on the rocks. I well remember our mast being carried away one night, but before it came down we were able to get close to the island at a sheltered corner and saved the vessel, coming back under the stump."

Captain Dark has had a share in rescuing shipwrecked crews under exciting conditions and saving the lives of despairing men.

"There was a boatload of seven Frenchmen whom I picked up off Hartland Point," he remarks. "Their boat had a hole so large that I could see the green sea through it. They belonged to a brigantine which had gone ashore at the Point, and though they managed to keep afloat they were drifting out to channel. Then I brought on the crew of a Ramsgate trawler.

"Many stowaways who have been dumped on Lundy Island have I brought to the mainland. The worst case I recollect was where I saw a boat pulling to the island and then leaving with fewer men aboard, and I found that two poor fellows had been landed upon a rock at low water. Night was coming on, and at high-tide the rock is covered to the extent of twelve feet, so that if those two stowaways had not been noticed their lives would have been in grave peril.

Sacrificed His Christmas.

"My son was on the island on that terrible night when the Thistlemore was lost, and again when the Montagu went ashore. Remnants of the ill-fated battleship are still on the reef to which Kingsley brought the Spanish galleon, the Sta. Catarina, with Don Guzman aboard.

The fight against wind and waves and storms is all incidental to the sailor's life; and Captain Dark has risked his more than once to get Christmas supplies to Lundy—the poultry and the holly for decorations, and the rest.

"Once we were a day behind—we got there on Christmas Day," he mentions; and his own Christmas Day was sacrificed, but that was a detail.

However inaccessible Lundy may be on occasions, Captain Dark speaks of it as an ideal health resort, reached ordinarily by a very enjoyable trip.

"I have had 160 applications in a year," he says, "from people wanting to stop there with delicate children."

Besides, in the season, he takes out large numbers of fishing parties and many tourists. Which recalls a story. One tourist, whose name long endured, wrote from London booking a place on the yacht, saying she had engaged rooms on the island. She had an appalling pile of luggage. She was dictatorial, insistent, capricious, an enigma. When she reached Lundy it transpired that she had not secured apartments; no one appeared to know that she had written about any. People told her that she could not be accommodated, but she argued otherwise, and gained her point. Her imperious ways, however, disturbed a peaceful community, and at the end of eight days Captain Dark was implored to take her off, in an ambiguously-phrased appeal, perhaps, but intelligible. She returned to the mainland on the Gannet, and the island rejoiced.

Viscount and Viscountess Wolverhampton were motoring to London on Wednesday from Pyrford, near Weybridge, when the steering gear of a motor-lorry went wrong, and the car was wrecked. No one was hurt.

Mr Dark certainly worked hard for very little reward, but I rather wonder what made him ask about a salary review at this time.

The answer could be in an official form of which a specimen was kept. This is a document called a "Time Bill" which would have to be filled in after each voyage and posted to the Postmaster of Barnstaple. One can imagine the annoyance this could cause if after forty years of loyal service there was a lack of trust made obvious by a mass of form filling, signing and counter-signing.

I fail to see how the old sea-captain could have accepted this imposition without some reaction. It is laughable that the form was ever produced at all considering the tidal and weather conditions around Lundy. Even today the boats are not timed to the minute. It is a pity that none of the completed forms were kept because the "Causes of Loss of Time" column could be quite entertaining - especially if it provoked sarcasm.

'Time-Bill' of the Lundy Gannet.



1911

Instow and Lundy Island 'Time Bill.

The POSTMASTER

of

BARNSTAPLE.

The tenders were as follows:

J.R.Hocking, 48 Irsha Street, West Appledore.	...	...	...	£57
Fred W.Darke, 2 Elm Terrace, Instow.	...	...	...	£125
Wm.P.M.Dark Primrose Cottage, Instow.	...	...	...	£150

From the press-cuttings it seems that Mr W.P.M.Dark was unaware that the refusal to renew his contract at a higher subsidy was due to the receipt of a substantially lower tender. The Post office were bound to accept the lowest tender because even then the service to Lundy was not a paying proposition.

It seems that Mr Hocking's figure was accepted and a weekly service by sailing boat continued, but in June 1912 a new contract had been drawn up with the Bideford and Bristol Steamship Company.

The Post Office was to pay them £75 per annum for the carriage of mail twice weekly. Once between Instow and Lundy, and once between Bristol and Lundy. Accordingly, as noted in

the Post Office Circular for 11th June 1912, the postal address of Lundy was altered from: Lundy Island, Instow, North Devon.
to : Lundy Island, Devon.

To assess the value of this new service Returns were taken.

1st Return for letters and parcels for a week in 1912.

189 letters	16 parcels	Instow to Lundy
139 letters	5 parcels	Lundy to Instow

It was estimated that when the Bristol run was added, 92 letters and 3 parcels going to Lundy would be speeded up, and 30 letters and 3 parcels to Bristol speeded up.

2nd Return for letters and parcels.

159 letters	13 parcels	Instow to Lundy
30 letters	3 parcels	Bristol to Lundy
47 letters	2 parcels	Lundy to Instow
92 letters	3 parcels	Lundy to Bristol

It is stated that there was no appreciable seasonal variation in the quantity of mail.

On June 3rd 1912 S.S.Devonia was being used, but the owner refused to carry food as this would have meant contravening the "Common Carrier's Act". I wonder if this 'work to rule' was provoked by the attitude of the Post Office to its contractor.

Whatever the reason it caused great consternation on the Island, because a Mr Edward Birch, wrote to the G.P.O ending his letter :-

.... would you kindly give this letter your early attention, as we must have food if we are permitted to live.

The Post Office examined their regulations and decided that food could be carried, on the condition that it was properly packed.

In 1913 mail was conveyed by steamer from Instow on Monday mornings, and from Bristol on Tuesday nights or Wednesday mornings according to the tide.

Mail from the Island was despatched on Mondays to Bristol, and on Wednesdays to Instow.

This information was intended for inclusion in the Post Office Guide, but was never put there.

The next batch of documents concern agreements re-negotiated in 1918 when Mr Christie purchased the Island. Mr Christie did not get personally involved in the proceedings which seems very wise in the light of Mr Harman's difficulties later.

Although there is no indication of what went on during the 1914-1918 war it is recorded that from 21st January 1919 mail was sent by way of Milford Haven Naval Base. This arrangement continued until 20th April 1920, when the trawler the "Robert Davidson" which had been used, was withdrawn from service, and mails again travelled via Barnstaple.

This might have been a sudden decision as the information is on telegram forms. It is probable that Mr Christie assumed responsibility for the mail, and allowed his boat to be used.

The following press-cutting was collected and preserved. It is unfortunate that the production of newspaper photographs was so poor at this time because the picture of the mail being distributed is of particular interest.

I have asked the Photographic Library of Thomson Newspapers if they have the negative of this photograph, but unfortunately they could find no trace of it.

I also wrote to the office of the Western Morning News, in Cardiff, to find out if the negative of Captain Dark was still in existence. This could not be found either.



**G.P.O Memo
on the Lundy Locals.**

Member of Parliament Visits Lundy 1920

LUNDY'S GREAT DAY.



For the first time in history the inhabitants of Lundy Island, which forms part of the Barnstaple Division, have received a visit from their M.P. Captain J. Tudor-Rees, the Member (marked x) being pulled ashore.



Captain J. Tudor-Rees (x) watching the distribution of the mail by Mr. Halliday, the postmaster, who has only once visited the mainland in about 30 years. The island's population is about 35, of whom less than a dozen are voters.

Reproduction by courtesy of H.M. Postmaster-General
Negative No. 51798

From "Daily Sketch" 20th September 1920

MEMO:

Mr. M. C. Harman called here to-day to discuss future arrangements. Mr. Kidner saw him. Messrs. Gould-Smith and Leigh-Clare and Messrs. White and Clay (of the Admiralty) were present.

Mr. Harman said that the "Lerina" was losing him £1,000 p.a. He did not wish to be tied down by a Contract, but wishes to be free to lay the boat up and run it only when required. He said that he was prepared to collect mails for the Island at any port convenient to the Post Office and to take them to the Island without charge and to deliver them therein free of charge. In return the Post Office was to deliver free of charge throughout Great Britain and Northern Ireland all letters posted in Lundy. These letters would bear a specially printed stamp or special franking-stamp impression. He was prepared to have stamps put on all letters for places abroad. He would collect and deliver incoming parcels free in the same way as letters and would have ^{British} ~~ordinary~~ postage stamps put on all parcels posted in the Island.

He proposed that the Islanders should pay nothing on letters delivered to them, but that on letters which they posted they should pay him ~~1 $\frac{1}{2}$ d. each.~~ ^{at the ordinary Island rate.}

He agreed to continue the Contract ^{Service} / on the present terms until the 1st of April next. *

He seemed disposed to carry the Admiralty Stores after 1st April free or at any rate for a reasonable sum, but nothing definite was settled on this point.

LM
20 December 1926.

* C & AG
Mr. Lathbury } informed

NOTE:

The Master of Lights, Trinity House (Royal 2411 Ext.19) says (by telephone) that T.H. have 2 "Rock" Light Houses served by relief men who live at Swansea; stores are drawn from Swansea. A service from any port on the south side of the Bristol Channel would be of little use to T.H. except in an emergency.

Am
16.12.26.

MEMO:

I visited the Admiralty to-day to discuss further action. Apparently the Trinity House supply ship calls at Lundy once a month and the Admiralty might make this do for their services, though they doubt it. They would appear to be willing to pay a half share of £400 or even more to maintain the existing arrangement. There is some prospect of the Admiralty discontinuing their signal station there, but this will not be settled for some time. The difficulty mainly lies in getting food to the Island. They would not send a passenger there more frequently than once a week as an absolute maximum. They thought a fortnightly service would suffice, if regular. They promised to talk the matter over tomorrow morning and to let us know their view before Monday, when Mr. Harman calls here by appointment to discuss the whole question.

** They have now said definitely that it will not do.*

It was agreed that Trinity House should be left out of the question, in so far as Trinity House's interest was concerned. The T.H. supply ship calls at other places besides Lundy, and very little economy would be secured if the call at Lundy were given up.

(Initld) C.O.L.L-C.

17.12.26.

MEMO:

Many of the G.P.O. contracts were renegotiated when Mr Martin Coles Harman bought the Island in 1925, but in this case Mr Harman took a direct interest in his affairs.

As you have read, in 1926 he expressed dissatisfaction with the G.P.O. mail contract. It appears that freedom from obligation was his greatest desire. He was prepared to do his best but did not want to make promises he could not keep.

Naturally this did not fit in with Post Office regulations aimed at the provision of regular and dependable services. Mr Harman's suggestions were unselfish and fair, but how could the Post Office as a Government Department accept his conditions.

You have seen that the idea of special local stamps had been put forward at this stage, and the the G.P.O. was helpful in looking into the legality of this.

Both the Post Office and Mr Harman felt that the meetings to sort out this problem were a waste of time but for different reasons. One can be sympathetic with Mr Harman and his clash with the Post Office and equally sympathetic with the Post Office officials who were much inconvenienced by Mr Harman. The clash was inevitable.

The G.P.O. sought a settlement throughout 1927, and made enquiries about the quantity of mail handled. Meanwhile Mr Harman was continuing to be responsible for the carriage of the mail on a month by month basis. This uncertainty strained his relations with the Post Office, the effects of which were felt for many years.

The returns taken will be found in the next pages.

At the end of the year the sub-postmaster, Mr Mien, applied to the Post Office for another post. His annual salary had been £16 16s. with 10/- for filling in forms, and had to be supplemented by other income which he could no longer obtain on Lundy.

The story from that time on is well known.

A surprising item was a batch of correspondence between the Post Office and Universal Postal Union. These letters explain themselves and are illustrated later.

In the light of Lundy's unique position as a local post in the United Kingdom. One wonders if the question of becoming a member of the U.P.U will ever be raised again. The enormous increase in stamp sales that this would bring could enable the Island not only to support itself but benefit the National Trust and so preserve other places. unspoilt for future generations.

Mrs Wade has a registered label with the 1893 type cancellation. This has Lundy Island only and no date.

The Secretary,

(1) The following statement gives what is considered to be a fair estimate :-

Mails for Lundy Island

	Letters	Postcards	Printed papers	Total	Parcels
Figures from return week ended 16/10/26	160	16	64	238	20 #
Estimated Annual figures	8320	728	3328	12376	1040

* Average weight estimated at from 70-80 lbs

Mails from Lundy Island

1136 21/26

Secretary

	Letters	Postcards	Printed papers	Total	Parcels
Figures from return week ended 20/10/26	155	6	6	167	9 #
Estimated Annual figures	8060	312	312	8684	468

† Average weight estimated at from 25-35 lbs

The Summer traffic is stated to ^{have} been little if any above that of the rest of the year and insufficient to make any allowance as "Season" traffic.

(2) Noted for attention.

BIDEFORD, DEVON.

3 FEB. 1927

C. C. C.

POSTMASTER.

A return of the correspondence, in detail, despatched to Lundy Island during February 1927

Date	Letters	Printed Papers	Newspapers	Post-Cards	Total	Parcels	Number of Bags	Total Weight
4 Feb'y	21	3	32		56	2	1	32
10 "	98	31	33	6	168	16	2	81
15 "	52	6	21	2	81	6	2	47
23 "	115	3	23	4	145	10	1	69
	286	43	109	12	450	34		average 57 lbs

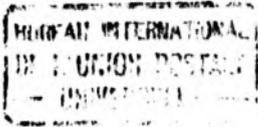
A return of the correspondence, in detail, posted at Lundy Island during February 1927

Boat	Letters	Printed Papers	Newspapers	Post-Cards	Total	Parcels	Number of Bags	Total Weight
5 Feb'y	22	1	2	1	26	1	1	15
11 Feb'y	67		1	3	71	2	1	26
15 Feb'y	61		1	2	64	1	1	19
24 Feb'y	81	2		6	90		1	13
	231	4	4	12	251	4		average 16 lbs

Universal



Lundy Application to the U.P.U 1941:1942.



Lochie

POSTAL DEPARTMENT

Lundy, Bristol Channel
13th. February 1942

The Director
Universal Postal Union
BERNE, Switzerland

Sir,

On 8th May 1941 I wrote you as follows:-

"It has been decided by this Department to make application for the Universal Postal Union for the admittance therein of Lundy.

"The necessary facilities and postal service have been in operation both internally, and between the Island and the Mainland of Great Britain, for the past twelve years, under the direction and supervision of the Postal Department of Lundy. It is now felt that it is both advisable and necessary that its activities should be extended, and application is therefore now and formally made for admittance into the Union."

Not having received a reply I am anxious lest my said letter has miscarried. Would you very kindly let me hear from you ?

Yours faithfully,
sig. J.W.Galle

BY AIR MAIL

Write to:—

Letter sent..... August, 1942.....

Signed by..... *W. S. ...*.....

The Director of the
International Bureau of the Universal Postal Union,
B E R N .

Your reference 1195

P.O. reference 79556/42

Sir,

I am directed by the Postmaster General to refer to your letter of the 26th of March enclosing a copy of a letter from ^{the} self-styled "Postal Dept." of Lundy Is. for admission to membership of the Universal Postal Union, and to say that this Island forms part of the Kingdom of England and both the Common Law and the Statute Law of that Kingdom have application in the Island to the same extent and in the same manner as they have application on the mainland.

The International Bureau should, therefore, ignore the application referred to and any similar application which may be made by or on behalf of the owner of the Island, *whose views on his status in the Island are well known to this Admin and are wholly unfounded.* I have, etc.,

August, 1942.

ghz

Does the Solicitor

concur in the terms of the foregoing letter which it is proposed to send to the International Bureau please?

K 757

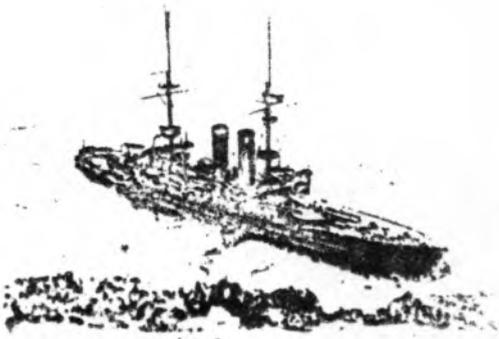
187951 39567 12/33 670



Ephie

6th August 1942

P.S.



A Visit to see H.M.S. Montagu. 1906



Published by Twiss Bros., Arcade, Ilfracombe.
WRECK OF H.M.S. "MONTAGU," AT LUNDY ISLAND.

POST CARD.

Message (Inland Post Only)

The Address only to be
Written Here.

London. I had my
14.5.1906 - taken with
H.M.S. Montagu at sea, both
(18.5.1906). Lundy Is.
We did - in about a hour.

J.E.C.



W. J. ...
All Saints Vicarage,
Penarth.

(J.E.C.)

I have been turning over some old papers and found this postcard. My late father at that time was vicar of All Saints' Church, Penarth. On this memorable trip to see the wrecked "Montagu" on the "Shutter Rock" I was with him. As far as I remember we left Penarth Pier on the old "Cambria" of Campbell's White Funnel Line, called at Ilfracombe and then actually landed on Lundy.

I feel sure that a Mr Heaven owned Lundy at that time as my mother told us that we were "having a sea-trip to Heaven on that Day." I was almost 12 years old on June 14th 1906, and was given school-leave to go with my father to see the wreck and to land on the "Puffin Island". How exciting it all was.

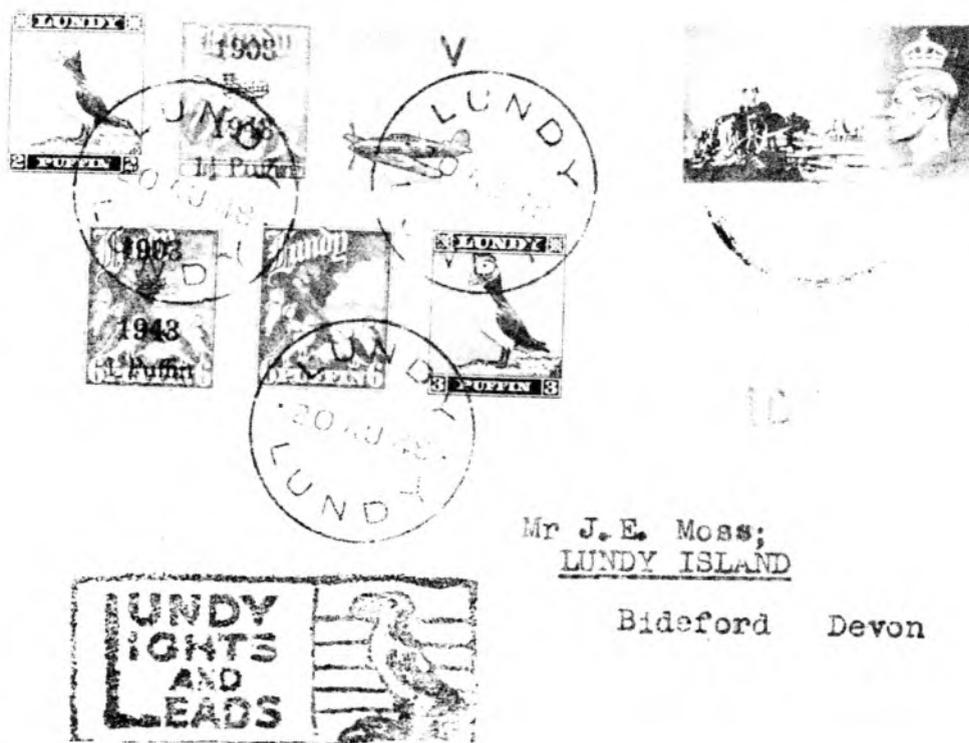
Miss C.M. Courtenay S.R.N.



Miscellaneous Covers.



V & Spitfire colours: $\frac{1}{2}$ p. pale mauve-blue, 1p. red, 2p. orange-red, 3p. green, 6p. green. 11 MY 45.

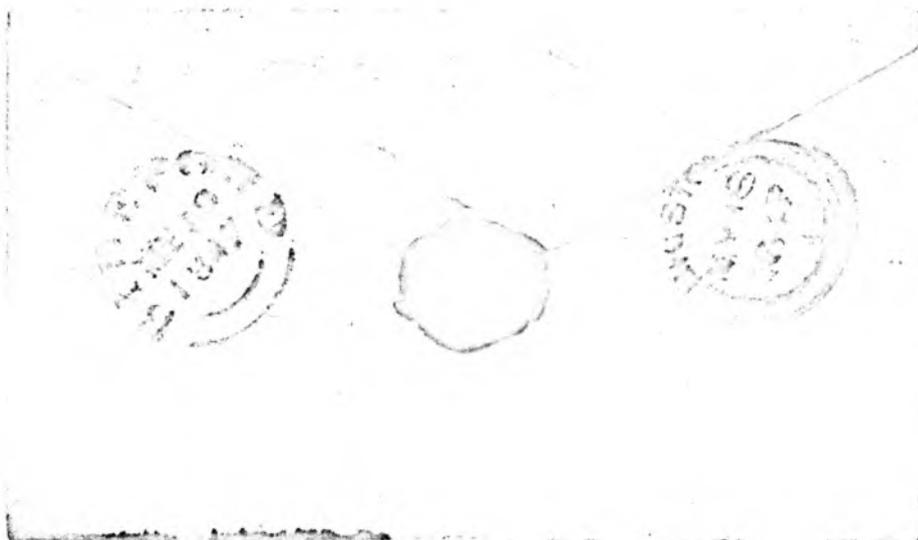
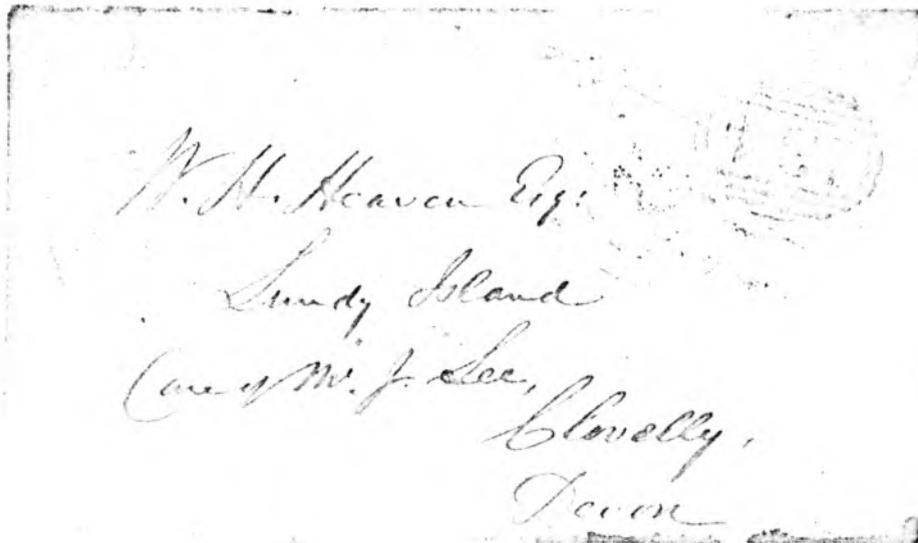


V & Spitfire colour: $\frac{1}{2}$ p. green. 20. AU. 48 .

LETTER ADDRESSED TO LUNDY

1847

Photocopy provided by David Perris



Want List

David Perris,
76 Heol Gabriel,
Whitchurch
Cardiff CF4 1JU
S. Wales.

- 1935 Tramtickets M & U
- 1936 Large Maps M & U
- 1937 $\frac{1}{2}$ d. violet
- 1939 10th Anniversary M & U
- 1940 Red Cross M & U
- 1941 V & Spitfire M & U
- 1942 Tighearna Miniature Sheet M & U
- 1943 IX Anniversary M & U
- 1943 Wright Brothers M & U
- 1950 By Airs & c.
- 1951 Birds

Lundy on Television.



On 23rd December 1969, as part of the programme "Nationwide" on B.B.C. television, the author Leslie Thomas completed his series on British Islands with a visit to Lundy. Using a romantic literary style he skillfully presented in words and pictures the charm and fascination of Lundy.

Mr Gade was seen at the radio ordering a clothes-line from the mainland, and all the permanent inhabitants of the Island appeared with the exception of Penny Ogilvie who was away for the birth of her daughter Kathleen (see photograph overleaf).

John Ogilvie was interviewed about farming on Lundy, and the way in which livestock was transported on the "Gannet", while Jane Strick talked about Lundy ponies and other aspects of farming.

The story of the Old Light was told from the rusting platform at the top; strikingly compared with the modern press-button efficiency of South Light.

Marisco Castle and Benson's Cave with their interesting if unsubstantiated histories were then shown and various views were followed by an inaccurate but attractively told story of the Giant's Graves.

More views - The Tavern, Hotel and cliffs led to a talk by Mr Gade about the Islanders' continual battle with the elements. (The illustration above has been ingeniously adapted by Mr Bryan Sherwood, from a picture taken during this part of the programme.)

The film ended with a view of Devil's Limekiln.



Christening party . . . and the entire population turns up at the Morisco Tavern, the island's only pub, to toast the baby, proudly held by her parents.



Is there Another Lundy?

It all began when Mrs Wade wrote telling me of an item she had seen listed in a catalogue from Rigby Postal History Auctions of Bournemouth.

Lot 577: GREAT BRITAIN : 1653 letter (soiled) signed by Robert Maitland and written from Edinburgh. The letter is endorsed on the reverse "Lundy". A rare early item of the Commonwealth period. Estimated value £10

As the auction was very close I 'phoned Mr Rigby-Hall. He described a small, badly stained sheet of paper containing only five lines of writing, endorsed 'Lundy' but with no means of telling whether it had any connection with the Island.

It certainly did not sound worth ten pence let alone ten pounds. However, I had a hunch that it would make interesting research, and wondering what kind of fool I was I submitted a bid equal to the valuation, which ultimately proved successful.

The letter intrigued me. It might be a forgery which could be exposed. I ruled this out, as a forger would have been more ambitious. The Lundy endorsement might have been a later addition. If so it would have been aimed at a very small section of the philatelic public - one of us.- hardly a realistic possibility. Alternatively, it could be genuine.

It was very easy to discover the facts about the writer of the letter and those mentioned in it. A visit to my local public library was sufficient.

The letter, illustrated later, reads as follows:

Lundy

The moneye you ar to delyver for my
Lords present subsistance be pleased to
give it to my brother Charles and take
his tiket for it which shall be allowed
by my Lord, Edgb. 22 Oct:1652

Ro: Maitland

For the tennents
of Earl Lothian and
Laderdail

"Burke's Peerage" showed that Maitland was the family name of the Earls of Lauderdale from Scotland, but it was the "Dictionary of National Biography" that revealed most.

John, the second Earl Lauderdale, was captured by Parliament in 1651 after the Battle of Worcester, and was imprisoned in the Tower of London.

He had two brothers, Robert and Charles Maitland. Charles became the third Earl in 1682, on the death of his brother John who had become a very important politician after his release in 1660, when Charles II was restored. Robert, the writer of the letter, had died in 1658.

I did not feel cheated - the insignificant looking fragment of paper was a fascinating link with the history learnt at school even if it had only been written by the brother of the Lauderdale of the Cabal. It was interesting, but what connection could there possibly be with Lundy?

To start with, who lived on Lundy in 1652? This was easily discovered - once again the 'Dictionary of National Biography' contained masses of information (much of which I must remember to follow up.)

The tenant of Lundy was an ex-member of Cromwell's government, William Fiennes, Viscount Saye and Sele. It is conceivable that he had met the Earl of Lauderdale during negotiations with Scotland, but as he is regarded as being very anti-Scots, it is quite improbable that a letter addressed to "Tennents of Earl Lothian and Laderdaill" would have been taken to Lundy at this time.

How else could the word Lundy be explained? The endorsement was quite clear, and could not be any other word. Perhaps another Lundy existed. I had looked through gazetteers in the past, very good ones too, and knew that there was no other place called Lundy. Then a thought struck me. On the wall I had some maps printed in the 17th century, and it was apparent that place-names were not always spelt in the same way as they are today. Perhaps there was a place in Scotland with a name which sounded like Lundy.

I was stumped at this point because I had no atlas to help. I would have to wait until I could go to the library. Impatient as usual I remembered that I had a sixpenny Esso road map. It was a long shot, but better than waiting.

Of course there was no Lundy, but I was very surprised to find TWO Lundies. Of these, the loch in Inverness was too remote to have anything to do with the letter, but the small village near Dundee was most promising.

I have not checked to see whether the Lauderdale estates spread this far, but may be able to one day..

At this point I saw that Lundy had a post office, so I wrote to obtain a specimen of the canceller they used. Unfortunately I was too late. The Lundy sub-office had been closed down in 1966. It is now impossible to send letters from one Lundy to another Lundy.

Lochmaddy P44
 Lochmarea Hotel
 L 14
 Lochside Inver N 23
 Lochside Kin W 32
 Lochside, Suth E 23
 Lochsarge X 12
 Lorry Bridge V 16
 Lochside V 16
 Loggie I 15
 Logie Pitt W 31
 Logierait X 24
 Longbilly E 11
 Longforan Z 28
 Longhill N 34
 Longmanhill H 22
 Lunan N 35
 Larnmore O 7
 Longmorn N 27
 Longside O 35
 Lochnetherbrae N 31
 Loggill O 6
 Lossiemouth I 27
 Lothmore G 24
 Lower Bayble E 10
 Lower Breakish O 11
 Lower Diabag M 12
 Lower Shader C 8
 Luberoch H 18
 Luth O 10
 Luth Hotel Z 19
 Lumphanan S 30
 Lumden O 29
 Lunan X 11
 Lumanhead X 29
 Luncarty Z 25
 Lunde, Ang Z 27
 Lundy Inver H 16
 Lussa N 7
 Lybster E 27
 Lyndoch S 22
 Lyne of Loorthick O 20
 Lyne of Skene R 12
 Lyndoch Z 25

Z →



The money you are to deliver for my
lord's present assistance be pleased to
give it to my brother Charles and take
his ticket for it which shall be allowed
by my lord, Edw. 22 Oct. 1652

Wm. Maitland
For the payments
of Earl Cobham
Ludlow Mill

Henry

CORRECTION

Issue date of 1969 1 puffin provisional overprint was 9th August
and not 11th as stated in "Puffin 19."





Review

Lundy

**A
NEW BOOK**

By

A & M Langham

LUNDY

'A small, self-contained world of utter tranquillity,' Lundy Island lies across the entrance to the Bristol Channel, 11 miles from the nearest mainland. Though only 3 miles long by $\frac{1}{2}$ mile wide and with less than a score of inhabitants, some 30,000 visitors come to the island each year, attracted by its unspoilt natural beauty and the many reminders of its romantic past.

This book, the result of 20 years' intimate acquaintanceship with the island, describes Lundy as it is today and looks back over its eventful history from the days when it was successively the haunt of Vikings, pirates, Royalists and refugees from justice to its latter-day acquisition by Martin Coles Harman, the self-styled 'King of Lundy', who issued his own currency and postage stamps and claimed the island—now the property of the National Trust—to be a 'self-governing dominion of the British Empire'.

The geology and archaeology of the island are examined, there are accounts of its industries, land use, communications, and religious history, and a dramatic chapter on the many ships which have been wrecked on its granite rocks. The curious legal status of the island and its inhabitants is discussed, and the valuable appendices include details of all Lundy stamp issues, as well as extensive lists of the island's flora and fauna.

7153 4861 2

45s net
(£2.25)

"LUNDY", by Anthony and Myrtle Langham is a book in the Island series, published by David and Charles of Newton Abbot, Devon at 45/-. It has 200 pages plus 16 pages of photographs. There is also a fold-out map, and there are a number of neat illustrations in the text.

This book is destined to become a classic on the subject of Lundy. It is written in a pleasant, easy-to-read style and considerably extends one's knowledge of the Island.

It does not do justice to the first chapter to call it a guide to the Island, but using this approach the authors have described everything likely to interest the most inquisitive visitor. The detail presented is such that it seems to anticipate one's questions by giving a wealth of background and historical information. It is not a rehash of the "Official Guide",.

The geology, geography, history and natural-history of Lundy is covered in an equally full and interesting manner and most of the information was not previously readily available.

A chapter giving an expert interpretation of the results of archaeological fieldwork carried out on the Island in recent years was contributed by the Archaeologist Keith Gardner.

A third of the book consists of Appendices, an extraordinary arrangement at first sight, but it makes the book a valuable work of reference. These appendices are: Chronology, population, stamps, The Lundy golf course, minerals, Flora, Fauna and Marisco Castle.

Of these the section on stamps will be of major interest to readers of the "Puffin". Before dissecting this minutely I must say that I consider the listing to be particularly good.

In a number of cases the quantities of stamps issued which are quoted differ from those given in other publications, but so little evidence on this subject is available that no one could presume to challenge the list on this point.

It is interesting to see that the printing of the Red Cross issue has been attributed to the Dalkeith Press. It always seemed possible but I have never found proof.

There are small errors in the listing, but none of major importance.

All "tramticket's" are mentioned as being in rolls of 500 while it is known that the second printing was in rolls of 1000.

The date of issue of the imperforate Tighearna sheet is given as 1943 instead of 1942, and the wording about the gold overprinted Tighearna sheet implies that some overprints had borders, which is untrue.

Wright Brothers colours are incorrect, being a repeat of those listed by Mr Downing, who must have examined his stamps under bad lighting conditions.

There is yet another listing of the Victory overprint colours - but some colours are so rare that I cannot believe that they were regular issues, but again who is qualified to comment on this?

The stamp appendix is as good as you will find anywhere.

The photographic illustrations deserve mention because they are unusual - many are old and show the changes that have taken place since the last century

Summing up the book is original, well written and superbly produced. What more is there to say?

Barry N.D.Chinchen.

Proposed Society Meeting, at PHILYMPIA 1970.



© Philympia 1970

Several members have expressed interest in having a Society get-together during Philympia 1970.

I suggest that Saturday 19th September, the first day of the exhibition would be suitable in spite of this being the day when many other Societies are meeting.

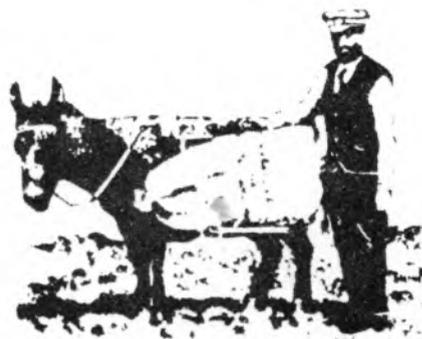
I have made enquiries about the possibility of having lunch in a private room at a hotel about a mile from Olympia, and the management seemed willing to oblige. If we did this, those arriving earlier could attend the exhibition perhaps wearing some kind of badge indicating membership of the Lundy Society. Then individual contact may be made, but the main, yet informal, meeting would be for Lunch at the hotel. Wives families and friends would be welcome. We could return to the exhibition later.

Would all those interested let me know before the end of July so that menus can be selected and other arrangements made? It will be particularly important to know the number expected, and the hotel may well want advance payment or a deposit on the booking. The price will probably be about 25/- per head.

Please let me know as soon as possible if you wish to attend, and the number of guests you will bring.

Thank you. Barry N.D.Chinchen.

Notes on the 40th Anniversary Issue.



The following reply to an enquiry about this issue has been received.



**BRADBURY, WILKINSON & COMPANY,
LIMITED.**

NEW MALDEN, SURREY.

TELEPHONE
01-947 3271 (7 LINES)

TELEGRAPHIC ADDRESS
BRADBANK, NEW MALDEN

CODES
BENTLEY'S
BENTLEY'S SECOND

TELEX NO.
27103

6th February, 1970

M.N.D. Chinchon, Esq.,
97 Chamberlayne Road,
Eastleigh,
Hants. SO5 5JJ.

Dear Sir,

Lundy Is. Stamp Labels

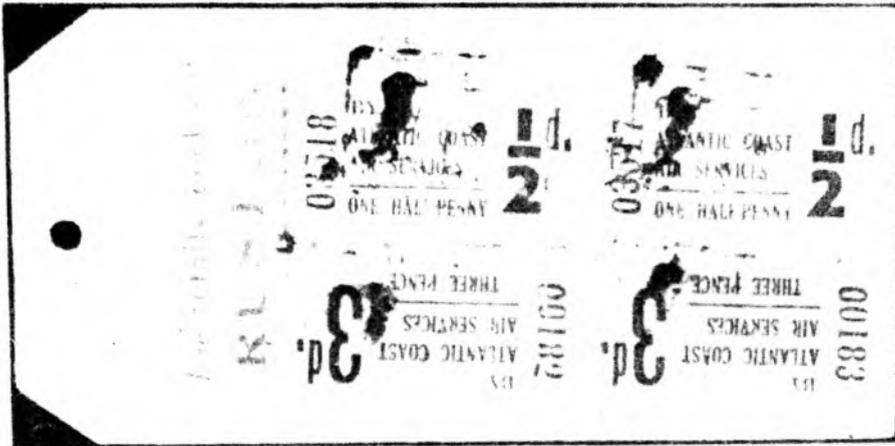
In reply to your query concerning the lack of panes of 1 Puffin labels with the imperforate margin on the left, we confirm that the whole of the order for this particular value, as far as we can trace, was made up of right hand side panes only, i.e. those without perforation on the right.

This was owing to a blemish on one of the printing plates on the left hand side pane.

Yours faithfully,

Stamp Production Manager

Tramticket Register



Additions to previous list.

Halfpenny.

00226 U				
00405	25.10.35	04015	16.1.36	01893
00185		04061	10.1.36	01970
00416 U		04062	10.1.36	01976
		04064	10.1.36	01978-84
00678		04065	10.1.36	01986-
00797		04075	25.1.36	02000
00798		04076	U	
00799		04635		
00814	damaged	04804		
				<u>Threepence.</u>
				00182 U
				00183 U
01652 U		05052	31.3.36	00399
01655 U		05555	11.10.49	00470-2
01667 U		05631-43		00429
		05681		00490
02125	26.10.35	05732		
02110	26.10.35	05740-49		00549
02015		05796		00660-2
02085				00665 15.9.38
02088				00668
02489		<u>One Penny</u>		00680
		00003	26.1.36	00937
		00539		00943
02579		00541		
02632		00612		
				01642
03197		01129		01553-4
03213	26.10.35	01139		01652 9.9.35
03228	26.10.35	01146		01655 9.9.35
		01145		01656 9.9.35
03517-8	28.1.36	01147		01657 9.9.35
Illustrated above.		01238		01718
				01728

Information supplied by: Brenda Pyle,
George H. Ulrich, Larry Dodson,
John A. G. Watson and Charles Cwiakala .

Notes from Larry Dodson

I have a cover that was offered to me (in good faith, I believe) as a first day cover of the coronation sheet. It was on about 2/3rds of a large brown envelope. The sheet is not tied to the cover by the cancellation and the other side of the cover is completely bare; no sign of British postage, cancellation or anything else.

The bogus issues seem to have slowed down. I haven't seen any new ones in several months.

I have a first day postcard of the 1969 1p on 9puffin provisional. Both Lundy and Bideford cancellation are dated 9th August 1969. (Editor - This is undoubtedly the actual first day. I was misinformed previously.)

I also recently received some British Local Post approvals from D.J.Hanson of Eastrington, Goole, Yorkshire. Included in these approvals was a 1961 Europa Souvenir Sheet (@ 2/6d). In the catalogue it was type e. I purchased it and in returning the approvals I mentioned that there were several types of this sheet. I listed them and told him I would be interested in obtaining any of them. A few weeks later I received a note indicating that they did not concern themselves with the varieties but were sending the enclosed if I wished to look through them. Enclosed were 500 of the 1961 Europa Souvenir sheets. Unfortunately all of them seemed to be type f. However, I did check through all of them and I found several to be of interest. Most were very minor varieties, but I will list them all:

Filled corners on 4p (red inner triangles joined on a large scale to the frame.)

Violet of $\frac{1}{2}$ p.6p, and 9p offset on back

Blue of 3p offset on back

Green on 2p shifted up

Blue on 4p shifted up

Brown on 1p shifted up

Brown on 1p shifted down

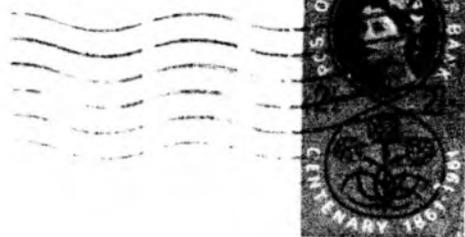
Green on $\frac{1}{2}$ p and 6p shifted up

Green on $\frac{1}{2}$ p and 6p shifted down

All the shifts mentioned above were of the order of $\frac{1}{2}$ millimeter to 1 millimetre, just enough to be noticeable.

I also found several that did not seem to be any of the types mentioned in the catalogue. However since all the others were type f, I feel that these were just type f where the dot in the ornament just didn't print.

I have saved the best for last. These are a set of 3 sheets found sequentially in one of the packages of 100. In all cases the green of the $\frac{1}{2}$ p and 6p. is involved. In the first sheet the green is shifted right 1 millimeter; in the second 3 millimeters; and in the third it is shifted right 8 millimeters or about 1/3rd of an inch. I presume it is a new variety. It was certainly a welcome addition to my collection.



LUNDY



ANTI-MALARIA
FIRST DAY COVER

W. F. TIPPER ESQ.
24 BROAD STREET AVENUE
LONDON, E.C.2

1/2
PUFFIN



1
PUFFIN



2
PUFFIN



3
PUFFIN



6
PUFFIN



12
PUFFIN

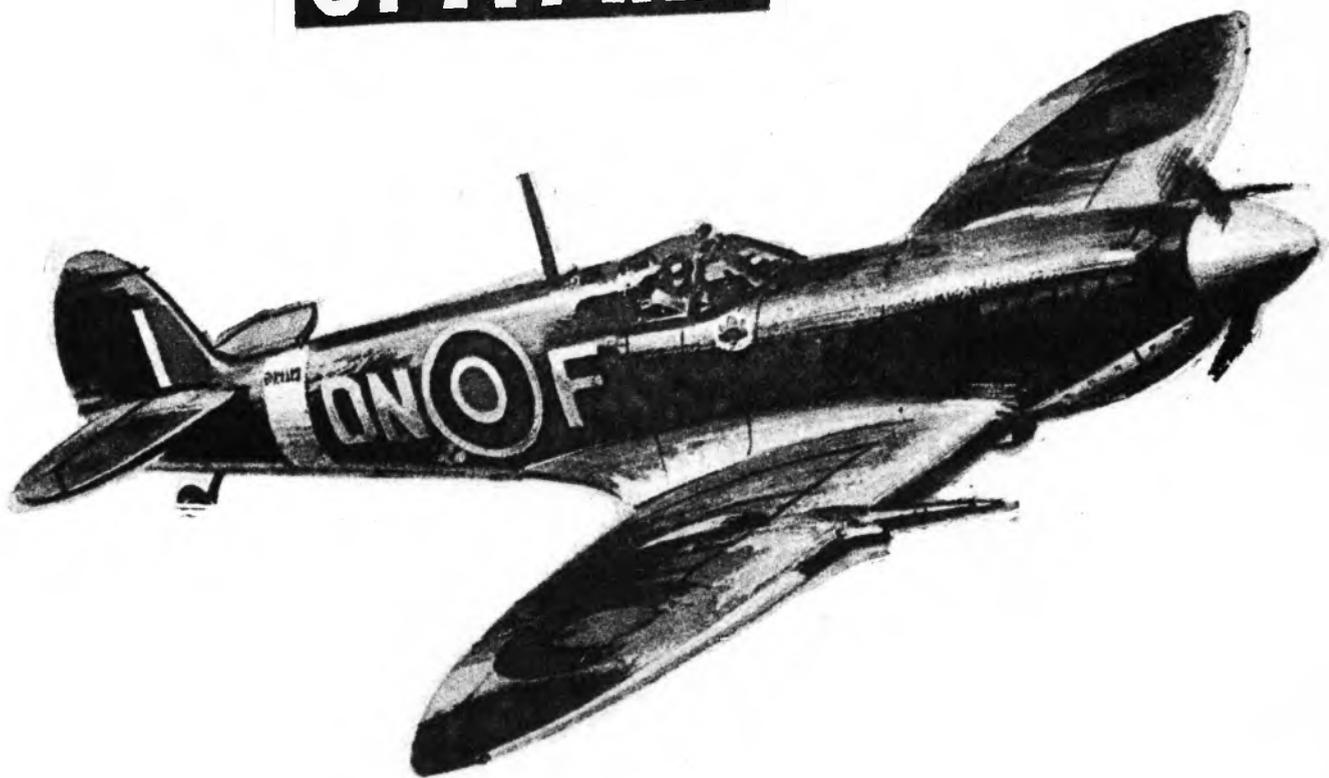


I have a first-day cover of the Antimalaria issue that raises an interesting question. It was addressed to London; thus it is an outbound cover from Lundy. However, the British cancellation is 24 Apr. 1962, a day ahead of the Lundy first day cancellation of 25 Apr. There is probably a simple explanation, but I don't know it if there is.

(Editor - All the official covers seem to have been like this)

(Editor - This article is made up of paragraphs selected from letters from Mr Dodson - hence the abrupt changes of subject paragraph to paragraph.)

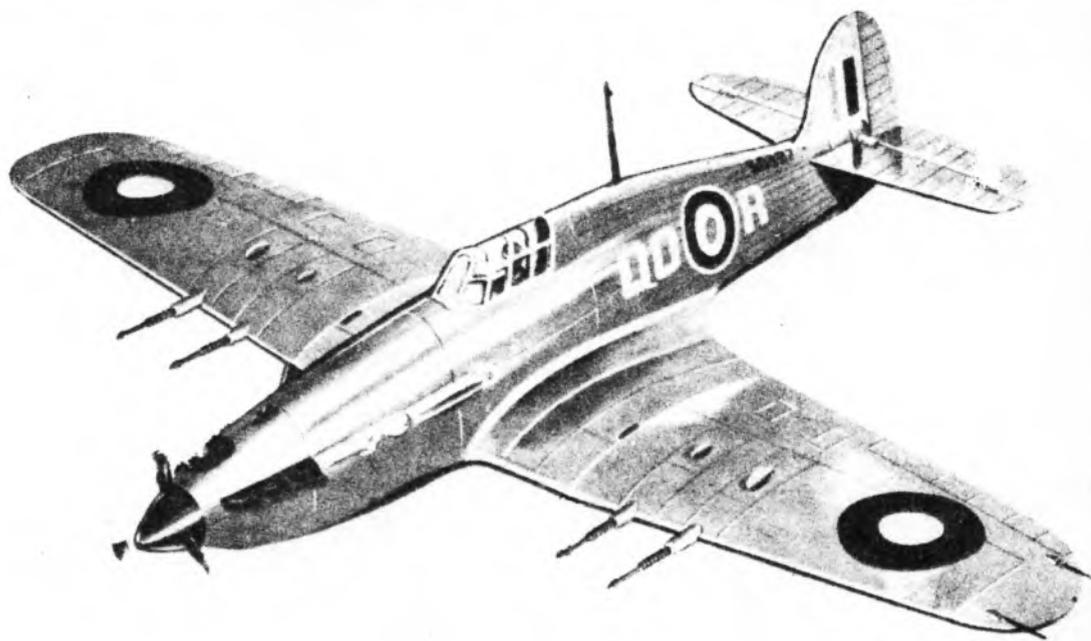
SPITFIRE



OR

HURRICANE

?



Brian L. Turnpenny

Has it occurred to you that the Spitfire V overprint is in fact a Hurricane?

This was pointed out to me when I gave a show a few weeks ago, and I had to agree.

Mr Chinchon enquired about my reasons for suggesting that the plane was a Hurricane.

I've had to wait until I could meet the R.A.F. Officer who queried the identification. I saw him this week, (Squadron Leader F.C.Haines) and his first comment was: "because the way it sits it screams 'Hurricane' to me!" Pressed to analyse this statement he said: "Aircraft identification relied on instant recognition, or it was too late."

I was invited home (having said that I would be glad of specific points.) and the following emerged from study of photos and plans:-

1. The way it sits.

2. The wings have straight tapers, but the Spitfire wings are rounded.



3. The nose contour is evenly tapered and symmetrical. The Spitfire has a lump under the cowling and is not symmetrical.



4. The pilot's canopy has several panes. Plastics could not be bent successfully in large sheets until the spitfire arrived.



5. The fin and rudder are very similar, but the Spitfire is more rounded at the back.



6. The give-away feature is the humped fusilage behind the cockpit. The Spitfire is a continuous streamlined outline, the back of the cockpit cover being smoothly fared into the back.

I think it is apparent that one must consider the date of the stamp issue. Presumably the design was made in late 1941. Both planes underwent considerable modifications over a period of years after this; a considerable number of 'Marks' appearing in service.

Brian L. Turnpenny.

Puffin Postcards

Brian L. Turnpenny



Ref. c 24551
F.E.Gibson.

These cards were found on sale in the Scilly Isles earlier this year.

F.E.Gibson's cards are 5d. each (+ p & p) and available from their shop in Garrison Lane, St. Mary's, Isles of Scilly.

All the cards are in full colour.

The card W.L. 439 has a counterpart colour transparency. Ref. DX 1223. This is available in a Wild Life set of three D/WL1. The other two are "a young seal" and "Gannets". The set is currently available, price 5/- + p & p from Geoffrey White Ltd., Behind the Post Office, St. Mary's, Isles of Scilly.

Dixon's also do a card with a puffin's head very similar to Gibson's C17056, with Ref. No. WL 7563.

The card WL1175 is a Lundy photograph taken by John Cgilvie, and was used as the first day card for many of the 1965 provisional stamps.



Ref. C 17056
F.E.Gibson.

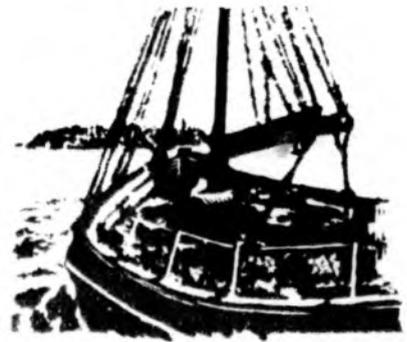


Dixon's W. L. 439



Dixon's W. L. 1175

Lundy Gannet.



Bryan R. Sherwood

Abstracted from press cuttings and information supplied by Mr A. Langham.

Following a two week overhaul and refit at Bideford the 52ft, motor vessel "LUNDY GANNET", was moved on April 18th 1970 to its new departure point for Lundy at Ilfracombe.

The refit; costing somewhere in the region of £6,500, entailed the installation of new steering gear; propeller; navigation and electrical equipment; as well as differences noticeable to the passengers, such as a new wheel house and additional shelter.

The 88 h.p. engine has also been replaced by one of 140 h.p. This combined with the slightly shorter distance to Lundy enables the duration of the voyage to be reduced from 3 hours to something in the region of $2\frac{1}{4}$; although a record of 1 hour 58 mins. is said to have been achieved. Mr Fred Hutchins has been succeeded as skipper by Mr, David Jones.

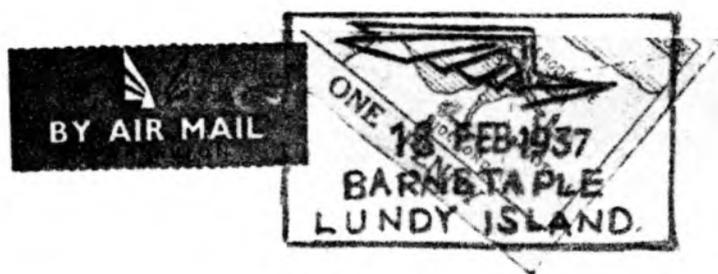
It is hoped the move to Ilfracombe should lead to a more regular and consistent service, due to the less difficult navigable route. At present there is a rail connection operating for this summer at least; although it may well follow the sad demise of that of Bideford. Nevertheless, it is hoped the new location will be generally more accessible.

B.R.S.

Kurt Fochmann
D.D.R. - 4308 Thale
Parkstr. 3.

I wish to have an exchange-partner who can give the stamps of Lundy, Jersey and Guernsey in exchange for stamps of DDR.

Can anyone help?



ANOTHER
LARGE - MAP
BISECT

- John Rathbone.

Details of a cover addressed to "L.Pitman, %F.W.Gade Esq., Lundy Island,% R.T.Boyd Esq., Heanton Court Aerodrome, Nr. Braunton, N.Devon, England."

1. This is a Canada Air-mail First Flight - with appropriate cachet - being from Harrington Harbour to Rimouski (P.Q.) It is a very similar cover to that illustrated on page 13 of Puffin N.18. (See also P.6 of Puffin 19)
2. A single circle postmark of "Harrington Harbour, P.Q." for 18th Dec. 1936, cancels a 6 cent air stamp.
3. Arrival mark, on reverse of cover - "Rimouski, P.Q." 19th Dec.1936.
4. A BIASECTED (n.b.) ONE PENNY large map of Atlantic Airlines is datestamped " 18 Feb. 1937, BARNSTAPLE, LUNDY ISLAND."
5. The outer frame-line of this date-stamp clearly ties both the Airlines label and the regular "BY AIR MAIL" label (blue paper).
6. It should also be noted that the blue label has its upper right-hand corner-section adhering to(i.e. above) the "Airlines " label.
7. LUNDY $\frac{1}{2}$ p. is cancelled, on arrival, 23 Feb.1937.
8. The upper left corner of the back of the cover has, in manuscript, "Mr C.R.Tranter" (same handwriting as for the address).

From 5. and 6. above it is to be noted that the blue "BY AIR MAIL" label must have been affixed to the cover at Barnstaple.

This cover, and 3 somewhat similar covers (with bisected "large maps") all show that it took approximately one month to reach Barnstaple from Canada. Presumably after the "First Flight" in Canada they then came to England by surface-mail. After reaching Barnstaple, five days elapsed before they got to Lundy - probably due to bad weather and/or infrequent flights at that time of the year.

By the way, can anyone provide information re "Mr L.Pitman", please?

John Rathbone.

New Members

with some omitted from the previous lists.

André Dufresne,
9075 Rochdale Street,
Montréal 457,
Québec,
Canada.

George P. Osborne,
215 Loweswater House,
Great Thornton Street,
Hull,
York.

Bryan R. Sherwood,
5 Ravensbury Court,
Ringshead Road,
Sutton,
Surrey.

R. Genge,
76 Middle Road,
Kingswood,
Bristol.

H. Mooring,
9 Iveson Garth,
Leeds 16. LS16 6LL

David Perris,
76 Heol Gabriel,
Whitchurch,
Cardiff.

R. Parsons,
Nantucket,
Eastergate Lane,
Walberton.
Nr Arundel,
Sussex,

Stuart A. Robertson F.R.P.S.L.
Leladine,
Camilla Drive,
Westhumble
Dorking,
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B.N.D. Chinchen.

H. Tester 373 Whitton Dene,
Isleworth, Middlesex.

D.B. Stowe, 60 Llanlanan Road,
Gabaln, Cardiff CF4 3EL

William Kahn, 26 E. 22nd Street,
New York 10010, U.S.A.

John C.A. Dyke,
~~8-Rock-Avenue,-Barnstaple,Devon~~
Signal Cottage, Lundy,
via Ilfracombe, N.Devon.

Mr D. Barrow,
Sherwood,
10 Victoria Street,
Ramsbottom,
Bury, Lancs.

Mrs L.E. Walker
15 Cornwall Street,
Vauxhall, Dunedin, New Zealand.

Mr & Mrs Roger C. Ashton Davis,
6 Chapel Rise,
Atworth, Melksham, Wilts.

Francis J. Field, Richmond Road,
Sutton Coldfield, Warwks.

A.F. Langham,
1 Furzefield Road, Reigate, Surrey.

M. Vollands Esq.,
3 Warren Drive,
Slyne with Hrst.
Nr Lancaster, Lancs.

Over the years it has been my custom to differentiate between those who applied for membership of the Society and those who asked to receive the "Puffin". This list with those in "Puffins 18 and 19" should constitute the full mailing-list.

I do not record people who make a single enquiry about the Society and who show no further interest. Likewise, when a new mailing-list is compiled every three years or so, previous members who do not return the membership forms are omitted.

