

*Twenty First
Issue*

**The
Puffin**

Newsletter
of the
Lundy
Specialists'
Society



Special 21st Issue



The Puffin

NEWSLETTER
OF THE
LUNDY
SPECIALISTS'
SOCIETY

Hon. Sec. & Editor
B.N.D. Chinchin,
97, Chamberlayne Road,
EASTLEIGH,
Hants., SO5. 5JJ.
England.

1956-1971 FIFTEENTH ANNIVERSARY OF THE
FOUNDATION OF THE SOCIETY.

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(This article was prepared for 'Logbook', newsletter of the Ship Stamp Society. sheets 4, 5, and 6 are omitted here as they are reprints of pages in Puffin 20.)	

Dear Fellow members,

At the time of writing this editorial I am awaiting definite news of the proposed decimal stamp issue in February. (The Postal Strike has delayed the Puffin and new stamps as well).

Once again support for the Puffin by way of articles and information has been most encouraging. Mr Sherwood has provided some excellent articles as well as the covers and artwork. Mrs Wade has contributed a variety of interesting items and there is material from Tony Langham, George Ulrich, Fred Bloedow, Francis J. Field, David Perris, John Watson, and Harry Rooke. Larry Dodson should be congratulated on a useful index he has produced to previous issues of the Puffin.

Two leaflets are enclosed. One is from Mrs Wade who has agreed to act as Northern Area Secretary to arrange a meeting somewhere in the North of England. The other is a form from which it may be possible to build up a membership register which will in some way make up for the widespread geographical area served by the Society. If you feel that any of the questions on the form are an intrusion into privacy please do not feel offended, just ignore them. The idea behind it is purely to make correspondence between members easier. It is hoped to publish a membership register which includes a photograph and brief details of each member.

During 1971, and hopefully longer, I will be taking courses with the Open University. For those living outside the United Kingdom perhaps I should explain that this is a correspondence course linked with radio and television broadcasts, college lectures and tutorials which leads eventually to a university degree. The courses are intensive and take at least 26 hours each week. As it would be almost impossible to produce a "Puffin" as well I would have had to let things slide. Then Mr Sherwood volunteered to take over the Editorial and production work for Puffin 22. This is a considerable undertaking but I feel sure that the Society will benefit. I will remain Secretary so that continuity is maintained but please send all matters relating to the next issue of the Puffin to

The Hon. Editor: Bryan R. Sherwood,
5 Ravensbury Court,
Ringstead Road,
Sutton,
Surrey.

Articles and information desperately needed as usual.

I received a communication some time ago from an American who has a large accumulation of Lundy stamps - This includes hundreds of 3d. tram tickets, mint blocks of pre 1940 stamps and covers including the Red Cross Issue. He wishes to sell these as one lot, but not to a dealer. He wondered if the Society was interested and describes the lot as containing plenty for everyone. The price expected could be as high as £1000 and as I could not foresee us considering a price of this magnitude I have done no more about it. Has anyone ideas about this.

I hope that the "Puffin" will continue to have such excellent support.
Yours sincerely,

Barry N D Chichen

Mr Gade the Island Agent made a sufficiently good recovery from his illness to return to the Island and eased himself back into his normal working routine.

During July anyone fishing off the coast would have caught more than they expected, for a freighter started dumping 10,000,000 bananas into the Atlantic, as it passed the Island, these being undelivered due to the dock-strike which involved most of the country's ports.

As will be seen later in the Puffin August saw an addition to the publications on Lundy. This was the first issue of the Landmark Trust's quarterly publication the "Illustrated Lundy News". This new magazine is edited by Mr John Dyke whose work as a stamp designer must be well known to all Lundy collectors. Mr Dyke has been a very busy man of late, as apart from the "Lundy News" he has been occupied in the preparation of designs for the new decimal issue and working on the establishment of a Museum on Lundy.

The Lundyites have seen a variety of boats over the years but during September a strange object could be seen approaching. It was not a real boat but a land-rover wrapped in tarpaulin. This was part of an exercise by the R.E.M.E. who planned this method for the Trust to deliver the vehicle without having to dismantle it. Thanks to them the Island received this much needed vehicle.

September will also be remembered by Mr Edward Townsend and his colleagues, for it was in that month he fell while on duty at the North Lighthouse and had to be carried down 100 steps and taken to a suitable place near Marisco castle where he was given emergency treatment prior to being flown to the North Devon infirmary by helicopter.

The Lundy Gannet shipped an unusual piece of cargo to the Island at the end of the month. It was a gift to the Island by the 'Lundy group' of the Devon Federation of Women's Institutes to mark their 50th Anniversary. The gift was an eight foot long outdoor seat which will be placed half-way up the path from the landing-beach. It is expected that many visitors in future years will be grateful to the W.I. for this amenity.

For one visitor this month it was a return to old pastures. He was Mr Bob Bendall who with his family made a visit to the site of his former home. For four years he held the position of Farm Bailiff on Lundy.

Just as early September saw the arrival of a strange craft so did the first week in October. It was a 25 foot landing-craft which was being demonstrated to the Landmark Trust as an alternative form of transport. This 'Sea Truck' can carry in its flat bottom up to 26 passengers or a landrover, and still cruise at 20 m.p.h. It is also claimed by its makers to be able to ride the roughest weather and is virtually unsinkable.

Whilst the Trust were looking at methods of improving communication the Railway Board were aggravating the situation on the mainland. Despite all efforts during the summer the plan to close the line between Barnstaple and Ilfracombe took effect on Saturday 3rd October when all 15 uneconomical miles went out of service. The

farewell trip carried more than 400 enthusiasts. Now the only method of public transport is by Western National Bus.

There were not only changes in modern methods of transport. The triple-masted schooner "Kathleen and May", last of those that plied the Bristol Channel was moved to Appledore Quay where the Duke of Westminster's Maritime Trust are hoping to have restoration carried out.

In September the post of Secretary on Lundy was advertised and in November 21 year old Miss Julia Bassingthwaite of Woolacombe took up the post.

Then illness struck again. In November a doctor was flown to the Island to attend Mr Dyke who was later taken off by helicopter with the sea-going lifeboat standing by at halfway station. Mr Dyke has now recovered and returned to the Island. The second issue of the "Illustrated Lundy News" was delayed owing to Mr Dyke's illness. Some copies were despatched prior to the Postal Strike but many have had to wait.

Note: Page 20 1863 Circulation Map

This map reproduced from that in the G.P.O. records shows a line from Instow to Appledore. This in fact ran via Bideford.

Society Meeting at 'PHILYMPIA 1970'.



© Philympia 1970

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LUNDY SPECIALISTS" SOCIETY LUNCHEON

Hotel Eden - Harrington Gardens - S.W.7 19th September.

Those Present :

Brenda Pye
Mr & Mrs George Ulrich
Dr & Mrs John A.G. Watson
Brian L. Turnpenny
Fred Bloedow
Barry Chinchin

We met together very punctually in the foyer of the hotel where introductions were made and as we had half an hour to wait for lunch we adjourned to the Society of Genealogists where we were able to talk and look at stamps. Dr Watson showed us a superb enlargement of a polaroid photograph in colour, of the Marisco Tavern.

After an excellent lunch at the Hotel Eden we again retired to the Society of Genealogists sitting room. The meeting was informal and we looked at more stamps and discussed many interesting topics.

Mr Turnpenny suggested that our next meeting should be on Lundy and wondered if it would be possible to book up on Lundy for a party at Whitsun.

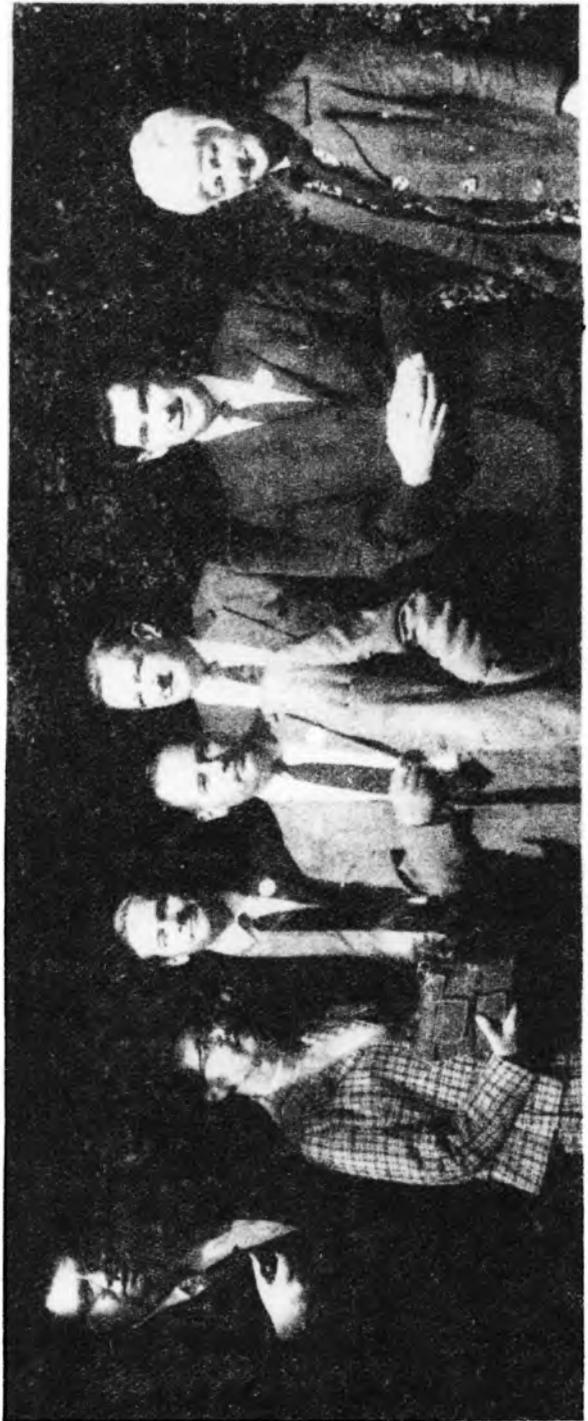
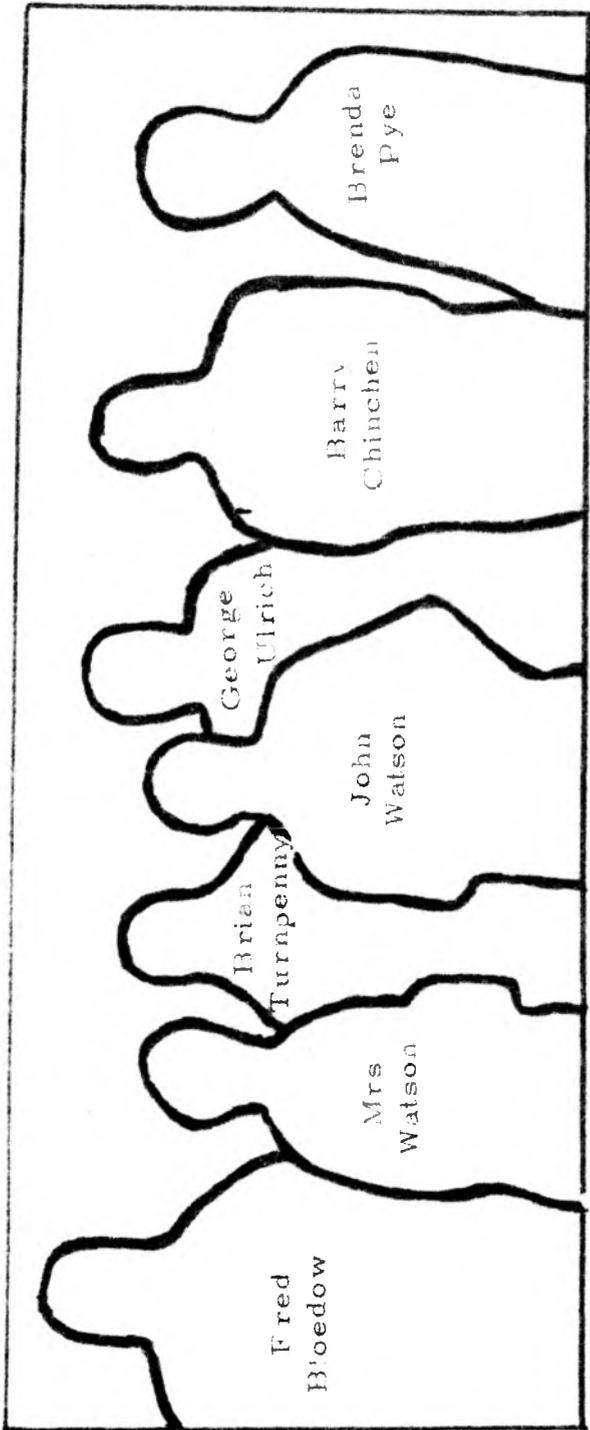
I (Mr Chinchin) mentioned the possibility of awarding honours to members who have shown outstanding interest in Lundy collecting. I also showed some articles to be included in this issue of the "Puffin". Mr Turnpenny proposed a vote of thanks .

At about 4p.m. (we hardly realised that it was so late) we decided that we had better go on to Philympia as this was one of the objects of arranging the meeting that day.

Dr and Mrs Watson left us and the rest of us crammed into Brenda Pye's car, and though the traffic was considerable that Saturday afternoon we were soon at Philympia where we said our goodbyes and went our own ways to explore the exhibition. It had been a thoroughly enjoyable day.

Mr Bloedow has presented the Society with a used set of the first five stamps on piece with cancellation dated 2 - May 1926. on the understanding that if ever sold the proceeds go to the Society. These are available for reference by members.

Photograph taken at the Society Meeting
in London on September 19th
1970.



New Members

Lasse Liwendahl
Runtunavagen
S-125 40
ALUSJO (near Stockholme)
Sweden.

R. S. Noise,
17 Lullington Garth,
Borhamwood,
Herts.

Change of Address

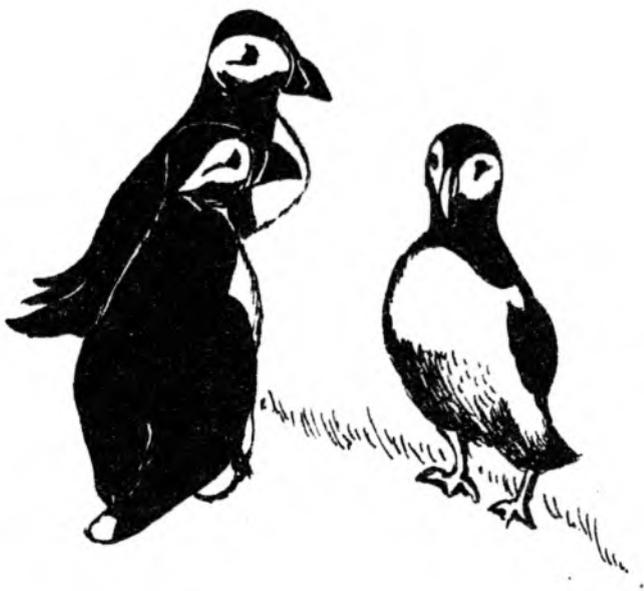
M. W. Jones
42 Lynwood Drive,
Worcester Park,
Surrey.

Leon W. Davis A.P.S. 18175
4191 Nottingham Way,
Hamilton Square,
N.J. 08690
U.S.A.

Ian Scott Walker,
Leigh House,
30 Broadmark Lane,
Rustington,
Littlehampton,
Sussex.

John Martin,
57 The Quay,
Minehead,
Somerset

P. D. Atkins
134 Dudley Road,
Plymton St. Marys,
Plymouth,
Devon.



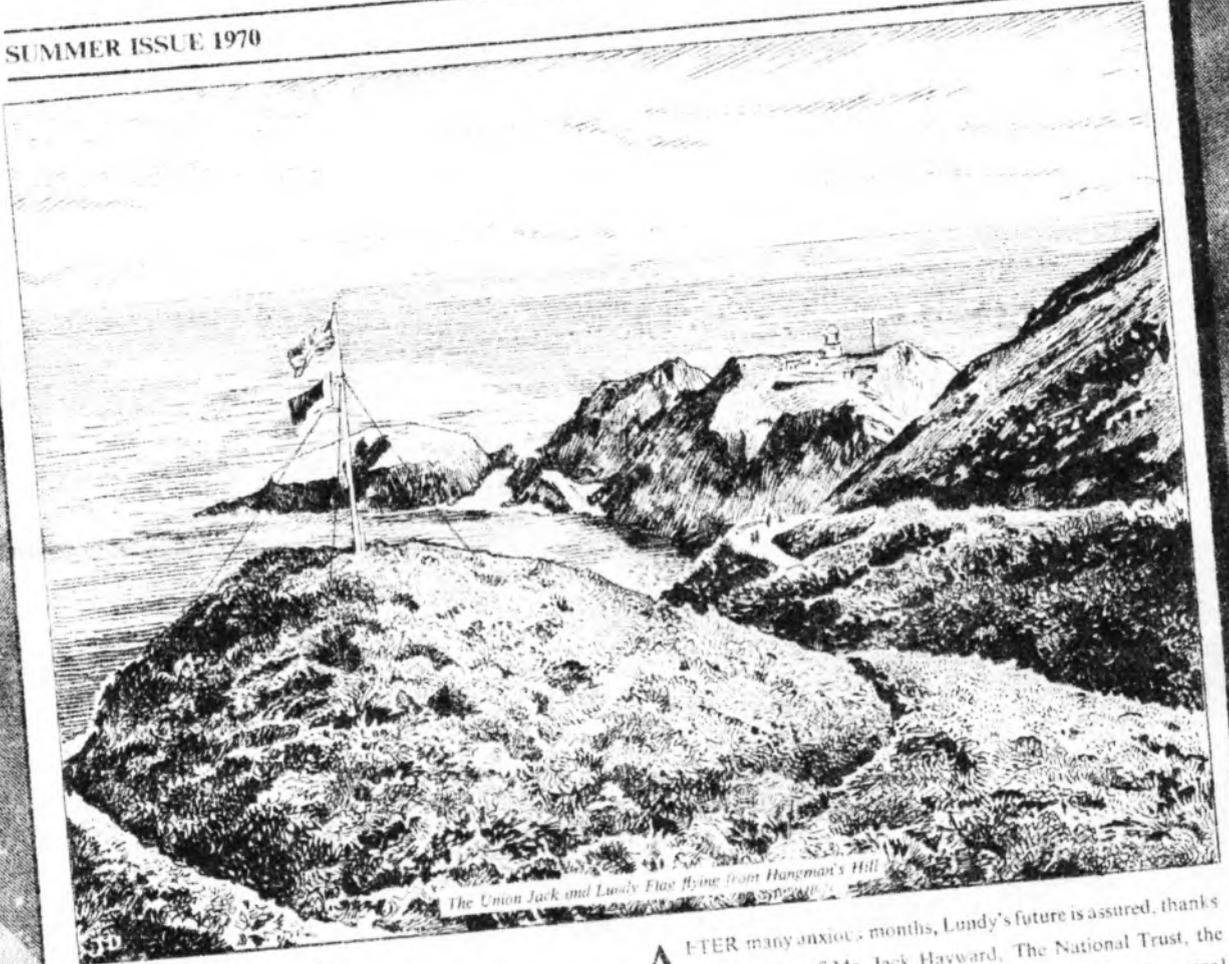
Mrs. John H. Wulff
Newaygo, Mich.
R. R. #3 - U.S.A.

ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

VOLUME 1 No. 1

SUMMER ISSUE 1970



The Union Jack and Lundy Flag flying from Hangman's Hill

**SUNDAY
SEPTEMBER 28th**

AFTER many anxious months, Lundy's future is assured, thanks to the action of Mr. Jack Hayward, The National Trust, the new tenants, The Landmark Trust, and the nation-wide appeal organised by the three Westcountry M.P's. Mr. Peter Mills, Mr. David Owen, and the Right Hon. Jeremy Thorpe. The twin flags fly in celebration from the Masthead on Hangman's Hill on September 28th, 1969.

SUBSCRIPTION FORM

To the Editor, Signal Cottage, Lundy, via Ilfracombe, N. Devon.

Please send:

- (a) First issue of the Illustrated Lundy News, posted from the Island bearing puffin stamp . . .
British Isles and Abroad — @ 3/6d., post free.
- OR
- (b) First Six issues of the Illustrated Lundy News, posted from the Island, bearing puffin stamp . . .
British Isles and Abroad — @ 20/-, post free.

Name:

Address:

.....
.....

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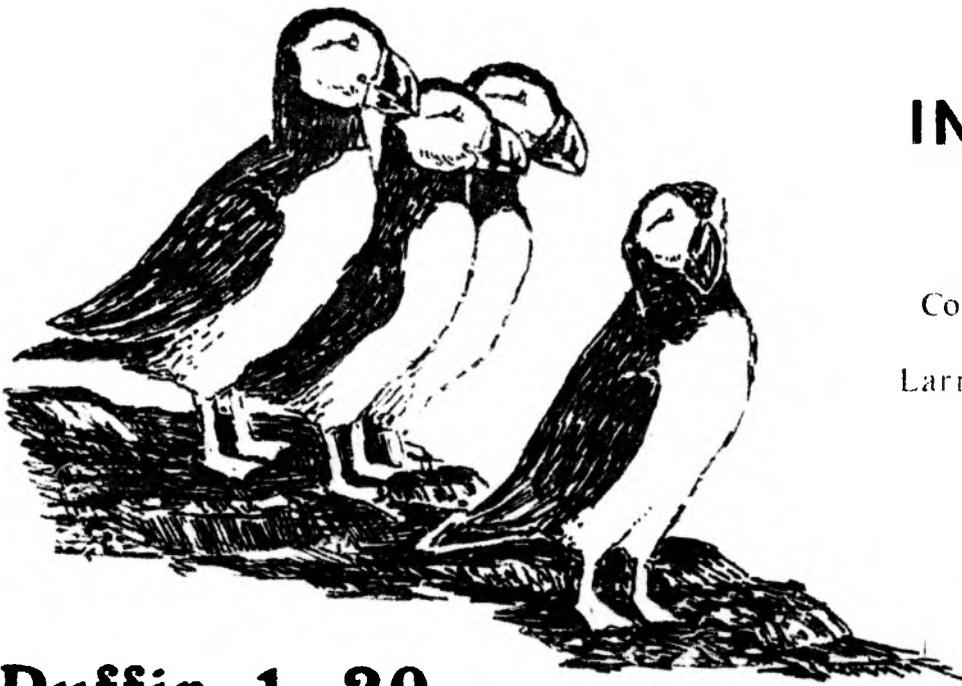
Name:

Address:

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Compiled by
Larry Dodson



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 #19, 9; #20, 3-22.

I am in the process of making facsimile copies of Puffins 1 - 10.
 These will cost 2/- each because so few are being run off. A
 few people have requested these to complete their set - they are
 disappointing being two sheets of poor duplicating.

Numbers 1, 2 and 3 are ready at the moment.

Barry Chinchen



Lundi Ey Origin of a Name.

by Bryan R. Sherwood.

The three puffin value of the 1955 Millenary issue depicts Erik Bloodaxe, King of Northumbria, son of Harold Fairhair. This was perhaps a fitting choice for a commemorative issue for the year 954 AD marked the death of this tyrannical ruler and the decline of the Norse occupation of England.

Archaeological evidence has shown that various groups of Norsemen, probably including the Viking King Hubba, used the island for refuge when crossing the Bristol Channel from Wales to attack the North Devon and Somerset Coast.

The island known to the Romans, according to some authorities, as 'Herculea' has since the time of recorded history been called by its present name though modified in spelling. Apart from the occasional reference to it by other titles such as 'Inyswyre' (Isle of Hay), the only other to last any great time has been 'Ely' and its derivatives.

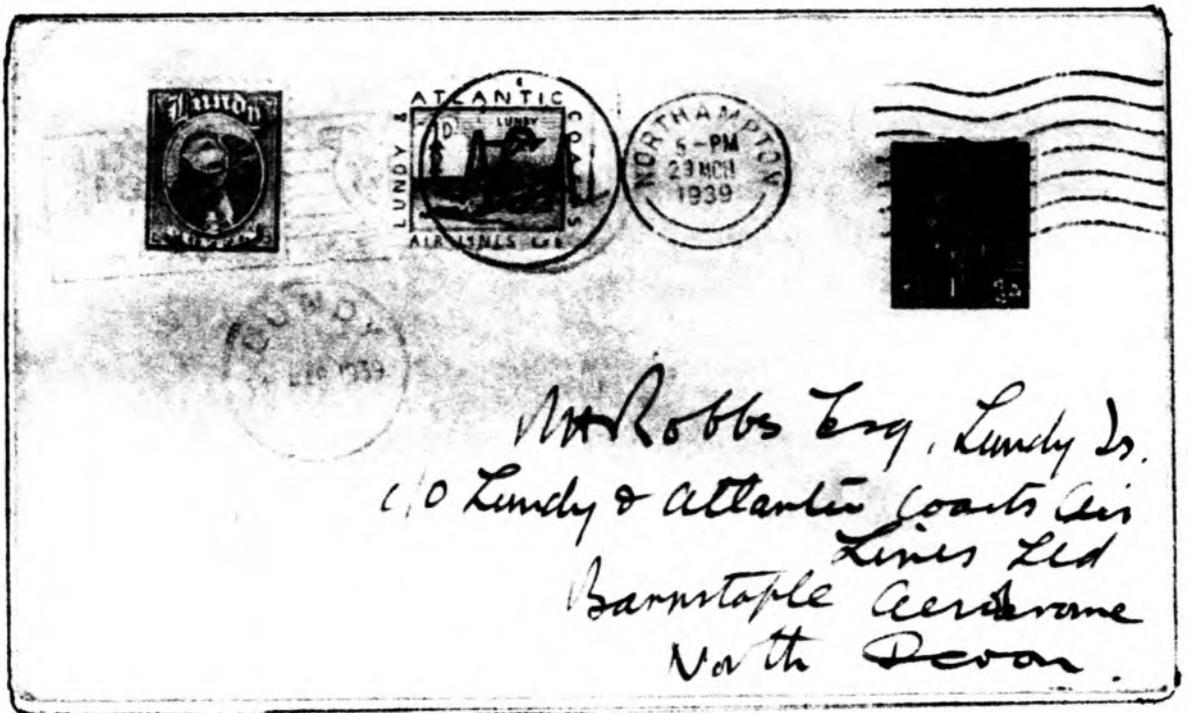
The name Ely may be found in the 'Pipe Rolls' from 1204 to 1209 and it has been suggested that this be an abbreviation of 'Eliensis' meaning of St. Elen, the name by which the first chapel was known. The question of the origin of this name is also open to speculation. It is thought to refer to Elen wife of the King of Britain Maxim Wledig who died in 388 A.D. Alternatively it could be from Elena a derivation used first in England by the Northumbrian ecclesiastical poet Cynewulf in connection with St. Helena, wife of the Emperor Constantine.

The name Lundy was used prior to this time and up to the present. Its origination whilst speculative can be advanced with more conviction. The name shows a Teutonic origin i.e. Viking and not of the Celts of Britain and Ireland, It is probable therefore that it is a derivation of the two words Lundi - Puffin and Ey - Island. This may be borne out by reference to other island names. Lundi has also survived to this day in the Faroes dialect and is still the common name for a Puffin.

Listed below in chronological order are some of the variations that may be found in contemporary records.

	Heculea	Roman era
1139	Lundey	Orkneyingasaga
1148	Lundeyar	Orkneyingasaga
1199	Lundeia	Rotuli Chartarum
1204	Ely	Pipe Rolls
1205	Elye	Pipe Rolls
1206	Eli	Pipe Rolls
1208	Ely	Pipe Rolls
1209	Ely	Pipe Rolls
1281	Lunday	Cal. of Charter Rolls
1321	Lunday	Assize Rolls
1322	Londay	Cal. of Inquisitions Miscellaneous
1326	Lounday	Cal. of Fine Rolls
1350	Londay	Cal. of Inquisitions Post Mortem
1353	Loundey - Lundey	Reg. of Diocese of Exeter
1385	Lunday	Fleet of Fines

Lundy in one form or another it has predominantly been named and Lundy, the Isle of Puffins, it remains to this day.



PUZZLE: The red airline stamp partly covers the pale green Lundy canceller and a fainter blue airline cancellation. The original airline stamp was possibly removed, but how could a replacement get another strike of the L.A.C.A.L. canceller.

People Past and Present

William Fynnes

VISCOUNT & BARON SAYE AND SELE



PLATE IV

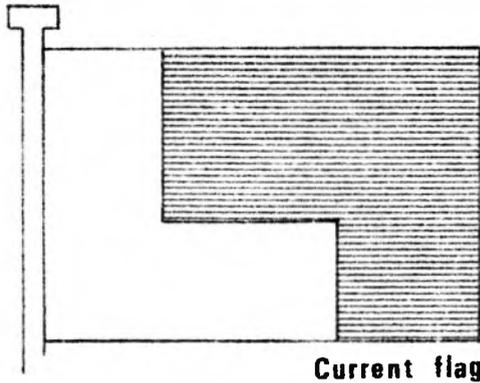
William Fynnes, 1st Viscount and 8th Baron Saye and Sele, a leader of opposition to Charles I.

Stanley Smith (who used to live on Lundy and run the Marisco Tavern) and now lives at "Lundy Villa", St. James Place, Ilfracombe, does a little printing at the "Half Puffin Press". His latest production is a beautiful little sheet of words of "The Hartland Song".

"THE HARTLAND SONG"

This delightful ballad was introduced to Lundy by the Agent, F. W. Gade on his return to the Island from Hartland in 1949; thereon becoming known as *The Hartland Song*. Although often included in the folk songs of various counties, the Lundy's have lovingly adopted it, and one who has been privileged to hear Mr. Gade sing it so expressively in the snug atmosphere of the Marisco Tavern will rightly understand why.





Current flag

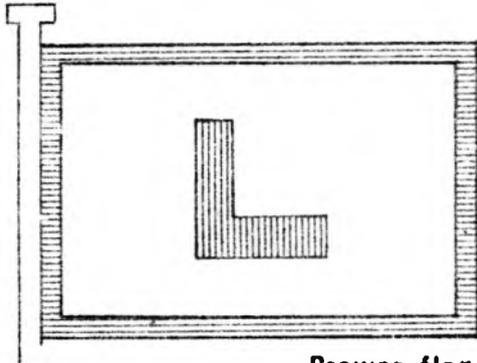
The Lundy Flag .

by David Perris

The Isle of Lundy does not have a national flag or emblem. There was however a flag which was flown when the Lord of the Manor of Lundy, or any member of his family was in residence on the Island. This flag was last flown with the Union Jack on September 28th 1969 on the occasion of the handing over of Lundy to the National Trust. This current Lundy flag dates from the early 1900's.

At the end of the War in 1945 the Icelandic Flag was used for a while, this being found in the Hotel loft in August 1968 by Mr. A Langham co-author of the book "Lundy".

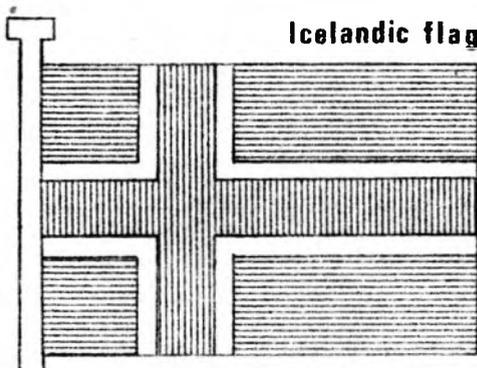
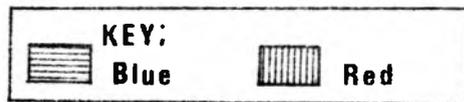
The flag which was in use before the War is thought to have been constructed by the Admiralty Signal Station Staff though this is not certain.



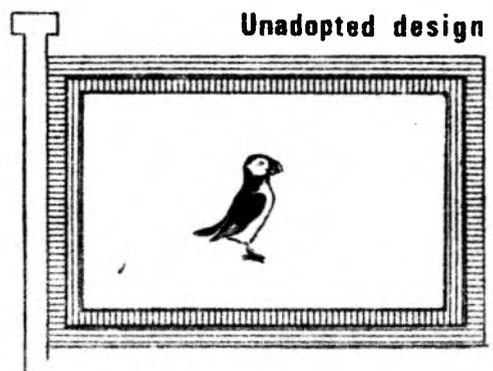
Prewar flag

Another design was prepared but never used. It depicted a puffin (facing right) on a white ground. The outer edge of the flag was a thin band of blue inside which was a band of red.

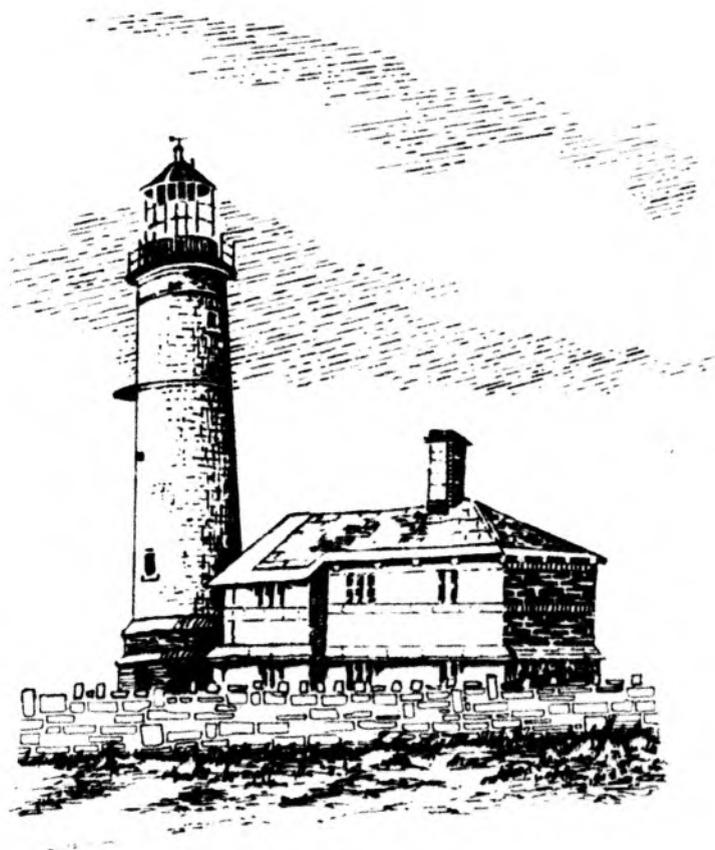
Unfortunately information regarding who designed these flags and when they first flew is still unknown although I have made a number of enquiries.



Icelandic flag



Unadopted design



The Lundy Field Society.

The Lundy Field Society was born at Exeter on May 29th 1946, when seventeen founder members met and decided to form a Society to study and protect the flora and fauna of Lundy.

Among those members were Martin Coles Harman, the then owner of Lundy who was a keen naturalist, and L.A. Harvey who was later to become Professor of Zoology at Exeter University.

The Second World War had been over for only a year and the Society was started in a period of great difficulties when food was still rationed and materials such as timber and coal could be obtained only on permit. Despite these difficulties the Old Light was converted into an Island base and the Society began its work. We were blessed with an enthusiastic committee and with the support of Mr Harman were soon able to attract a succession of notable ornithologists as wardens. Because Lundy was one of the first of the new generation of Observatories we were able to attract wide interest with our findings and Annual Reports.

Soon after the death of Martin Harman in 1954 the Society passed into a period of difficulties. Expenses began to rise faster than income and it became obvious that certain major repairs were necessary to maintain and improve the Old Light.

Although the Society struggled on for some years, the position was reached in 1967 when we were without resources to appoint a Warden or make repairs and it was necessary to relinquish our tenancy of the Old Light buildings.

Freed from these financial burdens we were able to set about the restructuring of the Society and although we were forced to rely on visitors for reports of fieldwork, the range and quality of our work actually improved. It was hoped that eventually we might be given accomodation on Lundy again and Mr Albion Harman was sympathetic in this, but his untimely death in 1968 made the possibility of such a reinstatement more difficult.

In 1969 the island passed to the National Trust and was leased by the Landmark Trust. The Lundy Field Society warmly welcomed the interest of the new owners and I was very happy to report at our Annual General Meeting in March 1970 that the Chairman of the Landmark Trust, Mr John Smith, had most generously offered to instal and employ as a Landmark Trust employee, a Warden who will be resident in the Old Light.

It seems that the Society is now poised for a fresh advance because although ornithology will continue to occupy a prime place in our interests, Lundy offers such unique opportunities in other fields. The Geology and Flora have for long been recognised as having special features and more recently archaeology, underwater investigations, glaciology and the study of caves on Lundy have interested our members. Many rockclimbs have been investigated and recorded, and the Field Society now embraces many and varied interests.

The coordination of fieldwork undertaken on Lundy has long been the privilege of the Society and with the growing awareness of the value of habitat, it becomes more important than ever that visitors undertaking work should contact us and give us a record of any material taken from the island.

As we complete our first quarter-Century and look forward to the next, I am sure our first President, Martin Coles Harman, would have been proud for us to share his motto for the Island: "Lundy Lights and Leads".

A.P. Largham
Hon. Secretary
Lundy Field Society.

If readers have any questions or would like further information about the Lundy Field Society, would they kindly contact the Hon. Secretary at 1 Furzefield Road, Reigate, Surrey.

MR L. PITMAN

In answer to a question posed by Mr John Rathbone in Puffin 20, Francis J. Field writes "I was in constant touch with Mr L. Pitman in the 1930s. He was keenly interested in postal history covers and as a personal hobby only, he arranged for various combination transit covers, such as sea and air by special flights or maiden voyages and covers from Island to Island, and also covers autographed by pilots, Sea Captains etc.

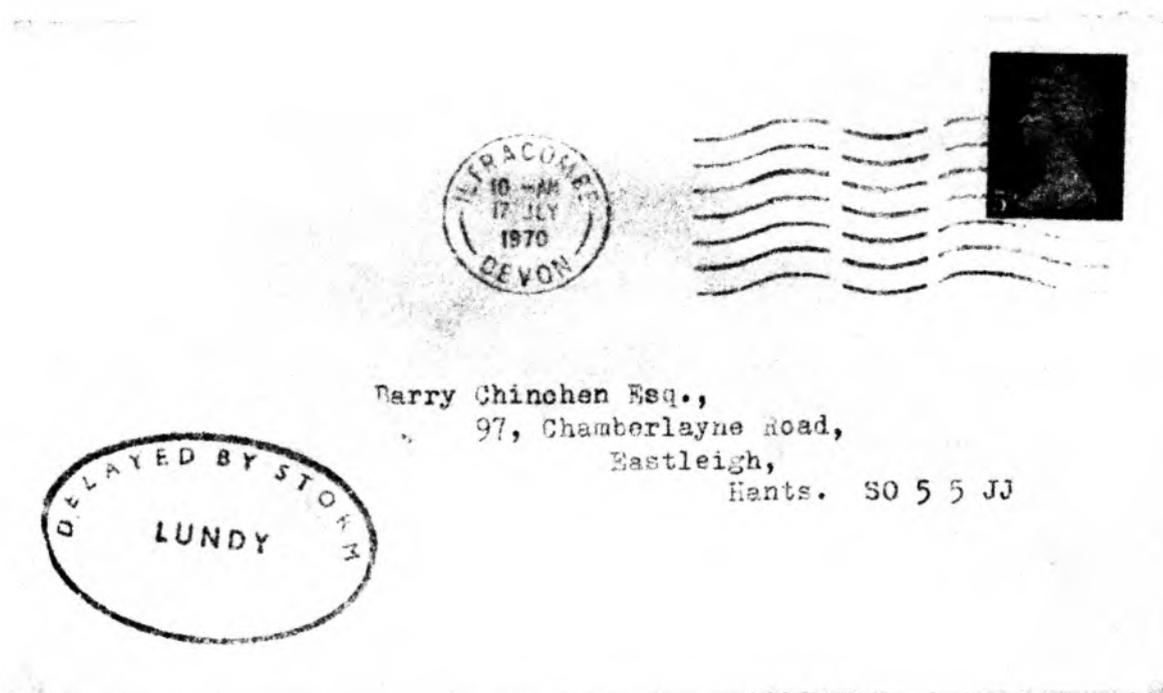
All his material was absolutely genuine and original, and organised purely for his own interest and collection. "

Change of Cancellers



It appears, though it is by no means certain, that two rubber cancellers were prepared for use on the 40th Anniversary Issue. They differ only in the size of the date. Everyone remarks on the unsatisfactory design of these and good impressions must be of considerable rarity. In spite of this they remained in use until July although the metal canceller used until November 1969 was used from time to time. This canceller is now back in use.

Also in July I noticed a new Delayed by storm canceller.



Red Overprint
as on 1969 provisional
One Puffin



This stamp is available only from Sanders the Philatelists of 7 Commercial Road Southampton. None were sold from Lundy itself.

It appears that this is what happened. Sanders wrote to Mr Gade for a quantity of the black overprints and he, not wishing to deplete his stocks asked them to write direct to Atlantic Coast Studios for further supplies. As John Dyke was away at the time his printer reprinted the stamps using the ink already on the machine. - which happened to be red.

Sanders received 520 copies of the stamp which were put on sale some weeks after Mr Gade had informed me of this error which had displeased him.

The stamps were printed in panes of 30 with margins removed for ease of printing.



North Devon and Lundy Local Post.

by Bryan R. Sherwood

One of the chief causes of concern for any isolated community must be that of communications. This must have been the case of the residents of Lundy, especially in the mid-nineteenth century, for at this time the Island was passing through a period of prosperity. The increase in population due to the development of various commercial enterprises and the interests of Lloyds and Trinity House coupled with the rapid advances made on the mainland gave rise to the growth of many complex arrangements.

Chief amongst the mainland improvements was the expansion by the G.P.O. of the mail coach system and their cooperation with the various railway companies and packet boats: It is my intention here to do little more than outline some of the major developments in communications related to the facilities provided by the Island and its agents from the time of Mr. W.H. Heaven's occupation to the end of the century.

The situation prior to Mr Heaven's ownership in 1834 was far from ideal. (See Map Fig.1.) The first mail coach through Exeter and Oakhampton had come into operation and a limited facility was available for the transportation of mail by horse to Barnstaple and Bideford. Around the time that Mr Heaven purchased Lundy the coach service to Ilfracombe via Bampton and Barnstaple started. The Mail used these routes for several years with minor variations. Shipping to the Island was still governed by the good offices of the local fishermen.

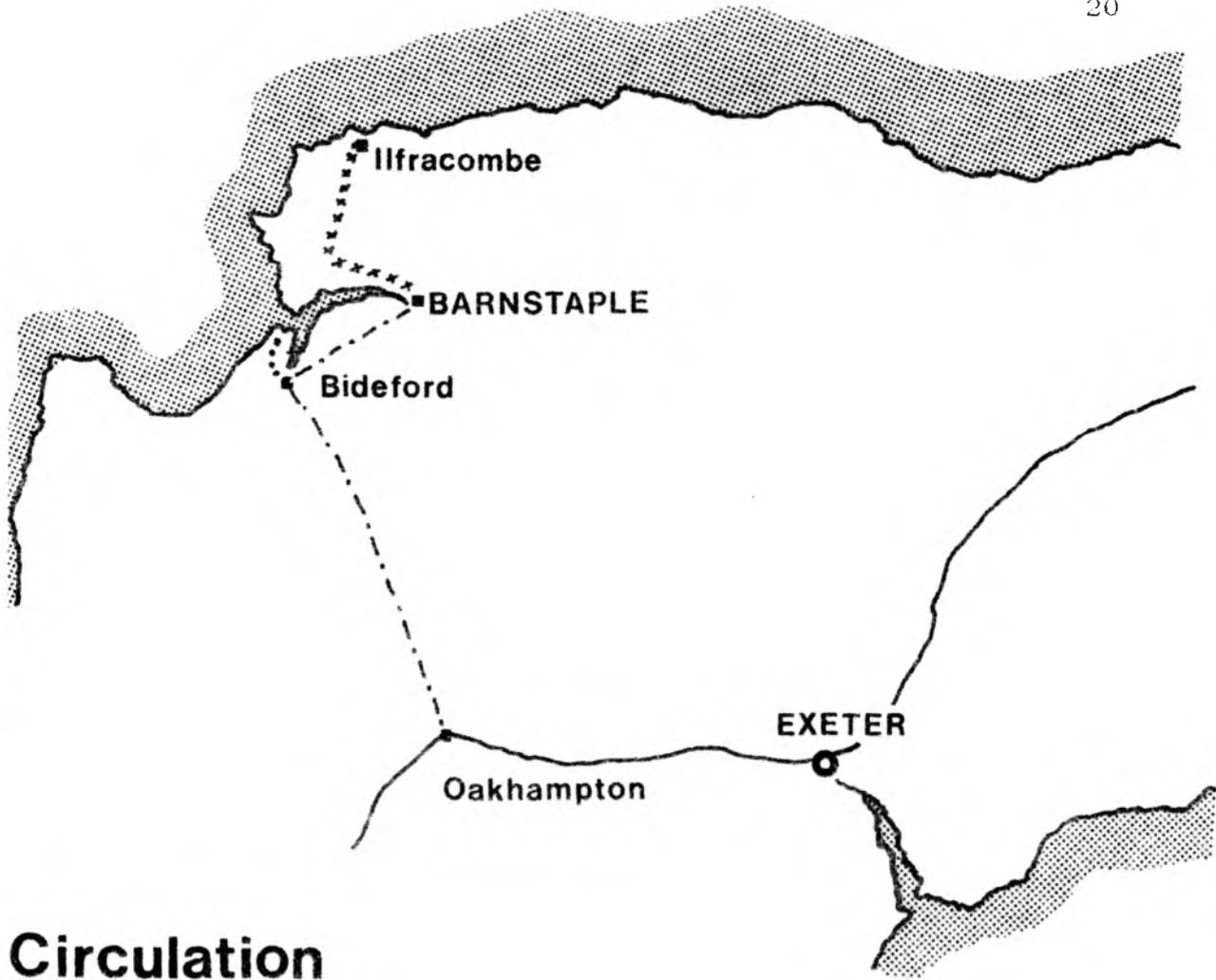
The first significant improvement came in the 1840's with the opening of a sub-post office at Clovelly and covers sent about this time show that Lundy mail normally went via this Office. Mr. Heaven owned a boat, "Lady of the Isle", which was used on occasions for the transport of cargo and mail, but still no regular service existed.

The coming of the Trinity House settlement in the 1850's made regular services essential and in the latter half of that decade the lighthouse tender "Ranger" was making fairly regular Friday crossings from Clovelly. The circulation map of the G.P.O. for 1863 shows that great strides were being made on the mainland. (see Map. Fig. 2.) The Post Office contracted the Great Western and North Devon Railways to carry mails to Bideford and surrounding Post Offices. This year also saw the formation of the first Granite Company on Lundy. With this came an irregular second link in the form of their boat "Vanderbyl" used for shipping the granite to Fremington Quay. This unfortunately did not last for long and by the end of the decade the Company had gone into liquidation.

At this time the Island was visited by coasters every ten days or so for the collection of fish for the London markets. Many companies on the coast of North Devon and South Wales started shipping day-visitors to the Island. This must have been a great asset to the Island not only for assisting in the shipping of mail and cargo but also the landing-fees must have helped the general economy.

The early 1870's saw the introduction of a new cutter, the "Chase", running from Instow, captained by Mr. Dark, formerly an employee of the Granite Company. This he later replaced with a tug "The Advance". Captain Dark and the White Funnel Fleet of Messrs. Campbell were making fairly regular visits to the Island at this time. In 1876 about one million vessels were passing Lundy and a group of Cardiff shipowners were contemplating operating a telegraph link to the Island for information on movements and ships sheltering in the "Lundy Roads". They, Trinity House, Lloyds (who built and operated the signal station) and the tenant farmer of the Island, put pressure on the G.P.O. to open a sub-Post Office on the Island. Despite this the Post Office refused on the grounds of economics and the reports of their surveyors who doubted the feasibility of it. The outcome was that the independent Lundy Cable Co., came into being, sponsored by the ship owners and operated by a Lloyds signalman, and in 1884 the cable from Lundy to Hartland point was inaugurated. Within a few years of its opening it broke several times and was abandoned. During this time however the G.P.O. relented and arranged for a Cardiff tug owner to ship the mail weekly to the Island, with the promise of opening a Sub-office shortly. This started in March 1887.

Unfortunately the tug owner did not put this service high on his list of priorities and would keep mail on board for several days whilst towing or fishing. The service had a bad name, Lloyds and Trinity House objected and the individuals reverted to despatching the mail by private means.



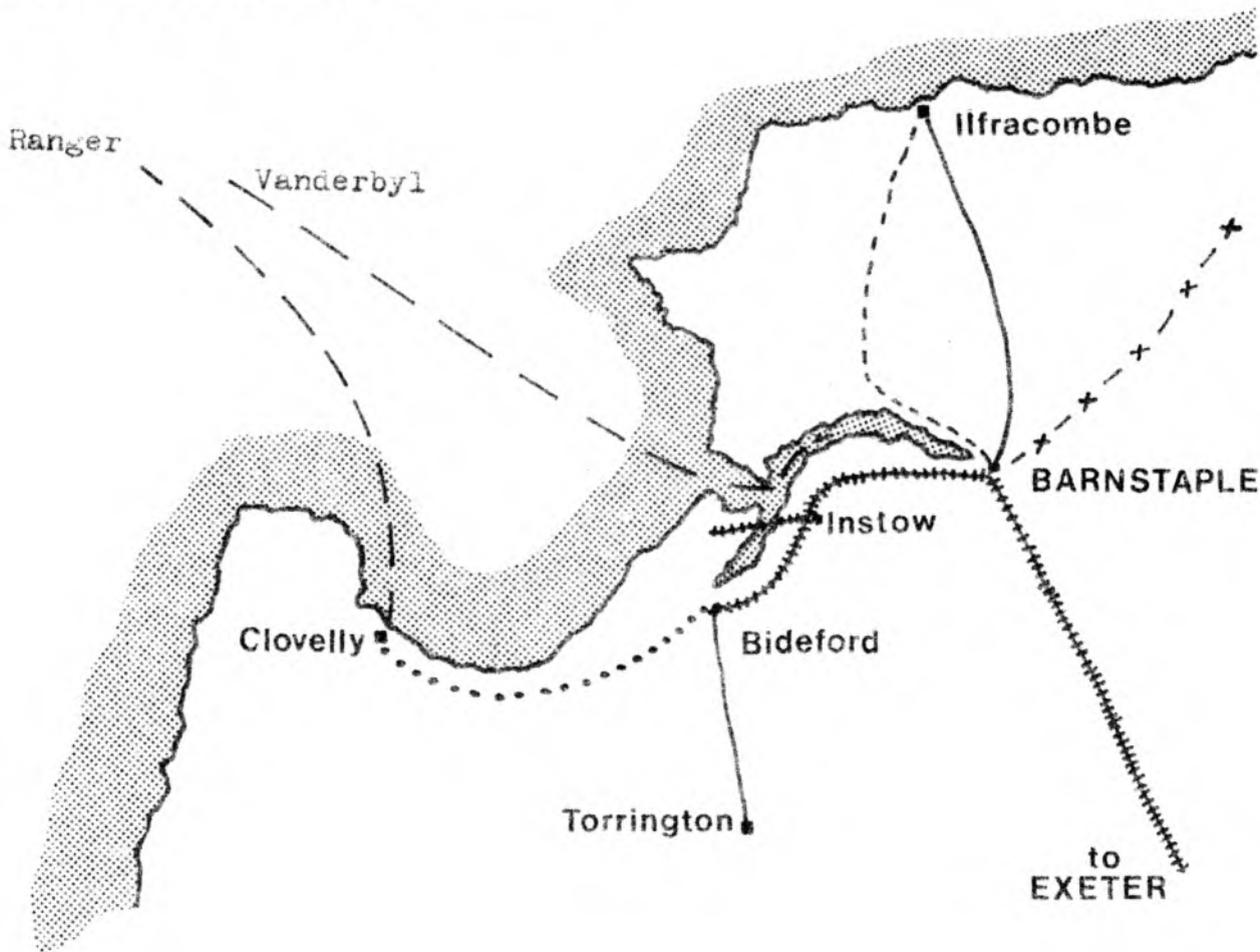
Circulation

KEY

- Coach ——— Mounted x x x x x
- Stage Coach - - - - Cart - x - x -
- Horse Post - - - - Foot - - - - -
- "North Devon Railway Co" + + + + +

1823

1863



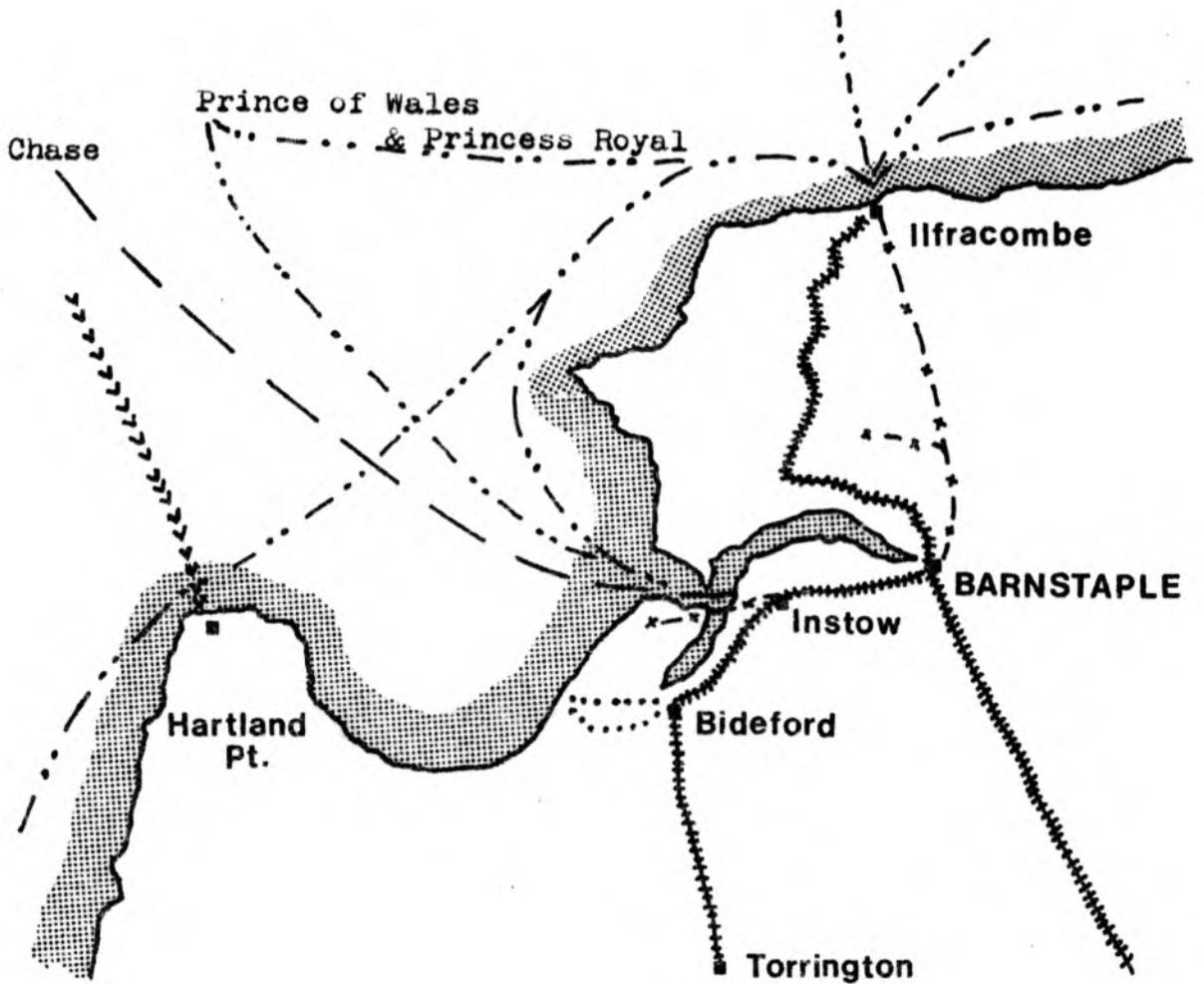
Within a year the contract was terminated and Captain Dark was offered the contract and one of the Islanders a Mr Wright was appointed Postmaster. This service operated for a short time from Cardiff but was almost immediately transferred to Instow.

A year later the G.P.O. opened a telegraph link from Lundy to Croyde Bay on the North Devon Coast which was later linked to the telephone system.

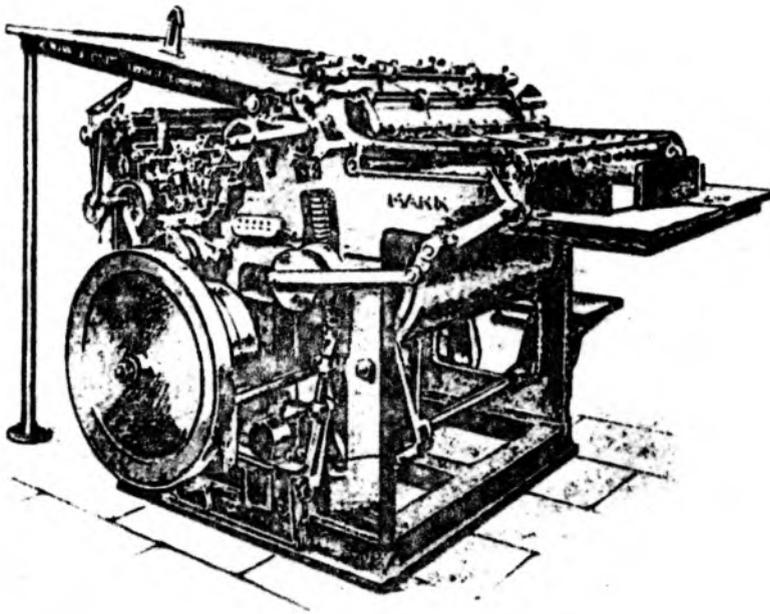
By the end of the century the Island had passed from an isolated community to a position of being relatively well serviced with regular system of postal and telegraphic communications.

Circulation maps are included by courtesy of the Records Dept. of the General Post Office who also supplied some of the other background information.

Circulation 1870's



KEY		Rail	-----
Proposed Cable	>>>>>>	Cart	-x-x-
Passenger Steamers	-----	Foot



Printing of the First Definitives 1929.

MANN SINGLE COLOUR ROTARY OFFSET MACHINE.

During the early period of Mr Harman's ownership he refused to sanction the appointment of a postmaster for the G.P.O. service on the Island and for a short time carried the mail to and fro without remuneration. During the year 1929 he decided to institute his own postal service to defray the cost of shipping mail.

It is well known that when he minted his own coins the Crown Agents and High Court intervened, but the issue of local labels could not be faulted by the British Government and were allowed to continue.

Mr. Harman approached Messrs. Bradbury Wilkinson & Co. Ltd., of New Malsen, Surrey, who had a high reputation for quality printing which they maintain to this day. Bradburys had been printing stamps since 1876 but generally speaking these only formed a very small proportion of their production which was devoted to banknotes, bonds, share-certificates and the like. It is difficult to give an actual proportion for the 1929 period but it could not have taken up more than 5% of their total output.

Quite why it was decided to print the Lundy stamps by lithography is not clear. It was probably one of cost and availability of equipment. Bradburys can however take some credit for although no records exist they were probably the pioneering firm in using this method of printing.

Mr Harman obviously briefed the firm as to his requirements, but no information survives as to this. It seems likely that he indicated the basic theme for the designs and an unrecorded artist embellished it and submitted designs for his approval.

It may be some help before we go on to discuss the production method to take a brief look at the lithographic process and understand how it works in principle.

The founder of the process was a Bohemian artist, Aldous Seneffelder, who developed a technique for the production of a print from a flat surface. In the simplest of terms he found that you could draw an image in a greasy medium on a grease-free surface and provided the surface was kept moist during the inking up, the ink would only adhere to that image. The print could be taken by placing paper in contact with this surface and applying pressure. This process is still used today by artist printmakers, but has disadvantages which were overcome in adapting to commercial methods.

The best grease-free surface was a form of calcareous stone (limestone). This if it is to be of suitable size for printing needs to be several inches thick and not easily portable. It was therefore succeeded by sheet zinc with a grained surface. This being flexible may be strapped round a cylinder on the press making for faster printing. The stone held its own and was used for all the intermediary work as it would accept transfers better and unlike the zinc allowed a certain amount of correction. The second disadvantage of the original method is that it prints from direct contact, therefore the resulting image is in reverse - Ideal for the transfers but not so good for the production of plates &c. This was overcome by the development of the offset press, which as its name implies, transfers the image from plate to paper via an intermediary cylinder covered with a rubber blanket.

Let us now look at the process as it was for the production of the 1929 issue. This operation may, for convenience, be divided into three parts: Making the masters; building up a sheet; and printing the edition.

The artist's original drawing has first to be reproduced on a sheet of highly polished copper. To do this a tracing is made and the key lines etched in to the surface. This image is only a guide to the engraver and forms no part of the finished design. The engraver, using a short, highly tempered steel rod of either square or lozenge shape named a burin, incises the plate line by line where he requires the image to be. The result of this work is a plate which may be printed on a "Copper Plate" or "Etching" press.

Five prints are made from this plate. This is done by first warming it and spreading ink on to the surface, pushing it into the engraved lines. The plate is then wiped to remove superfluous ink from the surface. The plate is placed on the press with a sheet of Litho Transfer Paper, and pressure is applied so producing a print by capillary attraction. These prints are laterally reversed. It is at this stage, due to the minute differences in wiping and taking these prints, that the constant transfer varieties occurred. These variations have been so well documented as to require no further listing.

A litho-stone is damped and the five prints are laid down in register in a horizontal row. These are damped and run through the press several times. The transfer paper is such that the backing will come off with the moisture and the surface coating disintegrates leaving the ink image intact on the stone.

So the first step has been taken in making up the sheet. As the stone has now a strip of five prints on it this is in turn inked up as a lithograph and a set of new transfer prints taken. These are put down in register, this time on to the zinc plate, in four blocks each six deep. This with the addition of the printer's imprint under each block makes up the final printing plate. So by this slow and arduous method the two plates were made and then processed ready for printing.

The press Bradburys used was a hand-fed rotary offset manufactured by G.Mann & Co. of London (Now Crabtree Mann & Co.). This press was originally introduced in 1908 and was a great success. Despite being hand fed the plate was damped and inked automatically. It had good rolling power so that a good supply of ink could be maintained even at speed. Its printing speed, hand fed, by an experienced operator was somewhere in the region of 2000 sheets per hour. This means the actual printing time for the 500,000 stamps of each denomination must have been printed in a short space of time. Theoretically 500,000 stamps - 4167 sheets at 2000 per hour - is a little over two hours.

The high values issued in 1930 were printed by the same method, again only one plate being used for each value. This second set must have been amongst the last printed using this technique as early in 1927 Bradburys had installed a step and repeat machine for printing an image on to a photosensitive plate successively in register. This was used on the 1929-1939 overprints. So with the introduction of this machine came the end of an era in litho-stamp production. The engraver and skilled staff of transfer men being replaced by advancement in the photographic and allied trades.

I would like to acknowledge the help and assistance of the Manager and Staff of the "Stamp Production Department" of Messrs. Bradbury Wilksbn & Co. Ltd. and St. Brides Printing Library for their cooperation in providing much of the background information for this article.

Editor's Note: Mr George Ulrich has a set of the lithotransfers in his collection and imperforates of this issue. A stencil was made of the reversed transfers when he brought them to England.

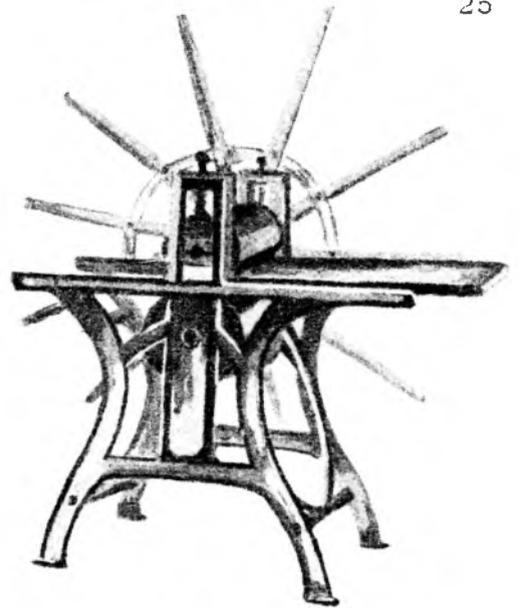


Summary;

i) ORIGINAL DESIGN
ENGRAVED ON COPPER



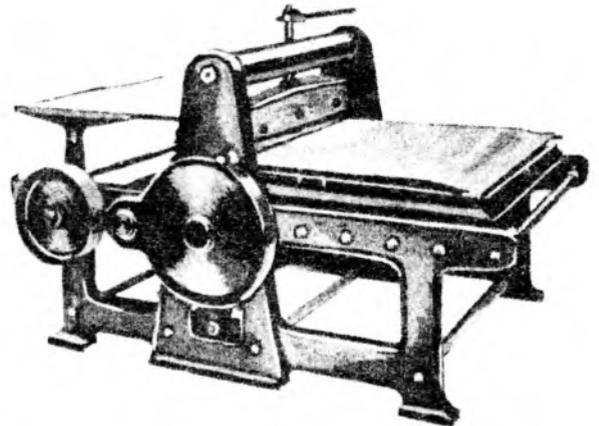
ii) PRINTED ON A
COPPER PLATE
PRESS FIVE TIMES



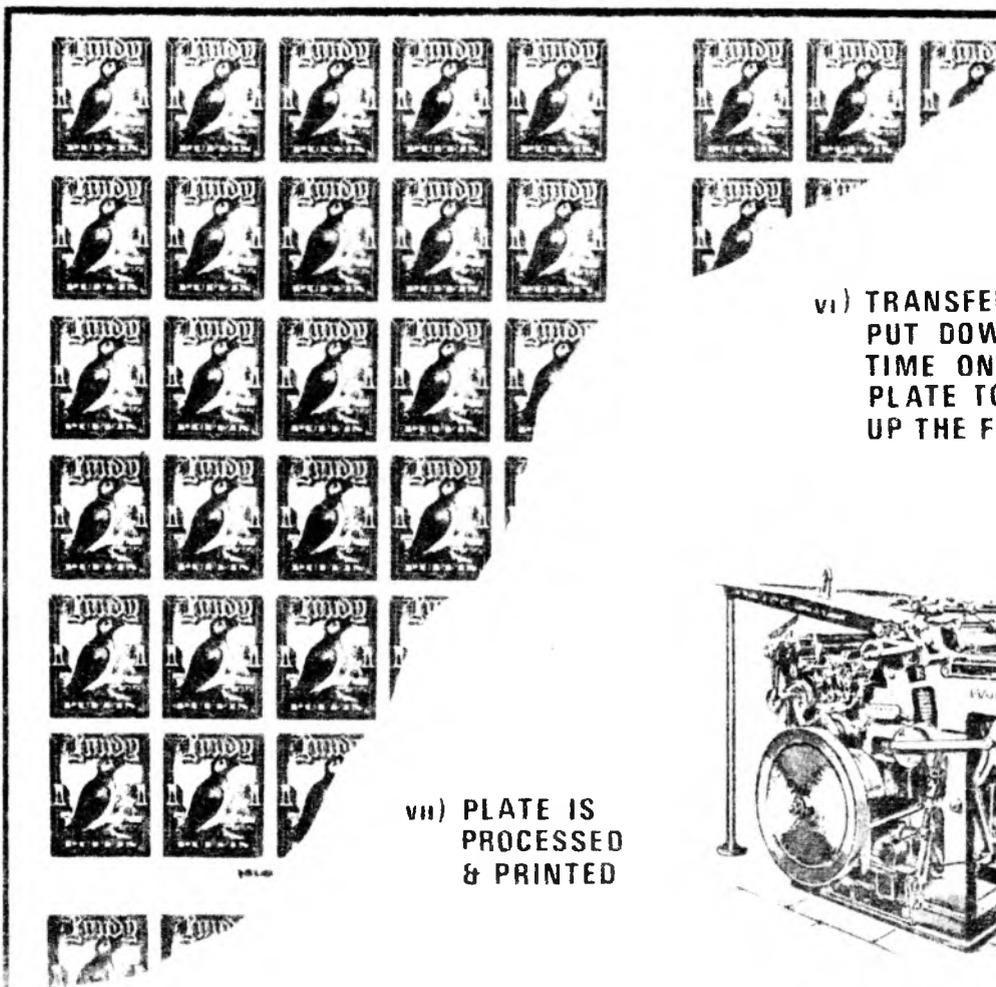
iii) MAKING REVERSED
TRANSFERS



iv) PUT ONTO STONE
IN REGISTER

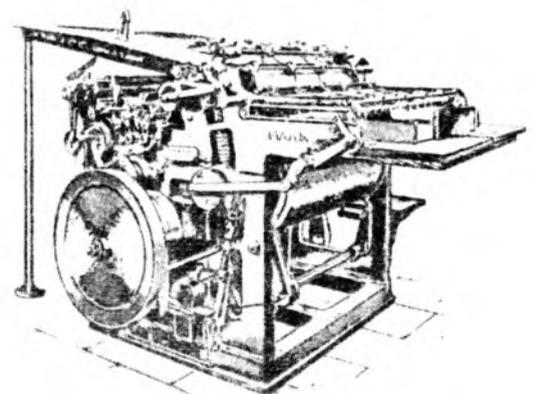


v) STONE PROCESSED
& NEW TRANSFERS
LITHO' PRINTED



vi) TRANSFERS AGAIN
PUT DOWN THIS
TIME ONTO A ZINC
PLATE TO MAKE
UP THE FULL SHEET

vii) PLATE IS
PROCESSED
& PRINTED



WHOLESALE & RETAIL DEALERS IN
POSTAGE STAMPS,
ALBUMS & ACCESSORIES.

COLLECTIONS BOUGHT, SOLD, OR VALUED.

MANAGING DIRECTOR
W. NICHOLS

PLYMOUTH,

ENGLAND.

May 26th. 1936

Mr. R. Hibbert,
Southport.

Dear Sir,

We thank you for your letter of May 26th. with regret for your takings from the selection of Lundy Island material recently submitted.

The reason why no actual First Day Covers are available of the 1935 series, is that the service was started in the Spring of that year, and mail and passengers were carried for several months, without the operators having any idea that there would be any philatelic interest in the covers. About August of last year, a few of these covers got into the hands of collectors and queries were raised in "Stamp Collecting" as to their status. The writer was asked to make enquiries about these, and went up to Braunton for this purpose. While there, he arranged to send a number of covers, before the close of the season, and these were advertised in "Stamp Collecting" of September 7th. and 14th. last. Any earlier dates than this, must be of considerably scarcity, although no doubt they exist, unless they have been destroyed. Covers bearing the date of 25th. Sep. and October last are therefore the earliest dated which are available in sufficient quantity for them to be sold at reasonable prices.

If there is anything else in the way of British Inland Flights which you require, we shall be only too pleased to try and fit you up, on receipt of the necessary particulars.

Yours faithfully,

Lundy Island Air Service.—Mr. W. Nichols informs us that a regular daily service has been in operation during the last few months between the Barnstaple and N. Devon Aerodrome and Lundy Island, mainly for the convenience of the numerous visitors who go there during the summer.

There is no actual Post Office on the island, and the normal procedure as regards letters to or from residents is for these to be sent to Hartland, the nearest P.O., on the mainland, and from there by boat as opportunity occurs.

Although there is no mail contract, letters have been carried to and from the Island by Atlantic Coast Air Services. To cover handling charges in transit and on the island, these bear, in addition to the postage stamps, the special 1/2 puffin, red, Lundy Island stamps, issued some years ago by authority of the owner, and a black on red label, inscribed: "Atlantic Coast Air Services. One half-penny 1/2." A similar label, printed in black on blue, but of a face value of 3d., is used for the conveyance of light parcels.

These are both printed in rolls of 500, so only single stamps or strips are available, no blocks.

Letters carried in this way, from the Island, bear, normally, the postmark of Braunton, the nearest Post Office to the Aerodrome.

A service inaugurated on June 28th, between Plymouth and Jersey, was intended to carry mails, but the project did not materialise; only some unofficial souvenir mail being taken.

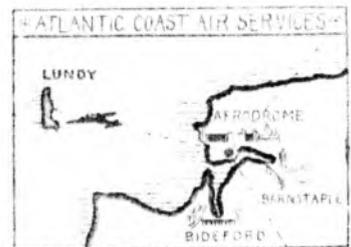
When Mr George Ulrich visited England last year he brought with him some unusual Lundy items from which electronic stencils were cut.

Large Map $\frac{1}{2}$ d. imperforate pair in black showing thick and thin type.

A single and imperforate block of the penny Large Map, red with alterations in watercolour.



HALF PENNY



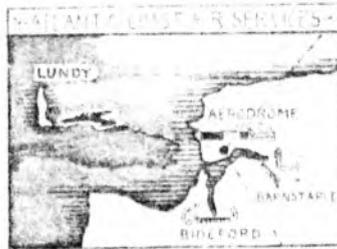
ONE PENNY



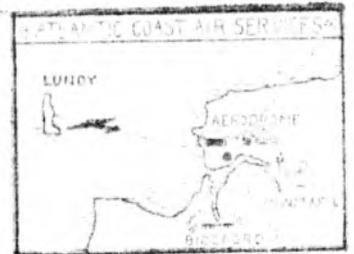
HALF PENNY



ONE PENNY



ONE PENNY



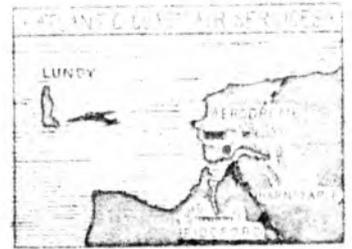
ONE PENNY



ONE PENNY



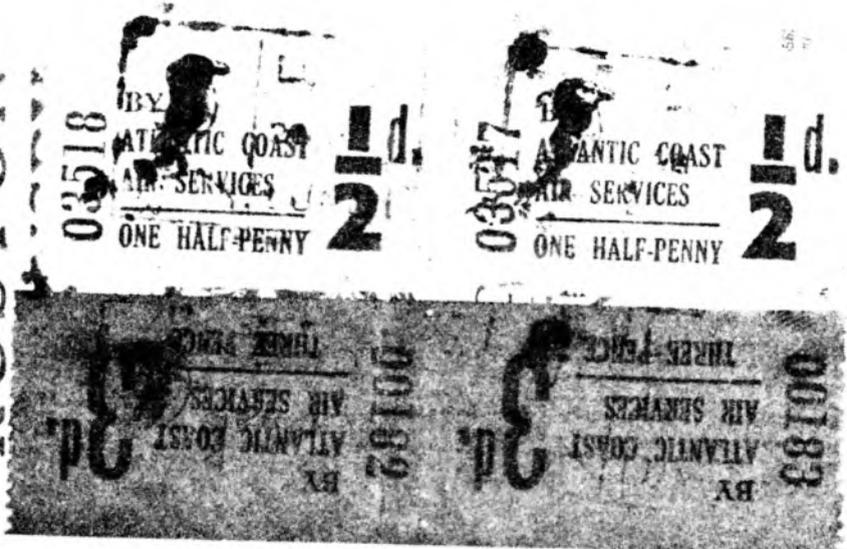
ONE PENNY



ONE PENNY

The totally enclosed

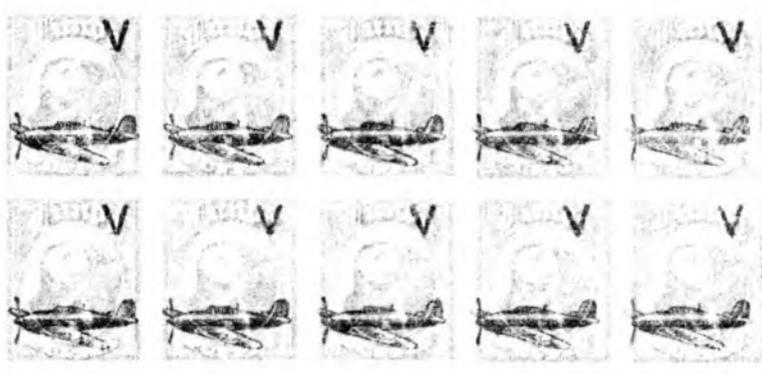
RUSTON



Most interesting of all was a used pair of 1/2d.
 Tramtickets from Roll 8.
 (The only copies so far recorded.)

The Fourth Printing of the half-puffin V and Spitfire Overprint
 was in blue.

- I now suspect that the colours of the five printings were
- 1 - grey/blue
 - 2 - deep blue
 - 3 - pale mauve/blue
 - 4 - pale blue - midway between the grey/blue and mauve/blue
 - 5 - green



Further Bogus Issues

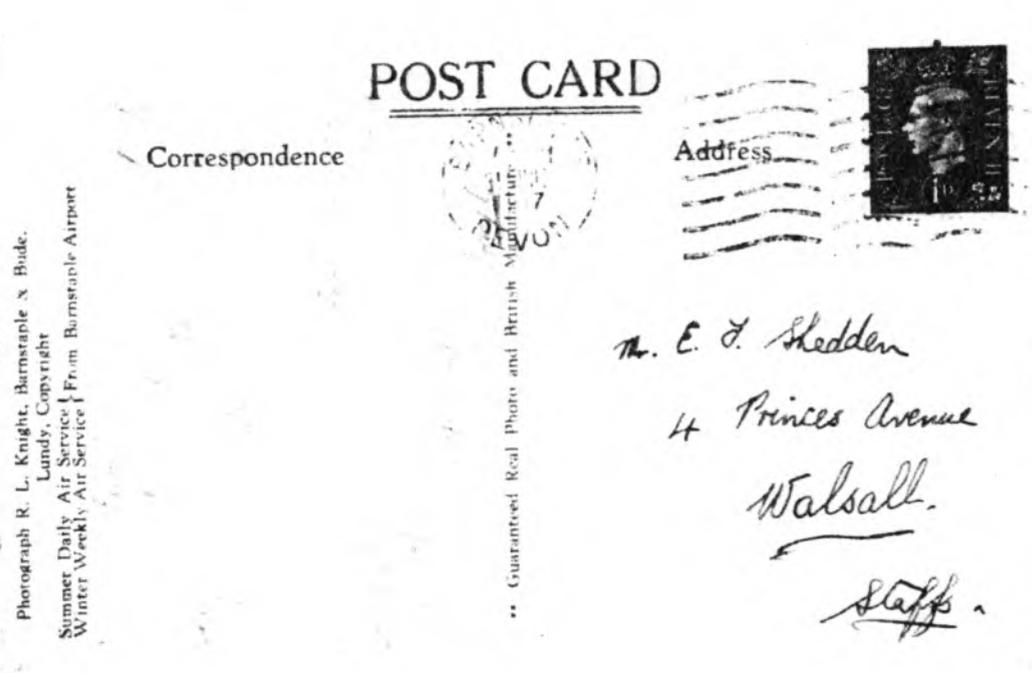
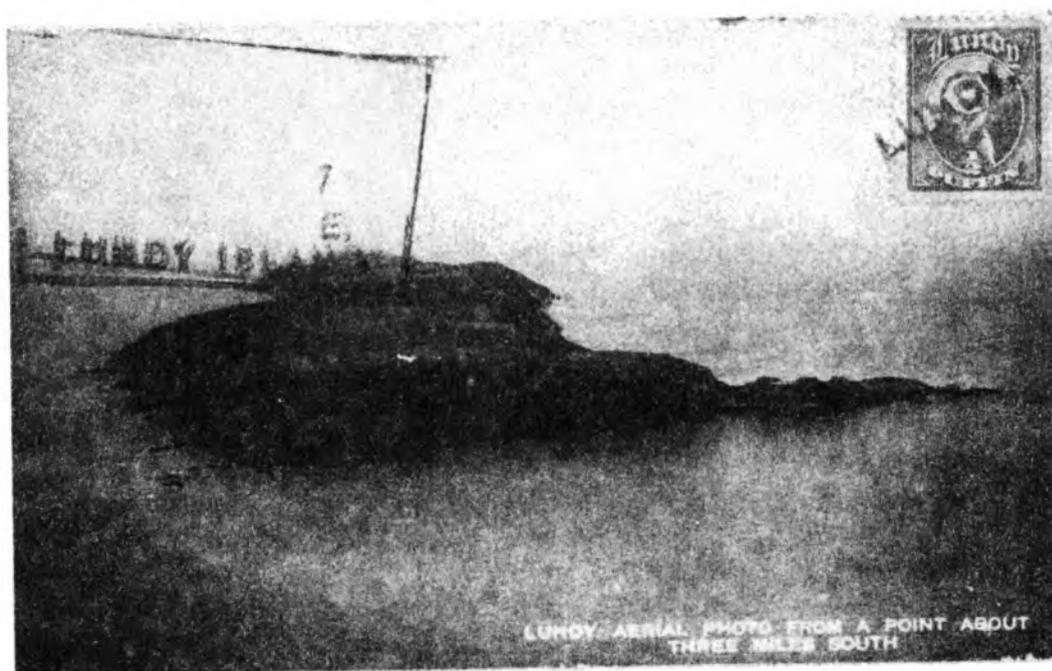


Above: Specimen overprints in grey (rubber stamped)
Two sizes of overprint.

Seems to occur on the Europa set - wide setting
and Millenary birds - narrower setting.

Harry Rooke - 39 Brompton Road, Northallerton Yorks kindly reported these. He has about 20 sets which he will sell at 1/- per set or 2d per stamp.

Below: A postcard reported by Harry Rooke. Lundy Cancellor is unusual. Bogus??



G.P.O Coast Guard Cancellor.



A telegram in Tony Langham's Collection which bears the Lundy Island Coastguard canceller. It is interesting that the date is inserted in pencil.

It seems probable that this canceller was used solely on telegram forms. This would account for its great scarcity.

Issued in 1909 this canceller survived the First World War which suggests that it was not used by the Post Office on the Island but was kept by the men in charge of wireless and telegraphic communications.

POST OFFICE  TELEGRAPHS.

This Form must accompany any inquiry respecting this Telegram.

Battersea

Charged to pay

Handed in at *9.58* Received here at *10.55*

TO *H Blackwell The Manor House Lundy Island*

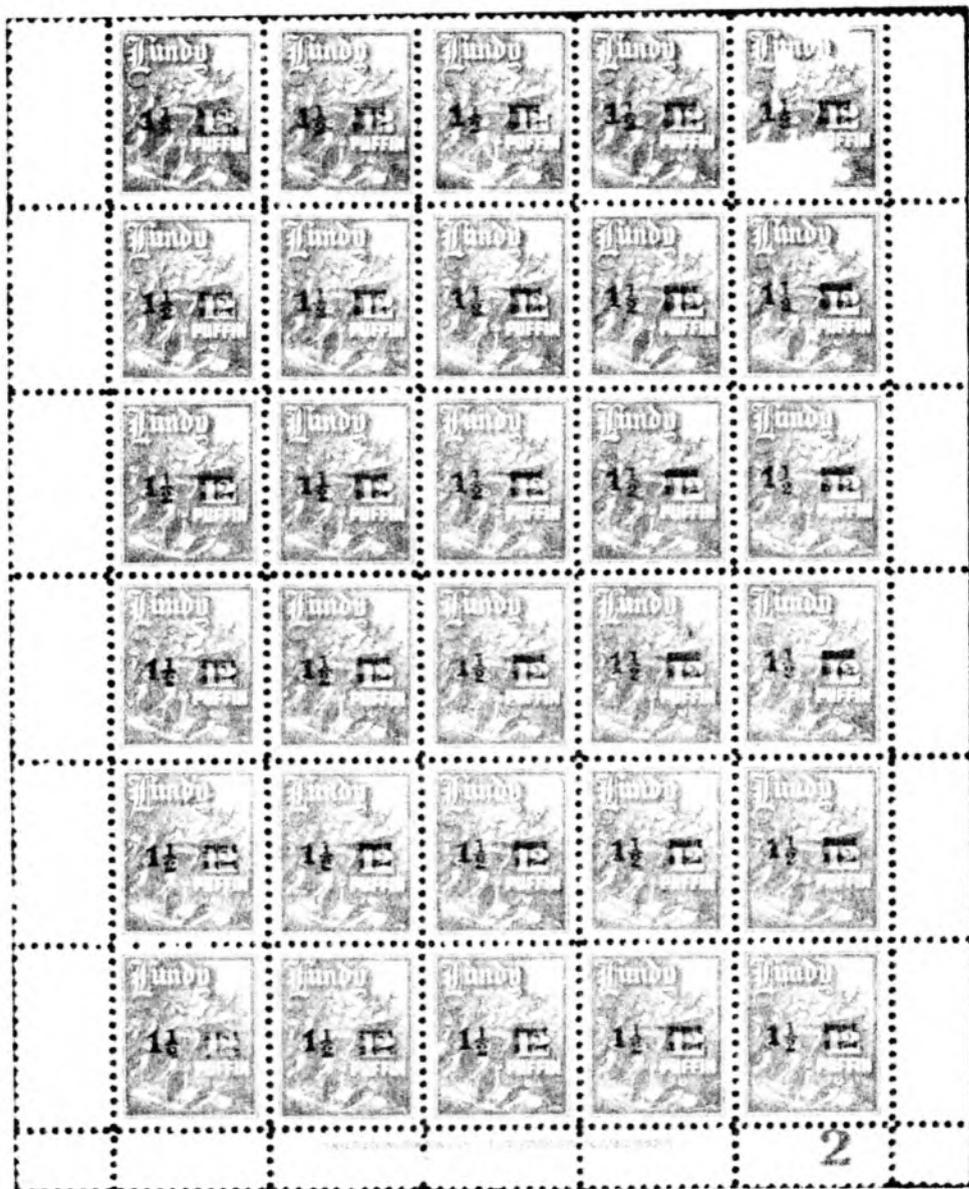
You are in good order luck

Jones

68



1½ puffin Provisionals



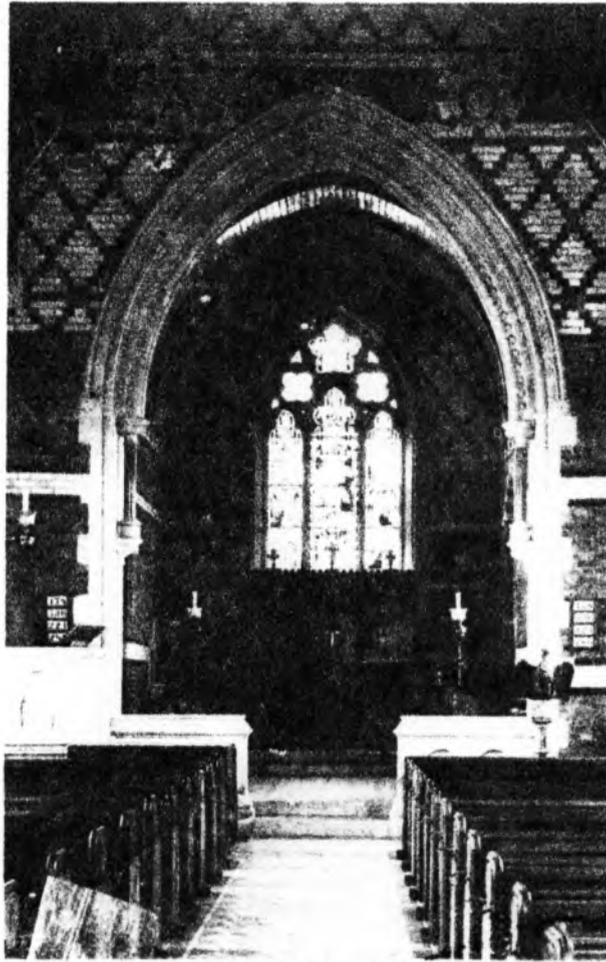
This pane of stamps suggests that there were at least two printings of this provisional issue. (stamp 5 is damaged)



These postcards showing canceller dated September 1920 narrow down the date of supply of this new canceller to the first months of that year. You may remember that G.P.O. records only remain up to 1919 and no trace could be found in these.

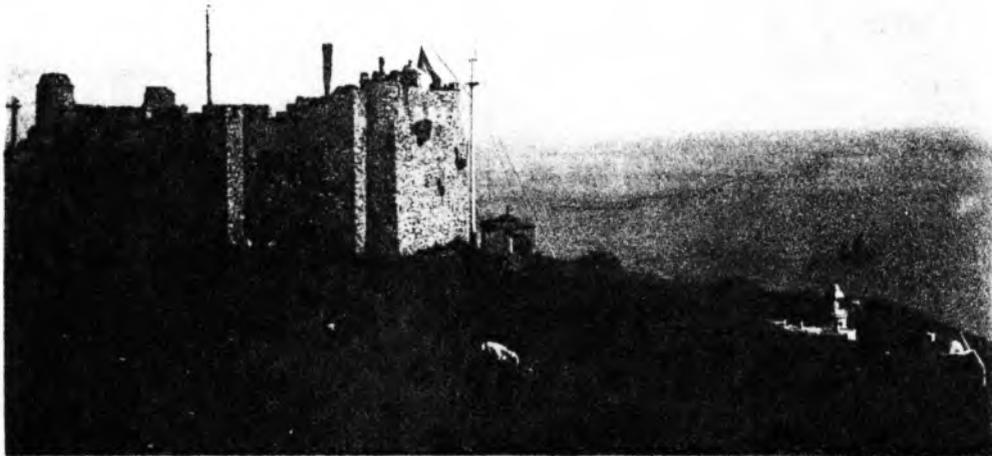
If this is so one can speculate about the reason for the loss or withdrawal of the previous canceller. It appears that Lundy was virtually uninhabited during the 1914-18 war - and post office evacuated? Is the canceller known after 1914?

When mail passed through the Milford Haven Naval Base we do not know what postal markings were in use, but from 20th April 1920 a canceller was needed, the old one had probably been destroyed when the post-office on Lundy closed for the war so by September one had been produced. Can anyone narrow this gap any further?



LUNDY ISLAND CHURCH.

PUBLISHED BY THOMAS BROS., LONDON.



T 44

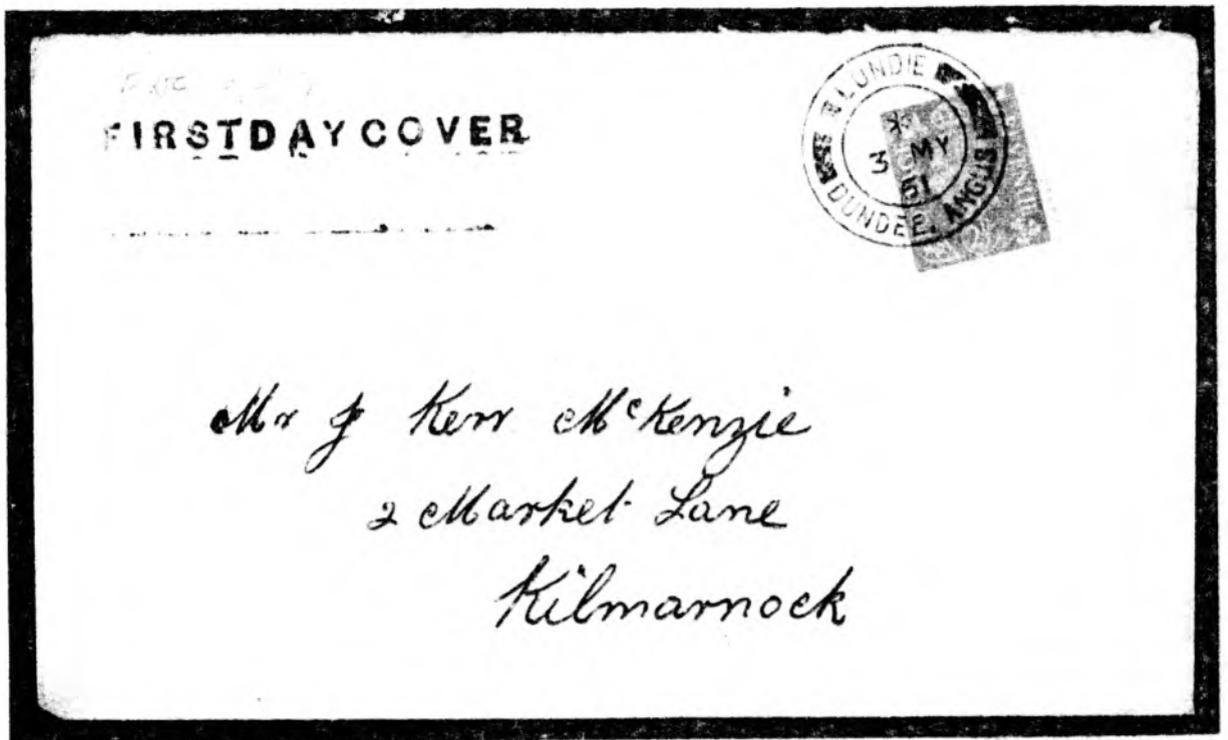
THE CASTLE. LUNDY ISLAND.

PUBLISHED BY THOMAS BROS., LONDON.

Items from Mrs M.A.H.Wade

Mrs Wade has discovered an amazing assortment of items and has sent in copies of correspondence.

A COVER FROM LUNDIE, ANGUS



A LUNDY REGISTERED LABEL



This must be the earliest perforated Lundy label in existence. Although undated it must belong to the period 1893-1914

Mrs Wade has been unable to discover the significance of the 43.

Illustrations are from a colour-slide.

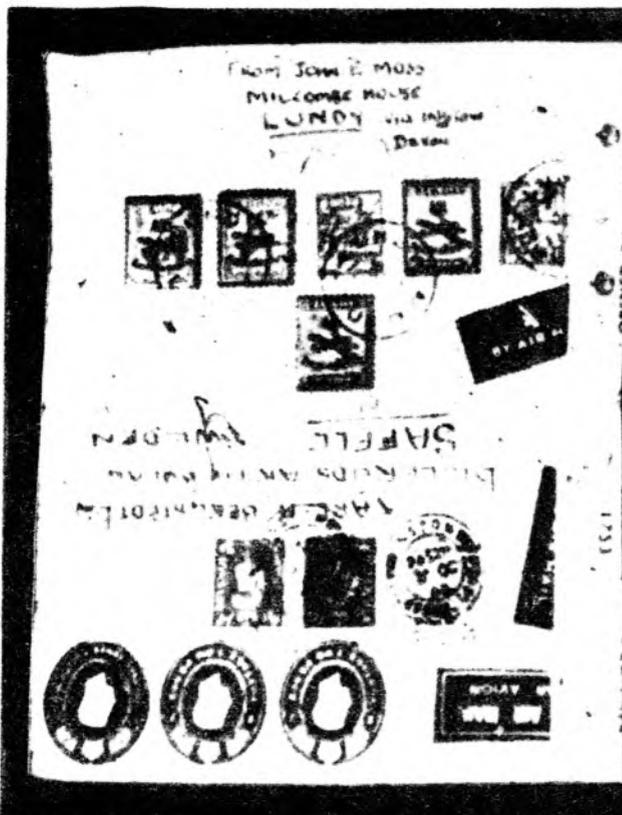
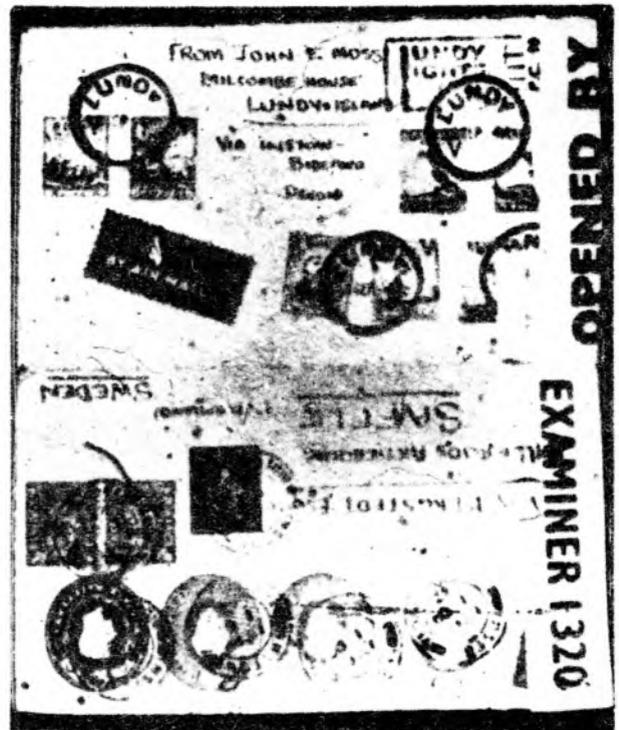
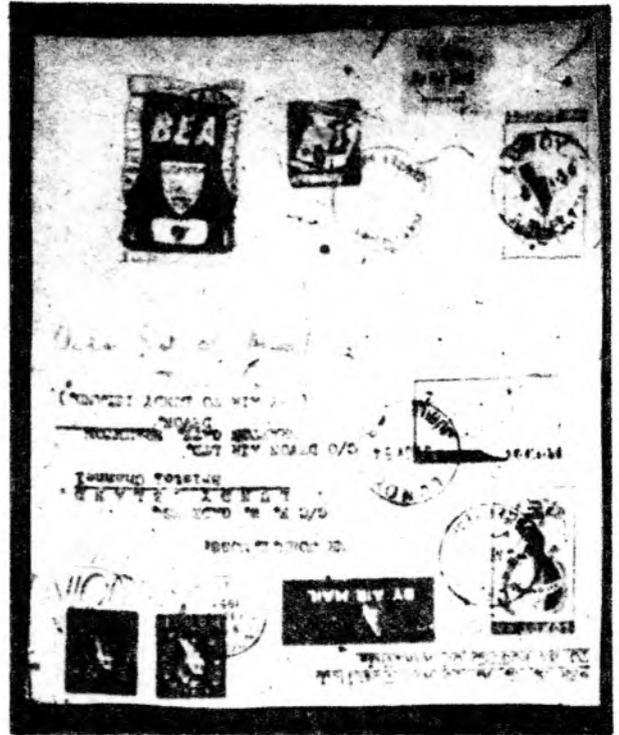
1. Cover from Herma to Lundy - Nov.1954

2. A censored cover from Lundy to Sweden, with V and plane overprints.1942

3. A similar cover with gold overprints

4. Another cover with V and plane stamps, 1945

1
2
3:4



Most remarkable of all is an unrecorded canceller. With characteristic careful observation Mrs Wade noticed that the cancellations on a used set of Jubilee air stamps was not the usual one.

Although a complete strike has yet to be discovered it is possible to reconstruct the canceller.



It is impossible to say whether this is bogus or not, but it seems unlikely that anyone would trouble to make such a canceller. Can anyone explain why this is such a scarce marking? How could a canceller go undetected for 16 years as it seems this has done?

THE SET WITH THE A12 CANCELLER



Finally some letters received by Mrs Wade in response to enquiries at the Post Offices of Barnstaple and Instow. The reverses of the letters appear on the following page.

23/8/70

Mrs Wade
Barbadam,

Post office
Lundy
Bideford

I am sorry I cannot say when this office commenced the mails to Lundy Island. The last Sub-postmaster retired about 1928 or thereabouts. Since then the Post office have not replaced anyone on the island.

Capt. Fred Dark sailed 'The Lerina' for some years & his father before him a sailing ship. 'The Gannet'. Both these gentlemen have passed on now.



POST OFFICE

Head Postmaster: J. Eddleston
In any reply please quote: 7994 CR
Your reference:

BARNSTAPLE
Devon

Telephone: Barnstaple 3192
Giro a/c: 214 6010

Mr J Wade
32 Cockersand Avenue
Hutton
PRESTON
PR4 5EL

Dear Mrs Wade

Thank you for your letter of 12 August 1970.

We have nothing in the official records to help you but the information I have been able to obtain is as follows:-

Up to about the end of December 1926 there was an official Sub Office on Lundy Island, the last Sub Postmaster's name being Allday. From 1876 to 1942 the mails and supplies for Lundy were conveyed from Instow by a Captain W Dark on his boat "The Gannet". It is fairly certain that the "Devonia", a coaster plying between Bideford and Bristol under Captain Beer, conveyed the mails, merchandise and animals to and from Lundy between 1913 and 1924 and we understand that his son remembers his father sighting a submarine off the coast of Lundy during the early part of the war. From 1924 to 1940 the mails etc were conveyed from Instow by Captain Fred Dark on his boat "The Lerina". Captain Fred Dark died in 1942.

At present the Post Office does not provide a delivery to the

After the last war the mail
was dealt with Bideford
Office & sent then by
Ilfracombe.

Perhaps if you would to
Mr Felix face on Lundy Island
the agent to my. He has
able to keep you. He has
lived on the Island for a
very long time.

Sorry the delay in replying it
is a busy time & I have
been under the weather.

If I find out anything more
I will write you.

Yours sincerely
D S Skelford.

— (ms)

Island. The mail is privately collected from Lundy by
the skipper of the mail boat and conveyed to Ilfracombe in
a special bag on Tuesdays, Thursdays and Saturdays, weather
permitting. Similar arrangements in reverse apply to mail
addressed to Lundy, which is collected from Ilfracombe Post
Office.

I am sorry I cannot be more helpful, but I suggest that if
you write to the Curator of the Museum on Lundy Island he
could perhaps be of assistance in this matter.

This letter can also be applied to the letter you sent to
Mr F A Taylor at the Post Office at Bideford.

Yours sincerely



E J COTTON
for Head Postmaster



A Cover from the Sea Floor.

Dr John A.G. Watson has this unusual cover posted from the Sea Floor in the Bahamas. It contains the article illustrated overleaf, which explains what it commemorates.

The illustration of the cover has been made from a poor photocopy and the article has been skillfully reduced to foolscap size by Mr Sherwood.



NEW WORLD OF UNDERSEA REVEALED

WILLIAMSON SCIENTIFIC EXPEDITION MAKES HISTORY

(From The Nassau Daily Tribune)

On May 6th, "Sea Floor", the world's first undersea post office, will join in the celebration of the hundredth anniversary of the publication of "Penny Black", the world's first adhesive stamp that established the postal systems of the world and has made this means of communication the simplest, easiest and cheapest in human social relations.



John Ernest Williamson, author, explorer, originator of undersea photography

"Sea Floor" was first established in a Nassau Marine Garden on August 16, 1939 as a part of the "Bahamas Williamson Undersea Expedition" which was organized by the Explorer, John Ernest William-

son, originator of modern photography, for the purpose of scientific exploration beneath the sea, the primary object of the post office was to provide facilities for visitors to the photosphere not only to record their impression of the wonders of the deep, but also to send a message back to the world above of their novel expressions in this strange and unfamiliar region.

But instantly the demand of philatelists for the unique postmark "Sea Floor, Bahamas" and the cachet "Posted in the Williamson Photosphere at the Bottom of the Sea near Nassau Bahamas", became so universal that demands started to pour into this diminutive post office from every country in the civilized world. And now, after having been operated during its seasonal period of 1939, "Sea Floor" is being reopened on this historic date in postal development, and the thousands of enquiries that have been accumulated in the meantime will be accommodated.

The special Bahamas Four Penny undersea postage stamp, reproduced from a Williamson undersea photograph of a Nassau Marine Garden — the only stamp in philately bearing an undersea scene — is another major contribution to world knowledge in the sphere of natural history and records still another achievement of man in the mastery of the elements.

In addition to the Government, the following gentlemen have also actively identified themselves with the expedition as sponsors:— Sir Francis Peek, Bt., the Hon. Sir Harry Oakes, Bt., M. L. C., Hon. H. G. Christie, M. E. C., M. H. A., Mr. George Murphy, M. H. A., Mr. R. T. Symonette, M. H. A., Mr. Sidney Farrington, J. P., and Mr. A. Wenner-Gren.

The actual size of the Post Office is 6 x 10 feet. Already Mr. J. H. Peck, Postmaster

General, is faced with the problem of replying to numerous requests for the first day covers of the event, but under the Post Office regulations he is not allowed to provide this accommodation to the public, and so his secretary is engaged full-time returning money and replying to requests from all over the world for first day covers from the "Sea Floor Bahamas" Post Office.

The new Post Office has been authorized by the Bahamas Government in connection with the expedition now being conducted by Mr. Williamson, who has decided for the first time in his 25 years of operation in the Bahamas to permit a limited number of visitors to the island to accompany him on location daily. Facilities have been provided for visitors to the photosphere to record their experiences as the chamber cruises on the floor of the ocean through coral forests inhabited by brilliantly coloured submarine life. These first impressions can then be posted in the undersea post office and sent to their destination with the "Sea Floor" post mark. The expedition will be in the field over a period of five years and work during certain favourable seasons of each year.

Broadcasting from the ocean floor has also been introduced with a powerful radio telephone, making it possible to describe the wonders of the undersea as the ship cruises through coral forest abounding in colourful submarine life.

Telegrams and air mail letters continue to pour in from England, America and Canada for photographs and information about the first undersea post office, and Fox Movietone News sent a photographer to Nassau to record the event for the newsteels. It is estimated that the release reached 100,000,000 through the screen.

The mighty deep has ever held a fascination for man. Beneath its great expanse of 148,000,000 square miles, the ocean is literally one vast teeming foment of life, and in its eerie depths are strewn the wrecks of treasure-laden ships. We conjure up visions of rotting hulks bathed in soft filtered sunlight, while myriads of gaily coloured fish keep watch in the shadows of the coral forests; we picture wrecks gripped in the perpetual darkness of the vast silent depths, jealously guarded by strange, weird monsters; we read of sunken cities, a continent engulfed — the lost Atlantis. But again and again has the grip of the deep refused to surrender to the puny efforts of man the secrets of this undersea world of mystery.

And now comes a man laying: With the use of a marvellous invention he has been able to descend to the floor of the ocean and with the aid of his cameras, both still and motion picture, Mr. J. E. Williamson is giving the world a remarkable record of his adventures under the sea. Only the imaginings of Jules Verne can suggest the rugged beauty, the strange terrors and the really valuable scientific revelations of Mr. Williamson's films.

Originator of Undersea Motion Pictures

Mr. Williamson is the originator of undersea motion pictures. While a cartoonist on the "Virginian Pilot" of Norfolk, Virginia, J. E. Williamson conceived the idea of utilizing, for photographic purposes, the flexible metallic

tubes invented by his father, Charles Williamson, for deep sea salvage and submarine engineering. This tube, which formed an open pathway to the floor of the sea where it terminated in a steel chamber, was operated through a surface vessel above.

Young Williamson went quietly to work designing and modelling a special chamber which he believed would enable him to take actual photographs beneath the surface of the sea.

Imagine the excitement a few weeks later when he produced the results of his thought and labour. His pictures — the first successful photographs ever made under the sea — and the story of his plans to make motion pictures in the clear waters of the Bahamas, created such a sensation that the story, with its illustrations, was reprinted in all parts of the world and in every civilized language.

First Motion Pictures Under the Sea

The Williamson Submarine Expedition to the Bahamas followed, and within a year undersea motion pictures reached the screen, revealing the beauty of the marvellous sea gardens in a panoramic journey over thirty leagues of ocean floor and proving of greatest value to scientists the world over and a source of keen delight to millions of people. Next through the medium of the Williamson photosphere invention came the realization of the dreams of Jules Verne

with the picturization of "Twenty Thousand Leagues Under the Sea" which was followed by many of Mr. Williamson's productions reaching a peak in photographic perfection when he produced the first undersea motion pictures in natural colours.

The Williamson Deep Sea Apparatus

Picture a ship fitted with a powerful bending tube forming an open pathway for you to the floor of the sea hundreds of feet below, and you have a portable "hole in the sea". Here is an open air shaft, through which anyone can descend and remain indefinitely under normal atmospheric pressure in comfort in the observation chamber below, viewing and photographing the illuminated sea or sea-bottom.

The Williamson Tube is not a



Diver seeking buried treasure photographed from the photosphere.

stiff pipe; it is a flexible tube three or four feet in diameter, made of steel and drop forgings, and can be lengthened or shortened within the construction of its folding walls in much the same way as an accordion. The fact that it is flexible, bending and giving with the wave motion and currents, makes it a safe and adaptable means for man's entry into the world beneath the sea — forming a tunnel to the deep through which anyone may pass freely up or down in normal atmosphere pressure.

The tube terminates in a massive globular steel chamber with a huge glass window designed especially for photographing in the depths.



The parent ship supplies fresh air to the photosphere while a group of scientists and photographers cruise along the ocean bed. The tube can be lengthened or shortened according to the depth of the water.

Lowered into the sea from the ship above are banks of powerful lamps of Mr. Williamson's own design, which flood the scene with light, illuminating great areas of the sea bottom.

A Submarine Fairyland

With the magic of colour photography under the sea, Mr. Williamson has shown in his pictures a group of amazing scenes as beautiful as a visioned fairyland.

Through the magic of the camera and the inspiring narrative of the explorer, audiences have already been taken to the depths of the sea, but now for the first time many who have marvelled at his pictures will be able to live through the amazing natural scenes with him. Behind the great window of the photosphere you seem to rub noses with submarine life and live through breath-taking adventure as the exquisitely beautiful mysteries of the deep are revealed.

Through the cooperation of Jacques S. Minkus, Director of Gimbel's Famous Stamp Department, New York, "Sea Floor" First Covers have been able to reach a wider public through special service developed by Mr. Minkus to bridge the space that divides the Explorer in remote and difficult fields from the intricate demands of the philatelist.



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One Puffin

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- a) Carmine
- b) Orange/red - 4th printing
- c) Gold overprint (9th Anniversary)

One and a half Puffin 1943 Provisional

- a) Second printing



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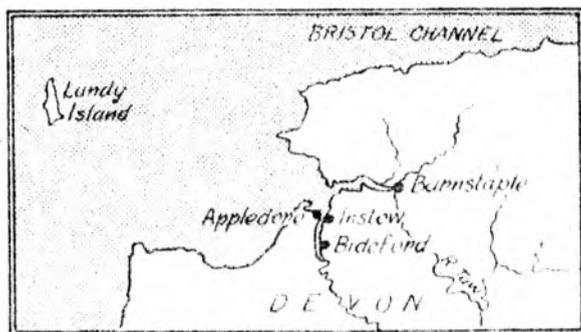
PRICE 3/6d. per stamp.

Editors Note: Although I told Messrs. Harding and Ashworth the prices charged by other dealers for this material they have generously quoted this low price for our benefit.

They would certainly be worth contacting for other philatelic items, very fairly priced but PLEASE DO NOT WRITE TO THEM ASKING ABOUT OTHER LUNDY MATERIAL. THEY WISH IT TO BE MADE CLEAR THAT THEY DO NOT DEAL IN LUNDY.

Ships & the Lundy Post.

Barry N. D. Chinchon. Hon. Sec. Lundy Specialists' Philatelic Society



The island of Lundy, situated as it is between England and Wales, where the Bristol Channel meets the Atlantic Ocean has been the friend and foe of shipping for centuries.

At times all the vessels in the area have hurried for the shelter of Lundy Roads. Entries from a diary kept during the latter half of the last century give us an indication of the traffic in the Bristol Channel and the shelter provided by the island.

" 4th April 1874 - There are 17 steamers in the bay."

" 4th July 1874 - Between forty and fifty craft in the Roads."

In September 43 vessels were counted, all taking advantage of the protection the Island gives from the Atlantic Gales.

Lundy, with its steep granite cliffs may afford protection, but it is equally notorious for its ship-wrecks. A change in the direction of the wind is enough to destroy the very ships that sought its protection. I will continue to draw examples from the same year, 1874.

"25th September - the supply skiff "Chase" sailed by Captain Bragg was becalmed."

"30th September - When the "Fanny" came for cattle the North East wind drove her on shore during the night and by next day she was a total wreck."

Wrecks, common in the last century, are now less frequent thanks to radio, radar and modern navigational aids, but local boatmen and steamer crews think twice before attempting to land when the wind is from the North East.

When Lundy's influence on shipping, past and present, is considered it is surprising that it was not until the 25th Anniversary of the first issue of local postage stamps that a recognisable vessel was incorporated into a design.

The ships, real and fictional, which have associations with Lundy are so numerous that every issue of stamps for years to come could be devoted to this subject without repetition. However this is unlikely because designs and subject-matter must cater for many different tastes.

The local carriage labels, which have been issued since 1929, have tended to follow the "Puffin" theme as the word LUNDY is Norse for Puffin Island. Regretably the issuing authority has occasionally been influenced by the whims of the philatelic world current at various times with the result that subjects have been chosen for stamp designs whose connection with the Island are quite obscure.

Examples are the Viking Ships which appear on the three puffin values of the "1955 Millenary" and "1961 Europa" sets.



Issued
7th March 1955



Issued
8th December 1961



The cachet on the official Coronation First Day Cover shows an Armada Galleon. The wreck of such a galleon is vividly described at the end of Charles Kingsley's "Westward Ho."

Letters of considerable age are known sent from ships lying off Lundy.

*from aboard the Triumph
near the Isles of Lundy
June 6th 1699.*

In the 1870's skiffs "Ranger", "Chase" and "Fore & After" called regularly on the Island bringing mail and supplies. It was not until 1886 that a British Post Office was set up on the Island. A ship called the "Queen of Bay" carried the first official mail.

The earliest named craft yet illustrated on a Lundy stamp is the "Gannet", built as a pilot cutter she was a wooden vessel of 40 tons. She served Lundy under the command of Capt. William Dark from 1878 to 1911 and finally went out of service in 1923.



Issued 1st November
1969.

An article (discovered in the G.P.O. records at St. Martin's le-Grand, London) dated 12th November 1911, tells more of the exploits of Capt. Dark and his vessel.

This is followed by a facsimile of one of the forms he had to fill in in 1911.

The photograph of Captain Dark overleaf is "Crown Copyright" and Reproduced by courtesy of H.M. Postmaster-General. Copies 8" by 5" may be obtainable at 4/6d. post & packing extra, from the Department of Post Office Records, St. Martin's-le-Grand, London E.C.2. Negative number 51799.

On May 31st 1906 the £2 million battleship H.M.S. Montagu went aground during fog on Shutter Rock, Lundy. Although no lives were lost the ship was never refloated.

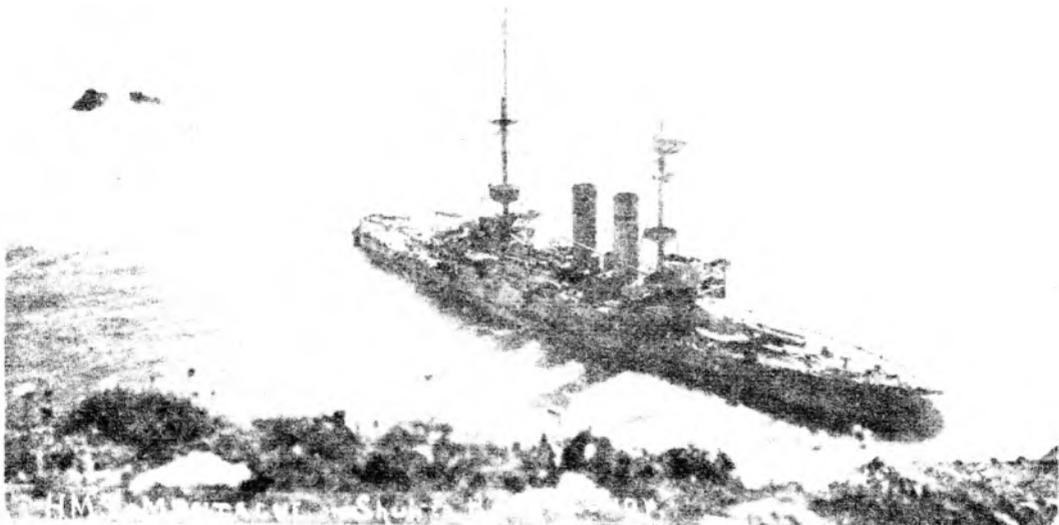
I illustrate a postcard sent soon after this disaster. As yet no stamp or label illustrating this most famous of all Lundy wrecks has been produced.


 Dear Auntie Clara,
 On Friday Rigo & I went
 to see this unfortunate
 wreck. I thought this would
 interest you very much
 so I am writing to you
 The Battleship lost her
 masts & masts in a dense
 fog last Thursday night
 The Commander thought
 he was off the Hartland
 Point near Lundy.
 The salvage people have
 great hopes of getting her
 God bless

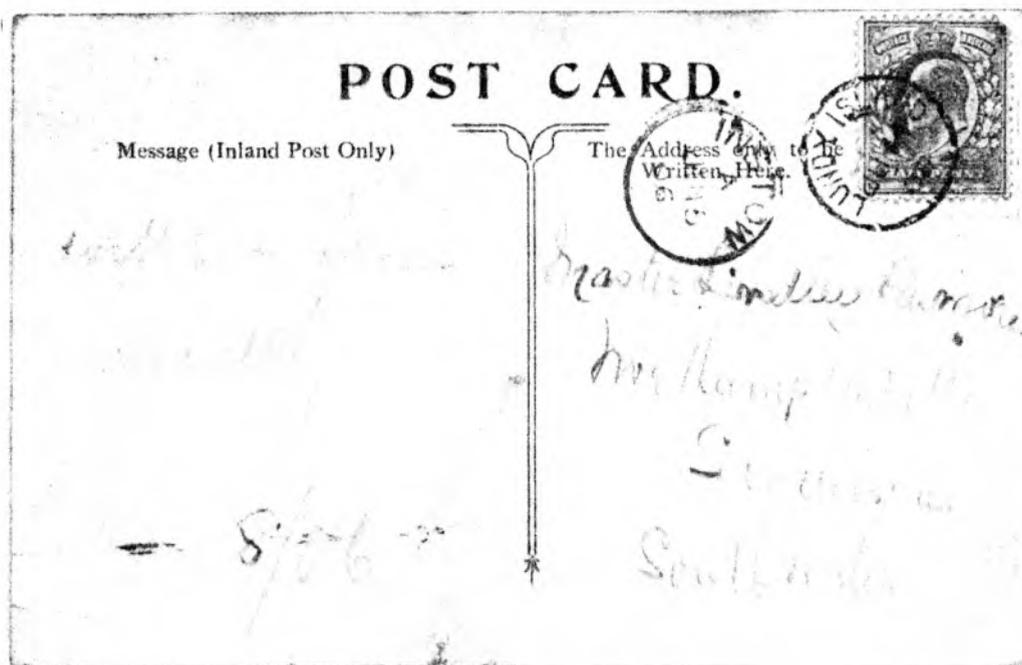
POST CARD

Address this side

Miss C. Manning
 Queen's Hotel,
 Glaston
 Bristol



All official G.P.O. Lundy cancellations are rare and desirable philatelic items and I illustrate next a card sent about a week later than the previous one, which must have been carried by Captain Dark on the first "Gannet".



In 1911 contracts were renegotiated and by June 1912 the Bideford & Bristol Steamship Company carried mail twice weekly between Instow and Lundy, and Bristol and Lundy on S.S. Devonia.

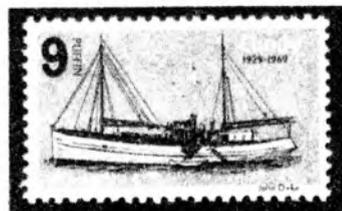
The arrangements for the first World War are unknown, but Lundy is said to have been virtually uninhabited - only the Farmer and Trinity House staff were left on the Island. I suspect that at this time the G.P.O. Lundy canceller was lost or withdrawn as a new one appeared in 1920.

In 1918 the Island was sold by the Heaven Family who had owned it since 1834, to Mr. A.L.Christie. From 21st January 1919 until 20th April 1920 mail was transported via Milford Haven Naval Base on the trawler "Robert Davidson".

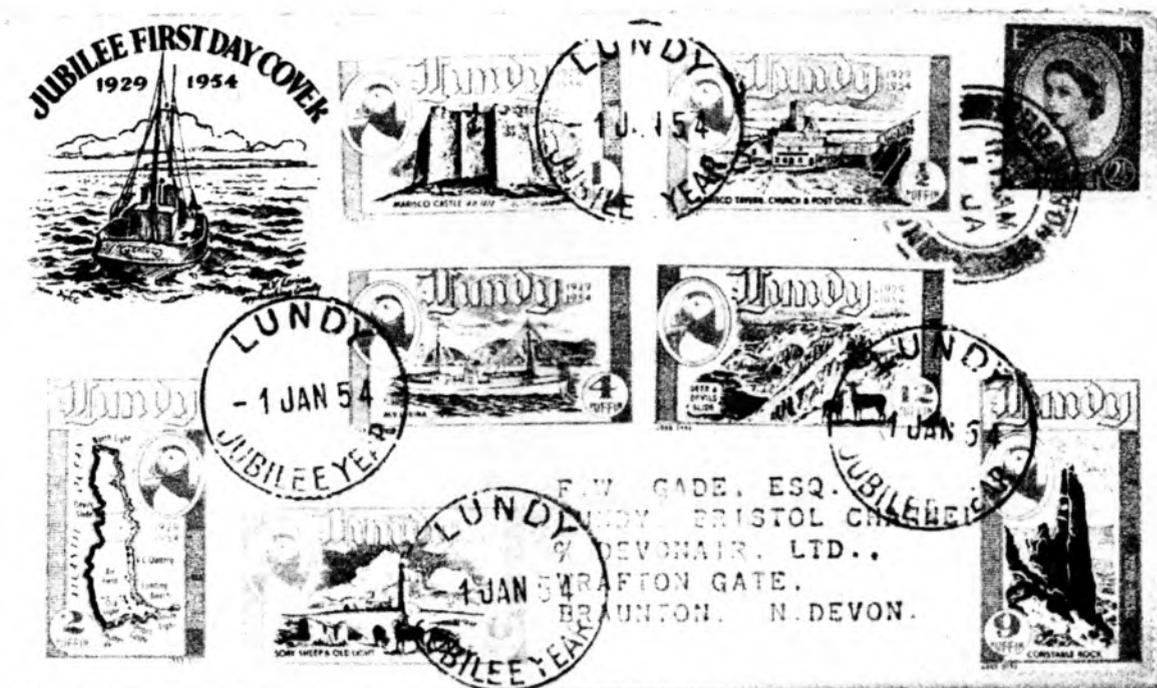
The Gannet remained afloat until 1923 and it is possible that the "Devonia" again took the mail, but in 1921 Mr Christie obtained a new vessel the M.V.Lerina. She has twice been depicted on stamps and once on a cachet



Issued
1st Jan. 1954



Issued
1st Nov. 1969



The "Lerina" was a wooden vessel built as an East Coast Drifter in 1917. She came from Lowestoft and displaced 71 tons. Captain William Dark's son Frederick took command.

She changed hands with the Island when it was sold to Mr. Martin C. Harman in 1925. In 1941 she was requisitioned by the Admiralty but resumed the service to and from Lundy after the War. By 1950 her machinery was worn out and she was finally laid up and given away for scrap.

Now the Island depended largely on Air Transport, but after an accident in 1955 this became impracticable.

In 1956, Mr Albion Harman, who, since the death of his father had owned the Island jointly with his two sisters, purchased a North Sea trawler, "The Pride of Bridlington" registered in Hull. She was built in Scotland in 1950, and after a Kelvin multi-cylinder 88 h.p. diesel engine had been installed she was renamed the "Lundy Gannet" and berthed at Bideford.

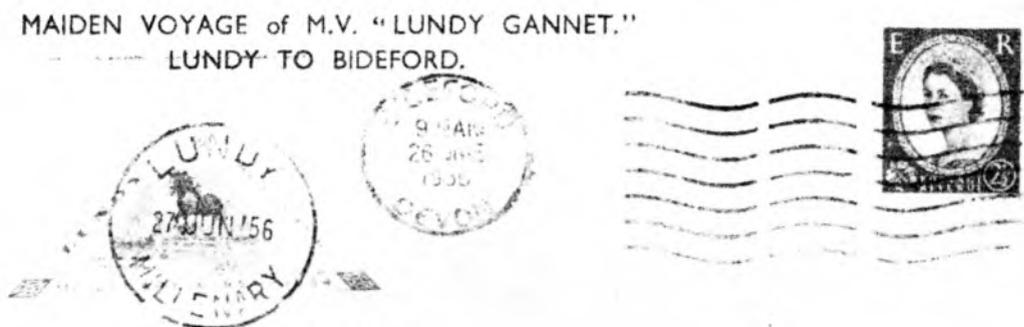
Special Maiden Voyage Covers were prepared (see next page) but were completely unimaginative.

The "Lundy Gannet" has appeared on one stamp.



Issued
1st Nov. 1969


 MAIDEN VOYAGE of M.V. "LUNDY GANNET."
 LUNDY TO BIDEFORD.



F. W. GADE,
 LUNDY,
 BRISTOL CHANNEL,
 c/o. G.P.O.
 BIDEFORD,
 N. DEVON.

This year the "Lundy Gannet" was completely overhauled and improved and now sails from Ilfracombe.

Lundy is a bird sanctuary, and when the "Torrey Canyon" disaster struck not very far away, the Island issued a block of four stamps each in a different language, the proceeds from the sales going to the R.S.P.C.A. and its European counterpart I.S.P.A.

The stamps have a silhouette of a tanker in the design.



WHITE FUNNEL FLEET

49.

Campbell's White Funnel Fleet bring thousands of day-trippers to the Island each year and their vessel "Balmoral" is likely to appear on a stamp of the Decinal Currency Issue scheduled for February 1971.

Now that Lundy is in the care of the Landmark Trust and National Trust it seems likely that the local post will remain in operation indefinitely. The stamps issued are attractive not only because of their design, but because of the low face-value and infrequent issue. Quantities are seldom very high either.

