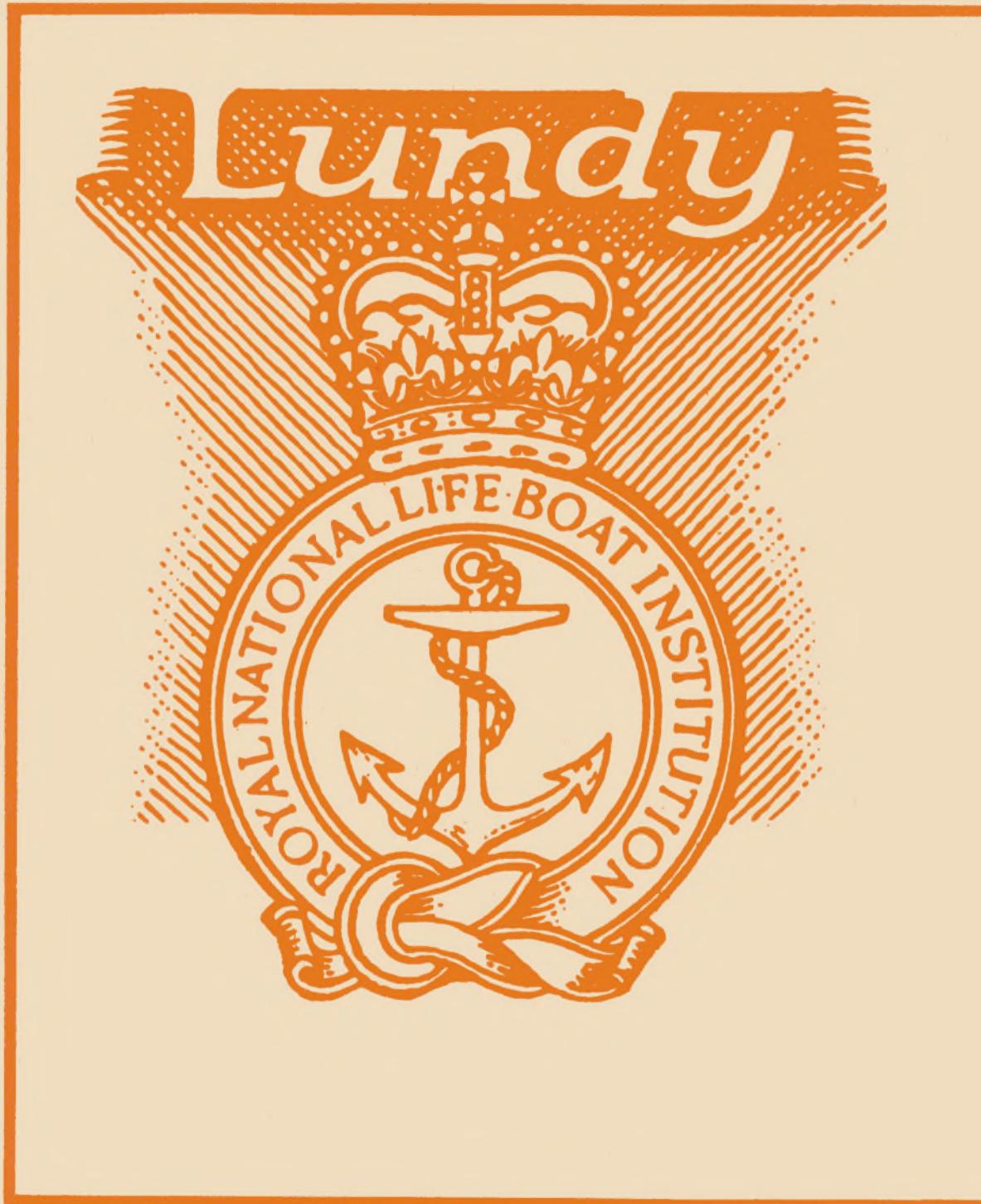




# the PUFFIN Journal

of the  
LUNDY SPECIALISTS SOCIETY



AUTUMN 1975

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# PUFFIN 24



PRESIDENT      The Rt. Hon. JEREMY THORPE M.P.

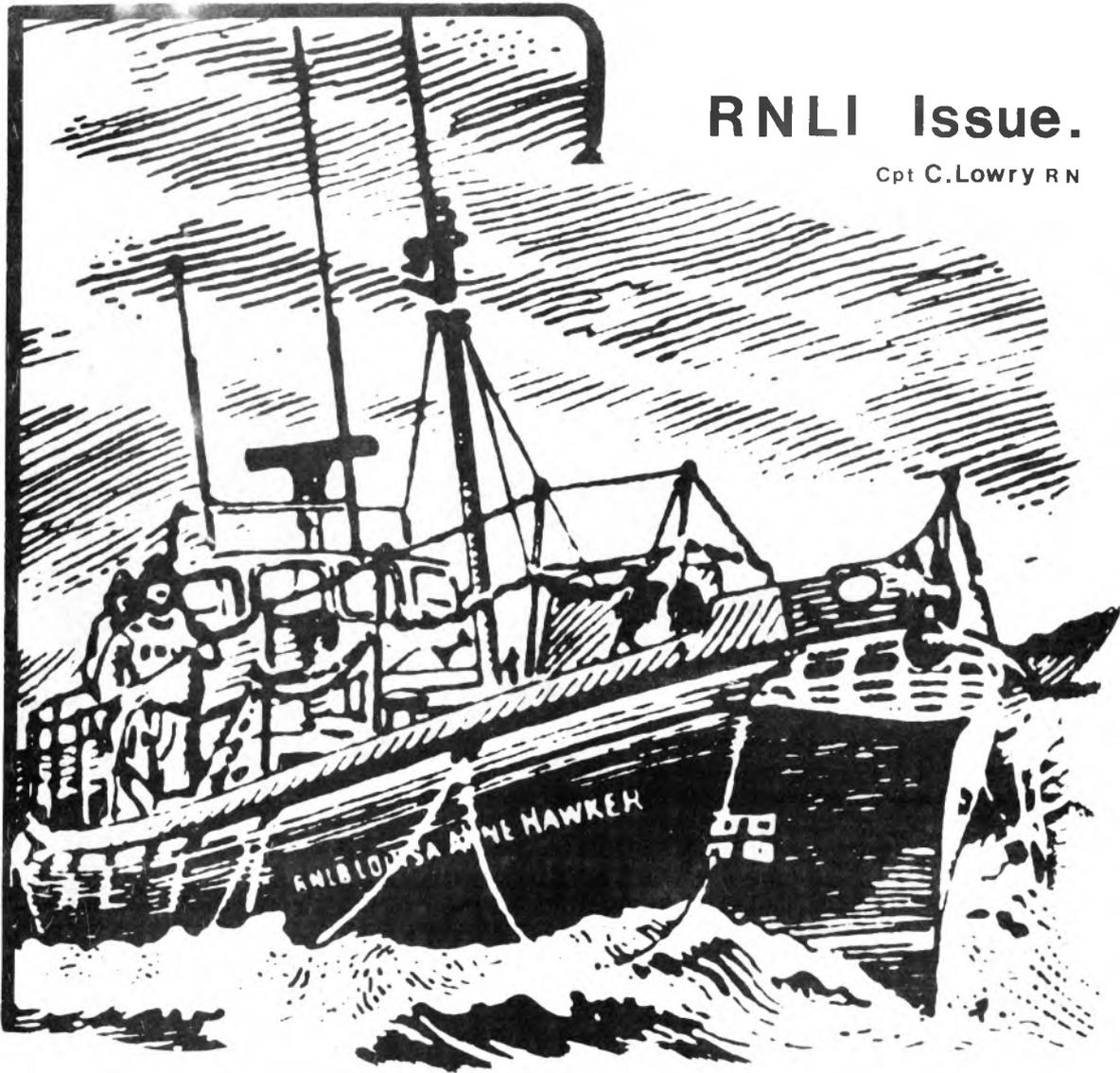
HON. SECRETARY B. R. SHERWOOD, 65 Carshalton Park Rd, Carshalton Surrey, England

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**A SOCIETY DEVOTED TO THE STUDY OF THE POSTAL AND COMMUNICATIONS HISTORY OF LUNDY**

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## RNLI Issue.

Cpt C.Lowry RN

With its 400 islands and 7,000 miles of dangerous coastline and very heavy seaborne trade it is no wonder that Great Britain possesses the oldest Life-boat Service in the world. Entirely supported by voluntary contributions, with no state aid, the Royal National Life-boat Institution has saved 100,000 lives since its inception in 1824, by Sir William Hillary (an ancestor of the conqueror of Mount Everest)

The coast of North Devon might be described as a graveyard of ships. A local verse runs " From Padstow Head to Lundy Light, 'tis a watery grave by day or night." In Bideford bay the old sailing ships were constantly embayed in heavy westerly winds unable to claw their way out to safe, open water against the treacherous indraught. At the mouth of the Taw and Torridge estuary the notorious Bideford Bar is a maelstrom of enormous, breaking seas and flying spray in bad weather. On the horizon like the hull of a dismasted wreck lie the granite cliffs of Lundy.

With a great number of ships sailing from the Bristol Channel to all parts of the world it was natural that there should have been many tragedies here and that Life-boats should have been stationed in North Devon soon after the forming of R.N.L.I. Appledore was founded in 1825, with Ilfracombe following three years later and Clovelly in 1870. Between them these Stations have saved nearly 1000 lives to date.

Many rescues have been made in Lundy waters. A recent one was the saving of the French trawler St.PIERRE in February 1974. For his skill and courage in a force 11 storm Staff Coxwain Houchen of the Clovelly Life-boat 70-001 was awarded the R.N.L.I. Bronze Medal.

The most famous operation by the Appledore station boat took place some years earlier.

On the evening of New Year's day 1966, the weather conditions were extremely bad. So bad that when a message was received from Lundy informing the Mainland that a woman had suffered a miscarriage and was haemorrhaging severely, the helicopter from R.A.F. Chivenor, was unable to fly. The Doctor from Bideford asked the Appledore station for help, and the LOUISA ANNE HAWKER was launched. She crossed the bar in terrible conditions, and the forty-seven foot boat took a fearful battering. The Bowman, who was sitting on deck was thrown some four feet into the air, falling unconscious, but just before midnight she reached Lundy. The beach boat was launched but capsized. It was then decided to ~~try~~ and land the two Doctors using the Lighthouse stores hoist. This was done under almost impossible conditions, and the two Doctors were landed. The Woman's life was saved, and the weather was still so bad, the Life-boat had to ride out the storm in the lee of Lundy. She returned eventually on the 3rd. of January after 40 hours at sea. The two Doctors William Ruddock and Gordon Brook now have their names on the roll of honour at the British Medical Association Headquarters, and the Service board in Appledore Life-boat House states simply:

" 1 st. Jan 1966. Conveyed two doctors to Lundy "

Men such as those of these three stations have been saving lives for the past 150 years. To quote Sir Winston Churchill on the Life-boat service:

"It drives on with mercy which does not quail in the presence of death. It drives on as a proof, a symbol, a testimony, that man is created in the image of God and that Virtue and Valour have not perished in the British Race."

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## THE ISSUE

On the 3rd. December 1974 Lundy issued a set of commemorative stamps to mark the 150th. Anniversary of the R.N.L.I. The issue was produced in co-operation with the official R.N.L.I. Stamp agents.

The stamps were issued in a multi-value block of four, one of each value. The values and illustrations were as follows, each being printed in a single colour.

- |      |       |  |
|------|-------|--|
| 1p.  | RED   | This stamp depicts Lloyds 11 the boat of the Ilfracombe station. Lloyds 11 is an Oakley type 37'x11'6" with 52 h.p. deisel engine. She has been at the station since 1966. A gift from Lloyds of London. |
| 4½p. | GREEN | This stamp shows the Charles H. Barrett. O.N.978 Charles H. Barrett was supplied to Clovelly station in 1968. She was the 35th. boat given by the Civil Service.   |
| 5½p  | BLUE  | This is the Louisa Anne Hawker . O.N.965 This is a Watson Cabin Type 47'x13' She was sent to the Appledore Station in May 1962, a gift from Mr. G.P.D.Hawker of Exeter.                                  |

10p BROWN This value depicts the badge of the institution and either side examples of the past and present protective clothing and life jackets.

#### PRINTING & SHEET LAYOUT.

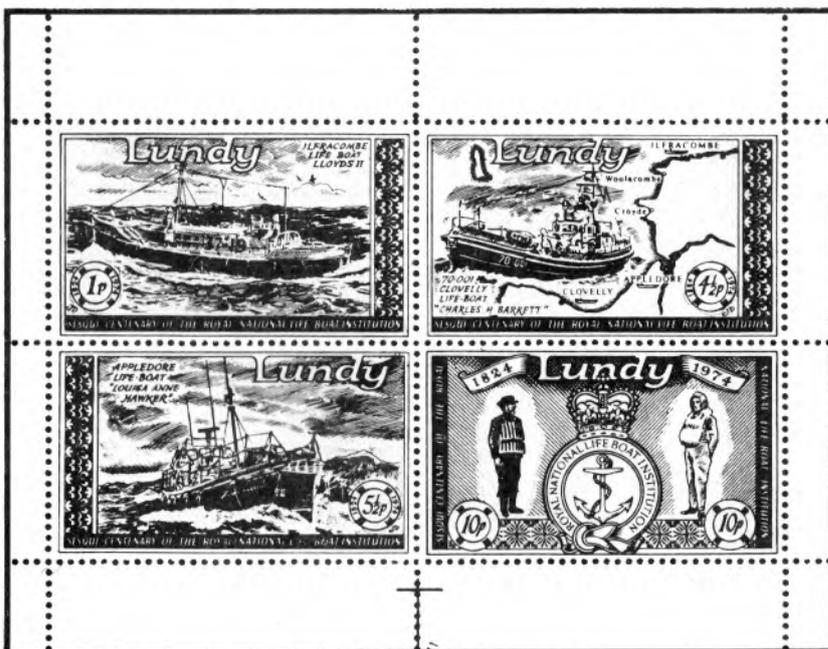
The printers for this issue were the Walsall Security Printers Ltd. This was the first issue printed by them for the island. The sheets were printed Letterpress on a German Heidelberg machine.

The paper was a gummed Chromo-coated material, the total substance being 118gsm.

The issue was as stated above issued as blocks of four, and two sheets were printed at a time. These were cut prior to delivery. It is possible to differentiate between the top and bottom sheets by the position of register marks and the lack of perforations at the top of a full sheet.



The sheet layout.



# LUNDY

BRISTOL CHANNEL



The Old Light, 1819



### FIRST DAY COVERS.

In conjunction with the issue a first day cover was produced. This was part of a series of covers produced for the R.N.L.I.

The address side shows a drawing of the old light built in 1819. The back was printed with a drawing of the Ilfracombe Life-boat, and typography indicating the event.

### FIRST DAY CANCELLERS

For use on the first day only two identical rubber handstamps were made and the issue was cancelled in Blue/Black ink.

As this was a special occasion all the mail posted that day had G.B. stamps on the face, and it did not pass through the automatic franking machine.

The face of the cover had a copy of the F.D. Handstamp and the G.B. stamp was cancelled with the Post Office ILFRACOMBE/DEVON mark.



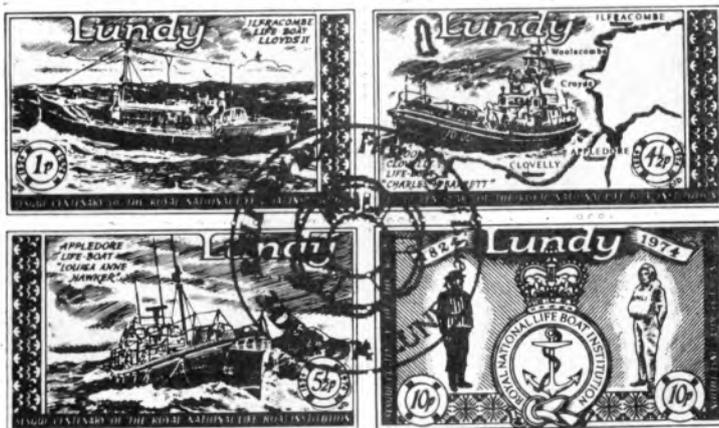
Lundy  
150th ANNIVERSARY  
RNLI 1824-1974  
FIRST DAY OF ISSUE



Ilfracombe Life-boat



RNLI OFFICIAL SERIES COVER No.10.



Carried aboard Lifeboat  
Clovelly to Lundy.

The issue was once again designed by Mr. John Dyke from reference material supplied by the chairman of the Appledore Life-Boat Branch of the R.N.L.I.

#### SPECIAL CACHET.

In addition to the cover canceller, and New Lundy issue the covers have in blue rubber stamp the cachet which shows they were taken over on the life-boat.

This cachet says wrongly that they were carried by Life-boat from Clovelly to Lundy. This should of course have been ... Carried by Clovelly Life-boat to Lundy.

#### EXPERIMENTAL UNOFFICIAL CARD.

A 1p value card was also produced.



Carried aboard Lifeboat  
Clovelly to Lundy.

#### HANDLING THE MAIL.

Prior to the Lundy stamps being affixed the covers were taken to the island the day before by life-boat, and the cachet to this effect was applied.

The boat that carried the these covers was the GRACE PATERSON RITCHIE 70-002 a 70' Clyde class boat presented to the R.N.L.I. in 1972 by Miss G.P.Ritchie. She is normally stationed at Kirkwall in the Orkneys but at that time was relieving the 70-001 Clovelly boat.

The covers were stamped and returned to Ilfracombe on the 3rd. December by the island boat the Polar Bear.

#### OTHER MAIL.

All the domestic mail sent from the island that day had to carry G.B.Stamps and the reduced puffinage rate on the back. Some of these covers have also appeared franked with the F.D.Canceller in Green rather than the normal Lundy back stamp in Red.

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Please note we have described the sheets of this issue as Multi-colour or Multi-printed not as a Se-tenant sheet as this description is more accurate.

# Appledore lifeboat covers.

Cpt C Lowry RN

R.N.L.I. CHARTER 24th. May 1974.

Late in 1973 it was arranged that the Lundy R.N.L.I. issue would be put on sale in March 74 on the actual date of the founding. The R.N.L.I. chartered a trip to Lundy for May 24th 74, on which date they hoped to sell First Day Covers to raise extra funds. Unfortunately the Landmark Trust found it impossible to have the issue ready by this date so the Chairman of the Appledore Branch of the R.N.L.I. made alternative arrangements.

A cover design was produced for the branch by Mr. Booker Cooke, an artist-potter of Northam. 1000 copies were sent to Lundy from Guernsey with the Guernsey R.N.L.I. stamp on., and 124 from the Isle of Man with their R.N.L.I. Issue. These were back stamped with the Lundy 3p. definitive showing the Balmoral, and cancelled with a special canceller designed by John Dyke.

R.N.L.I. LUNDY FIRST DAY COVERS. 3 Dec. 74

Apart from the official R.N.L.I. covers the Appledore Branch also sent to Lundy on the 3rd. Dec. 74. 25 of their own covers. These were posted in Mallow, Co.Cork. by the Hon. Sec of the branch. On arrival at Lundy they had the new issue affixed and were cancelled with the F.D.Canceller designed by John Dyke.

OTHER COVERS.

435 of the Appledore covers were taken to Barnsaple on the 27 th. Nov and had the 3½p. Christmas stamps F.D.Cancelled. These covers also went to Lundy and had the new issue affixed and were posted back on the 3rd. Dec. These covers differ in having two G.B. stamps on the front.

There were also 103 plain covers with only the Lundy & G.B.

CARRIED ON SERVICE COVERS.

30 Numbered covers were taken on service with the Appledore Life-boat on the 19th. Sept. when the Yacht "Alacrity" was rescued off Bideford Bar. These carry the Appledore Station Cachet and are signed by the Appledore and Clovelly Coxswains.

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THE APPLIEDORE PIRATES BOAT RACE

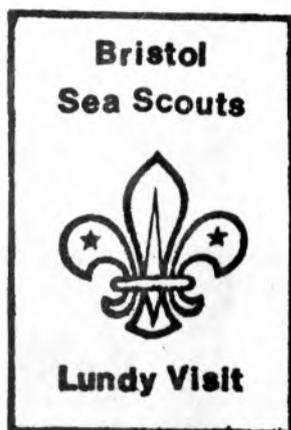
The race organised by the Appledore Pirates, a charitable organisation was mentioned in the last issue of the Puffin. Further details have been received about these covers.

Each boat carried 13 covers in waterproof bags, and seven boats out of the nine that set off from Lundy finished. The canceller of the R.N.L.I. cruise was altered and the date and word Race was added in MSS. Also on 13 in red "Carried in the Winning boat in a record time of 5hours 42 min". The remainder (78) had "Rowed by Salmon boat from Lundy to Appledore" in Green MSS. Everyone who rowed in the race received a cover (18) the remainder were sold to help the Appledore funds.

## Appledore Lifeboat 150 Anniversary.

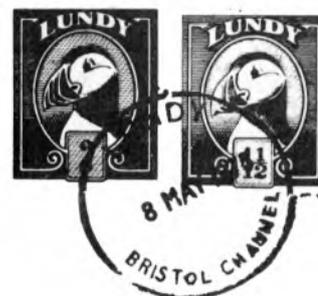
Another excursion was arranged this year by the Appledore lifeboat station to mark the 150th year of its founding. No special covers were produced but some of last years were carried and the canceller was suitably altered.

## Bristol Sea Scouts.



The 4th of May saw the visit to Lundy of the Charter arranged by the Bristol Sea Scouts. To mark this visit a special rubber cachet was produced. A limited number of covers were serviced with this cachet applied in Red on the face of the envelope.

## New Handstamps.



On the 4th of May Lundy issued a new handstamp to cancel the mail. From this date it has been used on all mail sent from the Island. Some months later a second copy was ordered to aid the speed of handling summer mail. This as may be seen from the illustration differs in detail from the first.

# L.F.S. Excursion Covers.

The first of June this year saw the excursion to Lundy by the Lundy Field Society. The Society was the first to organise such visits, and during the day members act as hosts and guides to all interested visitors.



This year in order to mark the fifth year of these cruises a special philatelic cover was produced. These were made available on the outward voyage of the M.V. Balmoral. They were subsequently cancelled and serviced by the island and returned to the mainland for onward posting.

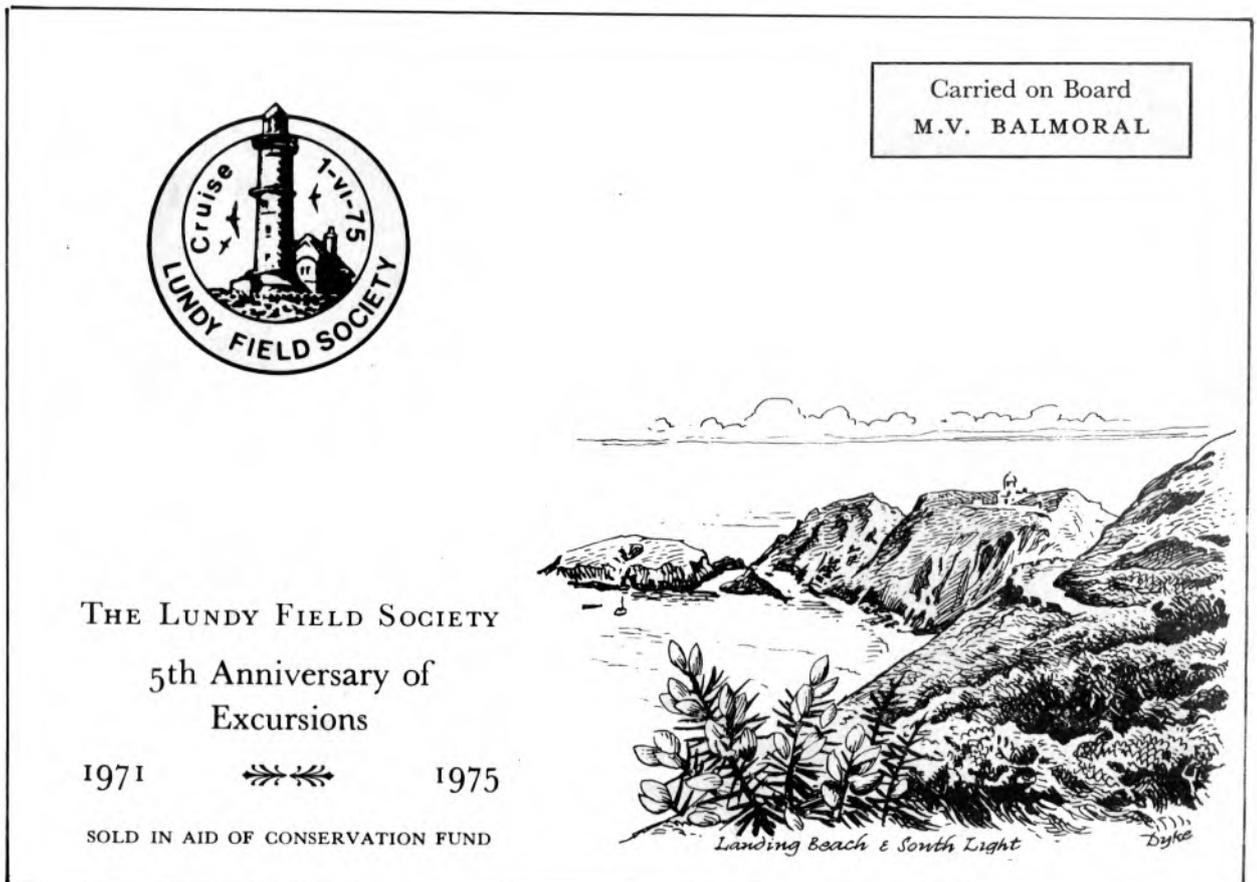
Proceeds from the sale of these covers is to go to the Field Society Conservation Fund, which was set up in 1974.

A special canceller was used, which was a simplification of the new L.F.S. Emblem. The covers were cancelled in Green.

A total of some 550 Field Society covers were cancelled.



This is the third time a canceller has been produced for the Society visits. The first was for the 25th. Anniversary year in 1972, and the other for the cruise a year later.



All domestic mail posted that day received the L.F.S. canceller.



## E.A.H.Y. Issue .

1975 has been designated as European Architectural Heritage Year by the Council of Europe.

All 17 member states are participating, together with other countries in Eastern and Western Europe. Their broad aim is to halt the steady loss of irreplaceable monuments and the erosion of character in historic European towns.

The detailed objectives of the Year are -

To awaken the interest of the European peoples in their common Architectural heritage;

To protect and enhance buildings and areas of architectural or historical interest;

To conserve the character of old towns and villages;

To assure for ancient buildings a living role in contemporary society.

The campaign was launched in 1973 and reached its climax this year. It is being conducted at the international, national, and local levels. Throughout Europe, National Committees, backed by Government money and patronage, are now at work.

In England through the co-operation of local groups and authorities, enhancement of some 2,700 Conservation areas are taking place. Conservation grants are also being made by the Historic Buildings Councils, and special Heritage Year grants are available.

At the suggestion of the National Committees, the Post Offices of many countries taking part in the campaign will be issuing (or have already issued) special stamps to mark E.A.H.Y. These include: Austria; Belgium; Denmark; Ireland; Fed. German Republic; Liechtenstein; Luxembourg; Malta; Netherlands; Norway; Poland; Spain; Sweden; Switzerland; United Kingdom; also Greece; Hungary; and Turkey .

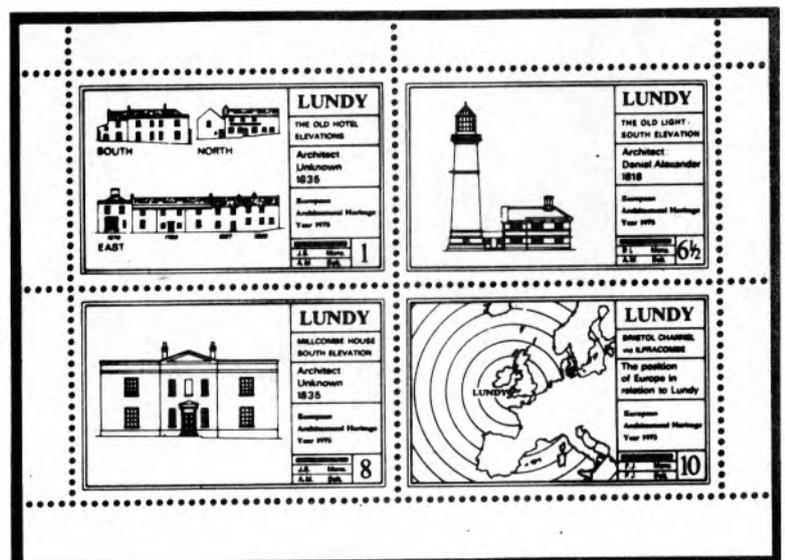
So it was with a thought to its own architectural heritage Lundy decided that the year should not go unmarked, and the E.A.H.Y. was adopted as the theme for this years special commemorative issue.

### THE ISSUE

The stamps were issued in a multi-value block of four. One of each value.

They are printed in two colours, Black and Red.

The values and illustrations are as follows.



- 1 Puffin. THE OLD HOTEL.  
A conglomerate building of rubble granite walls and Delabole slate roofs, generally behind parapets. The oldest part was built in early eighteenth century, but has been much altered. The Tavern, was built by the Granite Company in the 1860's. The South wing completed in the 1890's. Infill between old East front and North wing completed by Martin Coles Harman in 1927. The Building was used as a Hotel between 1890 and 1970. Presently in a bad state of disrepair and awaiting restoration.
- 6½ Puffin THE OLD LIGHT & KEEPERS QUARTERS.  
Designed by Daniel Asher Alexander and built for Trinity House in 1819. The masonry is granite quarried on the island and the workmanship is of the highest quality. The design of the Keeper's quarters is most unusual. The West elevation, has a recessed arch of granite voussoirs between slender piers, partially detached from the corners of the building and supporting a verge pediment which terminates the slated roof. The Quarters were designed as two flats, one on each floor.
- 8 Puffin MILLCOMBE HOUSE.  
Built by William Hudson Heaven, the owner of the island in 1836. Plain neo-classical exterior by unknown architect. The building is now Cement rendered. The unexpected copper roof behind the parapet, drains to a vally gutter either side of a small lantern light over the main staircase. The copper roof and pediment have recently restored by the Landmark Trust. The House is now used as a hotel.
- 10 Puffin LOCATION OF THE ISLAND.  
An outline map of eastern Europe and Great Britain showing the location of the island.

#### PRINTING & SHEET LAYOUT.

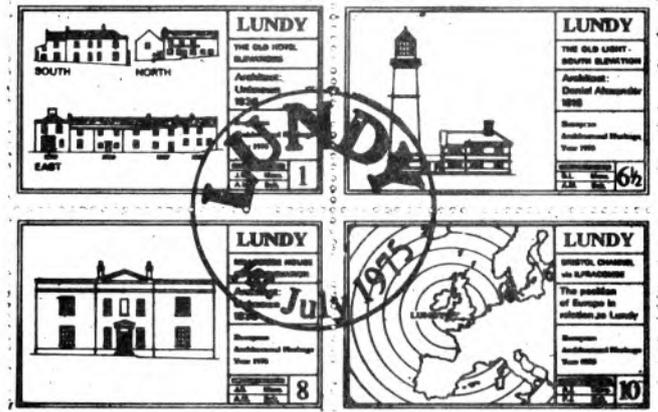
This issue was again printed by Walsall Security Printers Ltd. They were printed by Photo-lithography on a Heidelberg machine.

Two sets of stamps were again printed at one time, and cut into blocks of four prior to delivery. In this case it is possible to differentiate between the two halves as the bottom set have no perforations in the margin.

# LUNDY



European  
Architectural Heritage  
Year 1975



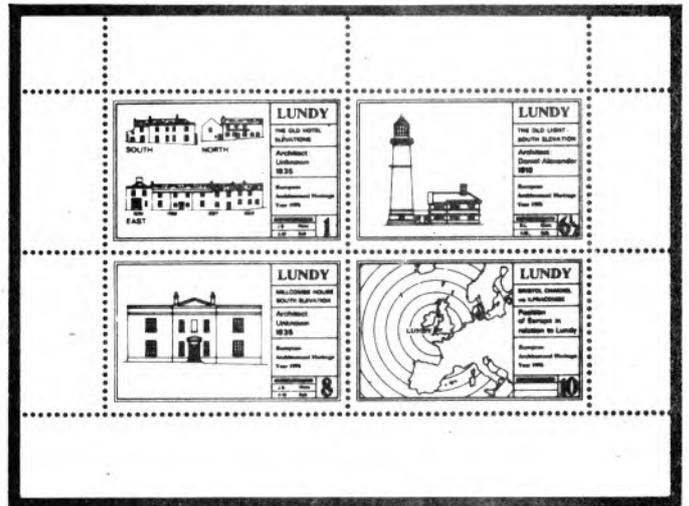
*from John Smith  
Lundy  
via LFRACORBE  
North Devon*

### FIRST DAY COVERS

Some 2,000 First day covers were prepared for the issue. They were printed in Purple, Green, Red and Black typography. The address side has the word Lundy at the top and the emblem of the National Trust below. All the official covers were pre-addressed to Lord Antrim, the Chairman of the Trust.

### FIRST DAY CANCELLER

A special canceller was produced for the first day of issue. (Illustrated above). The covers were cancelled twice. Once on the envelope and once on the stamps in a Blue/Black colour.



### MAJOR PRINTING ERROR

The total issue was originally printed from an incorrect 'Proof' set of negatives. These are not valid and were not issued for use.

# Franco-Lundy Covers.

During the Summer of 1973, mail from France was boycotted by the British Post Office workers as a protest against continued French Atomic Tests. A group of people including myself, at that time working in Northern France, operated a part-time courier service, to England.

Most of the mail was destined for London with one or two items sent to Jersey, and some to Lundy.

About twelve Lundy covers have been recovered, dating from the 3rd. to the 23rd. July in France.

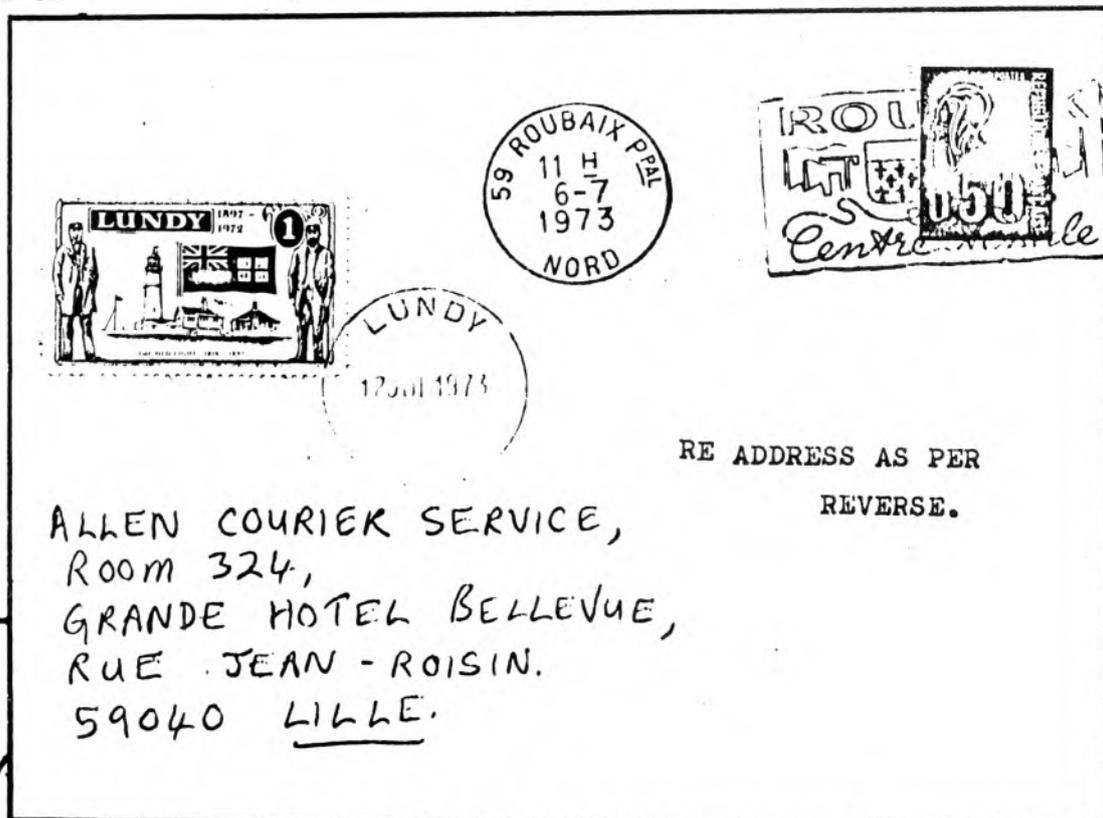
The labels used were obsolete Peruvian Social Security Stamps, opted in Black "ACS 15p". ( Allen Courier Service )

These were cancelled with a datestamp in green as illustrated.

Some covers were taken to Belgium and posted from there. One cover to Lundy recovered was posted in Ypres. The last batch was bought over on the Car Ferry "compiegne" and posted in Dover on 22nd. July. These all bear the Compiégne Ship Mark.

Lundy Covers have been found with the following postmarks:

Lille-Bourse: Marcq-en-Baroeul; Mouvaux; Roubaix; & Tourcoing.



**POST CODE**

Bob Jory,  
LUNDY,  
Via Ilfracombe,  
N.Devon.





Mr Boyd

# Mr. R. T. Boyd.

B R Sherwood

Mr R.T.BOYD, was the man responsible for the airport at North Devon. It was really a matter of chance that he came to Devon at all. After learning to fly at Croydon (in Surrey) in 1929, he realised that there was a considerable future in commercial air transport. After looking around the country for a suitable site for an airport, it was suggested that the Devon area might be suitable, as far as general location was concerned, and that a site near Barnstaple might be possible. In 1933, he found what he wanted at Heanton Court Farm. on the land owned by Sir William Williams and farmed by Mr. Tom Dunn. He was certain there was sufficient potential traffic in the area to justify his venture- particularly to Lundy and across the Bristol Channel to South Wales- and so he negotiated a lease on the land he wanted and started operations in the late autumn. At first he operated three aircraft; two D.H.60 Moths and a D.H.Dragon, from the open field without any office or maintenance buildings. In addition to the air transport service there was a flying club , also run by Mr Boyd, and the first building was the clubhouse which was brought into use in just before Christmas 1933. By spring 1934 The North Devon Airport was well established and so the official opening was quite a gala day. Among the two hundred guests who sat down to lunch in a marquee were the Mayors of Barnstaple, Bideford, South Molton and Torrington.

Mr Boyd operated the service from then until 1939 when he left to become an instructor for pilots in the R.A.F. After the war he lived in the area for a short time, and later emigrated to South Africa.



# Distance to Lundy.

Cpt C Lowry RN

The distance of Lundy from the mainland is always being quoted in various reports, unfortunately the distance seems to vary by many miles. In order to resolve this Capt. C. Lowry has taken some accurate measurements from the Admiralty chart.

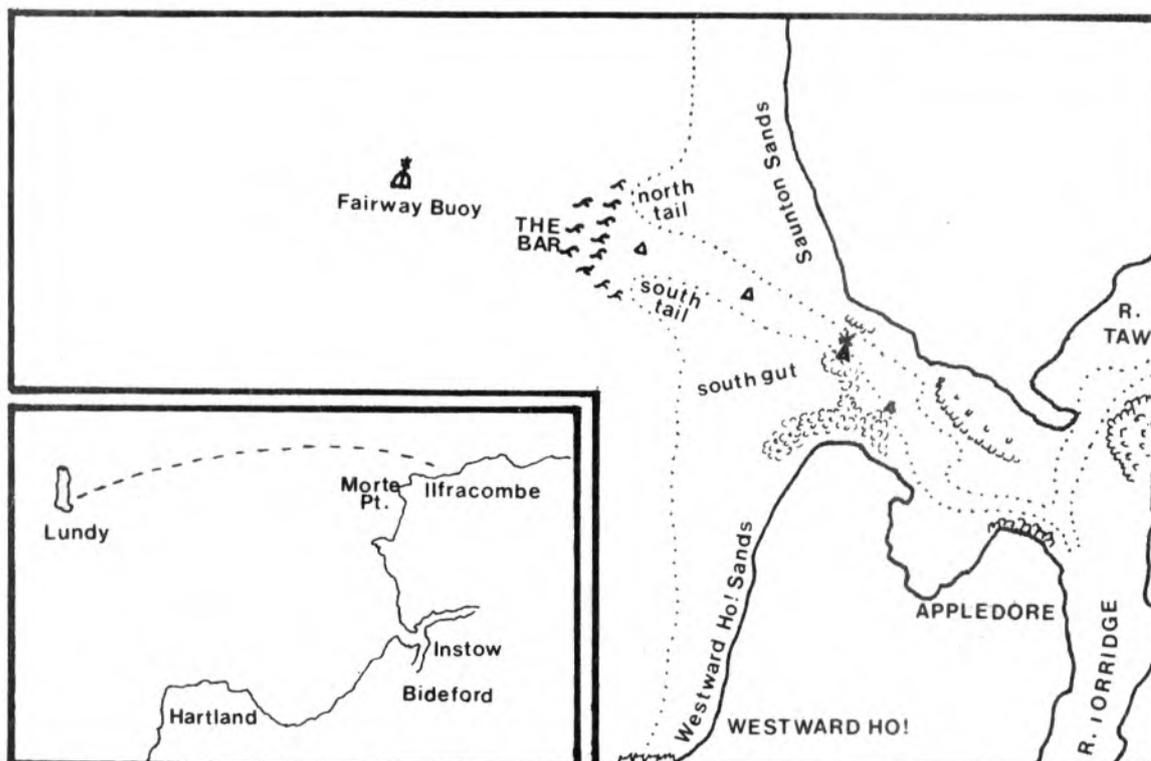
The discrepancies seem to lie in the mixing up of Statute Miles and Nautical Miles; the latter being 6080 feet.

To Obtain Statute miles = Nautical miles x 1.15  
 To Obtain Nautical miles = Statute miles x 0.868

## Distances to Lundy Roads.

| PLACE                             | MILES    |         |
|-----------------------------------|----------|---------|
|                                   | NAUTICAL | STATUTE |
| Ilfracombe harbour                | 20.8     | 23.9    |
| Morte Point                       | 16.1     | 18.5    |
| Bideford Quay                     | 21.3     | 24.5    |
| Appledore Quay                    | 19.2     | 22.1    |
| Bideford Bar Fairway buoy         | 15.1     | 17.4    |
| Clovelly Roads                    | 13.9     | 16.0    |
| St. Govans Head                   | 25.7     | 29.6    |
| Hartland Point to South End Lundy | 9.75     | 11.2    |

When distances are given in miles it always means statute miles. The word "Nautical" must always be used to denote sea miles.



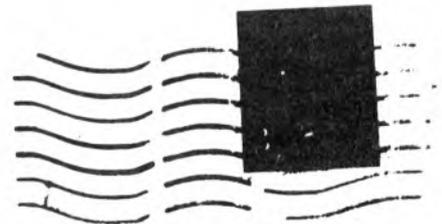


During the time of its publication a number of special handstamps were produced, for use on covers. These were never used to cancel the stamps, but will no doubt be collected in future years, as being of philatelic interest. Some of these are illustrated below:

S. O. S.  
 The ILN wants  
 more subscribers  
 (see page 14)

**ILLUSTRATED LUNDY NEWS**

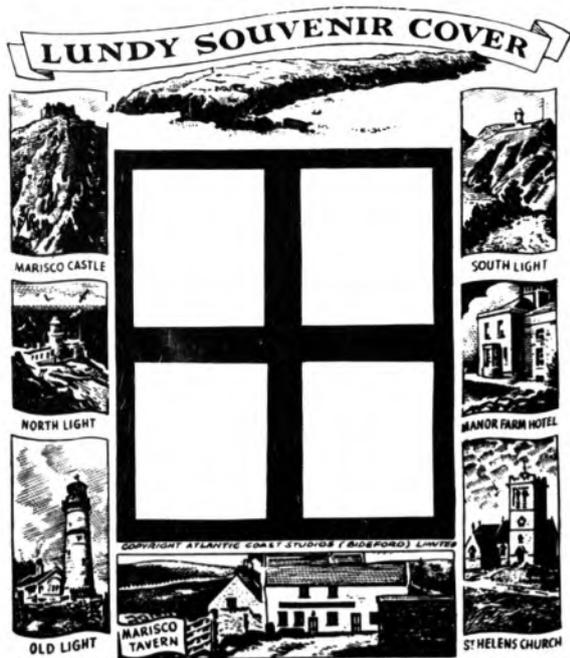
Editorial Offices: Signal Cottage, Lundy, Bristol Channel  
 via Ilfracombe, N. Devon



## Un-official Covers.

The 31st March saw the last posting of mail from Lundy prior the introduction of the Franking Machine. No official covers were produced to mark this occasion though some were produced un-officially as illustrated above.





## 1957 Cover.

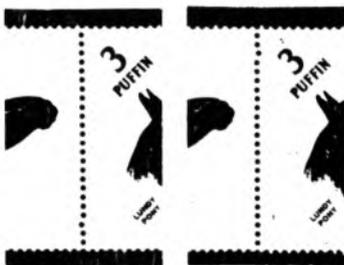
A cover designed by John Dyke and printed in Brown by the Atlantic coast Studios. This was intended to be used with the low value 1957 definitives, but was in fact not used.

## Perf. Errors.

Two perforation errors have come to light in recent months.

St. Helena Issue.

Several sheets of the 10p. value have missing perfs. between the last stamp and the right hand margin.



Anti-Malaria Issue

Some sheets of all values show a displaced perf hole in vertical row.

*Lundy*



## Save-Sea-Birds Covers.

|       |                                    |
|-------|------------------------------------|
| Large | $5\frac{1}{4} \times 8\frac{1}{4}$ |
| Small | $3\frac{3}{4} \times 6\frac{1}{2}$ |

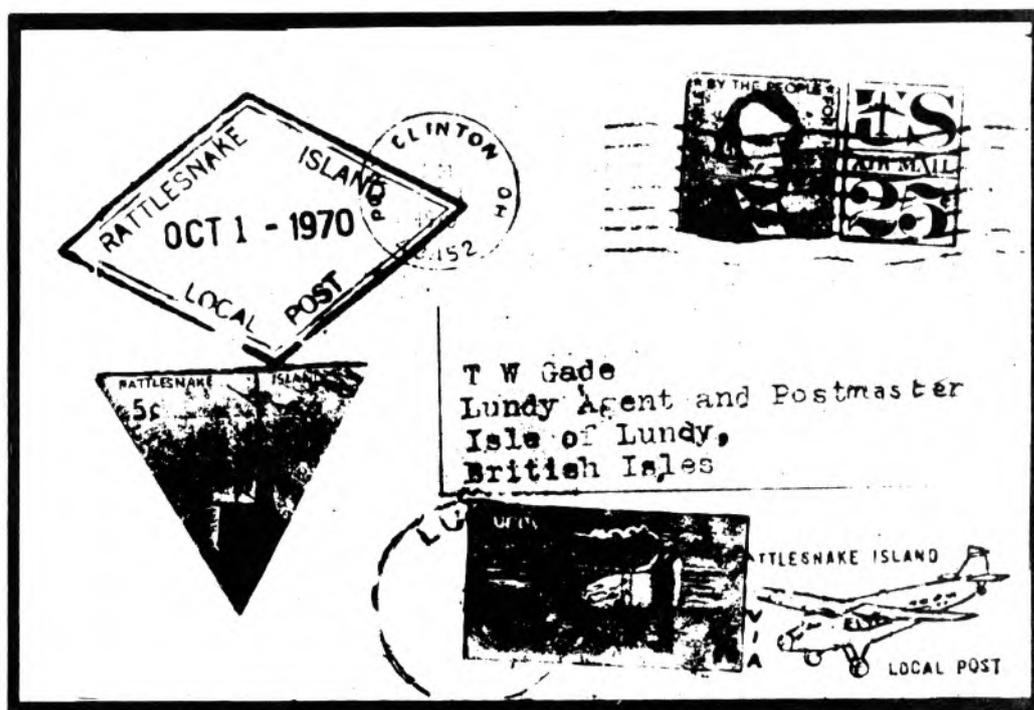
The larger covers were prepared at the time of the Shakespeare Anniversary issue. As there were no official covers for this issue they were sold as "Souvenir Covers". Many collectors however did not buy them as they complained they were too large

# Rattlesnake to Lundy.

B.R.Sherwood

This interesting cover to Lundy was sent from Rattlesnake Island. The island is situated about 10 miles North of Port Clinton, Ohio, U.S.A. in the waters of Lake Erie.

The land mass is some 85 acres and is an Executives retreat, with Lodges, an Inn, and Yacht Harbour.



Illustrated.. Rattlesnake Island 1968 5c. (Gulls & Pier stamp, + Lundy 40th. Anniv. Issue 1 Puffin Value.

The Air operated Local Post started on the 27th. August 1966, the mail is carried on the scheduled flights of "Island Airways" who operate 1928 vintage Ford Tri-motor Planes.

It is interesting to note that provided the stamps are triangular the U.S. Postal Department does not object to them being placed on the address side of the envelopes. The Department granted approval for this in December 1966, as triangulars are never issued for U.S. Postage.



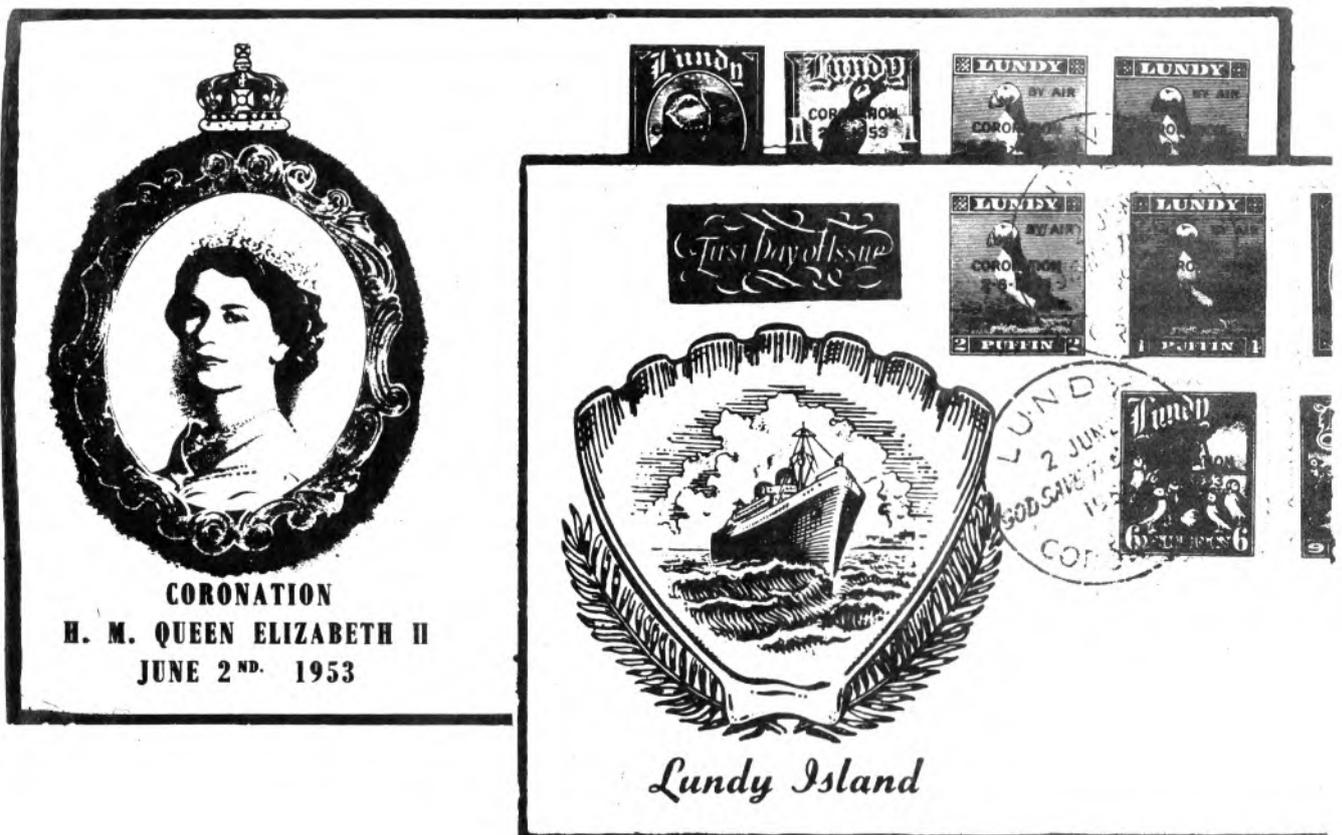
Mr. Gade in his Postal History has stated that by the time it was decided to produce an issue to mark the Coronation of Queen Elizabeth II ,

## Coronation Covers.

it was not possible to produce the artwork and have them printed.

A First day cover was however prepared and printed in two colours. (Illustrated above)

A number of dealers also prepared private covers or used First day Covers intended for use on other mail services to insure they received supplies for there own clients.



# Off Shore Postcard.

R. Allen

An unusual postcard postmarked "Bute Docks P.O. Cardiff" with an Edward VII 1/2p Green stamp, and dated 4.15 pm. Jan. 10 1906, in a double circle with the figure one at the base.

In the space for the message appears the words:

SS "Yingchow" Lundy Id. Jan 10 '06 per the pilot.

The illustration on the back is the sought after motif "Hands across the Sea". Around the edge is:

Per the pilot. Kind thoughts & best wishes from G.W.W. Off Lundy Island.

Nothing is known of the ship, or sender.



# Printed Ephemera.

One topic of the Postal History of Lundy which has received very little attention so far, is the study of the Printed Ephemera.

Much of this material is now no longer available, due to the very nature of its type and use.

Illustrated below are some of the more common items. This is not meant to be a check list of everything produced, but an introduction to what might be for some an interesting sideline to their collection of Lundy Material.

headed notepaper

**LUNDY,  
BRISTOL CHANNEL**  
January 14th 1951

TELEGRAMS: LUNDY VIA HARTLAND POINT

POSTAL DEPARTMENT

**LUNDY,  
BRISTOL CHANNEL**

c/o DEVON AIR TRAVEL,  
WRAFTON GATE,  
CHIVENOR AERODROME,  
N. DEVON.

**LUNDY,  
BRISTOL CHANNEL**  
c/o DEVONAIR LTD,  
WRAFTON GATE,  
BRAUNTON,  
N. DEVON

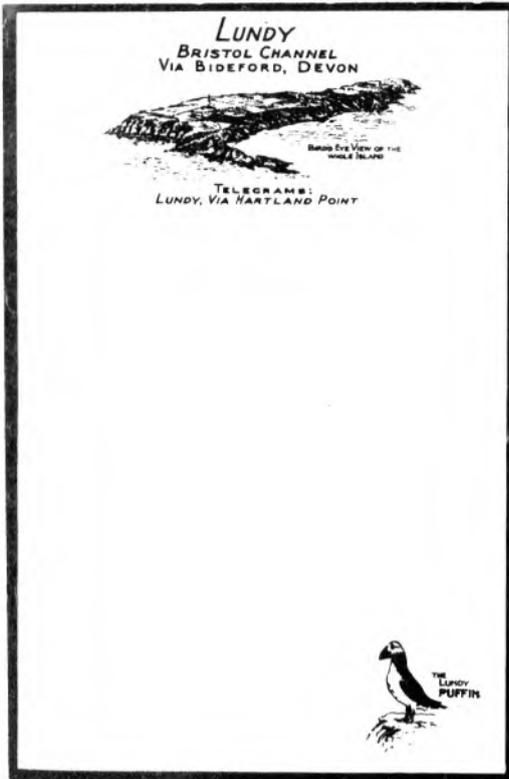
Telegrams, "Lundy, via  
Hartland Point."



**LUNDY**  
**BRISTOL CHANNEL**  
VIA BIDEFORD, DEVON



TELEGRAMS:  
LUNDY, VIA HARTLAND POINT



printed in Black

This was designed and produced by a Mr. R. Dymond of Bristol. A young commercial artist who was a native of Barnstaple. This was first put on sale in the Marisco General Store some time in 1937. It was also supplied upon demand to residents of Manor Farm Hotel.

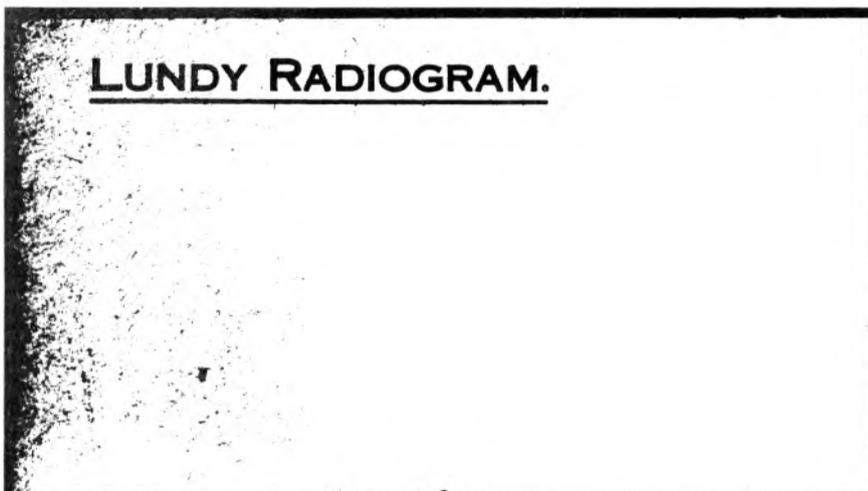
Other articles produced by him were also sold on the island at that time. Composite Postcards, Birthday greetings cards, Book Marks etc..

Mr Dymond was young enough to be required for service in the War, and nothing has ever been heard of him since that time.

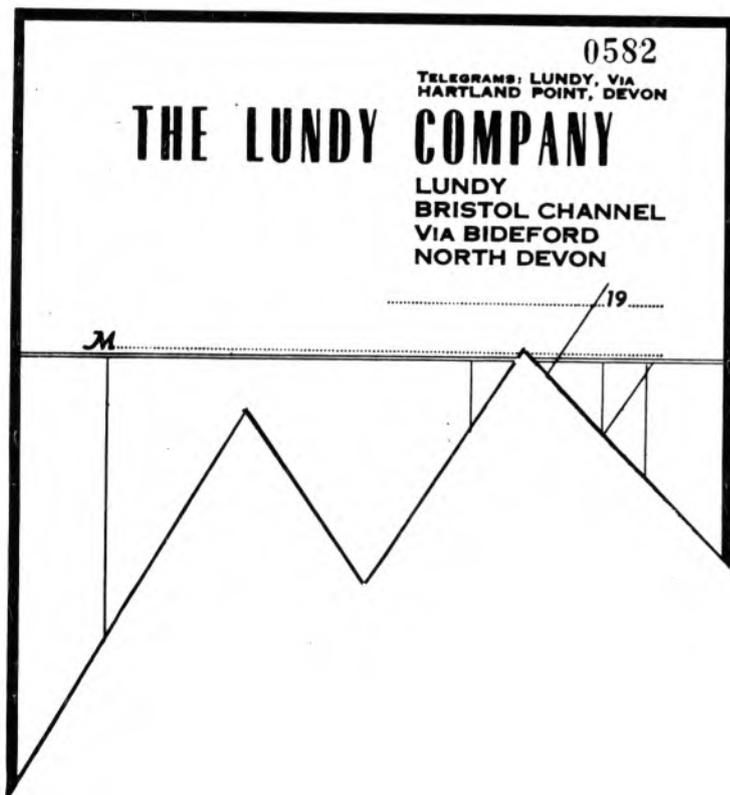
#### LUNDY TELEGRAM ENVELOPES

The Lundy Radiogram envelopes were produced in 1930, between May and December of that Year. Printed in Black on Blue envelopes.

The Radiogram forms were originally Quarto in size and duplicated in book form. About 1960 they were reduced to about half that size and supplied in printed pads of 100.



|   |                      |  |
|---|----------------------|--|
| <b>LUNDY RADIOGRAM</b>  |                      | No. 143                                  |
| HANDED IN AT.....M  | DATE.....            |  |
| RECEIVED AT.....M   | OPERATOR'S NAME..... |  |
| NO. OF WORDS.....   | RADIO CHARGES.....   | ENGLISH TELEGRAPH TELEPHONE CHARGES..... |
|   |                      | TOTAL CHARGES.....                       |
| <b>To:</b>  |                      |  |
|   |                      |  |
| <b>From:</b>  |                      |  |
| THE LUNDY COMPANY CANNOT ACCEPT RESPONSIBILITY FOR MISTAKES IN TRANSMISSION AND RECEPTION |                      |  |



The introduction of the Lundy tapes came about in 1953 when Mr. M Harman asked Messrs Sherrens Ltd to supply a tape which would stand up to Lundy's damp climate, without a tendency to adhere to any surface including itself. Two sizes of tape were produced both with the Lights & leads image printed in green.



Listed below are some of the other items that in recent years have been produced for sale in the island shop.

#### CHRISTMAS CARDS

The first were private productions of Mr. Dyke in the 1950's. The first commercial cards were put on sale in 1961/2 designed by Francis Lyoll who had them printed at his own expense. It was not till John Dyke became resident on the island that they were sold in any great quantity.

#### LUNDY CERTIFICATES

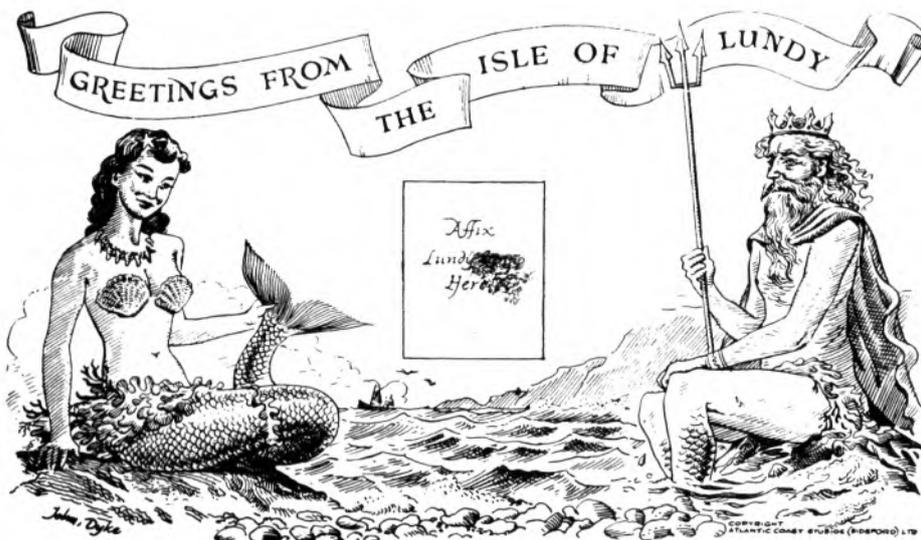
These were produced for sale on the island. Designed by John Dyke, and each was signed by Mr. Gade the then agent. These stated that the owner had visited the island on that particular day, and over 1,000 were sold to visitors. Each was numbered in sequence, and sold in the island shop for 2/- (10p) each.

#### LUNDY LETTERCARDS

Produced also by John Dyke and printed letterpress by Atlantic Coast Studios. The design used on the face and back of these cards is here illustrated.

#### MISCELLANY

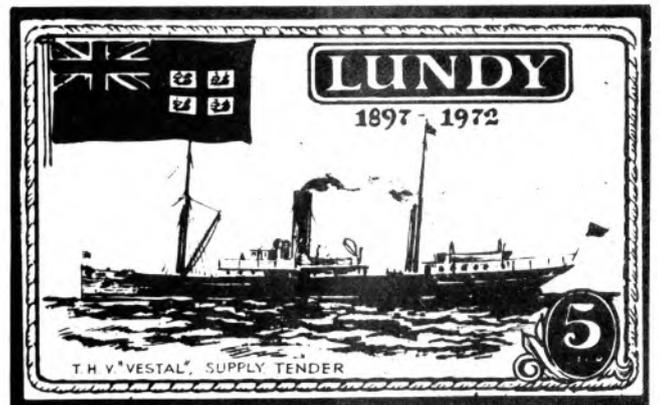
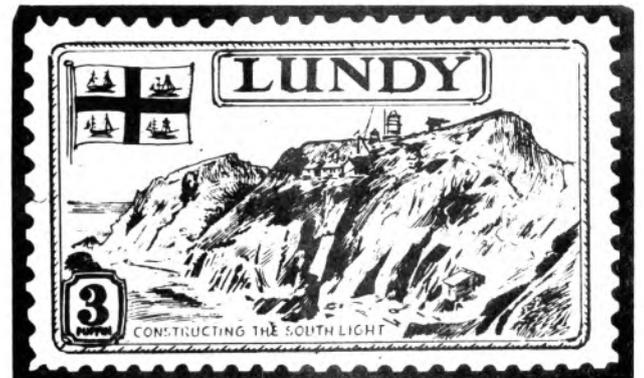
Much of the material produced in recent years by John Dyke is still available on the island



# Trinity House Sketches.



Illustrated there are some of the preliminary sketches and designs made by John Dyke for the islands Trinity House Issue in 1972.



# Miscellany.

## CLEVEDON PIER RESTORATION CRUISE.

In Puffin 23 we gave the date of the second cruise of the Clevedon Pier Restoration Fund as the 14th. & 15th. of October. Whilst this was the intended date and much of the publicity material is so dated, the cruise in fact took place on the 20th & 21st. Oct. 1972

## LUNDY POSTMASTER!

Mr. Gade has informed us that the British Post Office gave instructions to the Head Postmaster at Bideford to return all letters addressed to Lundy which were superscribed "Postmaster" or "Lundy Postmaster". It was fortunate that the head postmaster at that time was a sympathiser with Lundy and would send the opened mail on in the Lundy Post Bag. Mr. Gade says he complained that it was an unwarranted interference with Lundy mail to open the envelopes, many of which contained, cheques money orders, or even cash. The Head Postmaster was reminded that Great Britain had not a monopoly on Postmasters, and that they could be found in every country of the world. It was not in fact until 1964 that instructions to Bideford were officially cancelled, and Mr. Gade was informed that the objection no longer existed.

## THE P.V.A. ADHESIVE.

As with other postal services the island has reported some difficulties with the Poly-Vynal Alcohol adhesive. P.V.A. appears to be an unreliable gum for stamps, making it necessary to take greater care to dampen the stamps very thoroughly or they do not adhere to the envelope.

# Members Notes.

I think it worthy of a nostalgic comment that the island now has a postcode, as well as a telephone number that may be dialled. Thus the last faint vestiges of independence from the mainland have disappeared.

R.Allen.

( Postcode EX34 8LA Ed.)

