



the PUFFIN Journal



25 YEARS
1957-1982

PUFFIN 25

DEVOTED TO THE STUDY OF THE POSTAL AND COMMUNICATIONS HISTORY OF LUNDY



The Editor welcomes MSS. and photographs for consideration. (All material sent at owner's risk with S.A.E. for a reply).



The Editor wishes to thank all those who helped in making the production of this issue of the PUFFIN possible.

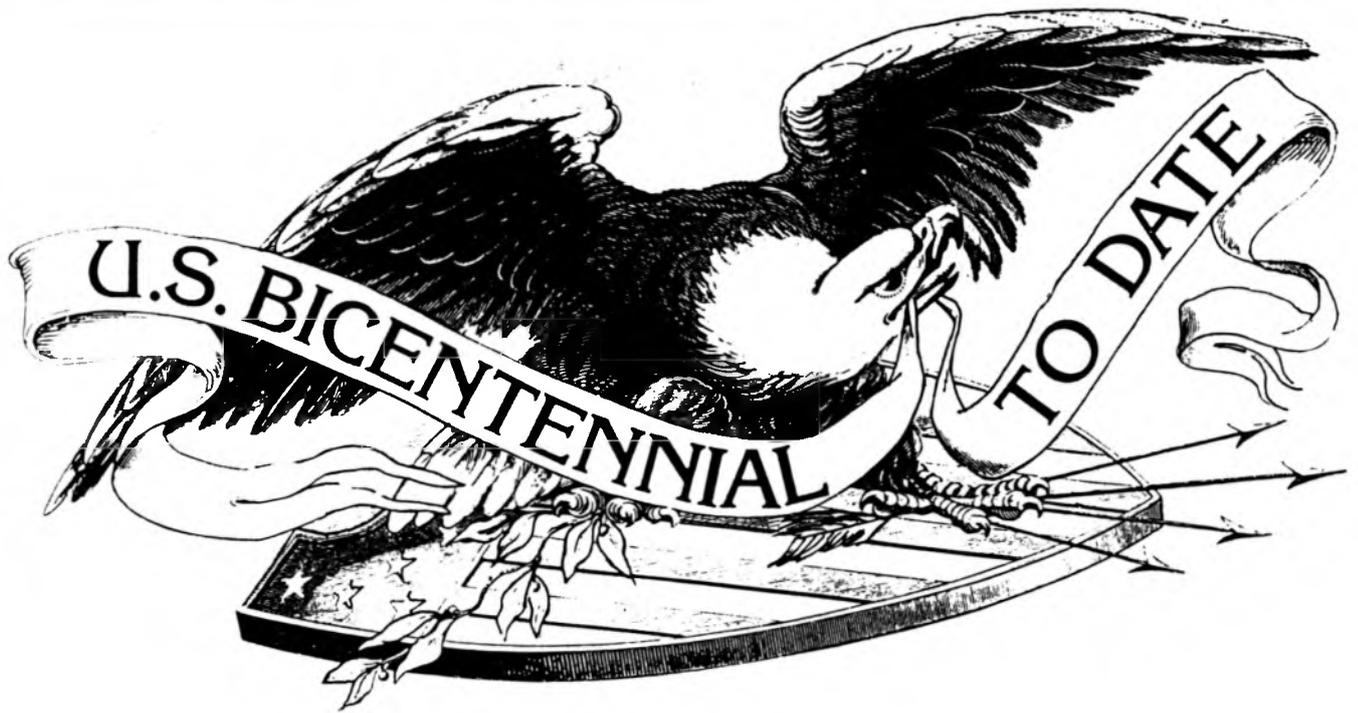
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65, Carshalton Pk. Rd.,
Carshalton,
Surrey, England.

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A round-up of issues since the last edition of the Puffin.

USA BICENTENNIAL ISSUE

11th June 1976

Lundy has always claimed a certain independence of attitude towards the mainland, so it is perhaps fitting that they should issue a set of stamps to mark the Declaration of Independence of the USA.

The set comprises five values, each with a central design in colour and a common dark blue/black border incorporating the value tablet.

7½p Cerise and blue



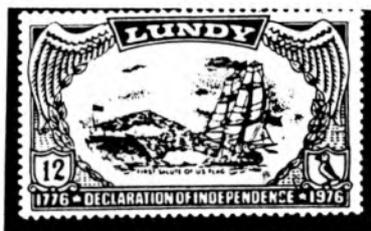
THE STAMP ACT

The stamp act was designed to extract revenue from the American Colonies by taxing all official documents. Most colonists denounced it and organized demonstrations against the tax. By the time the stamps arrived, every official commissioned to sell them had been forced to resign. November 1st the day the act became law was called 'Black Friday'. The Lundy stamp depicts one of the hated tax stamps and the anti-tax banner. The act was repealed in 1766, one year after it had been passed.

9½p Light blue and blue



12p Green and blue



15p Red and blue



20p Brown and blue



PRINTING AND SHEET LAYOUT

The stamps were designed by John Dyke. The printers for this issue were Walsall Security Printers Ltd. The stamps were printed in 2 panes of 50 perf:14. Two cylinder sets exist marked 1A, 1A in each colour on each value and 1B, 1B on the bottom right of each sheet. The left hand bottom corner of each sheet also carries 'wheel-like' traffic lights

The totals issued were:

7½p	97,500
12p	100,000
20p	115,000
9½p	102,500
15p	102,500

JOHN HANCOCK

One of the wealthiest men of the thirteen colonies, opposed the stamp act and became very popular among the colonists. As an elected delegate to the Second Continental Congress he was chosen as President. Hancock was the first to sign the Declaration of Independence, an inspiration to his countrymen.

SALUTE OF THE ANDREA DORIA

On November 16, 1776, the U.S.S. Andrea Doria, an armed sailing vessel in the infant American Navy sailed into the harbour at St. Eustatius Island in the Netherlands Antilles. The Governor of the island gave the ship a full gun salute. This was the first salute ever given to an American ship by a foreign government.

MOLLY PITCHER

The battle of Monmouth was fought on an extremely hot day during the retreat of British troops from Philadelphia to New York City. Confusing orders from General Lee had lowered the morale of the American Troops. General Washington came on the scene; took over the command and turned a retreat into an organized attack.

Mary Ludwig Hayes nicknamed Molly Pitcher because she was carrying water to the troops, found her husband laying by his cannon, overcome with heat. She took his place and manned the gun during the pitched battle earning legendary fame as the 'Heroine of Monmouth.'

WASHINGTON & FRANKLIN

Shown together on this stamp the two most important leaders in the struggle for independence. George Washington was leader of the combined armies. Benjamin Franklin was sent to England as a diplomat to the agent for Pennsylvania. He later became the first Postmaster General of the United States.



1B 1B

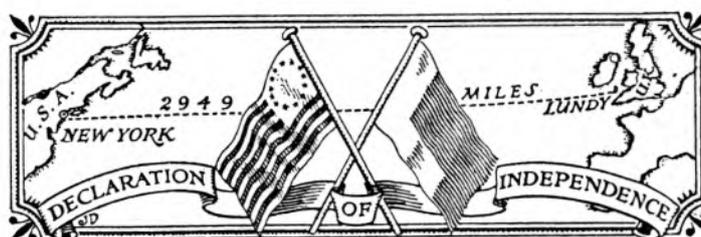
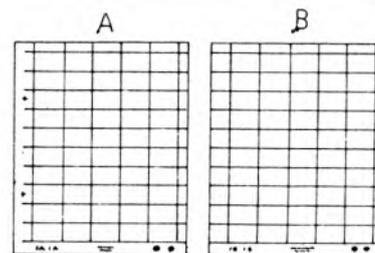
FIRST DAY COVERS

In conjunction with the issue a cover was produced. The face is printed in blue and shows the Battery on the west side of the island. The back carries an oblong cartouch with a map of England and Lundy and part of the USA. In the centre are the two flags on the right the first American flag, on the left the Lundy flag. This design is in dark red/brown. Some covers were serviced.

FIRST DAY CANCELLERS

For use on the first day a Lundy 'First day of issue' canceller was used, struck in black. Some covers have all the issue on the face, in which case the canceller has to be used twice, one stamp (the appropriate Lundy postage rate, 7½p) is placed on the back and is therefore cancelled by the meter canceller in red.

The issue was withdrawn from sale by the L.P.S. on 10th June 1978.



CHRISTMAS

19 November 1976

For the first time an issue was made to celebrate Christmas. The lack of such an issue in the past was due no doubt to the fact that the majority of the visitors and therefore the heaviest use of the postal service occurs during the holiday period.

Three pictorial values were produced as follows:



7½p Green and red

LANDING THE CHRISTMAS MAIL

9½p Blue and orange

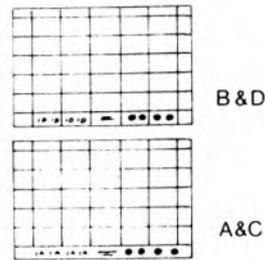
ST. HELENA CHURCH

16p Blue and yellow

THE OLD LIGHT IN SNOW

PRINTING AND SHEET LAYOUT

Printed from designs produced by John Dyke by Walsall Security Printers Ltd. Printed in sheets of 100 (4 x 25) perf: 14. Four types of sheet coded A, B, C, D all values except 7½p, no sheets B found and 9½p only one sheet D found. Approximately 30,000 of each value were printed.

**FIRST DAY COVERS**

Official F.D.C. with suitable Christmas designs printed on each side in dark green, from line drawings by John Dyke. 500 such covers were serviced.

**CANCELLER**

A circular First Day of Issue canceller was produced as illustrated and applied in Black. Some covers sold on the island do not have the meter canceller applied. Three identical cancellers produced

The issue was withdrawn from sale by the L.P.S. in 1978.

**SILVER JUBILEE OF ACCESSION**

1st August 1977

The jubilee was marked both with a special issue of stamps and also with a miniature sheet. The details are as follows:

2p	Indigo and green	THE QUEEN IN CORONATION REGALIA (1953)
5p	Indigo and lavender	THE QUEEN & PRINCE PHILLIP AT THE TIME OF THEIR WEDDING (1947)
8p	Indigo and red	THE ROYAL PARENTS WITH BABY CHARLES (1948)
10p	Indigo and orange	THE ROYAL PARENTS WITH CHARLES & BABY ANNE (1950)
25p	Indigo and dark blue	THE ROYAL FAMILY WITH CHARLES, ANNE & ANDREW (1960)
50p	Indigo and bistre	THE ROYAL FAMILY (1977)



SILVER JUBILEE MINATURE SHEET

Designs as above but printed se-tenant in two rows of three, in order of value.

2p 5p 8p
10p 25p 50p

PRINTING AND SHEET LAYOUT

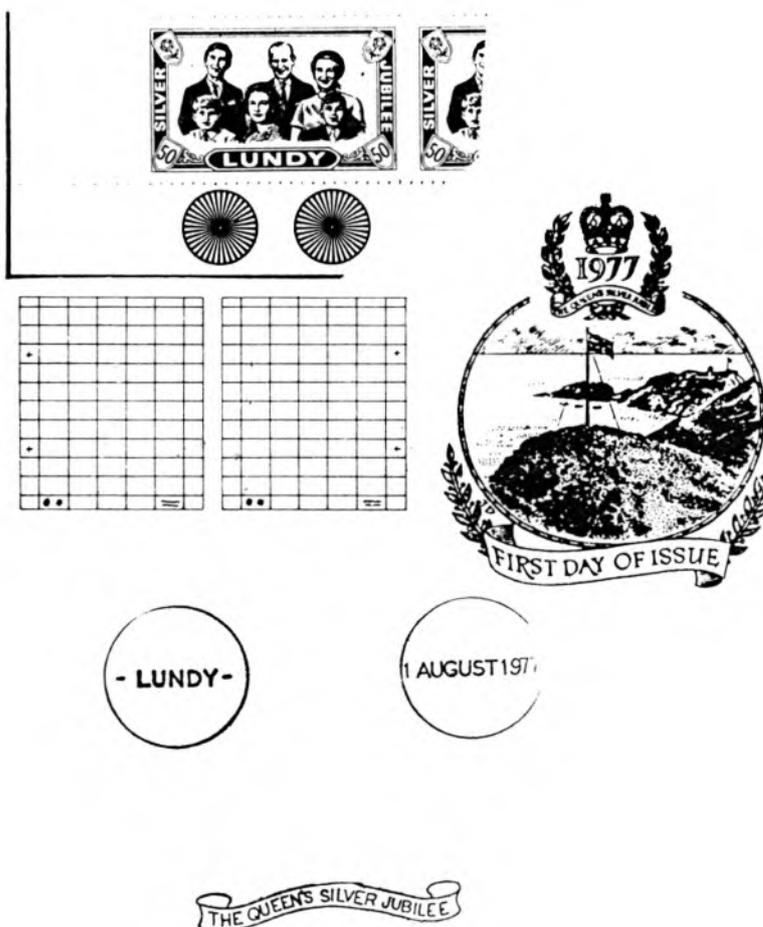
The stamps were printed in sheets of 200 split into panes of 50 for issue.

Miniature sheets printed in sets of 15 cut before issue.

Perf: 15 from designs produced by John Dyke and printed again by Walsall Security printers. Each sheet has an imprint at the bottom right and two colour "traffic lights" on the bottom left. The miniature sheets have the imprint only.

No's. printed: 40,000 of each value except 8p - 45,000.

Miniature sheets: 15,000.



FIRST DAY COVERS

A special design was prepared, but there is quite a variety in the F.D.C. produced due to the lack of time allowed for the preparation of same. The design as illustrated here was printed and thermographed in black, it was subsequently hand coloured on the majority of the covers sent out through the L.P.S. Those for America were not so coloured.

A smaller copy of the design was also produced and this was printed either in black, green or dark blue.

A total of approximately 1,500 covers were issued, with the set of stamps and a further 400 with the miniature sheet affixed.

CANCELLER

A three part canceller was produced for the first day of the issue comprising two circles and a scroll. One circle says LUNDY, the other the date and the

scroll carries the message THE QUEEN'S SILVER JUBILEE. The covers were cancelled in black.

Two produced in rubber, one in metal.

The issue was withdrawn from sale on 31st July 1979 by the L.P.S.

VISIT OF H. M. THE QUEEN TO LUNDY

7 August 1977

This issue comprised the se-tenant Silver Jubilee sheet above overprinted in red "ROYAL VISIT 7-8-77" this was done prior to cutting.

Approximately 10,000 sheets were overprinted.

**FIRST DAY COVERS**

First day covers were prepared for the issue and utilised the same design on one side as was used for the accession issue, the other side had the miniature sheet and a design printed in silver, with parts hand coloured in red and blue.

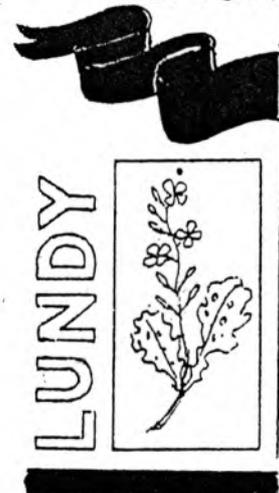
CANCELLER

A special circular canceller was produced for the issue struck in black.

Two identical handstamps issued.

The issue was withdrawn from sale by the L.P.S. on 6 August 1979.

The Queen's
Silver Jubilee
Tour 1977

**CORONATION ANNIVERSARY**

2 June 1978

To mark the jubilee of the coronation a series of large format stamps were issued each depicting one of the earlier coronation overprints as they appeared in 1953 plus drawings of both Windsor and Marisco Castles.

8p Brown, orange and black

WINDSOR & MARISCO CASTLE PLUS
LUNDY 4p CORONATION STAMP

10p Brown, blue and red

WINDSOR & MARISCO CASTLE PLUS
LUNDY 1p CORONATION STAMP

12p Brown, blue and red

WINDSOR & MARISCO CASTLE PLUS
LUNDY 2p CORONATION STAMP

20p Brown, purple and black

WINDSOR & MARISCO CASTLE PLUS
LUNDY 6p CORONATION STAMP



PRINTING AND SHEET LAYOUT

Designed by John Dyke and printed by Walsall Security in sheets of 100 (4 x 25) perf: 11, each carry an imprint traffic lights and plate No's. 1A, 1B, 1C, 1D. Approximately 44,000 sets were produced.

FIRST DAY COVERS

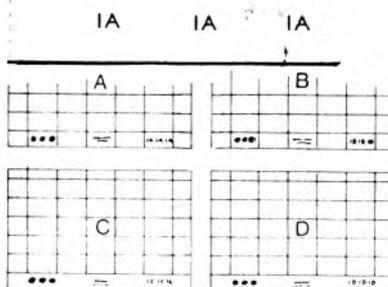
Special covers were prepared for the issue and were printed in red and silver approximately 498 were made available in England plus some non-franked ones for America.

CANCELLER

A circular canceller was produced for the first day of the issue as illustrated here, and applied in black.

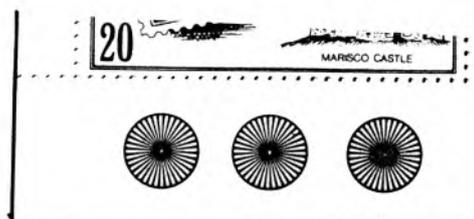
Three identical handstamps produced.

The issue was withdrawn from sale on 1st June 1980 by the L.P.S.



25th
Anniversary
of the
Coronation

LUNDY
POST OFFICE FIRST DAY COVER



MARINE NATURE RESERVE ISSUE

3rd October 1978

The establishment of a marine nature reserve around the island was first proposed in 1969. Four years later a management plan was published for the shore and sea bed around the island. The creation of such a reserve was implemented because of the outstanding richness and variety of marine life present.

A wide range of biological studies have subsequently been carried out and a few of the most colourful species are illustrated on the stamps of this issue. The issue comprises four values as follows:

8p Black, red and brown

**CEPOLA RUBESCENS**

Commonly known as the red band fish. Before its discovery in the muddy gravel of the east side of Lundy, its biology was little known. This site is the only known shallow water location of the fish in the British Isles. It is up to 70 cm long and lives in deep burrows from which it feeds on passing plankton.

10p Black, brown and yellow

**CALORIA MACULATA**

This colourful sea slug was found off Lundy in 1976 and is the first positive identification of the species in the North Atlantic Ocean. Over 50 species of marine slug, all with remarkably different and often spectacular colour patterns have now been found around the island.

11½p Black, red, orange/yellow and brown

**LEPOTOPSOMMIA PRUVOTI AND CARYOPHYLLIA SMITHI**

The Devonshire cup coral (*Caryophyllia smithi*) is the only common British coral and is abundant around Lundy. The bright yellow *Leptopsommia pruvoti* is common in the Mediterranean and the Lundy record is only the second in the North Atlantic.

20p Black, pink, brown, yellow and silver

**EUNICELLIA VERRUCOSA**

The sea fan. This species reaches its northern limits in south-west Britain, but is abundant in some locations around Lundy. The white form is only recorded in Britain from a site off Lundy.

Curled round one of the branches is the sea slug *Tritonia odhneri* which feeds on the sea fan and has only recently been recorded in Britain.

PRINTING AND SHEET LAYOUT

The designer for this issue was Gregory H. Brown, a marine biologist at the University of Bristol. He has published and illustrated many scientific papers and books on marine animals. His interest in the marine biology of Lundy goes back to the early days of the reserve in 1975. The printers were Walsall Security Printers Ltd., and the issue was printed in panes

of 100 (2 x 50): perf: 13. Panes marked 1A, 1B, 1C and 1D exist in all values although only panes 1C and 1D have appeared in any quantity.

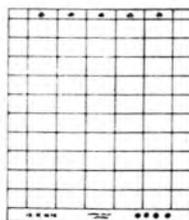
Marginal markings: traffic lights imprint and pane numbers span five stamps. A logo WSP in a triangle is also to be found alongside five stamps. The totals issued were:

8p	22,000
11½p	21,500
10p	21,500
20p	22,000

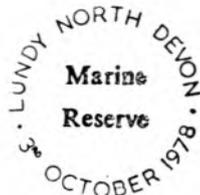
FIRST DAY COVERS

First day covers were prepared with a marine design printed in gloss black.

1,000 covers were issued.

**CANCELLER**

A circular Lundy North Devon - Marine Reserve - 3rd October 1978 was produced and the F.D. Covers were cancelled in red.



Lundy
Marine Reserve

**HALF PUFFIN DEFINITIVE**

3rd October 1978

For some time there was a need for a half puffin value. Following some experiments in 1977 the Philatelic service had some ½p stamps produced.

At this point the Landmark Trust was presented with a fait accompli and in spite of initial reservations sanctioned their use.

The issue:

½p Deep blue **DEFINITIVE ISSUE**
Design as the 1974 definitives.

PRINTING AND SHEET LAYOUT

Adapted from the existing definitive design and printed by lithography in double panes of 12 (4 x 3) by Strand Services Ltd., Southampton. Perforated by the philatelic service. Perf: 11½. Approx: 22,000 stamps issued.

Two types of pane exist for this issue with either a wide left or right hand margin. No imprint of registration marks on the sheet.

FIRST DAY COVERS

As this issue was officially released on the same day as the Marine Reserve issue these covers bear the ½p stamp also.

CANCELLER

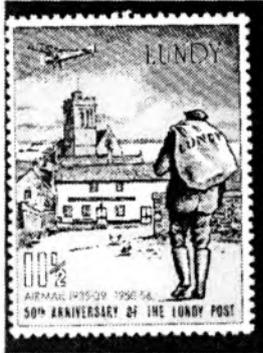
Marine Reserve covers with the ½p attached have been cancelled with the marine F.D. Cancellor.



50th ANNIVERSARY OF THE POSTAL SERVICE

4 May 1979

Lundy has the oldest local postal service in the world still operating today, and on the 4th of May 1979 it celebrated its 50th Anniversary. Three of the designs show the island vessels which have successively carried the mail since 1929.



8p Black and grey-blue

M. V. LERINA 1929–1950

10p Pink and mauve

1929 ½ PUFFIN & 1974 10 PUFFIN
DEFINITIVES

11½p Black and green

MR. GADE CARRYING THE MAIL

19½p Black and yellow

M.V. LUNDY GANNET 1956–1976

22p Black and blue

M.V. POLAR BEAR 1979 –

PRINTING AND SHEET LAYOUT

Designed by John Dyke and printed by Walsall Security printers, in sheets of 25 (5 x 5), perf: 11, each sheet comes with plate and imprint.

A total of 25,000 of each value were printed.

The 8p and 22p were printed together as were the 11½p and 19½p.

The 8p and 11½p are marked 1A, the 22p and 19½p are marked 1B.

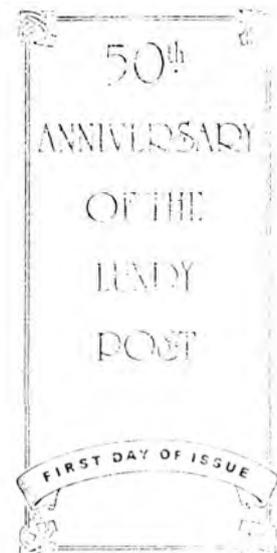
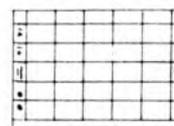
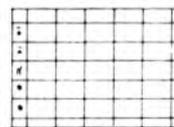
The 10p was printed two-up, so sheets marked 1A and 1B exist.

CANCELLER

A special canceller was used and took the form of the G.P.O. canceller used on the island between 1886–1927.

Struck in black.

The issue was withdrawn from sale by the L.P.S. on 4th May 1981.

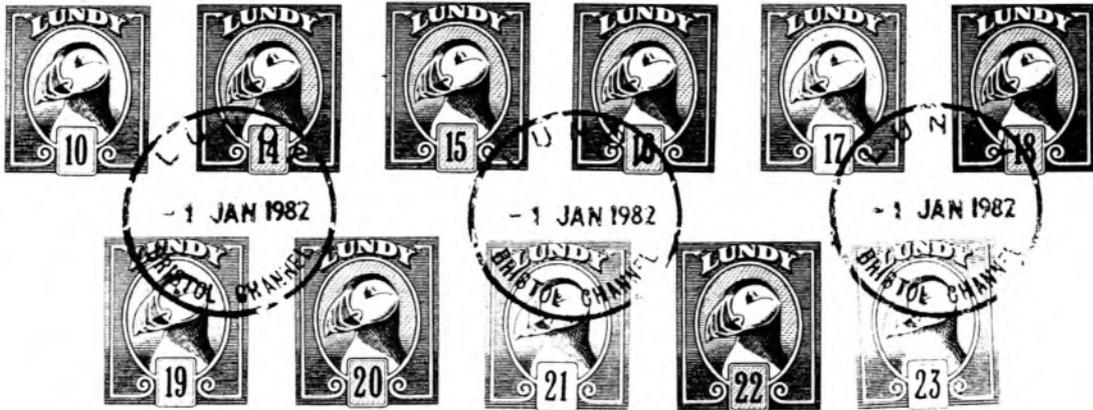


FIRST DAY COVERS

Special F.D.C. were prepared with a rather elegant design printed in silver on the Address side.

1982 DEFINITIVES

These definitives are identical in design to all those issued since April 1974. The only changes are in the values expressed and the colour. As it is the intention of the island that no issues are to be made in the foreseeable future, the values adopted were intended to cover all likely post office increases in postal charges plus the additional amount for transport of the mail to the mainland. As a result the eleven values are as follows:— 10p Orange, 14p Magenta, 15p Blue, 16p Pale Violet, 17p Green, 18p Brown, 19p Grey-Green, 20p Black, 21p Turquoise, 22p Crimson, 23p Chestnut. **Quantities:** 50,000 sets of each value in sheets of 72 + over-run.



Printers

The stamps were printed by Bradbury Wilkinson and Co. Ltd., who printed the first Lundy issue in 1929.

Printing Notes

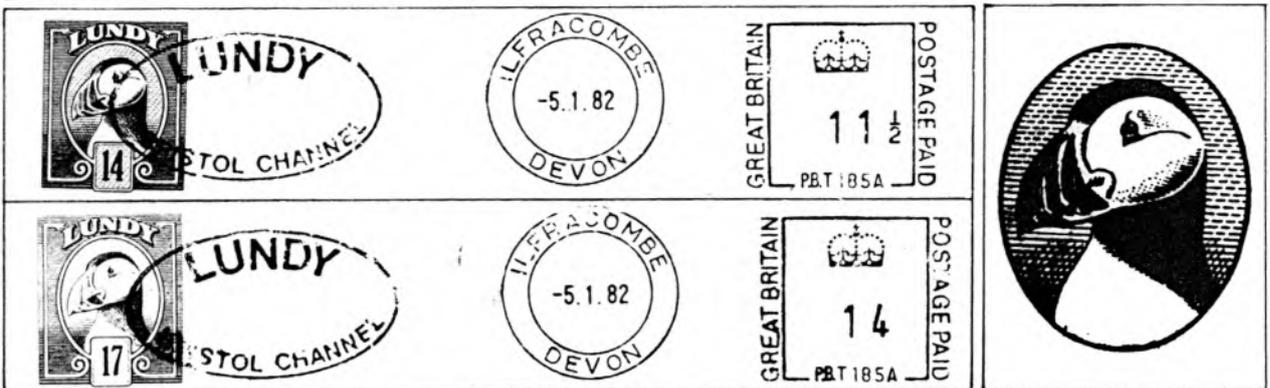
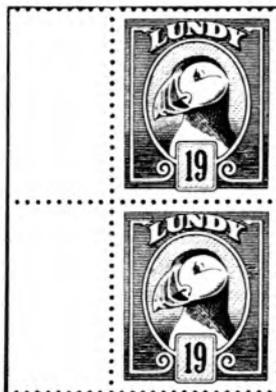
There are no marginal markings on the sheets and unusual for Bradburys no printers imprint. The only variation seems to be in the perforation of the left hand margin. The values 14p; 16p; 18p; 19p and 23p are perforated the others not. No major flaws or varieties have so far been reported, the only one seen to date is a white spot on the puffins neck on the 19p value, but this is probably not consistent.

Postal Rates

From the issue of this set the postal rates have been calculated as follows: British rate + 15% island fee, then rounded up to the nearest penny. The date of this issue was intended to coincide with the change in British postal rates, as this was delayed until 1st Feb., there was a period of one month when the charges were 14p 1st class rate, 17p 2nd class rate, rising with the mainland charges to the present 15p 1st class and 18p 2nd class. Overseas mail was also affected.

First Day Covers

Some 454 first day covers were prepared. No special canceller was employed and the stamps were cancelled with the normal canceller in black.



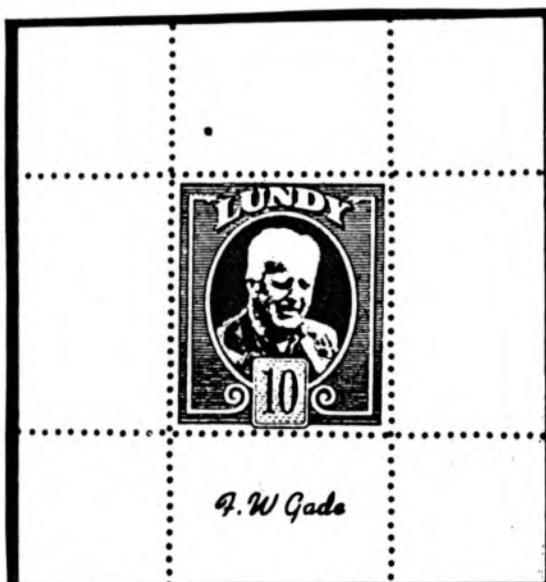
UNADOPTED ISSUES & PROOFS.

In recent years there were several issues prepared by the Philatelic service but never actually issued. These included:



1½p Definitives

At the end of 1977 some experiments were made to try to produce some low value definitives because there was difficulty in providing stamps for the then 11½p foreign letter rate. Some 2000 were produced with a 1½p face value. From the adapted artwork of the 4½p value of the definitive issue. These were printed in sheets of 12 as illustrated. It was decided however that although enough could be supplied for normal postal use, the quantity would be too small for collectors who would want them and they were never issued for use.



F.W. Gade 10p

In July 1978 Mr. Gade was presented with some unofficially prepared labels bearing his portrait in the frame usually reserved for the penguin head on the definitive issue. These labels prepared as a single item on a small sheet were supplied loose or in grey descriptive folders, with details of his service on the island.

9p and 11p Definitives

Last year sample definitives were prepared for these two values as the postal rates in operation at the time necessitated more convenient values. These were small definitive size and were never issued due to objections by the Landmark Trust.

Lundy Island Essays

prepared by

Bradbury, Wilkinson & Co. Ltd., New Malden, Surrey, England



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THE BRITISH LIBRARY

Presented by **IAN G. WILKINSON**

FIRST DEFINITIVE ESSAYS.

By Ian G. Wilkinson

In March 1979, I visited the British Library (which adjoins the British Museum) to view Barry Chinchin's superb collection of Lundy material that he has donated to them. This was at a difficult time for them as the philatelic gallery was being re-decorated and all the material that was normally on display, had been taken back into the strong room. This was where I viewed Barry's collection under the watchful eyes of two of the Library's attendants and Mr. R.F.S. West, the Superintendent of the philatelic section. While I was there, Mr. West showed me a small folder which he said he thought I might find of interest, explaining that this had been unearthed while moving things around to make extra space for storing the material from the philatelic gallery.

Of interest it certainly was – for I am sure that this contained two Essays prepared for the first Lundy issue in 1929. The folder measured about 5½ x 6¾” and was covered in black grained calf leather with the following inscription gold blocked on the cover:

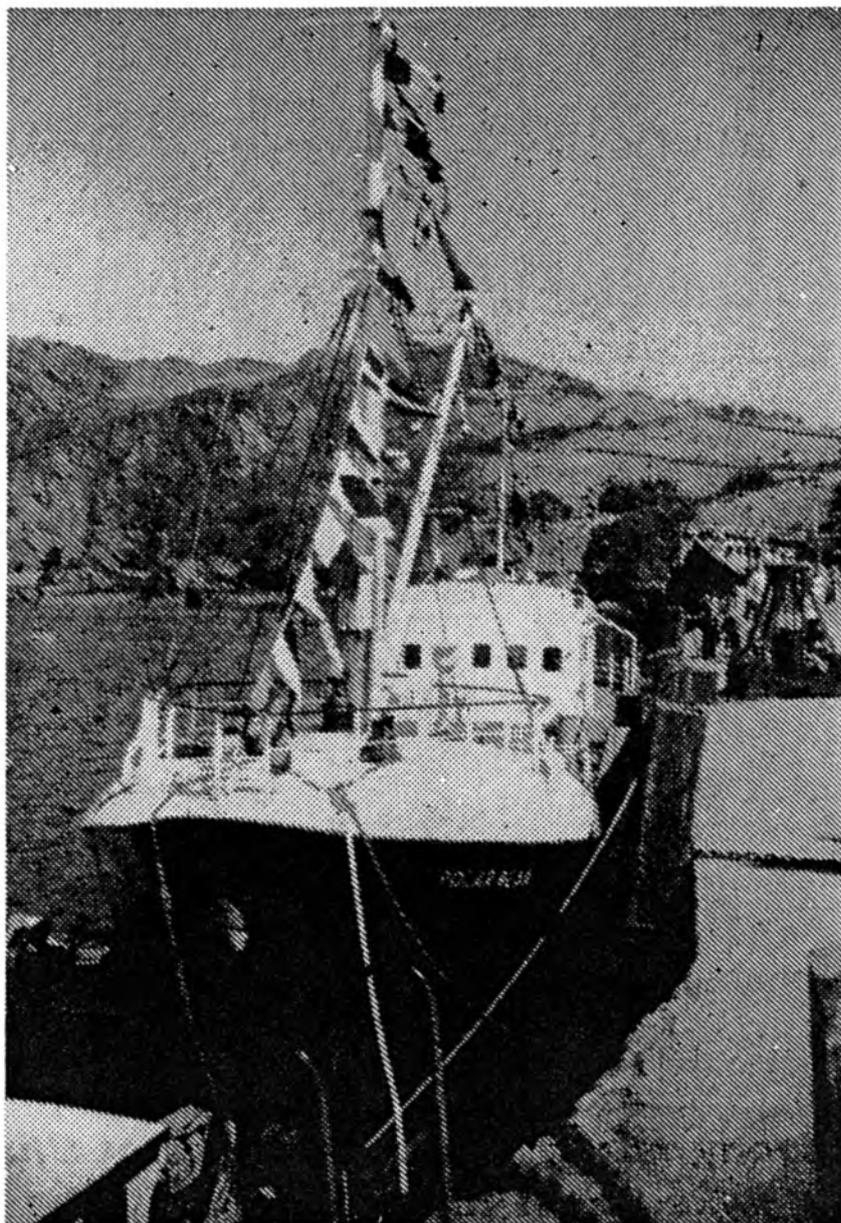
**BRADBURY, WILKINSON & CO. LTD
NEW MALDEN, SURREY, ENGLAND**

Inside were two hand painted 'stamp size' designs, positioned one above the other, within a cardboard frame. These designs each measured 22mm wide x 28mm high. The top one depicted two puffins. This was a half-puffin value and was painted Bright Green. The other, a 1½ puffin value, depicted the Shutter Rock and was painted in Magenta.

Mr. West told me that he had no idea how they came to be in the Library's collection or how long they had been there. He was, however, certain that they had never been on display or exhibited at any time. Enquiries to Bradbury Wilkinson failed to throw any light on the matter at all.

What makes me so sure that they were for the 1929 and not a later issue is, in the first place, the style of the design – the intricate backgrounds, shaded lettering, etc. This is much more in keeping with the 20's than the 50's. I say the 50's as during the 30's I am sure there was no thought of changing the designs of the low values. When the 2, 3 and 4 Puffin values were introduced in 1939, Bradbury Wilkinson were given a photograph of a puffin which they were instructed to use as the basis of their design. This is clearly stated by Mr. Gade in his Postal History of Lundy and he says this was to to Mr. Harman not being satisfied that the earlier designs had accurately portrayed this delightful bird. With this clear instruction, it is hardly likely that they would have submitted a design of the Shutter Rock. With the war, no new designs would have been contemplated during the 40's and so the issues of the early 50's would appear to be the only other possibility for the origin. But this was the time of The Festival of Britain when almost everything that was produced was designed in accordance with the new post-war image – and these designs are certainly not in keeping with that style.

If anyone can provide any further information about these designs, I would be interested to hear from them.



MISCELLANY .

The M.V. Polar Bear.
The island supply and mail boat
dressed overall for the Royal Wedding.

BOGUS RUBBISH

Unfortunately several examples have come to light over recent months. Whilst these do seem a pointless waste of time, it is also turning usable Lundy material into valueless rubbish. Some are listed here as a warning especially to new collectors.

Overprints

The inevitable ones such as ROYAL WEDDING/1981 and CHARLES/DIANA/1981 on anti-malaria stamps are of good quality and look quite authentic. The others are fortunately much less professional and include RED/CROSS, AIR/MAIL, BLACK/ROCK/POST, EUROPA and POST/STRIKE.

(I am not quite sure of the significance of Black Rock Post!!!)

Cancellers

The cancellers are a different matter. One which has been seen on a number of pieces of modern mail reads 'ARMY/SIGNALS' with the date across the centre.

The other fake is a version of the AIR/L.A.C.A.L/POST canceller used in 1938. This has come on the market mostly on pieces and fortunately is distinguishable from the original in detail. It has also to date tended to appear on the wrong issues in the wrong colour.

TRAM TICKET REGISTER

Ian Wilkinson is revising the tram ticket register started in the Puffin many years ago. He would like details of any you have with numbers and some information if used. All this will be treated in the strictest confidence of course. Please write direct to Ian at:- 17 Germain's Close,
CHESHAM,
Bucks.
HP5 1JJ

WRIGHT BROS. OVERPRINTS

Illustrated here is part of a registered cover from Lundy with three Wright Bros. overprints. This raises two questions. Firstly it is considered to be a late use of this issue, (Gade said until 1944). Secondly it may be noted that each stamp is the missing tail variety. One wonders if this was pure accident or was the error known at this time. A collector would, one supposes, have wanted all values used.



THE L. F. S. COVERS

Each year the Lundy Field Society run an excursion to the island. Apart from the tremendous value of the extended time this allows, they provide guided tours on various aspects of the islands unique history and biology.

In 1980 and 1981 commemorative covers were issued on these trips Further details can be obtained from: Tony Langham, 17 Furzefield Road, Reigate, Surrey, but please send S.A.E. for reply.



THE ORIGINAL BOXED CANCELLER

Just as a final talking point I note that the examples of this in Barry Chinchins catalogue show the date as:

DAY MONTH YEAR

Quickly looking through my own covers they appear for the most part to be:

MONTH DAY YEAR

It is known that the individual parts of the canceller are interchangeable, but I would suggest that Barry's sequence is perhaps the exception rather than the rule.



Over to you.

DELAYED BY STORM MARKS .

BY JOHN HOLMAN AND IAN WILKINSON

Since 1962 mail delayed from leaving the island because of inclement weather conditions has been given a special cachet or cancellation worded 'Delayed By Storm'. To date five different handstamps have been used and a special plate in the meter machine introduced on 1 April 1974. There have been several references to these cachets and cancellations: *The Puffin* Nos. 11 (January 1964, p4), 17 (December 1967, p.18), 21 (1971, p.17), 23 (Autumn 1974, p.12); *Lundy Collectors Club Philatelic Quarterly* No. 9 (Spring 1981) and *The Private Post* 1979 (pp.22-23) and 1980-81 (p.32). Yet nowhere has a checklist been published giving details of known dates of usage. Below we set out a preliminary checklist and hope that readers will supply additional information so that eventually a complete list of such dates can be published.

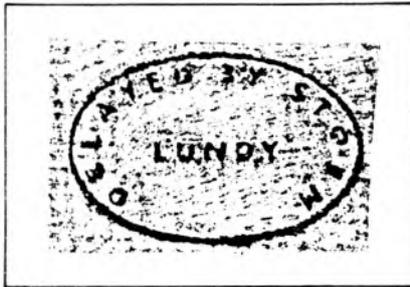


Fig. 1 (Type 1)

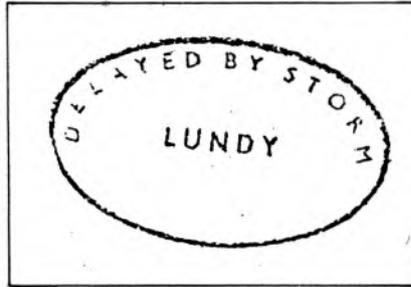


Fig. 2 (Type 2)



Fig. 3 (Type 3)

The three earliest types (Figs.1-3) were used during the period that Lundy stamps were affixed to the reverse of covers and British postage stamps on the front. The cachets were not usually used to cancel Lundy stamps and appeared alongside the stamp; sometimes the cachet was also applied to the front of the cover. Dates given below are the dates on the Lundy postmark (except where otherwise stated).

Type 1 Oval Cachet (38 x 25mm)

Introduced in January 1962

6 March 1962	Black
1 February 1966	Green
28 December 1966	Green
4 January 1968	Green
28 December 1969	Green

Type 2 Oval Cachet (45 x 27mm)

17 July 1970	Green	(Date on British postmark)
13 April 1972	Green	

Type 3 Oval Cachet (50 x 31mm)

22 November 1972	Green
30 March 1973	Green
12 May 1973	Green

From 1 April 1974 the Lundy stamps on the back of covers were cancelled with an undated oval cancellation (Fig.4), the front of the cover receiving a meter franking which included a 'Lundy/Bristol Channel' plate in the same design as the cancellation used on the stamps (Fig.5). A similar 'Lundy/Delayed By Storm' plate and/or handstamp was also prepared (Figs.6 and 7). The oval canceller (Fig.4) remained in use for only a few weeks being replaced by an undated circular cancellation (Fig.8) on 25 May 1974. A similar circular 'Delayed By Storm' canceller was brought into use on 7 June 1974 (Fig.9). (On postcards the Lundy stamp affixed in the top left hand corner was cancelled by the oval machine plate. As a great portion of Lundy mail consists of postcards this cuts the laborious process of hand-cancelling each item of mail).

Types 4 and 5 (Figs. 6 and 9) were applied only in red and were used to cancel the stamps. They are, therefore, cancellations or postmarks, whereas the three predecessors not being used to cancel stamps are correctly described as cachets.

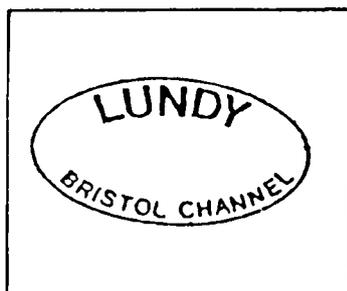


Fig. 4

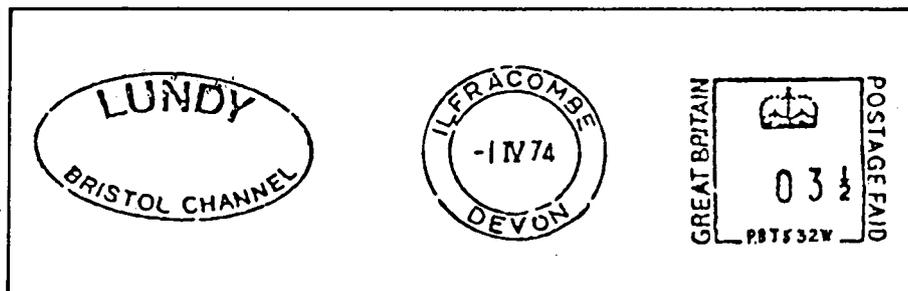


Fig. 5

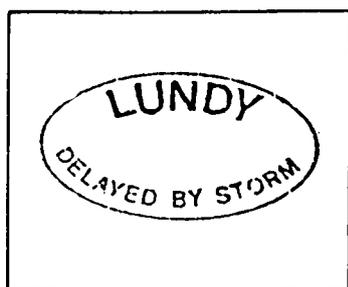


Fig. 6 (Type 4)

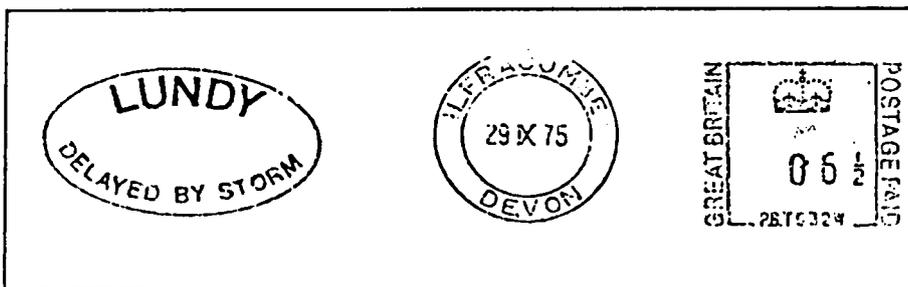


Fig. 7

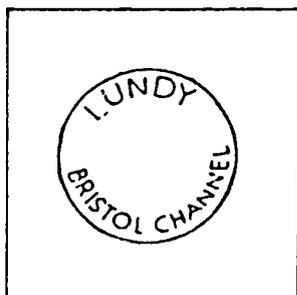


Fig. 8

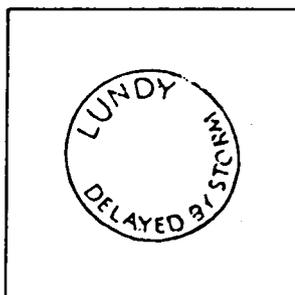


Fig. 9 (Type 5)

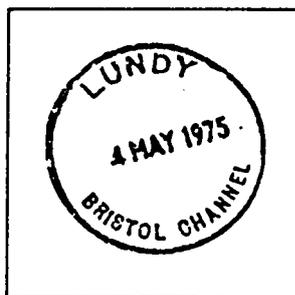


Fig. 10

Type 4 Oval Cancellor (36 x 20mm)

3 April 1974 (First usage)
10 April 1974
23 June 1974

Type 5 Circular Cancellation (22½mm diameter)

7 June 1974 (First usage)
28 June 1974 (Postcard only seen – therefore no circular cancellation on stamp)
5 September 1974
5 October 1974
10 October 1974
11 November 1974
30 December 1974
2 March 1975 (Postcard only seen – therefore no cancellation on stamp)
6 April 1975

In two cases we have only seen postcards, presumably letters were also despatched on these dates and the Lundy stamps on the reverse of these cards were cancelled with Type 5.

From 4 May 1975 a new dated canceller was introduced to cancel Lundy stamps on covers (Fig.10) and the use of the 'Delayed By Storm' canceller ceased. However, the 'Delayed By Storm' plate continues to be used as part of the meter franking. The following dates are known; meter franking date is followed by Lundy handstamp date in parenthesis:

9 May 1975 (4 May)	(4 May)
29 September 1975	(28 September)
29 November 1975	(28 September, sic)
23 January 1976	(22 January)
14 September 1976	(Postcard – therefore no Lundy handstamp)
1 December 1976	(30 November)
9 December 1976	(8 December)
18 January 1977	13 & 18 January)
1 February 1978	(31 January)
22 February 1978	(Not known – front only)
23 October 1978	(21 October)
8 March 1979	(6 March)
21 May 1979	(19 May)
18 August 1979	(18 August)
20 August 1979	(Postcard – no Lundy handstamp)
8 February 1980	(Postcard – no Lundy handstamp)
8 May 1980	(7 May)
13 October 1980	(11 October)
11 November 1980	(11 November)
17 December 1980	(Postcard – no Lundy handstamp)

Meter franking machine P.B.T. 532W was last used on 17 December 1980; a new machine P.B.T. 185A being introduced on 23 December 1980 (Fig.11). To date the authors know of only two occasions when the 'Delayed By Storm' plate has been used in this machine:

5 February 1981	(5 February)
4 March 1981	(4 March)

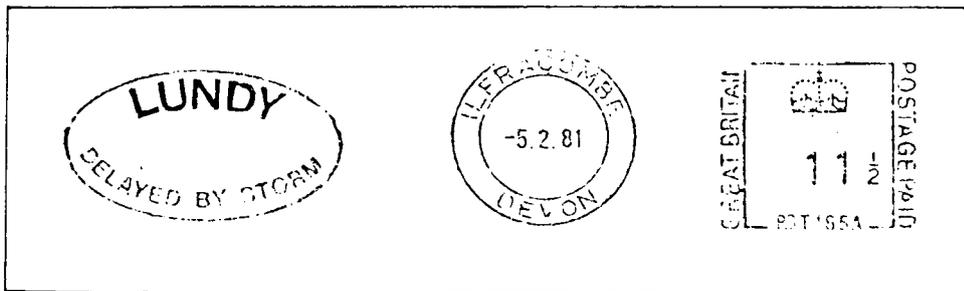
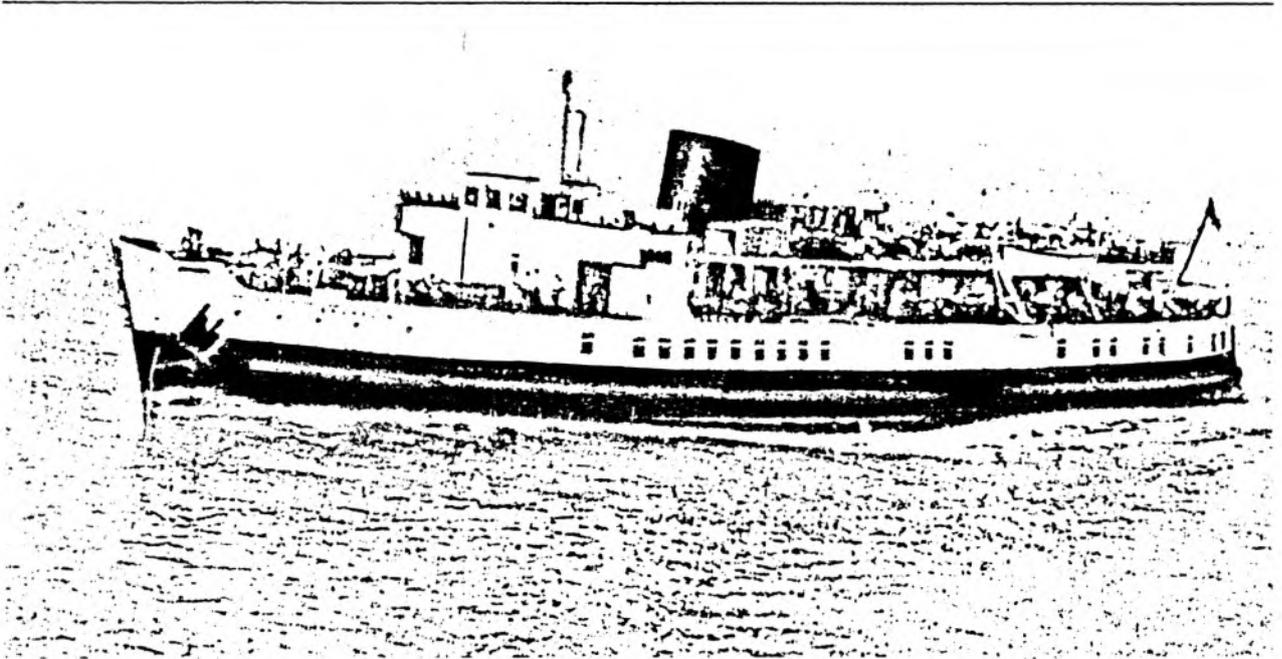


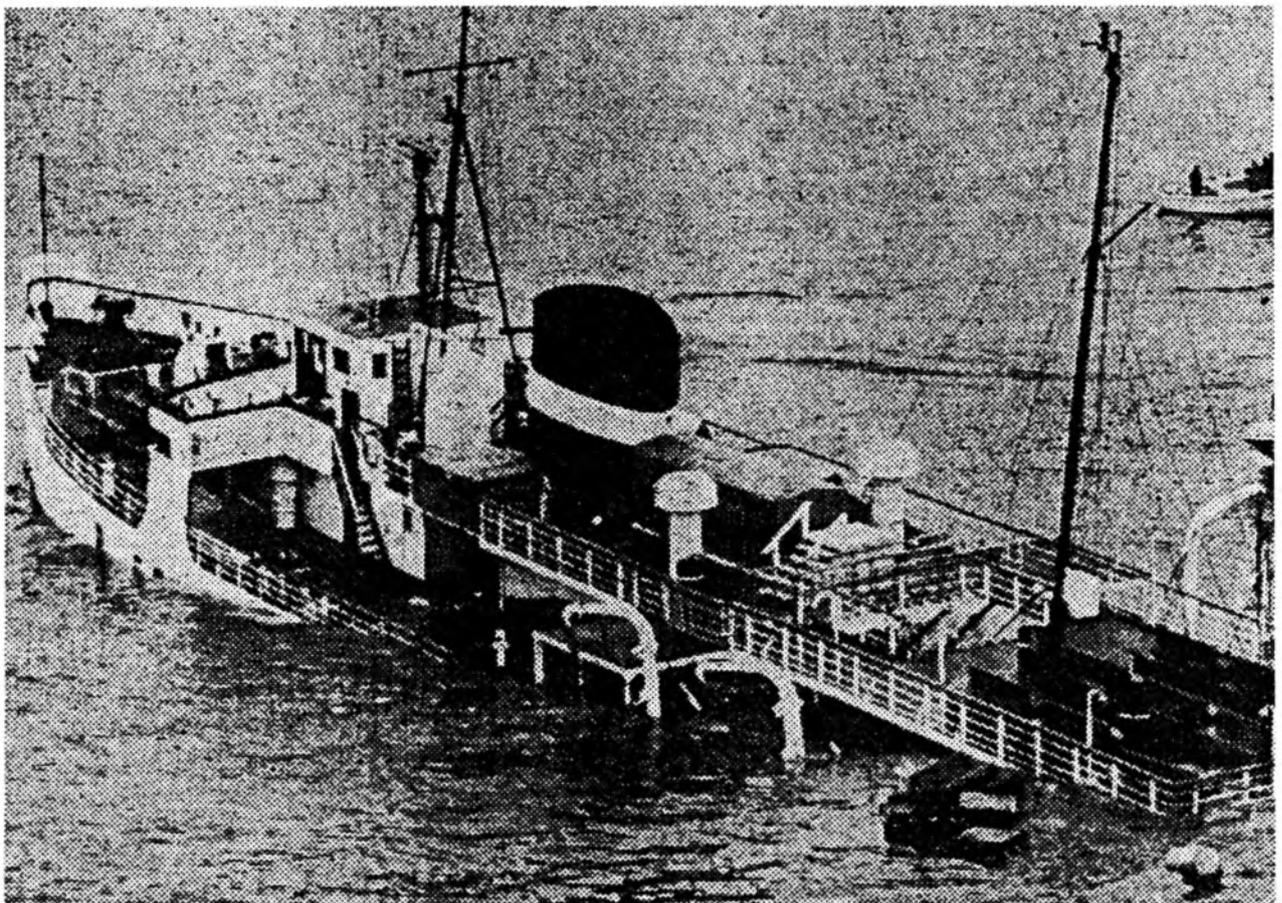
Fig. 11



PRINCE IVANHOE DISASTER.

Banner headlines on most papers of the 4th August this year (1981) proclaimed a disaster which occurred the day before off Port Eynon on the Gower coast.

I refer of course to the fate of the *M.V. Prince Ivanhoe* (formerly the Sealink ferry *Shanklin*) which struck rock whilst under the control of a pilot. The fast thinking Master Captain David Neil sent out distress signals and managed to run the sinking vessel towards the beach. As a result the four hundred or so holiday makers were safely brought ashore from shallow water by a flotilla of small craft and the local life-boat, whilst a rescue helicopter stood overhead. Its pilot reported back that the scene was "like Dunkirk in reverse." The only casualty from what could have been a terrible disaster was one elderly passenger who subsequently died of a heart attack.



The *Prince Ivanhoe* was operated by the Firth of Clyde Steam Packet Co., who, with the Waverly Steam Navigation Co., (which runs the *Waverly*, the only ocean going paddle steamer) are both non-profit making branches of the Paddle Steamer Preservation Society.

P & A Campbell having withdrawn after almost 100 years of operating out of Bristol Channel ports, and servicing Lundy with regular excursion trips, were replaced by the White Funnel Steamers Ltd., who operated the Campbell's *M.V. Balmoral* and the new sister ship the *M.V. Devonian* (formerly the *Scillonia* from the isles of Scilly). They unfortunately went out of business last year due to heavy operation losses and P & A Campbells were acting as agents for the *Prince Ivanhoe* who took over this summer as the only operator in the channel for pleasure cruises.

The result of the salvage survey on the *Prince Ivanhoe* showed a 60ft gash, and the estimate for re-floating would be in the order of £300,000. Money the owners could not easily find, and the ship has been written off.



AIR L.A.C.A.L. CANCELLER.

There have been several examples advertised over past months of a fake AIR/L.A.C.A.L./POST used on various items. The forgery is illustrated here along with the genuine item and its subsequent modified form:



Genuine canceller



Forgery



Modified genuine canceller

The forgeries have appeared for the most part either on incorrect or impossible stamp combinations and impressed in a different colour.

The genuine canceller was introduced in October 1938 and so could only occur on the large map issue, the violet small map ½d, or from November onwards the five line overprint of the violet small map.

As the word 'Post' caused great consternation with the post office and they objected to its use, the Lundy and Atlantic Coast Air Lines were forced to modify it. This they did by physically removing the words AIR/POST from the existing stamp. As a result of this alteration it is possible to see traces of the original lettering on subsequent impressions. From December onwards until the out-break of war in September 1939, this modified form was used to cancel all L.A.C.A.L. stamps.

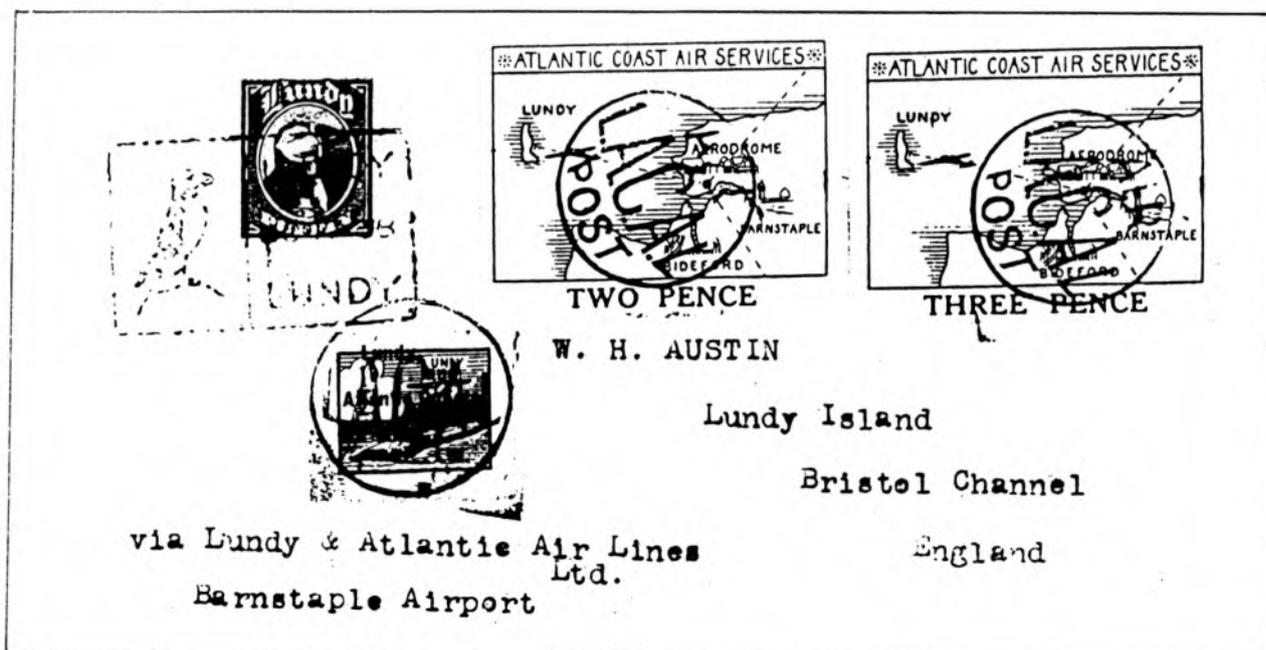
In its original form the canceller could only have been in use for the maximum of 61 days. It has been suggested that the alteration date was in fact the 17th November, only 44 days after introduction (*Gibson BPPSG Newsletter 16th July 1981*).

It is therefore interesting to see the cover illustrated here also dated by the Lundy canceller 17 Nov. 38.

This was obviously handed in at Braunton Airport as it did not go through the post office system. It has two examples of the AIR/L.A.C.A.L./POST imprint and one of the revised form.

Was it either:

- a) The perfect example of a Before and After situation (*the ½d stamp or canceller could have been added later the same day or even a day later*).
- b) It is possible that there were two identical stamps in use and only one had been modified at this time.



HELICOPTER SERVICE .



CASTLE AIR CHARTERS LIMITED



Cononel Gilliat met the first flight to Lundy.

In the past there have been several periods when an air service has been offered as an alternative to the sea crossing to Lundy. Even so Thursday the 16th of April this year marked a new chapter in this story when the two hour voyage was reduced to a seven minute flip as the first passengers arrived on the new long-range helicopter service.

The inaugural flights were blessed with clear skies and in the space of only a few hours the helicopter had clocked up twenty trips carrying 130 people to and from Hartland Point.

The service makes use of the executive helicopters of Castle Air Charters and the main aim is to get the staying visitors and day trippers to and from the island more quickly thus avoiding not only the crossing, but the walk up the cliff path. Day trippers will also (by saving time) have the advantage of being able to spend longer on the island, although the mainland touch-down point at Hartland is a long way from anywhere. People coming from Cornwall and South Devon will, however, find it useful, as it is certainly nearer for them than Ilfracombe.

The original helicopter a 6-seater Bell Long-ranger soon had to be replaced as the only method of carrying the luggage was by slinging it in a net below the craft.

From the 13th July the 4-seater Bell Jet-ranger was used as this had extra luggage space.

Mail was carried on three occasions throughout the summer, but this was only done as an emergency measure, no special covers were produced and nothing was done to mark the occasion.



A COVER FROM LUNDY .

BY IAN G. WILKINSON

Shown here are the front and back of a Registered cover from Lundy which seems to raise quite a number of questions.

As will be seen, this is addressed to New Zealand and, as far as I can tell, is absolutely genuine. It was sent by Mr. E. F. Waghorn, a keeper at Lundy South lighthouse and it seems that he took over the task of dealing with philatelic correspondence during the time that Felix Gade was back on the mainland. It will be noticed that he gives his address as "via Appledore" as this was the home port of the Royal Navy boat that was still servicing its garrison on the Island and carrying the mail. But this cover went "via Swansea" – and it took 2½ months to get there! Surely the weather was not so bad that winter that no mail could leave the Island between the 30th of January 1946 (the cancellation date on the Lundy stamps) and the 15th of April (the Swansea cancellation date). No, that's not the answer as I had another cover during that time and that did go "via Appledore". So why the long delay and why did it go to Swansea for registration? Could it have been that the Navy were not willing or not allowed to carry it either because it was obviously philatelic or because it was to be registered? Perhaps after writing the letter Mr. Waghorn put it aside until he was back on the mainland himself but 2½ months would seem a long time between relief of lighthouse keepers.



The next question is why the late use of the 'IXth Anniversary of air transport to Lundy' stamps? This, I am sure must have been a request from a stamp collector but – why only seven of the eight values? Was this an oversight or was this all Mr. Waghorn had available by this time?

And the final question is – Where was the Customs and Excise cachet applied? This is struck in purple and one wonders if this could have had anything to do with the delay. Could our Customs have held on to it before allowing it to be accepted by the GPO? This does not really seem likely as there is no sign that it had been opened in transit and why hold it if you are not going to examine the contents? No, I'm sure that if this was applied in the UK then it was applied after it had been handed to the GPO but it could, of course, been applied in New Zealand.

Can you explain any of these questions?

WAUGH ON LUNDY.

BY JOHN HOLMAN



Although not a character I can greatly identify with, Evelyn Waugh is one of my favourite novelists. Earlier this year whilst reading the biography of him by Christopher Sykes I discovered that he had spent a holiday on Lundy in 1925. Sykes only mentions this in passing and so I turned to other sources to try to learn more. As a result I read about some further dubious exploits by Waugh and his friends – perhaps typical of the ‘Bright Young People’ of this period – which form a short and bizarre incident in the history of the island.

Whilst at Oxford, Waugh became a member of the Hypocrites’ club – described by Michael Davie, editor of *The Diaries of Evelyn Waugh* as ‘notorious not only for drunkenness but for flamboyance of dress and manner which was in some cases patently homosexual. . . .’ (The Club was eventually closed down by the university authorities). Amongst the members of this Club were Terence Greenidge a student of Hertford College and Rudolph Messel both of whom seem to have visited Lundy on various occasions. In July 1924, as he was leaving Oxford, Waugh and Greenidge made a short (20 minute) film having bought a small camera. This film – named *The Scarlet Woman* was a fantasy in which the Dean of Balliol (‘Sligger Urguhart’) attempts to convert the king to Roman Catholicism. Waugh took the part of the Dean and Greenidge played the Prince of Wales who approaches the Pope with homosexual intent. (One can only wonder what Mrs. Whitehouse would make of all this!) The following month Greenidge ‘decamped to Lundy’ having borrowed money from Alastair Graham – a close friend of Waugh’s. This may have been his first visit to the island. Greenidge was by all accounts a bizarre character – details of him need not detain us here but can be found in Waugh’s autobiography *A Little Learning* pp.176-179). That Autumn having left university and without regular employment Waugh became closely associated with the Plunket-Greene family. Mrs. Plunket Greene took pity on the depressed Waugh (he terms her Lady Plunket in his writings), and during the course of his friendship with the family Waugh fell in (unrequited) love with the eccentric daughter Oliver (1907–55) who he later described as ‘one third drunk, one third insane and one third genius.’

Presumably on the recommendation of Greenidge, the Plunket-Greene’s rented a disused lighthouse (? Old Light) on Lundy at Easter 1925, and Waugh was invited along. The party consisted of Lady Plunkett, her daughter Olivia, sons David and Richard (and his wife Elizabeth), Greenidge, Waugh, Martin Wilson (a friend of David’s) Anne Talbot and Julia (presumed to be Julia Stracey, niece of Lytton). On 6 April, Waugh had attended an uproarious London party and the following day appeared in Court on charges of drunkenness. However, he had sobered up sufficiently to catch the west country train from Waterloo at midnight on 7/8 April. He described the journey as ‘tolerable’; Richard, Olivia and Elizabeth spent the trip ‘sprawled in various ungraceful attitudes of Slade composition while I drank whisky and smoked cigars. . . .’ After breakfast at Barnstaple they walked to Instow where they ‘lay about in the sun drinking gin’ and to Bideford for dinner. At Bideford they went to a public house run by a man named Bulter ‘who has written a poem about Lundy.’ The voyage to Lundy took place on the morning of 9 April, landing on the island at about 11.30 a.m. In his diary entry that evening Waugh describes the island as ‘larger than I had expected. I have not seen very much of it so far. There are two lighthouses, a coastguard station presided over by a charming person called ‘Admiral’, a number of curiously bred dogs – one particularly tiresome one called Nanky lives in the hotel and is loved by everyone’. That evening the party was entertained by Lady Plunket reading ‘a dull shöcker’. The next diary entry – 15 April – records ‘I am enjoying this party very well. We do practically nothing all day – sometimes Lady Plunket reads to us, sometimes we play obscene paper games. Richard and Elizabeth and I walk and sometimes climb rocks’.

On 13 April a party (‘swingabout’) was held in the canteen (presumably the dining room of the lighthouse) when not inconsiderable quantities of alcohol appear to have been consumed. According to Waugh, Admiral Steep (?) shed more garments and more sweat as the evening went on’. Greenidge took a liking to the dog Nanky, described by Waugh as ‘the impossible bitch’. Waugh, clearly no lover of the canine species, recorded that Greenidge ‘feeds it from his plate and kisses its mouth’. As we will see later Greenidge was fond of animals. The clean air and tranquility of Lundy clearly had an effect on David Plunket-Greene whom Waugh found ‘more charming here than in Oxford or London’. On 14 April, Waugh returned to the lighthouse from an evening walk to witness ‘an amazing orgy in progress’. The diary entry records:

'Everyone drunk or pretending drunkenness, except — — — — who was sitting in the middle of it all unusually sedate. — — — — almost naked was being slapped on the buttocks and enjoying herself ecstatically. Every two minutes she ran to the lavatory and as soon as she was out of the room everyone said, 'My dear, the things we are finding out about — — — —'. It was all rather cruel. She looked so awful, with enormous shining legs cut and bleeding in places and slapped rosy in others and her eyes shining with desire. She kept making the most terrible remarks too, whether consciously or unconsciously I do not know, about blood and grease and to my surprise Olivia saw them all. These girls must talk a terrible lot of bawdy amongst themselves. David became quite incredibly obscene before the evening broke up and I went to bed, as always, with rather a heavy heart.'

I doubt that the walls of the lighthouse have been witness to any similar spectacle — either before or since. The next day Waugh 'had to get up at 6 to row Captain Benson off which was exhausting'. On 17 April, 'Elizabeth, Richard and I went out in a boat and I tried to climb a cliff and fell down'. Not surprising perhaps after a week of heavy drinking. On Saturday 18 September, David, Martin and Julia left Lundy. Mail arrived that day, the contents of which Waugh found 'a little disturbing'. Possibly Waugh wrote letters whilst on Lundy — he was a prolific letter-writer — but if he did none have survived — at least none are reprinted in the voluminous *Letters of Evelyn Waugh* published in 1980. Another boat arrived on Friday 24 April bringing mail — this time Waugh received a missive from Lady Maud Parry. The crossing had presumably been unpleasant judging 'by the look of the sea and the passengers who came across this morning'. It would appear that Waugh and the rest of his party left Lundy that day or the following. Before he left, Waugh recorded that he had '. . . stolen a postcard of a drunken sailor embracing a postbox from the canteen'. On arriving back on the mainland Waugh went to stay with his friend Alastair Graham at Exeter before moving on to Oxford and London. (Later that summer having suffered from depression Waugh attempted suicide). A photograph of Waugh, Greenidge, Olivia, Lady Plunket and David (holding a dog) appears in Waugh's autobiography *A Little Learning*.

There is no evidence to suggest that Waugh ever returned to Lundy but Greenidge was recorded as leaving Lundy on the day Felix Gade first arrived there — 11 November 1926. Gade tells us in *My Life on Lundy* that Greenidge and Rudolph Messel were staying on Lundy — '. . . each had a dog, a Cocker Spaniel and an enormous St. Bernard respectively'. The following March one of the first guests to stay at the reopened hotel was Messel (again with his St. Bernard). Gade expresses no opinion of Greenidge, although from what I know of Mr. Gade I would not expect him to have approved much of his Bohemian ways and I have heard it said that Gade was no admirer of Waugh. However he did approve of Messel stating that 'I grew to like this man of many parts, who was intensely interested in the film as a medium for entertainment and instruction'. Messel was then still an undergraduate at Oxford and told Gade that when he finished his studies he wanted to write a book entitled *This Film Business*. Later that year he did return to Lundy and completed the book which was published in 1928 (on page 295 in the 'Conclusion' the datemark reads: 'Lundy island March-November 1927'). Although Gade liked Messel, his St. Bernard killed three of the island's goats much to the displeasure of Mr. Harman. Messel appears again in Gade's autobiography as a practical joker. In December 1927 Gade and his wife-to-be Rene were exploring a cave when they heard a strange growl. Gade thought it was a seal, but the seal turned out to be Messel dressed in a dark brown suit. Mr. Gade was amused by the incident but his fiancée was not and Messel apologised profusely for having 'terrified' her. Waugh described Messel at the time of their membership of the scandalous Hypocrites' Club as 'cadaverous, wayward and generous'. He was clearly a prankster for in November 1924 Waugh recorded in his diary that Messel had rung up a number of elderly ladies in Oxford and told them that a jumble sale was being organised in All Souls — would they send old clothes to the Warden. They did!

Anyone interested in Lundy knows the island has had a colourful and eventful history. Whilst the episodes recounted above cannot be said to have been amongst the more significant or prestigious the island has experienced, they are perhaps of interest, if only because of their being unorthodox. I have not seen details of Waugh's visit recorded in the Lundy literature and one cannot help feel that the visit was deliberately omitted in order to protect the island's reputation as a haven of peace and quiet. Sadly the island does not seem to have made sufficient impact on Waugh to have caused him to feature it in his novels, but his diary entries have prevented the knowledge of this bizarre few days in Lundy's history from being lost for all time.

Sources:

Evelyn Waugh: *A Little Learning: The First Volume of an Autobiography* by Evelyn Waugh (1964)

Christopher Sykes: *Evelyn Waugh: A Biography* (1975), Revised Penguin edition, 1977)

Michael Davie, (Ed.): *The Diaries of Evelyn Waugh* (1976, Penguin edition 1979)

Mark Amory, (Ed.): *The Letters of Evelyn Waugh* (1980)

Felix Gade: *My Life on Lundy* (1978).

UNADOPTED ESSAYS .

BY A. F. LANGHAM

After Martin Coles Harman, in his own words, "dismissed the G.P.O" from Lundy on the last day of 1927 he undertook to carry the mails to and from the mainland. At first this service was free but having attended a lecture during 1927 on the Civil War coinage of Lundy the germ of the idea of producing his own coinage must have been born and it was a natural step to consider issuing his own stamps to help defray the cost of transport and handling.

The first essays brought to light recently by Ian Wilkinson who found them in the British Museum collection are for two values, a half puffin and a 1½ puffin which were produced by Bradbury, Wilkinson & Co. of New Malden, Surrey, for the 1929 first issue.



The ½p value depicts two puffins and is in Bright Green while the 1½ puffin shows the Great Shutter Rock. The designs were each 22mm wide and 28mm high but were obviously rejected in favour of the ½ puffin pink and 1p blue which eventually appeared.

John D. Stannard, the American philatelist, was one of the first to show an interest in Lundy issues and his articles in 1938 on 'The Lundy Locals' impressed Mr. Harman. As a 10th Anniversary Issue was being planned for 1939 Mr. Harman sought Stannard's views which he detailed in a letter dated 8.11.1938.

Stannard thought that 'Puffins' should be rejected as the denomination and Pence be used instead. He then made the following suggestions for individual stamp designs:—

½p (or d) As the New Zealand stamp's frame design but with '1929' in place of the word 'Postage', and '1939' in place of the word 'Revenue'. There should be a medallion bust portrait of a puffin on the left and right facing inwards, with a suitable view of the island in the centre.

1p Frame design as the ½p. Central design to show Marisco castle.

6p Suggested use of photograph of the ship 'Gannet' or 'Lerina' as central motif.

9p Group of puffins in centre.

1/- Central design — a map showing position of Lundy.

(The Liberian map stamp of 5cts was suggested as a model of clarity for a map). A map should indicate Barnstaple and maybe have plane in flight to imply existence of air mail service.

On all the above designs where the words 'New Zealand' appears 'Lundy Island' should appear.



This strong belief that the word 'Island' should be included so as to appeal to philatelists did not appeal to Mr. Harman who said equally strongly that in Lundy (as in Jersey and Guernsey) the terminal 'y' already meant 'island'. Mr. Harman was also proud of the 'puffin' as unit of currency, and in fact it was not until 1972, after decimalization that the word 'Puffin' disappeared from Lundy stamps.

The outbreak of war in September 1939 effectively ended the air service to Lundy and also put the idea of new designs out of everyone's mind. However a growing interest in Lundy stamps persuaded Mr. Harman towards the end of 1941 to allow Mr. Rigby Hall to organise the Lundy Philatelic Bureau.

During the four years of the Bureau's existence, several overprints on existing designs were issued and used. Some of the projected overprints were not used, but three essays were produced and various colour trials made of stamps that were never issued.



3 puffin

The Wright Brothers biplane superimposed on a contemporary four-engined bomber; the word Lundy at top right and '3 Puffin' bottom left.

10p

A stamp similar in concept to the 1930 issue but with a framed edge. 'Lundy' is in Gothic script at the top 'Puffin' in serifed capitals at the bottom; ten puffin birds are standing on a rock and the figure '10' appears.

30p

A puffin's head in oval frame, similar to the ½p original issue, but smaller superimposed on a background similar to the 10p essay but without the word 'Lundy' and with 30 in place of the 10.

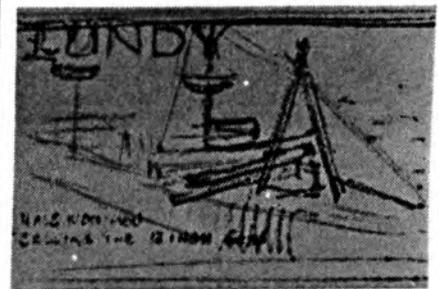
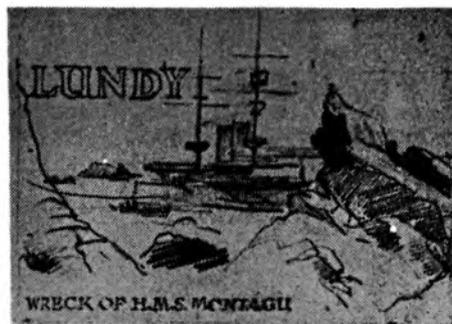
The late Mr. F.W. Gade in his "My Life on Lundy" mentions another issue which never appeared:—

"Coronation of the Queen in June 1953 was an opportunity for a special issue which Mr. Medawar (a philatelic specialist dealer) felt must not be missed, but Mr. Harman, who had spent twenty-five years claiming that Lundy was an independent island within the British Empire, but not a part of Great Britain, recognised the possible inconsistency of issuing special stamps to honour the new monarch of the United Kingdom. Before I knew that Mr. Harman had been approached by Medawar, I had written to point out the opportunity for earning money with a new, decorative, special issue. Not being handy with a pencil, I suggested to Mr. Harman that the design should show Queen Elizabeth II seated on a throne on Lundy's landing beach, with Neptune emerging from the waves surrounded by his customary entourage of mermaids, tritons and dolphins. Around the Queen's throne would be examples of all the seabirds which commonly nested on Lundy, also rabbits, seals, and possibly deer and goats. The basic idea was that the Queen was receiving homage from the sea god, but it did not appeal to Martin Harman at all. The idea of the monarch of the adjacent island sitting regally on the shore of his island was most distasteful. Martin was a subject of the Queen's realm when not on Lundy, and a loyal subject, but on Lundy he was the monarch."

The post-war air service which had been run by 'Devon Air Travel' was continued by 'Devonair' Ltd. operating from Chivenor airfield at Wrafton Gate. There were no specific Air Mail stamps available — the only ones in use were original issues overprinted 'BY AIR'. Devonair Ltd., was a private company and rough designs were produced for possible use by the company in much the same way that the pre-war 'Lundy and Atlantic Coast Airlines' had issued stamps. The advent of the 1954 Lundy issue and the change in communications to Lundy after the 1955 accident to the aircraft running the Lundy service meant that this possible issue was not needed.



The post-war period saw the development of Lundy pictorial issues and as these often portrayed anniversaries of events in the history of Lundy, essays were contemplated or produced for several possible issues.



John Dyke made sketches for a possible issue to commemorate the 50th anniversary of the wreck of HMS Montagu, and although these were not commissioned the sketches show that this could have been a handsome issue. However there was no call in 1956 for a new issue and the opportunity passed.

Acknowledgements and sincere gratitude are due to John C.A. Dyke for permission to use his sketches; and to Ian Wilkinson for permission to quote from his article in 'The Cinderella Philatelist' of January 1981; and permission of the publisher to quote from 'My Life on Lundy'.

CANCELLER & METER MARKS .

TO RECAP

From the first of April 1974 with the introduction of the franking machine the two oval cancellers were employed. These were in fact the spare slugs from the machine with handles attached.

As they were curved they were not very successful and by the 25th of May were replaced by the circular metal ones.

From the 4th of May 1975, two rubber stamps were introduced. These came from the same artwork and were identical in design. They, like those before them, were used with the red stamp pads.



A year later three more were ordered as replacements and were introduced into service on the 1st June 1976. They vary from the others in that the spacing between the letters of the word LUNDY is greater.

These have been in service until now.

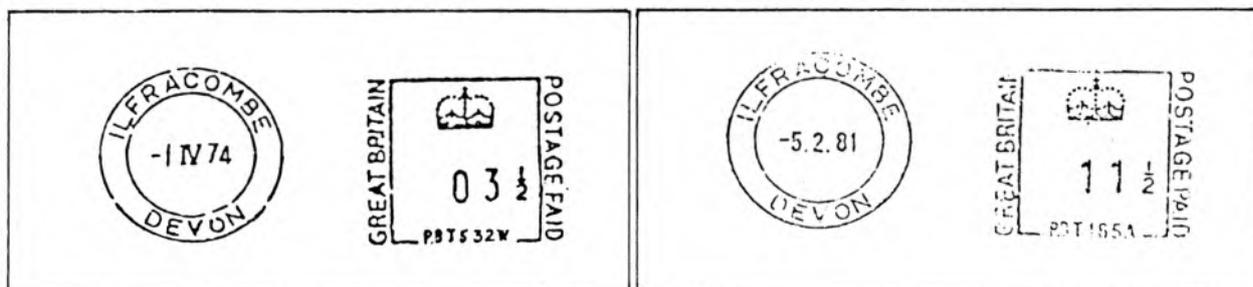
CANCELLER CHANGE

Recent covers from the island have been cancelled using a blue/black ink pad. The earliest date we have seen it used was the 3rd June. Perhaps others have an earlier date for its introduction.

NEW FRANKING MACHINE

The meter-franking machine developed faults in mid-December 1980 and was last used on the mail of the 17th. A new machine did not arrive in time for a change-over and so until the 23rd mail carried G.B. stamps, as well as Lundy stamps.

The new machine (Number P.B. T185A) differs from its predecessor in that the month is indicated in Arabic numerals rather than Roman.



F. W. GADE A TRIBUTE .

Felix William Gade was born in July 1890 in London and spent his early years in Sussex, and in Caterham, Surrey. His first school was a small private one, from where he went first to prep school in Hemel Hempstead and then to Kings College School in Wimbledon. He started work in the City but did not stay there long, taking a job instead with the Ford Motor Co. where he worked in the sales departments in London and Manchester.

With the outbreak of war he joined the army in 1915 and was selected for officer's training; he passed out from O.C.T.U. and served with the Royal Fusiliers. He was awarded the Military Cross before he was taken prisoner at the battle of Cambrai. After the war he first re-joined the Ford Motor Co. and then worked with other motor companies until 1925.

In that year he heard that his childhood friend and neighbour, Martin Coles Harman, had bought the island of Lundy and that a resident agent was needed. He applied for the job and was appointed on a three-month trial; with only one short break, he remained there until he died. On reflection Mr. Gade told me that he thought he had been lucky to get the job, since he had no qualifications for it; in retrospect it might also seem that Lundy was lucky to get him, and his qualifications were the right personal ones. From the first his life on Lundy was more than just a job – he grew to care passionately about the island and its well-being; he felt strongly that the island, its wild life, and its heritage should be defended against any encroachment from any source.

When he arrived there in 1926 the island was chiefly a farm, and he had to familiarize himself with all that was necessary for the running of that. But not only that: he also had to know about boats, with the peculiar conditions around Lundy's waters, and – soon – about aeroplanes. He was agent, farm manager, secretary, hotel manager, post-master, radio-operator, tavern keeper, and anything else that was necessary. He had an office of sorts – but his activities were not confined there; he could and did join in any kind of island work or activity that was needed. After his marriage in 1928 he had immense help and support from Rene, who was as indefatigable as he was, had many talents of her own, and was a lively member of the island community. Despite many economic and other problems he remembered his years on Lundy before the war as very happy and fulfilling ones – but he has described all his years of living and working in his memoirs, *My Life on Lundy*.

Mr. Gade was a man of character – a commanding figure, and one who really earned the respect and affection in which he was held. His integrity was absolute, and he sometimes neglected his own interests in favour of Lundy's. He could be a stern man when that was needed, but he was never unkind and could show a surprising breadth of tolerance. He had a vigorous sense of humour (indeed, that might well have been necessary to his survival) and was a first-class raconteur when the moment was right, with a very detailed power of recall which stayed with him until he was retired and advanced in age. He read widely, and had lifelong interest in birds, Lundy philately, and in cricket.

When the Harman family were forced to sell Lundy in 1969, Mr. Gade remained as agent for the Landmark Trust until September 1971, when he retired. He never wanted to leave Lundy, and the Landmark Trust generously enabled him to stay on Lundy in his retirement. In 1976 he was given a great party in celebration of his fifty years residence on the island, and in 1978 he had the pleasure of seeing his memoirs appear in print and receive a warm welcome. During the last few years he suffered a steady decline in health which prevented his getting about the island, but he still retained some vigour of mind and enjoyed the company of visitors until he died, after a short illness, in October 1978. He left two daughters, Rosalinde who lived in Rhodesia, and Mary who had returned to Lundy to make her home with him and care for him. He also left a large number of friends to whom he was an indivisible part of Lundy, and who meant much to him.

Myrtle Langham
November 1981

MAP OF LUNDY

The map of Lundy Island shows the following locations and features:

- Coastal Features:** NORTH WEST POINT, NORTH EAST POINT, NORTH END, BRAZEN WARD, TIBBETS POINT, HALF WAY WALL BAY, QUARRY BEACH, QUARTER WALL BAY, LANDING BEACH, SHUTTER POINT, DEAD COW POINT, BATTERY POINT, MIDDLE PARK, JENNY'S COVE, DEVILS CHIMNEY, HEADLE ROCK, ACCLANDS MOOR, BRICK FIELD, TILLAGE FIELD, BARTONS FIELD, TENT FIELD, FRIBBS GARDEN, MOUNTAGU STONE, SHUTTER POINT, GI SHUTTER ROCK, BLACK ROCK, Seal Rock, CONSTANT ROCK, GANNETS BAY, THREE QUARTER WALL BAY, TIBBETS POINT, GULL ROCK, HALF WAY WALL BAY, QUARRY BEACH, QUARTER WALL BAY, INNER ANCHORAGE, WHITE BEACH, LADIES BEACH, VICTORIA BEACH, LANDING BEACH, MOUNTAIN ISLAND, RAT ISLAND, SURF POINT, LAMETRY, MERMAIDS HOLE, THE BESS, THE RATTOCK, SCALE HOLE, CASTLE, BATTERY, GANNET ROCK, MOUSEHOLE & TRAP, QUEEN MABS GROTT, KNOT PINE, KI TOMPLER ROCK, LOGAN STONE, VC QUARRY, OLD QUARRY, BRICK FIELD, TILLAGE FIELD, BARTONS FIELD, TENT FIELD, FRIBBS GARDEN, MOUNTAGU STONE, SHUTTER POINT, GI SHUTTER ROCK, BLACK ROCK.
- Wildlife:** Gannet, Wild Gulls, Razorbill, Long Sherry, Shag, Fulmar Petrel, Plover.
- Other Landmarks:** Old Copper Mine, Long Ruck, St Johns Stone, St Peters Stone, St Marks Stone, Devils Slide, St James Stone, Gull Rock, Mousehole & Trap, Queen Mabs Grotto, Knot Pine, Gull Rock, Long Sherry, Shag, Fulmar Petrel, Plover.

Surrounding Inset Illustrations:

- DEVILS SLIDE:** A steep, rocky cliffside.
- THE EARTHQUAKE:** A view of a rocky coastline with waves crashing against the shore.
- THE CHEESES:** A view of a rocky coastline with waves crashing against the shore.
- NORTH LIGHT:** A view of a rocky coastline with waves crashing against the shore.
- SOUTH LIGHT:** A view of a rocky coastline with waves crashing against the shore.
- HELLS GATES:** A view of a rocky coastline with waves crashing against the shore.
- OLD LIGHT:** A tall, cylindrical lighthouse on a rocky island.
- GULL ROCK:** A view of a rocky coastline with waves crashing against the shore.
- EASTSIDE ROCKS:** A view of a rocky coastline with waves crashing against the shore.

