



# the PUFFIN Journal

## LUNDY

### DAY TRIPS BY Motor Vessel "LERINA"

(WEATHER AND OTHER CIRCUMSTANCES PERMITTING):

#### Thursday, 31st August

Leaving APPLEDORE (Bidna Wharf) ... 8.15 a.m.  
" INSTOW QUAY ... .. 8.30 a.m.  
Arriving back at Instow approximately 7.0 p.m.

#### Saturday, 2nd Sept.

Leaving APPLEDORE (Bidna Wharf) ... at 8.30 a.m.  
" INSTOW QUAY ... .. " 8.45 a.m.  
Arriving back at Instow approximately 7.30 p.m.

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#### SPECIAL TRIPS CAN BE ARRANGED

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**RETURN FARE 10/-** (Payable at time of booking) including embarking and disembarking at Instow and Lundy and landing fee at Lundy.

Accommodation being strictly limited passengers are advised to secure bookings, as far in advance as possible, from:—

Capt. F. Dark, 2, Elm Terrace, INSTOW, 'Phone INSTOW 21.

Robert Helson, 2, Silver Street, APPLEDORE.

Harper's Library, High Street, BIDEFORD, 'Phone BIDEFORD 173.

Lundy & Atlantic Coasts Air Lines, Ltd., North Devon Aerodrome, Heanton Court, BARNSTAPLE, 'Phone BRAUNTON 121. Or from Alfred E. Blackwell, 1, Craigwell Villas, INSTOW, 'Phone, INSTOW 58.

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Excellent Accommodation at the **MANOR FARM HOTEL**  
**LUNCHEON 2/6 LOBSTER LUNCHEON 3/- TEA 1/3**

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GAZETTE PRINTING SERVICE, GRENVILLE STREET, BIDEFORD.

# PUFFIN 27

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.

All articles in this issue  
are the copyright of  
the authors.



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

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Distribution:  
A F Langham. 17 Furzefield Road,  
Reigate, Surrey

Produced by:  
B R Sherwood.

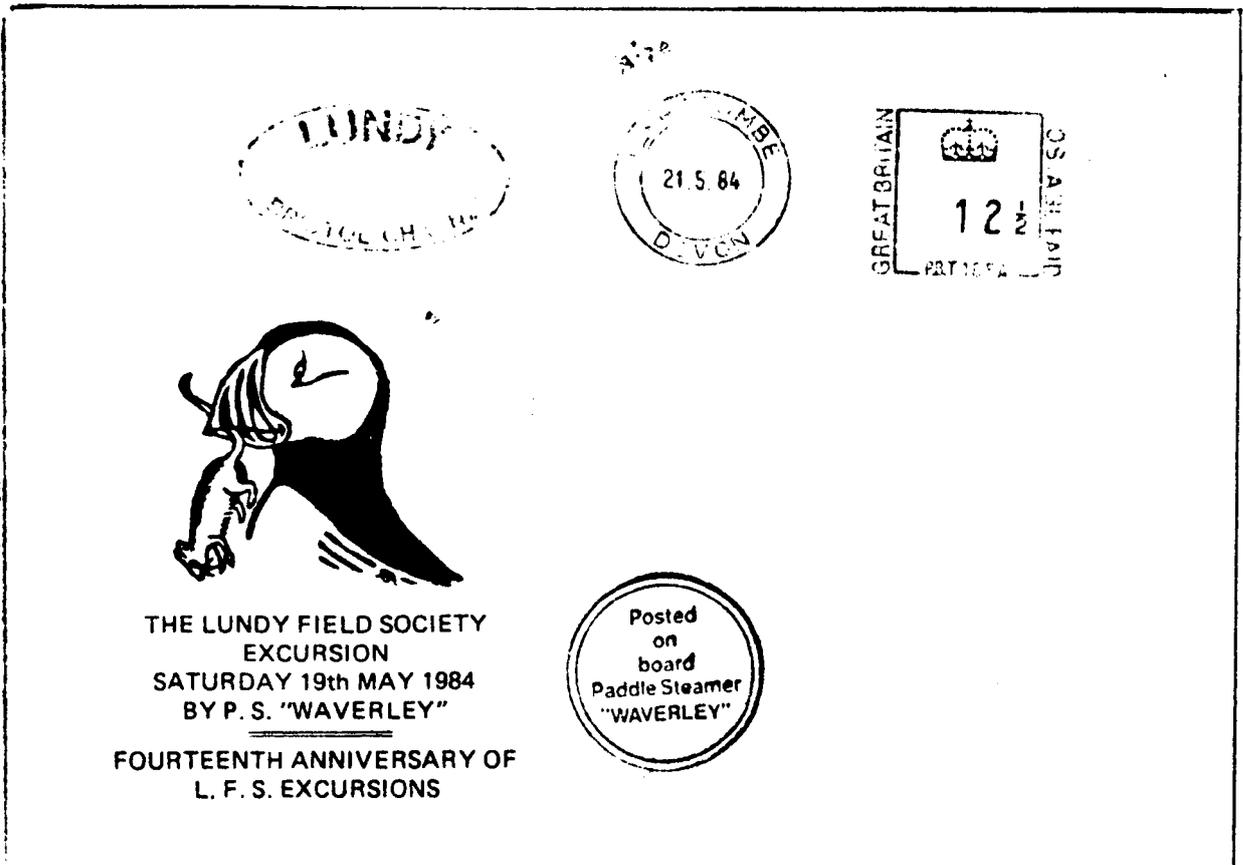
Autumn 1985

# MISCELLANY

Lundy Field Society Excursion 84

The 19th. of May saw this years Field Society Excursion to Lundy on the Paddle Steamer "Waverley". Fortunately the day was fine and a full boat load of people enjoyed the crossing and visit to the island.

No official covers were issued to mark this the fifteenth excursion in fourteen years. Some were however produced privately, printed in black and white and sold on the boat. The design and text is reproduced here.



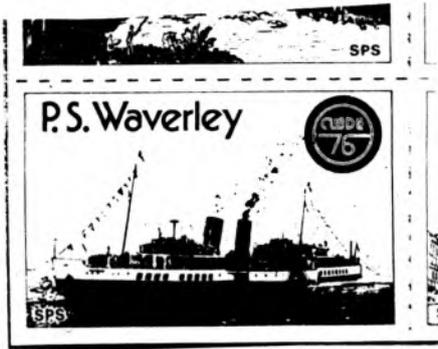
The front of the cover also carries the circular "Posted on board Waverley" handstamp, whilst on the back is a single line imprint from a rubber stamp which reads:

**WAVERLEY EXCURSIONS LTD.**

TRAMTICKET REGISTER

by Ian Wilkinson

The Tramticket register is still being kept up-to-date, including changes of ownership where possible. Even if you wish to remain anonymous, I would be delighted to learn of any copies that you have together with a note to say if they are mint or used. If used the date of use and address details would be very useful.



#### P.S. WAVERLEY

John Holman sent in this stamp out of general interest as it depicts the P.S. Waverley.

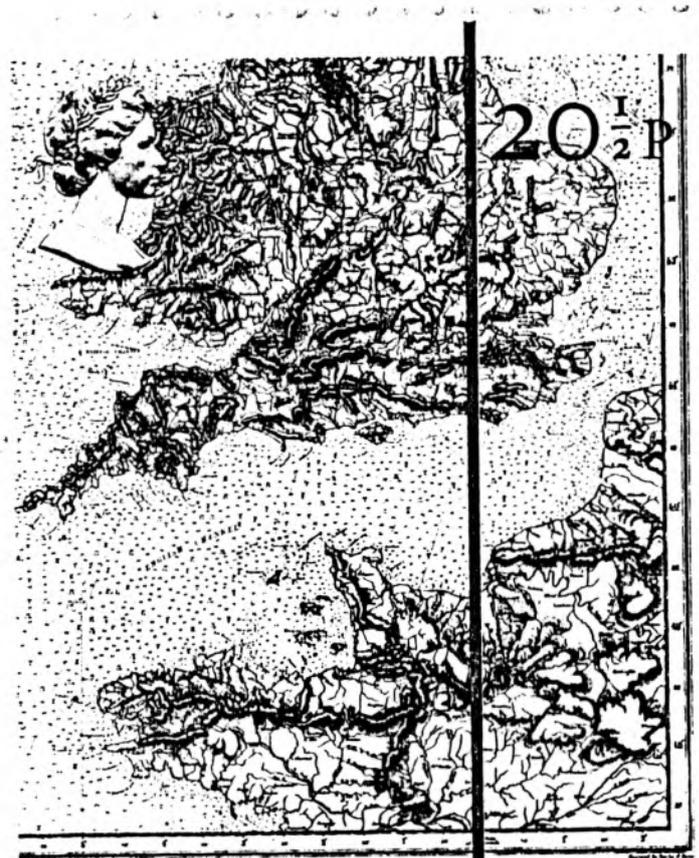
It was one of a set of four on various topics, produced as a miniature sheet under the general banner of CLYDE '76. They were designed and printed in Scotland and published by the "Scottish Philatelic Secretariat".

#### LUNDY APPEARS ON GB STAMP by Ian Wilkinson

For the first time ever, Lundy has been included within the design of a GB stamp - but only just! This is on the 20/p stamp in the 'Greenwich Meridian' set that was issued on the 26th. of June 1984. The same design is, of course, depicted on the PHQ card showing this stamp.

Unfortunately the printing methods used for both the stamp and the card are such that when examined under a magnifying glass, the printing breaks down into dots and is less clear than when viewed with the naked eye.

The basis of the design of the stamp is a navigation chart of 1872 showing the English Channel and the Bristol Channel, both of which are covered with figures denoting depths of water and there is an almost continuous line of these figures from Lundy to Bideford Bay. Again these figures break down when viewed under a glass.



GREENWICH  
1884 - MERIDIAN - 1984

### WATER ALL AROUND

The acute water shortage (Yes there was one) early this year, led the island authorities to issue free bars of 'Sea Soap' which is supposed to lather in salt water! Fortunately the residents of Millcombe were not required to do a consumer test on the product.



### F.W.GADE MEMORIAL

The ruined hut which was used by the timekeeper in the quarries has been extensively repaired and re-roofed to provide a picnic shelter for the Lundy visitor. The circular hole where the clock once sat, has been filled by a piece of slate on which has been engraved the words:-

"In memory of Felix W. Gade 1890 - 1920-1978"

The inscription should have been dated 1926, the year he came to Lundy as resident agent, (he became postmaster in 1928) but even so it is fitting that a permanent tribute to the man who served the island for so long has been made.

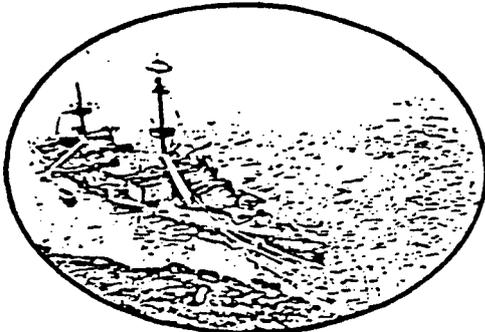
### MONTAGU RELICS

During the course of the year the divers have been exploring the Montagu wreck, and have bought up a number of souvenirs. These included sufficient bullets and

other small items as to make it worth while printing cards to go with same.

A copy of one of these cards is shown here.

#### *Authentic Souvenir Salvaged from*



**HMS MONTAGU**

#### **HMS MONTAGU**

Duncan Class battleship of 14,000 tons. 18,000 hp developed from 2x4 cylinder, vertical inverted triple expansion steam engines. 24 Belleville boilers, twin screws. Maximum speed 19 knots. 418 feet long, 75.5 feet breadth and 27.25 feet draught. Armour plated with 7 in on waterline, 11 in on the top of the main turrets and 12 in on the control tower.

Armourment consisted of 4x 12 in and 12x6 in guns, 12x 12 and 6x3 pounders, 2 Maxim machine guns and 4x 18 in submerged torpedo tubes. Ran aground in fog on Shutter Rock, Lundy at 2.12 am on 30 May 1906 whilst involved in radio trials and became a complete loss although considerable salvage efforts were made.

LUNDY  
**LUN**

TRINITY HOUSE

QUIK FIX MORPRINT  
PAT. No. 1021871

FLIGHT

LUNDY TAPE

Here is an adhesive paper tape, on a strong muslin-backed material used by Trinity House to seal goods destined for the island. The airport type abbreviation (LUN) shows it was used by the helicopter which actually makes a 'drop' at each lighthouse.

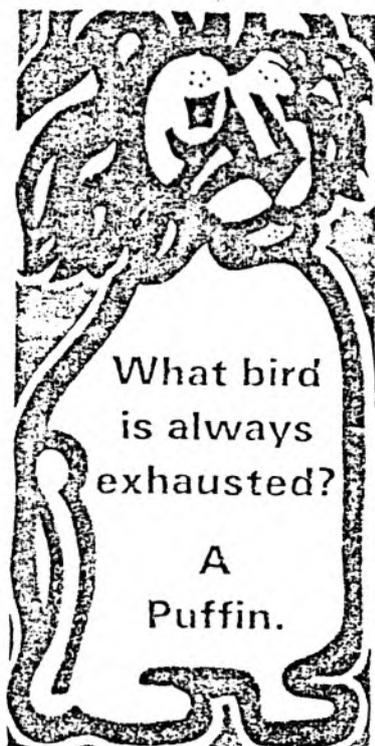
TWO NEW LUNDY BOOKLETS

Tony Langham has produced two new booklets entitled:

'The Pirates of Lundy' & 'The Shipwrecks of Lundy'

from fully researched sources. Each booklet is 16 pp, with a map of the island, and bound in an attractive stiff cover. Copies of both are still available at 50p (plus 20p postage and packing) each or from the USA at 1 US Dollar (plus 1 Dollar postage) each.

Would US purchasers please mail in US Dollar bills and NOT US Cheques.



Only Ian could get this in a Christmas Cracker!

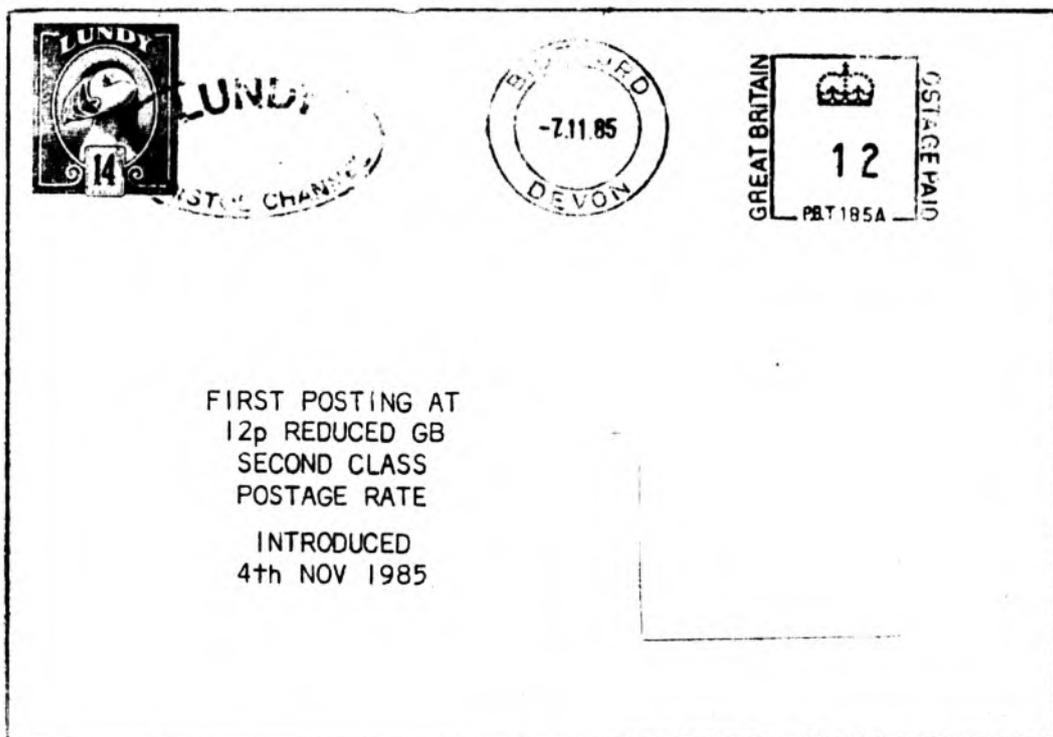
# NEW POSTAL RATES

The 3rd. September 1984 saw a further increase in the postal rates of our two tier mail service. The revised U.K. Rates being 17p for first class mail, and 13p for second. Naturally the mail rates on Lundy changed from that date to conform with these rises. The new Lundy rates being now 20p and 16p respectively.

Unfortunately although the first day for this new rate was a monday, no mail appears to have left the island until the 5th. when as may be seen from the accompanying illustration it was also handstamped with a 'Delayed by Storm' cachet in black.



The 4th. Nov 1985 was a remarkable day, as on this date the postal rate for second class mail was actually reduced! As there were no sailings from Lundy on that date the first mail out at the new date is dated 7 - 11 - 85.



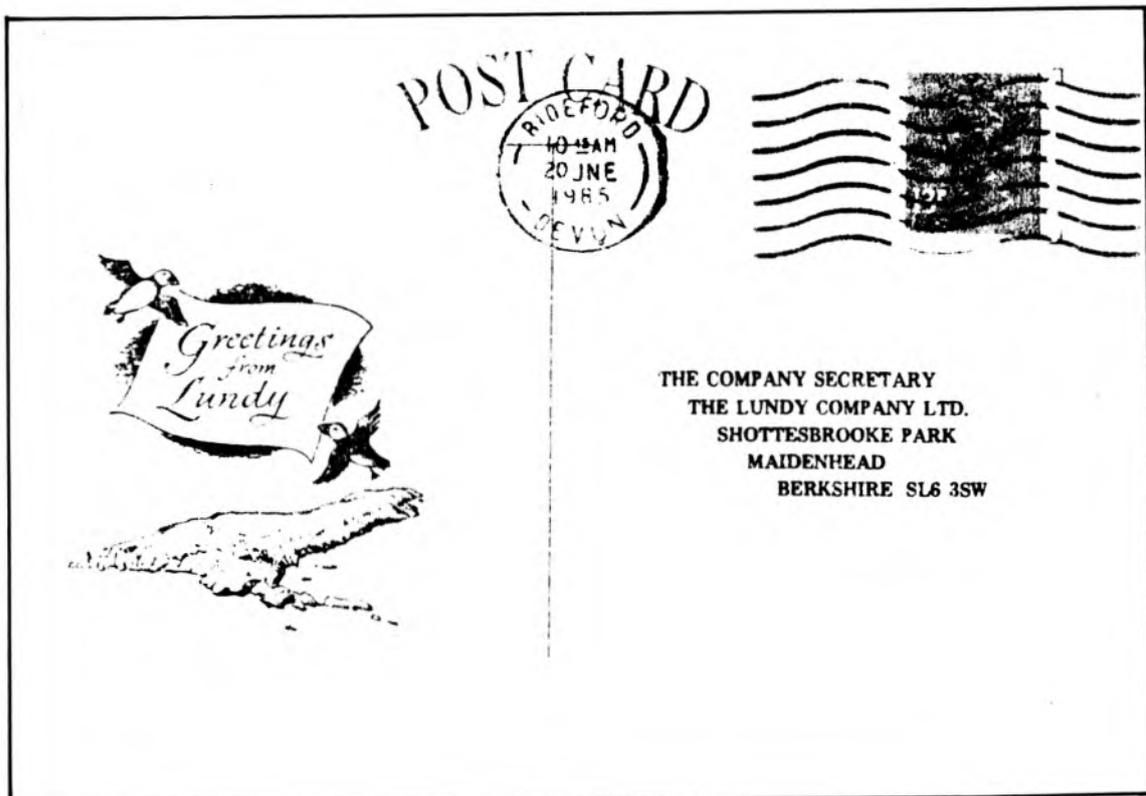
# 1st BALLOON FLIGHT

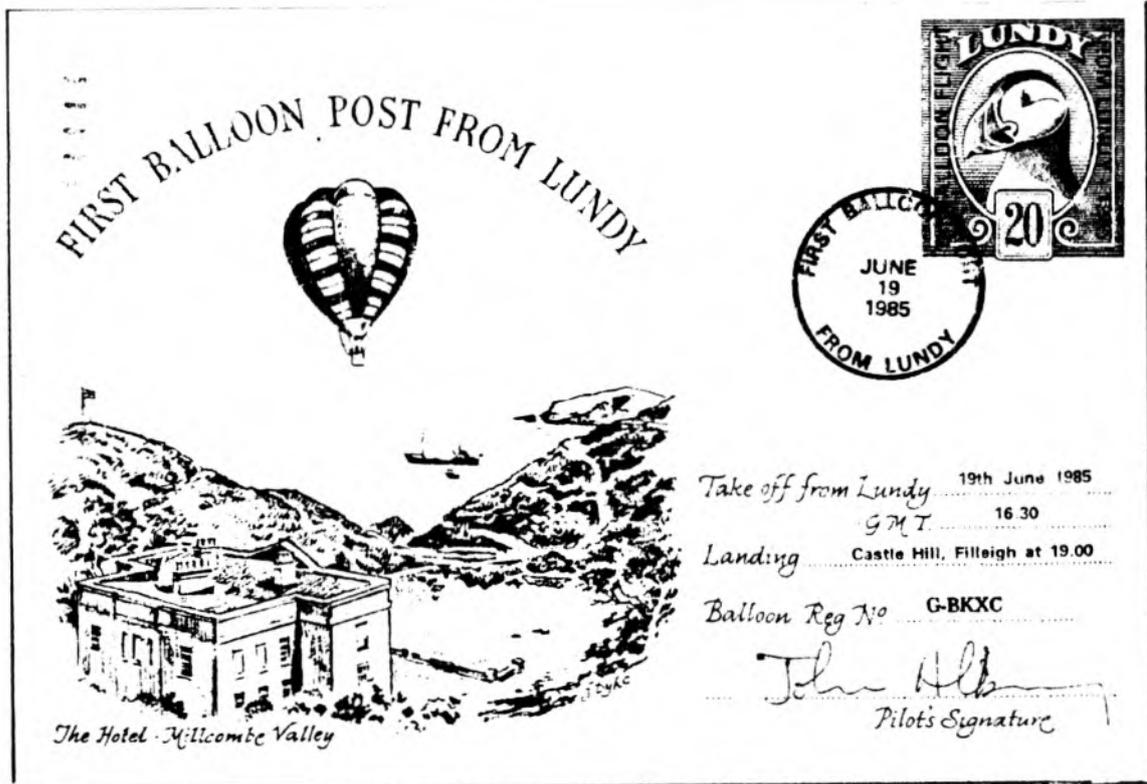


For the first time since the issue of the definitives in 1982 Lundy has produced a new official release.

One can hardly claim the issue - an overprint on the 20 puffin value - was spectacular although the event it marked was quite interesting.

At first light on the 19th. June the first balloon flight took off from the island. The Balloon used was a 'Cameron Viva 77' registration code G-BKXC which has a capacity of 77.500 cubic feet. For transportation to the island it compacts to a space of 4ft x 3ft x 3ft, but inflated stands 70 feet high, weighs two and a half tons, including air and is capable of three hours flight at a height of about 10.000 feet under ideal conditions.





According to the hand out with the issue 2.500 specially prepared postcards designed by John Dyke were carried stamped with a 1974 20puffin definitive overprinted in red, by Armour-print of Reading.

A number of overprinted sdtamps wereprepared for sale on the island.

Those sent to the Philatelic Service were not all up to standard. The Bideford Postmark had offsetting to varying degrees, some stamps were torn and some postmarks were weak.

A specially produced handstamp was also prepared for this issue and the cards were struck in black. They were then posted back to the island from Bideford the next day.

Three men were actually involved in the operation; Phillip Dunnington, Peter Serreti and John Alson.

Some cards were additionally marked with provision for signature by the pilot.

The information supplied stated that Peter Dunnington was to act as pilot, if fact some 500 cards were signed by John Alson

# CHANGE OF POST TOWN

By Ian Wilkinson

Since Lundy started using a franking machine in 1974, the post town shown in the meter mark has been Ilfracombe, the mainland base for the island's supply ship, the Polar Bear.

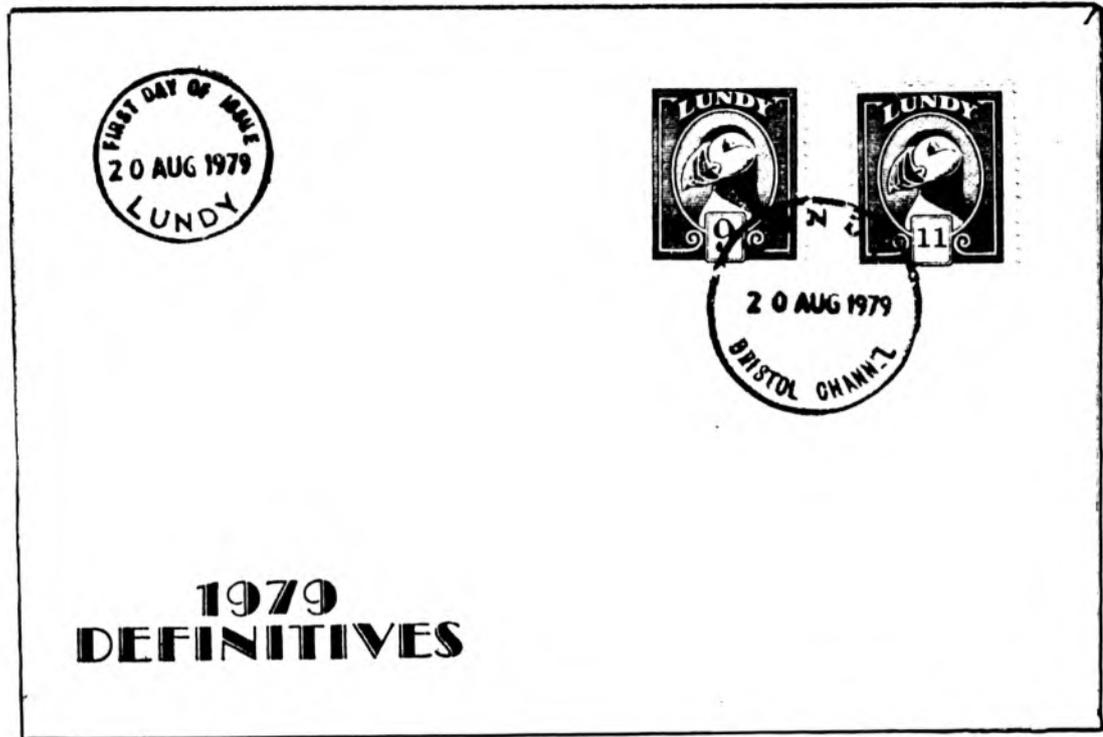
At the end of 1983 the Polar Bear moved to Bideford for a trial period and in June this year it was decided that the move should be permanent. During this time it is assumed that the mail was still taken to Ilfracombe for handing over to the British postal authorities. Obviously this was a situation that could not continue for long and arrangements were made to change the post town to Bideford.

Anticipating that this change would occur sooner or later, I sent a small supply of covers to the island to be posted on the first day of use of the new die. It seems that my covers and the die both arrived on the island on the same day - the 9th, of June 1984. On my covers the Lundy stamps were cancelled with this date but as this was a Saturday and they would not be handed over to the GB post office until the Monday, the meter mark was for the 11th. of June.



On arrival on the mainland these covers were passed from Bideford to the North Devon MLO (mechanised letter office) which I understand is at Barnstable. There they received the phosphor coding dots - and were promptly misdirected to Milton Keynes in Buckinghamshire. Milton Keynes very kindly backstamped them using their well - inked machine canceller which effectively obliterated the Lundy date stamps. But at least we do know that they were genuinely "postally used"!!!

# 9 & 11p COVER



Illustrated here is a cover produced for an issue that never occurred.

In 1979 the philatelic service produced a 9 and 11 p value of the definitive issue as these two values would ease the stamp situation on the island by providing for the then first and second class island postal rates, following mainland increases from 20th, August 1979.

These were produced unofficially as were the First Day Covers . They were sent to the island on the understanding that should the issue not be approved they would all be destroyed.

As it turned out the issue was rejected by the Landmark Trust and was never used. The covers were obviously not destroyed as they were this summer sold off to visitors as souvenirs , in the island shop.

They have no postal validity therefore, but make never the less an interesting addition to the collection.

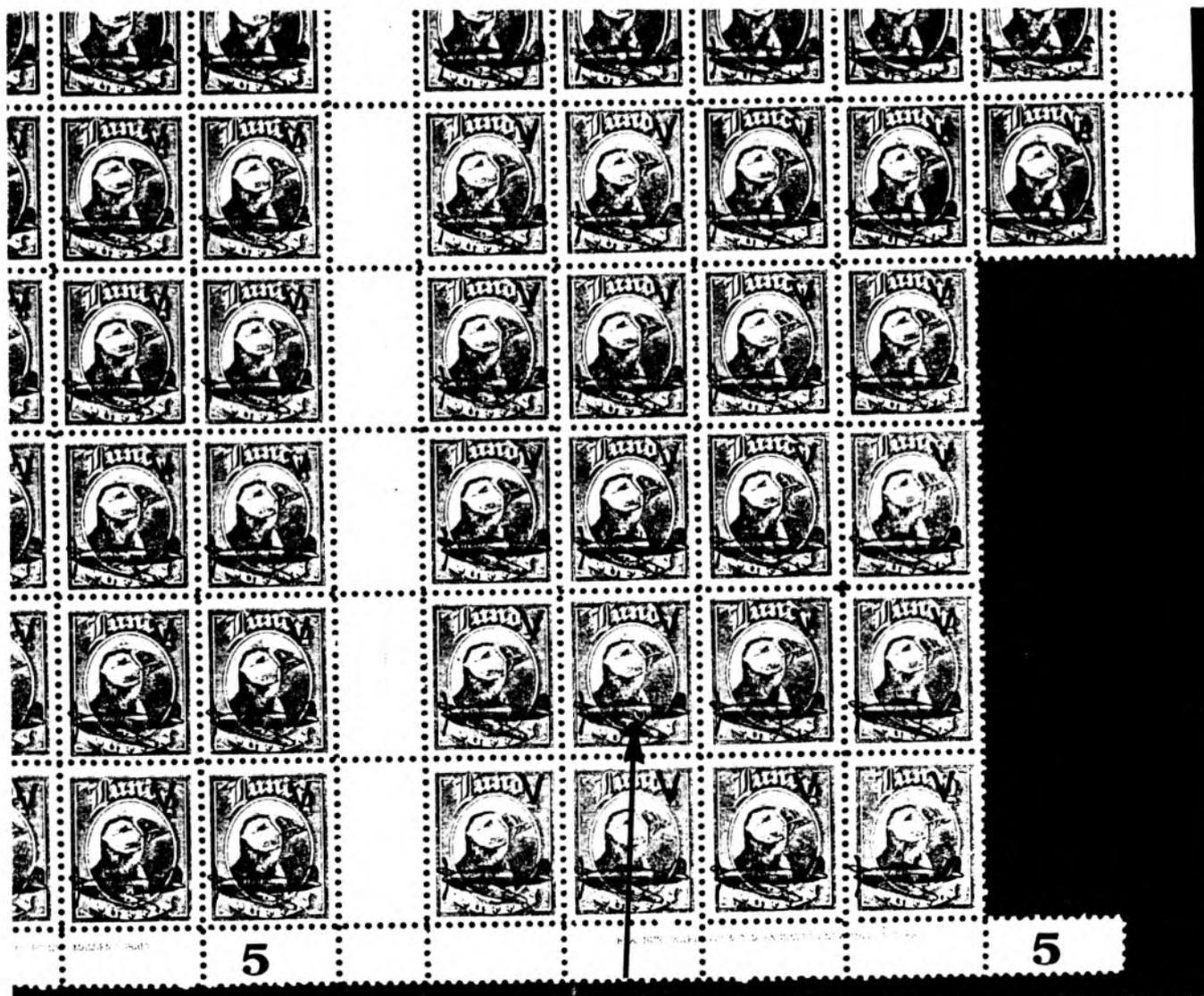
# V & PLANE VARIETY



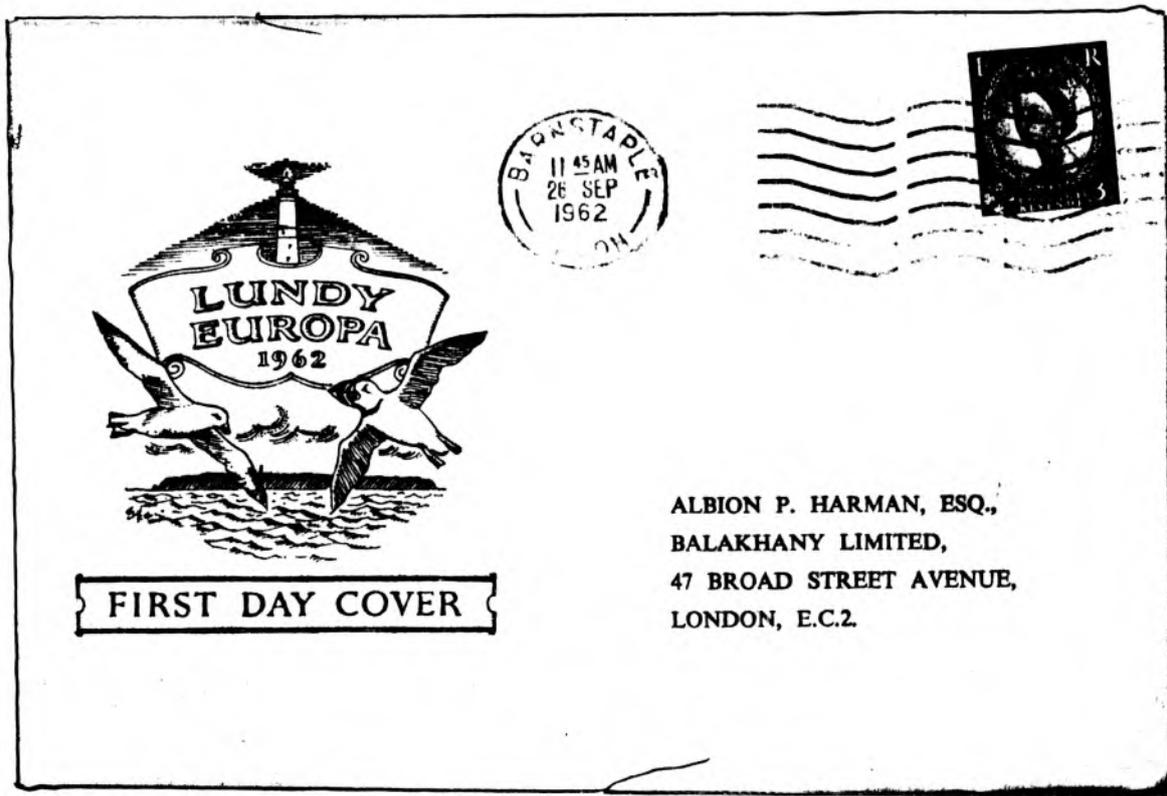
It is not often a new variety is reported in an early issue. It was interesting to here of this one from David Perris, concerning the V & PLANE Issue.

It consists of a round mark on the side of the body of the plane looking like a design on the side of the aircraft.

It seems to be constant and is found on stamp 2 row 5 of every right hand pane of the sheets with a 5 in the bottom margin of the 1/2 puffin value.



# EUROPA '62 COVERS



The island shop has during the last year sold off quantities of the Europa '62 first day covers without stamps attached.

It is understood that when the issue was produced, insufficient stamps were made available to the island to cover the philatelic requirements. In order to satisfy the needs of the collectors sets of the issue were actually purchased retail from London dealers and shipped to the island.

It was not in the islands interest to purchase more sets than were needed, so a considerable number of the covers were never used, and it is this stock that has now come onto the market.

# A CHRISTMAS STORY

By D.Perris

The winter of 1961 was not good, and due to a spell of bitter easterly weather the 'Lundy Gannet' could not run during December, so the Christmas Fayre, including the Turkey had not arrived.

These facts were known to the B.B.C. who were preparing a feature program from various islands, lighthouses, lightships, and other isolated communities on how the residents spent their Christmas. A B.B.C. reporter thought the isolation of Lundy at this time would make a "good story", and an ideal reason for R.A.F.Chivenor to play Father Christmas and organise a relief expedition to drop the food and mail.

The Commanding Officer at the base however had other ideas as delivering Christmas food was not a justifiable emergency. The B.B.C. man was not to be daunted replied "Ah but there is a little baby on the island, and the baby food has run short".

This did the trick. On Christmas Day a helicopter arrived on Lundy with baby food, the Christmas supplies and the mail. The wind was so strong and bitter they stayed only to off-load the goods and take on the waiting mail.

The B.B.C. man never did get his pictures, but the islanders had a good time and some thirty pieces of mail like the one illustrated were delivered that Christmas Day.

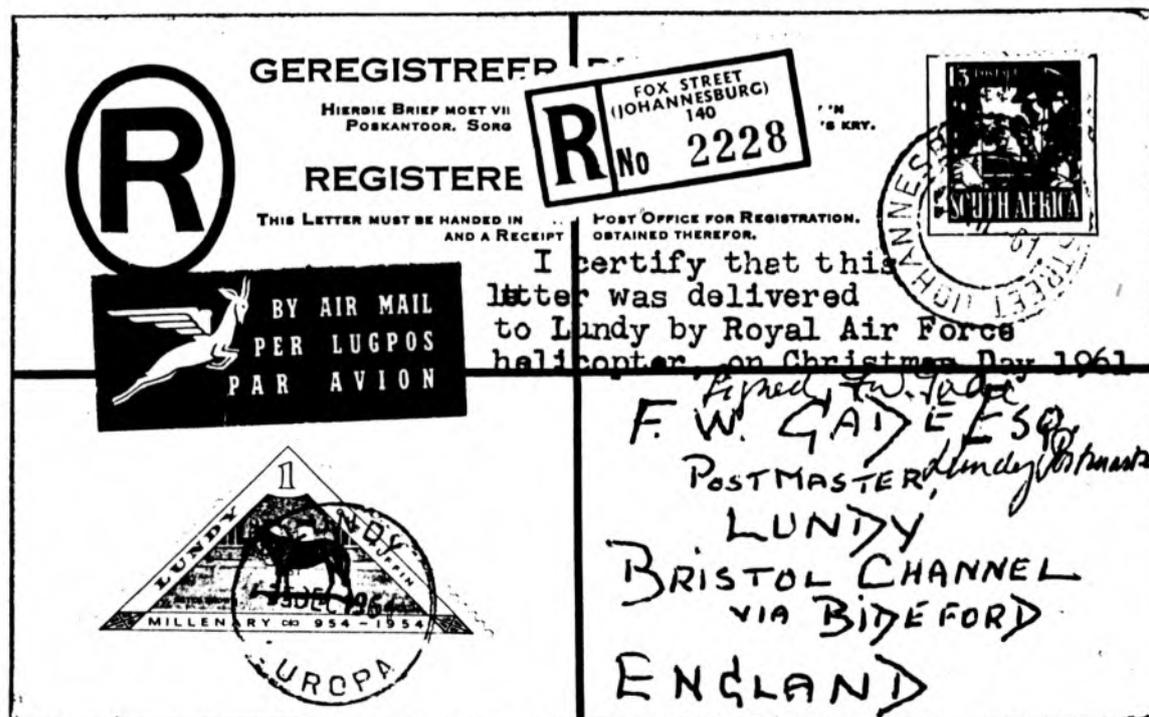


Fig.1 Authenticated by Mr.Gade a letter delivered Christmas Day 1961.

# 1954 PROOF SHEETS

The 1954 Jubilee and commemoratives are among the most common of the Lundy issues, with a total of some 6,800,000 stamps in all being put on the market.

It is well known that they came about as the result of a deal struck between M.C.Harman and Antoine Medawar, a London dealer. Whilst Mr. Harman wanted an issue, he was in no position to fund the printing of the stamps at that time. Mr. Medawar on the other hand had the funds not only to undertake the production of the issue, but also guarantee a minimum profit to the island. It was agreed that in exchange for these benefits Mr Harman would allow Medawar the sole distribution rights on the issue, above the normal stock that Lundy would carry for its regular use and sales. Medawar's idea in producing such large quantities was to 'off load' the remainder on the American market either through sales to junior collectors or to the larger American thematic and airmail collectors.

Mr Gade reported that prior to the issue of these stamps he received both colour trials and proofs of the finished issue. It was not unnatural therefore when the large accumulation of printers waste from Harrisons came on the market some years ago that a large proportion of it was from these issues.

Interest in all this was aroused again by the examination of some proof sheets in issued colours, and noticing that the only obvious difference was that the proofs did not carry Harrisons imprint along the margins of the sheets. The negatives could be the same, and the imprint could be added to these. The plates either could not be the ones used for the final issue and would have had to be remade; or more unlikely, they were used, and every sheet was put through the presses again to overprint the imprint in the margins.

Barry Chinchin in an earlier issue of the Puffin remarked that as this issue had so many flyspec errors they were impossible to list. This factor would help check out the identity of the plates.

The first examination of full sheets of issued and proof stamps indicated that in fact the same negatives were used on both occasions, (Fig 1.) as spots and other marks on the negatives were obviously not removed between proofing and printing.



Fig 1.

Issued stamp

Imperf proof

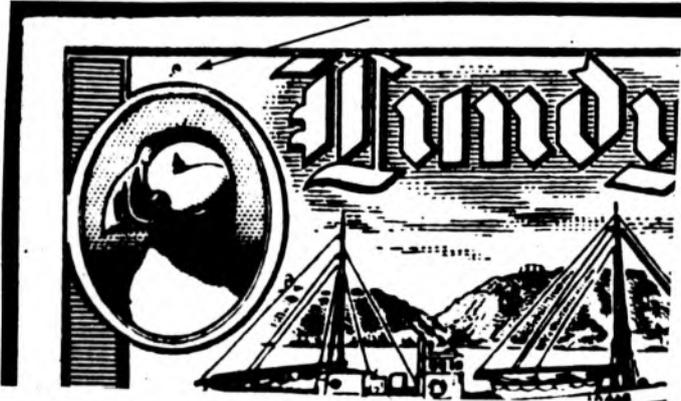
My attention then turned to the single coloured imperf proofs to see if they conformed. I must admit I have never seen a full sheet of these one colour varieties, but a close examination of those I have did show that they also exhibited the same minor errors. (Fig 2.) This would seem to indicate that they either came from the same negatives, or were subsequently copied from a full sheet with a remarkably high degree of quality of reproduction to retain these small defects.



Fig 2. Issued stamp



Imperf proof



Single colour

# PUFFIN MYTHS & LEGENDS

By D.Perris

The real King of Lundy - As to mention Lundy is to mention the puffin.

Persecuted yet loved, the puffin is first mentioned in the history of the U.K. in the time of Edward I, from a document dated 30th Nov. 1300 which reads " Fee farms pertaining to the gate of the castle of Launceveton (Launceston), to be received by the lands of divers tenants viz Sully 6/8d (Half a mark)from (In lieu of) 300 puffons rent"

Although documentary proof exists from this time, they were known hundreds of years before,for their bones have been discovered during excavations of the Romano-British site at Nor Nour in the Isles of Scilly, and the Encyclopedia Britannica mentions that the present Auk family (to which the puffin belongs) dates chiefly from the Pleistocene age, more than two million years ago.

Later some 300 years after the Norman conquest the island of Jersey had a similar word - un puffon, although there and in France they are now called - un Macareux.

In the reign of Edward III it is noted the rate of exchange was three puffins for 1d. and was such good value that he decided to go into the business for himself, as he was Earl of Cornwall and the Isles of Scilly. He leased these lands to an 'Abbot Ranulphus of Blanchminster' for an annual rent of 300 puffins. By 1410 however, when Henry VI was King, the value of the same lease was only 50 puffins. It appears that payment was on occasions made in puffins, but by the time of Edward VI , 1547-53 the rent of the Isles of Scilly was paid in money.

From the late 15th. Century Puffins were used on the mainland as a regular form of payment, and Toy (1936) quotes an agreement between one Stephen Hoskign of Penzance and a Thomas Bouryng dated 1490-5 "Pofyns sufficiently sayved for manys meat or ijo (2d). For every pofyn --- payable at feast of thé purification of Our Lady, Yerley, and that the said Stephyn and hys heys shall carry the said pofyns to the said Stephyn and hys heys to Salcombe or Bourynggeslegh in the county of Devonshire at the said cost of the said Stephyn."

Even much later puffin feathers were sold or exchanged . Probably the reason for mentioning puffins in these early documents was to establish their use as exchange,as well as money.

Migration to its nesting grounds from the open sea, takes place in early March. Their approach to land is steady, no signal, no visible sign has been given, yet without fail they advance to the land and their place of birth, often even to the same burrow.

Many countries have stories and legends to tell of dragons,witches and the like. Some have tales to tell of puffins. R.M.Locking in his book "The Puffin" (1953) tells of many such instances:



The Shetland Islanders had the idea that puffins were used as bait, as they were believed to be the spirits of dead Vikings, being punished for their past misdeeds.

On the Isle of Man the birds are thought to be enchanted manxmen, while the people of the Isle of Fladaa off the west coast of Scotland, believe that when a puffin is in trouble he is given the power of speech and calls for help in Gaelic. When hunted for himself and his eggs, he tries pushing out his egg first, and then crying "Fag, fag, fag, na bruth, na bruth" which means "leave, leave, leave, bruise not, bruise not".

Another story relating from Cornwall, is that when King Arthur was killed by the traitor Mordred, he did not die but by some magic was turned into a puffin.

Lundy probably takes its name from two Norse words "Lund" meaning Puffin and "Ey" meaning Island.

It is therefore quite natural that the island has its own tales of puffins. One account in 1816, claimed that twelve puffins yielded one pound of feathers, and in one season approx. 400 lbs. of feathers were plucked. The puffin season lasted from August 1st. for two weeks.

Another account by Risdon (writing in 1630) stated that the chief commodity was still seafoal, (Puffins)

In 1787 Mr Cleveland the then owner wrote "Every morning the natives catch the birds in their nets. They catch in a good season 1,700 to 1,800 dozen and make 1/- per pound of their feathers".

Mr M.C. Harman also chose puffins as the form of currency on his stamps and coins, due to their long association with Lundy.

As well as being a substitute for money, and the subject of myth, puffins have also been part of the daily diet of many people. We as Lundyites may find this idea revolting, but we must remember that in some places apart from fishing and the odd chicken or rabbit, a puffin was a welcome change. The Isle of Man (A puffin stronghold) has some interesting stories of "Cordon Bleu" cooking. A local librarian found a journal by a Richard Townley, quoted the following:

" On June 11. 1789 Townley and some friends landed on the local island of Calf of Man, and were surprised to find it inhabited. So they visited an old man and his wife, only to find the old man had gone out on his bird catching expedition. He soon returned with a number of puffins. They were given refreshments from their stores, to which was added by the old lady a dish of cold puffin stew, and were assured that it was excellent. When tasted it was found to be savoury, and they purchased some of the newly caught birds in order to try them in a soup, from a recipe of the old lady."

If however puffin soup is not to your liking, the islands of St. Kilda have their own recipe. Puffins were caught and plucked, split open (kipper style) cured and hung up to dry on strings between the cottages, when required they were taken off and grilled.

John Caius who founded Caius College Cambridge in 1557, would like many of us disapprove of eating puffins in any way at all. Caius who wrote 'De Rariorum Animalium', a book on rare animals, did in fact keep a puffin in a cage like a pet budgie) a rare achievement for those days as puffins hardly ever survive in captivity, because they have delicate hearts.

The names for a Puffin are fascinating. Puffin or perhaps one of the following come from a list of over seventy. Most of these are to be found in "Gaelic Names of Birds, Beasts, Fishes, Insects and Reptiles" by A.R. Forbes (Pub 1905).

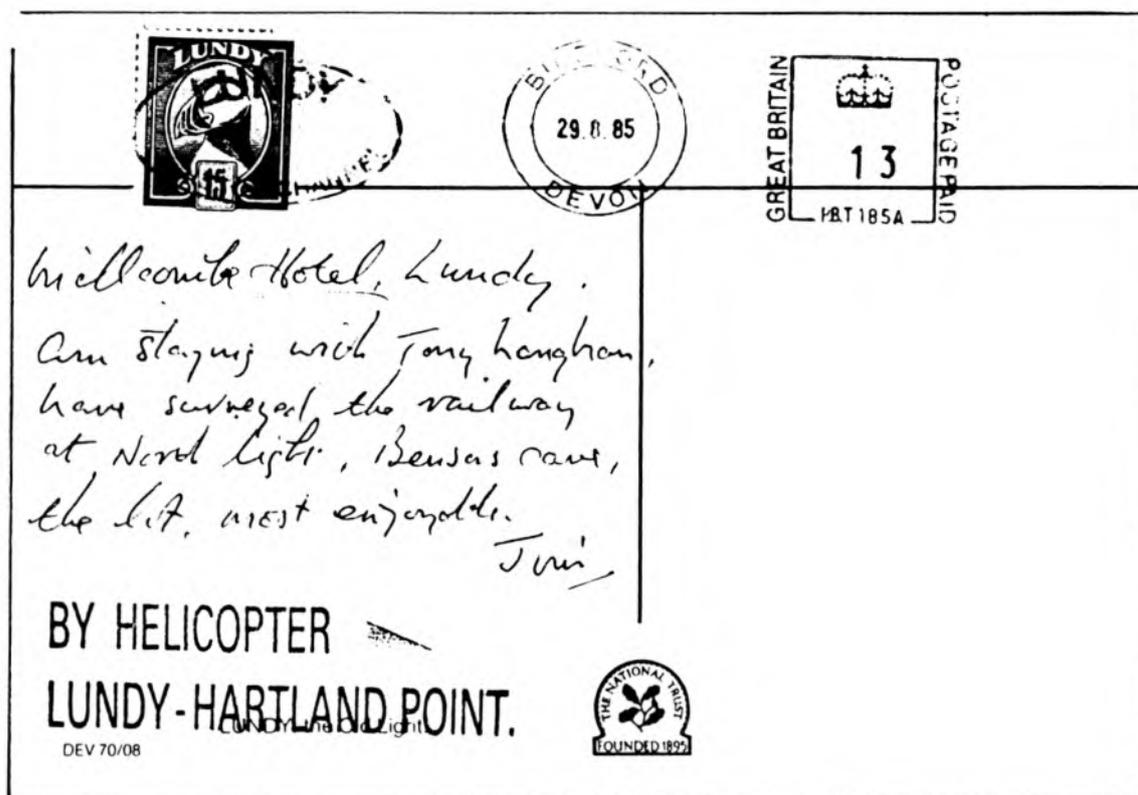
Tommy-noddy	Buthraogear	Bass Cock	Scout
Brilly	Calach	Bill	Scraber
Nath	Cannog	Bouger	Sea Coulter
Macareaux	Colach	Bulker	Wilcox
Moins	Colcair	Cailin-shean	Tammie-cheekie
Unde	Colgach	Cockandy	Willick
Barbelote	Colgaire	Collin	Yarn
Tammie	Coltair	Collinheen	Yern
Norrie	Fooran	Mur	Coltair-cheannach
Bottlenose	Greenland	Pibbin	Coltrachan
Coulterneb	Dove	Sea Parrot	Comhdachan
Popey Duck	Crossan	Guldenhead	Pilot
Mullet	Fachach	Helegog	Bognach
Peata-Raudh	Marrot	Baiggear	Scraib
Muller	Budhaigir	Seumas Raudh	Oldwife
Budgaire	Ailsa	Pickternie	Bully
Cock	Pipe	Bulg-ean	Puffinet
Londoner	Lund		

(Some names appear similar and possibly were misinterpreted due to accents of speech between towns and areas.)

The fact remains; whatever you call them, Lundy without the puffin is like a fish without water. Perhaps one day they will again breed in their old glory.

Lets hope so!

# HELICOPTER COVER



Some cards, like the one illustrated, were franked in the island office and then taken on one of the helicopter flights to the mainland. The overprint from a rubber handstamp was applied and they were posted in a mainland letterbox.

It is interesting that the G.B Post office must have put them on one side as they were not franked again.

These covers were done without any permission from the island agent or staff and so cannot be considered as any way official. The island were in fact quite correctly upset that they had been removed from their office after franking, and it is hoped that this type of incident will not occur again.

# TICKET TO RIDE

by B. R. Sherwood

Pleasure cruises became a regular feature of sea-side holidays in Victorian times, and continued in popularity well into the first half of this century.

From the earliest days of Mr. Harmans ownership of Lundy regular summer excursions were available out of the North Devon harbours. These with the small amount of air traffic due to the advent of civil aviation provided a considerable and much needed source of revenue for the island economy.

It is not surprising therefore that during the course of time various companies and the island owners have provided a ticket system to keep track of the visitors and the income thus derived.

The tickets listed here do not attempt to provide a definitive listing, and I am very grateful to Tony Langham to allow me to include many from his collection to illustrate this article.

Within a few years of Mr. Harman taking over the ownership of Lundy, Mr A.E.Blackwell was appointed shore agent for the island. Mr Blackwell had become a 'Lundy lover' many years earlier and on his retirement as a police officer had moved to North Devon to take up the post as Curator of the North Devon Athaneum. People wishing to book through him to the island had to obtain their tickets etc. from his home.

Fig 1.

## LUNDY & ATLANTIC COASTS AIR LINES LTD.

BOOKING SLIP No. 9  
BARNSTAPLE - LUNDY ISLAND RETURN 17/6  
 Booked for.....day.....193.....  
 Booked departure time.....  
 17/6 FARE RECD BY A. E. BLACKWELL  
 (Booking Agents Signature)

This slip is iss used subject to the printed rules and regulations of the Company and to the conditions printed on the back of the official ticket WHICH MUST BE OBTAINED in exchange for this slip, at the Aerodrome Booking Office, at least 15 minutes before Booked or Scheduled Departure time.

**SLIP MUST BE EXCHANGED FOR TICKET AT  
 AERODROME BOOKING OFFICE.**

Fig 2.

One of the earliest types of tickets he sold (Fig.1) were in use in the 1930's. They were made up into books of 50 with blue covers and were not dissimilar to a modern day cheque book.

Towards the end of the decade The Lundy & Atlantic Coast Air Service came into operation. Some people wanted to fly to the island so also had books of air ticket vouchers.(Fig 2.) These were wire bound in sets of 20 and had manilla covers. The voucher only acted as a receipt for money taken and on arrival at the aerodrome were exchanged for a proper air ticket such as that illustrated in (Fig.3.)

Fig 3.

LUNDY & ATLANTIC COASTS  
AIR LINES LTD. No. 2170  
BARNSTAPLE & NORTH DEVON  
AERODROME  
FLIGHT TICKET  
DESTINATION Lundy Ato.  
DATE 18/8/37 TIME 10:00  
PRICE £ 16-6  
SUNDRY £ 5-6  
TOTAL £ 21-2-0  
TO BE HANDED TO THE COMPANY'S OFFICIAL  
WHEN REQUIRED FOR CONDITIONS OF CARRIAGE

Fig 4.

Fig 5.

During this period the boat used for the crossings was the M.V.Lerina, which Mr. Harman had purchased with the island. Apart from acting as a service boat it was also used, for other routes and cruises. Tickets were printed (Fig 4.) in roll form for destinations other than Lundy.

The end of the '30's saw the outbreak of the second war when flights had to cease, as did the passenger trade to the island. With the return of peace came a resumption in air and sea services to the island. The new air service, 'Devonair', introduced tickets for its passengers.(Fig 5.) The P & A Campbell shipping company despite the loss on war service of many of its boats also reestablished a passenger cruise service around the Bristol Channel area and to Lundy.

Yacht "Lerina"  
Barnstaple to Instow  
or Vice Versa  
Single  
0118

PASSENGER TICKET No. 157  
2 JUN 1952  
DEVON AIR TRAVEL  
WRAPPATON GATE \* CHIVENOR  
N. DEVON

~~Pleasure~~ Flight Ticket  
Charter

Name Mr. Campbell

Price £ 2 : 10 : 0

(FOR CONDITIONS OF CARRIAGE, SEE OVER)



Fig 6.

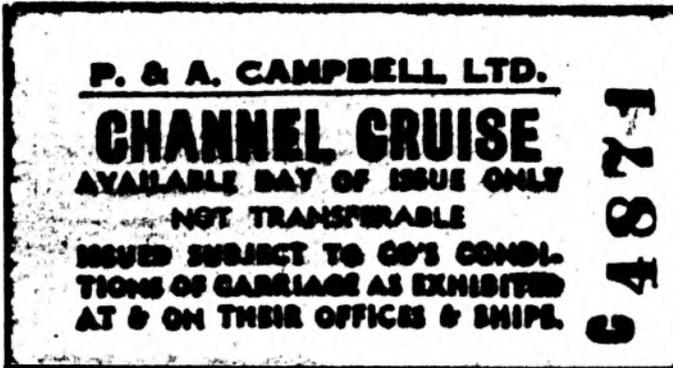


Fig 7.

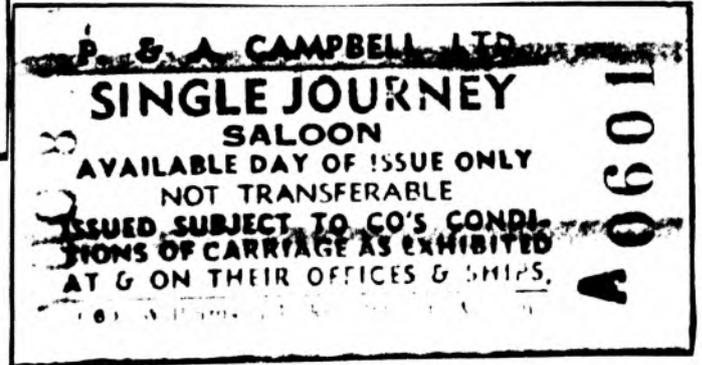


Fig 8.

A second ticket was also required on the Lundy run to cover the islands Landing fee.(Fig 9.) These were handed in on the island, counted to ensure that the correct fee was charged to the shipping company, and then returned for re-use.

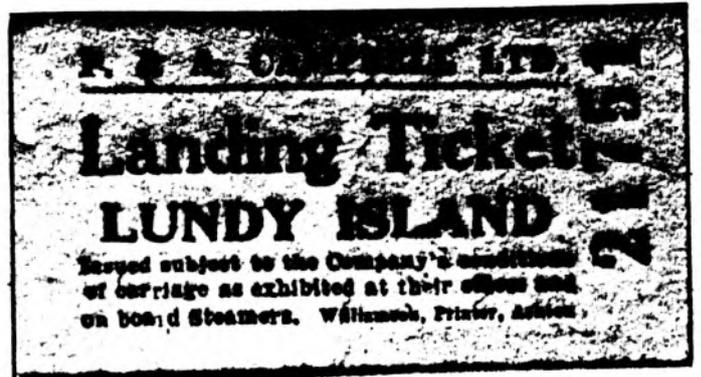


Fig 9.

By the 1960's these had become more or less exhausted and new designs were printed (Figs 10-11-12.) and the landing fee ticket was dropped. These like there predecessors were printed on pasteboard, which became faded and discoloured quite quickly.



Fig 10.

During the 1950's Campbells 'White Funnel Fleet' cornered the market in excursion cruises in this area, and pasteboard tickets were printed for use on all their regular routes. The tickets (Fig 6-7-8.) were available from either of their offices at Swansea and Ilfracombe and also at a kiosk in Ilfracombe. The tickets were in fact re-usable they were sold to the passengers and latter collected by the purser prior to dis-embarkation.



Fig 11.



Fig 12.

The costs of running the boats increased alarmingly in the 1970's and the excursion trade was in decline. As a result when the board tickets became exhausted they were replaced by paper ones off a roll. (Figs 13-14.)

These, to save cost were prepared in three fare groups 'A' for long trips to 'C' for short cruises such as to Lundy. They remained in use until the final demise of the company.

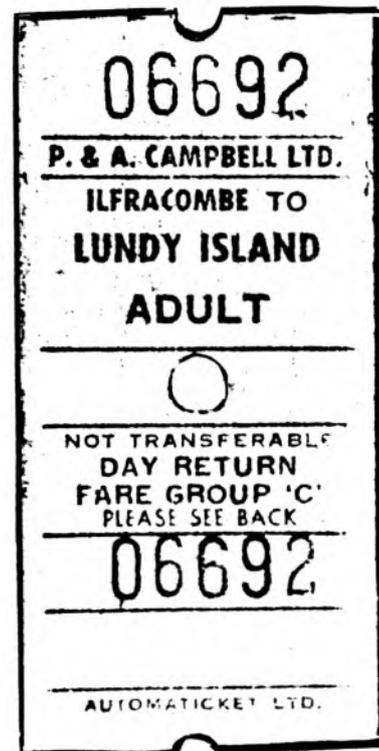


Fig 13.



Fig 14.

Along with these normal commercial scheduled cruises, the boats undertook special charters to the island. On various occasions special tickets were introduced to mark the occasion. One of these (Fig 15.) was produced to carry invited passengers to the special commemorative service for John P. Harman V.C.

*V. C. Gower's dedication*

### OUTWARD JOURNEY

S.S. "GLEN GOWER" belonging to Messrs. P. & A. Campbell, Ltd. of Bristol will leave SWANSEA at 8.45 a.m. on Monday, 20th June, 1949—

arriving at Ilfracombe 10.40 am.  
Lundy Roads 12 noon

Guests will take lunch on board.

---

### RETURN JOURNEY

S.S. "GLEN GOWER" will leave Lundy Roads at 4 p.m.—

arriving at Ilfracombe 5.50 p.m.  
Swansea 7.45 p.m.

Guests will take tea on board.

*Steamer and landing tickets will be sent to those accepting invitations. A prompt reply would be appreciated.*

Fig 15.

More recently tickets were issued for such occasions as a cruise in aid of the North Devon Medical Centre & Library (Fig 16.) and the two cruises organised in 1977 by the National Trust. (Fig 17.)

## LUNDY

Saturday, 4th June, 1977

M.V. BALMORAL

Depart Bideford Quay	8.15 am
Arrive Lundy	10.15 am
Depart Lundy	5.45 pm
	Cruise round Island
Arrive Bideford	8.15 pm

---

*In aid of the*  
**NORTH DEVON MEDICAL CENTRE AND LIBRARY**  
 £3.50 Children under 14 £2.00

Fig 16.

THE NATIONAL TRUST

## Lundy Cruise

Sunday, 26 June, 1977

depart Ilfracombe 11.45 a.m.

Admit One



Fig 17.

The longest established of the private charter excursions are those of the Lundy Field Society. These have been organised on at least an annual basis since 1976. The first excursion used tickets of a similar type to those of the White Funnel Fleet. (Fig 18.) Subsequently they have been larger and varied in typographic style and print quality. A selection of these is illustrated here (Fig 19.)

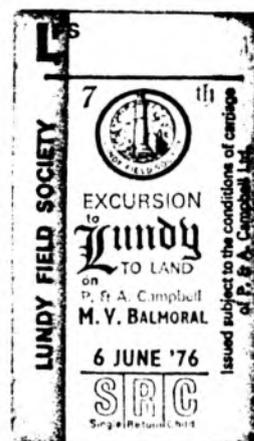


Fig 18.

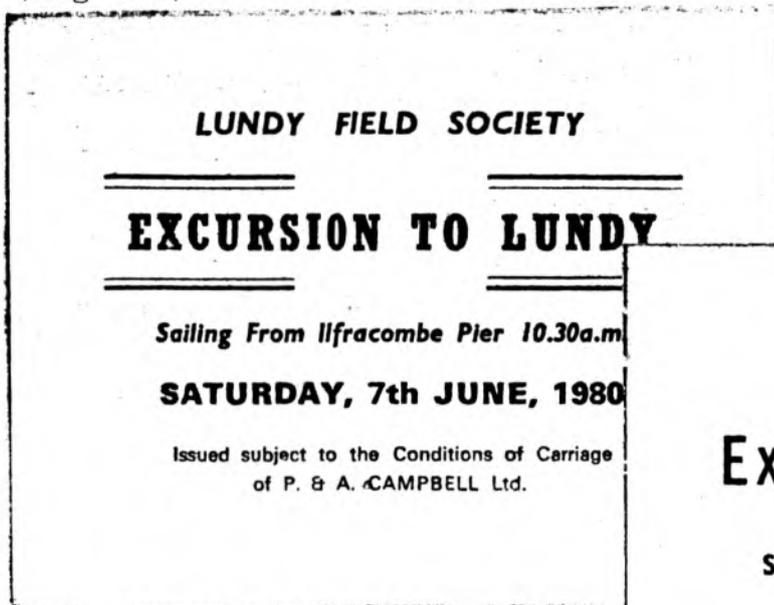
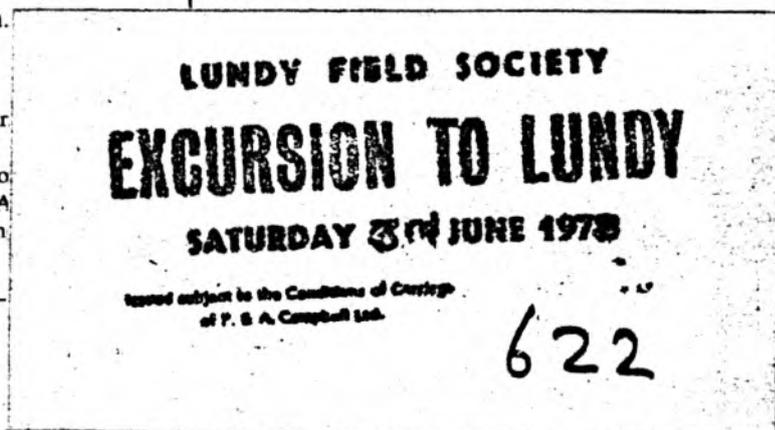
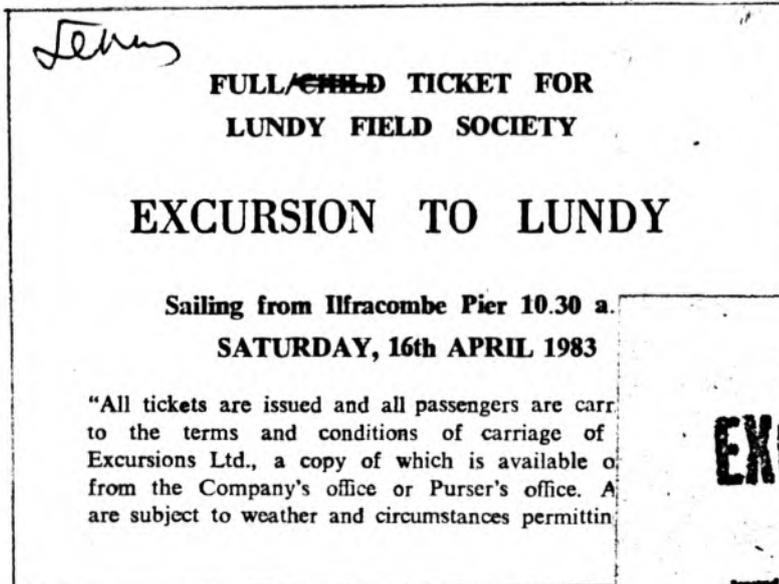
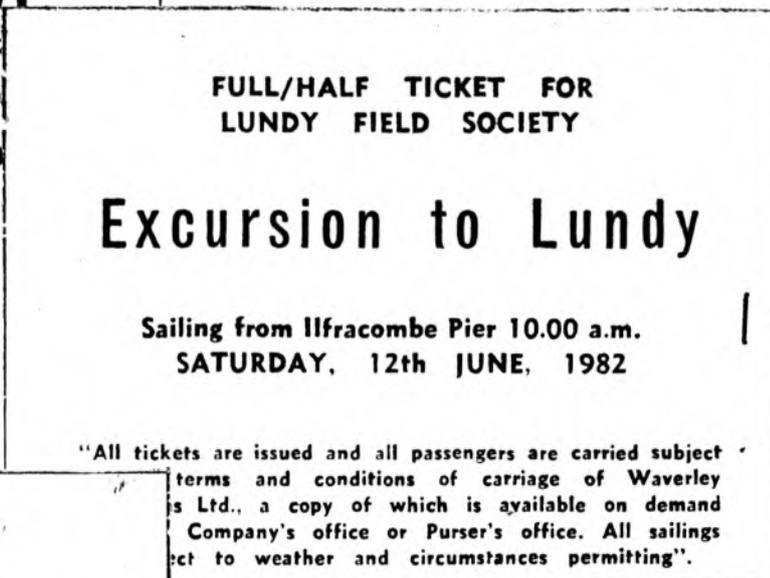


Fig 19.



The islands own vessels the Polar Bear (and formerly the Gannet) also had their own ticket (Fig 20.) Some of the twelve passengers needed to use these boats on island business and people such as Mr Gade had special passes to allow free passage. (Fig 21.)

N<sup>o</sup> 3456

Date 30<sup>th</sup> August 1973

**LUNDY SAILING TICKET**

per ~~mv Lundy Gannet~~ or mv Polar Bear

Between Ilfracombe and Lundy

Issued Subject to the Conditions exhibited on the Island Vessels, etc.

Fare: Single or Day Return <sup>.20</sup> £2.00

4 SINGLES ~~£~~ 8-80.

Fig 20.

Fig 21.

N<sup>o</sup> 3663

2 Persons

**FROM Lundy**

Check N<sup>o</sup> 4996

on (date) **FROM Lundy**

Name

No. of persons 2

Issued on

Date 18<sup>th</sup> May, 1985

Check in time 11.50 hrs

A.F. LANGHAM

Fig 22.

Fig 23.

N<sup>o</sup> 5 NOT TRANSFERABLE

**LUNDY SAILING TICKET**

per MV "Lundy Gannet"

via ILFRACOMBE QUAY

**FREE PASS**

Issued subject to the conditions exhibited on the Island Vessels, etc.

to Mr. Gade Eoan.

Valid for

from date of issue

Signed [Signature]

Coming up to date the latest innovation was the introduction of the Helicopter service from Hartland. To date two types of ticket have been issued for passengers and these are illustrated here (Figs 22-23.)

No one knows the quantity of any of these tickets but every now and again one or other turns up, kept as a memento of we hope a not too troubled crossing and an enjoyable time spent on this lovely island.

# CIGARETTE CARDS

by Ian G Wilkinson

As far as I'm aware, there are only seven cigarette cards that show features of Lundy - and even these only provide four different illustrations.

The first of these are the look-alikes from two virtually identical sets of 'Lighthouses' published in 1925/1926, one by W.D.& H.O.Wills with their 'Three Castles' cigarettes sold in New Zealand and the other by British American Tobacco (BAT) with unknown brands of cigarettes.

As far as my information goes, BAT was formed by a consortium of both British and American tobacco companies (One of which was Wills) in the first quarter of this century in an attempt to eliminate the price war that existed at that time in their export markets. I am told that none of the cigarettes sold by BAT were available in either the UK or the USA. While some of the cards carried their name, some, like the 'Lighthouses' set carried no manufacturers or brand name, hence the reason I am unable to determine, which cigarettes they were issued with.



Fig. 1

Wills

B.A.T.

As will be seen from the illustrations, No.14 in each of these sets depicts the 'Old Light' and No.33 the 'South Light' - what a pity that the 'North Light' was not included in these sets which show a total of 50 different lighthouses. All these cards are in full colour with the backs printed in green.

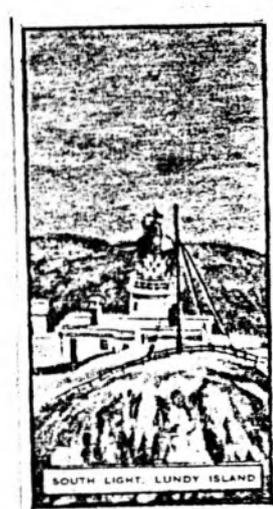


Fig. 2

Wills

B.A.T.

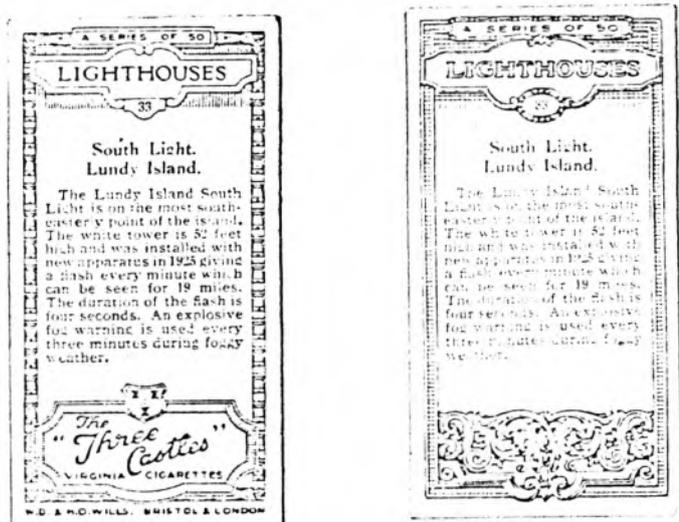


Fig 3.

Incidentally, there is another card in these sets that has a relationship to Lundy and is perhaps worth a mention here. This is No.45 in each set and depicts the lighthouse at Hartland Point. This is not only the nearest point on the mainland to lundy, it is now also the departure point for the helicopter service. The text on this card is seen below.

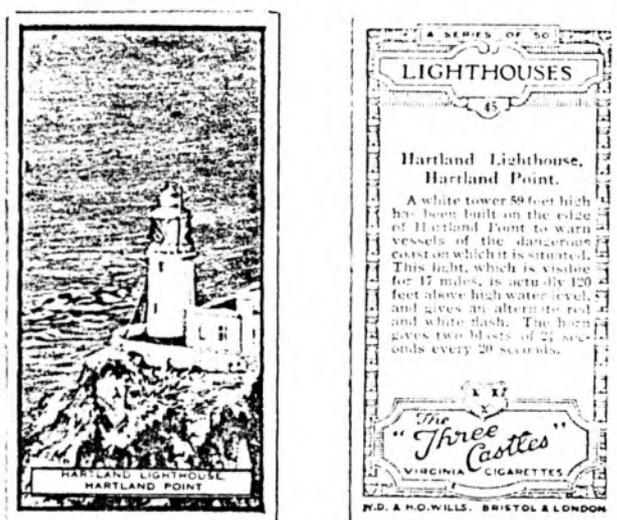
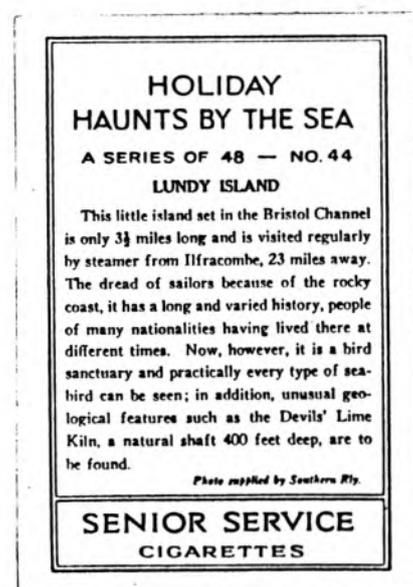


Fig 4.

The fifth card is a black and white photographic card issued in 1938 with Senior Service cigarettes. This shows the Landing Beach and South Light and is interesting to note that on the back they acknowledge "Photo supplied by Southern Rly." - but this is one of E.A.Sweetman's photographs that was used on postcards in the 'Domino' and 'sunshine' series. I never knew that the southern Railway had any connection with the island whatsoever!



Fig 5.



This card is much easier to find than the others due to the fact that it was issued with cigarettes sold in the UK.

The last two cards differ only in that they come from two sets - one numbered the other un-numbered. These cards come from a series that bears no name on the cards but is found in the catalogues under "Counties and their Industries".

When I first heard of them I not unnaturally assumed that Lundy would be on the map of Devon (No 14) in both sets, but alas - no sign of the island.

It was not until I was able to examine all the cards in the set that I discovered that it was the "South Wales" card (No 16) that included Lundy (albeit very small) and the text has nothing to do with the island. Both sets were issued by John Player & Sons in 1914.



Fig 6.

One wonders if there could be other cards depicting scenes of Lundy. For example, I know there is a set of 'English Castles' - could Marisco Castle be one of these? Unfortunately the cigarette card catalogues do not detail the cards in a set, so the only way to find out what a set contains, is to examine it.

If anyone can add to the above list please let us know.

