



the PUFFIN Journal

*Christmas Greetings from
LUNDY ISLAND*



*A time of pleasure and content
In happiest surroundings spent
Each moment some new pleasure bring
To give you joy in everything.*

PUFFIN 28

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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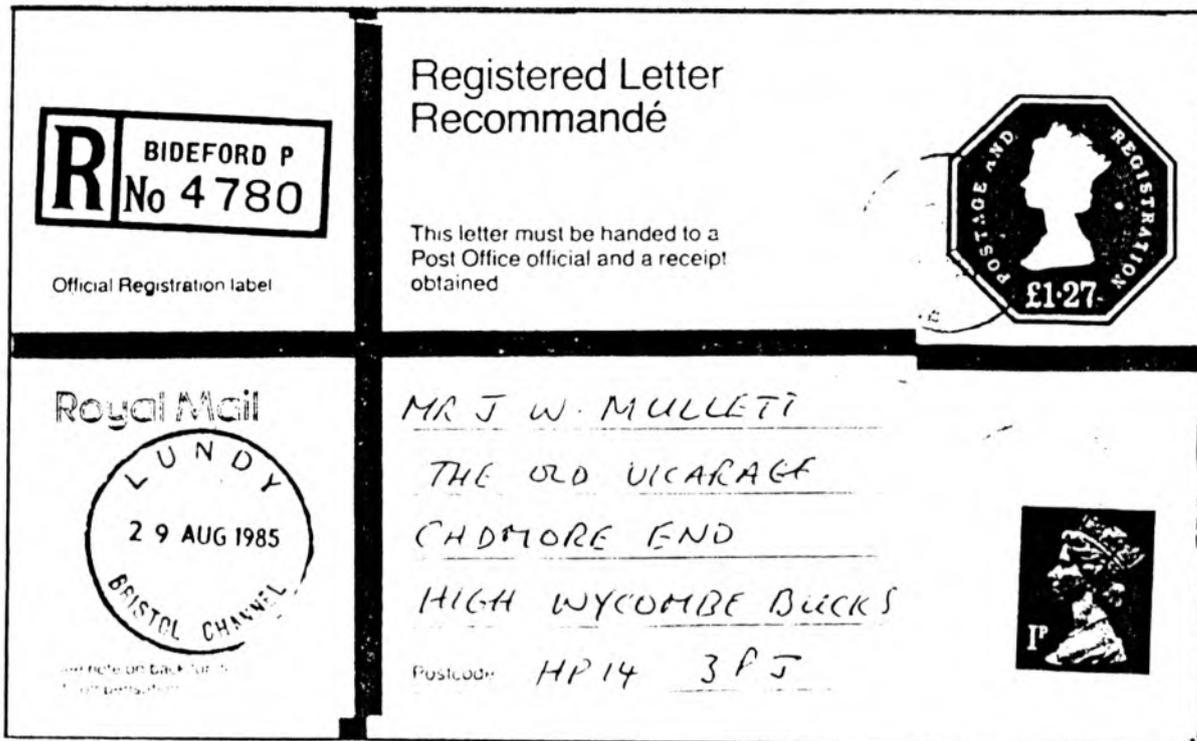
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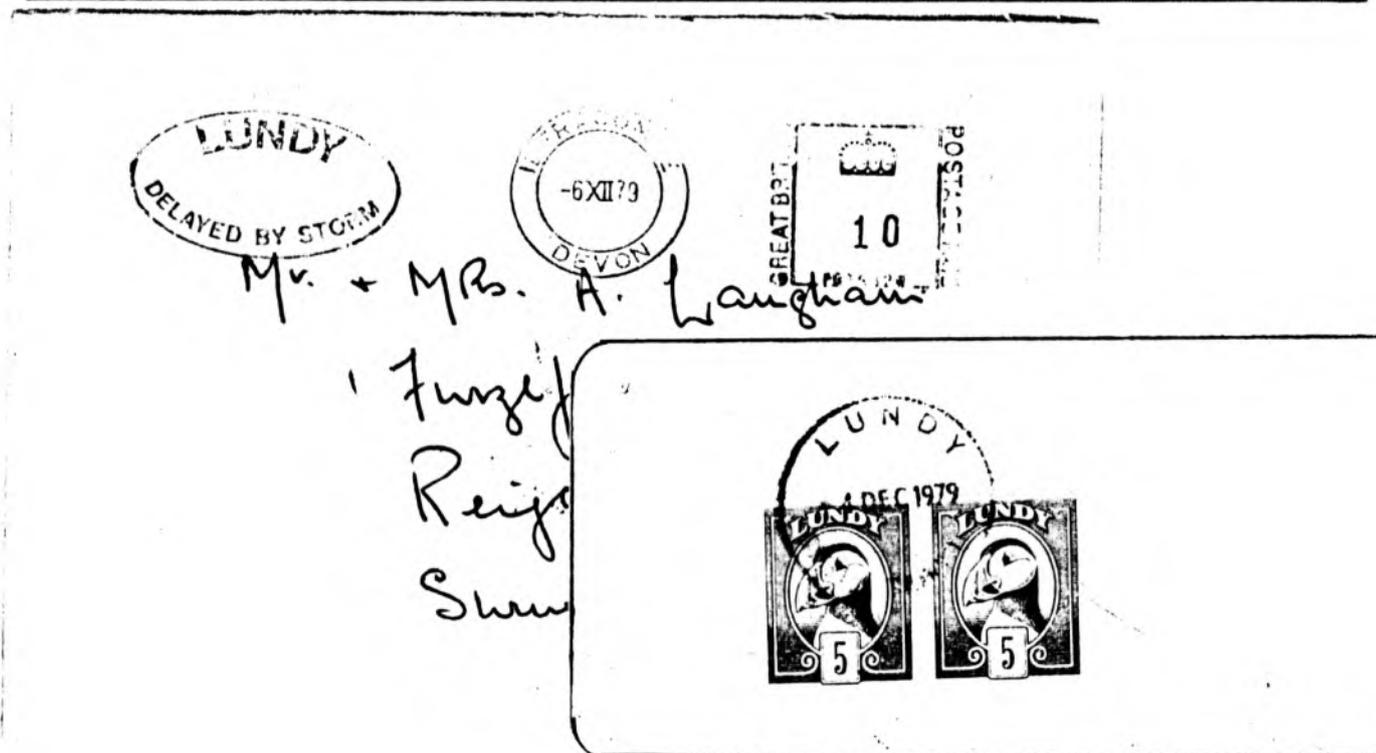
Autumn 1986

MISCELLANY



REGISTERED FROM HARTLAND

This cover was flown from the island to Hartland by Castle Air Charter and forwarded by registered mail from Hartland Sub Post-Office. This has been the only method of posting registered mail since the Post Office closed on the island in 1928.



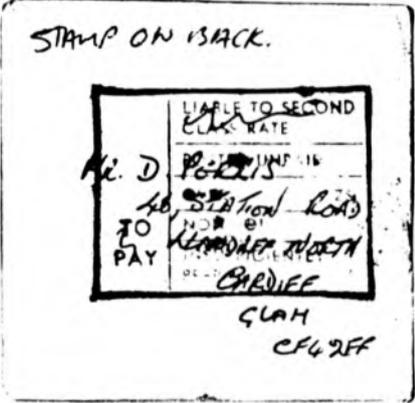
SPECIAL RATE

Unlike most of the mail that comes off the island, staff mail has not carried the extra surcharge. This cover bears a 10p definitive at a time when the postal rate was 10p.

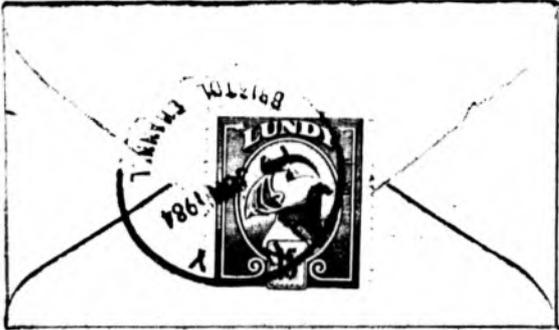
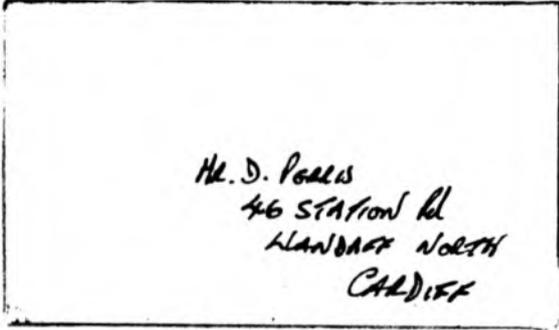


SMALL IS BEAUTIFUL

Two of the smallest items of mail to leave Lundy are shown here. Neither has room for the Meter Mark and so the only stamp is the Lundy Definitive.



As may be seen by the illustration the Post Office in one case seemed reluctant to accept the Lundy stamp as payment for the postage.



LUNDY VIEW

Landing Place and Rat Island. Lundy Island.

David Perris found this view of Lundy in an interesting little Victorian book entitled "Twenty Four Photographic Views of Ilfracombe and Neighbourhood" published by S & H Levi late Joseph Levi and Son, London.

CHRISTMAS GREETINGS

by B. Sherwood

Lundy issued its first and only set of Christmas Commemoratives in November 1976, an unusual move as the greatest demand on mail falls during the summer tourist season.

Although the stamps are unusual there has long been a tradition of sending island Christmas cards, and because of their diversity deserve attention.

Those included here are all genuine 'Lundy' cards. That is to say they were either produced for the island; produced by residents of the island or produced by groups/organisations having a particular involvement in the island. The list therefor excludes cards produced by people and groups that have no more than a liking for Lundy.

The first set of cards are in the form of Postcards and the reverse is imprinted in Italian. These were stock cards printed with vignettes in full colour and overprinted in gold with the Lundy message. Numbers 01-03 are overprinted on the reverse S.B.EXCELSIOR, the remainder have no English except on the face.



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 7



Fig 8



Fig 9

- Fig.1 Greetings from Lundy Island.
Friend & fortune...
- Fig.2 (7562) Christmas Greetings from Lundy Island.
Just a little wish I'm sending.....
- Fig.3 (7562) Christmas Greetings from Lundy Island.
The fairy goddess fortune.....
- Fig.4 (126) Christmas Greetings from Lundy Island.
Just to prove I remember....
- Fig 5 (453-2) Christmas Greetings from Lundy Island.
Let us forget lifes cares awhile....
- (Cover) (2085) Christmas Greetings from Lundy Island.
A time of pleasure and content.....
- Fig.7 (2150) Christmas Greetings from Lundy Island.
A host of warm greetings....
- Fig.8 (2085) Christmas Greetings from Lundy Island.
Just to prove that I remember....
- Fig.9 (378-2) Christmas Greetings from Lundy Island.
May many pleasant greetings....

These cards date from Edwardian times.

The next is known to date from the 1930's



Fig.10 Drawing from a bookplate of Irene Gade.
(Produced by J.Dollar.)

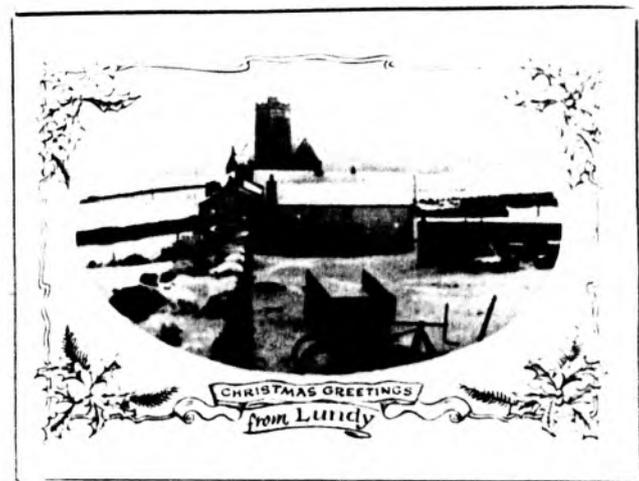
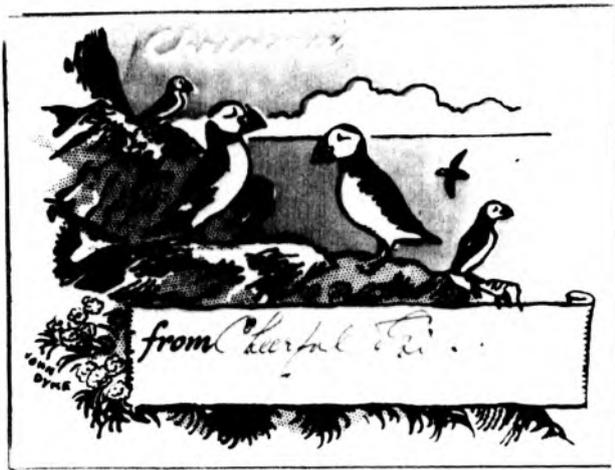
In 1950 a card was designed by Harry Savory the Bristol photographer. The illustration here shows the front. It was reprinted a year later with the addition of a map of the island inside.

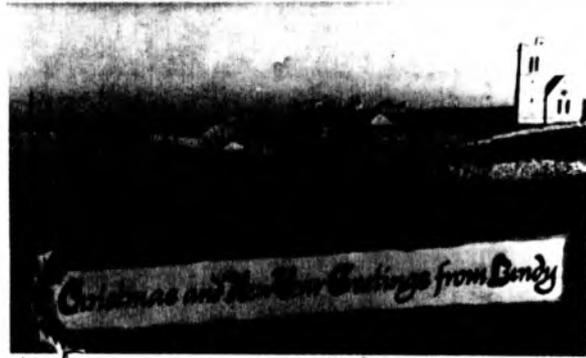


Fig.11 Lundy Isle of Puffins/North Light
Fig.12 As above with map on p2.

1950
1951

From the mid 1950's John Dyke has produced a succession of cards. John formerly ran the Atlantic Coast Studios but then moved to Lundy where he worked for the Landmark Trust. He is now in Cornwall in the service of the National Trust.





Wishing you the happiest of Christmases & good luck & good health in 1965. Cheryl F.



Preparing the Illustrated Lundy News

With sincere wishes for Christmas & the New Year

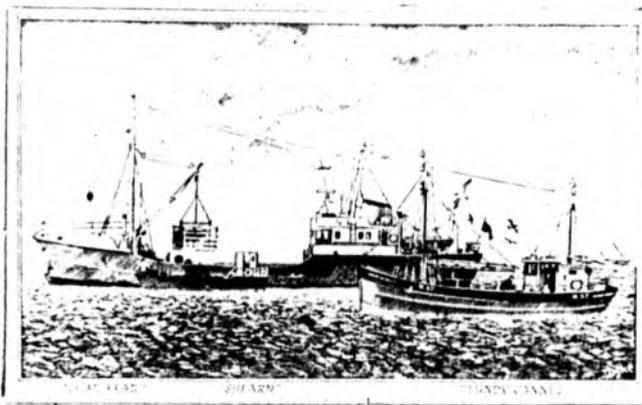
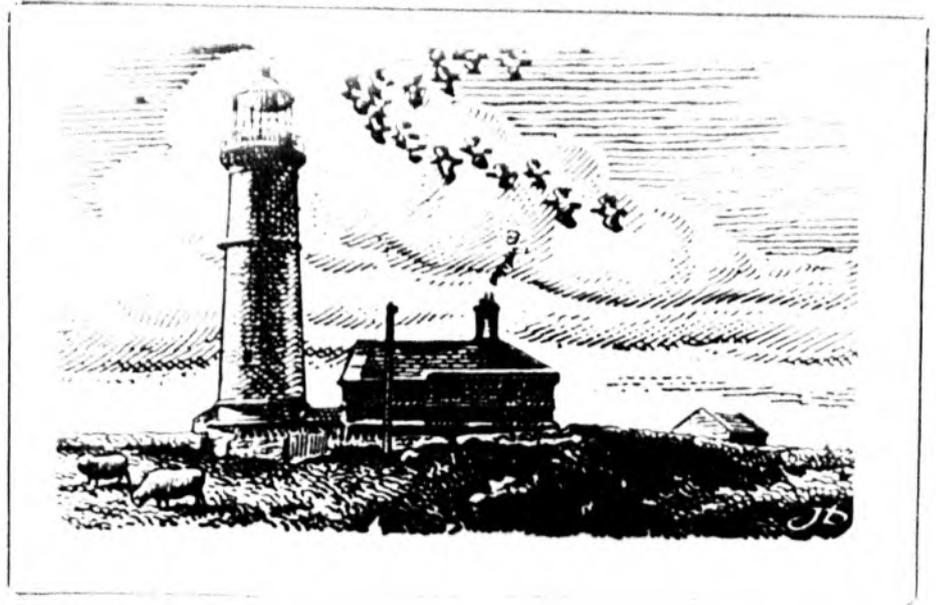


Fig.13

Christmas Greetings & Best Wishes fir the New Year	1954
Christmas Greetings from.. (Puffin on blue bkgrnd)	1956
With sincere good wishes for Christmas	1957
Royal Visit 1958. Greetings from	1958
Christmas Greetings from.....	1959
(A Christmas scene Blue on white or yellow)	1960
Christmas and New Year Greetings from Lundy	1964
(View of the bay, Campbell & Lundy Gannet	1967
Seasons Greetings from Lundy	1970
Preparing the illustrated Lundy News	1971
polar Bear, Shearn & Lundy Gannet	1972
Arrival of the Christmas mail at the...	1974

John Dyke's artwork was also used in 1966 on a card produced by B.Sherwood for the Lundy Field Society this was a copy of his picture of the Old Light and Stoneycroft, and was printed in blue.

Fig.14 LFS Card
of Old Light &
Stoneycroft
(JD Drawing) 1966



During this time other island produced cards appeared.

Fig.15 Lundy (Christmas stocking) produced by 'Red' Lyall

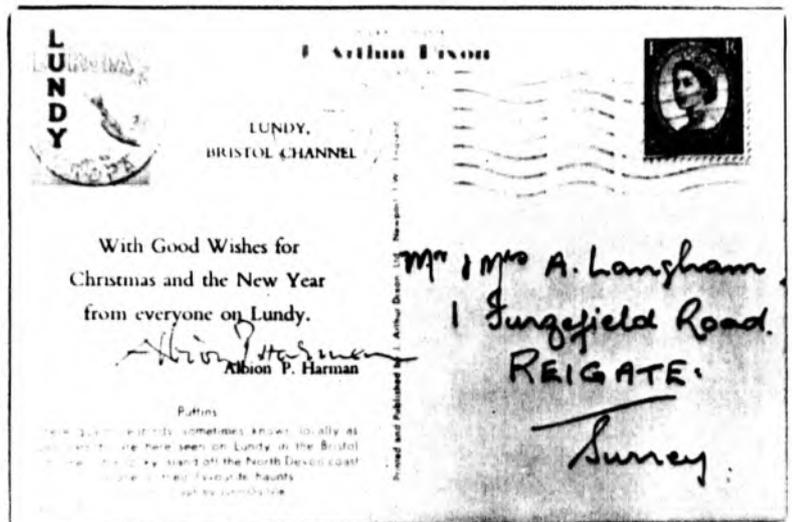
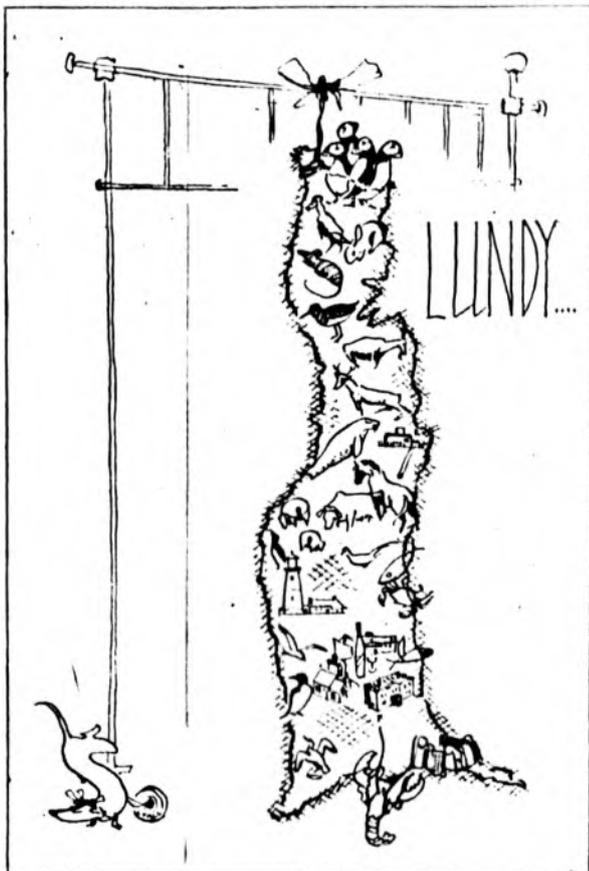
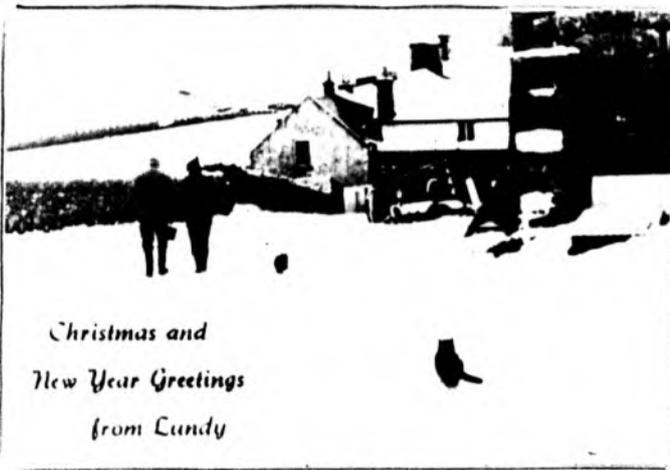


Fig.16
With Good Wishes for Christmas.
Opt on Dixon Lundy P.C. 1962

F.'Red' Lyall was appointed assistant agent to Felix Gade in 1958 by Albion Harman and as he left the island in 1963 this card was produced during this time. Albion actually produced his own card one year as an overprint on a Dixon postcard. It was however posted from the island.

During the 1960's a series of photographic cards were produced and one of these at least is known to be the work of a Mr. Curd, and as the style and dating are similar it is assumed that the others are also. Fig.17

- Greetings from Lundy.. (Building the groyne and quay) 1960
- Christmas & New Years Greetings...(Horse drinking) Curd 1961
- Christmas & New Years Greetings..(Mr Gade & Mary) 1962
- Christmas & New Years Greetings.(Galloway Heifer arrives)1965
- Greetings from Lundy (Foals) 1960's
- A gaggle of Best Wishes 1967



More recently in a period from 1977 to the early 1980's a series of line drawings have appeared on cards, all the work of Marilyn Ewens. Some of which are illustrated below:

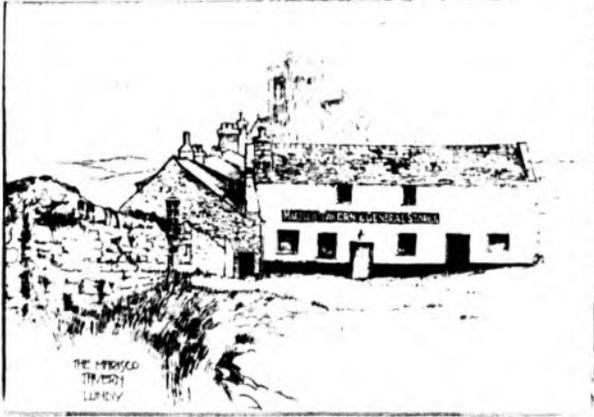


Fig.18 The Marisco Tavern Lundy
The Castle Lundy

M Ewens	1977
M Ewens	1980

Finally to come up to date we illustrate the 1984 offering by John Dyke Fig.19.

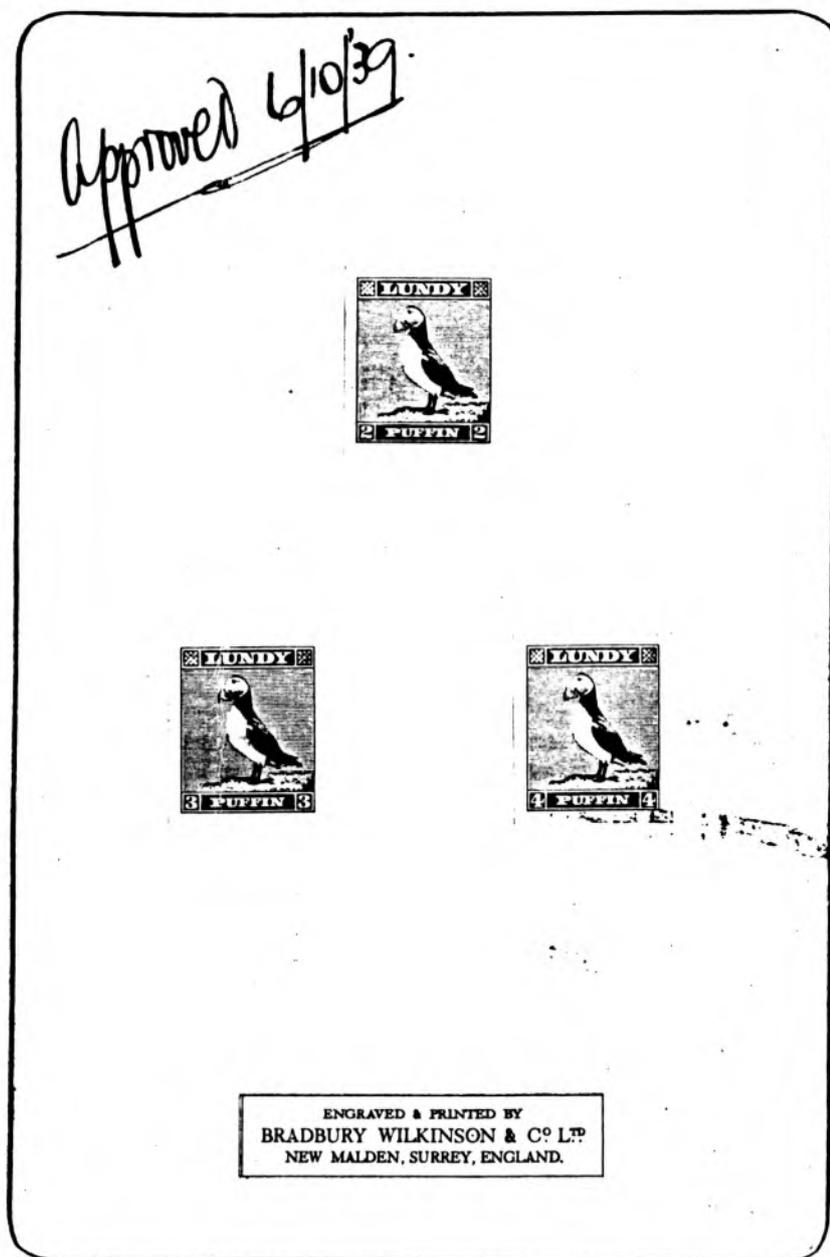


BRADBURY PROOFS

by B. Sherwood

It has been shown in past issues that the printers proofs produced by Bradbury Wilkinsons were mounted on cards for presentation to their respective Lundy clients.

Illustrated here are three such examples which are self explanatory, but unlike others illustrated in the past, these have the added interest of the comments written on them and the dates on which each was approved.



LUNDA
CORONATION STAMPS
25 MAY 1953
2ND JUNE 1953
89605

		
BLUE	RED	BLUE GREEN
		
MAUVE	BRICK RED	BROWN
		
GREEN		

Overprint to be in same position as on sheet work

DATE TO READ
2-6-1953
ON ALL

✓ 

✓ 

✓ 

✓ 

O.K. 2-6-1953

Approved subject to date reading 2-6-1953.

BRADBURY, WILKINSON & COMPANY, LTD.
New Malden, Surrey.
ENGLAND

Overprint to be in contrasting colours to stamp labels.

23/4/53

to be used
as working
copy.



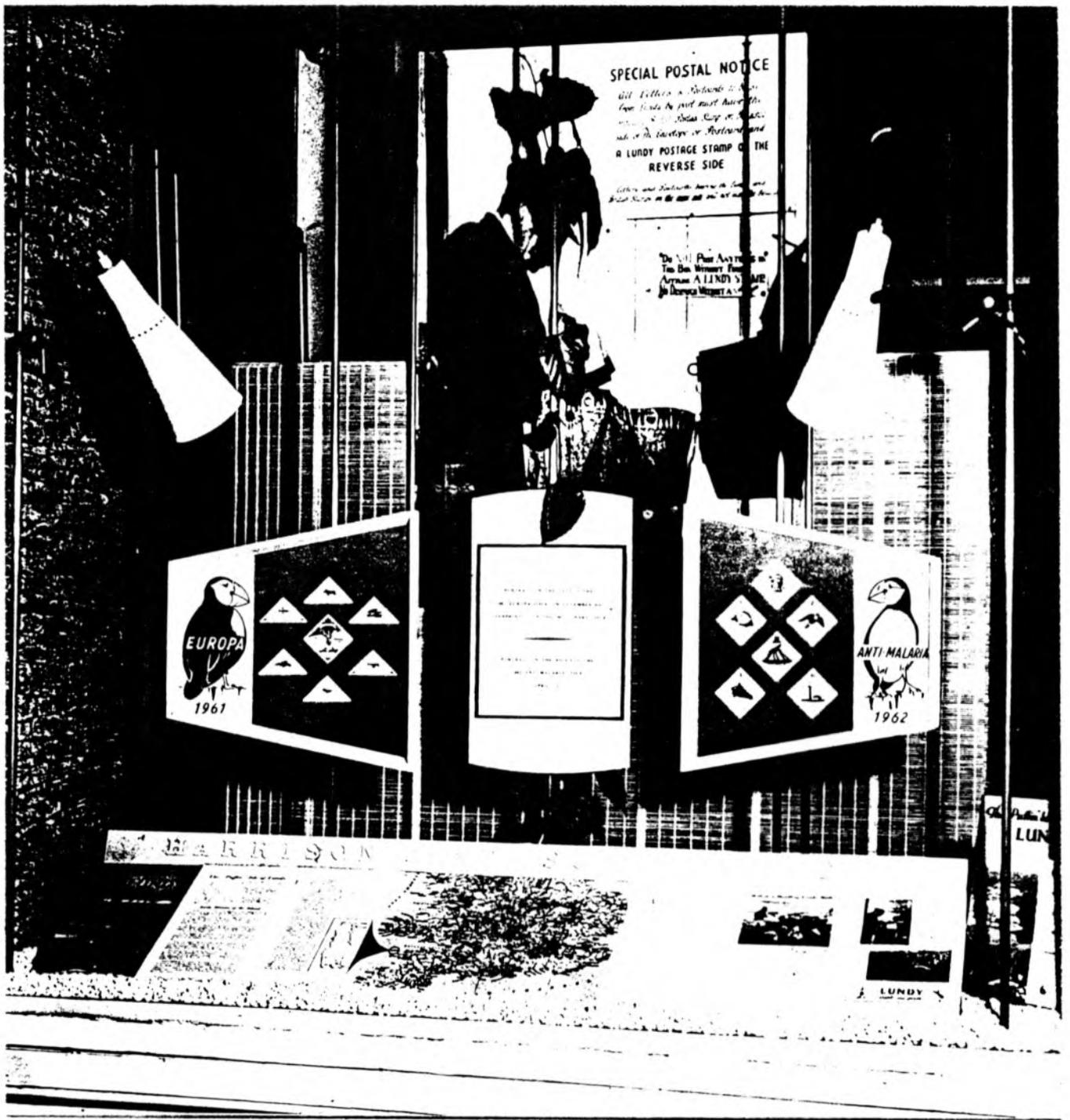
Approved

W-77

25.6.56.

BRADBURY, WILKINSON & COMPANY, LTD.
NEW MALDEN, SURREY,
ENGLAND.

HARRISONS DISPLAY



Ian Wilkinson sent in a copy of an old photograph of one of the window displays at Harrison and Sons, the London based Security printers.

As you will see it depicts several of the issues they printed for Lundy in the 1950's. On the right is part of a showcard to advertise the leaflet they produced in 1954 for Albion Harman to promote the post.

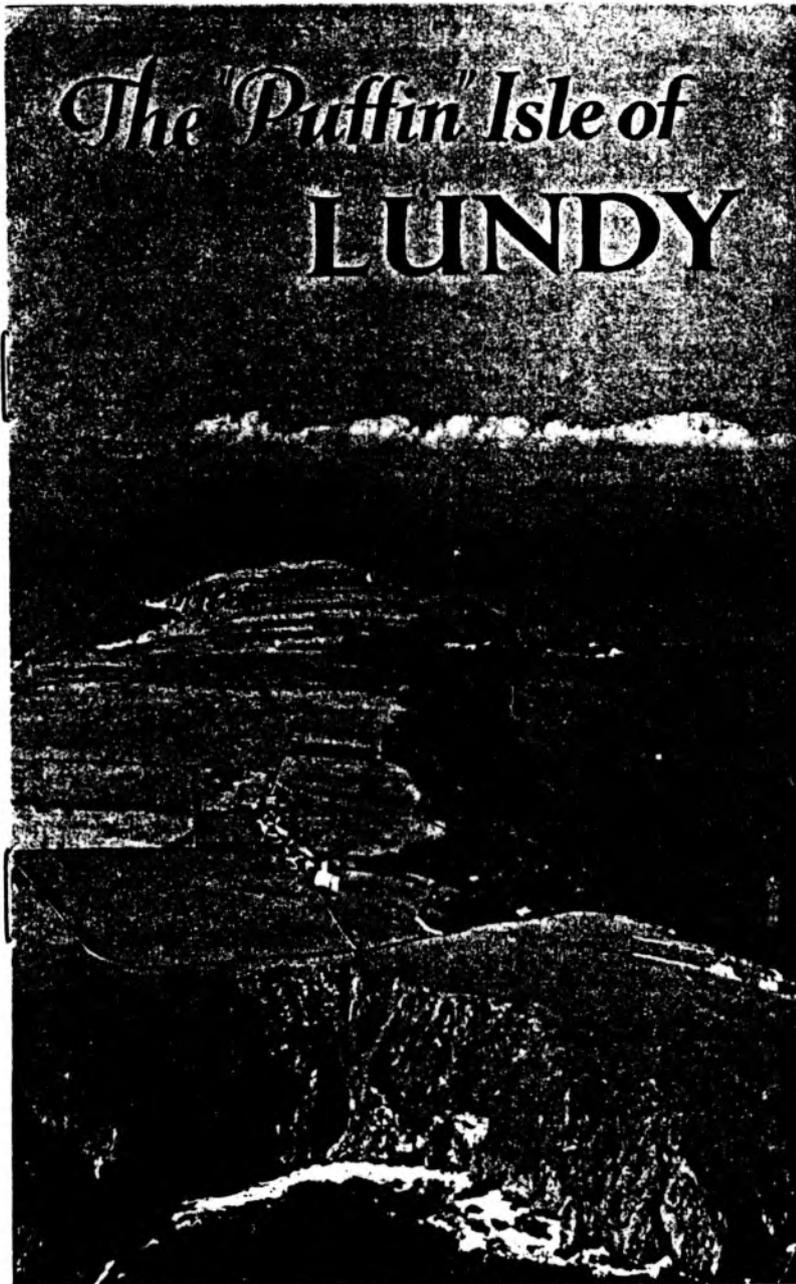


Fig 1.
Cover of
English version

This leaflet contained a general history of the island with drawings of the Millenary issue in the centre. Inside the back cover was a picture of Frank Cannon loading sacks onto the mono-plane of Devonair, with the pilot Maurice Looker in the background.

This was produced in three languages and although the fronts, and insides were the same. The backs of the French and German version carried additional details of the Lundy coins issued in 1929.

The other pictures on the back were of Felix Gade, the island agent and postmaster, walking up the main street and Jim Prowse, the island Barman, placing letters in the sack.



The word LUNDY means PUFFIN ISLAND

*Icelandic Lunde - Puffin
y ou ey - Island*

The puffin is the standard token coin, now out of use and at a big premium. Puffins (1 puffin—1 penny) are the currency in which the postage stamps are expressed.



Le mot LUNDY veut dire L'ILE DES MACAREUX

*En islandais Lunde -
Macareux
y ou ey - Ile*



LUNDY
Lights and Leads



LE PUFFIN est la piece de la monnaie de base, maintenant hors d'emploi et très recherchée. Les puffins (1 puffin—1 penny) sont la monnaie dans laquelle la valeur des timbres est exprimée.



MADE AND PRINTED IN ENGLAND BY HARRISON & SONS LTD., LONDON

MADE AND PRINTED IN ENGLAND BY HARRISON & SONS, LTD., LONDON

Fig 2. Back of English and French Version (German layout as the French)

WARTIME ESSAYS

By R. Cichorz & G Ulrich Jnr.

INTRODUCTION

ONE

Information is sparse and conjectural about the so-called "Bureau Essays" which consist of a 3 puffin, 10 puffin and 30 puffin value, all in various design colours on various coloured paper and card. It is likely that Brian Rigby-Hall, manager of the Lundy Philatelic Bureau operating in Northamptonshire during World War II, was responsible for the inception and production of these essays sometime during 1943. Felix Gade did not mention their existence in his "Postal History of Lundy" and, according to Barry Chinchin, had stated that he had not commissioned them.

We know that Brian Rigby-Hall had Bureau Essays in stock and was selling them for 5/- each as late as 1966. We also know he reprinted them in different (Brighter, more intense) colours on different (thicker) papers of various colours sometime during the 1970's. Quantities of complete sets (30 of each type) of the reprints from the Brian Rigby-Hall estate entered the philatelic market in 1985 through arrangements with his widow, Mrs. P Rigby-Hall, although some types of the reprints had been made available to collectors during the 1970's. Additional types of what appeared to be "originals" of the essays (types other than those listed in Michael Windeatt's 1957 'Priced catalogue of Lundy Island Locals') were available prior to the 1970's reprints and because of differences in basic colours and paper types, it can be surmised that Bureau Essay Originals were not limited to the initial 1943 printing and that perhaps over the years Mr. Rigby-Hall printed additional quantities as he needed them!

The next section of this article will chronicle the types of Bureau Essay Originals as well as additional previously published information about them. The balance of this article will be a listing of all the types of Bureau Essays in G Ulrich's collection.

TWO

Listing from M Windeatt's Catalogue

=====

1943 Wright Bros. Issue. Essays for proposed and unadopted design. All 3 puffin value. All imperforate. It is believed that all essays exist on white gummed paper, on yellow ungummed paper, and on white ungummed card. Prices(excluded here) are quoted for all varieties so far noted, but there are probably more. Not all these are in stock all the time.

	Gold	Black	Overprinted green	red	brown	violet	blue
Printed							
Blue	*			*	*		
green	*	*		*			
violet	*		*	*			
brown	*	*		*			
red	*				*	*	
black	*	*		*			

(18 colour combinations on three different papers, 54 types possible)

Essays for proposed and unadopted 10 puffin design.

Notes as before (i.e. white gummed paper, yellow ungummed paper, and white card) with additional listing for white gummed paper perforated 11. Listed types include brown, black, violet, red, green, and blue.

(6 colours, therefore 24 types possible.)

Essays for proposed and unadopted 30 puffin design.

Notes as above (four paper types). Listed types include black, green, brown, blue, red, and violet (with no mention of centre oval colour).

(6 colours, therefore 24 single colours possible; or 120 additional types possible with different colours for centre oval.)

The Puffin Number 15 May 1966 Page 24, By Barry Chinchen

=====

10 PUFFIN ESSAYS I have seen these in six colours: black, red, blue, brown, green, and violet. All colours are found printed on white paper, white card, gummed buff paper, and I have seen black and brown on pink paper and green, red, violet and blue on turquoise paper. Mr Windeatt's catalog mentions them on white gummed paper perf 11. Harry Rooke has been told that this was originally intended for stationery.

(18 additional types over Windeatt's listing were noted by Barry).

30 PUFFIN ESSAY These are bi-coloured. The centre oval will be the second colour mentioned. I have seen

Black/violet	Red/brown	Blue/green	Brown/brown
Green/black	Violet/red		

These are found on both white card and gummed buff paper. They also occur with black centres in black, red, blue, brown, green and violet. These are on yellow paper, pink paper and white paper. Mr Windeatt does not mention centres but claims some were perf 11.

(36 additional types possible on buff paper; 6 additional black oval centre types noted on pink paper - or 36 types if dual colour combinations exist as well).

THE PUFFIN Number 23 Autumn 1974 Pages 22/23

=====

"10 & 30 Puffin Essays" by B Chinchen & B Sherwood

The standard listing of the Lundy 10 puffin and 30 puffin essays was first made by Michael Windeatt in his catalogue of 1957. This is a fairly comprehensive record of types, but there is no record of where they were produced, by whom, or for what purpose. It has always been assumed they were a wartime product of the Lundy Philatelic Bureau, and it was suggested they were intended for use on postal stationery.

This latter assumption does not seem to have much validity as perforate issues of both values exist. Some copies of these essays have been recorded on the island, although Mr Gade has stated that he did not commission them, nor did he know how they arrived there.

In both values, perforate and imperforate examples occur, though on the whole the perforated ones are better quality prints. This would either mean that the imperforates were printers waste, or that no great amount of care or skill was employed by the printers and the best were selected for perforating. (The perforated examples or for that matter any "better quality prints" could have been printed at a later date).** This would account for the fact that no pairs, blocks, or part sheets of either value have ever been recorded. It would also account for the large margins on the imperforate examples.

These general observations are borne out by closer examination. The best and the worst printings available of each value were taken and searched for minor spots and marks in the design. Next all available examples(perforate and imperforate) were examined, and in all cases it was found these faults were common to all stamps despite condition, colour, and quality. From this it would be safe to assume all printings were from the same three blocks - one for the 10 puffin and two for the 30 puffin (bird and duty plate). As these minor marks are identical, it could safely be assumed that multiples were never prepared and sheets were never printed.

10 puffin essay flaws:

- i Break in U of Puffin
- ii Dot between U and N of Lundy
- iii Dot in right-hand side frame base
- iv U and F of Puffin joined
- v Spot in left side support
- vi Break in center bottom line
- vii Dot between L and U of Lundy

30 puffin essay flaws:

- i Break in left-hand outside frame
- ii Mark over birds head
- iii Break in bottom right-hand corner
- iv Spot on top of birds beak
- v N and D of Lundy joined
- vi Misshapen 0 of 30

(These plate flaws were not corrected and exist on the reprints as well. These author's discussion does not preclude our contention that essay printings could have been conducted from 1943 well into the 1970's. The Wright Bros 3 puffin essay was not discussed in detail in issues of the "The Puffin" although Barry Chinchin noted in his "A Catalogue of Lundy Stamps" "...reprints suspected to be 1970's have a cracked frame" The cracked frame plate flaw distinguishes reprints from originals.)

** This is not so as all copies used for this article were pre 1960's, and none of them could be from 1970's reprints. If they were re-prints they must have been made in the 1950's. Ed..

THREE

ITEMS IN THE G. H. Ulrich, Jnr. COLLECTION

The following is a complete listing of all 227 different types of Bureau essays in the collection. Readers are invited to examine their collections and add to, revise or comment on this listing. The colours are the authors interpretation. (Vermilion is a red/orange, Scarlet is an orange/red, Carmine has no orange but is bright and red is muddy (You figure it out!))

10 PUFFIN ESSAYS (1943 originals)

Perf 11 White paper. Gummed

Yellow/green, claret, vermilion, ultramarine,
pale violet, black.

Imperf White paper. Gummed

Pale green, vermilion, dark brown, ultramarine,
pale violet, black.

Imperf White paper. Ungummed

Yellow/green, pale green, carmine, brown, blue,
pale violet, grey/black, black.

Imperf White toned paper. Gummed

Dark green, green, carmine, deep blue, blue, dark brown,
brown, deep violet, violet, black.

Imperf White card. Ungummed

Deep carmine, pale carmine, bright violet.

Imperf Toned card. Ungummed

Pale green, carmine, deep blue, brown, violet,
grey/black, black.

Imperf Pink paper. Ungummed

brown, Grey/black.

Imperf Buff paper. Ungummed

Green, carmine, blue, brown, dark brown, violet,
grey/black, black.

Imperf Blue paper. Ungummed

Green, pale carmine, bright blue, violet.

Imperf Yellow paper. Ungummed

Green, vermillion, dark blue, brown, dark violet, black.

10 PUFFIN ESSAYS (197? reprints)

Six design colours: green, carmine, deep blue,
deep brown, bright violet, black, on ungummed
thin card of five colours: white, manila,
pink, yellow/green, and yellow.

====O=====

30 PUFFIN ESSAYS

(vignette listed first, duty plate second)

Perf 11 White paper. Gummed
Brown + yellow/green.

Imperf White paper. Gummed
Red/brown + green, black + deep brown, brown + violet,
black + black.

Imperf White toned paper. Gummed
Grey/black + green, black + pale green, deep brown
+ green, violet + vermilion, light brown + red,
deep violet + blue, pale green + blue, red brown
+ brown, carmine + violet, green + deep violet,
violet + grey/black, bright carmine + black.

Imperf Thin white paper. Ungummed
deep violet + blue, black + black,
(No print) + deep blue.

Imperf White paper. Ungummed
Black + green, black + carmine, black + pink, black +
blue, black + brown, violet + black, black + black.

Imperf Thin white card. Ungummed
Black + green, light brown + carmine, pale green + blue,
light brown + dark brown, green + deep violet,
black + black.

Imperf White toned card. Ungummed
Deep brown + green, deep violet + carmine, deep violet +
blue, black + deep brown, green + deep violet,
black + black.

Imperf Buff paper. Ungummed
Grey/black + green, pale brown + carmine, black + vermilion,
green + light blue, black + blue, light brown + brown,
violet + black, black + light brown, carmine + violet,
black + violet, black + black.

Imperf Pink paper. Ungummed
Grey/black + green, black + carminé, brown + blue,
black + brown, brown + violet, grey/black + black,
grey/black + grey/black.

Imperf Yellow paper. Ungummed
Violet + blue, black + brown, grey/black + grey/black.

30 PUFFIN ESSAYS (197? reprints)

Six design colours: green, carmine, deep blue,
deep brown bright violet, black, with vignette
colour only in black on ungummed thin card of five
different colours, white, manila, pink,
yellow/green, yellow, all imperforate.
(Resulting in 30 different types)

3 PUFFIN WRIGHT BROS ESSAY (1943 originals)

Biplanecolour listed first, followed by duty plate. All imperf.

Buff Paper. Gummed

black + green, brown + green, brown + violet, violet + scarlet, green + deep violet, carmine + brown, violet + blue, carmine + black, black + black.

White paper. Gummed

Gold + blue, gold + green.

Buff paper. Ungummed

Gold + brown, black + brown.

Yellow paper. Ungummed

Violet + blue, brown + yellow/green, black + brown
black + black.

3 PUFFIN WRIGHT BROS ESSAY (197? reprints)

Six colours of duty plate: green, carmine, deep blue deep brown, bright violet, black, with "biplane" overprint only in black on thin card of five different colours white, manila, pink, yellow/green and yellow. All are imperf and ungummed.

Variety: Bright violet on manila card, imperf, and ungummed with an albino impression of the overprinted biplane (only four discovered)

This is the most extensive listing to date of these essays. Any additions and revisions are solicited. Please check items in your collections and send any comments and additions to the author.

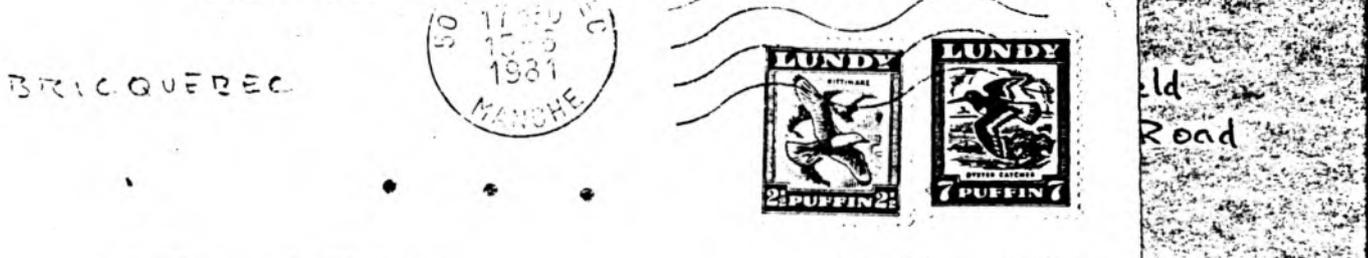
R.S.Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A.

USED ABROAD

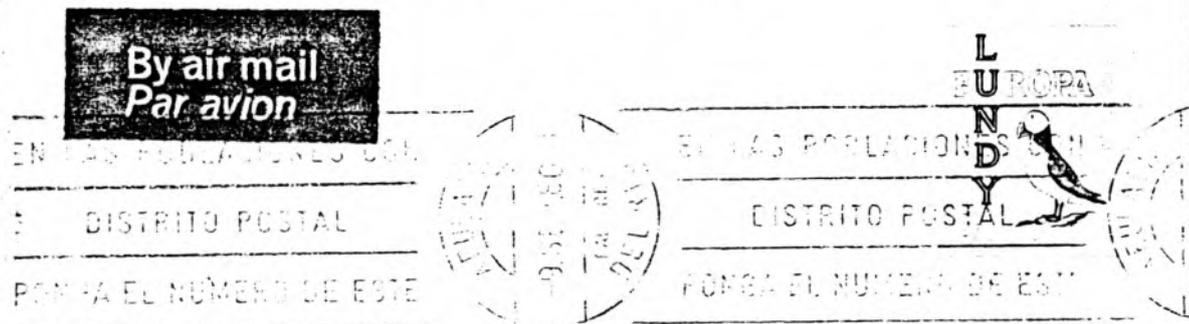
By I WILKINSON

Most of us who collect Lundy stamps will have come across dealers and other collectors who say that they are 'rubbish' and not real stamps, only valid for local postage, etc. etc. Needless to say I totally disagree with this as I consider them superior to the stamps of some of the so called "legitimate" stamp issuing authorities - and that includes Great Britain!

It is not their design that makes them superior, good though these might, be nor is it their shape or the taste of the gum. No, the point is that the stamps issued in France, Sweden, Germany etc. are only valid for postage in their country of origin. But Lundy stamps are different - it seems that almost every country in the world likes them and will accept them for postage.



I. Wilkinson



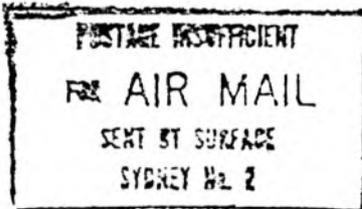
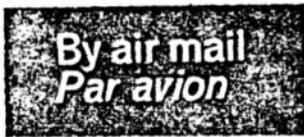
Mr I. Wilkinson

What is more, not only will they accept genuine Lundy stamps, even the Lundy forgeries and essays seem to have the same standing in their eyes!



M - D WEDGEBFIELD

I must admit that the Australian postal authorities do not consider them of sufficient standing to pay for air mail from there to the U.K. but they do accept them as being OK for surface mail.



Ian Wilkinson
 17 Germain's Close
 Chesham
 Bucks HP5 1SJ
 ENGLAND

From the examples I have in my collection I have noticed that there are a number of postal workers who need some training in the art of 'hitting the stamp' when applying their cancellers.

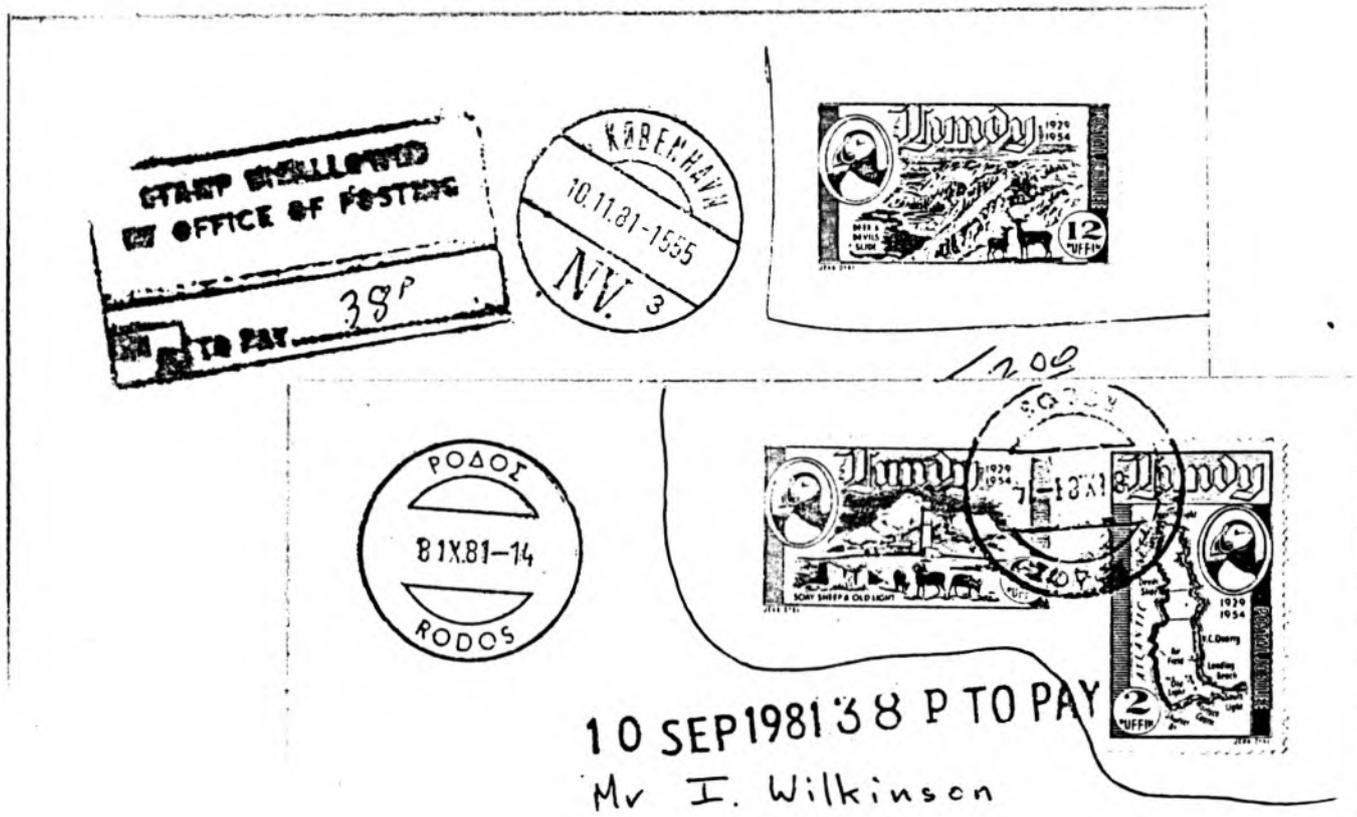


Mr Ian Wilkinson
 17 Germain's Close

Perhaps this can be explained by the fact that these were done during their 'T' break as they seem to be marked appropriately.



Then again there are a few countries where the staff have not been informed just how good Lundy stamps are and they seem to believe, quite wrongly of course, that some other kind of stamp should have been used.



If you are not convinced, I trust the illustrations in this article will make the point.

WRIGHT BROS OPTS.

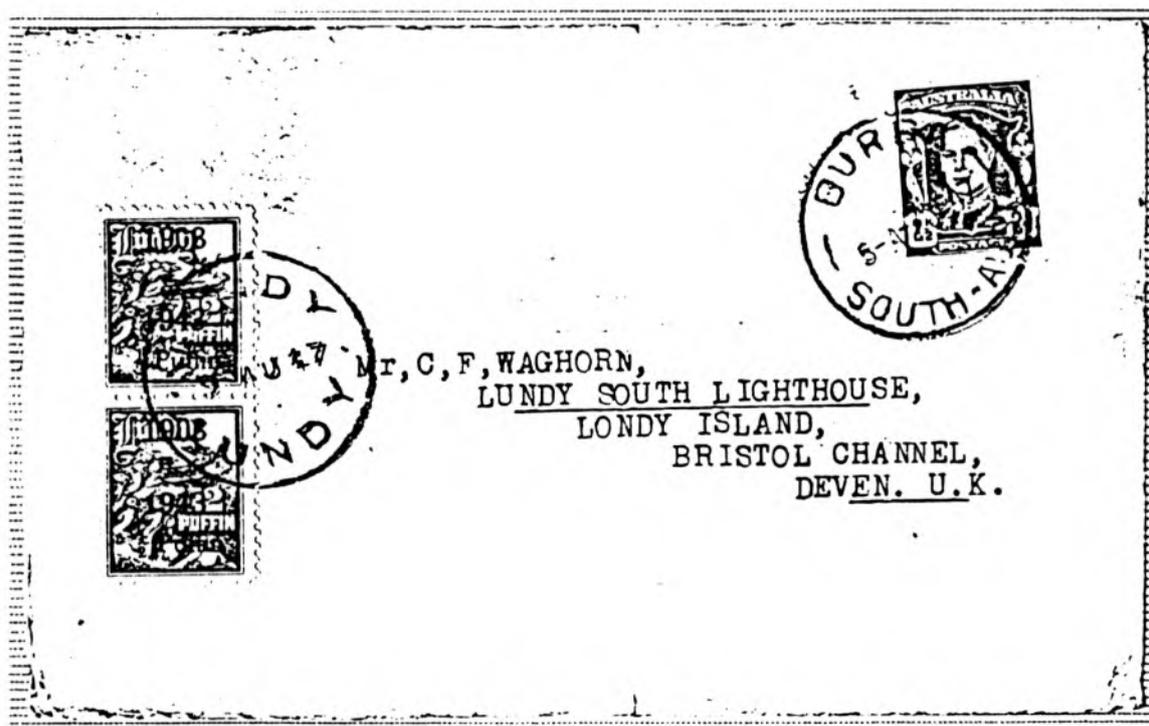
by Bryan Sherwood

It is generally known that there are two widths of setting on this issue. The height from the base of the word "PUFFIN" to the top of the date "1903" is either 17.5mm or 18.5mm. This has over the years brought about the belief that two printings must have occurred.

Seeing this in print again recently, I started to question the validity of the statement. The total printing of all values is recorded by B. Chinchin as being somewhere in the order of 129,000 individual stamps. If, as has been suggested, they were printed in sheets of 30 (which would seem logical and practical) the number of sheets printed was 4,300. One sheet is printed in one colour and the remainder in two, making a print run of only 8,500 in total.

Each of the high values were printed in quantities of 3,000 stamps, if these were all made up into sets for philatelic sales. (A possibility that seemed a little unlikely remembering in 1943 the war was in full swing, and the collecting of Lundy stamps would seem low in the list of priorities.) There were still some 37,000 Half Puffin and 27,000 One Puffin stamps available for genuine postal use. With this sufficiently large quantity it would seem unlikely that the need for a re-print would arise.

A close inspection of the stamps I originally purchased from Lundy, and those I could find used on covers indicated that the Island had both varieties and they were used together. The conclusion I came to

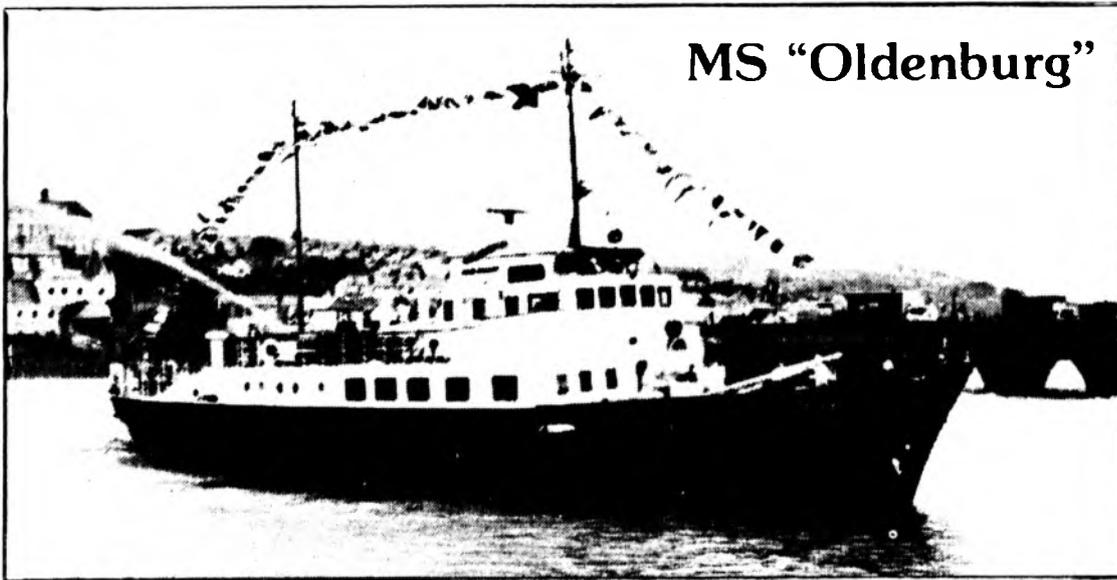


was that, due to the fact that the overprints were hand set in type both varieties must have existed on the same sheet. The variation being only the result of differences in the make up of the printing form. I am happy to say that this assumption has been confirmed (as may be seen from Fig.1.) by Ian Wilkinson who has a pair on a cover, one with wide setting the other narrow. This would presumably mean that at least one horizontal row of six in every sheet is set in the rarer narrow setting.

Having dispelled this myth, I would like to make two further suggestions that I cannot verify at this time. The first is that there were two printings of any value. I know that some sheets carry a No.2 in the margin, I am not saying that they were all printed on the same machine, or that they were printed in order; I can envisage a situation where more than one machine was used and that the layout might be re-arranged. I do however query the need to place a second order, and the need for a reprint at a later date.

My second doubt concerns their use. I know they are dated 1943, and that first day covers and a first day handstamp was used. Mr. Gade wrote in his Postal History that "...the issue was in use probably until late in 1944". In fact most of the commercial covers I have found or seen, were used from 1945 onwards. During this time Mr. Gade was off the island and Mr. Heaysman was in charge of the postal service. This leads one to wonder if he either used up the existing stock, or alternatively if the bulk of the issue did not arrive on Lundy until the end of the war in 1945 when the transport position improved. Either way they were definitely genuinely used until 1947.

OLDENBURG COVER



After delays by gales and a routine drug search by H.M. Customs the Oldenburg arrived at Bideford in May 1986.

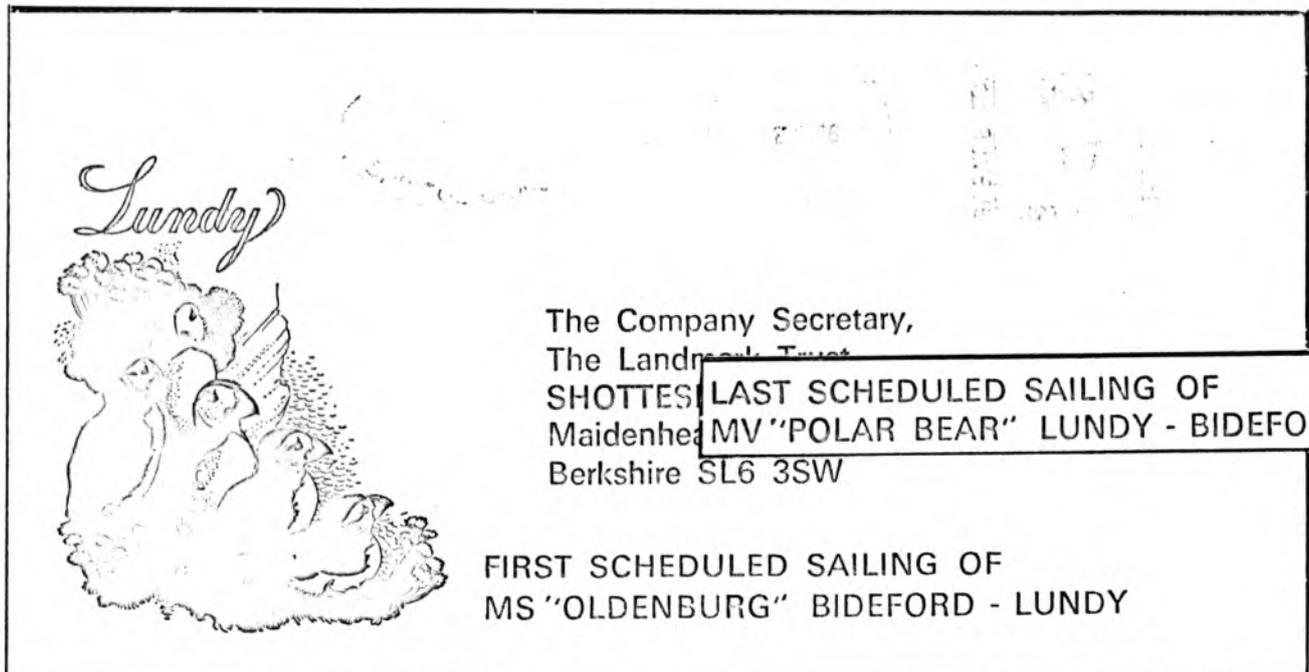
She carries 150 passengers in winter and 250 in summer, and will be cheaper and faster than the Polar Bear, only taking two hours to make the crossing.

"The name will not be changed as it is considered bad luck" we are told, although several former boats had their name changed when they came into service.

The Polar Bear is being sold and the helicopter service is no longer operational as a result of the change in flight regulations bought in from the 1st. October 1985.

A limited edition of two special covers were produced to mark the occasion.

The first was a last sailing of the 'Polar Bear' on 1-5-86 and the other for the first sailing of the 'Oldenburg' on 12-5-86. Both covers used the same design.



LUNDY VISITED

By S. Newman

As many Lundy "afficianados" will be aware, during the course of the past seven years I have built up an intense interest in Lundy's stamps and postal history. With this intense interest in all things philatelically concerned with Lundy, I had never actually visited the island itself - hence I was therefore more determined than ever to rectify this omission during 1985. However, little did I realise when I joined the Lundy Field Society and booked my ticket for the 1985 excursion to Lundy on the paddle steamer "Waverley", that I was destined to make another trip visit to the island a few months later by means of an entirely different form of transport!

The L.F.S. Annual trip took place on Saturday 8th June and driving into Ilfracombe harbour, I saw for the first time the "Waverley" resplendant with a fresh coat of paint, its red funnels gleaming against the green of the Devon hills. The ships compliment of almost nears 800 passengers, was made up (as far as I could judge) of

- 1) Devotees of the island's Botanical, Ornithological and Archaeological delights.
- 2) A few philatelic "nuts" like myself.
- 3) A vast army of "Ilfracombe Embibers" whose sole purpose was to remain in the tavern all day long.

The crossing to Lundy and back was delightful, the sea was as calm as a millpond (the "Waverley" trip to Lundy a few days later was made in a force -10 gale!)

During the crossing I was able, with the co-operation of the ship's purser, to apply the circular cachet "Posted on Board Padel Steamer 'Waverly'" to a mere fifteen special covers I had prepared for the trip. I used the term "mere" with a certain amount of anguish, for believing Roger Allen or one of his 'cohorts' would be producing a large quantity of covers to commemorate the 1985 trip, I limited my own efforts to producing a few rather bizarre souvenir covers comprising either a Queen Victoria Penny Black Fig 1. (facsimile of course!), or a pre-war GPO testing lable (Known as a green "poached egg") cancelled by the 'Waverley' cachet. Had I known beforehand that no official covers were to be prepared for the trip, my own efforts would have been more prolific! I also managed to obtain a number of copies of the L.F.S. programme sheet for the days activities, one of which I inserted into each cover.

The queue to disembark started about half an hour before we arrived at lundy, being made up chiefly of passengers under category three above! Making my way at an easy pace up the long haul to the "Town centre" I duly arrived at the Tavern, managed, to obtain a pint of the Islands own brew to slake my thirst, then made my way to the shop where I handed my covers over to a most co-operative lady (business-wise!), paid the postage, and spent the rest of the day exploring the island at my leisure. My covers subsequently received a 15 p Lundy stamp cancelled 8 June 1985, and a Lundy meter mark (Bideford) of 20.6.85)



Fig 1. One of the un-official covers produced for the cruise.

My second visit to the island was an entirely different matter - pre-planned to the last detail! Rumour had it that the M.V. Polar Bear was to be replaced early in 1986 by a much larger vessel, capable of taking over 100 passengers at a time to and from Lundy. Further rumours were that the regular helicopter flights from Hartland Point to Lundy would also cease at the end of September 1985. A phone call to the Landmark Trust confirmed that the last regular scheduled flight had been advanced to Saturday 14th. September, so casting all caution to the wind I reserved a seat for the first flight out, and the last flight back on the helicopters final day. With only seven days to go, I scoured the South coast trying to find a source of plain white envelopes to serve my purpose as Last Flight Covers. In desperation I finally managed to persuade my printer to let me have about seventy-five envelopes, which could serve my purpose.

Navigating from the map given to me by the Landmark Trust, the miniscule country lanes took me to the "Helicopter Terminal" which turned out to be an open cowfield, with a hut and a fuel tanker in the corner! About 9.30 am. the farmer arrived and cleared the cows from the field, and before long the Augusta '109' G-HELY appeared out of the mist and touched down. The first seven passengers duly climbed aboard, and thanks to an earlier phone call, the pilot had reserved me a seat next to him. Captain Malrick-Smith became most interested in my project, even to the extent of arranging to meet me in the Tavern for lunch and signing my covers, (due to thickening mist cancelling flights after 11am. this proved impossible, and the covers were initialled by the captain). This was my first experience of a trip in a 'chopper' and I was most impressed by the smoothness of the take off and landing.

What a contrast to my previous visit to the Tavern! This time I had the place practically to myself, and persuading Wendy to loan me the canceller after she had finished the days outgoing mail, I busied myself cancelling the stamps on the rear of the covers. There was little point in placing a current definitive on the back of the covers as they were due to be bought back on the last scheduled flight of the helicopter, and posted in Hartland with a GB stamp.

The mist continued to ground the Helicopter at Hartland, and I had visions of having to stay on Lundy until the next trip of the 'Polar Bear' back to Bideford the following Tuesday, then a taxi back to

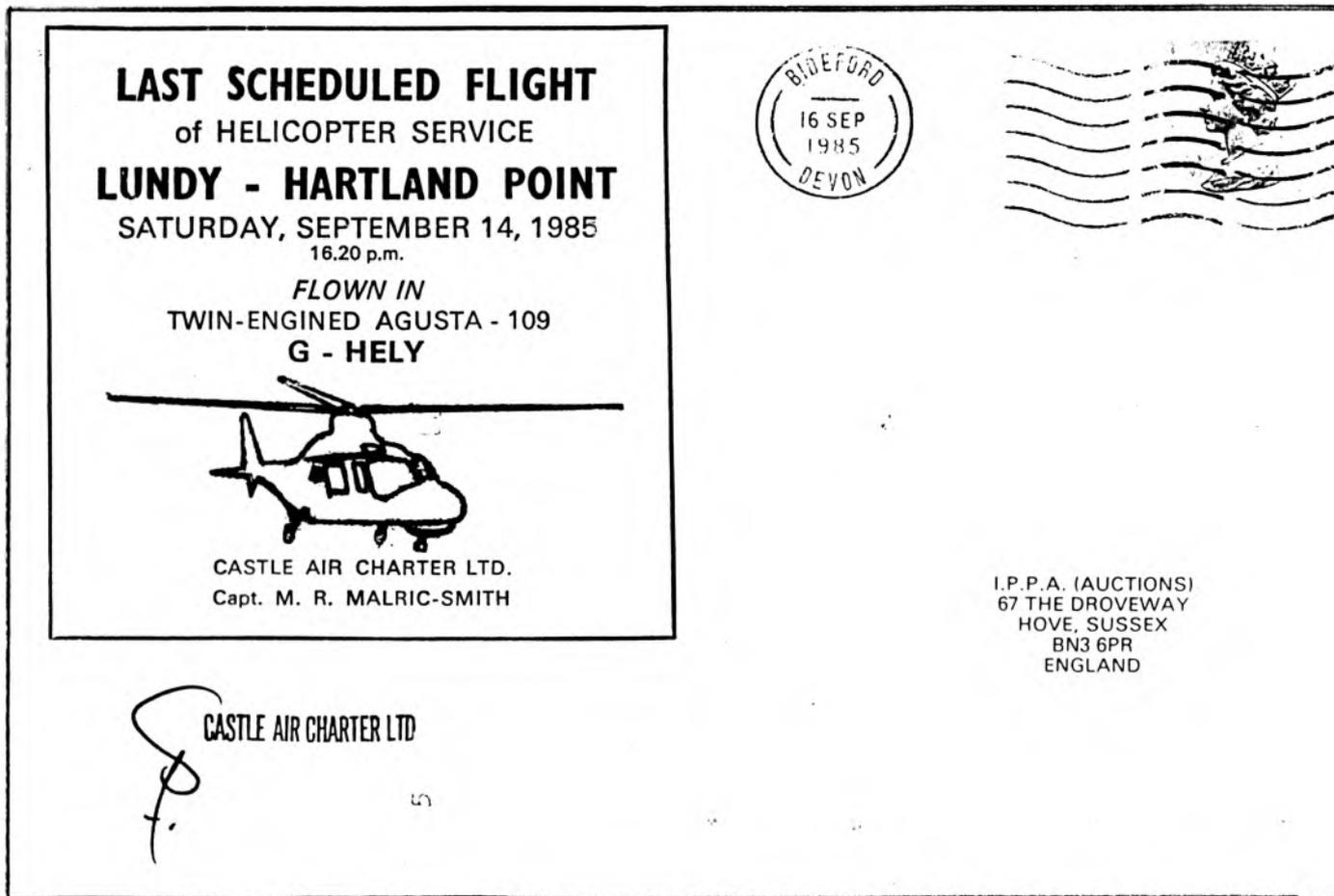


Fig 2. One of the Un-official Last Flight Covers.

Hartland to pick up the car. Prayer was my only salvation! What an appropriate time to do two things I lacked time for on my previous visit - to visit the inside of the church, and then pay homage to the late Felix Gade, Martin Coles Harman, The Rev. Hudson Heaven, and other distinguished residents of Lundy who rest in the little cemetery behind the Old Light. Whilst there, I heard the whirring of the 'chopper' - yes, the mist had lifted!

After taking back those passengers due out on earlier flights, the captain returned for his last scheduled flight, giving us all an amazing display of the aerobatic capabilities of the 'chopper' before landing (there were no passengers on board). A calm uneventful flight back to Hartland, a perfect landing, and it was all over!

The last scheduled flight of Lundy's Helicopter Service has come and gone.

