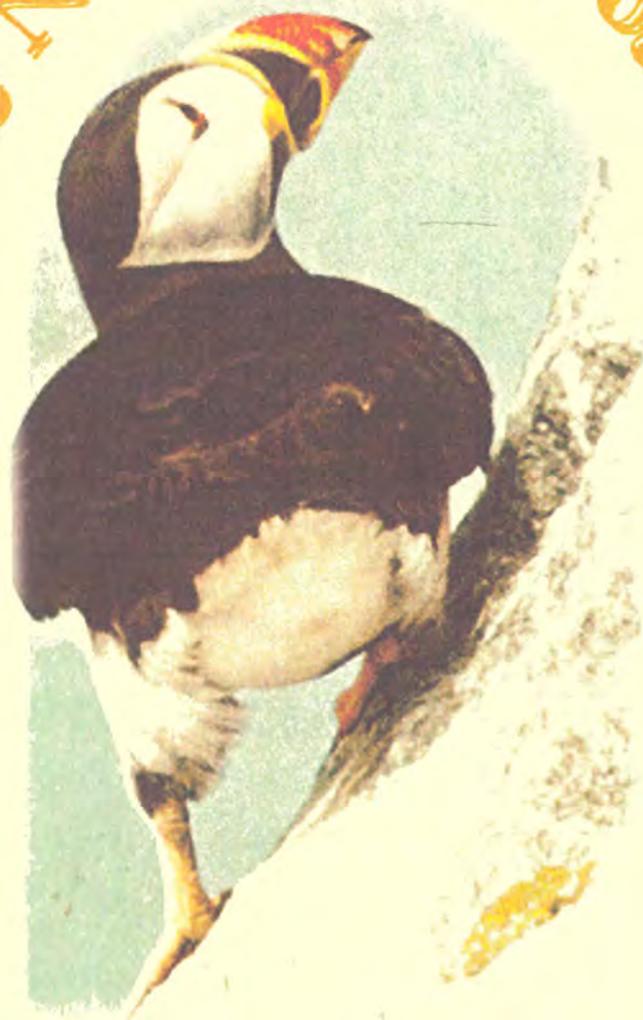


# The New Puffin Journal



**AUTUMN 2003**

Published by the Lundy Collectors Club

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# EDITORIAL

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Instead of the usual format we have adopted in the past, this Editorial concentrates on two issues which arose at our Summer Meeting in Ilfracombe, fully described by Jim under "*WEEKEND REPORT*" on pages 3 & 4. Firstly, as a result of the fine day most of us had spent on Lundy the day before the Meeting, a suggestion was put forward that we should consider holding our Autumn 2004 Meeting on Lundy Island itself. This suggestion was well received, and after a full discussion, Keith Hand volunteered to organise the accommodation and Helicopter transport to and from the Island. It has now been decided that the Meeting will take place on the Island, and the following arrangements have been made:-

Date of Meeting - Friday 5th November to Sunday 7th November 2004

Anticipated cost per person for accommodation and transport - £120

Accommodation reserved - Millcombe House, Government House, The Old House (North and South) and Square Cottage. Additional accommodation can be reserved if required.

As there will be a limit to the number of Members & Guests attending the Meeting, you are advised to reserve a place/s immediately by sending a deposit of £35.00 per person to **Keith Hand, 19, Gloucester Road, Bagshot, Surrey GU19 5LT**. Cheques should be made payable to **Lundy Collectors Club**.

The second item of importance, which met with the approbation of all present at the Meeting was the publication of a comprehensive Index of all articles which have appeared in "*THE NEW PUFFIN JOURNAL*" since its conception in 1997 to the end of 2003 (21 issues). A separate leaflet is enclosed with the Journal, giving fuller particulars and an Order Form for the Index.

We look forward to seeing as many members as possible at our Autumn 2003 Meeting in Eastleigh, Hants.

Finally, please accept my apologies for the size of this issue. The next issue and all following issues will revert back to the normal size but due to a spell of ill health and the short period of time between this year's Summer and Autumn Meetings, I have been forced to produce this slightly shortened edition.

Stanley

James

# **75<sup>TH</sup> ANNIVERSARY OF LUNDY STAMPS**

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On 1<sup>st</sup> November 2004, Lundy Private Postage will be celebrating it's 75<sup>th</sup> Anniversary, and what an achievement. The longest Private Postal Service in the world I am led to believe. It is not yet known if the Landmark Trust is going to commemorate the occasion with a new stamp issue or in any other way, but as soon as any announcement is made we will be sure to let you know.

However, to be sure that the occasion does not go uncelebrated, the Lundy Collectors Club is going to hold its Autumn 2004 Meeting on Lundy over the weekend of Friday 5<sup>th</sup> November to Sunday 7<sup>th</sup> November 2004. Club member Keith Hand volunteered to organise the whole event and started work immediately by provisionally booking the accommodation and lining-up speakers. A provisional reservation has been made on Millcombe House, Government House, Square Cottage and The Old House (North and South), additional reservations will be made if required.

Transportation to and from the island will be by helicopter from Hartland in North Devon, which is good news for those who suffer from the Oldenburg roll!

The intention is to have each morning as free time to explore Lundy and then to spend the afternoons and evenings holding displays and talks about Lundy philately as well as Lundy in general. A full detailed programme will be published in a future issue of the *Journal*.

The Club will produce a souvenir to commemorate the occasion, which will be on general sale so that those unable to attend the weekend, will be able to complete their collection.

The anticipated cost per person for 3 nights accommodation on Lundy and return helicopter transport will be approximately £120. So if you would like to attend please send your deposit of £35 per person to **Keith Hand, 19 Gloucester Road, Bagshot, Surrey, GU19 5LT** and please make your cheque payable to **Lundy Collectors Club**. Bookings will be accepted on a first come, first served basis so please reserve your place immediately to avoid disappointment.

# ***SUMMER 2003 WEEKEND REPORT***

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This year's Summer Weekend was a truly international affair with 3 of our American friends and one Dutch member in attendance.

The Weekend started on Saturday 26th July with what has become the annual visit to Lundy. In this year's group of 32 were many regular faces, which meant that the friendly banter started immediately. The weather conditions for the outward trip was described as being moderate which in layman terms meant reasonably smooth with the odd bump or two! However, we all survived pretty well and managed to enjoy our day on the island.

The Tour Guide this year was Keith Hand as Mike Thompson who recently retired from Vera Trinda's had extended this retirement to some of his Lundy duties! Keith split the day's walking into two with a sensible lunch break at the Tavern around mid-day. Not all the group of 32 joined Keith's tour but most met at the Tavern for a sociable lunch.

The weather during the morning was overcast with the odd shower, but that did not stop Keith's Tour from visiting the Castle, Bensons Cave, the Rocket Pole, Carp pond and Pig yard. During the afternoon the sun started to break through and the Tour ventured as far as the crashed Heinkel site.

The return crossing was very calm and the sun broke through completely for a balmy cruise home to Ilfracombe. The whole day was trouble free except for a slight bit of bother for one of our more senior members, Tom Craze, who found himself in trouble for using his mobile phone in the Tavern and was fined £1 by Island staff - there's always one!!

The following day, the Club held the Summer Meeting at the Landmark Theatre in Ilfracombe with an all time record attendance of just over 40. The morning was taken up with an opening bourse followed by the Club Competitions.

The optional lunch was enjoyed by approximately three-quarters of those attending the meeting and made for a relaxing break before the start of the afternoon session. The afternoon started with viewing the Auction lots and was followed by Secretary's announcements. Stanley first explained the intentions behind the thoughts of producing an Index for the first 21 issues of *The New Puffin Journal*.

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Many expressed an interest in acquiring a copy of the finished product so it was agreed to go ahead and produce the Index, which will be published during the Winter of 2003/04. The final item of Secretary's business was a discussion about holding the Autumn 2004 Meeting on Lundy. Again this was considered by the majority as being a good idea and worth progressing. It was made clear that to be successful, the meeting could only cater for a maximum of about 2 dozen and that places would only be accepted on a first come, first served basis. As Autumn Meeting attendance numbers rarely exceed 15, it was considered that it would not pose a problem.

Due to the extra time spent discussing the items covered under Secretary's business, the Auction started slightly later than advertised at 3.25pm. Business was good with several items exceeding their estimates - a full Auction Report is shown on page 8.

After the Auction, the Bourse, which had been going all day finally closed and with no other business the Meeting closed at 4.45pm.



*There must be something interesting in that hole! (Photo James Thomas)*

# LETTERS TO THE EDITOR

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Regarding Bob Harper's article on page 15 of the Summer 2003 issue of *The New Puffin Journal*: Here we go again with conjecture that the 1930 6p stamp was also printed in blue! People just want to believe this fiction! I believe that stamp was never printed in blue and all that exist are simply colour changelings. You may argue that it might have been done as an error of colour with the ink of the 1p stamp, but how could you prove that when the colour changeling blue brought about by exposure to sunlight matches the blue of the 1p stamp?

On pages 9 and 10 are my rebuttal arguments to the alleged blue printing. In defence to my quasi-authoritative statements in my article, there are/were "experts" who do not/did not agree with me. The late George Ulrich Jr. was convinced that some copies of this stamp were printed in blue, but could never offer me any proof other than "I have one in my collection that is in a blue colour similar to the 1p rather than in the blue-turquoise of a chemical changeling." My responses to George were (same as in the article): "Try exposing some of your mauves to sunlight!" and "Why are your plate proofs of the 6p printed in mauve rather than in blue?!" Michael Bale, too, is sceptical of my "all are colour changelings" argument! Who's going to authenticate a 6p in blue as actually printed in blue? I doubt that you could obtain an Expert Certificate from The Royal or APS/APEX that would state something other than "colour changeling" and I sure would never issue one indicating the stamp originated as blue!

However, if you are convinced by my arguments and would like to own an unmounted mint example of a 1930 blue 6p definitive with an accompanying Expert Certificate (attesting that the blue colour resulted from exposure to sunlight), I will provide both the stamp and certificate (post paid) for £5 (currency only, please no cheques in Sterling).

Roger Cichorz,  
3925 Longwood Avenue,  
Boulder, Colorado, 80305-7233,  
USA

# LETTERS TO THE EDITOR

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## *Additional Information on Previously Published Article and Query*

Jim Mullet's article titled "Lundy And Atlantic Coast Airlines" on Page 8 of the Summer 2002 issue mentioned that the first news of a L.A.C.A.L. stamp shortage occurred on 7th March 1939 when L. Pitman was refused his order for a supply of 50 ½d stamps (presumably N18). Jim surmised that this "lack of stamps situation came to a head on about 19th or 20th February 1939 when Mr. Gade the island agent had no recourse but to endorse the mail manuscript 'AIR FEE PAID'." I hoped to find a cover in my collection with this endorsement, particularly after Jim stated, "So far only two pieces of mail are thought to have survived with this very rare endorsement." Alas, I do not have one of these; however, I have three covers serviced during this period franked with N18, which causes me to wonder if some of the ½d stamps were in fact still available on Lundy during this period.

The information on my covers is as follows: (1) an outward plain postcard typewritten dated "February 24th 1939" from Mr. Gade to Oxford, franked with N18(a) (the rare "Attantic" overprint error) cancelled type Db and Lundy ½p first definitive postmarked type Fa 24 FEB 1939, (2) an outward plain envelope with typewritten "BY AIR MAIL" cachet to Sweden, franked with N18 cancelled type Db and Lundy ½p first definitive postmarked type Fa 25 FEB 1939, and (3) an inward plain envelope from Peterborough, Northants. postmarked 13th March 1939, franked with N18 cancelled type Db and Lundy ½p first definitive postmarked type Fa 18 MAR 1939. These covers do not necessarily prove Mr. Gade still had some copies of N18 available on Lundy during this period before the 31st March 1939 issuance of the ½d red (N19) because a number of these stamps (N18) still may have been available at the L.A.C.A.L. Office and, upon receipt of these covers, the stamps could have been affixed and cancelled there instead of by Mr. Gade on Lundy.

Jim Mullet's "Letter to the Editor" titled "Tramtickets Issued on 1st April 1935" on Page 6 of the Spring 2003 issue stated, "It would be interesting to know how many (*Tramticket*) stamps and covers were actually used in April and to try to find out the earliest recorded date of use since there are no FDCs of this issue." Editor James Thomas replied that he will (eventually) start a survey on this issue. I want to point out that such a compilation of tramtickets already exists, *The Tramticket Register* (started by Barry Chinchin, continued by the late Ian Wilkinson, and now in Michael Bale's possession). So, one can query the entries of this important census as a great starting point! Michael Bale continually updates *The Tramticket Register* and provides *TNPJ* with summary listings, the latest of which appeared on Pages 11 and 12 of the Autumn 2002 issue.

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Whenever the owners of items provided the tramtickets' dates of use (i.e., the dates in the postmarks of used stamps and stamps used on cover), the *Register* includes these.

From a copy of the *Register* Michael Bale provided me several years ago, I have determined that only two tramtickets have been recorded as used during the first two months of their existence, so legitimate April and May 1935 usage must be very rare indeed. These two "earliest use" tramtickets are #01653 ½d roll 4 used stamp postmarked April 7, 1935 and #01101 ½d roll 3 on an outward cover dated May 9, 1935. June and July 1935 uses became more prevalent, but there are still relatively few recorded examples compared to August and September uses, which occurred when Pitman, Phillips, and Boyd started producing "philatelic" Tramticket covers. For the record, *The Tramticket Register* included only 2149 entries through March 31, 2002, which represents only 17.8% of the theoretical number of Tramtickets printed or 18.6% of the number printed if it is assumed 3d Roll 3 (of which there are no recorded examples) does not exist. Still, any survey that includes 18% of any theoretical printing of a 68-year-old stamp is a remarkable census. Additionally, many of the used known-number Tramtickets recorded in the *Register* lack dates of use and other pertinent information, so there is room for improvement. As I stated, this is a good starting point, not a definitive answer to Jim's question, and if *TNPJ* Editor is willing to take on this task and seek additional information, more power to him and more eventual knowledge to all serious Lundy collectors and postal historians!

**Roger S. Cichorz**

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## ***THE LUNDY PACKET***

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The Lundy packet was re-introduced in 1997 when Tom Baker volunteered to organise and circulate the material. However, since those early days, Tom has moved house, so if you would like to be placed on the circulation list please write to Tom Baker, 17 Bridge Plats Way, Bideford, Devon, EX39 3PY.

Please state whether you are interested in receiving general and basic material or advanced and scarcer material.

# ***AUCTION REPORT***

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The 19<sup>th</sup> of our Club Auctions took place at our Summer Convention at the Landmark Theatre, Ilfracombe on Sunday 27<sup>th</sup> July 2003. The usual Auction crew (Mike, Julie and Stan) were in attendance, and it commenced at 3.25pm and the resulting 'highlights' of the sale were as follows:-

<u>Stamps</u>	<u>£</u>
1935 "Tramticket" ½d value, Roll 10-N8. MM	16
1935 "Tramticket" 1d value Roll 1-N9 UM	22
1935 "Tramticket" 3d value Roll 5 N10 UM	19
1938 LACAL overprinted ½d violet, used with Db cancel	14.50
1940 Red Cross 6 Puffin N34 LMM	43
1940 Red Cross 9 Puffin N35 MM	38
1942 V+Plane set of 8 N37-44 MM	40
1943 1X Anniversary set of 6 N47-54 LMM and MM	60
1943 Wright Brothers set of 12 N57-68 MM	70
1951 Flying Birds ½p value N70 Imprint block of 24 with margins	30
1951/3 BY AIR wide setting in red set of 3 N69B-71B UM	34
1951/3 BY AIR wide setting in red ½p N69A Marginal block of 4 UM	34
1951/3 BY AIR wide setting in red 1p N70A Marginal block of 4 UM	36
1954 Silver Jubilee Airmail Defs. Set of 6 Imperf proofs UM marginal pairs	21
1972 Trinity House Lighthouse set of 5 N178-182 UM	18
1972 Trinity House Lighthouse set of 5 N178-182 MM	14
1988 First Stamp Booklet £1.26 N B246	23
1989 RSPB Sheelet of 24+label on white gummed paper overprinted PROOF	32
<u>Postal History</u>	
1935 Cover to Devon with 1929 ½p and uncanceled ½d "Tramticket" on rear	38
1938 Cover to USA with LACAL ½d N17 cancelled by "LACAL AIR POST" handstamp (Da)	40
1939 Cover addressed to M.C. Harman. 1929 ½p with "Lundy Lights" cancel	17
1942 Registered 5½d envelope to Stourbridge with Lundy ½p N1 with ink cancel V. rare	97
1953 Illustrated Coronation cover with wrong colour o/p on ½p, 1p, 2p & 4p	70
<u>Postcards</u>	
"HMS Montague ashore at Lundy, 1906" – published by Bolam Photo	20
<u>Lundy Crested China</u>	
Model of Antique Jug with handles, made by A&G of Stoke on Trent – Arcadian China 122	68

# ***THE 1930 SIX-PUFFIN BLUE: NO ENIGMA, SIMPLY A COLOUR CHANGELING***

By Roger Cichorz

---

I am convinced that there was never a blue-ink printing of the 6-puffin first definitive. In fact, all blue examples are colour changelings brought about by exposure to sunlight or other sources of ultraviolet radiation. The stamp's resultant blue colour can be a true blue very near to the blue colour of the 1-puffin first definitive. Of course, blue colour changelings can be partially reddish (with not quite enough exposure to sunlight) to a lighter or faded blue (with too much exposure to sunlight). The dyestuff used to print the 6p first definitive in mauve has at least two colour components (red and blue). The red component is subject to bleaching (hence disappearance) in sunlight, while the blue dyestuff component remains relatively unaltered.



*An example of a colour changeling showing blue down the left hand side and mauve on the right hand side of the stamp.*

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Colour changelings of the 6-puffin first definitive brought about by adulteration due to chemical exposure are another matter. As Barry Chinchin pointed out, these are a turquoise-blue colour, completely unlike the blue colour brought about by exposure to sunlight. Immersion in detergent is not necessary to produce the turquoise-blue changeling. A careful misting of the surface of the stamp with a commercial water-base detergent or household cleaner that contains non-ionic surfactants (such as "Formula 409 All - Purpose Cleaner") (*I think that this must be an American product* - Ed.) will result in a mint, original gum example of the turquoise-blue changeling if one is careful at not exposing the gum side to the detergent.

The existence of an initial blue printing by Bradbury Wilkinson and Co. is folklore perpetuated by Charles Thornley and John D. Stanard, both of whom had something to gain by this story (as they possessed blue examples of the 6-puffin stamp). My principal arguments against an initial blue printing are:

- 1) Felix Gade's contention that no blue 6p stamps were delivered to and available on Lundy,
- 2) Violet to mauve stamps of many countries (e.g., R.S.A.) are subject to result in blue changelings (these are well documented in the philatelic literature) and
- 3) The first definitive plate proofs in issued colours on ungummed, thinnish buff paper (*ex-Stanard, ex-Ulrich* and now in the *Bale Collection*) all have the identical colours as the issued stamps and the 6-puffin is printed in mauve!

If the so called "first printing of the 6-puffin stamps were done in blue, why isn't the colour proof of the 6p definitive (which presumably was printed before the stamps were and was a final determinate of the issue colour) printed in blue rather than in mauve?! Furthermore, if you believe the folklore that Bradbury initially printed some sheets of the 6p stamp in blue (either by design or in error), these stamps would be indistinguishable from the colour changelings brought about by exposure to sunlight.

Additionally, some WWII overprints exist on blue 6p stamps. These too are colour changelings brought about by exposure to sunlight. The 6p stamps used for the 1953 "Coronation overprint issue are from a different (posthumous) printing, not the 1930 printing. These "mauve" stamps were printed using a completely different dyestuff formulation and do not result in colour changes to blue or turquoise-blue when subjected to sunlight or chemicals.

# BOOK SHELF

By Roger Allen.

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**THE LUNDY SPECIALIST.** By D. Green J.P.S. of 37, Bulwer Road, Clarendon Park, Leicester

In a recent auction, I acquired a copy of a 'Priced Catalogue of Lundy Stamps' produced by Mr. D. Green at the above address. The list consists of only four A5 sides. It must have been produced in 1943, as the last stamp he offers is the Wright Brothers 40<sup>th</sup> Anniversary overprints of 1<sup>st</sup> November 1943. His numbered list goes up to 43 stamps, whereas in the Newman catalogue number 68 is reached at this point. As however, he does not include in his list any of the 'Tramtickets' or other ACAS or LACAL air stamps, nor does he include the Red Cross overprints, the reconciliation with his numbers more or less works out. He states that the LACAL stamps may be had on application, so it appears that he did stock them but did not consider them to be real Lundy stamps.

Green's catalogue was originally illustrated with just the first two Lundy stamps, the ½ puffin and the 1 puffin. The highest price he asks for an individual stamp is 1/6d, although most are priced at just a few pence, and the highest he asks for a complete set is 8/-. His used prices are marginally more than his mint prices.

He refuses to include the wartime Red Cross overprints because he states "Lundy Postage Stamps overprinted with a red cross and the words 'Red Cross Surtax' were not available for postal use and I therefore do not list them". This is an interesting viewpoint with perhaps some truth to it. He describes the Tighearna sheets of 1<sup>st</sup> February 1942 in his listing, but he does not give them catalogue numbers. He describes Tighearna as the 'first known Chieftain of Lundy'.

In his short introduction to his catalogue Green uses some quaint language. 'Since 1929 there has been no British Post Office on Lundy, and the following stamps (as per his catalogue) have been issued by the owner of the island, Mr M.C. Harman, to pay a fee on every postal packet sent by steamer from Lundy to the mainland. Currency. In 1929 Mr. Harman issued two coins, ½ puffin and 1 puffin, but these were in circulation for only about a year, and British currency is now used, although the stamps are still inscribed in Puffin currency'.

Mr. Green is not mentioned in Mr. Gade's Memoirs nor, as I know, in any other Lundy literature. If any reader has come across his name, perhaps he could add something to these notes.

## **1996 LUNDY FIELD SOCIETY 50<sup>TH</sup> ANNIVERSARY ISSUE**

The 1996 Lundy Field Society Anniversary set was issued on 8<sup>th</sup> June 1996. The set comprised of just two stamps, a 24 Puffin stamp depicting Lundy's Marine Nature Reserve and a 30 Puffin stamp showing a photograph of a Razorbill. Twenty thousand copies of each stamp were printed by the now defunct security printers, House of Questa and the island produced a First Day Cover and a Souvenir pack. All of this information has been catalogued and can be found in "Stamps of Lundy Island" by Puffin Stamps.



The stamp designs were organised by Dr. John Schofield of the Lundy Field Society and Norman Hunter who at that time was the Island Administrator. Once the designs were approved, initial proofs were printed and presented by the House of Questa in an orange coloured proof folder for comments by John and Norman. They were both pleased with the initial printing and had only one comment to make. In a letter from Norman Hunter dated 9<sup>th</sup> April 1996, he wrote "I am enclosing for your information a set of proofs from the House of Questa. You must bear in mind that these are not the final version. I am happy with the razorbill but the other one leaves something to be desired. I have therefore asked the printers to make it lighter and more in keeping with your photograph." He then went on to say "There should be no problems in meeting the issue date which will be the 8<sup>th</sup> June." As we now know, this date was achieved.

A copy of the proof card and stamps referred to in Norman's letter is shown on pages 15 and 16 and although it is not that clear from my printing, a slight colour difference can be seen when the production stamp is put alongside the actual proof.

## COMMENTS



The House of Questa Limited  
The House of Questa Limited

*The inside of the House of Questa initial proof card with two  
Insert – Front outer cover of*



*Two pairs of imperforate stamps before the final colour approval.  
House of Questa proof card.*

## 1969 LUNDY APPEAL CENSUS – FINAL RESULTS

In the Summer 2001 issue of *The New Puffin Journal*, I asked all members to help me solve the mystery over the exact number of 1969 Appeal Receipt Cards produced. As you may remember for years we have been led to believe that 750 cards were originally produced, however, later documentation has suggested that this figure could be much less, in fact as low as 300. The intention of the census is not to find every card in existence but an attempt to prove or disprove some of the information we have at hand. Although, originally set up as a numerical record of the cards in existence, certain interesting details and facts have come to light and this additional information has been included in the schedule. Some of the additional information you might already know and some you might not. However, for the first time all the variations known to us to date has been listed in table form for you to use as a reference.

<b>Lundy Date</b>	<b>Postmark</b>	<b>Addressed or Not</b>	<b>Destination, Collectors Surname and Additional Information</b>
29 <sup>th</sup> September 1969		Addressed	Bideford, UK – ‘First Day of Use’. Ilfracombe postmark 30 <sup>th</sup> September 1969. Type ‘R’ Blue Cancel. Mullett Collection.
29 <sup>th</sup> September 1969		Addressed	Bideford, UK – ‘First Day of Use’. Ilfracombe postmark 30 <sup>th</sup> September 1969. Type ‘R’ Blue Cancel. Mullett Collection.
29 <sup>th</sup> September 1969		Addressed	Barnstaple, UK – ‘First Day of Use’. Type ‘R’ Blue Cancel. Mullett Collection.
29 <sup>th</sup> September 1969		Addressed	Bideford, UK – ‘First Day of Use’. Donald Collection.
29 <sup>th</sup> September 1969		Addressed	Addressed to John Dyke, Barnstaple, UK – Fabian Collection. Type ‘R’ Blue Cancel.
29 <sup>th</sup> September 1969		Addressed	Launceston, UK – ‘First Day of Use’. Blue Cancel. Addressed by visitor. Caron Collection.
29 <sup>th</sup> September 1969		Officially Addressed	Swansea, UK – ‘First Day of Use’. Type ‘R’ Cancel. Sold by Jon Aitchison.
30 <sup>th</sup> September 1969		Officially Addressed	Kingsbridge, UK. Sold through Bale Auction.
30 <sup>th</sup> September 1969		Officially Addressed	Barnstaple, UK. Sold through Bale Auction.
30 <sup>th</sup> September 1969		Addressed	Barnstaple, UK – Addressed by visitor. Type ‘R’ Cancel. Sold through Bale Auction.

<b>Lundy Date</b>	<b>Postmark</b>	<b>Addressed or Not</b>	<b>Destination, Collectors Surname and Additional Information</b>
11 <sup>th</sup> October 1969		Addressed	Bideford, UK – Blue ink cancel. Thompson Collection
12 <sup>th</sup> October 1969 (GB Postmark)		Officially Addressed	Plymouth, UK – Sundrum Collection.
15 <sup>th</sup> October 1969		Officially Addressed	London, UK – Bideford postmark 16 <sup>th</sup> October 1969. Lewin Collection.
15 <sup>th</sup> October 1969		Addressed	Reigate, UK – Green cancel Bideford postmark 16 <sup>th</sup> October 1969. Mullett Collection.
16 <sup>th</sup> October 1969		Addressed	Paignton, UK – May Collection.
16 <sup>th</sup> October 1969		Officially Addressed	Only half of card remaining – Type ‘R’ Cancel. Sold through Bale Auction.
28 <sup>th</sup> October 1969		Addressed	Bideford, UK – Bideford postmark 29 <sup>th</sup> October 1969. Type ‘R’ Green cancel. Mullett Collection.
27 <sup>th</sup> November 1969		Officially Addressed	Torquay, UK – Type ‘S’ Green cancel. Thomas Collection.
27 <sup>th</sup> November 1969		Addressed	Instow, UK – Green cancel. Bentley Collection
27 <sup>th</sup> November 1969		Officially Addressed	Plymouth, UK – Type ‘S’ Green cancel. Liwendahl Collection.
? November 1969		Addressed	Margate, UK – Bideford postmark 28 <sup>th</sup> November 1969. Clements Collection.
30 <sup>th</sup> January 1970		Addressed	Saltash, UK – Swansea postmark. Type ‘S’ Cancel. Addressed by visitor. Sold through Bale Auction.
5 <sup>th</sup> May 1970		Addressed	South Ozone Park, USA. Type ‘S’ Cancel. Horner Collection
? May 1970		Addressed	Franklin Lakes, USA. Ilfracombe postmark 6 <sup>th</sup> May 1970. Addressed by visitor. Sold through Bale Auction.
24 <sup>th</sup> June 1970		Addressed	Royston, UK – Ilfracombe postmark 24 <sup>th</sup> June 1970. Type ‘R’ Cancel. Addressed by visitor.
None		Unaddressed	G J Buckner hand written. Sold through Bale Auction.
None		Unaddressed	Only half of card remaining – cannot read name on card. Sold through Bale Auction

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The final result records 27 whole or part Appeal Cards still in existence with our Club members although I am sure that some members still haven't sent in the details of their collection. Most of the cards were sent out to non-philatelists and were probably thrown away once the island was sold to the National Trust. Some are probably in existence, in the back of a drawer or being used as a bookmark and these sometimes come onto the market through house clearance sales and the vendor usually has no idea of their true value

From the details that I have gathered, I cannot prove or disprove the exact number of cards originally issued. However, the results have confirmed several facts.

- 1 The First Day of Issue was 29<sup>th</sup> September 1969.
- 2 Both addressed and unaddressed cards exist.
- 3 Two different types of Lundy cancel was used (type R and type S). Type 'S' was introduced very late October 1969 or early November 1969.
- 4 Blue cancel ink was used until early October 1969 and green cancel ink followed from then
- 5 Type 'R' and Type 'S' cancels can be found in green ink. The ink was changed to green before the cancel was changed to Type 'S'. The blue ink was only used with the Type 'R' cancel.
- 6 The handwriting on the officially addressed and posted cards are as that shown in the example printed on page 17 of the Autumn 2000 issue of *The New Puffin Journal*. Cards with other handwriting styles were probably sold to visitors on the island and addressed by them personally.
- 7 There is no record of the Appeal stamp being used on mail other than the Receipt Card

I am closing this census for the time being with the details shown in the schedule. I know that it hasn't recorded every Card in existence, and I doubt that this will ever be achieved, however, I consider that it is a start and can form a good skeleton for future surveys to build on.

Finally, I would like to thank everyone who has helped especially Roger Cichorz for handing over the notes and information that he had gathered with the intention of publishing in a future issue of the LCCPQ

# ***THE SEARCH FOR THE TRAWLER T.H.E.***

By The Shipping Correspondent Tom Baker

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## **Introduction**

Over the last thirty years I have heard mention of a trawler which supplied Lundy during the war years; on asking many Lundy connected people not much information was known about this Brixham trawler. So I thought it was time this Lundy supply boat took its place in Lundy's maritime history.

The three boats, which were linked with supplying Lundy during the war years, are the Lerina, Anna-Vesta and the T.H.E. Most Lundy collectors know about the Lerina but not the Anna-Vesta and the T.H.E. The Anna-Vesta will be my next maritime project.

## **Morphology of the T.H.E**

Robert Jackman built the T.H.E. at Galmpton near Brixham up the river Dart.

There were two basic sizes, the smaller type were generally around 70 feet long on deck and were known as "Mules" or "Mumble bees". The really big smacks often ran up to 78 feet, representing a considerable increase in tonnage.

The T.H.E. was of "mule" class and had a port mark of BM 275. She was built in 1907 for Thomas Harris, a Brixham fisherman who named her T.H.E. after his wife and daughters; Teresa, Henrietta and Elizabeth.

The official number was 125109, which was registered in 1907.

Length 61.5 feet  
Beam 17.1 feet  
Depth 7.4 feet

Although normally black in colour she was painted grey and the letters T.H.E were red with the rear end in blue. The hull form was typical for a Westcountry working vessel of the day. The bow was long, fine and not too deep. The straight keel raked deeper as it approached the stern post, giving a draught at the helm of 9-10 feet.

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The stern was a buoyant counter and the sheerline was pronounced. Setting up a "span" frame at every third or fourth station formed the hull shape. A ribband was sprung around these and the intermediate frame fitted to it. The keelson was through bolted at all possible stations. Framing took one shipwright and two apprentices about a month. The beam shelf was of heavy oak with stanchions bolted through both it and the hull planking before being mortised through the covering board. This method of attachment gave massive strength to the bulwarks, which had to stand the toughest treatment as nets, and beam were shot and hauled. Topside planking was generally 2.5 inches of oak, there were three planks of 3.5 inches of elm at the bilge, while the bottom planking was 2 inches of elm. The preferred timber for the masts was pitch pine, though Oregon pine was sometimes used for other spars.

Boats were launched with flowers in the bows and sent down the ways with a bottle of port wine or fine Devon cider.

### **Performance**

Of all the fishing craft from the days of "Wooden ships and iron men" the trawlers was probably the most charismatic. Brixham boats became living legends for their grace and seakeeping ability and could reach 12 knots or more in ideal conditions, the harder the wind blew the better they went, until the seas became impossible.

Sail area approximately 2500 square feet.

Foremost height 22 feet 9 inches.

Mizzenmast height 48 feet.

The T.H.E. was a fishing trawler until 1937 at Brixham and then sold to Jack Pile of Bideford. Jack Pile owned the "Deara" and needed a larger vessel to serve his haulage and fishing needs in the Bideford and Barnstaple "Taw and Torridge" estuaries.

The Second World War started on 3<sup>rd</sup> September 1939 and in September 1940, Jack Pile with the T.H.E. was commandeered into the Royal Navy. Also commandeered were Bill Babcock of the Anna-Vesta and Fred Dark and Fred Johns of the Lerina. Several fishermen and boatmen from Appledore were sent to Davenport Barracks to be fitted out with naval uniforms but were given no training and were sent back to the newly formed HMS Appledore (Auxiliary Patrol Service). The band of sailors became known as "Admiral Franklin's Appledore Navy".

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It is important to understand that Admiral Franklin controlled all movements in and around the bay including trips to Lundy. Special permission had to be given for each and every trip made by a "Permit for Sailing and Rowing Boats in Tidal Waters".

The T.H.E. carried-out trips to Lundy – not holidaymakers – but carrying personnel and equipment for the signal station (Old Light) that the Navy established on the Island. She, the Lerina and Anna-Vesta also carried-out 48 hour patrols in the Bristol Channel with just 24 hours off between patrols.

The T.H.E. had an engine fitted in 1940 but it is unknown what size it was or how much power it had.

Regular patrols and supply trips to Lundy went on through the Winter of 1940-41 and one of the first casualties was Capt. Fred Dark who died during this Winter. Apart from the patrols, they were expected to keep a lookout for stray mines and sink them with rifle fire. At this time Richard Cann joined Jack Pile on the T.H.E. and served on the ship for the remainder of the War.

During the War the staff on Lundy were Felix Gade, his wife Rene and daughter Mary; two farm workers William Rosam and R. Wootten with occasional visits by Ms. Watt-Smyrk.

The levy for the T.H.E. to Jack Pile was £200 per month, which remained unchanged until 1946 when the boats were returned. The Lerina was purchased by the Royal Navy for £2000 and was sold back for £400 in very poor state due to the heavy work that she was employed on – laying a pipeline/cable to South Wales as part of the P.L.U.T.O. project (Pipe Line Under The Ocean).

The T.H.E. now lies to final rest on the East Side of the river Torridge by an old quay, up stream of the new Torridge Bridge. Not much remains of her now but she did her bit for Thomas Harris, Jack Pile, the Second World War and Lundy.

Sources and thanks.

Appledore Maritime Museum, Pat Wiggett.

Brixham Museum.

V.C. Boyles archives.

Fred Johns' family history

Maritime magazine no 1.

Photo on Torridge, Tom Walters.



*The T.H.E. in its heyday.*



*The sad remains of the T.H.E. nowadays.*

## Permit for Sailing and Rowing Boat in Tidal Waters

BOAT Name, No. or Description GOLSTON 16 ft. White

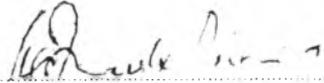
OWNER: Name A. E. NOPT

Address River View Hill, Fremington

### DEFENCE REGULATIONS, NAVIGATION ORDER No. 9, 1941.

The Holder is hereby permitted to navigate his boat in the tidal waters of the Taw and Torridge Rivers inside Bideford Bar under the following conditions:

1. That no boat is to be under way between half an hour after sunset and half an hour before sunrise.
2. That landing and embarkation does not take place between the following points:
  - (a) 400 yards either side of Instow cricket ground
  - (b) The shore at the Western end of the houses in Irsha Street, West Apple-dore, to the Western side of the lifeboat slip.
3. This permit is to be carried by the person in charge of the boat when under way.
4. Cameras, wireless and radio transmitters may not be carried. Sketching is prohibited.
5. The letter and number of this permit is to be clearly painted on each side of the bow of the boat, and maintained legible at 50 yards.
6. Your attention is drawn to the endorsements on the back of this permit.
7. Any infringement of the above restrictions will entail the immediate and permanent cancellation of the permit.
8. The Admiralty accepts no responsibility for the safety of boat or occupants.



Naval Officer-in-Charge.

Appledore.

Date 20.2.43

*Sailing Permit for the area of the Bristol Channel around Lundy*

# JOHN DYKE AND THE NATIONAL TRUST

By Roger Allen

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All Lundy collectors are well aware of the longstanding and profound connection between John Dyke and the National Trust. He worked with them as their principle artist for the South West and lived in National Trust property in Cornwall for many years. He was particularly fond of Boscastle and Tintagel and a recent visit to those villages produced quite a little collection of John Dyke memorabilia.

The National Trust has produced over the years a series of booklets under the 'Coast of Cornwall' series. There have been 22 booklets in the series and John was responsible for the illustrations in at least nine of them. Starting at Morwenstow on the North Cornish coast, they continued describing and illustrating the National Trust coast properties right down to the tip of the peninsular and then round on the south back to Devon. A5 in size and with an average of 12 pages, each one has a half page drawing on the front cover by John and about ten other drawings, tiny sketches and maps inside. Currently available in National Trust shops are the booklets described below. They are priced 80p each.

Number 1 in the series. Bude to Morwenstow. 12 pages with 18 drawings and maps by John, including the front page illustration of St. John's Well, Morwenstow. Inside there is a spectacular drawing of Houndapit Cliffs just two miles from Kilkhampton.

Number 2. Crackington Haven. 8 pages with 10 drawings and maps by John, including the front cover drawing of the Northern Door, a natural arch on the seashore just below Crackington Haven. The best illustration inside is his drawing of the isolated St. Genny's church.

Number 3. Boscastle. 12 pages with 17 illustrations and maps by John, including a very evocative front cover drawing of the narrow entrance to Boscastle Harbour. Inside, his drawing of the houses called Smugglers and Tinkers is very reminiscent of his famous drawing of the Old Post Office, Tintagel.

Number 4. Tintagel. 12 pages with 17 drawings and maps by John, including the picture, on page 11, of the parish church of Tintagel standing apart from the village and dedicated to the obscure Cornish saint Materiana. This is not a line drawing but a reproduction in black and white of a watercolour. Strangely, his drawing of the Old Post Office is not included.

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Number 6. Trevoze to Watergate Bay including Bedruthan Steps. 8 pages with 14 drawings and sketches by John including a fine drawing of the huge rocks on the beach at Bedruthan. One of these rocks is called Queen Bess Rock and inside the booklet John shows what it looked like in the 19<sup>th</sup> Century, when it resembled the head of Queen Elizabeth I with ruff, farthingale and all.



Number 16. The Helford River. 12 pages in length containing seven drawings and maps by John. The front cover drawing of a heron and the Helford River is a fine example of John's ability with trees and water.

Number 18/19. The Roseland and St. Anthony Head. 16 pages with 12 drawings and sketches by John. The front cover drawing of Porthbeor Beach by Bohortha near St. Mawes, with a stone stile in the foreground, is a masterpiece.

Number 22. East Cornwall, Lantic Bay to Sharrow Point. This includes the last sketch of the South Cornish coast up to the border with Devon. It contains 12 pages with 8 maps and sketches by John. The principal drawing of this booklet is on the front cover and shows Lantivet Bay near Lansallos, due West of Polperro.

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Much earlier than these booklets, in about 1972, John had designed four National Trust souvenir stamps. They had pence denominations, though they were not used for postage in any way, and the designs are as follows:- 1p black and green, with the design of the National Trust oak leaves logo. 3p black and violet, with a portrait of Octavia Hill, the founder of the National Trust. 5p black and brown, containing his famous line drawing of the Old Post Office, Tintagel. 10p black and blue, with a drawing of Barras Nose at the entrance of Tintagel Harbour. These labels have not been available at National Trust shops for many years and are now not easy to obtain.

Throughout the National Trust properties in Devon and Cornwall, one can find examples of John's work; on entrance tickets, maps of the property and brochures, etc. The old Post Office in Tintagel, which is of course a National Trust property, uses a John Dyke illustrated envelope for special covers and other purposes. This envelope has the same incredible detailed line drawing of The Old Post Office as the above mentioned 1972 souvenir label and is illustrated on page 24 as an outstanding example of John's art.



*John Dyke at the Lundy Collectors Club 1998 Summer Meeting giving a display of his art work.*

*(Photo James Thomas)*

# LUNDY ARCHIVE

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*Recently I acquired a most interesting book titled 'The Coasts of Devon and Lundy Island' by John Lloyd Warden Page which was published in 1895. As a Devonian, it has been fascinating reading about life in my part of the country at the end of the 19<sup>th</sup> century – about the time my grandparents were born. It also records life on Lundy at that time so I have decided to do a series of extracts for publication in the next few issues of this Journal.*

## FOG

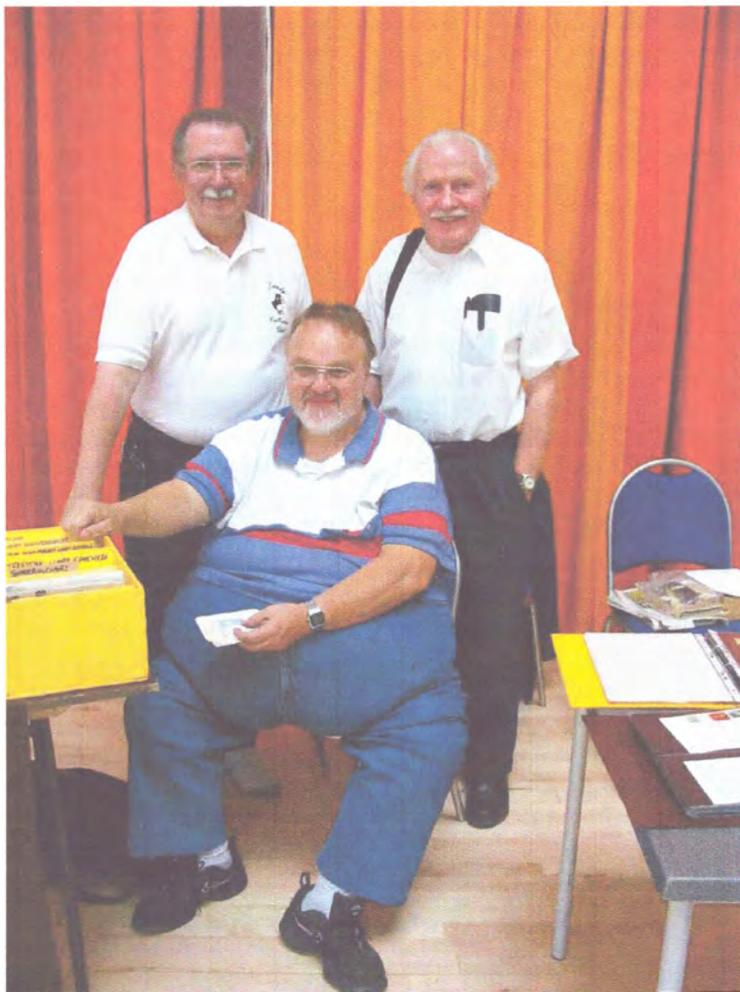
“The islanders – by the way, they only muster about three score, all told – claim for the climate of Lundy a superiority over that of the mainland, whether of England or Wales. It is cooler, say they, in Summer, and warmer in Winter, while there is less rain. This claim is borne out by the register formerly kept by Mr. Heaven, the proprietor of the island, which shows that the temperature is from seven to twelve degrees lower in Summer and higher in Winter than on the coasts adjacent. With regard to the rainfall, it has been observed that occasionally Lundy appears to divert the course of the clouds, which divide to right and left, pouring their contents upon the coast to north and south, leaving the island clear.

But fogs are very prevalent. They do not so much envelope the whole island as lie upon part in reefs or layers. I have gone out early in the morning to find the lighthouse quite invisible, together with the whole of the surface, while half-way down the hill to the landing place the atmosphere has been perfectly clear, and the entire coast line visible as far as the eye can reach. This phenomenon is probably due to the same cause as that which diverts the rain clouds – namely, the position of the island across the mouth of the Channel, which would create a draught, and keep the lower part free from vapour.

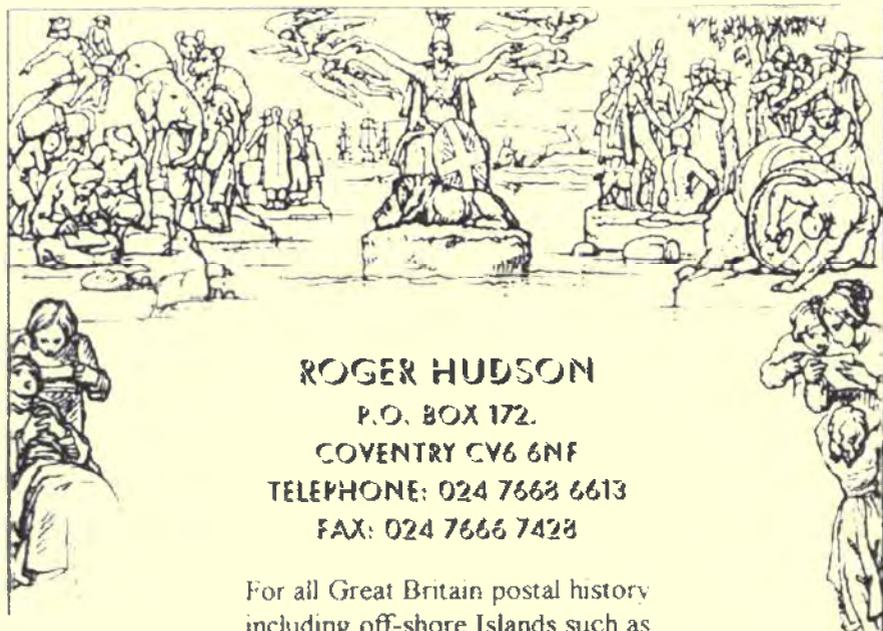
This prevalence of fog on the heights has, of course, the effect of obscuring the lantern of the lighthouse, which stands on or near to the highest point of the island. Indeed, it is, to a great extent, useless. The Trinity Board have accordingly – after a rather long experience of seventy-six years – decided to discontinue the light in its present position, and to erect in its stead two other lighthouses at a lower elevation – one at the north, the other at the south end of the island. Of course there is a fog-signal station, but this is separate from the lighthouse, and placed in a niche half-way down the western cliffs ”

# PHOTO PAGE

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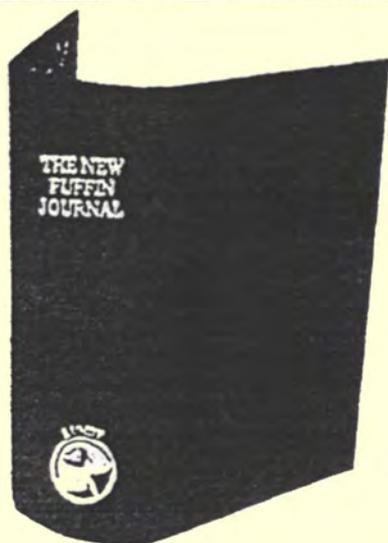
*From l-r, George Fabian, Jim Czyl and Duane Larson who travelled from America to attend the Summer 2003 LCC Meeting at Ilfracombe.  
(Photo – James Thomas)*



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# OUR NEXT MEETING

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The Autumn 2003 Meeting of the Lundy Collectors Club will be held on Sunday 19th October 2003 at the Crestwood Community Centre, Shakespeare Road, Eastleigh, Hampshire - commencing at 10.30 am. The programme will be as follows:-

10.30 am	Registration and Reception
	Bourse Opens
11.15 to 12.30 pm	Members Displays
12.30 to 2.15 pm	Lunch (not provided)
2.15 to 2.45 pm	Auction Viewing
2.45 to 3.00 pm	Secretary's Announcements
3.00 to 4.00 pm	Club Auction (Auctioneer - Mike Thompson)
4.30 pm	Bourse Closes

The Bourse features dealers with stocks of Lundy material and Members with surplus material for sale. This year we are offering tables free of charge.

The Crestwood Community Centre can be approached by leaving the M3 Motorway at junction 13. Travel along the A335 (Leigh Road) and take the 1st left into Woodside Avenue, after the roundabout take the 1st right into Shakespeare Road.

