



**LUNDY C.C.**



**PIZZA FEE PAID**

**FALL 1979**

**OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB**



LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

VOL. I NO.3

FALL 1979

Although this issue of the Quarterly is being sent out a little later than originally intended, we are certain that you will find it "choked full" of interesting Lundy material. Starting with George Fabian's and Jim Czyl's account of their summer trip to Lundy Island, Roger Cichorz' new column "Lundy at Auction" is of great interest to us trying to determine prices on a variety of Lundy material. New member Roger Allen's article on "The Railways of Lundy" adds a new dimension to this issue, continuing with three more chapters of "The Puffin Hunter" by George Fabian, reprinted through the courtesy of the S. Allan Taylor Journal. Finally, a look at some "unique" correspondence written by G.B. Day, courtesy of Jim Czyl.

The L.C.C. has been receiving some good publicity throughout the philatelic press, including articles in Stamp Collector, Stamps Magazine, Canadian Stamp Collector, Linns, The Aero Field and the Aerophilatelic Federation of Americas Air Log. We don't know just who to thank for all this publicity but we suspect that Earl Wellman, publisher of the A.F.A. Air Log had something to do with it. (The Lundy Collectors Club is one of the member clubs of the A.F.A.) Thanks, Earl.

Due to this publicity and other articles by some of our members, we would like to welcome the following new members who have joined since the summer issue of the Quarterly:

Mark Rose  
Harrisburg, Pa.

M. Andre Dufrense  
Montreal, Canada

David Roberts  
Oxbridge, Canada

Joan W. Shea  
Los Angeles, Cal.

Thomas K. Reeves, Jr.  
Clarksburg, W. Va.

Ian Wilkinson  
Chesham, England

Jack G. Gesund  
New City, N. Y.

Frank Reischerl  
Manchester, Conn.

Roger Allen  
Managua, Nicaragua

## THE L.C.C. VISITS LUNDY

1979 being the 50th. anniversary of Lundy stamps, the Lundy Collectors Club decided to do something special for the event. George Fabian and Jim Czyl (Pres. & V.P.) decided that they would make the trip to Lundy and spend a few days checking out all the points of interest. Here then is the chronicle of their journey.....

After spending two days with Tony and Myrtle Langham, (Tony is the secretary of the Lundy Field Society, Myrtle published Mr. Gade's My Life On Lundy and they have jointly written two books on Lundy) a day with Ian and Daphne Wilkinson (eminent Lundy collectors of Chesham) and seeing the sights of the great metropolis of London, we embarked by coach to Ilfracombe, where passage to the Island was booked on the Island's boat, "Polar Bear."

On the morning we were to leave, a storm came up and the sailing was rescheduled for the next day's high tide. Having a day to "kill" we wandered about Ilfracombe and stopped in at a little shop selling old used books. We purchased three old books on Lundy and as an afterthought asked the proprietor if he had any old picture postcards with Lundy views. The fellow said he didn't have time to bother with such stuff but he did go into the back room and returned with a large stack of old picture post cards. He said we could have any we wanted for 25p each. In looking through the stack, we found six Lundy view cards, four of which had the old British Post Office "Lundy Island" cancel used before the B.P.O. was kicked off the island by Martin Coles Harman in 1927. At least the day was not an entire loss !

On the next day we sailed for Lundy. After the climb up the beach road to Millcombe House, now the hotel on the island which provided excellent food and service, we arrived in time for afternoon tea and to find a few letters, written to us by a friend in England, awaiting us. It seems that the mail had come over with us on the "Polar Bear" but the mail sack is the first thing off the boat and up the beach road to the office and then routed to Millcombe House before we got off the boat and up to

our room. Later in the week, after returning from a hike for tea, we found mail again awaiting us at Millcombe House so it is obvious that mail is delivered on the Island to hotel guests.

To post mail from Lundy, one buys stamps at the Shop which also sells food, supplies, souvenirs and picture post cards, and puts the stamps on the back of the envelopes or the front of post cards. The value of the Lundy stamps should be one puffin above the British pence rate ( the one puffin getting the cover to Ilfracombe and the rest going to the British Post Office.) The cover is then deposited in the mail box next to the Shop. Once a day the mail is taken from the mail box to the office above the Marisco Tavern for cancelling and the application of a postal meter to cover the B.P.O. rate. Currently, all mail is carried to and from Ilfracombe by the "Polar Bear." On days when the "Polar Bear" can't sail due to inclement weather, a "Delayed by Storm" cachet is added to the meter.

Among those staying at Millcombe House at the time we were there were Tony Walker, a long time regular visitor to Lundy who helped Mr. Gade with his My Life On Lundy, and Ruth and Marion Harman Jones, Martin Coles Harman's daughter and granddaughter. Staying at Hammers at the time were Tony and Myrtle Langham and their daughters Alex and Jenny and Jenny's boyfriend, Ian. Staying at Little St. John were Ann, Sister Sue, Paul and Sue and at the Blue Bung, Daphne, all regular visitors. We were particularly fortunate in being on Lundy at this time because of the vast knowledge of the Island possessed by the above; many of whom gave us guided tours of the whole Island. To really see the whole Island requires several days and each day we took a different hike often taking a box lunch with us.

Evenings we spent at Marisco Tavern drinking beer, playing darts, singing songs and just talking. By 8:30 in the evening, the Tavern must have contained up to sixty or seventy people (a large party of rock climbers were staying on the Island at the time, as well as a group of skin divers). We presented a Lundy Collectors Club flag to Andrew and Richard, the bartenders, which they nailed to the ceiling next to a collection of objects from old ships wrecked on Lundy, as a reminder of our visit.

On the last day of our stay on Lundy, we bought a little certificate attesting to our having visited the Island, had it

signed by the new resident administrator Col. Bob Gilliat, and finally took our departure on the Campbell steamer, "Balmoral".

We found London very civilized (much more so than New York or Chicago), the British people friendly, helpful and very considerate, and Lundy Island all we had hoped it would be.

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#### NEW LUNDY ISLAND PHILATELIC BIBLIOGRAPHY

One of our members, Roger Cichorz has recently compiled a rather extensive bibliography of Lundy reference material that should be of considerable value to every serious Lundy collector. This new work has been published in the British Private Post Study Group Newsletter and most recently in the third quarter 1979 issue of the Philatelic Literature Review, the Journal of the American Philatelic Research Library. In his bibliography, Roger lists 100 philatelic articles, 17 philatelic books, monographs and catalogs, and 16 nonphilatelic books, monographs and articles arranged chronologically. If you are unable to obtain a copy of the above listed publications, the Lundy Collectors Club Philatelic Quarterly will publish this bibliography in the Winter 1979 issue.

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#### LUNDY COLLECTORS CLUB LIBRARY

Thanks to the work of Roger Cichorz, George Fabian, Jim Czyl and many others, the LCC has obtained most of the articles, books, monographs and catalogs listed in the bibliography compiled by Roger. In addition, we have obtained a complete run of the Puffin Journal, which will soon be available in reprint form to LCC members. A complete listing of reprints will accompany the Lundy Philatelic Bibliography in the Winter Philatelic Quarterly. If you have access to additional materials that could be added to the library or bibliography, please get in touch with either Roger Cichorz or myself, Duane Larson o/c the LCC.

# Lundy at Auction

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By Roger S. Cichors  
3925 Longwood Avenue  
Boulder, Colorado 80303

This column is the first of what is intended to be a regular feature in the Lundy Collectors Club Philatelic Quarterly. In this column, I will attempt to describe Lundy stamps, covers, postal history, and ancillary material that have been offered at auction in the United States and Britain along with prices realized. The primary purpose of this column will be to inform the Lundy philatelist of the type of material available at auction, who is offering it, and the current market—that is, the relationship between actual prices realized to pre-auction evaluations and estimates.

I will take the liberty on occasion of rendering my opinions and criticisms as to how well the auction firms describe and lot the material, remarking on evaluations and estimated values, and giving my thoughts on some of the prices realized. In describing items in this column, I will attempt to use the numbering in the "Lundy Island Checklist" compiled by George Fabian and edited by Duane Larson, which appeared in the Spring issue of the BOGPO. I hope this column will aid the Lundy collector in finding sources for material to add to his collection and also give him a feel for the current market. I invite correspondence from readers and will try to answer any inquiries promptly and honestly. Please realize the impossibility of any philatelist trying to cover the entire stamp auction market. Consequently, if you readers have information on auctions that I might have missed or otherwise not been aware of, I would appreciate hearing from you so that I can incorporate your knowledge into future columns.

Roger Koerber's November 22, 1978 public auction in Southfield, Michigan had five exceptional Lundy lots offered, three of which sold for substantially more than his firm's conservative catalogue evaluations. Three large die proofs of the engraved puffin definitives of 1939 in very fine condition were estimated at what I feel was too high an amount of \$150. Bidders must have thought so also, since this lot realized \$100. An interesting cover from Tristan da Cunha to Lundy with a 1d Great Britain coronation issue tied by a violet Tristan da Cunha cancellation and the 1d violet LACAL overprint (checklist item 18) and 1p Lundy (checklist item 1), estimated at \$50, was sold for \$65.

Eleven Lundy covers with various better frankings such as the 1d and 3d tram-tickets, several different airpost issues with WWII air suspension cachet, four covers from the U.S., also four pamphlets concerning air raid shelters with unusual British and Lundy frankings; also two complete mint sets of the tram-tickets (checklist items 6-10)—a "nice lot" estimated ridiculously low at \$100 sold for only \$145. I feel the tram alone

would warrant the \$100 estimate. This lot could have been broken down into three or four smaller lots, better described, and realized \$300 easily for the unfortunate seller.

Continuing with this Koerber auction, another lot of five 1936-40 covers to Lundy, including two U.S. postings of PAM flights, two from the West Indies, and a Canadian flight cover with a 6¢ Ottawa airpost overprint and a bisected 1d LADAL large map issue (checklist item 12) was estimated at only \$50. This lot realized only \$85. Lundy postal historians, take a look at the unique lot Koerber estimated at \$150: 1938-39 correspondence of three letters on Lundy and Atlantic Coast Air Lines stationary to L. Pitman from G. B. Day--one with a sample 1938 overprinted airpost stamp, a similar letter with a sample air LADAL post cancel, and the third with 1939 1d red airpost with a manuscript "sample only" tying the stamp to the letter which includes data concerning the issuance of this stamp. This lot, described as "very fine and scarce collateral," sold for only \$115. I wish I had bid more vigorously on these lots, but the auction was rather close to Christmas!

Koerber's May 19, 1979 public auction had only one Lundy lot: 20 copies each in blocks of 10 of the 1950 4p and 1p BY AIR overprints in red (checklist items 69B and 70B) (mint, o.g., n.h., f-vf). Estimated a bit high at \$50 since it is an incomplete set, the lot realized \$30.

Ilena Bossa of Shirley, Long Island, New York offered in its June 26, 1979 mail sale no. 7350 a Lundy FDC 1961 Europa souvenir sheet with inverted overprint at a minimum bid of \$25. Since I was not aware that an inverted overprint existed on this sheet, I consulted by Chinchon Catalogue and no mention of such item was made. Intrigued by what seemed to be a scarce error, I entered a \$35 bid by mail, which was sufficient to purchase the lot. Imagine my consternation and disgust when I opened the insured parcel, only to find a FDC with an ordinary Europa sheet, white paper, and no inverted overprint (about a \$2 item). In fairness to this auction firm, my purchase costs and all postage costs were promptly refunded within one week of my returning the lot as "misdescribed."

Abraham Siegel of Kover King, Inc. of New York City offered three Lundy covers in his 73rd postal history mail auction held during April 1979. One cover addressed to R. T. Boyd, a director of the Barnstaple Aerodome at North Devon and chief air mail pilot for the Atlantic Coast Air Service, was estimated at \$25 and sold for \$30. It has on front a right margin copy of the 1d large map air issue tied by a strong Atlantic Coast Air Service 11/27/36 first type cancellation, a 4p Lundy issue tied by a Lundy cancellation, and two British stamps tied by an 11/26/36 Ilfracombe cancellation--a nice cover even though it's probably "philatelic." A May 20, 1938 cover from Cardiff flown to Lundy with a LADAL 1d violet (checklist item 17) and 4p Lundy first issue both tied by proper cancellations realized the catalogue estimate of \$15. A 3/27/39 FDC with

the LACAL ½d red (checklist item 19), tied by the blue, circular DACAM cancellation, and Lundy ½p first issue, tied by the blue-green, boxed "Lundy Lights and Leads" cancellation and circular postmark, also sold for the catalogue estimate of \$15. Photographs of these items appeared in the auction catalogue, so collectors had the opportunity to view these lots prior to entering their bids.

Kover King, Inc. also offered three photographed Lundy items in its 74th postal history mail auction which closed May 16, 1979. An uncancelled first day cover, sent from England to Felix Gade and, therefore probably philatelic, had affixed the "1929-39" overprinted ½p (checklist item 21) with the proper circular 11/1/39 postmark and boxed "Lundy Lights and Leads" cancellation. It was estimated (probably high) at \$15. Another cover, sent from the U.S. to Gade, with a 1/16/54 "Lundy Jubilee Year" cancellation tying the Lundy ½p Silver Jubilee issue (checklist item 102) to the cover, was estimated at \$12.50. The third lot was a Roessler advertising card (Scott U.S. UX22) with a printed solicitation on the back for the ½ and 1 puffin "coins" at 20¢ a set postpaid or 10 sets (20 coins) for \$1.10 postpaid. The ad copy, incidently, has Lundy incorrectly located in the English Channel instead of the Bristol Channel. No estimate of this interesting item was given in the catalogue, but \$5 would seem excessive to all but the most ardent Lundyophile. I did not receive the prices realized for these items but feel they would not have sold for more than the auction catalogue estimates.

The next two columns will feature highlights of and summarize Puffin Company's second mail auction, which closed on June 1, 1979, and the annual Cinderella Stamp Club auction for members, which was held in London on April 26, 1979.

Information on auction firms discussed in this column:

Roger Koerber, 605 Northfield Towers West, Southfield, Michigan 48075, telephone 313-569-1411. Catalogues for specialized mail sales are sold on a yearly subscription basis. Accepts Master Charge and VISA/BankAmericard accounts for catalogue subscriptions and auction purchases.

Ilena Rozsa, Box E, Shirley, Long Island, New York, N.Y. 11967. Auction lists appear regularly in Linn's Stamp News. Accepts Master Charge and VISA/BankAmericard accounts for purchases.

Kover King, Inc., 120 West 44th Street, New York, N.Y. 10036, telephone 212-581-6910. Firm requests \$1.00 for initial auction catalogue; succeeding catalogues are sent free to successful or serious bidders. Firm requires personal check to clear before sending lots to new bidders.

## THE RAILWAYS OF LUNDY.

The island of Lundy is not generally associated with the topic of railways but in fact in the course of its history, there have been two lengths of railway line, one of which is still in use.

The line which is still in use is the North Light tramway. It runs in a straight line South West from the lighthouse buildings to a concrete winch house and a large red painted metal frame. The winch pulls the supplies up the cliff face by a cable reaching 165 feet down to the sea and to the Trinity House supply tenders, through the metal frame to the end of the tramway. The stores are placed on a wooden trolley and hand pulled up to the gate of the lighthouse building.

Although the lighthouse has been automatically controlled from the South Light since 1976, the tramway is still used to bring up supplies of oil for the lantern and paint and other stores needed for maintenance and repairs. Running alongside the tramway can be seen the thick insulated cable, which connects the North and South Lights and by means of which the North Light is operated automatically.

The tramway is 400 feet long and has a gauge of one foot, eleven inches. It was constructed in 1898 at the same time as the North Light itself was built. The Lighthouse cost 45,000 pounds to complete.

North Light is illustrated on two of Lundy's stamps:-

- 1) The January 1954 "Silver Jubilee of the First Issue of Lundy Stamps" 9p. Red, black and blue.

This stamp shows the Constable Rock at the extreme North end of Lundy with the North Light Lantern just peeping out from behind this well known landmark.



- 2) On 14.11.72 a set of stamps was produced to commemorate the 75th Anniversary of the building of the North and South Lights. The 5p value, dark blue and red, illustrates the North Lighthouse and clearly shows the tramway leading away from the building.

The second railway system of Lundy actually fell into disuse over one hundred years ago and there are almost no traces left of it today.

The Lundy Granite Company Limited was set up in 1863 and carried on business until 1868. The five quarries strung out for

about a half mile between Quarter and Half-way Walls on the East coast were joined together by a narrow gauge railway.

The track started on the plateau just beyond the most northerly of the quarries, at a height above sea level of 364 feet. The track continues South, past the main quarries to a marshalling yard on a terrace at about 275 feet above sea level.

Further south there was a shorter section of tracks at about 360 feet above sea level; this section was joined to the northern section by a two hundred feet long stone slipway.

Leading down from the marshalling yard terrace was a second stone slipway, which went four hundred feet down the cliffside at a gradient of 1 in 2 1/2, to the beach and to a small pier, from where the granite blocks were loaded onto the Company ship. The stone blocks were probably let down the slipways in wheel-less containers controlled by systems of cables and pulleys.

Derricks were set up in the larger quarries on top of stone built bases and were used to load worked granite into the wooden railway trolleys. The trolleys were probably pulled up empty from the marshalling yards to the quarries by horses and the full trolleys were allowed to run down the track by gravity but controlled by horses or by cables. The stone bases of the derricks can still be seen.

At certain points along the tracks, side lines ran out at right angles into the quarries themselves and also into tips, where the spoil was pushed over the cliff edge at some distance from the quarry beach to avoid damage to the pier installations.

Including sidings on the terrace and the side tracks into quarries and tips, there was altogether about one mile of track altogether. The gauge was 17 inches, the sleepers were 4 feet three inches long and set about three feet apart.

About three hundred workers were employed and housed in temporary buildings near the present island centre. The officers of the Company lived in elegant stone cottages close to Quarter Wall.

The Company ran into difficulties and was wound up in 1868 and although several other Companies were formed right up to 1910, the Lundy Granite Company Ltd., was the only Company that actually worked the granite. It was in such straits that all its records were sold for scrap paper for thirty shillings and thus to our great sorrow today, no accurate history of the Company remains.

The lines of the tracks and the marks of the sleepers can still be clearly traced in the turf today. The ruins of the officers' cottages, the Company hospital, the time keepers' hut and stables can still be seen. The only remains of the rolling stock are a solitary pair of wheels and axle. Nothing remains of the rails themselves or the pier though the tracks of the slipways can still be traced.

In the centre quarry can be seen a carved stone tablet commemorating the heroic action of John Pennington Harman, who gained a posthumous V.C. in World War II. This quarry was his favourite spot on the island and has been known as the V.C. Quarry ever since.

The Centenary of the Lundy Granite Company was unfortunately not remembered by Lundy in its stamps but the

1.1.54 Silver Jubilee of the first Lundy Stamps, 2p, black and red, depicts a map of Lundy indicating clearly the position of the V.C. Quarry.



(This stamp also incidentally marks the position of the North Light: an added philatelic reference to the North Light Tramway.)

On 25.4.62, Lundy issued an "Anti Malaria " set and the 1/2p value, green on buff, shows the Knight Templar rock, a spectacular natural rock carving just North of the Quarries.

This same distinctive natural feature appears again on the 16.3.71 decimal definitives, 1p value, green and mauve.



#### Bibliography:-

"Lundy - an archaeological field guide." by M.S.Gardner.

"Lundy" in David and Charles "Islands" series, by A. and M. Langham.

Lundy Field Society Report for 1963/4. Article on the Quarry Railways by A.F.Langham.

"A catalogue of Lundy stamps," by Barry Chichen.

# THE PUFFIN HUNTER

by  
George Fabian  
230 Fir  
Park Forest, IL  
60466

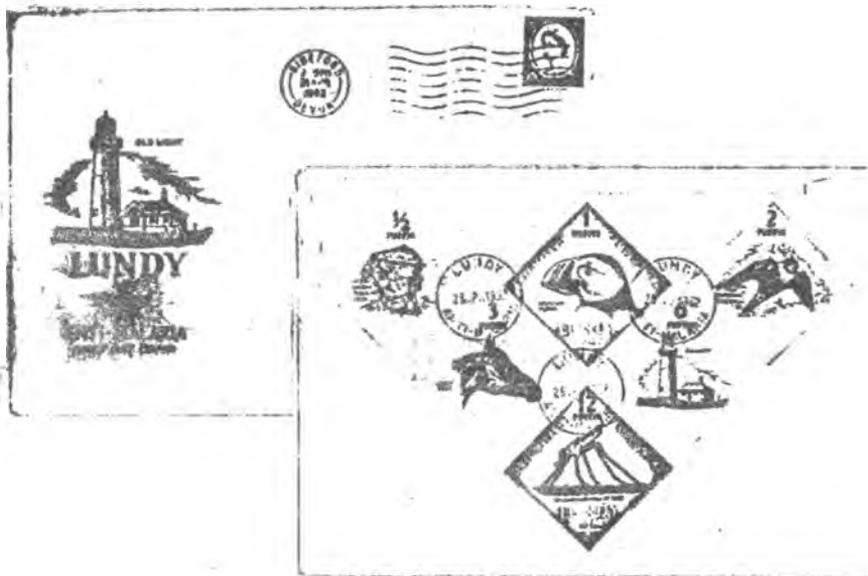


On December 8, 1961, a set of seven stamps in the same design and format (but in new colors) as the Millenary surface mail designs but overprinted in black "EUROPA/1961" was issued. Printed by Harrison and Sons on white unwatermarked paper and perforated  $12\frac{1}{2}$ . There were 500,000 of each value printed plus an additional 40,000 of the 1 puffin stamp. Imperforates of this set exist in quantity.



On December 28, 1961, 200,000 imperforate miniature sheets showing the set of Europa overprints but in revised colors were issued. Of the 200,000 printed by Harrison and Sons, 1,000 were printed on cream paper with the rest being on white unwatermarked paper.

On April 25, 1962, a set of six diamond shaped stamps commemorating the W.H.O.'s Anti-Malaria campaign were issued. 200,000 copies of the  $\frac{1}{2}$  puffin, 2 puffin, 3 puffin, 6 puffin, and 12 puffin, stamps were printed by Harrison and Sons, while 300,000 copies of the 1 puffin stamp were printed. All were printed on white unwatermarked paper and perforated  $12\frac{1}{2}$ . Imperforates of this set exist.



On September 26, 1962, a set of four stamps commemorating Europa was issued. The 2 puffin, 6 puffin, and 9 puffin, had 200,000 copies printed while the 1 puffin had 300,000 copies printed. They were printed by Harrison and Sons on white unwatermarked paper and perforated  $14\frac{1}{2} \times 15$ . The 2 puffin Europa stamps can be found in two different shades of blue. One shade is a very dark blue and probably contains some green while the other shade is a pale blue. Imperforates exist.



On April 1, 1964, the puffinage rates were changed to as follows:

Postcards	1 puffin	8 oz	to 12 oz	3 puffin
0 oz to 8 oz	2 puffin	12 oz	to 1 lb	4 puffin

and so on at a rate of 4 puffin per pound, up to a limit of 22 lbs.

#### CORRESPONDENCE:

Roger Allen of Nicaragua, informs me that the gentlemen without the hat on the far right of the 9 puffin surface mail Millenary and the 1961 Europa overprint is none other than Martin Coles Harman, the then owner of Lundy.

# THE PUFFIN HUNTER

by  
George Fabian  
230 Fir  
Park Forest, IL  
60466



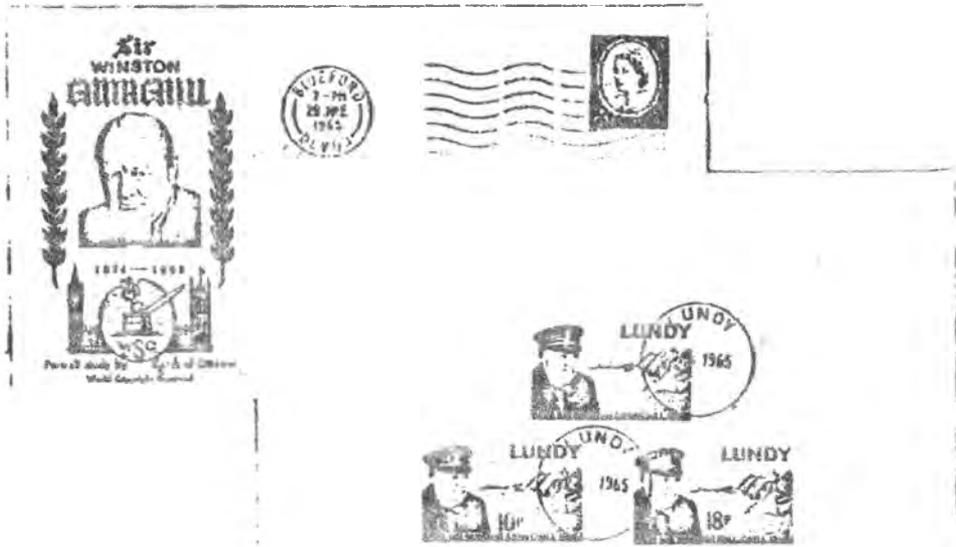
On July 27, 1964, 2 puffin, 10 puffin, and 18 puffin stamps were issued commemorating the 400th Anniversary of the birth of William Shakespeare. 30,000 copies of each value with an additional 2,000 copies of the 2 puffin stamp were printed by Thomas De La Rue on white unwatermarked paper and perforated 13. Imperforates exist.

A constant variety can be found on the third stamp in the second row of each sheet of twelve stamps. It is known as the "Broken '1'" in Falcon variety.



Early in 1965, the 1 puffin stamps were running low, so 18,000 of the 3 puffin stamps of 1957 were revalued 1 puffin. The overprinting was done in black by the Gazette Printing Service and consists of solid circles covering the '3' and above, the value '1'. They were issued on April 3, 1965.

On June 29, 1965, 2 puffin, 10 puffin, and 18 puffin stamps were issued commemorating Sir Winston Churchill. 30,000 copies of each value with an additional 6,000 copies of the 2 puffin stamp were printed by Thomas De La Rue on white unwatermarked paper and perforated 14 x 15, in sheets of 12. Imperforates exist.



On May 29, 1967, a set of four stamps, all of 6 puffin value but varying as to the language of the inscriptions, were issued in support of the efforts of the R.S.P.C.A. to save sea birds from oil pollution caused by the wreck of the oil tanker, Torrey Canyon. They were printed by Thomas De La Rue on white unwatermarked paper and perforated 13 1/2 x 13. There were a total of 240,000 blocks printed. Imperforates exist.



# THE PUFFIN HUNTER

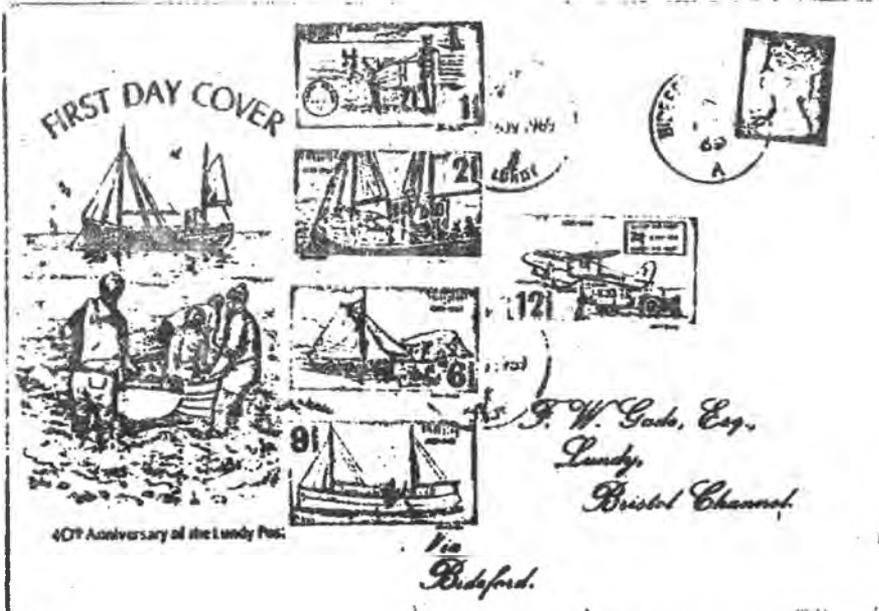
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George Fabian  
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Park Forest, IL  
60466



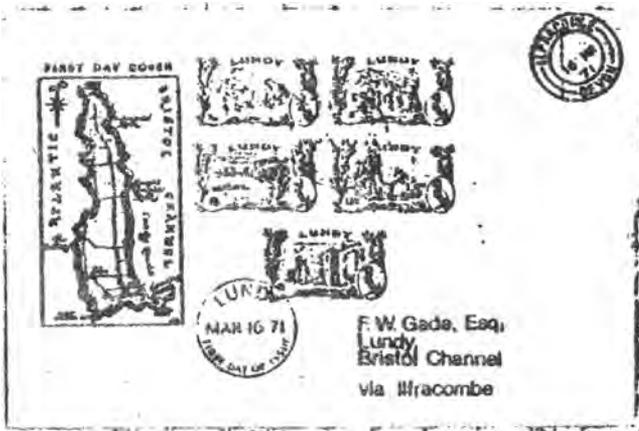
By mid 1969, the stock of 1 puffin stamps were running low so 7,780 of the 9 puffin stamps of 1930 were revalued to 1 puffin. The overprint was silkscreened by the Atlantic Coasts Studios and consists of solid squares over the '9' and the value '1' in the center of the stamp. All 7,780 were overprinted in black but an additional printing of 480 were later overprinted in red by error. The overprints were issued on August 11, 1969.

On September 29, 1969, the Harman family relinquished ownership of Lundy to the National Trust for £150,000. From this point on no imperforate stamps and only two essays exist in quantity as far as I know.

On November 1, 1969, 1 puffin, 2 puffin, 6 puffin, 9 puffin and 12 puffin stamps were issued to commemorate the 40th Anniversary of Lundy stamps. 20,000 copies of each value with an additional 20,000 of the 1 puffin and 2 puffin stamps were printed by Bradbury Wilkinson and Company and were perforated 11 x 11 3/4.



With the change to decimal currency a new set of stamps was needed. All stamps from this issue on are now priced in decimal puffins. On March 16, 1971,  $\frac{1}{2}$  puffin, 1 puffin, 3 puffin,  $3\frac{1}{2}$  puffin and 4 puffin stamps were issued for the new decimal puffinage rates. 50,000 copies of each stamp were printed by Bradbury Wilkinson and Company and were perforated 15.

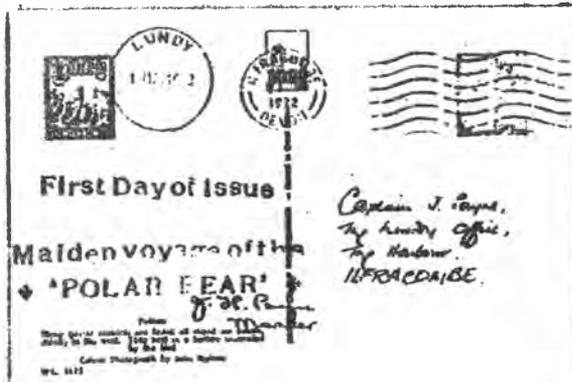


The new puffinage rates were as follows:

0 oz to 2 oz	1 puffin	8 oz to 12 oz	$3\frac{1}{2}$ puffin
2 oz to 8 oz	3 puffin	12 oz to 16 oz	4 puffin

And so on at a rate of 4 puffin per pound up to a limit of 22lbs.

The nine puffin stamp of 1930 revalued 1 puffin as with the 1969 revaluation but in gray blue instead of black was issued on May 1, 1972. In total 3600 stamps were overprinted. The job of overprinting was very poor as if the old silkscreen of the Atlantic Coasts Studios was put into use again after long neglect.



C. B. DAY LETTERS

by Jim Czyl

In Roger Koerber's auction of November 22, 1978, I purchased a lot of three covers which are described by Roger Cichorz as "unique" in his "Lundy at Auction" column in this issue.

All the letters are from C. B. Day, the secretary of Lundy Atlantic Coasts Air Lines Ltd. to L. Pitman, well known first flight cover collector, informing him of forthcoming LACAL issues and cancels.



LUNDY  
ATLANTIC COASTS  
AIR LINES LTD.

BARNSTAPLE AERODROME, N. DEVON.

Director: B. T. Bush.

Secretary: W. J. Bush.

F. W. Goble.

Telephone: Barnstaple 121.

Registered Office: 21, High Street, Barnstaple, N. Devon.

Telephone: 121.

26. 9. 38.

L. Pitman, Esq.,  
Penston,  
Combe Dingle,  
BRISTOL.



Dear Sir,

As promised, we are writing to inform you that we shall be changing the pattern of our cancelling stamp, and that the new cancelling stamp will first be used on the first day of October, 1938.

We thought perhaps that this fact would be of interest to you.

Yours faithfully,

*CBDC-1.*



# LUNDY ATLANTIC COASTS AIR LINES LTD.

BARNSTAPLE AERODROME, N. DEVON.

Director: E. T. Bask.

Secretary: W. A. Bask.

F. W. Gads.

Telephone: Barnstaple 121.

Registered Office: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Telephone: 122.

26. 10. 38.



L. Pitman, Esq.,  
Panston,  
Cumbe Dingle,  
BRISTOL.

Dear Mr. Pitman,

I thought you would like to know that, commencing November 1st, we shall be using the 1/2d stamps as per the one attached. Perhaps you would like to have some covers flown on the first day of issue.

Yours very truly,

*Lundy*



# LUNDY ATLANTIC COASTS AIR LINES LTD.

BARNSTAPLE AERODROME, N. DEVON.

Director: R. T. Boyd.

Secretary: W. A. Bond.

R. W. Gads.

Telephone: Barnstaple 123.

Registered Office: Bridge Buildings, Barnstaple, N. Devon.  
Telephone: 191.

7. 3. 39.

L. Pitman, Esq.,  
Penston,  
Grove Avenue,  
COMBE DINGLE,  
BRISTOL.



Dear Mr. Pitman,

With reference to your letter of the 18th February, ordering 50 ½d stamps, I am sorry that there has been such a delay in forwarding these. The reason is that my stocks are so depleted that I have had instructions not to seal any more of these stamps to collectors, as those which we have will be needed for use on ordinary letters to Lundy.

However, you will be glad to hear that on the 31st March we shall be issuing stamps as per the attached sample, and should be pleased to fly first day covers of these on April 1st. The number of these stamps printed was 2,000 sheets of 48 stamps, and the Printers, Willson's, Leicester.

I am keeping your postal order for 2s3d, pending your instructions as to whether you would like us to send you this value in ½d stamps (red) when they are issued.

Many thanks for returning the page which was mis-sent.

Yours very truly,

*Rob Day*

M. S. Langham  
17 Furzefield Road  
Reigate  
Surrey RH2 7HG

August 1979

MY LIFE ON LUNDY" BY F. W. GADE

Mr Gade's Memoirs were published in July 1978 in a limited edition of 500 numbered copies. These were all sold by Christmas of 1978, and it was found that the demand exceeded the supply.

Mrs Rosalinde Reid and Mrs Mary Squires, his daughters, have kindly given their consent to a second printing of a further 250 copies. All the profit from this second printing will go to the Gade Memorial fund which has been set up for the purpose of establishing a permanent memorial to Mr Gade on Lundy; by his own wish, the memorial will take the form of some project which is of benefit to the islanders. The Memorial Fund is administered by Mrs Jean Richardson, Fairway, Darnaldeston Lane, Blackburn, BB7 7LT.

The book has 550 pages, and contains photographic illustrations, a drawing, a map and two plans; it also contains a reprint of Mr Gade's "Postal History of Lundy" and the two supplements thereto. These 250 copies are reprints, identical with the first 500 copies, except that they are not numbered. The price is the same as before: £12.00 per copy, plus postage and packing at £1.00 for 1 vol, £1.40 for 2 vols, £1.60 for 3 vols. (The rates for overseas postage are the same when sent per bookpost.)

Mrs Jill Davis has volunteered to distribute the books, and orders should be sent to her at the address below and, please, not to me.

This order form is being sent in advance to all those whose names have been listed as awaiting a copy, and there will be enough copies to supply everyone on that list, provided that your order is sent promptly. Delivery has been quoted for mid-November by the printers, and I hope that there will not be any undue delay.

If you were unfortunate in missing the first printing of this book I hope that you will be able to take advantage of this small reprint, and that you will enjoy the book, which gives an interesting account of Lundy between 1926 and 1970.

M. S. Langham

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To: MRS J DAVIS, 6 CHAPEL RISE, ATMORTH, Nr MELKSHAM, WILTS  
Tel: (0225) 702518

Please supply ..... copies of My Life on Lundy

Name (Block capitals) .....

Address (Block capitals) .....

.....  
.....

I enclose £.....(Cheques payable to: G B DAVIS, GADE ACCOUNT)



**LUNDY  
COLLECTORS CLUB**

**2021 RIDGE ROAD  
HOMewood, ILL. 60430**

