

PHILATELIC QUARTERLY

THE  
**LUNDY**

COLLECTORS CLUB

VISITS LUNDY ISLAND  
ON THE 50TH ANNIVERSARY  
OF LUNDY LOCALS

WINTER 1981

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

SPECIAL LITERATURE OFFERS TO LCC MEMBERS

By special royalty agreement with Barry Chinchon, I am pleased to announce the availability of his A Catalogue of Lundy Stamps as a revised, updated 77-page version, which includes all information through December 1980. The catalogue is in a photocopied, spiral-bound format and comes with handsome red vinyl cover.

Cost: \$14 to U.S. and Canadian members  
\$17 to foreign members (air mailed)

Barry has provided me with 20 additional supplement pages for this revision and an erratum which has been incorporated into the text of this catalogue. For those of you who already have the basic catalogue but need the 20 pages of supplementary material covering the 1969-1980 period, I can provide these pages plus the erratum for \$5 postpaid.

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I had photocopies made of John D. Stanard's "Lundy and the Lundy Locals" articles which appeared in the May through September 1938 issues of The American Philatelist and incorporated them into a paperbacked booklet. I am offering these for \$5 (postpaid for U.S. and Canadian members) or \$7 (air mailed, postpaid for foreign members). Supplies are limited, but if there is sufficient response, I shall endeavor to have additional copies prepared.

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Order from:-

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

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# LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 3, Number 4 (Whole No. 12)

Winter 1981

## **Letters to the Editor**

### Steamer "Prince Ivanhoe" Sinks

"Dear Roger. You're not going to believe this, but the M.V. Prince Ivanhoe, which was to be the salvation for trips to Lundy, sank today. No, not on Lundy--in fact, she was not even on a cruise to Lundy but one round the Welsh coast when she struck a submerged rock. Obviously, she was not far from the shore when this happened, and the Captain tried to beach her before she sank about 100 yards from the beach. While there were no casualties at the time, one man had a heart attack after reaching the beach, and he died before they could get him to the hospital. So, this leaves Lundy with just the Polar Bear and the helicopter service once again.

...As you will see, I did not finish this letter last evening. I stopped to watch the pictures of Ivanhoe on the TV news. In tonight's film, she was shown at high tide, and only the tops of her funnels and masts were showing. They have launched an appeal to try to save her, but the report is that she has a 60-foot gash in her side, flooding three compartments. As my pal who came to Lundy on her with me back in June said, 'she's having her boilers washed at present.'"

--Ian Wilkinson, Chesham, Bucks, England (August 3 and 4, 1981)

### Current Status of Ships to Lundy

"Dear Roger. As you probably know, the P & A Campbell steamer which took visitors to the Island, the Balmoral, went out of service at the end of last year. This season, Campbell's hired a boat Prince Ivanhoe, but, regrettably, this sunk on August 3, so there is no service to the Island for day-trippers. Mail, of course, goes on the Polar Bear and so is not affected. At the present time, a group of businessmen are trying to buy the Devonia (owned by Campbell's but not in service) for use on the Lundy run next year. This ship used to be called the Scillonian and was, until 1977, used on the Penzance-Isles of Scilly route (owned by the Isles of Scilly Steamship Co. Ltd.)...

I have decided to give up the chairmanship of the British Private Post Study Group from the next AGM (October 24), as I do not have enough time to deal with correspondence, administration (this takes a hell of a lot of time), as well as writing many articles. I never do any actual collecting--no time. Chris Harman will be taking over, but I will continue with the Newsletter. I hope I will have more time for writing. Many private posts have been in operation for many years but no articles yet written about them. For example, Manchester Corporation Transport have carried parcels and issued stamps since 1904 but no articles anywhere. Contrast this with Lundy! I also want to get more members interested in posts other than island locals but appreciate that these will always be the most popular. At present, I have 20 articles (all on private posts) on the go..."

--John Holman, Dartford, Kent, England (September 12, 1981)

*Editor's note: John Holman is Editor of the BPPSG Newsletter and a frequent contributor to the British philatelic press. His "Lundy Since Decriminalisation" article appeared in the Spring 1980 issue of the LCCFQ, and a second installment will be published in an upcoming issue. --RSC*

LETTERS TO THE EDITOR (Continued)Longtime Lundy Collectors--Are You Out There?

"Dear Roger. Following my comment on Lundy material being in the U.S.A., another thought struck me. I wonder if any of the present Lundy Collectors Club members are people who began in the 1930's or 1940's and can give us any background information on the subject... Is it worth asking?"

--Ken Godfrey, Kinver, Staffs, England (October 26, 1981)

*Anything is worth asking! Would any of you "oldtimers" care to offer any comments on the subject of Lundy collecting way back when...? --RSC*

On the Proposed Lundy New Issue Date

"Dear Roger. I received the notification from Barry about the new Lundy issue to be made on 1/1/82. Although this is stated to be the issue date, the 1st is a national holiday, so there won't be any Post Office dates of the 1st. As our P.O. only works a half day on Saturdays, I wonder if they will in fact open at all on the 2nd (Saturday), and, of course, there are no postal services on Sundays, so it could well be the 4th before any letters actually enter the postal system. While we should be happy that there is to be an issue, somehow it all seems very sad the way the Lundy postal system has gone. As you will appreciate, it's quite possible that there will never be a rate that warrants some of these values being produced..."

Incidentally, I have heard that the Off-Shore Islands Philatelic Society has packed up. Not really surprised except that John Holman spent a lot of time trying to persuade them to throw in their lot with the BPPSG, and in the end they were quite determined to continue to go it alone."

--Ian G. Wilkinson, Chesham, Bucks, England (November 2, 1981)

On the Bogus "Royal Wedding" Overprints and New Lundy Definitives

"Dear Roger. Thank you for your letter and the information about the bogus 'Royal Wedding' overprints... I am sorry that dealers can get away with issuing bogus rubbish like the 'Royal Wedding' overprints, but I do not know what could be done to stop it. Lundy has now an extremely conservative issuing policy, and Landmark Trust would not issue overprints or even substandard printing of stamps, so it is a pity that outsiders can ruin Lundy's reputation just when it has become whiter than white.

A few days ago I sent you a notification of the new definitive issue... The eleven new values should last for a number of years, and I suspect that there will be no new issues until all 50,000 sets are used up. (The figure is only the minimum as if the printer happens to run off more of some values, these will be accepted. Often the quantities are quite odd because of this.) There may well be problems with first day covers for the new issue because I had to make the announcement long before the stamps are due to arrive. If the printer is late to deliver the stamps as is usual, there will be difficulties in getting them done in time."

--Barry Chinchin, Eastleigh, Hants, England (November 2, 1981)

*Details of the bogus "Royal Wedding" overprints and the new Lundy definitive issue are given in the next two pages of this issue of the LCCFQ. --RSC*

More on the New Lundy Definitives from Barry

"Dear Roger. About 170 stamp orders have been received so far, but I expect that there is more on the way from Lundy. I have dealt with all the orders so far received as far as I can in the absence of any of the new stamps. I hope that they arrive before issue day. I am not really looking forward to sticking eleven stamps on each first day cover with a deadline to meet.

## LETTERS TO THE EDITOR (Continued)

The collectors seem delighted that there is to be the new issue. I only had one peculiar response. I sent a notification to a dealer who had, quite unsolicited, purchased some of the 50th Anniversary stamps. He was rather sarcastic asking why I had written to him if the stamps were not intended for the philatelic market, and he thought that the Island was going to make over two pounds profit on each set sold. I tried to put him right on the miniscule size of the business and that there is usually only a loss. This issue will be no exception as the enthusiasm of collectors is not matched by their numbers.

The first day covers I have printed on a hand-press and thermo-graphed using an electric fire. The simple design was enlarged from the center of a stamp and tinted using waterproof inks. I would like a canceller that would cancel the whole set at once and have tentatively prepared one which I will try out when the stamps arrive."

--Barry Chinchon, Eastleigh, Hants, England (November 18, 1981)

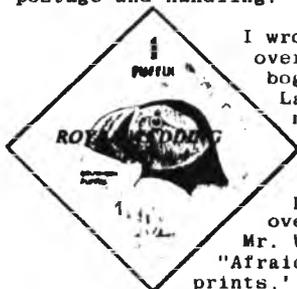
*As many of you already know, Barry Chinchon is the Agent for the Lundy Philatelic Service and does his utmost to accommodate us Lundy collectors. He had enclosed examples of the cachet which will appear on the first day covers for the new definitive stamps and a strike of the proposed canceller, and these are illustrated below. The black-and-white LCCPQ format, unfortunately, does not do justice to his lovely multicolored "puffin head" cachet, but many of us will be able to better appreciate it when our FDC's arrive! --RSC*

## 1982 DEFINITIVES



## BOGUS LUNDY "ROYAL WEDDING/1981" OVERPRINT SET AVAILABLE

It had to happen! Bogus "Royal Wedding/1981" overprints on the 1962 Anti-malaria issue have surfaced in the philatelic market. Mr. Ian Wood of the Channel Island Stamp Company (50 High Street, St. Peter Port, Guernsey, Channel Islands) is offering a complete set of six of this bogus overprinted issue for 90 pence plus postage and handling.



I wrote Mr. Wood that the overprinting had to be bogus since the Landmark Trust did not issue any Lundy stamps for the Royal Wedding and asked if he could offer details of who performed or arranged for the overprinting of the 1962 sets.

Mr. Wood offered the following response:

"Afraid I do not know who printed the 'over-prints,' but we were offered them by a colleague, and they are selling very well indeed. Apparently only 500 were produced. Sorry, cannot be more explicit."

Special thanks to John R. Holman for bringing these overprints to my attention.

--Roger S. Cichora



LUNDY WILL ISSUE NEW DEFINITIVE STAMPS  
AND INCREASE ITS POSTAL RATES ON JANUARY 1, 1982

The Lundy Philatelic Service has announced that a new set of definitive stamps will be issued on January 1, 1982 to accommodate the new Lundy postal rates that will go into effect on that same date. The text of the Lundy Philatelic Service announcement is given in its entirety immediately below.

Lundy Philatelic Service  
Lundy, via Ilfracombe,  
North Devon, EX34 8LA  
November 1, 1981

In readiness for the British postal rate increases early in 1982, the Lundy postal rates will also be changed from January 1, 1982, according to the following formula:

Lundy rate = British rate + 15% rounded up to the nearest penny.

This change necessitates the issue of a new set of definitive stamps on January 1, 1982. These will be similar in design to the small stamps issued in 1974.

Values have been chosen so that a combination of two stamps will be sufficient for all foreseeable postal rate increases.

The eleven values will be 10p, 14p, 15p, 16p, 17p, 18p, 19p, 20p, 21p, 22p, and 23p, and they will be printed by Bradbury Wilkinson & Co. Ltd. Sheet layout and marginal markings (if any) are not yet known.

Mint sets will be available at £2.50 (including postage etc.) Orders of ten or more sets at £1.95 + V.A.T., post free. c.w.o.

Although these stamps are not intended for the philatelic market, first day covers will be sent direct if orders are received in time, at £2.50 each. No more will be produced than absolutely necessary.

To Deposit Account Holders

As it is so long since the last issue, notification has been sent to all account holders and standing orders ignored awaiting instructions.

This stamp issue will be the last for some considerable time and so it is suggested that collectors send just enough money to clear their accounts which will not be closed but kept as a special mailing list.

ACAS TRAMTICKET REGISTER PROJECT: PLEA FOR YOUR HELP

On behalf of the Lundy Collectors Club and the British Private Post Study Group, Ian Wilkinson will carry out a survey and compile a register of all known copies of the Atlantic Coast Air Services tramtickets. A similar register was kept back in the 1960's by Barry Chinchin, then Editor of The Puffin, and Ian hopes to be able to extend the research on this issue.

What Ian needs to know from you is:

- (1) The value (½d, 1d, or 3d) and number shown on any copies you have?
- (2) If a single, pair, or multiple?
- (3) If mint or used?
- (4) The date of any used copies if known and, if on cover, was it to or from Lundy?
- (5) Any other information you feel is relevant, such as condition, markings on cover, etc.?

All information supplied will be treated in confidence, and the findings will be published at a later date. Please send details of your tramtickets to Ian Wilkinson, 17 Germaines Close, CHESHAM, Bucks, HP5 1JJ, England.

## ?... Questions And Answers ...!

(This feature will appear from time to time in the LCCPQ to present readers' questions and answers to these questions and questions posed in articles and letters appearing in the LCCPQ. It is intended to keep this feature somewhat "informal" and it is hoped that readers will take advantage of this feature. Address correspondence to the LCCPQ Editor, Roger S. Ciohara, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A.)

### Four Inquiries from George H. Ulrich, Jr.

(1) "Barry's Catalogue, page 35, under illustration 61b lines 2 and 3: 'The planes are rearranged.' What does this mean? I have the original in orange and I think I have the second overprinting, but the 'planes' look the same. As they were printed separately, their relation to the value overprint isn't always the same. Also, he says 'a variety on stamp #5' and shows 'a' on stamp #6?"

George is referring to the second overprinting in orange of the Lundy 1943 "Wright Brothers biplane" 3-puffin value. The fact that the "biplane" overprinting was applied as a separate step from the date-surchARGE overprinting suggests that the planes can be in almost any sort of arrangement with respect to the other overprint. Barry Chinchon answered: "The planes are not all exactly alike but on the first printing were always in the same position in the pane of 30. The broken tail is the most striking variety. This normally appeared on the sixth stamp of the pane, but in the second printing of the 3 puffin, which I discovered, it is on the 16th stamp of the pane. I numbered the stamps (as at the right)."  
Therefore, the rearrangement of the planes refers to their position on the pane, not their position relative to the date-surchARGE overprint. This arrangement is indicated in the pane position diagram (above right) by stamps "6a" and "16b" respectively for the first and second overprintings.

	1	2	3	4	5 <sup>a</sup>
6a	7	8	9	10	
11 <sup>a</sup>	12	13	14	15	
16b	17	18	19	20	
21	22	23	24	25	
26	27	28	29	30	

<sup>a</sup> Barry's Catalogue reference to stamp 5 is for the "damaged n" (in "puffin") variety of panes 1 and 3 and has nothing to do with the discussion on the arrangement of the planes. ("A variety, damaged n, is found on stamp 5 of panes 3 & 1. Also, missing 3, stamp 11 same panes." --from B. N. D. Chinchon's A Catalogue of Lundy Stamps, page 35.) --RSC

George responds: "'The planes are rearranged'--what he really means is that the error (broken tail) occurs in a different position on the two printings, though he doesn't say that. Barry could rewrite that paragraph! Basically, this is what my question is about: The main problem is how to identify the second printing from the first without having a vertical strip (left side) of at least four down or, preferably, sheets, something that doesn't seem plentiful. And on what panes do the broken tails exist? All four?"

(2) "Ditto, page 32, 1½ and 2½ overprints on 12p and 6p. Do you have a reference to these as I notice 'spacing' varies all over the place?"

The Puffin, issue number 21 (1971), page 31, has illustrated a pane of the 1½-puffin provisionals and a text that reads: "This pane of stamps suggests that there were at least two printings of this provisional issue." A numerical "2" is in the bottom row selvage under stamp number 30 (numbered as above in the "Wright Brothers biplane" issue). Barry Chinchon responded: "I could find nothing significant about the spacing on these. Probably because I had insufficient material to work on. The second printing suggestion came about because the pane I had of the 1½p had a 2 in the margin, and on other issues this clearly referred to the printing."

Brian Rigby-Hall in "The Story of Lundy" (Weekly Philatelic Gossip 37, 204-205) discussed the May 1, 1943 provisional overprints: "Owing to the increasing expenses of this period, it was found necessary to provide stamps of hitherto unissued denominations, viz. 1½p and 2½p and accordingly, to meet the immediate need, the existing 6p deep violet and 12p green stamps were provisionally issued with a surcharge in scarlet. The 12p was surcharged 1½p and the 6p altered to 2½p. In each instance small, fancy obliterations were employed to delete the original face values and the new denominations printed in serifed figures. In the 1½p the new value appears directly to the left of the deleted '12' and on the 2½p it appears in the top right-hand corner. The

QUESTIONS AND ANSWERS (Continued)

same ink was used for printing both stamps and the two provisionals were placed on sale, to be used concurrently with the ordinary set of eight values, on May 1, 1943. An interesting setting variety occurs on the 1 $\frac{1}{2}$ p value on which stamp the normal spacing between the figures '1 $\frac{1}{2}$ ' and the obliterating ornament is 5 mm. Once on each pane of 30 stamps the spacing is 6 mm and on another it is 3 mm."

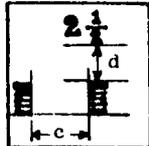
On the pane of the second printing of the 1 $\frac{1}{2}$ p values pictured in *The Puffin*, issue number 21, the 3 mm and 6 mm spacing varieties mentioned by Mr. Rigby-Hall do not exist. In fact, the spacing on this pane of 30 is consistently about 4.2 mm, with a variation noted of roughly 3.9 mm (stamp 12) to 4.3 mm. A block of four of the 1 $\frac{1}{2}$ p provisionals on a first day cover (and hence, a first printing) is illustrated in *The Puffin*, issue number 19, October 1969, page 18, and these stamps have spacings of 4.0, 5.0, 5.0, and 4.0 mm, respectively, from top left to bottom left in clockwise order. This seems to support George Ulrich's contention that the "spacing varies all over the place" and to refute Mr. Rigby-Hall's information that the "normal" spacing for the 1 $\frac{1}{2}$ p issue is 5 mm, since he makes no mention of the 4 mm spacing.

George responds: "The logical place to determine spacing is at 'a,' but if you will check the illustrations in *The Puffin*, number 19, page 18, you'll see that to get Roger's 4/5/5/4 spacing he must have used 'b' so, so far, to me, nothing has been cleared up. Most of the copies I have, 'a' runs 4.1, 4.2, 4.3, some 3.0, 3.5, 4.5, and 5.5 mm, so this doesn't establish the first or second printing unless a = 5.5 (b = 6) and 3 are first printings. And to complicate things further, if there is only one 6 mm in a sheet, I have a transfer type a and a used pair, both b's, one being 6 mm--can't be if only one per sheet exists. (P.S. I use a finely marked metal machinist mm rule and a ten power glass.)"



"Regarding the 2 $\frac{1}{2}$  on 6p, no comments were made about spacing. Here are some of the spacings I have (in mm):-

d 8.5 8.6 9.8 9.9 10.0 8.5\* 8.5\*  
c 13.5 13.5 13.5 13.5 13.5 13.5 13.5  
(\* doubled overprints) The 9.8, 9.9, and  
10.0 'd' spacings were transfer types c and d."



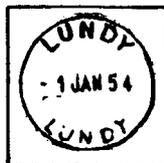
If any reader could provide me with a photocopy of a complete pane or large multiples of either of these two provisional issues, I would gladly undertake the effort to measure the spacings using George's "a-d" notation and report the results in a future issue of the *LCCPQ*. One last note on these provisional issues: the diagonal slash marks for the fraction bars, sans-serifed "2" (and "1" in the fraction "1/2") for the 2 $\frac{1}{2}$ p value, and obliterating marks illustrated for these issues on page 5 of the *Lundy Album Catalogue*, published in 1976 by the Lundy Stamp Bureau, Montville, New Jersey, are artist's renditions that have no similarity to the actual surchargé overprints employed. --RSC

(3) "Ditto again, page 44, under 'L' used 1st Jan 1954 to Apr 1955, metal in black, later altered to make canceller 'N.' How come I have a set of 93-99 postmarked -1 Jan 54 cancelled with 'N' in green?"

In this question, George has referred to a strike in green of the Chinochen type N canceller dated "-1 JAN 54" which obliterates a set of the 1954 Postal Jubilee definitives. (See the illustration of the strike to the right.) Chinochen's Catalogue indicates that the type N canceller was used January 19, 1957 onwards, metal, applied in black then green, and was canceller type L altered.

Barry explained the "premature" cancellation in this manner:

"...about the 'Jubilee canceller.' In 1956, when I wanted a specimen strike of this mark, Mr. Gade said that the machine had been returned for alteration and apparently was the one which came into use in 1957. This was logical because a metal canceller with adjustable dates is an expensive item. Probably a whole new surround was attached based on the top half of the Jubilee mark. Mr. Gade cancelled stamps on request with any date required, so I attach no significance to the backdating of the strike you possess." --RSC



QUESTIONS AND ANSWERS (Continued)

(4) "Do you know of these three Churchill 'proofs' or whatever? They came from Sanders with the note that two sets existed--'one in the Lundy Archives.' What Archives?"

The "proofs" that George refers to are illustrated below. My inclination is to refer to these as die proofs rather than color proofs, since they are printed as a single subject to the sheet--to which George responded: "How about color die proofs! After all, they are in the stamp colors." I suggested to George that the "Lundy Archives" might be the Lundy collection that Barry Chinchon donated to the British Library, but Barry said "no." Barry's response follows: "I have never seen the Churchill proofs you had the photocopy of. I think that the 'Lundy Archives' are mythical. There are stamps kept for such time as a museum is set up, but nothing is unrecorded and the series is far

from complete.

I have the material which Mr. Gade put aside for this purpose, and Landmark Trust asked me to look after it until it was needed."

After receiving my suggestion about the "Lundy Archives" being Mr. Chinchon's donation to the British Library, George Ulrich wrote me back: "The information about the other (second) set (of Churchill 'proofs') being in the 'Lundy Archives' came from Sanders before Barry made the donation.."

Can any of you readers offer an explanation about either the "Lundy Archives" or Churchill "proofs"?

--RSC



The 1965 1-Puffin Provisional Overprint

The illustration of the 1965 1-puffin provisional overprint on page 16 of the Lundy Album Catalogue (published in 1976 by the Lundy Stamp Bureau, Montville, New Jersey) has two square value obliterations. The stamp I have has two circular obliterations instead. Is it counterfeit?

--Volita Doudna (and others)

No! The genuine examples of this provisional have circular obliterator overprints. The artist's rendition of this surcharge overprint (and others) in the Lundy Album Catalogue is a fabrication that probably was drawn from a photograph or photocopy of the actual stamp. The circular obliterations, if properly centered, cover the square value boxes of the 1939 2-puffin definitive and, hence, might have a "square" appearance in a photograph or photocopy of the actual provisional. --RSC

QUESTIONS AND ANSWERS (Continued)Another "Wright Brothers" "Missing Biplane" Stamp

Sandy Fields reports another copy of the 2p "Wright Brothers" issue (Chinchen #60) which has the entire black "biplane" overprint missing. (Refer to the *Summer 1981 LCCPQ*, page 9.) Sandy's copy is a transfer type d with centering to the top and left, hence wide margins on the right and bottom. Bernard Stanley's copy is centered to the right with a wide margin on the left. Thus, it is likely that these two stamps came from entirely different panes (if not from an altogether different sheet). The "missing biplane" variety was previously unrecorded in Barry Chinchen's A Catalogue of Lundy Stamps and The Puffin but is most likely another member of the group that Barry terms "printer's waste."

Sandy also possesses several other examples of "Wright Brothers" "printer's waste," including a 6p with red biplane overprint but no black "1 Puffin" surcharge, a 12p with blue "5 Puffin" surcharge and inverted black biplane overprint misplaced at the bottom of the stamp, a 9p with orange "3 Puffin" surcharge and double black biplane overprint, a 12p with black biplane overprint and red "8 Puffin" surcharge doubled, and a 6p right margin block of 8 with black biplane and orange "7 Puffin" surcharge and otherwise normal except for an orange line running horizontally across the three stamps in the top row nearest the right-hand margin (positions 13, 14, and 15). All of these "varieties" are listed in the Chinchen Catalogue as "printer's waste" except for the "lined" block which is mentioned by Barry as "wartime rubbish" in The Puffin, issue number 19, Autumn 1969, page 10. Sandy's block is identical to that described in The Puffin number 19, with stamps in positions 13, 14, and 15 of either the top right or bottom right pane affected. Examples of such "printer's waste" are not that common and make interesting "conversation pieces"!

Sandy also noted that on the "Wright Brothers" issues, there seems to be on all the values of the set a constant variety wherein the "3" is touching the "4" in the "1943" portion of the overprint. The specific location is the center stamp directly above the inscription block (position 28 of the pane), and it appears in the top panes as well as in the bottom panes. I found no mention of this "constant variety" in any of the discussions on this issue that appeared in The Puffin. Thanks, Sandy, for all this useful information! --RSC

Response to the Trans-Atlantic First Flight Cover Query

The following information is pertinent to Ian Wilkinson's inquiry about his trans-Atlantic first flight cover, England to the United States, postmarked Lundy, May 24, 1939, and Braunton, May 25, 1939. (See "Questions and Answers," page 7, *Spring 1981 LCCPQ*.) The inaugural service of Foreign Air Mail Route No. 18 (F.A.M. 18), the first "official" U.S. trans-Atlantic mail flight, from New York City to Marseilles, France, was begun on May 20, 1939 by Pan American Airways, Inc. through contract with the United States Post Office Department.

According to The American Air Mail Catalogue (American Air Mail Society, Cinnaminson, New Jersey), during the Spring of 1939, several countries were competing to establish the first regular service across the North Atlantic. In order that the U.S. might claim that distinction, service was started very hurriedly by the inaugural of the so-called "Southern Route" service on May 20, 1939. The route was via Horta, Azores, and Lisbon, Portugal, to Marseilles. Mail for England and other European countries was carried beyond Marseilles via existing air service and not by planes of the F.A.M. 18 route. Likewise, mail from points beyond Marseilles was dispatched by regular connecting service in Europe, a discussion of which is outside the scope of the F.A.M. 18 listings of The American Air Mail Catalogue. Four cachet types were used for the F.A.M. 18 inaugural flight covers, and covers were supposedly backstamped at all points, but there was much sloppy handling.

QUESTIONS AND ANSWERS (Continued)

Ian's cover to the U.S. does not have an "official" F.A.M. 18 inaugural cachet for the return trip, but, nevertheless, is a first Pan American Airways return flight cover. His cover represents one that came from a "point beyond Marseilles" (i.e., Lundy and Braunton), was dispatched by regular connecting service to Marseilles, and was then flown on to the United States via the return flight of F.A.M. 18 on May 26-27, 1939.

Ian asked how many of these were done? George Fabian wrote that it is hard to say and feels that most of the F.A.M. 18 "Lundy" covers probably reside in air mail collections rather than in Lundy collections. George has supplied photocopies of two additional F.A.M. 18 "Lundy" covers with "proper" cachets, and these are illustrated as Figures 1 and 4. The cover in Figure 1 was prepared by the late Reverend Cheney, an enthusiastic Lundy collector at that time, and was on the initial Pan American Airways F.A.M. 18 flight from New York City to Marseilles. This cover has the "official" F.A.M. 18 cachet applied in New York City (type F18a) and a Marseilles receiving backstamp (not shown). According to The American Air Mail Catalogue, 88,814 pieces of mail (presumably items with the same cachet) were flown from New York to Marseilles on the inaugural F.A.M. 18 flight. Just how many of these were Lundy items is impossible to tell.



FIGURE 1. F.A.M. 18 First Flight Cover with "Official" Cachet.

Evidently, other Lundy enthusiasts besides Reverend Cheney were aware of F.A.M. 18 and prepared covers for the inaugural flight. John D. Stanard prepared ten covers, and an example supplied by Paul S. Seybolt is illustrated in Figure 3 (next page). This cover has a circular, dated (May 22, 1939) "MARSEILLE-CARE-AVION, BOUCHES-DU-RHONE" backstamp (Figure 2 at right). The cover was forwarded from Marseilles to LACAL at the Barnstaple Aerodrome before being flown on to Lundy. Paul commented, "I have heard criticism over the years of both Stanard's, and Pitman's 'philatelic' productions, but were it not for those two (and some others), today we would be without a significant amount of very interesting Lundy material indeed."



FIGURE 2.

The inaugural flight of the so-called "Northern Route" of F.A.M. 18 occurred on June 24, 1939. According to The American Air Mail Catalogue, the contractor (Pan American Airways, Inc.) inaugurated service over the Northern Route, flying by way of Shediac, New Brunswick, Canada, Botwood, Newfoundland, and Faynes, Ireland,

## QUESTIONS AND ANSWERS (Continued)



FIGURE 3. Stanard-prepared First Flight Cover for F.A.M. 18.

to Southampton, England. This flight was graced by a group of U.S. Government officials, including C. P. Graddick, Superintendent of the U.S. Post Office Department Air Mail Service. Unfortunately, a bad fog condition held the plane at Shediac for several days, and as a consequence, much mail which had been postmarked in advance at the various points bears dates different from the actual flying date. True to its conservative policies, the British G.P.O. and its Crown Colony subsidiary, the Newfoundland Post Office, did not provide any cachet in recognition of this service; however, private cachets were placed on such covers as were dispatched through the Pan American Airways. The G.P.O. normally does not backstamp arriving mail and refused to make any exception to its policy by means of special dispatches, nor would it facilitate the return of mail not addressed for delivery in England or in Europe.

An example of a Cheney-prepared Northern Route F.A.M. 18 inaugural flight cover is shown in Figure 4. It has the "official" cachet



revised "Northern Route" F.A.M. 18 First Flight Cover.

QUESTIONS AND ANSWERS (Continued)

that was applied in New York City (type F18e), was datestamped the day of the flight (June 24, 1939), and arrived in Lundy on June 30, 1939, two days after the F.A.M. 18 flight arrived in Southampton. How many of these particular "Lundy" F.A.M. 18 first flight covers exist? Again, it is impossible to tell. The American Air Mail Catalogue reports that 67,080 pieces (presumably bearing this cachet type) were flown New York to Southampton on the inaugural trip.

One additional note: the United States issued on May 16, 1939 a special 30-cent "Trans-Atlantic" air mail stamp depicting a "winged globe" (Scott #C24) for use on the F.A.M. 18 first flight covers. All three of the "Lundy" covers illustrated have the proper 30 cents in postage stamps affixed, but, interestingly, not one of them had the "Trans-Atlantic" air mail stamp issued for that purpose.

*(I wish to thank George Fabian and Paul S. Seybolt for their information and photocopies of the illustrated covers, without which an "answer" to Ian's query would not have been possible. Additional thanks go to George for the photocopies pages of The American Air Mail Catalogue dealing with F.A.M. 18 which formed the basis for most of the factual information presented in the text of the response. --RSC)*

Opinions on the "Morley-Bright Dry Watermark Detector"

"Re (Roger Cichorz's) question on the 'Morley-Bright Dry Watermark Detector' (*Summer 1981 LCCPQ, page 8*): I have used it. To find watermarks on stamps off cover it works no better than regular watermark fluid. It will, however, give the watermark of a stamp on cover provided the watermark is plain enough to be told without fluid if the stamp was off cover. The paper used and tube of ink will need to be replaced as used up but can be bought separately. Once you have seen it worked, you will be able to make your own kit for about \$5.00. Save your money!"

--George Fabian, Park Forest, Illinois

"About the 'Morley-Bright' watermark detector, forget it. I tried it once several years ago and couldn't get it to work. When I asked for my money back, they charged me a \$5.00 service charge, and I had to pay the postage and insurance to ship it back to them. But also, I think it cost less at that time.

Now for some background. When I was living in London in 1972-73, I used to attend meetings of the Imperial College stamp club since I worked at the college and it was convenient. At one of these meetings, I saw one of those chaps getting watermarks with a piece of tracing paper and a soft black crayon. Place the stamp on a flat surface, place the tracing paper over the stamp, and run the crayon lightly over the tracing paper. The thin areas representing the watermark show up as light areas on the tracing, and this method works for stamps on cover.

Many years later, back in the U.S., I saw the Morley-Bright watermark detector at a stamp show, and since it looked like a much more elegant way of doing these tracings, I bought one. Here you use a small glass plate with a thin plastic sheet placed over it. The stamp is placed on top of this first plastic sheet and is then covered with a second plastic sheet. A thin streak of ink from a tube is placed across the top of the second plastic sheet, and a stiff plastic squeegee is used to scrape a uniform coat of ink over the stamp which is protected by the second plastic sheet. The watermark is supposed to appear as a tracing, and although the demonstrator at the show could make it work beautifully, I could never get it to work. Obviously, the ink is consumable and may dry out over long periods, but I didn't keep mine long enough.

My advice is try the crayon and tracing paper, or stick with smelly old carbon tetrachloride."

--Allen Hoffman, Brooklyn, New York

## THE PUFFINS COME HOME

by Emilie Tavel Livezay

Staff Correspondent of The Christian Science Monitor

*(This is the third and final installment of an article which originally appeared in the August 5, 1980 issue of The Christian Science Monitor. It is being reprinted in the LCCPQ by permission from The Christian Science Monitor, copyright 1980 The Christian Science Publishing Society, all rights reserved. The first two installments appeared in the Summer 1981 and Fall 1981 issues of the LCCPQ.)*

Now, by peering through a spyglass from the small wooden hut that serves as a blind on the island, we can see real puffins and real terns standing around passing the time together and looking things over.

The friendly association of these two species is the key to the success of the puffin transplant project. Terns nest on the ground in the lush grass that grows at the center of the island, while puffins nest under boulders near the water's edge. So the two species do not compete for nesting areas. Nor do terns attack puffins for any other reason.

In fact, whenever gulls or any of the other predators that feed on puffins and tern chicks fly over the island, a swarm of terns will instantly arise and chase them off the premises. Thus puffins enjoy the protective umbrella which the terns provide for their own young. It is this protection that makes it feasible for puffins to return to their old home base.

In the 1850s, when men first began eggging on Egg Rock (and gave it its name), the population of birds was harmoniously balanced. The primary species were the puffins and terns, nesting in large colonies. Then there were also eider ducks, black guillemots, Leach's storm-petrels, and small numbers of herring gulls and great black-backed gulls (the world's largest gull, with a wingspan of nearly six feet).

In addition to eggging and shooting, fisherfolk of the area put sheep on the island (which disrupted the birds), spread nets over boulders to catch the puffins, and sold the pearl-gray terns with their brilliant red beaks and black caps to be stuffed and mounted whole on women's hats.

Dr. Kress reports that by 1880, puffins here were extinct and what was happening was typical of other islands in the area. By the turn of the century, he says, few sea birds were breeding anywhere along the entire New England Coast and even up into the Maritime Provinces of Canada.

Finally, the 1916 Migratory Bird Treaty Act was signed by Canada and the United States. Terns, no longer shot for their beautiful feathers, began to increase in numbers. But gulls were increasing much faster. Fed by open trash and garbage dumps, their population exploded. The balance of nature was lost. And terns were squeezed off most of their original breeding sites. With the terns gone from Eastern Egg Rock, there was no hope of recolonizing the puffin population here.

Hence, the Audubon's first task was to readjust that imbalance by ridding the island of the predatory gulls. With the aid of the US Fish and Wildlife Service, gulls' eggs were removed. This led to disruption of the gull population. Today, there are no gulls nesting here, though a few do light on the tumbled boulders that rim the island.

At first, in 1977, terns only cruised by Eastern Egg Rock, as if prospecting for new nesting areas. But they were quickly lured by the decoys and tape-recorded nesting sounds provided by Dr. Kress and his young assistants.

Today there are at least 75 pairs of nesting terns here. And only last month, the first tern chick was hatched on Eastern Egg Rock in 43 years. It was an exciting and rewarding event for all the Puffin Project team. It seems that the protection from predators that the terns provide the puffins is now assured.

"So far as we know," Dr. Kress says, "no one has ever tried before to piece back together again an association of birds like this."

Puffins, who may live 20 years or more and usually mate for life, are 5 before they reach adulthood and begin reproducing. Most of the puffins now on Egg Rock are three- and four-year olds. This year, for the first time, they have been seen poking around the boulders as if apartment hunting. It will be 1981 before the first of the breeding-age puffins are expected.

One can only imagine the high drama of next summer, when, as is hoped by the Audubon foster parents, the fledglings of five years ago come back to raise their young.

Dr. Kress and his team have been about 98 percent successful in rearing to fledgling age the chicks they have brought from Great Island. But perhaps as many as 80 percent of all puffins who launch so bravely into the night may never make it back. So re-establishing a lost colony is a long-range project.

As Dr. Kress says, "It shows that if people really commit themselves to something and stick with it long enough, they can have an effect and undo some of the damage that was done before. But it also reminds us how long-term the commitment must be. It is humbling how difficult it is to try to re-establish something like this, when all people had to do to eliminate it was just to put nets over the rocks or shoot the birds."

*(The address of the Puffin Project is: "Bring a Puffin Home" Project, o/o the National Audubon Society, 950 Third Avenue, New York, New York 10022, U.S.A. The program is funded entirely by the non-profit National Audubon Society, helped by tax-deductible contributions, and operates out of the Audubon Camp at Medomak, Maine.)*



COMMON PUFFIN

#### COMMON PUFFIN

For nearly six weeks after their chick hatches, adult common puffins fly out to sea each morning and return to the burrow with bill-loads of up to 30 small fishes. The fishes are caught one at a time as the puffin "flies" underwater with its stubby wings. They are dispatched by sharp pinchers at the point of the bill, shoved to the back of the mouth by the bird's tongue, and held in place by serrations on the upper mandible. A puffin chick will eat its entire weight in fishes daily and consume up to 2,000 fishes before being abandoned by its parents. After a week of fasting, the young bird will leave the burrow at night to avoid attacks by gulls, flutter to the ocean below, and paddle off.

## HELICOPTER SERVICE--HARTLAND POINT TO LUNDY

by Roger E. Allen

As a direct result of initiatives taken by the Landmark Trust and principally by Mr. John Smith, the Chairman of the Trust, Castle Air Charters Ltd. of Liskeard in Cornwall on Thursday, April 16, 1981 commenced their seven-minute ferry service to Lundy from Blagdon's Farm at Hartland Point in Devon. It is planned to operate the service all day Sundays and Mondays during the season and possibly also on Tuesdays or Thursdays or both depending upon demand.

The new service was heralded with a flood of announcements and articles in all the newspapers of the Southwest of England, of which the most important are described in an addendum to this article.

Blagdon's Farm on the isolated tip of Hartland Point was chosen for the sake of fuel economy, as it is the nearest point on the mainland to Lundy. Situated on Blagdon's Farm is the piece of land owned by Trinity House upon which is built Hartland Point lighthouse and all its installations. This lighthouse is well remembered by visitors to Lundy before 1972, as it was to the radio receiver in this lighthouse that Mr. F. W. Gade used to direct his daily weather reports and other private messages. His well-known firm tones calling the lighthouse--"Lundy calling, Lundy calling Hartland Point..."--were relayed to the breakfast room of the hotel where the prospects for the day's weather, together with orders for groceries, could be heard. (Full details of the Lundy radio service operated by Mr. Gade are given in two articles: Brian Turnpenny, "Private Telegraphs - Lundy Radiogram Service," The Private Post, Journal of the British Private Post Study Group, issue number 1, 1977, page 20, and Roger Allen, "Lundy Radiogram Service," Newsletter Number 4 of the British Private Post Study Group of the Cinderella Stamp Club, May 1978, page 9.)

The farmer at Blagdon provides car-parking facilities at very reasonable rates per day or week for those staying on Lundy. The helicopter takes off from one of his fields close to the rocky North Devon shore. The experience of sitting up front next to the pilot, surrounded above, below, and on the sides, as well as in front, by clear glass, giving perfect views of taking off and landing, is something to be remembered. As the chopper lifts off, the coast and the jagged cliffs seem to come up at you and then immediately fall away. Once over the open sea, the machine seems by comparison to hover and to stand still. Soon, however, the grey, belovéd shape of Lundy looms out of the mist, and its familiar features, seen from the unfamiliar angle of the air, gradually make themselves clear.

The landing spot on the Island is in Castle field in the Southeast corner of the plateau, and without the usual prospect of the long haul up the beach road, the passengers jump out of the plane, only two minutes away from the hotel and village. This landing spot was chosen by the Island authorities because of its comparative distance away from the dwelling units, giving them a certain measure of freedom from noise. The sound of the helicopter, however, was still very noticeable from Millcombe House and from the tavern, but the nuisance value, on balance, is much less to those staying and living on the Island than shiploads of day visitors, and few complaints were heard.

Castle Air Charters Ltd. fly six-seater, 150-mph Bell Longranger Mark II helicopters, and it was noticed by the passengers that in spite of the informality of the situation, all the pre-flight and in-flight safety precautions experienced in a jet airliner are gone through in miniature by the Castle Air Charters employees and pilots.

The fare, at least during the first weeks, was 19.50 pounds round-trip, 9.75 pounds one way, and 6.00 pounds simply to fly to Lundy and back but not to disembark. These fares have since been

## HELICOPTER SERVICE... (Continued)

increased. Officially, only the minimum of luggage is allowed, but ways and means were found to allow those staying on the Island for a time to take over a reasonable amount of baggage.

The helicopter service also contemplates taking over day visitors to Lundy. Ideally, they would go over on the first flights of the day and return on the last. This would give them a much longer time on the Island than was the case with the P. & A. Campbell Steamer trips. The problem with helicopter day trippers is that there are no cafe facilities on the Island and also possibly no tavern, should it only open in the evenings. Helicopter day trippers can only be few at the most, and all-day teahouse and tavern facilities for them are not economical.

The first passenger on April 16 to purchase a ticket was Mr. Norman Hunter of Preston, Lancashire, a regular Easter visitor. He was issued ticket number 001, of which a copy, front and back, is illustrated on the following page. Mr. Hunter has emphatically stated to many Lundy enthusiasts that his ticket is not for sale. Normally the return half of the ticket would have to be given up to the Castle Air Charters employee, but Mr. Hunter was able to keep his.

The advent of this new helicopter service was not marked in any way philatelically, but the author of this article carried a few covers and post cards back with him on his return journey, gave them to the pilot of the helicopter, who signed them, and returned them to Lundy on his next trip, from where they were later posted out. Examples of these items are also illustrated.

On April 19, when the author of these notes flew across to Lundy, he obtained at Hartland Point one of the Castle Air Charters Company's brochures. This pamphlet contains photographs of the helicopters and also of the pilot who flies them to Lundy. This gentleman obliged by signing the pamphlet close to his photograph, and the folded brochure was posted out of Lundy on the following day. It should be pointed out that the helicopters are not being used up to now as official carriers of Lundy mails. These still leave the Island by the M.V. "Polar Bear."

ADDENDUM: Newspaper Articles Recording the New Helicopter Service to Lundy.

North Devon Journal Herald (Barnstaple newspaper), April 9, 1981. "Lundy by Air in Seven Minutes"--Announcement of the forthcoming service. Comments by Colonel Gilliat and a reference to previous air services in the 1930's. No photographs.

Express and Echo (Exeter newspaper), April 17, 1981.

"To Lundy in Seven Minutes"--Front page comment and photograph of helicopter landing on Lundy, church in background. Center page spread, three large photographs and article. Pictures include Lundy from the air, Milcombe Valley with the hotel, "Polar Bear" in the bay, and Colonel and Mrs. Gilliat. Also a group photograph of Mr. John Smith with other officers of the Landmark Trust and the National Trust. Comments on the helicopter service prospects, Mr. Smith's anger at the levy of municipal taxes on the gentlemen's toilet outside the tavern, and statistics of annual visitors.

Bideford and North Devon Gazette, April 24, 1981.

"Lundy Helicopter Service Gets Off to a Fine Start"--Front page article and two photographs. One a picture of Mr. John Smith outside the tavern with Torridge District Councillors; the second shows two National Trust officers "thumbing a lift" from the helicopter standing by an old London Transport Bus Stop sign, brought over to Lundy in dubious circumstances about 11 years ago. Article repeats comments by John Smith that seem to convey the idea that he places more importance on those that come to Lundy for holidays than in encouraging day visitors (i.e., the implication that the P. & A. Campbell Steamers day trippers are no loss). He also comments on the progress and cost of the current repairs to the beach road. Colonel Gilliat refers to the possibility of paddle steamers operating to the Island this summer.

## HELICOPTER SERVICE... (Continued)

North Devon Journal Herald, April 30, 1981. "When Pioneers Flew Fresh Lundy Lobster." "Now There's a New Air Link - The Seven Minute Special"--Important center page spread containing twelve photographs and article on the Atlantic Coast Air Services operated by pilot Bob Boyd to Lundy in the 1930's. Five historic photographs of Bob Boyd and his planes on Lundy. The article by Chris Machin gives historical details of Bob Boyd's planes, the service, and the transportation of goods, including the famous Lundy lobsters, alas, now no more. The article, however, does not go on to mention that air services were resumed after the War and continued up to 1956. There are also seven photographs connected with the new helicopter service: passengers boarding, transportation of luggage in nets swung below the 'copter, the Old Light, Lundy ponies, the helicopter and church, North Light from the air, and the reporter standing by the same old London Transport request stop sign.

N° 001		N° 001	
<b>FROM Lundy</b>		<b>TO Lundy</b>	
Check in before		Check in before	
Issued at Hartland. Valid 1981		Issued at Hartland. Valid 1981	
CONDITIONS		CONDITIONS	
1. Definition:	(a) The term "Carrier" shall mean Castle Air Charters Limited, its servants, or agents, who shall be entitled to the benefit of all exemptions from and limitations of liability herein.	1. Definition:	(a) The term "Carrier" shall mean Castle Air Charters Limited, its servants, or agents, who shall be entitled to the benefit of all exemptions from and limitations of liability herein.
	(b) The term "Passenger" or "Passengers" shall mean the person or persons who are carried hereunder and whose baggage is carried hereunder.		(b) The term "Passenger" or "Passengers" shall mean the person or persons who are carried hereunder and whose baggage is carried hereunder.
2. All carriage of Passengers and/or their baggage between Lundy Island and Hartland Point performed by the Carrier shall be subject to the terms hereof and to no other terms and the contract contained in or evidenced by this ticket shall be solely between the Carrier and the Passenger. The Carrier shall not be and shall not be deemed to be a "Common Carrier" and it does not accept the obligation or liability of a Common Carrier.		2. All carriage of Passengers and/or their baggage between Lundy Island and Hartland Point performed by the Carrier shall be subject to the terms hereof and to no other terms and the contract contained in or evidenced by this ticket shall be solely between the Carrier and the Passenger. The Carrier shall not be and shall not be deemed to be a "Common Carrier" and it does not accept the obligation or liability of a Common Carrier.	
3. The Carrier shall be entitled to all exemptions from and limitations of liability as are contained in the Carriage by Air Act, 1961, the Carriage by Air and Road Act, 1979, and all orders made thereunder. In particular, attention is drawn to the following:		3. The Carrier shall be entitled to all exemptions from and limitations of liability as are contained in the Carriage by Air Act, 1961, the Carriage by Air and Road Act, 1979, and all orders made thereunder. In particular, attention is drawn to the following:	
	(a) If there is any loss of or damage to the passenger's baggage, compensation should be made to the Carrier upon receipt of or at the latest within 7 days of such receipt; or		(a) If there is any loss of or damage to the passenger's baggage, compensation should be made to the Carrier upon receipt of or at the latest within 7 days of such receipt; or
	(b) If there is any delay in the delivery of a passenger's baggage, complaint should be made to the Carrier within 21 days of the date when it should have been received. Failing complaint within the above times no action shall be against the Carrier and, in any event, all claims must be brought within two years of the date of the carriage in respect of which the claim arises and, if not brought within that time, all such claims are absolutely barred and all rights of suit extinguished.		(b) If there is any delay in the delivery of a passenger's baggage, complaint should be made to the Carrier within 21 days of the date when it should have been received. Failing complaint within the above times no action shall be against the Carrier and, in any event, all claims must be brought within two years of the date of the carriage in respect of which the claim arises and, if not brought within that time, all such claims are absolutely barred and all rights of suit extinguished.
4. The Carrier does not guarantee the times of arrival and departure referred to in this ticket which are approximate and for information only.		4. The Carrier does not guarantee the times of arrival and departure referred to in this ticket which are approximate and for information only.	
5. A small antine type bag can be carried on your lap. The rest of your baggage will then travel with you or be brought across on a subsequent flight. 25lbs or carried free but more than that will be charged for at 10p per lb.		5. A small antine type bag can be carried on your lap. The rest of your baggage will then travel with you or be brought across on a subsequent flight. 25lbs or carried free but more than that will be charged for at 10p per lb.	

FIGURE 1. Front and back of the first ticket sold by Castle Air Charters Ltd. for helicopter service from Hartland Point to Lundy. This ticket was purchased April 16, 1981 by Mr. Norman Hunter, who emphatically stated that his "souvenir" is not for sale.



## HELICOPTERS ON LUNDY STAMPS AND COVERS

by Roger S. Cichorz

The bicolor (deep grey-blue and rose) 6-puffin denominations of the 1954 Silver Jubilee airmail set (with dates 1929-1954) and the 1954 airmail definitive set (without dates and in reversed colors) depict a Bristol 173 helicopter in flight. These stamps were issued to commemorate the 25 years that had passed since Lundy issued its first stamps; however, 1954 also marked the fiftieth anniversary of man's conquest of the air. So, for the first time, Martin Coles Harman departed from the "bird" theme and commissioned artist John Dyke to design these stamps to illustrate the progress of man's conquest of flight.

The printing of these two stamps was entrusted to Harrison & Sons Ltd., security printers of London, England. The stamps are in commemorative size format (24 mm by 40 mm), perforated 14½, and printed in sheets of 40 (cut into two panes of 20), with each pane having a single imprint of Harrison & Sons Ltd. in the left-hand margin reading down ("PRINTED BY HARRISON & SONS LTD., 44/7 ST. MARTIN'S LANE, LONDON, W.C.2, ENGLAND"). A total of 200,000 each of these two stamps (illustrated to the right) were printed. The Jubilee stamp was in use for three months only, being withdrawn on March 31, 1954, but the definitive airmail was in circulation until March 6, 1955.



COMMEMORATIVE

DEFINITIVE

A Westland Whirlwind HAR 10 helicopter, which employed a 1050 S.H.P. Bristol Siddeley Gnome engine and was capable of a 104 mph cruising speed, was pictured as part of the 4-color printed cachet on the commemorative Chivenor Rescue covers. On August 5, 1972, the stamp club of R.A.F. Chivenor mailed 11,000 special covers through the British Forces Post Office. These covers mark the 5000th emergency rescue scramble of the No. 22 Squadron, Royal Air Force, Chivenor. The covers were sent from Clovelly, Devon in the Waverney class 44-001 cruising lifeboat of the Royal National Life Boat Institution (R.N.L.I.). The covers were stamped with a Great Britain 7½p value from the commemoration of the sesquicentennial of the establishment of H.M. Coastguard Service issue (Scott #669) and the Lundy 1p St. Helena's Church 75th Anniversary commemorative issue. The Lundy stamp was franked in green with a special cancellation designed by John Dyke. The covers were returned on August 5, 1972 by XP347, the Whirlwind Mk. 10 Search and Rescue helicopter of the 22nd Squadron. The pilot was Flight Lieutenant R. L. Probert, and the trip took approximately 20 minutes.

A limited number of these covers were sold on Lundy, and the profits from the sale of these covers were donated to the R.A.F. Museum Fund and the R.N.L.I. Ian Wilkinson recently reported that of the 11,000 of these covers produced, 1000 had the cachet detailing the trip applied by hand and the remainder having this printed on. The cover example illustrated on the preceding page has the printed cachet.

Bibliography

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2. I. Scott-Walker and B. R. Sherwood, "Chivenor Rescue Covers," The Puffin Journal of the Lundy Specialists Society, issue number 23, Autumn 1974, page 15.
3. Ian Wilkinson, "Are You Sure - About Some Lundy Covers?," Newsletter Number 16 of the British Private Post Study Group of the Cinderella Stamp Club, July 1981, page 19.

## News of LCC Members

- At Milcopex 1981, the Milwaukee Philatelic Society's "British Philately" exhibition held on February 27 and 28 and March 1, 1981, The Private Post, an annual publication of the British Private Post Study Group of the Cinderella Stamp Club, among 53 entrants in the handbooks section of the literature class, received a vermeil award. Congratulations are in order to LCC member John R. Holman, BPPSG Newsletter Editor, who served as the Editor of the 1980-81 edition of The Private Post.
- M. André Dufresne, a former member of the Lundy Specialists' Society and a current member of the LCC, serves as Editor of the Canadian stamp periodical, La Philatélie Au Québec. Andre will have articles on the puffin-embossed stamps of Great Britain and on the Lundy 1-puffin provisionals of 1969-1972 appearing in an upcoming issue of the LCCPQ.
- LCC member Richard M. Langworth is a dealer in the stamps of the "Great Islands" with principal interests in Guernsey, Herm locals, Norfolk Island, and Pitcairn Island. He just issued a retail price list with some Lundy material and much Channel Islands including Guernsey, Jersey, and the locals of Herm, Alderney, Sark, Jethou, Lihou, and Brecqhou. To obtain a copy, write Dick at Box 385, Contoocook, New Hampshire 03229, U.S.A. Postage of 40 cents in stamps (or an IRC) would be appreciated with requests. Dick is a retailer of the Lindner line of albums, stock books, and philatelic and numismatic accessories. He's offering LCC members 20 percent discount from the Lindner retail list. Autumn 1981 Lindner catalogues are available from Dick for 40 cents in stamps (or an IRC).
- Herman ("Pat") Herst, Jr. is running against four other candidates for two open positions on the Board of Directors of the American Stamp Dealers' Association for the January 1, 1982 - December 31, 1983 term. Pat is currently engaged in consulting and appraising activities and in philatelic writing from his "retirement estate" in Boca Katon, Florida. His regular column feature, "Uncle Pat's Patter," appears regularly in Linn's Stamp News. The LCC membership wishes Pat a speedy and successful recovery from his recent surgery and best of luck in the ASDA election.
- Word from LCC Vice-President Jim Czyl is that LCC members fared well in the philatelic competition of recent Chicagoland shows. Jim received the Reserve Grand Award for his "Phantoms of Philately" exhibit at the 50th Anniversary Exhibition of the Suburban Collectors Club of Chicago, held on October 17, 1981. Jim also received a vermeil medal for his "Locals of the World" exhibit at the CPS Chicagopex Show sponsored by the Chicago Philatelic Society and held the first weekend in October 1981. At this same show, another LCC member, Les Winick, received a gold medal for his exhibit on the "Evolution of Space Mail."
 

Les is the Librarian for the Chicago Collectors Club, and his LCC membership is in the name of that organization. Congratulations, Jim and Les, for the great showing!
- Stephen Datz, proprietor of the Colorado Local Post, is offering a combination "local posts" cover to LCC members on a first-come, first-served, as-available basis for \$2.00 each. One hundred of these covers were prepared with 30¢ CLP postage on the back of the envelope and then forwarded to Lundy, where they were serviced and mailed on to London. The cover has three of the current 4½-puffin definitives tied to the back by a "28 JUL 81 Lundy, Bristol Channel" circular datestamp cancellation and the usual Lundy British postal meter cancellation from Ilracombe on the front. To order covers, write Steve care of the Colorado Local Post, P.O. Box 232, Denver, Colorado 80201, U.S.A. Please mention that you're a member of the LCC and read about the Colorado Local Post cover offering in the LCCPQ.

*(The LCCPQ Editor encourages LCC members to send word of their activities, endeavors, accomplishments, etc. for mention in future LCCPQ's!)*

# CLASSIFIED ADS

## FOR SALE

MINT LUNDY STAMPS for retail sale:  
(Prices are given in pounds sterling.)  
1929/39 "Tighearna sheet" definitives:  
1p and 9p imperf., 2p perf. 0.75  
1951 definitives (7v) 1.50  
1951 defs. (6v, -7p), gutter pairs 3.50  
1951 definitives (7v), imperf. set 2.50  
1951 definitives (7v), imperf. set  
in very scarce gutter pairs 7.50  
1951 provisional "8 and 3 bar BY AIR"  
black overprint (Chinchen #78) 0.20  
1951 same as above, gutter pair 0.80  
1953 provisional "8 and 3 bar BY AIR"  
red overprint 2.00  
1953 same as above, block of four 7.50  
1953 same as above, gutter pair 6.50  
1953 Coronation set (7v) 2.00  
1954 Silver Jubilee (7v), imperf. 6.50  
1954 same as above, gutter pairs 17.50  
1954 Silver Jubilee 12p, imperf., black  
and green "printer's waste" 5.00  
1954 airmail with dates (6v) 2.75  
1954 airmail with dates (6v), imperf. 6.50  
1954 airmail without dates (6v) 2.75  
1954 airmail without dates, imperf. 6.50  
1955 Millenary surface (7v) 1.95  
1955 Millenary airmail (7v) 1.95  
1955 Millenary airmail (7v), imperf. 5.50  
1961 Europa (7v), imperf. 3.50  
1961 Europa 4p ERROR, perf. pair with  
dramatic shift of frame & color 3.75  
1961 Europa miniature sheet 0.40  
1962 Anti-malaria (6v) 1.50  
1962 Anti-malaria (6v), imperf. 2.50  
1962 Anti-malaria, 12p "MAJOR BLACK  
OFFSET" on reverse (gummed) side 8.50  
1962 Europa (4v) 1.50  
1962 Europa (4v), imperf. 1.50  
1962 Europa, 1p, perf., MAJOR ERROR:  
blue-grey color omitted, showing  
silhouette of puffin only 20.00  
1962 Europa, 1p, perf., ERROR: excel-  
lent blue-grey color drop, causing  
"double Lundy" 8.50  
Terms: Cash with order; postage and  
insurance extra. Credit card (Master-  
Card/Access, VISA/Barclaycard, Bank-  
Americard, American Express, Chargex,  
Eurocard) purchases gladly accepted.  
RUSHSTAMPS, Rush House, Emery Down,  
Lyndhurst, Hampshire SO4 7DZ, England.

ARE YOU LOOKING for single stamps mis-  
sing to complete a set? Send me your  
want list. I may be able to help! I  
have many duplicates which I will sell  
at current retail without asking you to  
buy the whole set. I can supply many  
values in the following sets: first  
issue (1929, 1930, 1939), "V + plane,"  
"Wright Brothers," "IX ANNIVERSARY,"  
1943 provisionals, 1950 "BY AIR" opts.,  
1951 "Birds in flight," 1951-53 8p  
opts. on 12 p, and almost all subse-  
quent issues. First come, first  
served. Scarce issues will be sold at  
the price of Puffin Company's last  
auction. Please enclose 25c to cover  
postage. M. Andre Dufresne, C.P. 112,  
Succ. Beaubien, Montreal, Quebec,  
Canada, H2G 3C8.

## AUCTION ANNOUNCEMENTS

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write:-- Stanley A. Newman, I.P.P.A.  
Auction Department, 51 Goldstone Cres-  
cent, HOVE, E. Sussex, BN3 6LR, England.

## WANTED

### WANTED TO BUY OR TRADE FOR:

1929 1p blue, strip of 5, horizontal  
1930 12p green, cross gutter block  
1935 1p tramticket, roll 5 (#2001-2500)  
1937 Air Lines essay, no overprint  
1938 LACAL overprint, spelled "ATTANTIC"  
1939 1p red opt., cross gutter block  
1939 1p red opt., cross gutter block  
1940 Red Cross overprints, "PNFFIN"  
errors: 1p, 1p, 3p, 4p, 6p, 9p, 12p  
1942 "V + plane" 12p with red overprint  
1943 provisional: 2 1/2p opt. on 6p value  
space in overprint LESS than 13mm.  
1950 "BY AIR" 1p, narrow setting  
1951 definitive set complete, in black  
1953 "8p 3-bar BY AIR" opt., 8 and bars  
red, BY AIR black  
1957 1p pink, gutter pair  
1969 "APPEAL" overprint  
1972 provisional: 1p blue opt. on 9p  
Essays:  
2 1/2p on 6p, Wright Brothers Issue,  
"seven" overprint on 1929 1-puffin  
"eight" overprint on 1930 12-puffin  
Sanford W. Fields, 10007 Waycrest Lane,  
Santee, California 92071, U.S.A.

### WANTED TO BUY OR TRADE FOR:

1953 "8p 3-bar BY AIR" overprint, 8 and  
bars red, BY AIR black (listed in  
Chinchen, p. 37), mint or used  
1950 "BY AIR" overprint, narrow setting,  
mint or used (1-puffin value only)  
1969 "APPEAL" overprint, mint or used  
or on card or cover

M. Andre Dufresne, C.P. 112, Succ. Beau-  
bien, Montreal, Quebec, Canada, H2G 3C8.

### ACAS "TRAM TICKETS" WANTED...

1d: mint--roll 3,4,7,8; used--roll 2,3,  
8,9,10; on cover--roll 3,6,8,9,10.  
1d: used--roll 1; on cover or parcel  
piece--roll 1,2,3d: used--roll 2,5,6;  
on cover or parcel piece--roll 1,2,4,5,6.  
I wish to buy one copy of each of the  
above for my own collection, or will make  
exchanges from my accumulation of Lundy  
stamps, postal history, and ephemera.  
Ken Gibson, "Meadowside," Crown Lane,  
Farnham Royal, Bucks, SL2 3SQ, England.

LCC 1982 MEMBERSHIP DUES NOTICE

Lundy Collectors Club members are being reminded to mail their membership dues for the 1982 calendar year as soon as possible to LCC Secretary/Treasurer Duane Larson, LCC, 2021 Ridge Road, Homewood, Illinois 60430, U.S.A.

The 1982 dues are \$6 for U.S. and Canadian members and either \$6 (surface mail) or \$12 (air mail) to foreign members.

The Spring 1982 LCCPQ is due out in April, and only paid-up members will receive copies. So, why not help out Duane and get your dues payments in the mail today while this notice is still fresh in your mind.

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Enclosed please find:-

- \$6 U.S. or Canadian membership dues
- \$6 Foreign (surface mail) dues
- \$12 Foreign (air mail) dues

Name \_\_\_\_\_ LCC # \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Mail with dues remittance to:-

Duane Larson, LCC Secretary/Treasurer  
Lundy Collectors Club  
2021 Ridge Road  
Homewood, Illinois 60430, U.S.A.  
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LUNDY

COLLECTORS CLUB

2021 RIDGE ROAD  
HOMewood, ILL. 60430

