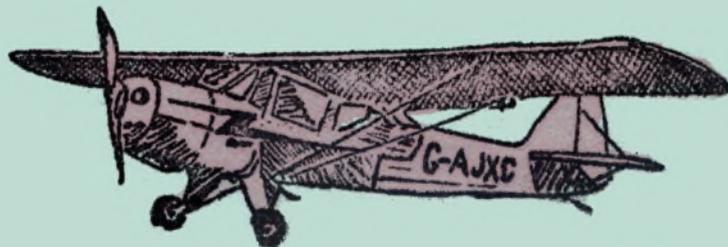
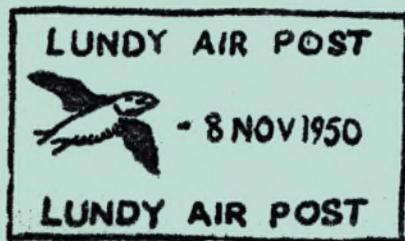


The Puffin

NEWSLETTER OF THE LUNDY SPECIALISTS' SOCIETY



THE PUFFIN

NEWSLETTER OF THE LUNDY SPECIALISTS' SOCIETY - Number 17

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Hon. Secretary and Editor
of "The Puffin".

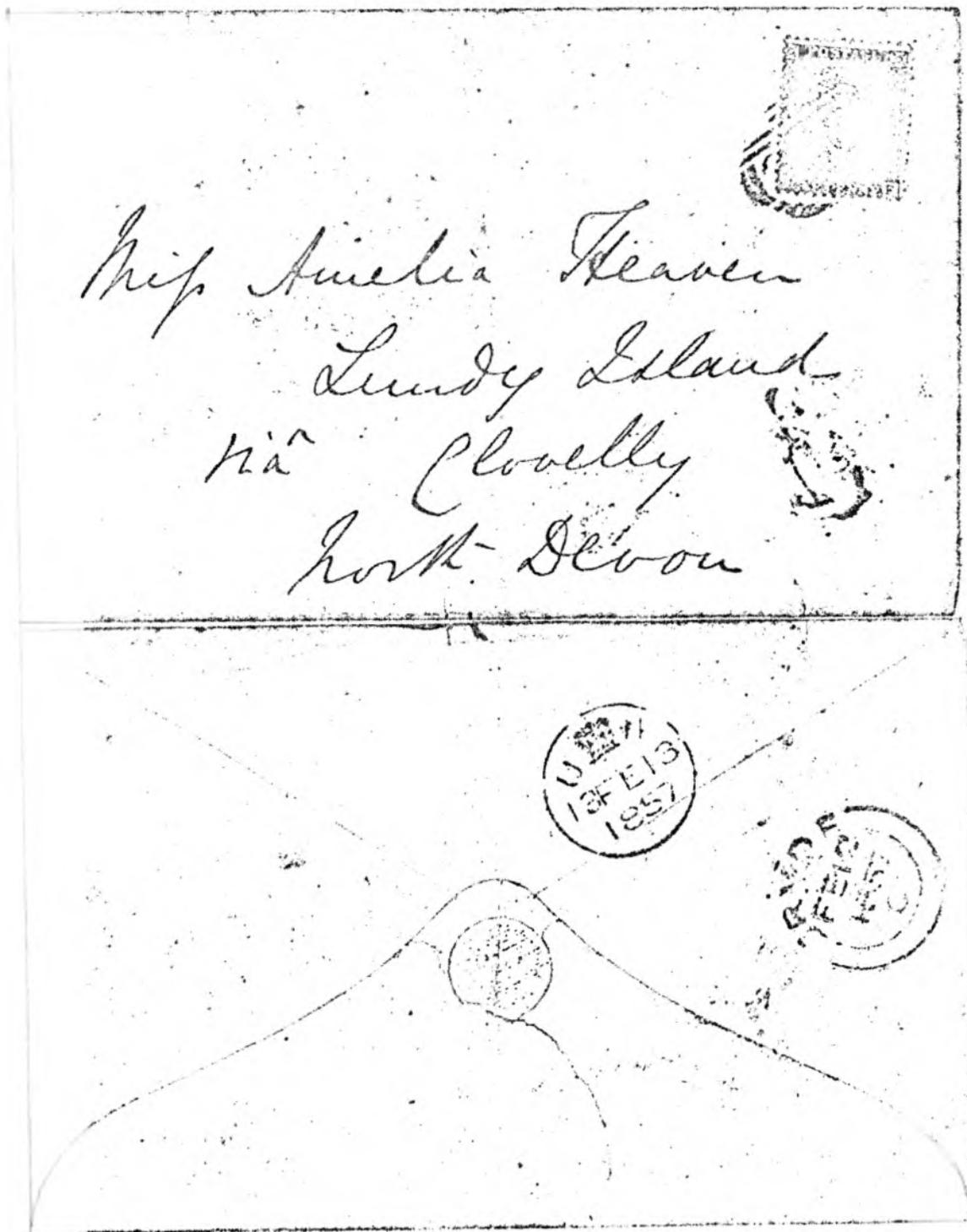
DECEMBER 1967

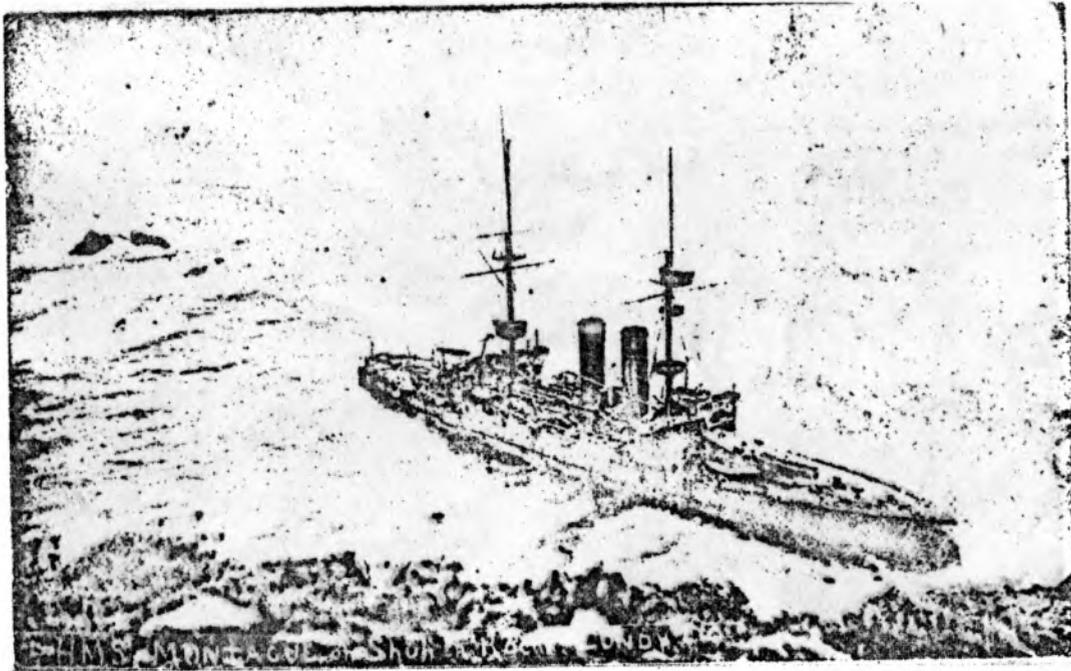
Barry N.D.Chinchon,
97 Chamberlayne Road,
EASTLEIGH, Hants SO5 5JJ, ENGLAND

60 copies made.

AN EARLY LETTER TO LUNDY.

This item is from Mr M.R.Howlott, President of the Herefordshire and Mid-Wales Philatelic Society, who kindly draws our attention to it, and allows us to illustrate it. As you see the letter was sent from Rydo in the Isle of Wight on 12th February 1857. Rydo cancellers are in black. 13th February mark in red. There may be another mark on the front, but this is undecipherable.



H.M.S. Montagu

Many collectors have postcards showing pictures of H.M.S. Montagu aground on Lundy. Indeed, a picture postcard of this is still on sale at the Marisco General Store on the island.

The illustration above must be one of the first pictures taken after the ship became stranded, as the card it was on was sent only six days after the event.

H.M.S. Montagu was launched at Dartmouth on March 5th 1901. She was a first class battleship of 14,000 tons and 18,000 horsepower, with 16 guns.

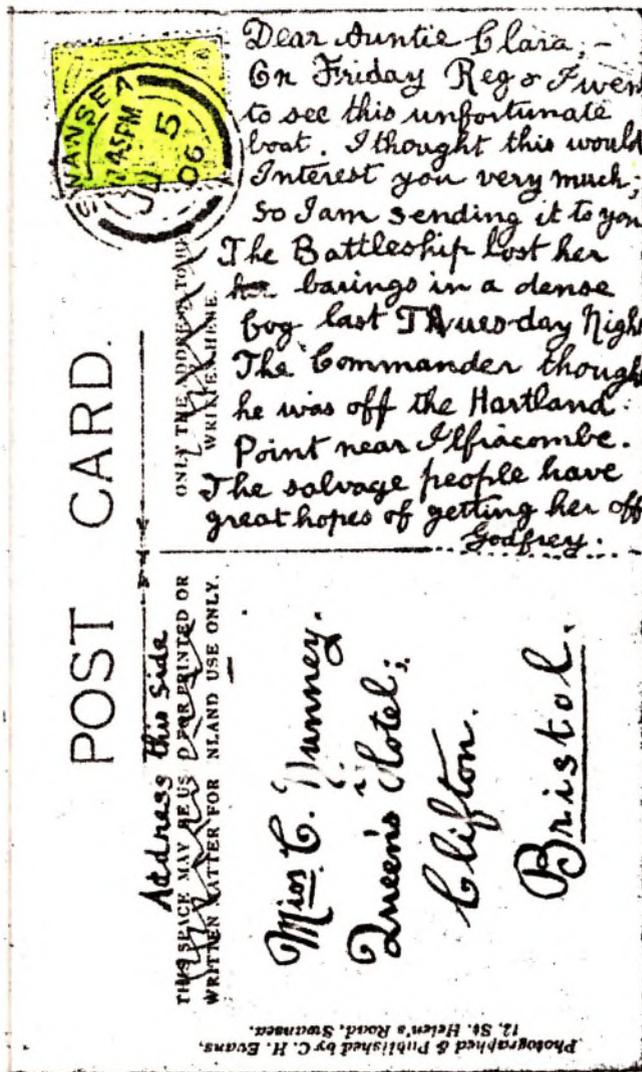
On 30th May 1906 she ran ashore in a dense fog at Shutter point, Lundy. A subsequent court martial resulted in the Captain and a Lieutenant being severely reprimanded, and dismissed their ship. Rather a pointless action as the Admiralty had decided to abandon efforts to salvage the ship some sixteen days earlier. The Lieutenant also lost two years seniority.

The ship was battered by the sea and soon became a total wreck, but it was said that until a few years ago parts could still be seen at low tide.

Steps carved in the rock to assist salvage operations are still in evidence on the island. On my recent visit I observed them from a very safe distance, but several people I met had been down them as far as they could. They stop before reaching sea level.

There are pictures of the wreck in the tavern, and Manor Farm Hotel, and the subject is still raised in conversation. This was possibly the most famous occurrence on Lundy this century.

H.M.S. Montagu (2)

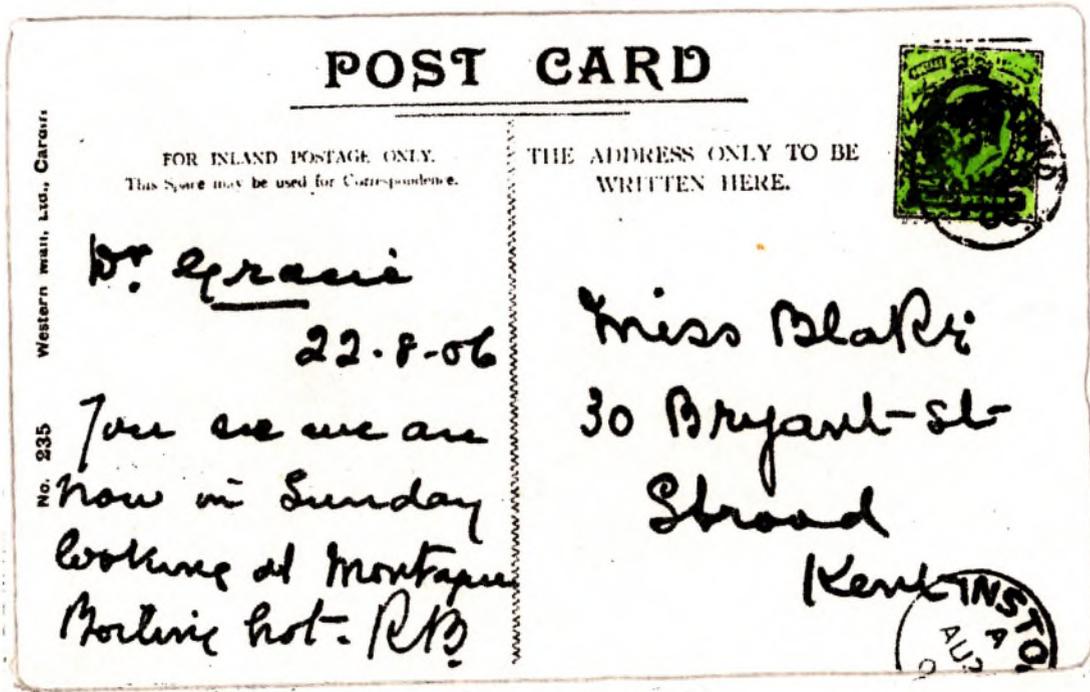
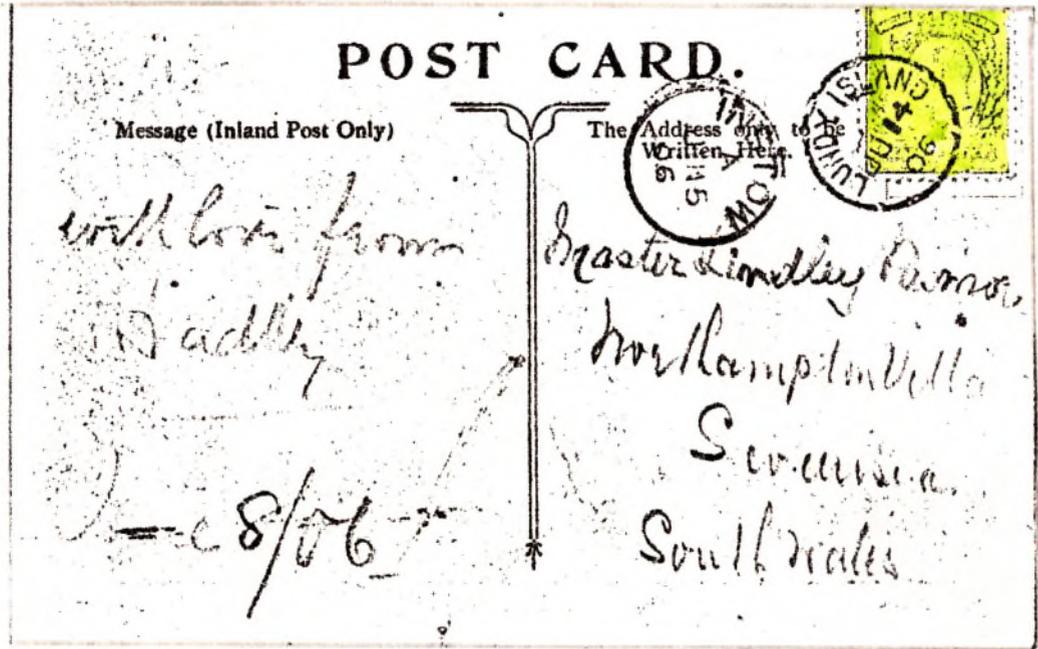


The wreck must have been a great tourist attraction, and the Lundy Post Office must have handled much more mail this year.

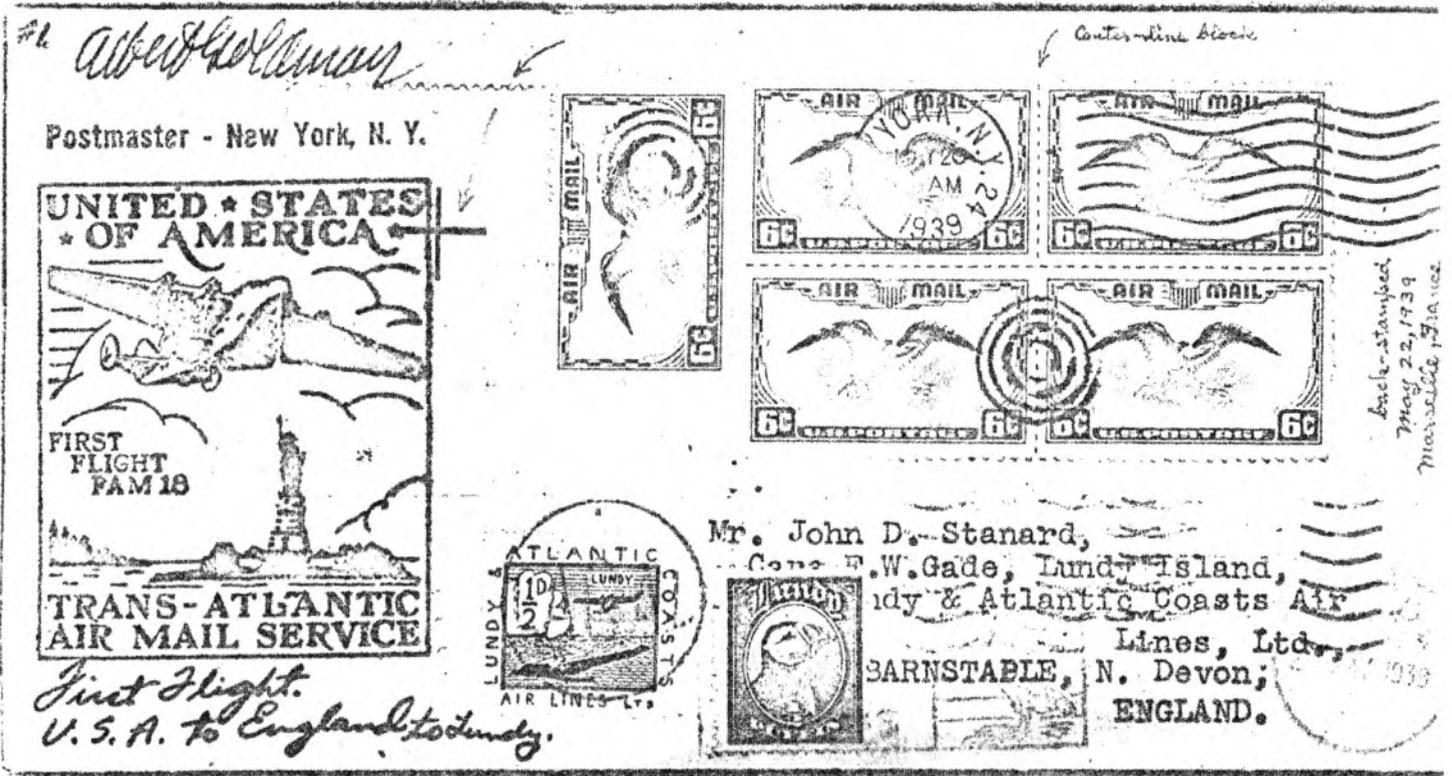
This card, the reverse of that illustrated on Page 3, is the most interesting I have seen for the detail it gives. It is a pity it was not sent from Lundy.

On Page 5 are the reverses of two more cards, this time sent from Lundy. The second is from a photocopy sent by Mr George Crabb. The outer ring of the Lundy cancellor is damaged just like the 1911 example on page 27 of Puffin 16.

H.M.S. Montagu (3)



ITEMS PROVIDED BY MR STUNTZNER



Cover autographed by the Postmaster of New York, Albert Goldman.

This is the back-stamp on the FAM 18 cover.



Weekly Philatelic Stamp, Feb. 1946

LAWDY ISLAND

The Coos Free State is now a dependency of Lawdy Island. The Arrow Mail sheets of the Free State have been overprinted, and surcharged with new value, Two Puff 'Ems. For savies who pay real money for Lawdy Island trips, the price is \$5.00 the pair of sheets, to save individuals, we will be glad to send for a 2c stamp. *88

SEELYE & GRIER
187 Norine Drive, Whittier, California

See overleaf.

Seelye, APS 16610

C. A. Grier, APS 17461

SEELYE & GRIER

MINT BRITISH COLONIALS



Box 125
737 NORINO DR.

Coquille, Oregon
WHITTIER, CAL.

February 26, 1946.

Dear Mr. Stuntzner:

We are pleased to enclose herewith the pair of "Lawdy Island" provisionals, although, if you collect Lawdy Island, you still owe us \$4.97. We will add this sum to our accounts receivable and thus increase our permanent assets by that amount.

The reason for this provisional issue is simple: While Lawdy Island issues airmail stamps, the fact is the island is so small that no plane, not even a Piper Cub, can land there, and the channel is so shallow and full of rocks an amphibious plane can not be used, and the inhabitant of the island, in his capacity of Post Master General, is too proud to row a boat. So what to do? Coosue Free State owning the rights to the Arrow Mail, was the obvious answer, and as Pat and Mike, the two Digger Indian Arrow Mail operators, cannot swim, they can not operate in the Free State in winter anyway, so, for a share of the swag, a deal was made.

Sincerely yours,

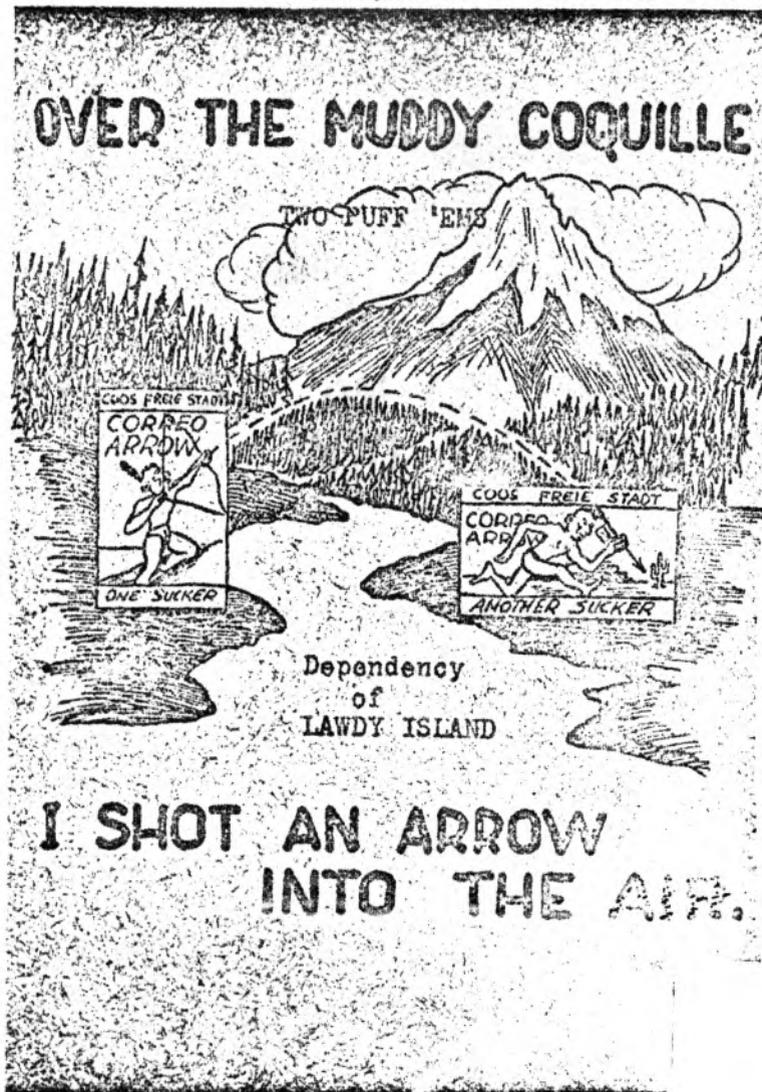
SEELYE & GRIER,

Howard Seelye

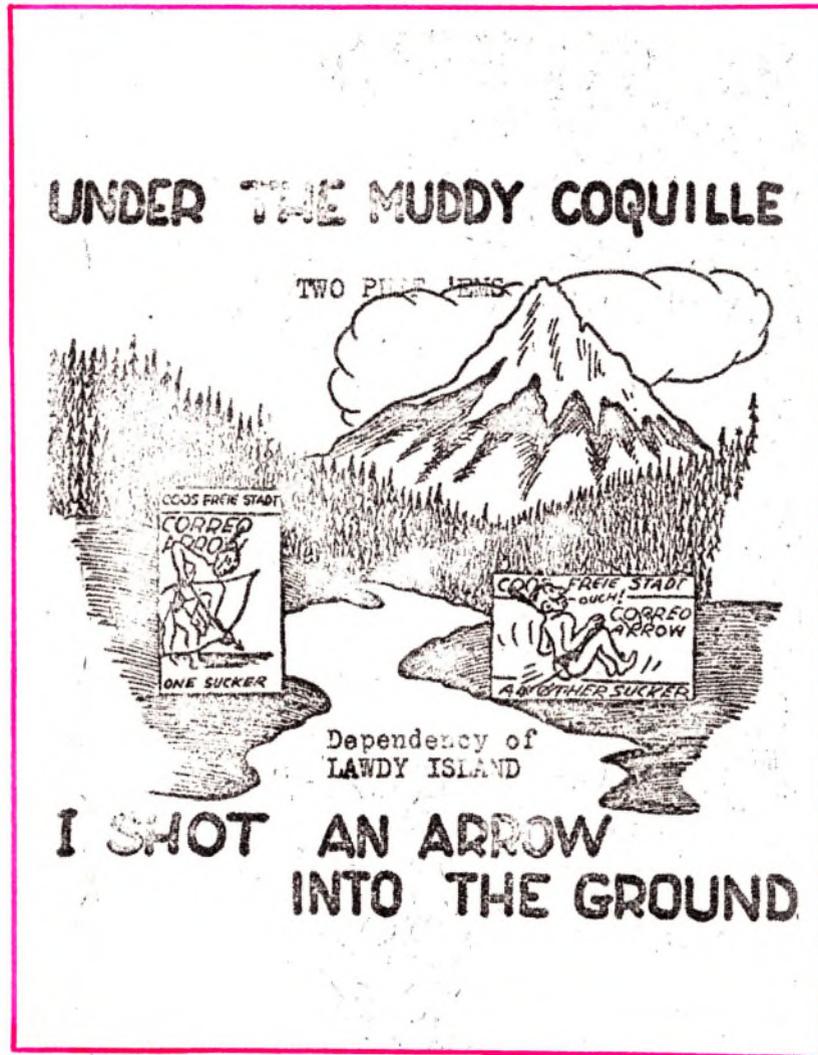
LAWDY ISLAND PROVISIONALS - A piece of "Micky taking" from Mr Stuntzner's Collection.

Seelye & Brier (Stamp Dealers)
 formerly of Coquille, Oregon.
 Coos is a county in south-
 western part of Oregon.

The Coquille River flows to the
 Pacific through Coquille, Oregon.
 (Southwestern part of Oregon)



THE OTHER LAWDY ISLAND PROVISIONAL



.....

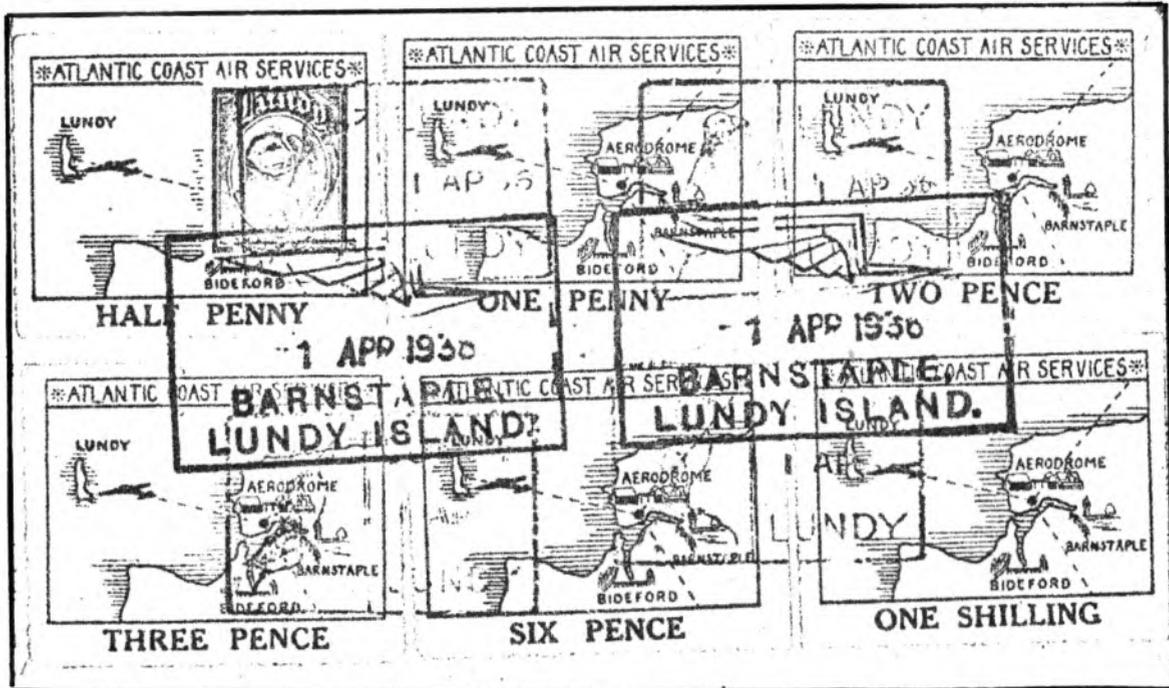
BÄLTSPÄNNAREN

I would draw your attention to the magazine Bältspännaren, for collectors of Local stamps. It is issued four times a year to members of "Samlarföreningen Bältspännarna". This is in Swedish, but if you know the language or can get it translated I am sure it will be both interesting and useful. For example it was the first booklet I saw which illustrated the Lundy Soa Bird Issue.

Edited by Mr. Do. Olsson, one of our own members, the subscription is Sw. Crowns 10:-/year. His address is : Munkobäcksgatan 24B, Göteborg Ö, SWEDEN. (Telefon: 031/21 33 69, 25 70 30.)

SOME AIRLINE FIRST DAY COVERS

1. I have not soon a "Tramfickot" First Day cover. I have soon dates between 1st and 3rd April 1935 quoted.
2. Largo Map Cover. This was the second day of the Airline cancellation.

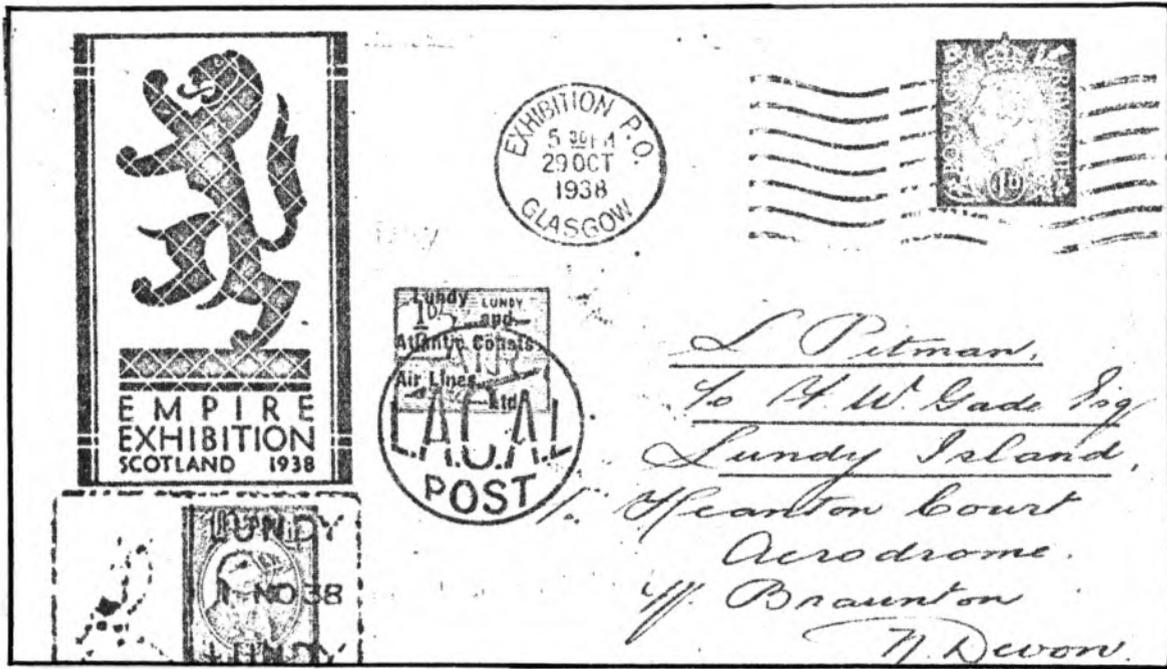


3. Halfponny Violot Airview. Cover lont by Bill Rowcroft Jr.



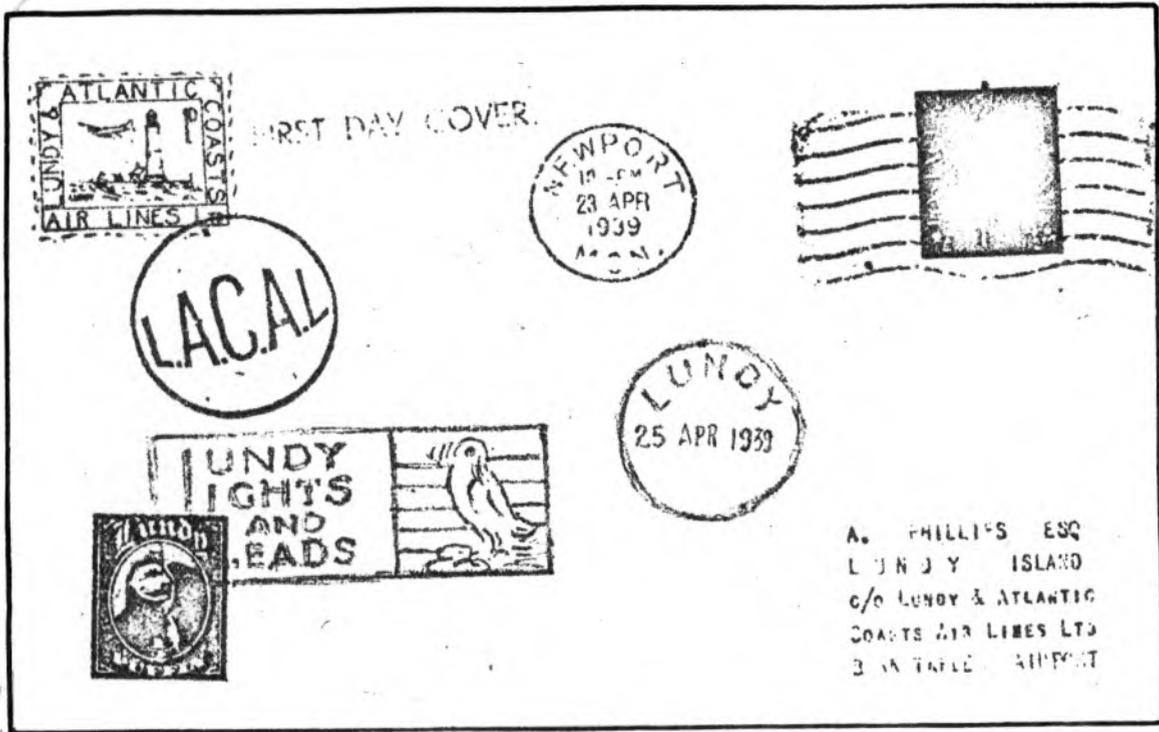
Airlino First Day Covers. cont.

4. 5 - line overprint.

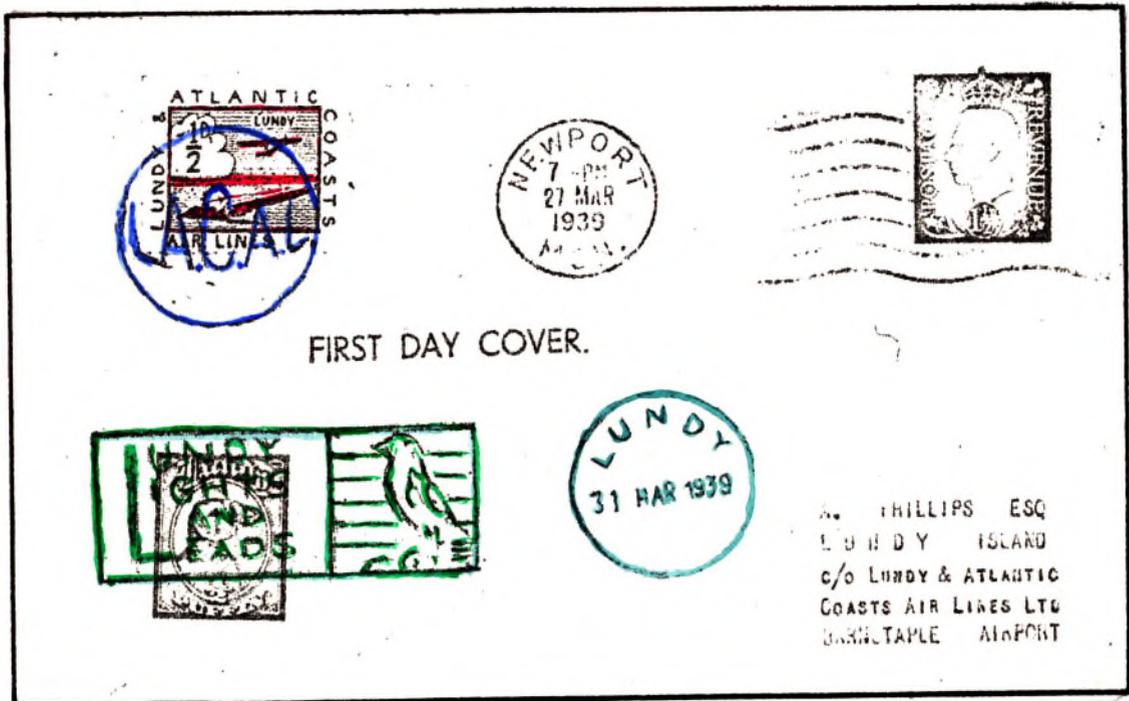


5. ½d. Red Airview (see Puffin 15 Page 43.) overleaf.

6. 1d. Lighthouse. Photocopy sent by George Crabb.



1d. Red Airview First Day Cover - Touchod up to show date. From Mr Zon.



EXPERIMENTAL POSTAL SERVICE

Mr Gade told me that he was astonished to read of an Experimental Postal Service in the last Puffin. He said "I just cannot accept that Mr Harman conducted an experimental postal service prior to the issuing of the two stamps on November 1st 1929. Surely if he wanted to make an experiment he would have had the letters sent from Lundy, and I can positively declare that none were sent from here prior to 1/11/29."

When I was on Lundy Mr Gade thought it very likely that the specimens of cancellations illustrated last time were manufactured when he was away from the island between 1946 and 1949.

B.N.D.C.

DATE OF ISSUE OF GOLD OVERPRINTS

On looking at copies of Aero Field (Published by Francis J. Field Ltd., of Sutton Coldfield in Warwickshire) for March and April 1943. I see that the 9th Anniversary stamps were due for issue on March 10th 1943, but there was a delay caused by "unforseen difficulties" so the stamps were issued on the 22nd.

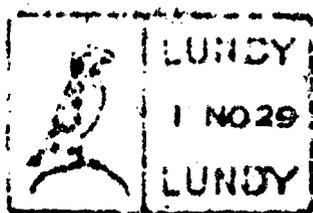
CANCELLERS

Since the last article on this subject about ten years ago many more cancellers have been used, and as information has been requested I have built up this survey from various sources,

- The main ones being
- Mr Dulin (in Puffin 3)
 - Mr Bloodow (Puffin 13)
 - Mr Rowcroft
 - Mr Olsson (Catalogue)
 - Mr Gado (Postal History)
- And various covers and specimens.

I do not guarantee accuracy in this article although every care has been taken using the material at my disposal.

1.



1 Nov 1929 - October 1939

Black.

The year figures were sometimes missing in 1935.

2.



31st March 1936 (damaged 6)

Blue-black, Blue.

Only used on Airline stamps

3. As number 2 Without Frame

7th or 8th July 1937 (H.Eric Scott)

19th July 1937 (H.S.Rodgrovo)

4. As number 2 Without Frame and date

Between October 1937 and April 1938 (F.Bloodow)

5. As number 2. Without wings, Frame and date.

August 1938 (F.Bloodow)

Mr Gado told me that the Airline stamps were cancelled on the mainland.

These appear to have been in blue, and are only used on Airline stamps. Covers also have the normal Lundy stamp cancelled Typo 1.

Cancellers continued 1

6.



1 Oct 1938 (C.Thornley)
15 Oct 1938 (H.S.Rodgrove)

Blue

Used only on Airlino stamps.
Covers also have Lundy stamps and
cancellation type 1.

7.



1 Decombor 1938 (A.Dulin)

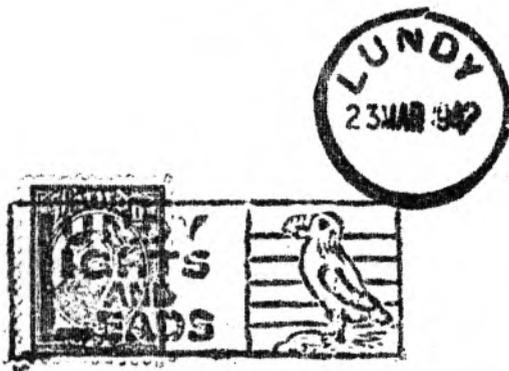
Number 6 with AIR POST removed

Blue.

Used until Septombor 1939

Only used on Airlino stamps. Covers
also have Lundy stamps and
cancellation Type 8.

8.



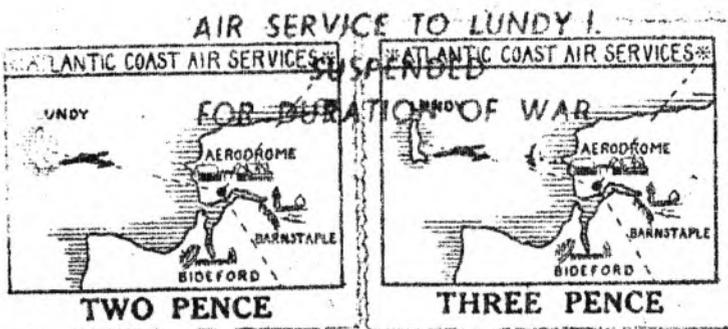
Decombor 1938 - August 1943

Two rubber stamps.

Groon first thon black

This bocamo vory worn beforo it was
replacod. Tho illustration is in black
dated March 1942, showing modium wear.

9.



Appliod on Airlino stamps after tho
outbroak of war. 1940ish

Groon.

Also appliod to envelopos
without airlino stamps.

Cancellers continued 2.

10.



Used on mail from the Philatolic Bureau in Northamptonshire. Presumably from 1941 - 1945.

Black.

11.



ONE DAY ONLY - Sept 1st 1943

Black

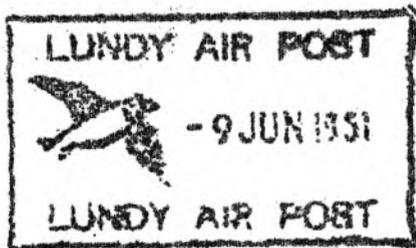
12.



September 1943 - December 1953

Black, Blue

13.



8th November 1950 - Early 1952

Blue (First Day)
Black.

Rubber. Illustration from an impression made in June 1967. The originals are sharper.

Cancellors continued 3

14.

ONE DAY ONLY - 2 June 1953

Black



15.

1 January 1954 - April 1955 (Mr Dulin)

Black



16.

7 March 1955 - January 1957

Groon (first Day ?)(Mr Olsson)

Black

1957 was missing on the date wheels and '67 and '79 were used instead.



17.

January 19th 1957 -

Black, Groon

This is cancellor 15 with alterations.



Cancellors continued 4

18.



ONE DAY ONLY 8 December 1961
Purple.

Rubber. Note the differences in the date to number 19.

19.

8th December 1961 - March 1962
26th September 1962 - September 1963 (Mr Olsson)

Black.

Metal.



20.

Used Occasionally from January 1962

Black, Green.

Not used to cancel stamps.



21.

~~ONE DAY ONLY~~ MAY 1962
April 25th 1962

Black.

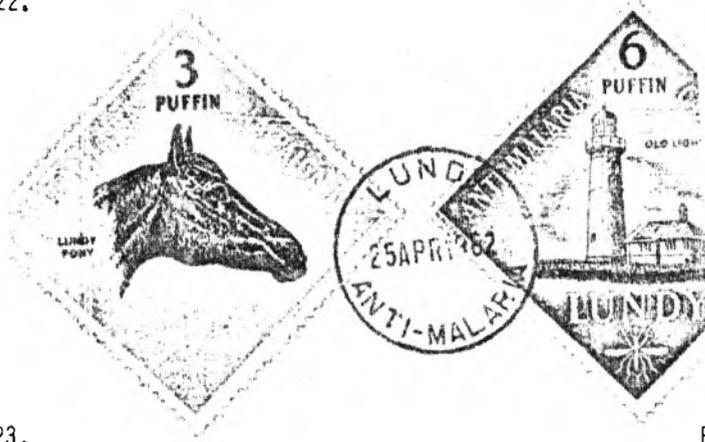
Rubber.



Illustration from impression made in June 1967 so rather worn, but note the differences in the date to number 22.

Cancellors continued 5.

22.



Apr 25 1962 - Aug/Sep 1962 (Mr Olsson)
Green, Black
Metal

23.

February 4th 1965 -
Green.

Possibly Number 22 with alterations.



Further notes on the cancellors

While I was on Lundy I was able to examine some of the cancellors, and have taken photographs of them. (Numbers 1, 11, 12, 13, 14 and 21 plus assorted rubber and metal blocks)

Number 1. Has a box of type - months, days and years 28 - 38. A paper stuck in the lid is cancelled 17 OC 28.

Number 12 Has a box of type. months, days and years 39 - 60

Number 11. (Wright Brothers) metal. Fixed on a block of wood about 1" by 1½" by 1½" with three nails.

Number 14. (Coronation) An Aluminium die, fixed with four nails on to a crude, cream painted wooden handle. A red arrow marks the top of the design.

Please send in any further information you have on this subject. Colours, dates of use and errors of date, and so on. Also please draw to my attention the mistakes which will inevitably have crept in to this survey

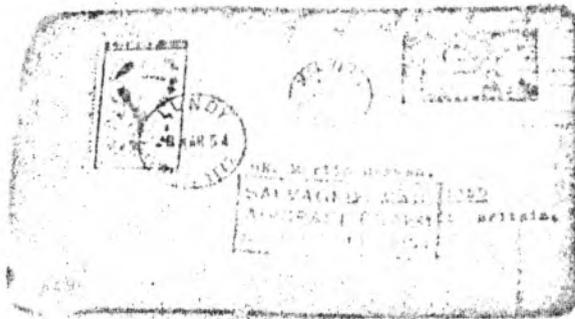
Barry Chinchon.

CRASH COVER

When I was on Lundy I asked Mr Gado to show me some of the covers he has in his office. One of the most interesting is this one, salvaged from a B.O.A.C. Constellation Airliner which crashed at Singapore on the 13th March 1954, on route from Sydney, Australia to London. It is singed round the edge.

Another cover from this crash (not a Lundy one) is illustrated in the "Stamp Magazine"- June 1967 page 515.

My illustration is from a colour slide, so I have also included a touched-up version for clarity.



POSSIBLE QUANTITIES FOR THE 9th ANNIVERSARY, PROVISIONAL AND WRIGHT BROTHERS STAMPS

These details are taken from the writing-up on some old album pages. There is no guarantee of accuracy, and the original owner is unknown.

March 22nd 1943

Ninth Anniversary, gold overprints

½p and 1p.	30,000	each
2p.	10,000	
3p.	5,000	
4p.	2,000	
6p. 9p & 12p.	1,000	each

September 1st 1943

Wright Brothers overprints

½p.	40,000
1p.	30,000
1½p.	15,000
2p.	10,000
Other values	3,000 each

May 1st 1943 - Provisional overprints

1½p. on 12p. Green	10,000
2½p. on 6p. Mauve	10,000

EUROPA ERROR

On a cover with British G.P.O cancellor dated 22nd Oct 1962, with enclosed letter dated 18th October 1962, is a 1962 Europa stamp cancelled clearly 20 OCT 1963. Is this error found on other dates or was it corrected early on?

"THE LUNDY AIR STAMPS"

by H. Stanley Rodgrove B.Sc.

Taken from "Stamp Collecting - August 22nd 1942.

The air stamps issued by Lundy and Atlantic Coasts Air Lines, Ltd., and its predecessor, Atlantic Coast Air Services, for defraying the charges for flying mail and parcels between Lundy Island, in the Bristol Channel, and the mainland, have the distinction of being, with the sole exception of the Great Western Railway Co.'s air stamp, the only air stamps whose issuance in Great Britain has not been in contravention of Post Office regulations. A study of these stamps has revealed the existence of a number of interesting varieties, some of which are rare. None were made for collectors, and it is only now - over two years since the last issues became obsolete - that it has become possible to give a fairly complete account of them.

The first issue of Lundy air stamps was made in 1935, and there were two printings (April and December). The stamps were printed in black on coloured paper, in rolls of 500, gummed on the back and roughly perforated between stamps. In format the stamps resemble cinema tickets. They bear the inscription "BY/ATLANTIC COAST/AIR SERVICES," with value in words underneath. On the right appears the figure of value, and on the left a serial number, which enables the roll to which any individual stamp belongs to be at once identified.

The stamps were produced by Messrs. Willson's, Ltd., of Leicester, and the total printings consisted of the following:-

½d. black on red, first printing 8 rolls, second printing 4 rolls.

1d. black on yellow, second printing only 4 rolls.

3d. black on blue, first printing 4 rolls, second printing 4 rolls.

Of the 1d. stamp no varieties are known, but I have not seen examples from roll 4. Of the ½d. and 3d. values, four types of each may be distinguished:-

½d. (i) Small figure of value, "BY" in large type. Rolls 1 - 4 and 6 - 8.

(ii) As (i), but inverted "T" in place of "I" in "½" Roll 5 only.

(iii) "BY" in smaller type, inverted "T" as in (ii) but type much wider, stamps 32mm. wide. Rolls 9 and 10.

(iv) As (iii), but stamps 30 mm. wide. Rolls 11 and 12.

3d. (i) "BY" in large type, no period after "PENCE," "T" of "THREE" under "R" of "AIR". Roll 1.

(ii) As (i), but "T" of "THREE" under "A" of "AIR". Rolls 2 and 4.

(iii) "BY" in smaller type, period after "PENCE," figure "3" normal. Roll 7

(iv) As (iii), but nick at top of upward loop at bottom of figure "3". Roll 5.

It is not known to which types 3d. stamps from rolls 3, 6 or 8 belong.

The second issue of stamps made by Atlantic Coast Air Services appeared in 1936 (April 1st), and comprised six values, printed in colour on white, unwatermarked paper, by Messrs. Pincombe and Son, of Barnstaple. The design, by Mr. Boyd, who ran the air service, shows a map of the route. Above is the name of the concern, and below the value in words. The stamps were printed in sheets of twelve (3 x 4), rouletted between stamps, but with top, bottom and right-hand margins of the sheets plain. The values are ½d. black, 1d. red, 2d. green, 3d. blue, 6d. orange, and 1s. dull purple. 1,000 sheets of the ½d. value were printed, 500 sheets of the 1d. value, and 200 sheets of each of the other values.

The design was hand drawn twelve times, and each stamp in the sheet differs from the others, so that the stamps can be plated. The chief varieties are as under, ordinatos (two figures in brackets) being used to indicate position in the sheet, the first figure indicating the vertical row counting from the left, the second indicating the horizontal row counting downwards:-

½d. Period after "LUNDY" (2,1), (1,2), (2,2). Flagstaff at Barnstaple, (1,3).

1d. Period after "LUNDY" (1,2), (2,2). Flagstaff at Barnstaple, (1,3).

2d. Period after "LUNDY" (2,2). Flagstaff at Barnstaple, (1,3).

3d. Period and flagstaff varieties as for 2d.

6d. Period and flagstaff varieties as for 1d.

1s. Period and flagstaff varieties as for 2d. Defective type in "SHILLING," (3,2).

The last variety occurs only on some of the sheets; the other varieties appear to be constant.

A few diagonal bisects of the 1d. stamp used as ½d. stamps on flown covers exist.

Lundy and Atlantic Coasts Air Lines, Ltd., formed by Mr. Boyd in March, 1937, issued its first stamp (½d. value) on July 20th of the same year. The design, again by Mr. Boyd, shows the island with a plane in flight, the figure of value, and the word "LUNDY". The stamp was printed by Messrs. Willson's Ltd., of Leicester, in sheets of 48 (6 x 8), rouletted between stamps, but imperforate on margins. There were three printings, as under:-

1st. No inscription other than the above. Colour, purple. 500 sheets.

2nd. With inscription "LUNDY & ATLANTIC COASTS AIR LINES LTD" added around the central design. Colour, purple. 500 sheets.

3rd. As 2nd, but colour changed to bronze. 2,000 sheets.

The use of the stamps of the first printing were objected to by Mr. N.C. Harman, the owner of the island. Some were used for the provisional issue described below. A few exist in mint state, while a few were used, for the sake of economy, on parcels flown to Mr. Gado, Mr. Harman's agent in Lundy. The majority are said to have been destroyed. Stamps of the second printing came into general use on July 20th 1937; those of the third printing on March 31st 1939.

Four types of the stamps exist in each printing. This was occasioned by the fact that the original design was copied by hand to make a stereo from a group of four drawings, from which twelve cuts of four stamps each was made to produce sheets of 48 stamps. Denominating the types A, B, C and D, they occur in each sheet as follows: horizontal rows 1, 3, 5, 7, types A and B alternately; horizontal rows 2, 4, 6 and 8, types C and D alternately.

The four types can quite easily be distinguished by observing the lowest wave line and the bottom frame line, the following differences being shown:-

Type A: 13 wave crests, wave line merging into margin.

Type B: 16 wave crests, outer frame line broken at right.

Type C: 16 wave crests as B, but outer frame line unbroken, and marked dip between 3rd and 4th wave crests.

Type D: 24 wave crests.

Prior to the third printing being made, to meet an urgent need for ½d. stamps, 111 sheets of the stamps of the first (rejected) printing were brought into use on November 1st, 1938, after they had been overprinted in black with the name of the Company in four lines. The overprinting job was done by Messrs. H. Pincombe & Son, Ltd., of Barnstaple. For this purpose, type was set so as to overprint two horizontal rows of stamps in one operation, and the fact that the setting of the type was entrusted to a young apprentice resulted in the production of certain varieties, as under:-

Var. (i). Defective "a" in "Atlantic," (4,2), (4,4), (4,6), (4,8).

Var. (ii). "Attantic" instead of "Atlantic," (6,1), (6,3), (6,5), (6,7).

I believe the first variety to occur on all sheets printed, hence it is eleven times rarer than the normal stamp, but is of minor interest.

The "Attantic" error, to which I first called attention in the article noted below, is very interesting and considerably rarer, since at some stage during the printing its existence was detected and the error corrected.

This error, owing to its position, occurs only on stamps of type B, and as it was at the end of a horizontal row, only on type B stamps imperforate on the right-hand side. Hence a third variety may be differentiated, namely:-

Var. (iii) "Attantic" error corrected. Type B stamp, imperforate on right, with correct overprint.

The last issue of stamps by the company was made on April 25th 1939, when a 1d. rouletted stamp, black in colour, was issued in a new design. This was printed by Messrs. Willson's Ltd., of Leicester, in sheets of 48, the total printing comprising 1,000 sheets. No doubt varieties exist, but this stamp has not, it appears, been closely studied.

In addition to publications noted below, I would like to acknowledge my indebtedness to the Rev. R. F. Choney, of Southborough, Mass. U.S.A., for useful information received; and I would also like to express the hope that readers able to clear up points in connection with the Lundy air stamps still obscure will have the kindness to communicate with me.

BIBLIOGRAPHY

- J.D. Stannard: "Lundy Island and the Lundy Locals." Fodoralsburg, U.S.A., 1938.
 H.S. Rodgrove: "The Air Mails of the British Isles," Privately printed, 1940.
 H.S. Rodgrove: "The Lundy 'Atlantic' error," The Aero Field, July, 1940.
 Anon: "Lundy Air Stamps: Constant Varieties in Issue of April 1st 1936." The Aero Field, January - February, 1942.

The cutting from which this article was copied was given to me by Mr H. Eric Scott the well known expert on British Internal Airmails. Unfortunately he no longer considers Lundy as "Internal" and sold his collection some years ago. However I visited him, and examined articles from a number of books in his library.

I contacted Mr Scott when I came across another cutting, a copy of which follows.

Barry N.D. Chinchon.

Lundy "Rolls" by H. Eric Scott. From "The Aero Field" - December 1947

Twelve years after the issue of the first of the Lundy Air stamps a minor point has come to light in regard to the number of stamps of this crude ticket type contained in each roll. All published information which I have seen, states that the rolls contained 500 stamps. This I believe to be true of the first printing, but the rolls of the second printing would appear to have been made up of 1,000 stamps. My attention was called to this when I recently acquired a continuous strip of ten of the half-ponny value, from No. 05496 to No. 05505, and a similar strip of the penny, from No. 00496 to No. 00505. The first strip, therefore, comprises the end of the so-called roll No. 11, and the beginning of roll 12. Similarly, the roll numbers of the ponny value are Nos. 1 and 2.

It is known that the width of the halfponny stamps from rolls 9 and 10 are the same, i.e., 32mm., while rolls 11 and 12 are both of the same width, but differing from rolls 9 and 10, in being only 30mm. wide. This appears to indicate that the rolls were composed of 1,000 stamps. H.S. Rodgrove in "The Airmails of the British Isles" states that he has not seen half-ponny stamps from roll 12, the ponny from roll 4 and the threopenny from rolls 6 and 8. Why? I suspect that this is because the stamps not seen are in the unused second 500 of a 1,000 roll.

It would, therefore, seem that the first printing comprised 8 rolls of 500 of the half-ponny and 4 rolls of 500 of the threopenny. The second printing appears to have been 2 rolls each of 1,000 of the half-ponny, 2 rolls each of 1,000 of the ponny, and 2 rolls of 1,000 of the threopenny value.

Has anyone ever seen a 3d, tramticket from roll 3? It is the only roll from which I have never heard of a copy, and even Mr Rodgrove in the first of the articles above, had not seen a specimen.

Barry Chinchon.

For other articles on the above stamps see Puffin 14 - Page 6 (Ponny Lighthouse) - Page 10 (1/2d. Airview) Pages 19 & 20 (Tramtickets). Puffin 15 - Pages 13 - 20 (Largo Maps) Puffin 16 Pages 8 and 9 (Largo Map reprints) .

THE TRAMTICKET STAMPS

612

Stamp Collecting, September 7th, 1935.

LUNDY ISLAND AIR SERVICEMint Labels, ½d black on red, 3d black on blue { Price 6d.
the two.

These are issued by Atlantic Air Services, the operating company.
Covers flown from Lundy and postmarked Braunton at 1/6 each. A few signed by the Pilot at 3/6 each. All postage extra.
These covers are very attractive, as in addition to the Air Service Labels and British Jubilee Stamps, they also bear a specimen of the famous Lundy Island Private Stamps, covering handling charges on the Island.
We still have a few left of the First Flight Plymouth-Jersey Covers recently advertised, but the price is now 3/6 each, and £1 for pilot-signed examples. As the service has now been discontinued, these will be very rare.

THE MIDLAND STAMP CO., LTD., 65 George Street, PLYMOUTH.

Lundy Island Air Service

A regular daily service has been in operation during the last few months between the Barnstaple and N. Devon Aerodrome and Lundy Island, mainly for the convenience of the numerous visitors who go there during the summer.

There is no actual post office on the island, and the normal procedure as regards letters to or from residents is for these to be sent to Hartland, the nearest post office on the mainland, and from there by boat as opportunity occurs.

Although there is no mail contract, letters however have been carried to and from the island by Atlantic Coast Air Services, the firm concerned in this project. To cover handling charges in transit and on the island, these bear in addition to the postage stamps, the special ½ puffin red Lundy Island stamps, issued some years ago by authority of the owner and a black on red air label inscribed "Atlantic Coast Air Services. One halfpenny ½d." A similar label printed in black on blue, but of a face value of 3d., is used for the conveyance of light parcels.

These are both printed in rolls of 500, so only single stamps or strips are available, no blocks.

Letters carried in this way from the island bear normally the postmark of Braunton, the nearest post office to the aerodrome.

A few covers exist signed by the pilot, Mr. R. T. Boyd.
W. N.

Tramtickets are found in three states, mint, used, and used on cover. The covers provide certain evidence which is probably unique to this issue.

We must bear in mind that local posts differ from ordinary posts in that postage is paid in two directions. This fact, combined with that of the stamps being numbered by position and roll, should enable us to find out when and where each roll of stamps was sold.

We must be careful however, to take into account covers sent by philatelists who pre-stamped their own envelopes and thus planted false evidence. This would presumably be a fairly uncommon occurrence.

By examination of enough covers a pattern should emerge. The first problem was where to get the covers. Enquiries at the few dealers who handle these issues were in most cases productive.

It may be significant, though it was disappointing, that no covers with halfpenny labels could be found from rolls 3, 8 and (9,10). and also none dated before August 1935.

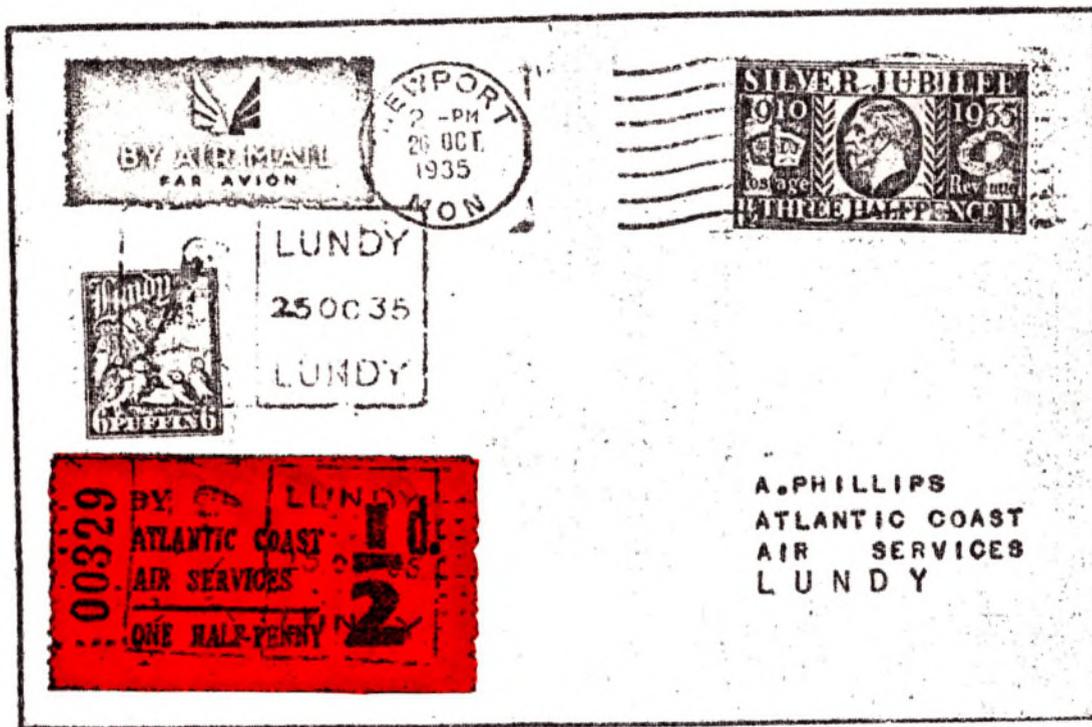
To avoid confusion, the last two rolls, which were in 1000's, of each value are numbered as before. For the halfpenny (9,10) and (11,12)

It was possibly only to be expected that the penny and threopenny values were not found on cover. (With the exception of a threopenny pair on an iron-monger's label, with no method of dating). It may be that these were only used on heavy goods and parcels of considerable size, or even for payment on excess baggage on the air trip. There must have been a fair number of philatelic covers, so one day we may find out more about those. In the meantime I have concentrated on the halfpenny stamps.

(continued at bottom of next page but one.)

THE TRAMTICKETS

Roll 1 - 00329 ½d.



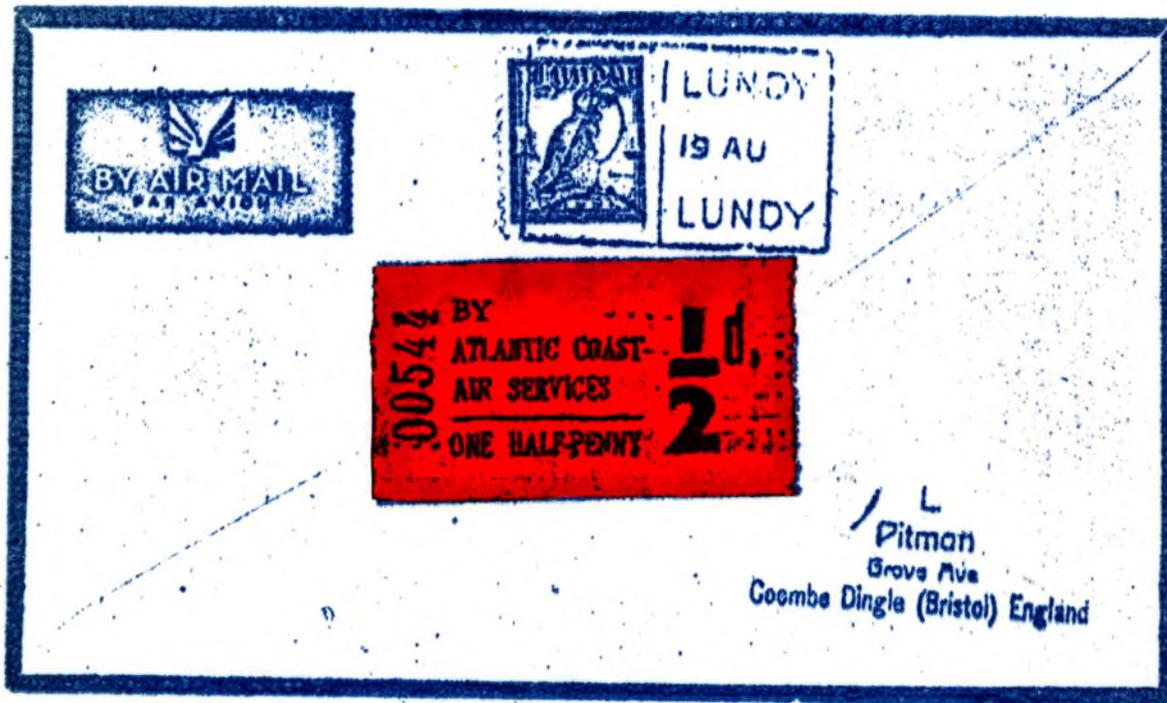
Roll 1 : To Lundy.

Great Britain Cancollor Dato.	Number	Lundy Cancollor Dato		Recipient
11 OCT 1935	00234	12 OCT 1935	x	W.Nichols (Midland Stamp Co.,)
16 OCT 1935	00260	26 OCT 1935		P.H.Robbs
16 OCT 1935	00268	26 OCT 1935		P.H.Robbs
16 OCT 1935	00282	26 OCT 1935		P.H.Robbs
26 OCT 1935	00329	25 OCT 1935	x	A.Phillips (Date error?)
26 OCT 1935	00363	25 OCT 1935	x	A.Phillips (Date error?)
26 OCT 1935	00398	26 OCT 1935	x	A.Phillips
From Lundy: 26 OCT 1935	00305 with 02271	27 OCT 1935 G.D.		P.H.Robbs (Possibly prostampod with one stamp. Roll 1 being applied on mainland.)

The x throughout this article indicates that the tramticket is cancelled with the 1929-38 Lundy cancel.

THE TRAMTICKETS

Roll 2 - 00544 ½d.



Roll 2: From Lundy.

Lundy Cancellor Dato.	Number	G.O. Cancellor Dato.	Recipient.
19 AUG 1935	00544	23 AUG 1935	L.Pitman.

continued:

The evidence gathered so far suggests that : Roll 1 (October 1935)
 Part of Roll 5 (Soptombor 1935)
 and Roll (11,12) (March 1936)
 were used on mail going to Lundy. Another supposition is that they were affixed at Barnstaple.
 : Roll 2 (August 1935)
 Roll 4 (Soptombor 1935)
 Part of Roll 5 (Soptombor 1935)
 Roll 6 (February 1936)
 and Roll 7 (Soptombor/Octobor 1935)
 were used on mail leaving Lundy and probably affixed there. On sale in the shop?

THE TRAMTICKETS

Roll 4 - 01939 1/2d.



Roll 4: From Lundy.

Lundy Canceller Date	Number	G.D.Canceller Date.	Recipient.
7 SEP 1935	01925	8 SEP 1935	Midland Stamp Co.,
7 SEP 1935	01939	8 SEP 1935	J.W.Halstead. (Midland St.Co's typewriter)

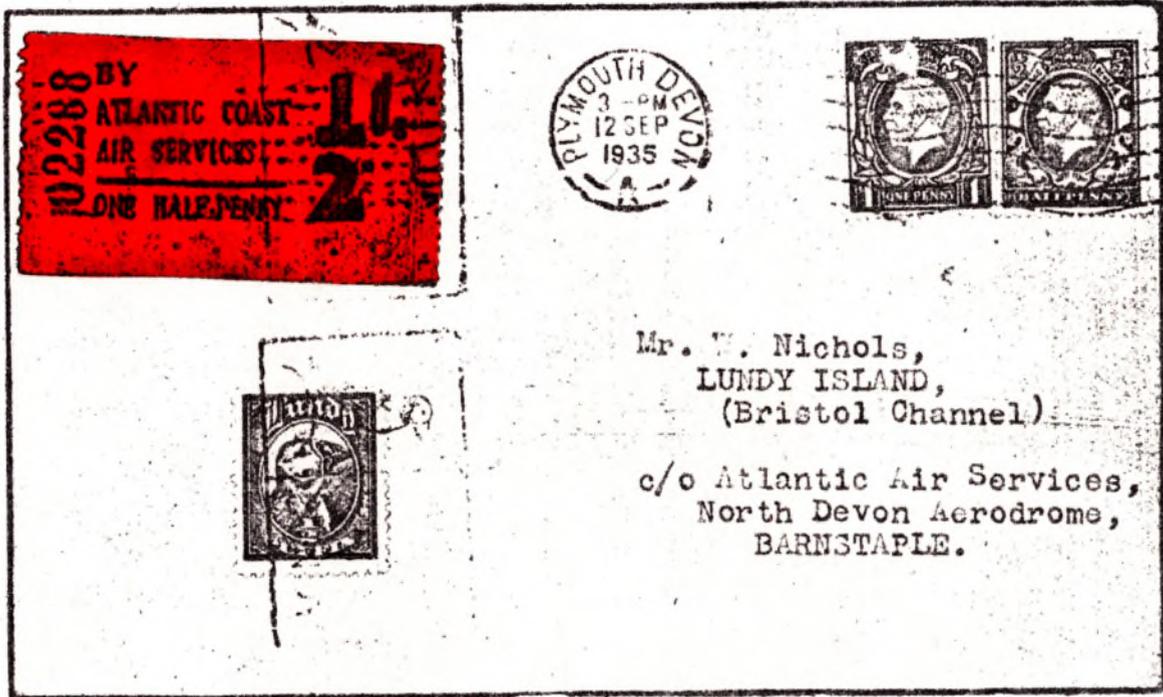
I am only too well aware that this article is based on insufficient evidence, and so I will be indebted to anyone who can give the relevant details of covers in their possession so as to make the record more complete.

Some members already know that I have started to compile a register of all the tram-ticket stamps noting the number, owners past and present, and if used, cover details as presented in this article.

If you have any tram tickets please let me know of them. I also record copies illustrated in books and magazines so please send in this information also. You may find that your copy has been illustrated or written about. If you have any price-lists or auction catalogues quoting numbers, it would be interesting to know of the details.

THE TRAMTICKETS

Roll 5 - 02288 ½d.



Roll 5 : To Lundy.

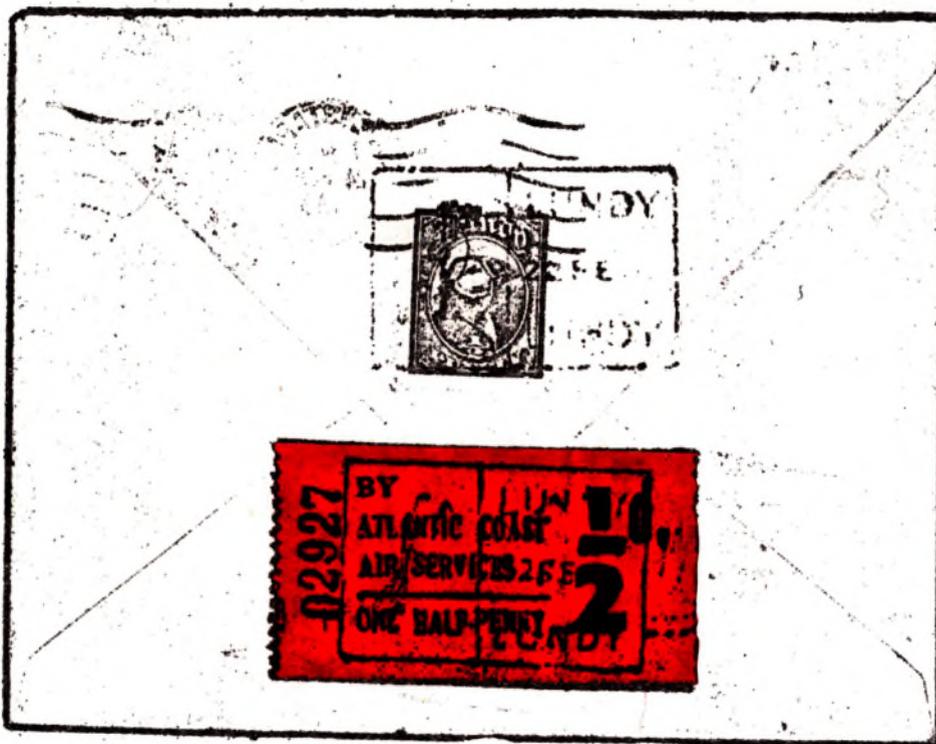
G.D.Cancellor Dato.	Number	Lundy Canceller Dato		Recipient
12 SEP 1935	02288	13 SEP 1935	x	W.Nichols (Midland St. Co.)

Roll 5 : From Lundy.

Lundy Canceller Dato.	Number	G.D.Cancellor Dato.		Recipient.
22 SEP 1935	02048	24 SEP 1935		Midland Stamp Co.
28 SEP 1935	02389	28 SEP 1935		H.S.Rodgrovo
28 SEP 1935	02397	28 SEP 1935		H.S.Rodgrovo
28 SEP 1935	02400	28 SEP 1935		H.S.Rodgrovo
16 NOV 1935	02254	16 NOV 1935	x	P.H.Robb (stampod Addressod Envolopo?)

THE TRAMTICKETS

Roll 6 - 02927 ½d.



Roll 6 : From Lundy

Lundy Cancollor Date	Number	G.A. Cancollor Date		Recipient.
22 FEB 1936	02924	24 FEB 1936	x	Dr. Dudley Stone.
22 FEB 1936	02927	24 FEB 1936	x	Dr. Dudley Stone.

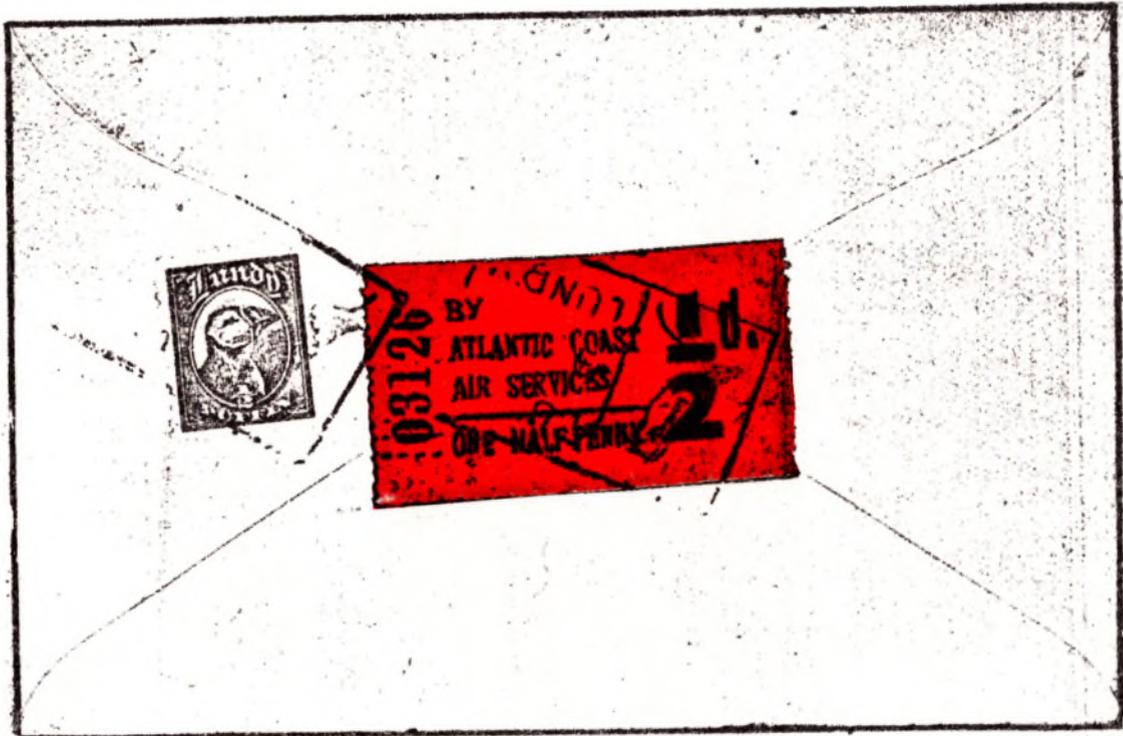
Covers to Mr P.H.Robbs often spoil the pattern which appears from the dates and numbers. For example Numbers 00305 and 02271 (both on the same cover) and 02254.

½d. number 00459 (not listed here) is also on a cover to Mr Robbs. The cover has a large-map halfpenny stamp cancelled 9th MAY 1936 with the framed wing. The tramticket is cancelled with a pencilled cross.

It looks as if Mr Robbs was in the habit of pre-stamping his covers with stamps previously bought.

THE TRAMTICKETS

Roll 7 - 03126 ½d.



Roll 7 : From Lundy

Lundy Cancoller Date	Number	G.B.Cancoller Date.	Recipient.
13 SEP 1935	03026	11 SEP 1935 (There must be a date wrong)	Midland St. Co.
?	03044	21 NOV 1935	x R.Cross (Some of this very large batch
14 SEP 1935	03087	21 NOV 1935	x R.Cross were signed by Mr R.T.Boyd, the
14 SEP 1935	03126	21 NOV 1935	x R.Cross Pilot. This may explain do lay)
26 OCT 1935	03202	27 OCT 1935	Solfridge & Co.

THE DOTS AFTER THE D of PENCE. ½d. 1d. 3d.

It will be observed that two kinds of dot are found - a square dot and an upright rectangular dot.

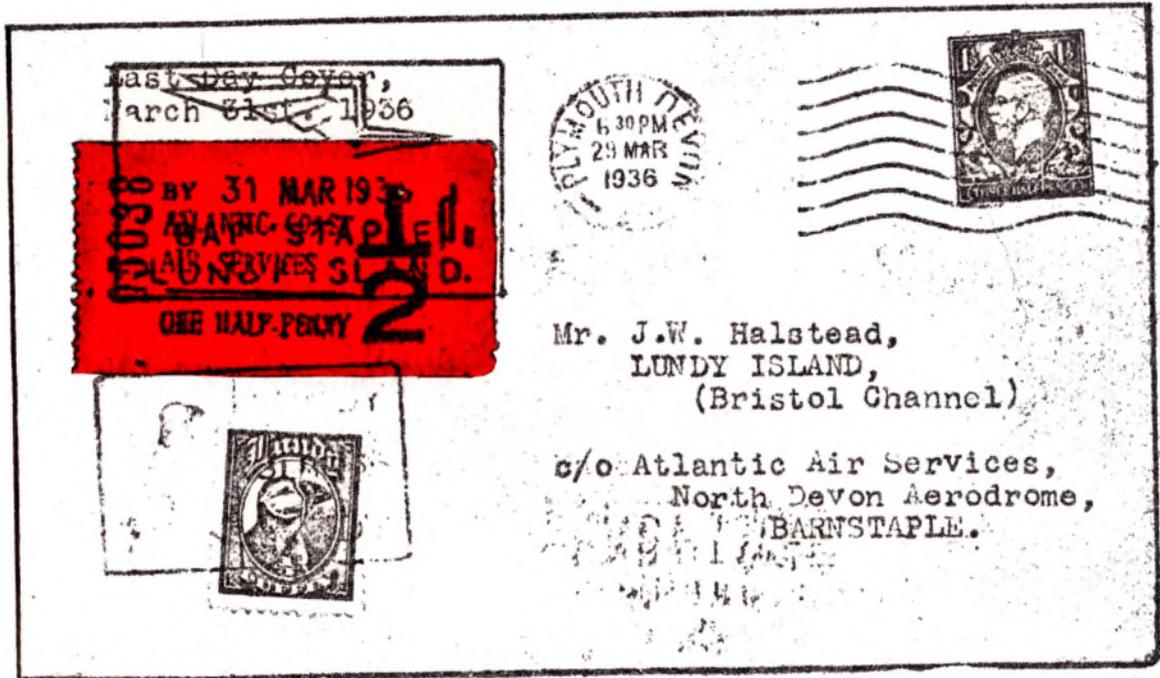
The square dot is found on ½d. Rolls 1, 3 and 4 and 3d. roll 2.

Upright rectangular dots are found on ½d. Rolls 2, 5, 6 and 7. 3d. rolls 1 and 4. And on all three values of the second printing; ½d. Rolls (9,10) & (11,12), 1d. rolls (1,2) & (3,4) and 3d. Rolls (5,6) & (7,8).

½d. roll 8 and 3d. roll 3 have not been examined.

THE TRAMTICKETS

Roll (11, 12) - 05038 ½d.



Roll (11, 12) : To Lundy

G.B. Cancellor Date	Number	Lundy Cancellor date	Recipient.
29 MAR 1936	05038	31 MAR 1936 plus Airlino Cancellor First Day.	J.W. Halstead. Midland St. Co's typewriter.

TO SHOW THE DIRECTION OF THE NUMBERING ON THE TRAMTICKET STAMPS.



BOGUS STAMPS

- A) Larry Dodson reports on the bogus stamps illustrated on Page 38 of Puffin 15.
Type 1. (EUROPA without serifs) Mr Dodson has copies of the ½p. 1p. 4p 6p and 12p Jubileo Surfaco-mail set with "EUROPA" slanting upwards left to right, and straight on the 9p. value.
Type 2. (EUROPA shaded). He says the ink smudges easily and the printers can not have been very skilled.
Type 4. (Europa in green). He has this inverted on the 1, 2, 4, 6 and 9 puffin Millionary Surfaco-Mail stamps.
- B) 1929 - type half puffin stamps. The ones I have seen are:
 Imperf. in red, brown, purple-brown and orange .
 Perforated 11 lino. in orange and brown.
 Imperf. in blue, brown and purple-brown, overprinted in silver "J.F.K. Memorial 1917 1963" with silver borders. The blue and purple-brown I have seen had inverted overprints.
 All these stamps appear to have been printed from the same "die".
- C) M. Francois Doffi tells me he has a set of Antimalaria stamps overprinted in red-brown as illustrated.
 "In Memoriam / Sir Winston Churchill / 1874 - 1965. "



The specimens were sent to me by Harry Rooke who says that the same overprint was applied to Thomond stamps and Frog Albania labels in gold or black by the Middle East Stamp Co., and it has been seen on Frog Croatia labels and Calf of Man bird stamps.

Here it is again on a Spanish Sticker.



Bogus Stamps continued :

D) EXPO - 67 overprint in brown on the Millenary Airmail set.



E) "THIS OVERPRINT IS BOGUS" on the Antimalaria set. This at least should cause no confusion. Black overprint.



F) Save the Sea Birds - on the 1962 Europa set. Overprinted in black. Inverted known. Overprinted in red inverted known.



All the specimens were sent to me by Harry Rooko or David Stirling.

Postal History Supplement

Some of you may not be aware that Mr Gade has published a Supplement to his Postal History of Lundy. This gives very full information from the 1957 period when the original book left off up to the 1965 Churchill stamps.

Maximum Cards

Mr Doffi suggested that maximum cards could be produced for future Lundy issues. There is little we as a Society can do about this. I have had no success in contacting Mr Harman on this kind of matter.

Now Members

Larry Dodson, 3624 W. Frier Drive, Phoenix, Arizona 85021, United States of America.

Edward E. Kuohn, 1091 Iron Gate Lane, Columbus, Ohio, 43213, United States of America.

Eric Goldsworthy, 63 Potter Street, Northwood, Middlesex, England.

Philip L. Robinson, 20 Leo Road, Nelson, Lancs., England

Henry A. Ackema, Spaarstraat 142, Amersfoort, Holland.

IMPORTANT - Please fill in the new Membership Card included in this Puffin and return it to the Secretary. These cards will be used as the next mailing list.

Please pay postage both ways on the following items.

1. Mr Dulin's Slide Show of Lundy stamps up to 1942 is available on hire.
2. I made a standard 8mm. Cino-film whilst I was on Lundy this year. It is quite obvious that this was my first attempt at this, but someone may like to borrow it.
3. Old Puffins. Only a few copies of Puffin 16 remain, but I have kept one copy of each of Puffins 11, 12, 14 and 15 which can be borrowed. There could be delay as it is not economic to send them by air mail.
4. Tape Recordings. I have three tape-recordings, one from radio and two from television programmes, about Lundy. These are mainly interviews with the permanent inhabitants of Lundy. If anyone is interested I can make copies of these if you state the tape-speed required.

WANTS LIST

David M. Kols,
6304 Pimlico Road,
BALTIMORE, Maryland 21209,
United States of America.

1. Red Cross - 3p, 4p, 6p, 9p and 12p.
2. 10th Anniversary - $\frac{1}{2}$ p.
3. 1942 Tighoarna Miniature Sheet
4. 19th Anniversary - Both errors of 4p and 12p.
5. Wright Brothers - 4p, 5p, 6p, 7p, 8p, 9p, & 12p.
6. Coronation reversed colours - $\frac{1}{2}$ p red & 1p black
7. 1962 Imperf EUROPA
8. Any First Day Covers.

1950 - 1953 overprints

According to Mr Gado in his Postal History, the 8 puffin BY AIR stamps were printed in August 1951. The quantity is given as "about 2,000".



I obtained this stamp in four different panes making up a sheet of 120. All the pane-odging had been removed, but I was able to identify each pane from the minute differences in the stamps.

The damaged 8 on stamp 25 of all panes showed that the 8's had been applied pane at a time. Likewise the blocked up A's on stamps 6, 11, 13, 16 and 25 showed the BY AIR overprint was done by the pane. The two overprints sometimes overlap so they could not have been done at the same time. One would have expected the BY AIR to have been printed to the left had the intention been to surcharge the stamps.

1950 - 53 overprints continued 1.

This made me suspect that the 8 and obliterating bars may have been added to the remainder of the 12p. issue of the 8th November 1950. Especially as Mr Gado said in the "Brief Postal History", though not in the full version, that "With the revision of the 'puffinago' rates, the 12 puffin stamp became redundant" - 9th June 1951.

The only way to prove this was to find a 1950 stamp with a blocked up A in one of the predicted positions. After looking in my collection without finding what I wanted I remembered a card bearing an unused one puffin stamp. A search revealed that it was from Pane 4 - Stamp 11 and it had a blocked A.



The blocked A on stamp 11 is not always present. The half-puffin stamp illustrated later proves this. I put the blocking down to the type getting clogged with ink and would not occur at the beginning of the printing run. However that does not affect this argument because the positions of BY and AIR vary in relation to each other. Sometimes the B is above the A, other times BY is centrally placed. On the only strip of stamps I have - a row of 5 half-puffins from Pane 4 (stamps 26 to 30) the outer two stamps have the BY centrally placed and the central three with B over A. The only row of the 8 puffin stamps like this is the last (stamps 26 - 30).

1950 - 53 overprints continued 2.

My next assumption was that all the lithographed stamps - ½p., 1p., 6p., 9p., and 12p., were all printed pane at a time with the edges removed. Mr Gado remembers that the ½p. were in this state but cannot remember the other values, so the assumption remains an assumption. The 2, 3 and 4 puffin stamps are found with margin attached but I have not seen a sheet. They probably no longer exist in sheet.

Now back to the 8 puffin stamp. If those were the 12 puffin stamps of 1950 surcharged in 1951 then Mr Gado's figures for the 1950 issue must be incorrect. 1,800 12 puffin stamps is the figure quoted in the "Postal History".

In Acrofield of December 1950 these quantities are given:-

½p and 1p.	24,000
2p, 3p & 4p.	12,000
6p, 9p & 12p.	2,400

Mr Gado says these figures are undoubtedly correct and must have been supplied by him at the time. The figures in the "Postal History" were only from memory.

All this could mean that the 12 puffin with the narrow setting is quite rare. Perhaps only about 400 stamps were sold. This would account for a note in Mr Downing's book which puzzled me: - "The 12 puffin value of this set seems to be rather scarce in proportion to the other values".

8th November 1950 - Narrow setting - Black Overprint.

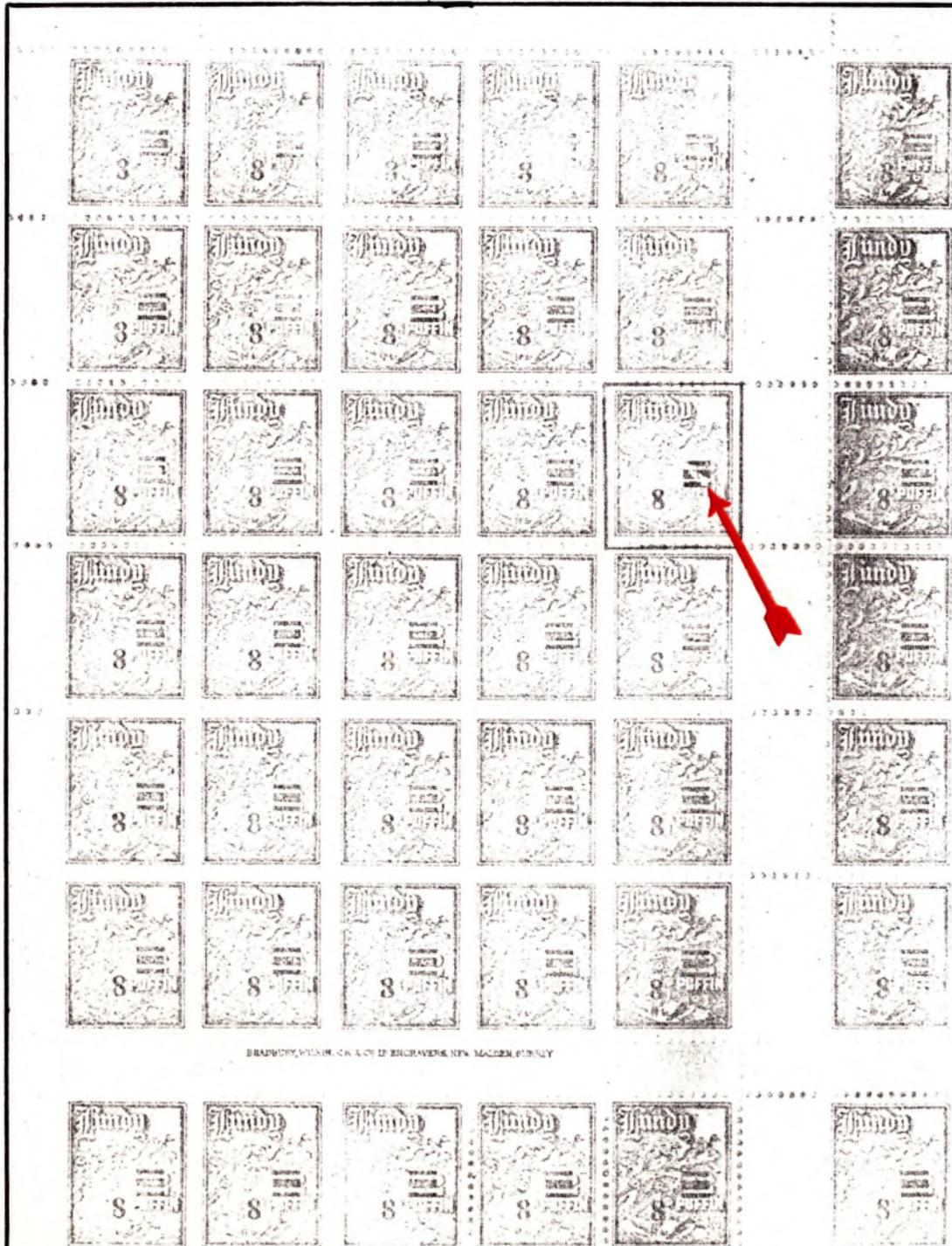


½ puffin	Pano 2	Stamp 11
1 puffin	Pano 2	Stamp 28
6 puffin	Pano 4	Stamp 22
9 puffin	Pano 3	Stamp 12
12 puffin	Pano 3	Stamp 29

1950 - 53 Overprints continued 3

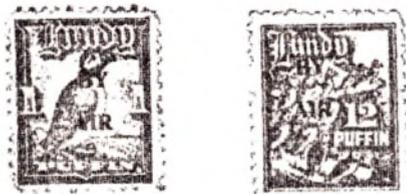
9th June 1951 - The 8 puffin and three bar overprints without BY AIR were printed in full sheets of 120. The quantity of 38, 250 must therefore be only approximate.

A variety - Broken bars - is constant and is found on Stamp 15 of Pane 1.



1950 - 53 Overprints continued 4

January 1953 BY AIR reprints. 12,000 one Puffin and 3,000 12 puffin. Wide Setting
 I am only guessing that those stamps were printed at the same time. The 12puffin was printed in complete sheets of 120, and as the overprints are spaced exactly the same on my single strip of 1 puffins those were probably the same. A cross gutter block has since disproved this. Spacing is different, but sheets of 120 existed.



The Red Overprints and Two Bar overprints

When I questioned Mr Gade about those he said, "With regard to the purpose of the red "By Air" overprints 1950 and the two-bar overprints 8 puffin over 12 puffin stamps, I am of the opinion that very few, if any, of those specialities were used postally. I feel pretty sure that none of them ever reached Lundy, either mint or used."

These could have been printed at the same time as the wide-setting stamps - January 1953. I have been unable to prove or disprove it.

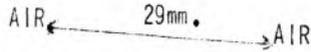


Does an 8 puffin alone in Red exist?

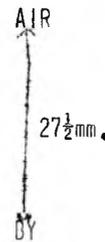


By Air Overprints continued.

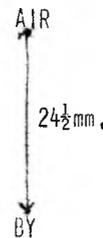
Comparison of cross-gutter blocks of the wide setting 1puffin and 12 puffin stamps indicate that they were not printed from the same typo-setting. We have to accept Mr Gado's issue date for the 12puffin as January 1953, but what of the 1 puffin?



Right hand column is lower than the left.



Columns are level.



Surely someone collected Lundy stamps during the period 1950 - 53 in a sufficiently specialist manner to answer all the questions this article poses.

ATLANTIC COAST AIR SERVICES

NORTH DEVON AERODROME.

	Depart from	Time	Fare	
LUNDY	Daily	Barnstaple Lundy	10.00 a.m. 10.30 a.m.	15/-
	Day Excursions	Barnstaple Lundy	10.00 a.m. 5.00 p.m.	Return
				Plus 1/- landing fee.
CARDIFF	Daily	Barnstaple Cardiff	11.00 a.m. 12 noon	23/6 Single
				Excess Luggage 1d. per lb. (single journey)

Fare includes taxi
between Cardiff City
and Airport
Excess Luggage
1d. per lb.

LUNDY & ATLANTIC COASTS AIR LINES, Ltd.

North Devon Aerodrome, Heanton Court, Barnstaple.

LUNDY 17/6 Return Ticket Excursion or Period

	Depart	Depart
Barnstaple Aerodrome	10.00 a.m.	4.30 p.m.
Lundy	10.30 a.m.	5.00 p.m.

EXTRA Services will be run as bookings warrant.

Excursion Ticket available for 3 days on all services.

Period Tickets (over 3 days) available on 10.30 a.m. service only from Lundy—Return at other times 5/- extra chargeable.

SPECIAL EXCURSION—Return Fare, Landing Fee, Dinner, Bed and Breakfast—

Depart Barnstaple 4 30 p.m.	} 23/6 inclusive.
Depart Lundy 10.30 a.m.	

JOY RIDES FROM 5/-

Passengers are required to be at the Aerodrome 15 mins. before the Scheduled or Booked Departure Time.

Bookings must be made $\frac{1}{2}$ hour before the time of departure.

Free Car Park for passengers returning same day.

Free Luggage 15 lbs. per passenger. Later increased to 30lb.

All journeys undertaken at the operator's discretion.

Southern National Buses, Services 101 and 108, run $\frac{1}{2}$ -hourly between Barnstaple and Ilfracombe, stopping at the entrance to the Aerodrome.

Telephone:
BRAUNTON 121.

Narrow gummed strip used on Lundy.

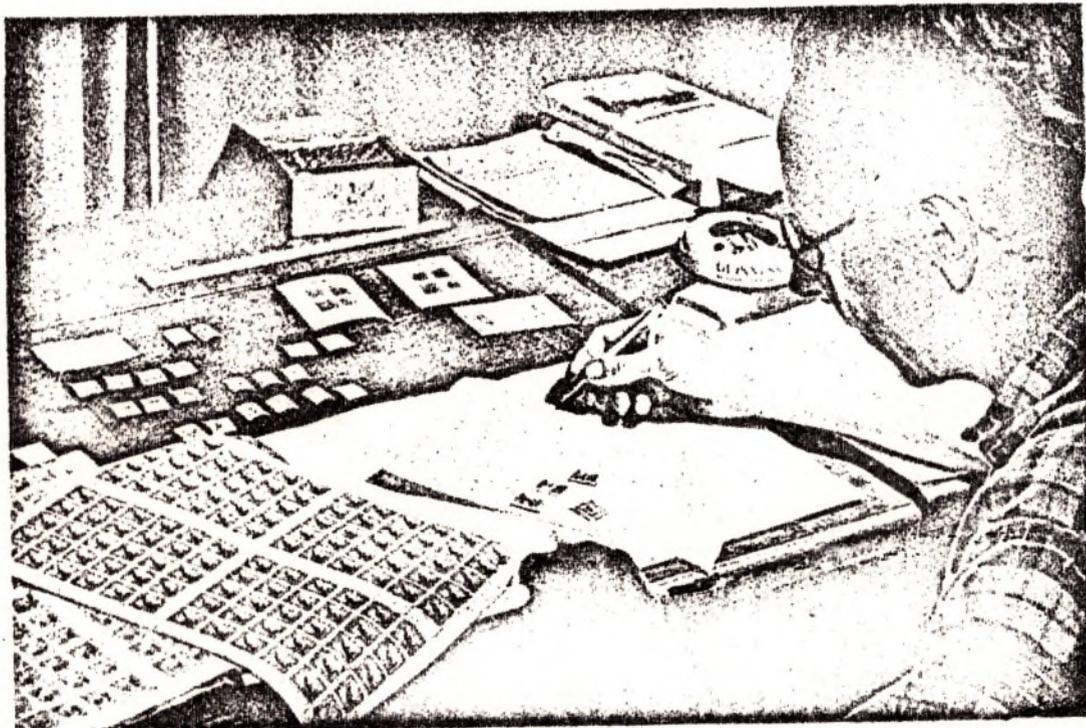


Two years ago Mr Allington gave me a copy of the "National Geographic Magazine" dated May 1947. This contains a magnificent article called "Lundy, Treasure Island of Birds" by Col. P.T.Etherton. The account is largely historical, and is told vividly and accurately.

The photographs, by J.Allan Cash, are remarkable. I wish mine came out like them. There are twenty-five of them, and most are not the usual postcard views. Mr Gade is in four of them, and possibly Mr Waghorne the Lighthouse keeper who also collected stamps. Unfortunately the people are not named, but described by their occupations.

If you can get hold of a copy of this you will not be disappointed.

Although I cannot reproduce photographs on the duplicator, I have attempted to do so with one picture to show the wealth of detail it contains. On the original the stamps can be identified without difficulty and the box of type used in the canceller mentioned elsewhere is seen at the back of the table.



Lundy's Agent Prepares Sets of Puffin Postage for Stamp Collectors Everywhere

Wide Gummed Strip used on Lundy



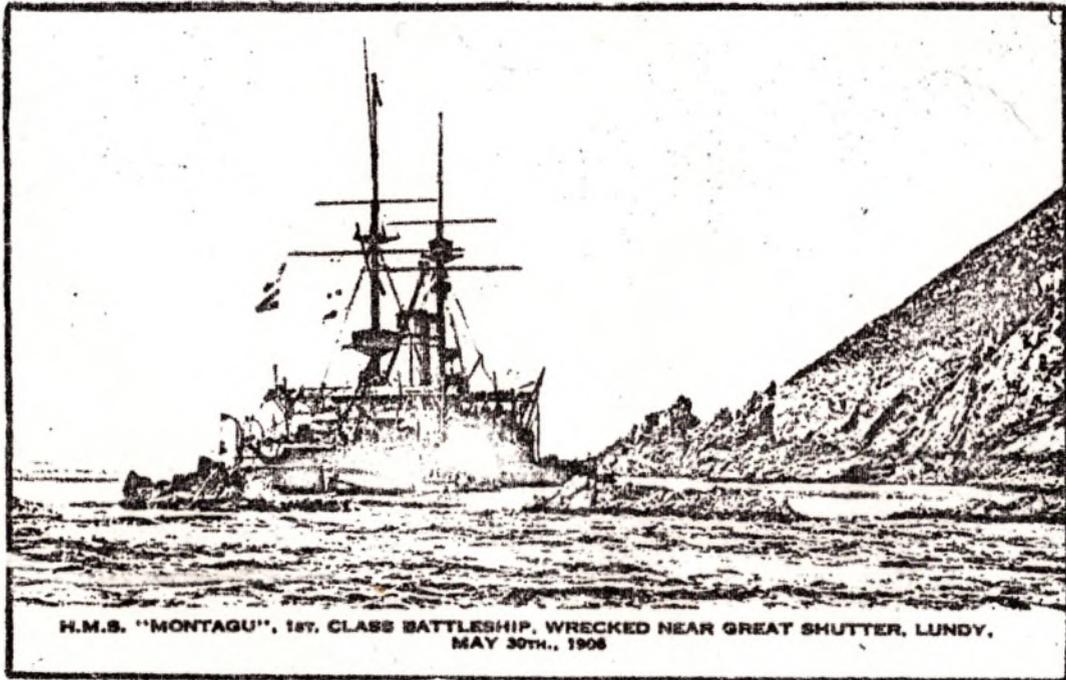
LUNDY

Lights and Leads



L
L

H.M.S. MONTAGU POSTCARD .



This black and white postcard is the one mentioned earlier which is available from the Harisco General Store at 4d.

SAVE SEA BIRDS FROM OIL

so-tenant blocks of four diforont 6 puffin stamps. Issued 29th May 1967. Each stamp is in a different language. - English, French, Gorman and Dutch.

The stamps were printed by Do La Rue by a photo-offset process called 'dolacryl' in four colours. Blue, Yellow, Red and Black. - Cylinder numbers 1A 1A 1A 1A (each colour) occur in the margin beneath the lower left hand stamp of the lower left hand block of the lower half of the sheet.

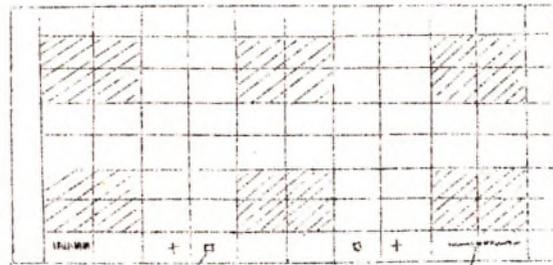
Quantity - probably a million blocks of four.

Imporforatos were promised but none have appeared up to the time of writing. (Decombor 1967)

Shoot Layout - Do La Rue say there were 12 blocks to the sheet as printed. Two kinds of shoot with six blocks are found. All marginal markings are in black except the cylinder numbers and lottors.



Upper half.



THOMAS DE LA RUE & CO. LTD.
Lower Half.

FIRST DAY COVER



The full procoods from salos during 1967 go to the R.S.P.C.A. and I.S.P.A.

'V' and 'P' Issue - A.H.Wood.

The Postal History of Lundy by Mr Gado informs us that the first issue of this series overprinted in different colours were :- ½p blue, 1p, 2p and 12p red, 3p, 6p and 9p green and 4p black. It goes on to state that subsequently there were second and third overprintings of the ½p, 1p and 2p and possibly a second overprinting of the 3p, the overprint colours being ½p. green and 1p and 2p black, no mention being made of the overprint colour of the 3p.

However, in Mr. F.R.Downing's monograph, he states with regard to those second and third issues that the 2p, 4p and 9p were overprinted in black but not the 1p, 3p, 6p and 12p. and in a letter to me from Mr Gado this is confirmed and also that the ½p was overprinted in green.

I have spent a great deal of time over the past few years in trying to sort out this issue and from the evidence I have accumulated from Mr Gado, Mr. Downing's monograph, collectors and dealers I am fairly well convinced that the only authentic and official issues are the:- ½p blue, 1p, 2p, and 12p red, 3p, 6p and 9p green and 4p black and subsequent issues ½p green, 2p 4p and 9p black.

If any member has spare 4p and 9p overprinted in black I would be glad to hear from them.

A.H.Wood,
8 George Avenue,
Dirkby,
Huddersfield, Yorks.

Editor: I have approached this problem differently as there are several reasons for the confusion which exists. The first is the problem of colour description - Mr Downing lists 15 different colours.

The second is the lack of contemporary data, and the third the probability that stamps sold from the philatelic bureau would be different from those sold on Lundy.

The few Lundy Covers I have seen before the closure of the Kettering Philatelic Bureau have only had the following stamps :-

½p light ultramarine	4p black
1p magenta	6p emerald
2p scarlet	9p green
3p green	12p. brown

A cover as late as June 1943 is illustrated on the next page - the same colours as the First Day covers of 1 January 1941.

The ½p green and Deep ultramarine are the only other values I have seen used. Earliest 1 Nov 1945. After the closing of the Bureau. I admit I have seen less than half a dozen covers so it would be foolish to make conclusions from this. It just points out a possibility that the eight original colours were the only ones used on Lundy up to the end of the war.

The first Lundy stamps I ever bought from a dealer were a few wartime part-sots which could mean that they were bought around 1947 when the stocks would have become depleted. This may mean nothing but the colours were as follows :- ½p. green, 1p carmine, 2p scarlet, 3p green, 4p black, 6p emerald, 9p. emerald and 12p magenta.

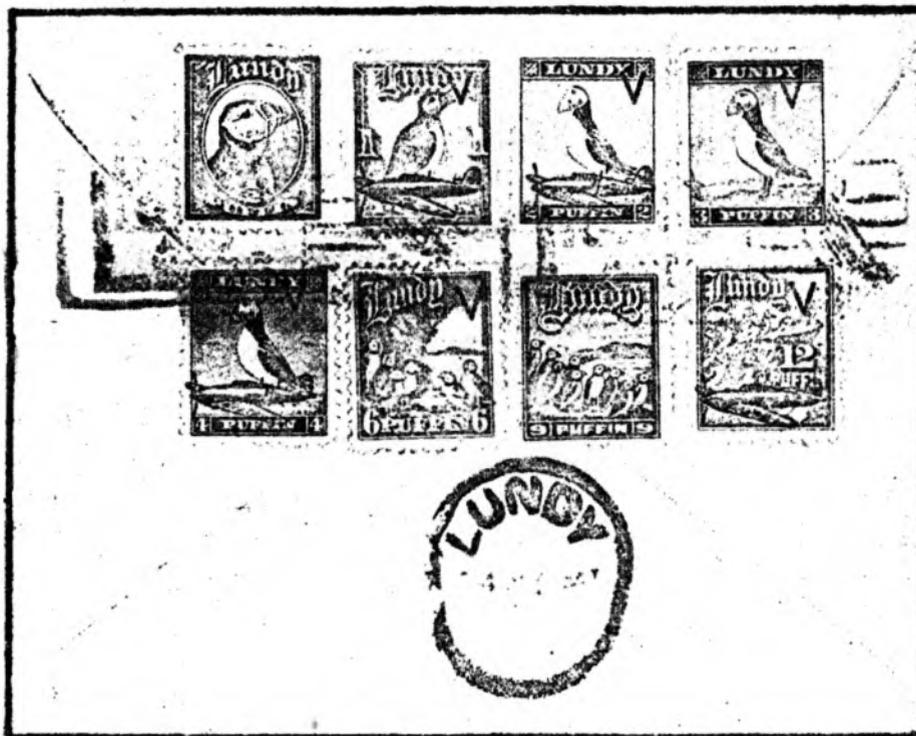
The only other stamps not mentioned above which I now have is ½p black and 1p scarlet

I think you will agree that it is all still very confusing.

V and plane issue.

In the Hurt-Williams Catalogue of Private and Local Posts of about 1942 appears the following:-

- 14 ½ puffin rod (pale ult.)
 - a. (ult)
 - b. (dooch ult.)
- 15 1 puffin blue (magenta)
 - a. (vi.)
 - b. (car.)
- 16 2 puffin greenish blue (R.)
 - a. (scarlot)
- 17 3 puffin black (Gr.)
 - a. (emerald)
- 18 4 puffin brown-rod (Dk.)
 - a. (intonso bk.)
- 19 6 puffin mauve (Gr.)
 - a. (emerald)
- 20 9 puffin brown (Gr.)
 - a. (emerald)
- 21 12 puffin bright green (Chocolate) (Brown - ED.)
 - a. (clarot) (Magenta - ED.)



cover sent 4 June 1943

I have not seen a rod 2p (as opposed to scarlot), and the violet 1p stamps I have seen turned out to be magenta in daylight. The information from Mr Wood and in my Editorial note should enable members to describe their stamps and covers, and perhaps clear up this matter. I don't think the number of printings matter - there could have been a range of shades, and two printings need not be in different colours.

JUBILEE ISSUE

In the billiard-room in the Manor Farm Hotel on Lundy, between Mr Gado's Office and Marisco tavern there are some large pictures of John Dyke's original designs for the Postal Jubilee stamps. Here I have noted the differences in the definitive airmail set from the issued stamps.

½ puffin

Without BY AIR and worded - "First ascent at night ever attempted by a fomalo", instead of woman.

1 puffin

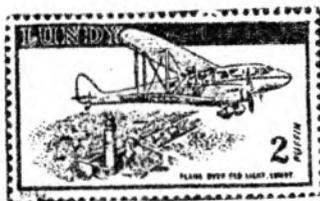
Without BY AIR. The 1 extends into the upper band of colour. The word puffin is horizontal beneath this.. The wording is spread further along the base of the stamp, and "DYKE" appears below the stamp, in the left hand corner.

2 puffin, 3 puffin & 6 puffin

Without BY AIR. Wording spread more. "DYKE" below to the left.

12 puffin

12 is lower, the word puffin is vertical and it is without BY AIR, the wording is spread more, and the word "DYKE" is below the left hand corner.



12 PUFFIN

These illustrations are "faked" up from the normal stamps.

Place of despatch of Lundy Mails

Mail carried on the "Gannot" is sent from Lidoford, but when I questioned Mr Gado he wrote - "Mail is not generally carried on Campbell Steamers, but there are occasions when it is found convenient to entrust small quantities of mail to someone who is departing by steamer. There are also occasions when small quantities of mail are entrusted to a lighthouse keeper going home on relief. This happens mostly during the winter. There have been occasions when such mail has not been posted until the lighthouse keeper arrived home. I remember one famous occasion when somebody received a letter from me posted in Kottoring and was completely mystified."

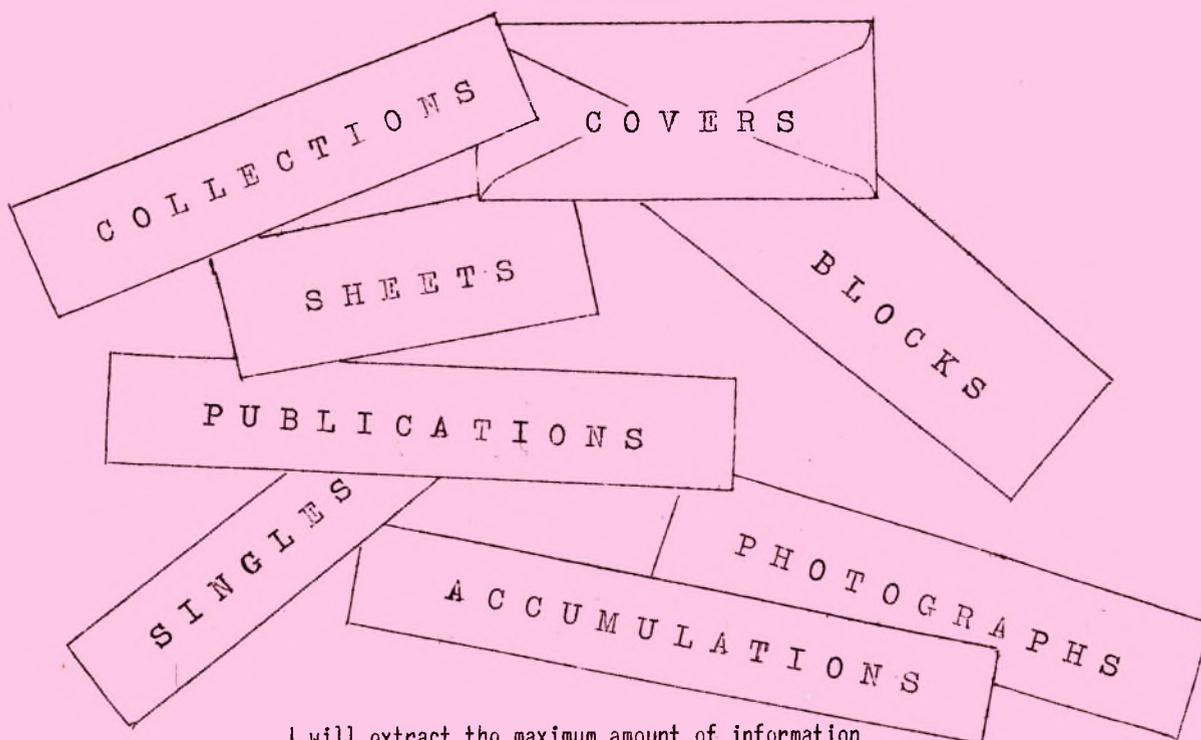
The examples I have found in my collection are:- Cardiff (21 Dec 1955), Swansoa (18 Jan 1957), Ilfracombe (1 Aug 1957), Barnstaple (30 July 1958), and Taunton (4 Aug 1960).

Can anyone boat the Kottoring example for distance?

Uncancelled Lundy stamps can be found as I posted some cards for a visitor who didn't wish to wait for the Gannot. The cards were stamped with "puffins". I should think this was by no means an uncommon occurrence.

Lundy

I WANT TO BUY



I will extract the maximum amount of information from anything I can lay my hands on.

I will be glad to buy anything you can spare. I have 50 sheets to reconstruct, some of which are quite common stamps like the 1930 12p and 1951 ½p. I cannot keep the "Puffin" filled without an abundance of material to work with.

ARTICLES FOR THE NEXT "PUFFIN" are also requested. Photocopies for illustrations help enormously. If you cannot write an article you may be able to help us with details of stamps in your collection. The register of Transits, Colours of V an 'plane stamps Dates of issue of BY AIR stamps and answers to many other questions will be very useful. The clues must exist somewhere.

BARRY N. D. CHINCHEN
97 CHAMBERLAYNE ROAD
EASTLEIGH, HANTS., SO5 5JJ
ENGLAND

VISIT TO LUNDY - E.N.D.Chinchen

In June I spent three enjoyable days on Lundy.

The Lundy Gannet, due to leave Bidford Quay at 4.30 a.m., eventually set off at about 5 o'clock. This early departure time posed a problem for the crew as they normally pick up the mail-bag at Bidford Post Office before the vessel sails, but the Post Office was not open at this hour, so a crew-man waited at Bidford, fetched the mail bag and drove with it to Westward Ho, further down the River Torridge, where the "Gannet" picked him up with the mail.

The crossing to Lundy was fairly rough, and by the time we arrived I had lost interest in anything except getting back on to firm ground. Three hours of being tossed around on top of the boat had its effect on me.

Recovery came quickly, and a hearty breakfast erased all but the memory of the crossing. Then I started to post Mr Gado about the stamps. He bore my questions with no sign of impatience throughout my visit.

I examined piles of Churchill and Shakespeare stamps and found several different kinds of each and then obtained some postcards, addressed them and went back to the store for some stamps. There I spotted a sheet of sea-bird stamps with a printer's imprint unlike the one already in my collection. I had made several discoveries within an hour or two of landing.

It was rather misty out, so I took some photographs with flash inside the tavern, which is decorated with life-belts from some of the wrecks on Lundy. Then I saw Mr Gado again and borrowed some of the cancellation date-stamps and other rubber and metal printing blocks which I took to my room and photographed.

In the afternoon the mist cleared so I had a look around the farm and went down to the Old Battery. There is something impressive about this platform overlooking the Atlantic, with its two great cannon pointing out towards America. It is reached by a zig-zag path and stone steps surrounded by delightful clumps of sea pinks and other wild-flowers.

Although I had had no sleep the night before, I stayed up talking with other guests in the Hotel until almost midnight. Naturally I slept soundly, quite undisturbed by the bloating of sheep, the hissing of the pea-fowl or the trumpeting of the fog warning at South Light.

Next day I examined some of Mr Gado's covers. Most notable I thought was an aircraft cover described elsewhere in this "Puffin". There were also specimens of the 7p, 8p, 10p and 30p essays of the war years which Mr Gado said were not made at his request. Then I discovered the Supplement to Mr Gado's Postal History, bringing it up to date. A copy is worth getting if you missed it.

The afternoon was spent along by the quarries, away from the day-trippers who had arrived by Campbell's Steamer. In the evening fog again descended and the foghorn began to repeat its bass major third every half-minute.

My last day had arrived. It was grey and overcast, but immediately after breakfast I determined to go right up to the northernmost tip of the island. I set off and soon met a visiting Geologist who was investigating the effects of the ice-age glaciation on the island. It appears that Lundy stood in the path of the glacier with only fifty or so feet exposed. I left the geologist searching for rocks carried by the ice-sheet, reached the northern tip, and scrambled round to the front of the lighthouse to take more photographs.

All the time, unnoticed by me, the fog had been getting denser. I was trapped at the bleak, windswept northern end of the island. Those who have visited Lundy will have noticed large stones placed at intervals by the path along its length. It was just possible to see one stone ahead and following those I arrived back well in time for lunch, taking some snaps of the wrecked German wartime aircraft on the way.

continued.

Lundy Visit continued

After lunch I faced the prospect of becoming like one of the day-trippers bravely. This was a drop in status which came very hard. I visited the Old Light for a word with the Field Society Warden and came away with a lot more information. The Field Society do a fantastic job. Not only bird-ringing, but photography, archaeology, natural history and quite a bit of rock climbing. This can be quite risky. The warden told me that a deer had fallen on him while he was climbing a couple of weeks earlier and it seemed a wonder he wasn't killed. Others have not been so lucky.

When it came time to say goodbye to Mr Gado I found him selling teas to the visitors. And very good teas they were too. - Hugo mugs of tea and home-made cakes. Interrupting him I had a long chat about some of the collectors he has known and found out that he has over 300 people on his mailing list for stamps. While we were talking Mr Harman could be seen arriving at the Hotel driving the tractor. He had arrived on the steamer which was to take me away.

There were only about 250 visitors that day so the steamer was very comfortable, arriving at Ilfracombe in an hour and a half.

I have some black and white photographs from which I can supply prints, but unfortunately my colour film was spoilt when it broke in the camera, so it is ONLY black and white this time. - I have pictures of most of the island so please ask for what you want. I will charge the cost of the prints plus postage, so please state the size of picture.

ALSO I have negatives made from old snaps lent to me by Mr Gado of some of the Aircraft - Short Scion and De Havilland Rapido - used by the air services to Lundy. These can be supplied at the same rate, but it should be pointed out that these are copies of small snaps and are not as clear as would be hoped.

The photographs which could interest a philatelist are: The post-box and postal notice, Mr Gado in his office, Mr Gado's Office door and six photographs of cancellers.

The Airline pictures are: Mr Boyd with the Short Scion, two other pictures of the Scion, One of the De Havilland Rapido.

A really good photograph of one of the Austers is available from Mr Alan Curd. This is the picture used on some of the Lundy postcards, and Mr Curd will arrange to have the prints mailed from Lundy if desired. His address - "The Oaks", Ashtoad Woods Road, ASHTEAD, Surrey.
Print 4½ by 5½ is 3/6d.

More Bogus overprints.

Harry Rooke has copied an extract from "Le Philatoliste Erinophile" (No. 12 Nov. 1967) included in "Dornieres Nouvelles (une véritable floraison de surcharges ultra-fantaisies) s/timbres de l'île Lundy: "VIVE/QUECEC/LIBRE" (brun-rouge)

(a) Serie antimalaria. (b) Serie 'Millonairo 954-1954'.

Mr Rooke is going to try to obtain specimens. They have arrived (December 22nd) since this page was typed.

The 1961 Europa miniature sheet has been overprinted 1956 10th ANNIVERSARY 1966 with all 1961's scored out. Harry Rooke sent a specimen, but both these overprints will have to be illustrated in the next "Puffin".

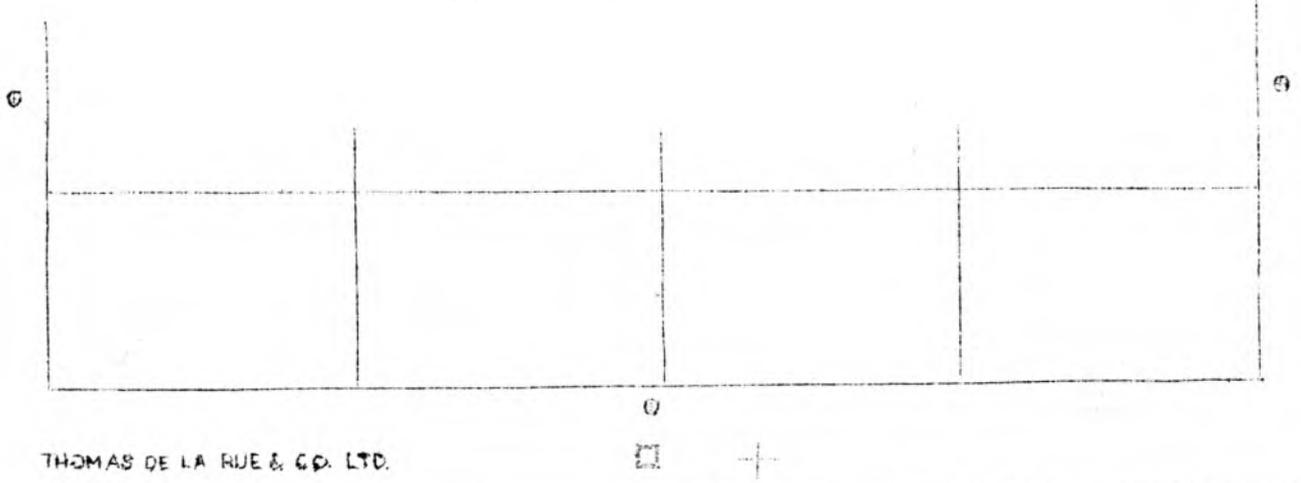
CHURCHILL SHEETS

After my Lundy visit when I was able to examine the stock of Stamps I wrote to Thomas De La Rue and Company Limited enquiring about the sheet layout of the stamps and received a very helpful reply.

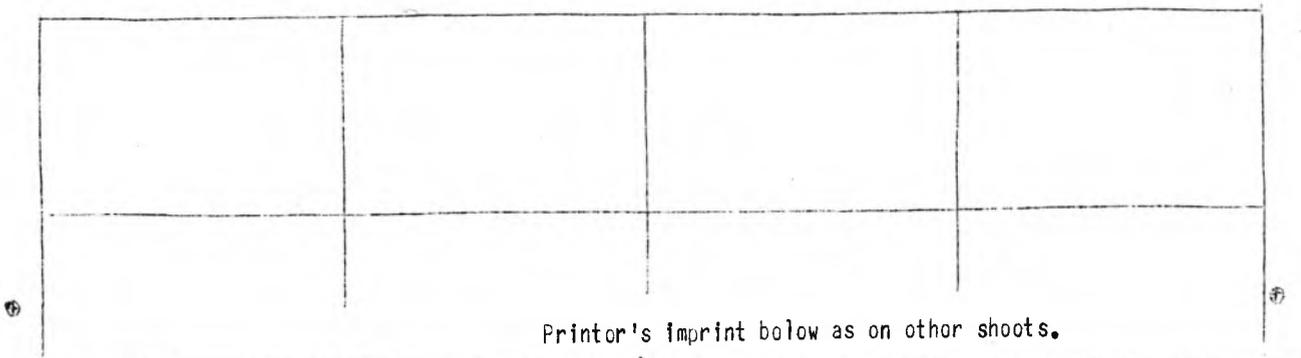
The Churchill stamps were printed in four blocks of 12 stamps each.

On Lundy and, since then, at a dealers I have found THREE kinds of sheet.

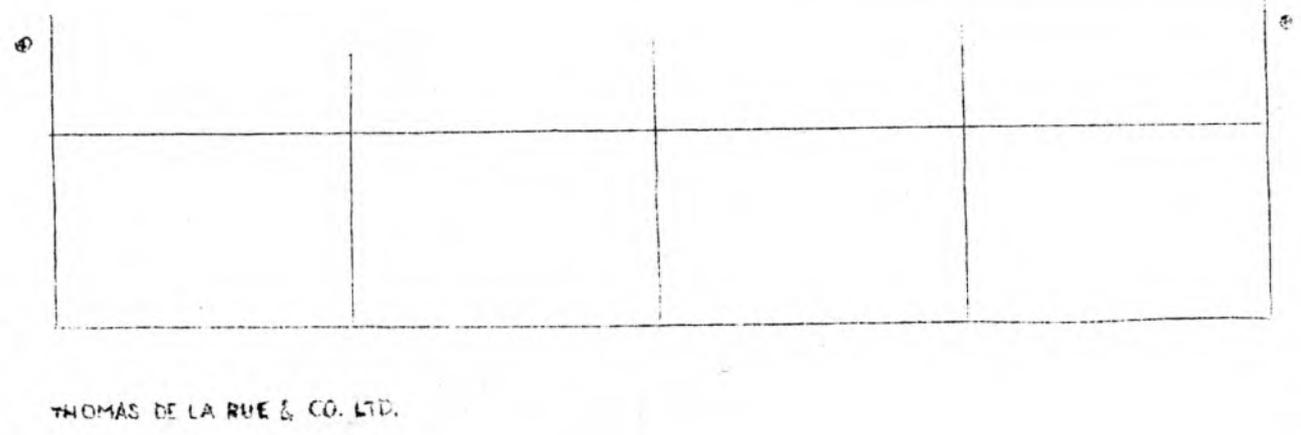
a) Has an imperforate (through) lower margin. Markings as follows. (I have yet to find 18p)



b) Marked as follows.



c) Marked as follows.



THE SHAKESPEARE STAMPS

De La Rue also wrote about the Shakespeare stamps and said that those were printed in four panes of twelve stamps each.

These sheets have margins full of guidolines which do not help much. However I have found THREE kinds so far.

- a) Imperforate through lower margin. - Guido lines in lower margin and sides. (all values)
- b) Upper and lower margins perforated through. Guido lines at sides only. Pinholes at sides near top of pane. (I have only 10p and 18p)
- c) Imperforate through top margin. - Guido lines in top margin and sides. (I have only 2p)

The tiny varieties mentioned in Puffin 12 - The broken 1 in falcon is on Row 2 column 3 of all panes.

The white mark between the tail and upper wing is on stamp 11 of all panes.

The black dot above 64 of 1964 is only on the sheets .Type (b). St.3.

A further variety is a dot above the first E in SHAKESPEARE. Stamp 4. Type (a).

If it becomes possible to examine a complete set of sheets more varieties could easily be discovered.

ANTIMALARIA STAMPS

I wrote to Harrison and Sons, with complicated questions about sheet layout, without getting a reply, and I can't say I blame them, but I did by chance discover that the perforations on the Antimalaria set went through either the upper or lower margins on the ½p, and Mr Gado was able to provide the set in sheets to indicate that those were printed in two panes of 25.

The 1961 Europa Miniature sheet was almost certainly printed in multiples, but unless Harrison's can tell us we may never know how many.

I have been unable to find different 1962 Europa sheets, although the long narrow sheet would look more balanced in a pair. Likewise the Millionary and 1961 Europa stamps I have seen were all from the same plates. (The Europa and Millionary plates being different)

There could have been more than two Jubilee sheets printed at a time, but I cannot yet prove or disprove it.

The 1951 bird set must have only been printed in the sheet of 48, in two panes of 24.

I wish to obtain the following sheets of more modern issues:

1. 1951 ½puffin pink (48)
2. 1957 1puffin red (60)
3. Shakespeare: Top margin imperf through - 10p and 18p
Perf through upper and lower - 2p.
Possibly similar but not as described - 2p 10p and 18p
4. Churchill : Lower margin imperf through - 18p.
Possibly with upper margin imperf through - 2p 10p and 18p. B.N.E.C.

1929 and 1930 Issues

It is, as has been mentioned before, possible to identify individual stamps of the lithographed issues. All that is needed is a powerful lens, good lighting and a reference sheet.

I am in the process of reconstructing sheets of some of the rarer overprinted stamps, and, in the course of this, have found some varieties large enough to be seen easily.

I have selected one variety from each value to describe here. Otherwise I would not know where to stop.

The care taken by the printers, Bradbury Wilkinson & Co., Ltd., is remarkable, for when it was decided to reprint the first issues for the Coronation in 1953 they evidently examined the plates minutely and corrected some of the blemishes.

The illustrations are only to show the variety position and are not of the actual stamps described
HALF-PUFFIN: Stamp 6, Pane 2 - Large white mark joining the upright strokes of the L of Lundy.

(New Plate in 1953)



ONE-PUFFIN: Stamp 7, Pane 2. - U of Puffin crossed out by a line 4mm. long and quite thick.
(Corrected 1953)



1929 and 1930 varieties continued

SIX-PUFFIN: Stamp 14, Pano 3 - Line about 2mm. long in upper border.
(Not corrected in 1953)



NINE-PUFFIN: Stamp 27, Pano 1. - White line between left hand 9 an P of Puffin crossed out by a coloured line.
(Not corrected in 1953)

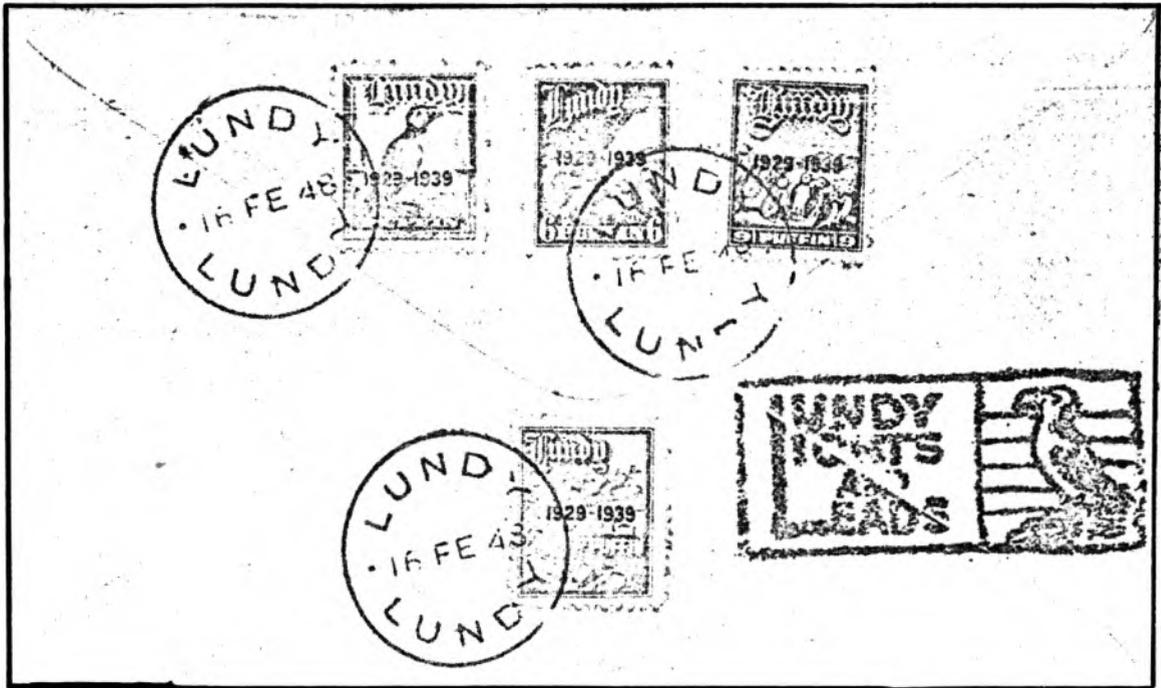


TWELVE-PUFFIN: Stamp 12, Pano 1. Large white mark above Y of Lundy.
(Corrected in 1953)



FURTHER NOTES ON THE CANCELLERS

1. The Lundy Lights and Loads rectangular canceller was still around in 1948, used on this cover.



2. Illustration to verify the first day of the new 1957 canceller. I have also noticed that the misplaced BY AIR on the half-puffin stamp illustrated on page 25 of Puffin 16, has this cancellation dated somewhere in 1950!



AP. Warner E. J.

CANCELLATION ERRORS

1. 11th November 1939 - Inverted 1 in 11.



2. 2nd January 1957 - 2nd January 1979. (mentioned previously, but here illustrated.)



3. 13th or 15th January 1957 - January 1967 (mentioned previously)



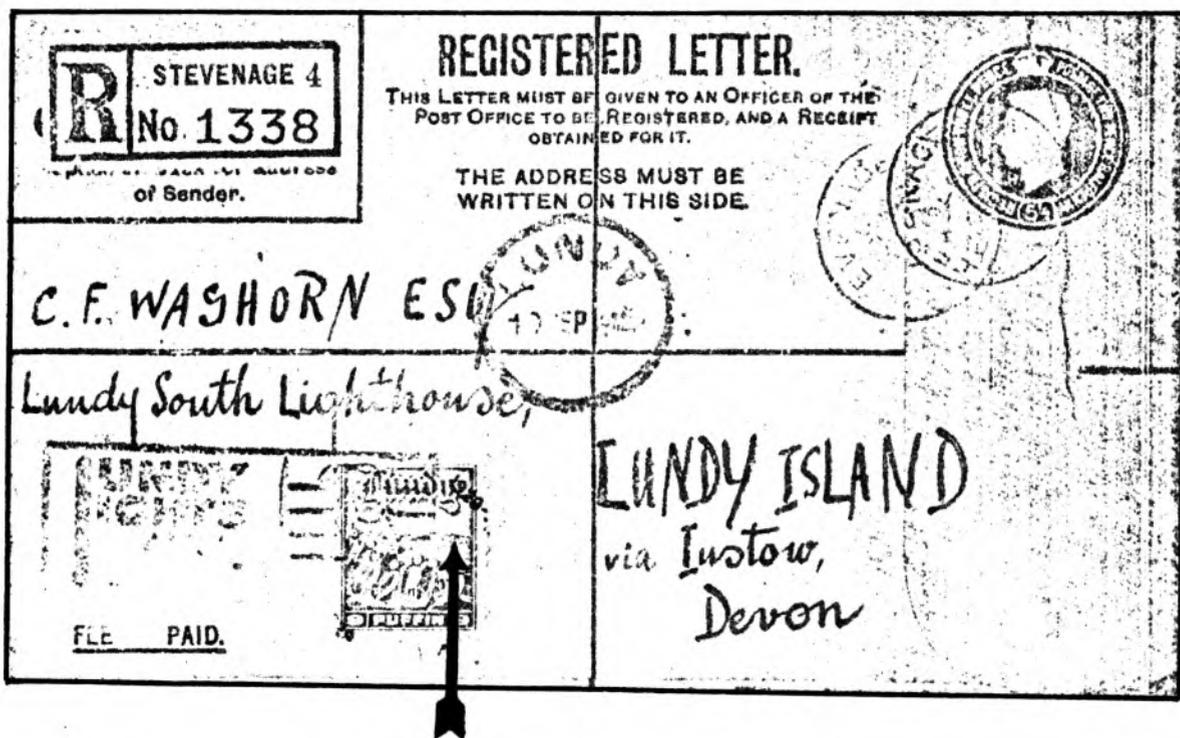
4. 20th October 1962 - 20th October 1963 (mentioned previously)

Back.

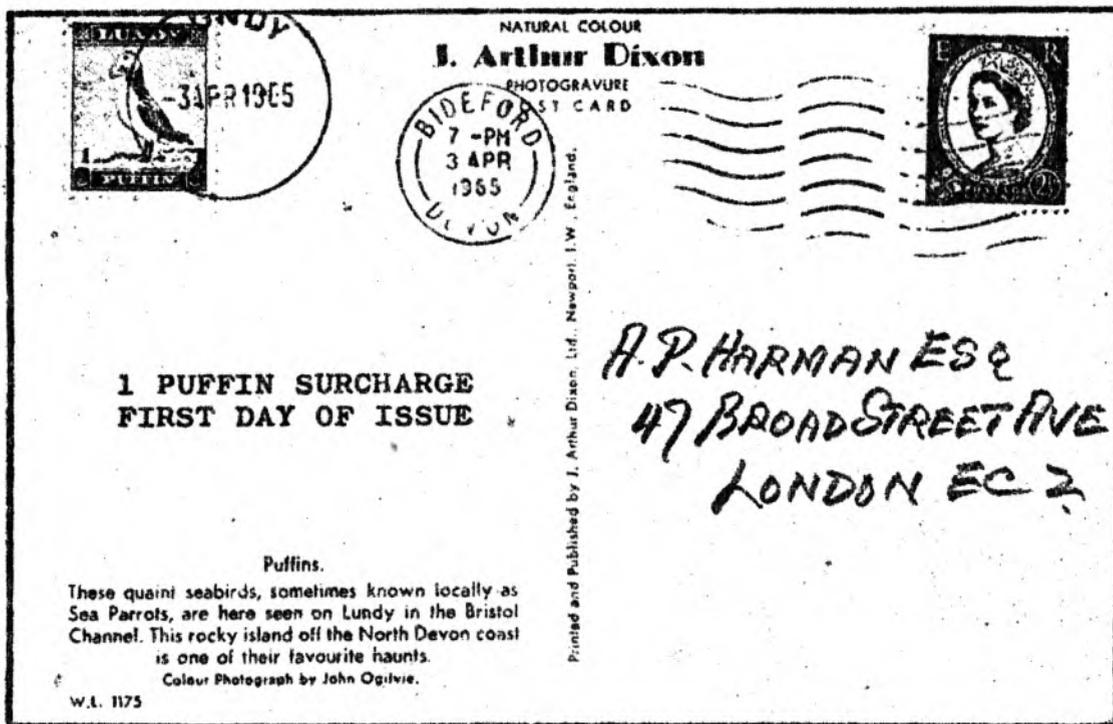
Front.



A remarkable misplaced 1929 - 1939 overprint on the 9 puffin stamp. Owing to the extreme angle of the sheet many different positions must exist, perhaps 100 stamps affected. Mr Allington showed me a specimen earlier in the year.



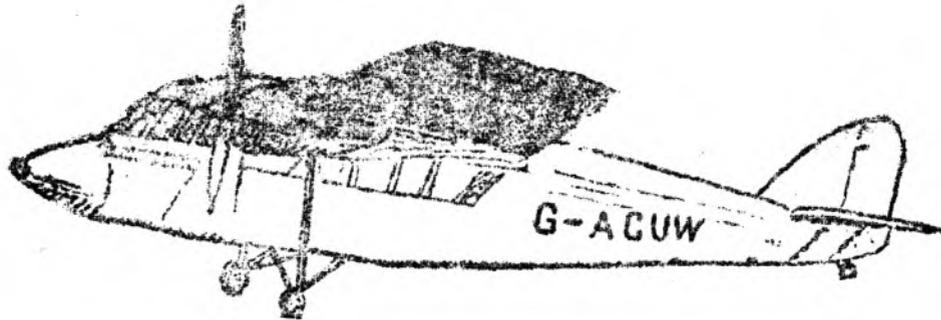
FIRST DAY CARD of 1965 provisional.



THE AIRCRAFT USING LUNDY

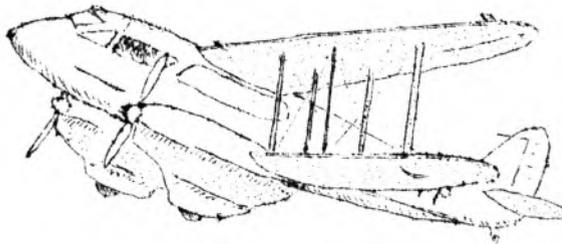
This article has been made up from extracts from letters from Mr Gade, and from his "Postal History of Lundy". Mr Gade also provided the photographs from which Registration numbers were obtained.

'The first airplane used by the Lundy and Atlantic Coast Airlines was a De Havilland Dragon.' (Ed. Another name for the Rapide). 'Before the Short Scion was bought a low-winged monoplane called a Monospar was in use for a short time. There were occasions, not infrequent, when flights were made with two-seater Moth planes.' Mr Gade cannot remember what kind of Moths.



A Drawing of the Short Scion - G-ACUW.

"During the Summer of 1950 Mr J.E.Drabble obtained a concession from the Royal Air Force To use the R.A.F. aerodrome at Chivonor, North Devon, for civil flying, and soon after sought to re-establish the air service with Lundy." First day covers of the ½puffin BY AIR overprinted stamp were "signed by Mr Drabble, who piloted the aircraft, which was a De Havilland Rapide, twin-engined biplane.



A Drawing of De Havilland Dragon Rapide - G-AIYP

"At the end of August 1952, Mr J.E.Drabble was in very bad health, and had to give up flying, but on December 2nd 1952, Mr Maurice Looker, ex-Royal Air Force, who had been associated with Mr Drabble, formed a small company entitled Devonair Ltd., operating from Chivonor Aerodrome."

Aircraft on Lundy continued

For the Postal Jubilee First Day Covers "Mr John Dyko designed two cachets. That for the airmail issues was of the Auster Autocrat airplane employed by Devonair Ltd.,"



Drawing From F.D.C. Auster Autocrat G-AJEA

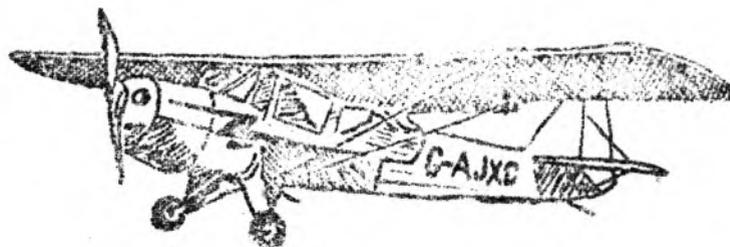
"In August 1955, an accident befell the little Auster Autocrat whilst flying from Lundy to Chivenor, which obliged Mr Looker to bring the machine down on the sea about midway between Lundy and Hartland Point. He carefully chose a spot near to a passing ship, and although the Auster sank in a matter of seconds, Mr Looker and his two passengers, were picked up by a boat from the Danish ship.

This occurrence resulted in the Ministry of Civil Aviation immediately putting a ban on all flying to Lundy in single engined machines, pending an enquiry. So that from August 22nd to October 25th there was no air transport". "Campbell's steamers cease to call at Lundy after about September 21st, and from that date until Mr Looker was once more permitted to fly to Lundy on October 25th there were no mail deliveries either to or from Lundy."

Now "although allowed to fly to Lundy in a single engined machine the condition was imposed that the flight should be made at a height of not less than 6,000 feet, which meant that there must be a ceiling of 6 000 feet. Such conditions are rare enough in the summer and almost completely absent in the winter and the result was that Mr Looker was able to make very infrequent trips to Lundy throughout the period October 1955 - April 1956."

"Devonair Ltd., felt themselves unable to compete in the carrying of freight to and from Lundy with the Lundy Gannet, and the last mail-carrying flight made by them was on June 15th 1956.

'The single engined airplanes used by Devonair Ltd., were both Auster Autocrats. One of them, probably the larger, was used in one of the composite postcards which we sold at the Marisco Store.'



Auster Autocrat. G-AJXC



Alan C. Curd

PHOTOGRAPHER

'The Oaks'
 Ashtead Woods Road,
 ASHTEAD, Surrey.

FOR PHOTOGRAPHS OF LUNDY.

In particular the Auster Autocrat G-AJXC mentioned
 on page 60 from a composite postcard.
 Print 4 1/8" x 5 7/8" posted from Lundy - 3/6d.

!!!!!!!!!!!!!!!!!!!!

DAVID KOLS
 6304 Pimlico Road
 Baltimore, Maryland 21209
 United States of America

Member of the Lundy Specialists' Society

ADVERTISEMENT

1943 1Xth Anniversary - Shoot of the two Puffin except it is missing the upper and left hand margins - Total of 60 mint, uninged stamps (by the way, each sheet contains four copies of each error, missing propellor and missing dot over 'i' in the word 'Anniversary') . . . \$ 11.00

I will sell the shoot or trade it for stamp issues from both Zone 'A' and 'D' of Trieste, the United Nations, early United States, and/or for any of my Lundy wants.

000000000000000000

I have a couple of ideas that could be put in the next issue of The Puffin. Why not ask the members to send in their ideas for a symbol for our club? I was thinking of one with a picture of a puffin enclosed in a circle and the words "Lundy Specialists' Society" around the circle. Maybe the founding date of 1956 could be incorporated in the design.

I was also thinking of another question to pose to members, that is: "What is your favourite and least favourite Lundy issue? and why?"

David M. Kols.

It will be interesting to see what members can do along those lines - Editor.

Jubilee - Definitive Air - 2 puffin on cream paper

I have come across copies of this stamp, mint. As far as I can tell the paper is genuinely cream and the brown on the stamp is lighter than on the white paper specimens.

Boats serving Lundy

It might be possible to prepare an article on the boats that have served Lundy, particularly those that have carried mail at some time or another. So far I only have a small list, but information and photographs, the older the better, are most welcome.

My List consists of - "Lorina", "Gannet", "Cardiff Queen", "Bristol Queen", "Glen Usk".

Check List

I was going to include a corrected check-list in the main body of the "Puffin", but on second thoughts, I considered that it might be more useful as a supplement. The list contains the best information available to date, but can not be taken as accurate. Published quantities do not always tie up with sheet quantities. Please point out any errors again.

This Puffin

This "Puffin" is a little later than originally intended. Nothing will be included after December 31st 1967, but the delay has been caused by my trying to find scarlet paper for the tram-ticket illustrations. After weeks of searching I have found only three sheets, all in different places.

On Page 56 I refer to an illustration in Puffin 16. As I have space here which is unlikely to be filled with stop press news I will reproduce it. It shows a back-dated use of the canceller of January 19th 1957.



As usual I am setting no date for the issue of Puffin 18, but with your continued support, I will try to keep the publication going.

Many thanks to all who have helped with this edition. I hope I have not omitted anything, please write and remind me if I have. I wish you all what will be a rather belated "Happy New Year".

Barry N.D.Chinchon. (31/12/67)

