

The New Puffin Journal



SUMMER 1999

Published by the Lundy Collectors Club (UK Chapter)

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The New Puffin Journal



Joint Editors
Stanley Newman and James Thomas

ISSUE NO 8

SUMMER 1999

Editorial Office - 93 Montpelier Road, Brighton, Sussex, BN1 3BE

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YOUR FREE GIFT

By the kind generosity of Roger Allen, we attach one of his 'R E ALLEN's PUFFIN POST' labels - For a full explanation of this fascinating item see page 19



EDITORIAL

'To err is human - to really foul things up, one needs a computer!' I couldn't have coined a better quotation, particularly when a temporary power failure caused over two hours work in preparing an article for the *'Journal'* to go 'up the spout'!

Since the publication of the Spring '99 issue of the *'JOURNAL'*, there have been several significant developments affecting our Chapter. Firstly, thanks to our vigorous recruitment campaign, we have seen our Membership nearing the 175 mark - we are confidently aiming to top the 200 mark by 2000! Secondly, our Spring '98 Meeting at Wembley Exhibition Centre was highly successful, despite clashing with the hoards of Millwall football 'jobs' supporting their club at Wembley Stadium at the same time. We only hope that the riotous behaviour your two Editors experienced on the Underground train to Wembley Park (including the throwing around of empty lager bottles!) did not deter any of our Members from travelling to Wembley. Thankfully we managed to complete our Meeting programme by 4.00p.m. allowing us all to depart from Wembley before the football match finished (particularly as Millwall lost!)

Our ambitious programme for our Summer Meeting at Bideford is well described elsewhere in this issue, and we hope to surpass the attendances at our previous successful Summer Meetings in 1997 and 1998. We also hope that many Members will join us on the trip to Lundy on 31st July, particularly since the *'Oldenburg's'* extensive refit (with new engines) will result in a crossing in less than 2 hours, and (hopefully) an arrival direct by the ship at Lundy's new docking Jetty.

Finally, a note that your Editors' "IN TRAY" looks a little empty, and we would welcome a few more articles for publication in future *'JOURNAL's'*.

Stanley Newman
Jim Thomas

June 1999

LUNDY POSTMASTERS

Felix Gade - Part 2

Due to extended researches into the Postal activities of FWG, from the time he returned to the Island in 1949 and his retirement in 1971, Part 2 of this article is being held over until the Autumn '99 issue of the *'JOURNAL'*.

MEETING REPORT

Amidst sixty-thousand Millwall football supporters, the most feared football supporters in the land, members of the UK Chapter of the Lundy Collectors Club met on 18th April 1999 at the Wembley Exhibition Centre, London. The 30 members and guests filled the room which is offered for society meetings and formed the basis of a good relaxed atmosphere.

At 1.30p.m. sharp the bourse opened with two dealers (Michael Bale and Roger Hudson) accompanied by Wim Ros all the way from Holland. Both dealers had a good selection of material with trading at times being quite brisk. As well as his stock, Wim Ros prepared a souvenir envelope which not only bears a Lundy 5 puffin stamp, but also the recently issued GB European non-value indicator Machin.

After approximately an hour, the formal meeting started with Mike Thompson in the Chair. The Honorary Secretary Stanley Newman, announced the details of the next meeting at Bideford on Sunday 1st August 1999, and that for those interested in making it a weekend event, a trip to Lundy on Saturday 31st July has been organised coupled with a special rate for accommodation at the Riversford Hotel, Bideford overlooking the river Torridge. So far a few bookings have been received and more are expected. Also at the Summer Meeting the three competitions will be held with this year seeing the new trophy for the Postal History category which has been kindly presented by Mike Thompson.

The auction of 256 lots took up the next one and a half hours with many items exceeding their estimate. For a full report refer to the Auction Report article on page 4.

The meeting was rounded off with a small display of 5 sheets presented by Jim Mullett. He started with a few examples of cancellers that have never been used on Lundy. An interesting sheet of 1929 and 1951 ½ puffin pink definitives followed, coupled with examples of the same ½ puffin stamps but in carmine red. This is the first time that carmine red examples have been seen or even heard of by many senior members present. A selection of interesting Lundy covers included a cover with a KGV 2d. with Lundy thimble type 'C' cancel used during the period when the GB postal rate went up for a short time to 1½d (1921/22). Several theories came out of discussions after the display ranging from the sender only had a 2d. stamp available, to the possibility that Lundy made a temporary surcharge of ½d. to carry the mail to the mainland. If you have any theories on the matter please drop the Editor a line.

With no further business the meeting closed at approximately 4.00 p.m.

AUCTION REPORT

Despite the roars coming from the football crowds at the adjoining Wembley Stadium, our sixth Auction was held in the comparative tranquillity of the Society Meeting Room at the Wembley Exhibition Centre on Sunday 18th April. As usual our efficient Auctioneer was Mike Thompson, who pointed out that the number of Postal Bids received was an all-time record.

Highlights of lots sold in Auction No. 6 were:-

1929	1p N2 on piece with Ba cancel 10.3.29 - before issue date	£25
1935	3d. 'Tramticket' Roll 6 U/M. J. Stannard's initials on rear.	£37
1938	Overprinted LACAL issue N18 - Horizontal pair U/M	£22
1940	Red Cross 3p. bottom marginal N32 L/M/M	£23
1943	Tighearna Sheet N45 used with I cancel 1.3.43	£17.50
1943	Wright Bros. 12p N68 <u>Narrow Overprint</u> . L/M/M	£33
1950	BY AIR - 1p value Narrow setting U/M	£38
1951/3	BY AIR ½p Wide Setting <u>overprint double</u> U/M	£41
1953	Coronation ½p & 1p values with <u>wrong colour overprints</u> U/M	£75
1972	Trinity House issue set of 5 U/M N178/82	£18
1989	RSPB issue - Imperf. Sheet with 5-line "RPOOF" in black	£56
1930	Cover to Austria with <u>1930 9p</u> & Bb cancel alongside a BG 4d cancelled Instow 19 AU 30. Also Austrian 10g Postage-due	£150
1936	Cover to Exeter with 1936 ½d, 1d. and 2d. "Large Maps"	£47
1936	Pitman cover from "OCEAN MAILS S.S. CAVINA" with Kingston, Jamaica PAQUEBOT cancel 5.11.36 on GB 1½d. Lundy ½p N1 and ½d. "Large Map" dated 27.11.36	£65
1938	Cover to Kent ½p N1 & Bb cancel. GB 1½d. cancelled <u>Swansea</u>	£42
1955	Reg. Cover to Yorks with 3 Millenaries & BRAUNTON Reg. Label	£27
	HMS Montagu Postcard - close-up on rocks by S.J. Allen	£16
1954	Used P/C to Cardiff of "V.C. Quarry", Lundy Island ' "Some Account of the Island of Lundy" - original limited Edition (1000), signed by Martin Coles Harman	£40
	Bound reproduction of Barry Chinchén's "A Catalogue of Lundy Stamps"	£23
1965	Boxed Proof Coin set containing 2x½p & 2x1p in Nickel-Brass and in Copper Bronze	£45
?	"INSEL LUNDY" overprint on forgery of 12f Hitler-head stamp with "Futches Reich" instead of "Deutsches Reich"	£15
1935	Letter to UK on "BARNSTAPLE & N.DEVON AERODROME, HEANTON COURT, BARNSTAPLE" headed paper sent 5/9/35, & signed by R.T. Boyd	£29
1937(c)	Original L.A.C.A.L Timetable of flights to & from Lundy	£26

LUNDY NEWS

ILFRACOMBE MUSEUM

The Ilfracombe Museum has recently received an £83,000 National Lottery Heritage Grant to construct an extension to house its many Lundy related artefacts and treasures (see article in 'TNPJ' Summer 1997). Deputy Chairman of the Museum Trustees, Michael Bale, thanked all those who helped with the fund raising and said that the money will also help to pay for a major refurbishment of the Museum, provide a CD ROM system and interpretation panels. Work has already started on site, and once completed the *JOURNAL* will make a final report of this commendable achievement.

THE OLDENBURG REFIT

After several months in a Plymouth dry-dock for a major re-fit, the Oldenburg is due back in service on 15th May 1999. Engine trials have proved that the ship is running much smoother than before and on average has recorded 12 knots per hour, and with the tide has returned at 15 kph. The crossing time from Bideford is now under 2 hours which is a vast improvement on last year. As well as the new engine, the Oldenburg has received a new buffet, deck and seating.

During its absence other boats have filled the breach as regards the carrying of passengers and limited amounts of stores are concerned, there have of course been almost no day trippers. The "Anthony Glover" a large local fishing boat registered at Watchet, has been of especial assistance and has fixed a couple of comfortable benches on its small upper deck for Lundy passengers.

THE NEW JETTY

Construction of the new jetty is well under way. With the columns all in position, the pre-cast concrete decking is due to be delivered from South Wales shortly. The smallest of the two rigs used for the construction is being repaired after a hydraulic failure which caused one of the four support legs to collapse. On its return to Lundy it will be used to lift the decking into position. Work is due for completion during June 1999, and should be ready for the Collectors Club visit to the island at the end of July. Hopefully this will be the end of the long wait to disembark.

In addition to the new jetty, there are plans for a visitors' centre where the old diving sheds are now situated. This will include toilets, display and lecture rooms. There will also be a boat shed for the smaller island boats.

The funding for all this work, reaching into millions, has come from English Heritage, The Rural Development Commission and European funding.

It has been stated that these funds will also cover the cost of converting the present Rocket Shed into a small museum and that there will be sufficient funds available for the Warden, Lisa Cole, to display her exhibitions and other material to better effect.

STAFF CHANGES

Kelvin Harrison the island's Maintenance Officer, is shortly leaving Lundy for pastures new and The Landmark Trust is currently advertising for a husband/wife couple to fill the vacancy.

For those who cannot forget their stomach even on Lundy, will find a new Chef at the 'Marisco' this year who I am sure will maintain the high standards set over the years.



Construction rig with collapsed leg due to hydraulic failure

photo - Tom Baker

CHAPTER MEETING - SUMMER '99

This year, our programme for the Summer Meeting in Bideford, is more ambitious than hitherto, and is being held on the weekend of July 30th to August 1st.

The Chapter's all-day Meeting will be held as before, at the Kingsley Room of the Royal Hotel, Bideford on Sunday 1st August. This will include an optional Carvery Lunch in the Regency Room (paid for direct to the hotel). The full programme is given on the rear cover of the Summer '99 issue of '*The New Puffin Journal*', and if you propose to attend the Meeting, kindly complete and return Part 1 of the attached Booking Form.

There is a sailing of the *m.s.OLDENBURG* from Bideford to Lundy on the previous day - Saturday 31st July, departing at 9.30 a.m. and returning at 7.00 p.m. We have arranged a party booking for Members at a discounted fare of £21.25 per person, and if you wish to join the party kindly complete and return Part 2 of the Booking Form, enclosing your remittance made payable to 'LUNDY COLLECTORS CLUB'.

For Chapter Members who do not reside in North Devon, we have arranged a block booking at the renowned Riversford Hotel in Northam, Bideford, details of which are given on a separate Booking Form attached. Accommodation has already been reserved by a few Chapter Members, and if you wish to join the party, an early reservation is recommended. Please complete and return the separate Booking Form as soon as possible, enclosing your deposit.

In addition to the above activities, there will be informal evening *get-togethers* for Chapter Members and their guests as follows:-

Friday 30th July - The Swan Inn (opposite the Royal Hotel).
Good food available at reasonable prices.

Saturday 31st July - Riversford Hotel Bar or Conservatory Room,
after Dinner.

Sunday 1st August - The Swan Inn.

We hope that as many Chapter Members and their guests will come to Bideford, and make this the best Summer Meeting held to date.

1999 CHAPTER COMPETITION

As announced in the Spring '99 issue of the '*JOURNAL*', this years Competition is being held at our forthcoming all-day Summer '99 Meeting at the Royal Hotel, Bideford on Sunday 1st August, and will start at 11.15 a.m.

As before the Competition is divided into three separate sections as follows:-

'*THE STANLEY NEWMAN TROPHY*' - This will be awarded to the winner of the section for LUNDY STAMP entries. (No more than 8 sheets please)

'*THE MIKE THOMPSON TROPHY*' will be awarded to the best entry dealing with LUNDY POSTAL HISTORY. (No more than 8 sheets please)

'*THE R.E. ALLEN TROPHY*' will be awarded to the best entry dealing with LUNDY POSTCARD, EPHEMERA or LITERATURE.

Each section of the Competition will be judged by popular vote of all Chapter Members attending the Meeting.

Competition Entries can either be brought to the Meeting, or sent to the Chapter Secretary (S.A. Newman, 93 Montpelier Road, Brighton, Sussex, BN1 3BE) to arrive no later than Saturday 24th July. Entries containing items of value, should be sent per Registered Post, and should be accompanied by stamps or cheque payable to Lundy Collectors Club (UK) to cover cost of return Registered Postage.

It is hoped that as many Chapter Members as possible will submit entries for the Competition.

Our sincere thanks are due to the TORQUAY PHILATELIC SOCIETY for the loan of the display boards for the Competition, and to Jim Thomas for transporting them to and from Bideford.

Our thanks too to Mike Thompson for donating the new Trophy for Lundy Postal History entries. Last years Postal History Competition was in fact won by Mike, but the Trophy failed to materialise from the donor who had promised to donate it ! Now Mike has kindly agreed to donate the Trophy himself, your Editors are taking bets as to whether Mike puts his own name on the Trophy as the first winner !!

LUNDY - THE ALTERNATIVE COLLECTION (PART 4)

By Stanley Newman

In the Autumn '98 & Spring '99 issues of the 'JOURNAL', I described the fascinating collection of bogus Lundy stamps prepared by Gerald King based on Queen Victoria issues. In this issue, I am continuing with Gerald's adaptation of those issues which are based on stamps issued during the reigns of King Edward VII and King George V. Some of the latter, including adaptations of the 1924/25 "Wembley's", the P.U.C. £1.00 stamp, and the 1935 Silver Jubilee issues, are in the writer's opinion absolute masterpieces! Again, my thanks to Gerald for 'pinpointing' the origin of the following issues - he has suggested an excellent idea of challenging all readers of the 'JOURNAL' to 'pinpoint' the origin of the Air stamps 179-181 (see page 13).



1902/3
No. 121

1902
No. 124

1903
No. 129

1904-11
No. 131

1905
No. 141

Following on from the Queen Victoria issues, Gerald King continued with "stamps" based on Commonwealth (but not GB) issues for King Edward VII, starting off with Nos. 120-123 based on the 1902-5 Gambia issues. As no GB stamps were issued commemorating the Coronation of King Edward VII, Gerald "improvised" such an issue for Lundy Island utilising the frame of a 1918 Trinidad stamp, with a centre based on a 1937 Coronation label! (Nos. 124/5). The following two sets Nos. 126-130 and 131-139 were based on universal "Keyplate" issues (the former set based on the 1903 Ceylon 3c). This was followed by two "stamps" Nos. 140/141 based on the frame of a Barbados stamp, followed by four "stamps" Nos. 142-145 based on a St. Helena frame, with the centres (Marisco Tavern) taken from the Lundy 1954 Silver Jubilee ½puffin stamp! Finally, two "stamps" Nos. 146/7 (supposedly dating from 1910) based on a GB Harrison essay



1907
No. 142

1910
No. 147

1911/12
No. 149

1912-22
No. 161

1916
No. 163

The first of the King George V “stamps” Nos. 148/9 are based on Harrison essays, followed by a dozen “stamps” Nos. 150-161 based on Commonwealth “keyplates”, the top two values £1 and £5 based on the Cyprus 1912/21 issues. These are followed by two ‘WAR STAMP’ overprints, again based on “keyplates”. No. 164, the ‘Lundy Island War Fund’ stamp is based on a 1916 ‘National Philatelic War Fund’ label, incorporating the head of a Puffin.



1916
No. 164

1920
No. 166

1920
No. 167

Gerald’s 1920 “Victory Issue” comprises two stamps based on a De La Rue and Co. essay for New Zealand, but incorporating a Puffin-head, whilst his “stamp” commemorating the 150th Anniversary of Captain Cook’s circumnavigation of Lundy (1768) - a dummy-run for the New Zealand Expedition of 1770 is based on a Cayman Island frame and portrait, with a New Zealand vignette! The five ‘1921’ stamps have frames adapted from Montserrat, Antigua and Virgin Islands, with puffins or Lundy scenes incorporated, and the two 1923 £1 and £5 high value “stamps” Nos. 173/4, are based on the Sierra Leone 1912-1928 issues.



1921
No. 171

1923
No. 173

1924
No. 176

1925
No. 177

Now follow the four 'LUNDY ISLAND EXHIBITION' stamps for 1924 and 1925 Nos. 175-179 - based unashamedly (but expertly!) on the two GB "Wembley" issues. Two Postage-due stamps Nos. D3 and D4 which follow, are based on the usual dues of this period. For the moment Gerald is keeping the source of his three Air stamps Nos. 179-181 a secret, and is challenging Chapter Members to identify the source (see page).



1924
No. D3

1925
No. 179

1926
No. 182

1927
No. 189

1927
No. 190

The two '1926' stamps Nos. 182/3 look familiar - they are based on the stamps of Jamaica. The first 6 stamps of the 1927 set, Nos. 184-189 are based on the 1922 St. Helena issue, whilst the top 3 values Nos. 190-192 are inspired by the 1919 Jamaica issue. The Air Mail version of this issue, Nos. 193-197 is also based on the 1922 St. Helena issue, with various aircraft (mostly hand-drawn) depicted. Gerald now has a bit of fun with his two 1928 Air stamps Nos. 198 and 198a, based on the 1936 Bermuda 1d stamp onto which he has superimposed the USA 1918 "Curtiss JN4 Jenny" aeroplane (on stamp 198a the plane is inverted!). To commemorate the "GRAF ZEPPELIN" maiden flight (over London, Lands End and Lundy!) two stamps follow - Nos 199/200. Gerald concocted the design, but says that the KGV head is from a Kenya stamp (could have been from any contemporary Commonwealth issue Gerald!)



1927
No. 197

1928
No. 198

1928
No. 199



1929
No. 201

1929
No. 203

Now to Gerald's "masterpieces" - his adaptation of the P.U.C. £1 stamp. The first two Nos. 201 and 202 headed 'POSTAL UNION CONGRESS LUNDY 1929' depict respectively St. George + dragon (201), and puffins (202). The next one No. 203 commemorates the '90th PUFFIN'S UNIVERSAL CONGRESS', whilst No. 204 commemorates the 'NINTH CENTENARY OF THE RSPCD' (Royal Society for the Prevention of Cruelty to Dragons!).

Collectors who wish to acquire "THE ALTERNATIVE LUNDY COLLECTION", should write direct to Gerald King, "Cobblers Cottage", The Street, Bramfield, Suffolk, IP19 9HT.



1929
No. 204

1935
No. 208

The final “masterpiece” is Gerald’s adaptation of the 1935 KGV Silver Jubilee design to incorporate Lundy Nos. 205-208. I will write further on this particular issue in the next *‘JOURNAL’*.

GERALD KING'S CHALLENGE

In the description of the KE VII and KE V stamps in *‘THE ALTERNATIVE LUNDY COLLECTION’*, published in this issue of the *‘JOURNAL’*, Gerald King has deliberately omitted to name the ‘source’ of the three Air stamps (Nos. 179-181 in his catalogue). He has issued a challenge to all Chapter Members to discover the source of this stamp design, and will supply a prize to the first correct result sent to the Editor - probably one of his “special” Lundy orientated covers. The design of his stamp is illustrated below, and we eagerly await your replies, to be sent to:-
The Editor, The New Puffin Journal, 93 Montpelier Road, Brighton, BN1 3BE, England.

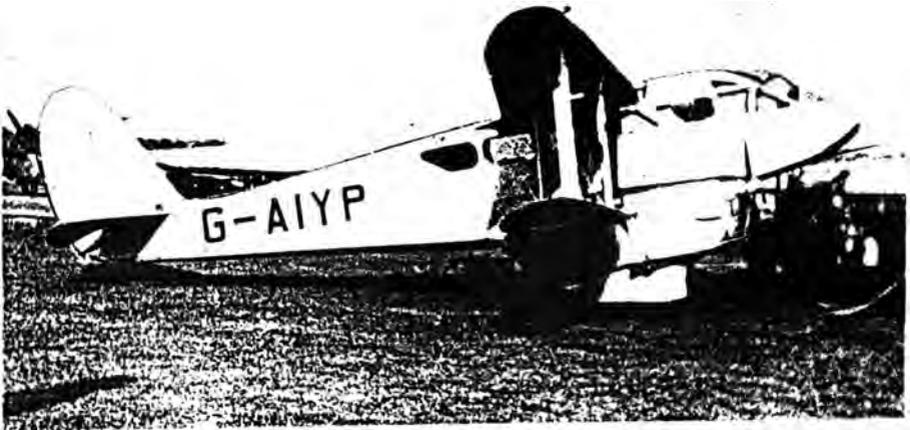


AN AERONAUTICAL VIEW OF LUNDY STAMPS

PART THREE - THE MAILPLANES (POST WW2)

By Ian Vine

There was determination to restore regular flights on the Lundy route after the war. The first new company was set up at Wrafton Gate, where Flt. Lt. Drabble ran his Barnstaple and District Flying Club. As Devon Air Travel (although its aircraft are not known to have carried the name), its board of directors included Felix Gade as Martin Harman's representative. Flights to the island began on 8th November 1950, using a De Havilland DH.89A Dragon Rapide - the DH.84 Dragon's more refined successor.



The first Rapide, G-AIYP, quite possibly photographed at Wrafton Gate while owned by DAT.

The first trips were probably made by G-AIYP, possibly on hire. This was originally built in 1939 as a military machine, P9589, before being civilianized for St. Christopher's Travelways late in 1946. It was certainly owned by the Flightways company by early in 1952, and crashed and burned near Pwhelli on 5th July 1953.

By some time in 1951, DAT was using a different Rapide on the Lundy run, G-AKNY (as depicted on the 12 puffin stamp issue of 1969, Newman N.166) - although it was not registered to Drabble's **now** renamed North Devon Flying Club until 25th March 1952. (This one began life in wartime as R5933, before conversion late in 1947 for Patrick Motor Company). By late August, Drabble's poor health and the service's low profitability culminated in failure to keep up the payments on the aircraft. It was repossessed for use elsewhere - yet remaining officially



The second Rapide, G-AKNY - lacking the extra window of 'IYP' - is also quite possibly shown at Wrafton Gate.

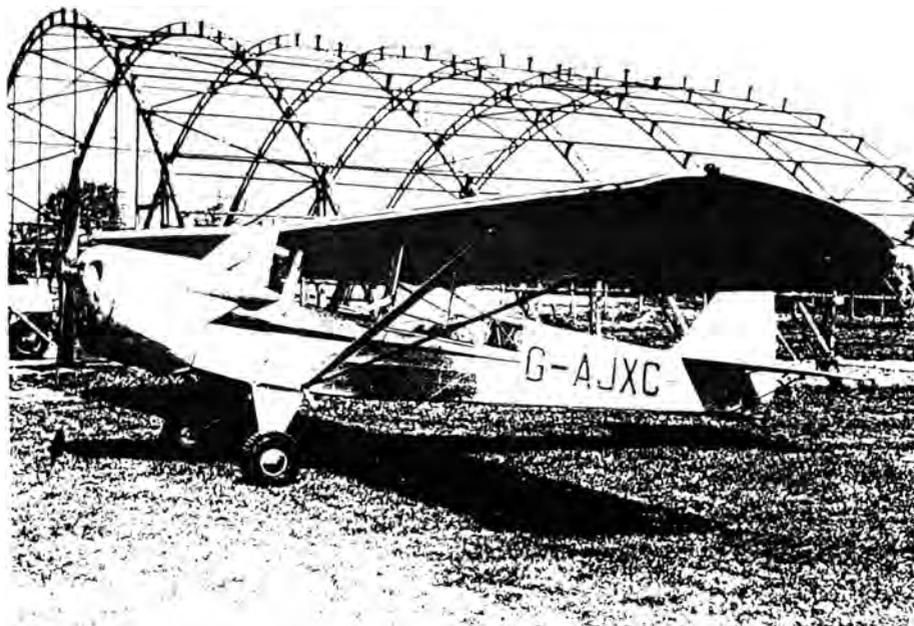
registered to NDFC until July 1953 - until eventually sold abroad in 1960 as F-OGRX. Drabble then withdrew from the business. Perhaps as early as September 1950 he had also purchased for the NDFC's use an Auster J/1 Autocrat single-engined, high-winged three seater, G-AJEA (built in 1947). And this smaller machine had probably been tried out for DAT's Lundy route, since Gade notes that it could not even accommodate an 18-gallon beer barrel - making its utility for cargo was strictly limited.



The Autocrat of Devonair, G-AJEA, probably beside the Wrafton Gate hangers.

Nevertheless, Gade reports that the collapse of DAT led to club members visiting the island late in 1952 in two Auster aircraft, to announce that a new company could offer to continue passenger and comprehensive mail services. Devonair was duly formed by ex-RAF pilot Maurice L. Looker - and 'JEA' was transferred to its ownership in January 1953, to re-start the regular flights. (Another unknown aircraft from Weston-Super-Mare had been chartered to take Mr. Harman to the island for Christmas).

The second Auster making the planning visit was said to be Looker's personal machine. It was therefore probably the Taylorcraft/Auster Mark 5, G-AJXC - a very similar design to the Autocrat - although this was not registered to Devonair in his name until July 1953. 'JXC' had started life around the end of the war as an Army 'air observation post', TJ343, before being civilianized in 1947.



Looker's Auster 5, G-AJXC, probably beside the remains of a Wrafton Gate hangar.

Eventually both Austers shared the Lundy route alongside their club duties. It was the Autocrat which ended its existence when engine failure forced it to ditch in the sea on the way back to Wrafton Gate on 20th August 1955. It sank quickly, but Looker heroically got himself and his passengers out, and they were quickly picked up by a passing vessel.

This led to temporary suspension of the mail service - although Newman identifies this period as starting on 22nd August, so possibly the Auster 5 flew in on the 21st ? No doubt it was 'JXC' which re-started flights in October 1955, and continued them intermittently until 15th June 1956 (but now on cloud-free days only, for safety's sake). It is this aircraft which appears on a well known LCC postcard, depicting Gade and Looker loading mail, and also features in Gordon and Louisa Coward's video, *Lundy, Isle of Puffins* (Marisco Productions, 1996), filmed in 1954. (They wrongly say that it was the same machine that ditched in the following year). In fact 'JXC' moved with Looker to Coventry late in 1961. It is probably the sole surviving Lundy mailplane, now living with another owner in Hampshire.



An Aerovan of the same type which visited the island several times in 1953, and nearly took over the mail run

One final aircraft type deserves a special mention, as it also has a significant Lundy connection, and almost became the regular mailplane. Gade records that a Miles M.57 Aerovan was chartered to lift a drilling rig to and from the island (in search of buried treasure!) during 1953. This transport design had a tricycle undercarriage, and looked like a much more rotund Scion - except that it featured a narrow tail-boom mounting for its triple fins/rudders. Some other Aerovan flights were also made that year by the same Czechoslovak pilot - although I neither know the identity of the machine used nor whether mail was ever carried. The type's manoeuvrability and capacity were such that Looker decided to acquire one for Devonair. He bought a Mark 4, built as G-AJOG in 1947, which had been exported to Belgium as OO-ERY in 1951. Most unfortunately, there were administrative

obstacles to registering and licensing it for British use again. After storage at Wrafton Gate it was eventually scrapped there in 1963 - presumably without ever visiting Lundy.

Conclusions

The eventual demise of Devonair meant the end of regular airmail flights in 1956. No doubt other fixed-winged aeroplanes (as well as helicopters) did sometimes transport mail when visiting Lundy - and I would very much welcome concrete evidence of their design identities, registration letters and dates of flights. Of course, should official logbooks of the Lundy airfield's arrivals and departures happen to have survived, all details would be revealed. But enquiries to the Landmark Trust and others have met with no replies.

I will finish by reiterating my plea (cf. Part 1) that the early stalwart of the island's famous airmail service - Scion G-ACUW - amply deserves proper commemoration. The rather splendidly sedate design of the Scion landplane came as a surprise innovation from the Short Brothers company, most famous for its long-range seaplanes and then its large flying-boats. (In fact some Scions were flown on floats). But this smaller type did - like its rival the Dragon - help to open up numerous short-haul airline routes in the UK (including ones to other islands, like Mull in Scotland), as well as far abroad. In my view 'CUW itself has for too long deserved to be celebrated conspicuously in a modern Lundy stamp issue.

The obvious opportunities have been missed so far. But the year 1999 marks six decades since the Scion's rotund form last graced the island's bumpy landing-field. This would have been a suitable anniversary on which to salute a trusty workhorse - one which did so much to increase the numbers of people staying on the island, and to raise the efficiency of communications by carrying its mail. Failing that, the seventieth anniversary of the first ACAS flights arises in 2004, and must surely merit a special stamp issue?

Postscript

A number of uncertainties, inconsistencies of detail and omissions remain evident in sources I have used. It is to be hoped that islanders and LCC members may be able to supplement the information here with further aeronautical recollections and photographic or historical records? No doubt *The New Puffin Journal* would welcome such submissions, and I would welcome direct communications at 36 Duckworth Grove, Bradford BD9 5HQ, West Yorkshire, England.

I must also record my warm acknowledgement of the unstinting help provided in researching this article: by Stanley Newman, John Dyke, Michael Bale of Puffin Stamps and the Ilfracombe Museum and by Roger Jackson. All photographs of the actual aircraft used on Lundy's mail services were kindly supplied by Roger Jackson - whose permission to reproduce these is greatly appreciated.

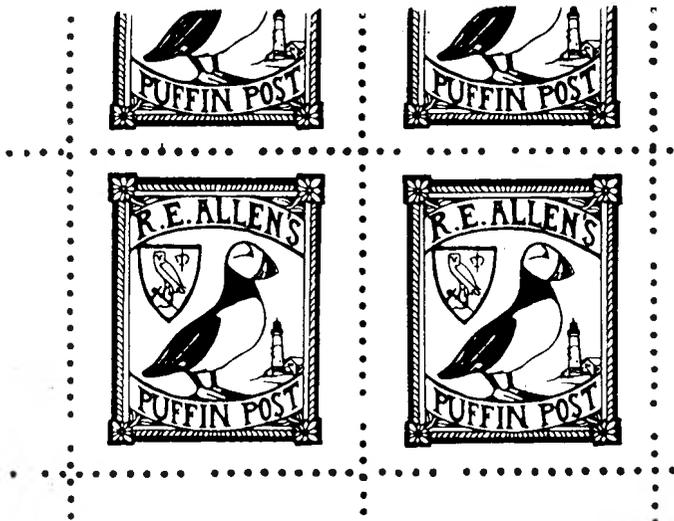
OUR FREE GIFT

The Puffin Post label was designed by Roger Allen in 1978 in Honduras where he worked for Lloyds Bank. It was printed in the USA by Ted Jenson of the Fireside Post, and was subsequently perforated locally in Nicaragua, which explains the poor quality of the perforation compared with the printing.

The design is a montage of all Roger Allen's interests at that time. The Puffin and Old Light for Lundy, the Owl is an Egyptian hieroglyph for the letter "M" and the owl is also the bearer of the coat of arms of Leeds, Roger's University. The little character to the right of the owl's head is the Chinese character for China itself. This represents Roger's Degree in Chinese and earlier interest in the Far East.

In Honduras and in Nicaragua the local postal services were terrible and all the banks employed messengers for most of their local mail. This included personal invitations to dinner, cocktails and parties. There were plenty of these and Roger placed his label on all his personal mail to distinguish it from the bank's correspondence when it was given to messengers.

As many collectors of Lundy Postal History covers will be well aware, Roger sent much correspondence to Lundy bearing these labels, and has also used them periodically on Lundy Mail since his return to the U.K.



Part Sheet of Roger Allen's Puffin labels, showing imperfect perforations.

FROM BYEGONE DAYS - 3

'LUNDY DURING WORLD WAR 2'

An article by F.W. Gade, which appeared in 1961 I issue No.6 of the Lundy Review. The article was entitled "The Impact of the World War on Lundy".

The "Self Governing, vest pocket size dominion" of Lundy can claim to have shown it's solidarity with the remainder of the Commonwealth of British Nations and was no wit behind in it's patriotism. The majority of the males joined the Services, and Mr. M.C. Harman relaxed his inflexible attitude towards any attempts to encroach on Lundy's ancient rights and privileges, to the extent of agreeing to submit the quarterly return demanded by the Ministry of Agriculture and Fisheries; and before the end of 1940 all males on Lundy had enrolled in the Home Guard. All were duly fitted with uniforms and boots and anklets and armed with pikes. I fancy we all had bayonets. Although there were no rifles, there were Mills Bombs and Molotov Cocktails. We did not do any drills or parades, but we can claim that we were the only members of the Devon Home Guard who ever came in touch with the enemy. This occurred when a Heinkel III made a crash landing on Pondsbury on March 4th, 1941, and again on April 1st, 1941, when another Heinkel III crashed into one of the granite buttresses on the west side.

During the whole time the writer was in the Home Guard the War Office never provided any Small Arms Ammunition, but the crash of a Whitley bomber near Pilot's Quay in June 1942 provided enough .303 ammunition to keep an invading army at bay for a twelve-month. Of course the ratings at the Old Lighthouse had rifles and ammunition, but I was never successful in persuading Mr. Catchpole to let me have any of it.

After Mr. Herbert Van Os (The Tenant) left on February 14th 1942, the farming activities on Lundy were carried out in exactly the same way as they had been in pre-war years. Mr. Charles Robertson, from Angus in Scotland took over the entire management of the sheep, but as he unfortunately had lost a hand in an accident before he came to Lundy, he was unable to perform any other farm work. He had a hook instead of a hand and he had evolved a shearing technique to suit his disability.

The officials from the Ministry of Agriculture, who came to inspect the farm, were subdued when they observed the enormous granite stones which had been dug out by a posse of labourers, sent across by the Air Ministry to dig trenches in all places where it might be possible for enemy aircraft to make a landing.

The Royal Navy? How did the Navy men fit into Lundy? The men first drafted to Lundy were all reservists. Men who had served their 22 years in the Navy, and were, therefore, all in middle age. Generally speaking these men did not fit into Lundy too well. They were frankly bored. By 1942 most of them had been replaced by young "Hostilities Only" ratings, mainly men who had a rough time in H.M. ships, and who could do with a quiet time on Lundy. These men fitted into Lundy very well. They enjoyed scrambling about on the cliffs and so on. They were ready to help with the farming operations, such as hay and corn harvest, and spend many hours collecting drift timber, so that Mrs. Gade would have no excuse for not opening the Marisco Tavern on Autumn and Winter nights. It was thanks to the excuse of these men and the Navy and Admiral Franklin in particular, that Marisco Tavern was able to obtain supplies of beer and spirits during the war.

Outstanding memories of the war years include the dim shapes of transports steaming down channel, crowded with soldiers of the B.E.F. bound for France, and the lean swift

destroyers escorting. Days when the air was never free of Anson trainers streaming across piloted by men who later did their part in saving the world at the Battle of Britain. The Ancient Mariners of the Steam Trawler "Kestrel", for scarcely one was under 60 years of age, soaked through and through and plastered with crude oil, but undaunted and cheerful as they changed into Shipwrecked Mariners clothes from the slop chest in Millcombe scullery. Down on the Landing beach lay the "Kestrel" a total wreck, after being machined gunned by a 'Jerry', and the mate lying dead on the deck, with a bullet in his stomach.

D-Day plus 4, and everyone trooping-up to St. Helen's Field and there we watched, with lumps in our throats, the great might of the Allies steaming steadily and majestically into battle. Ship after ship, hour after hour, they passed until darkness came and we could see no more. Poor old Lieutenant Catchpole was frankly in tears. The Navy had been his life and now he saw the fighting ships going into action without him.

John Harman gave evidence of that steadiness of nerve, and that high courage which later earned him the Victoria Cross, when he crawled out over the abyss in a successful attempt to rescue the tail gunner of the Whitley from the machine, only to find the poor man dead. There are many other memories of those epic years, some good, some bad, but space prevents me from recalling them.

FROM BYEGONE DAYS - 4

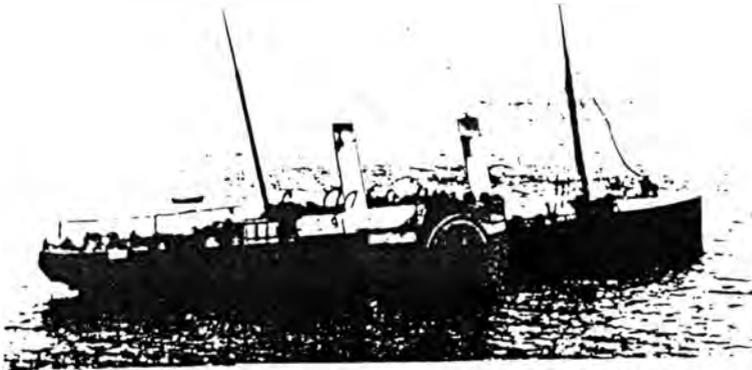
THE OLD VELINDRA

Submitted by our Shipping Correspondent Tom Baker

Extract from "The Cambrian" newspaper, 24th June 1882

..... "On Thursday June 22nd 1882 Mr. W. Pockett made a special trip with the VELINDRA steam packet to Lundy Island, the Mayor and Corporation of Swansea having accepted an invitation to visit the ancient watermark. The weather was anything but encouraging to those who were not used to the tossing of the sea, so that the number who accepted the invitation was very limited. The police-band played selections of music during the journey....."

THE CRUISE OF THE OLD VELINDRA



P.S. Velindra (1860)

Come hearties all, - of civic mould,
Who think yourselves such sailors bold,
Come list to me, while I unfold,
A tale (or a yarn), which I've been told,
Of a cruise in the old VELINDRA.

As pretty a craft both tight and brave,
As ever stormed the dashing wave,
And well deserves poetic stave,
The gallant old VELINDRA.

Twas the day His Worship gave the tip,
Inviting friends to a pleasant trip,
To Lundy's Isle, - ozone to sip,
And on the briny to take a dip,
On board of the old VELINDRA.

On a "juicy morning" we went out,
The Bristol Channel to cruise about,
With fifty guests so brave and stout,
Who thought they were jolly old salts no
doubt,
That day in the old VELINDRA.

But we didn't know to what it led,
As on through the "rolling deep" we
sped,
Getting scarcely a glimpse of Mumbles
Head,
From the deck of the old VELINDRA.

The "Boy" at the Mixon was ringing his bell,
As much as to say, what a jolly sell,
A lot of lubbers who'll find the swell,
Is going to make 'em uncommon unwell,
On board of the old VELINDRA.

Now we bid adieu to our native land,
To Langland Bay and to Caswell's strand,
And we drink in the strains of the Police Band,
Which ends in strains we cannot stand,
On board of the old VELINDRA.

For the old trombone and the big bassoon,
Are playing most awfully out of "toon",
They reached 'concert pitch' before 'twas noon,
And there was a sprightly chorus soon,
On board of the old VELINDRA.

In short, it was blowing quite half a gale,
And shouts for basins did much prevail,
There was even more "to go back by rail"
And not in the old VELINDRA.

And those who at first were game for a
stave,
In praise of the life on the ocean wave,
Sang small - for the only "game" they
crave,
"Shoot the cat", on the old VELINDRA.

The Naval Doctor, - his name you'll
guess,
Said he was never in such precious stress,
In prescribing doses of B. and S.,
On board of the old VELINDRA.

He had patients around him of various
kind,
As in mixed assemblies we often find,
Pressmen, and chapman, and legal mind,
Ancient and analyst, closely twined,
And all to "feed the fishes" inclined,
From the deck of the old VELINDRA.

But arrived at last in the sheltered bay,
At anchor our noble vessel lay,
The gallant old VELINDRA.

While fifty happy mariners tough,
Forgot for a while the voyage rough,
And of luncheon could hardly eat enough,
Washed down with liquor - quantum
stuff!
On board of the old VELINDRA.

What need to sing how some did roam,
Got back to tea ! and then left for home,
Aboard of the old VELINDRA.

How the trip, being ended, we came
ashore,
And how some "weak-kneed seamen"
swore,
That never to sea they'd go no more,
How in the parting draught,
A health was quaffed,
A health to the Mayor and Skipper true,
To the guests, the band, and all of the
crew,
And success to the old VELINDRA.

N.B. On Monday 17th April 1870, VELINDRA made a passage from Swansea to Ilfracombe in 2hrs. 3 minutes, in a heavy sea, with a gale force head wind. This is far in advance of present day timings in similar weather.

(Explanation of colloquial language: "Shoot the cat" - a Victorian euphemism for vomiting.)

SOMETIMES IT PAYS TO LOOK (NO.3)

by Stanley Newman

Our previous articles in this series have described “gems” found at a Stamp Fair and at our Chapter Meetings. This time however, the discovery was achieved at a local Auction of furniture and bric-a-brac, where my wife had found an antique dining room table suitable for our “pad”. After examining the table, my eye (the “better one”!) caught sight of a large postcard album on one of the shelves, which purely out of force of habit I examined!

As most of us are aware, finding Lundy postcards in album collections is a very rare occurrence, so when I saw the tenor of the 320 cards in this rather dingy album (mostly common greetings cards and coastal scenes) I deliberated as whether it was worth wasting my time. Whether it was “second sight” or mere force of habit (or the wife engrossed in the bric-a-brac!) I persevered, and bingo! There it was - a rather uninspired scene of Rat Island and the South Lighthouse! Automatically, I extracted the card from the album, turned it over and found to my pleasant surprise a superb 1921 LUNDY ISLAND “thimble” postmark on a KGV 2d. stamp, with the usual INSTOW transit mark alongside! (see illustration).

Something seemed to tell me that the use of the KGV 2d. stamp was most unusual, since the card was addressed to Bristol - then I recalled that during 1921 / 22 the GB inland postal rate for postcards was temporarily increased from 1d. to 1½d. But why the use of a 2d. stamp? Had the Lundy postmaster at the time (Mr. Fred. Allday) run out of 1½d. stamps, or did he pre-empt Mr. Harman’s policy of adding an extra ½d. to the postage to cover costs of transit to the mainland? If so it must have been a very temporary measure since later postcards posted from Lundy in 1924 & 1926 have been recorded with the use of only the usual 1d. stamp.

Can any Chapter Member advance any other theories? Needless to say, I secured the lot in the auction - is anyone looking for a rather battered postcard album containing 319 ‘run-of-the-mill’ cards?!!



BOOK REVIEW

By Roger Allen

LUNDY BY AIR, THE ISLAND'S AVIATION STORY. By Stan and Joan Rendell.

Published by the Authors at 11, Fairfield Close, Milton, Weston-super-Mare in 1999.
Price £5.00 including postages. Card back 80 pages. 60 illustrations, mostly black and white photographs, but some line drawings by John Dyke and with coloured covers.

This book contains everything you ever needed to know about the aviation history of Lundy. It commences with the First World War and the two planes that crash landed on the island in 1918. John Dyke provides two beautiful drawings of the pilot of one of these planes and the scene around the plane, wrecked and flipped over on its back.

The inter war period, the development of Bob Boyds's Atlantic Coast Air Services and his relationship with the Harman family is covered in detail. This includes a record of all the planes that Boyd used to Lundy with their registration numbers. The story of the De Havilland Dragon G-ACCR that crash landed in 1934 is beautifully captured in photographs from the point of its crash, to being loaded in pieces onto the Lerina.

The wartime action on Lundy during World War Two is vividly captured, particularly the scenarios when the two Heinkel III and the Whitley Bomber crash on the island. Photographs of the wreckage just after the crashes are most interesting and rarely seen.

Next come the chapters on the post war airlines and the roles played by Flt. Lt. John Drabble and later by Maurice Looker and their respective airlines; Devon Air Travel Ltd and Devonair Ltd. There are several photographs of this period that show the planes and well known Lundy inhabitants and characters. There is an amusing sketch by John Dyke that has not been seen before, of the passengers of the ditched Auster in August 1955 all swimming for their lives in the sea.

The final chapters recount those halcyon days of the Castle Air helicopter service in the early 1980s and the many other occasions when helicopters and light aircraft have landed for various reasons on Lundy. This section starts with some stories of the island doctors making emergency flights to the island in the 1950s for medical and accident reasons. The late Dr. Bill Ruddock, Penny Ogilvie's father, features on two photographs and Penny and her daughters emerge from a helicopter on another page.

The final pages contain some remarkable shots of very modern times; in one instance there are two aircraft and a helicopter in the same photograph and in another there are seven light aircraft on the Lighthouse Field all at the same time. The balloon post, parachutists and the Trinity House supply helicopters also get some paragraphs in these final pages.

This well written book with its extensive cover of a specialised subject is perhaps the most interesting and useful publication about Lundy that has appeared for some time.

THOSE WERE THE DAYS !

Your Editors are extremely grateful to Chapter Member J.N. Holland for sending us a copy of Michael Bale's 1953 price-list of Lundy stamps, which we reproduce below. Although the majority of prices seem ludicrously low by to-day's standards, it is interesting to note that the most glaring example of escalation since 1953 must be the price of the Red Cross set ! It seems hardly creditable that this set (in 1953) cost little more than 4 of the 1953 Coronation sets !! We hazard a guess that Michael wishes he had omitted the Red Cross sets from his 1953 price-list, and had sat on them for 46 years !!

MICHAEL H BALE 41 HIGH STREET ILFRACOMBE

LUNDY POSTAL ISSUES

1929 'Puffins' 3/9	Used	4/9
'1929-39' Overprints: 6r. 9p. 12p		4/-
1940 Three values imperf: rate		1/-
1940 'Tighearna' miniature sheet 3/-; used		3/3
1940 Red Cross complete		17/6
Ditto: Inverted overprints: ½p 10/6; 12p		12/6
1942 'Victory' complete		8/6
1943 'Wright Brothers' complete		10/6
1943 '1Xth Anniversary' complete		10/6
Ditto, miniature sheet 3/6; Ovpt. inverted		12/6
Ditto, 'Puffins' surcharged: 1½ on 12 & 2½ on 6p		2/3
1950 'By Air' complete		3/6
Ditto: one value surcharged, 8p		10d
1951 'Birds' complete		2/9
Ditto, ½p sheet of 24, signed by Designer		5/-
1953 'Coronation 2-6-53' ovpts. complete		3/11
Ditto: miniature sheet, imperforate		5/-

ATLANTIC COAST AIRLINES ISSUES.

1935 'Tram Tickets' ½d. 3/6; Variety 'T - in ½ Inverted' 5/-; 1d. yellow 4/6; 3d. blue 6/6
1936 'Large Map' ½d. 1/-; 2d. 8d.; 3d. 1/- 6d. 5/6; 1/- 6/6; Variety 'Flag on Drome' (in pair with normal) 2d. 2/6; 3d. 3/6
1937 'Lundy View' ½d. Violet 1/-
Ditto, ½d. Red 6d. 'Double Impression, 8/6
Ditto, 'Sunspot' variety (in pair) 2/6
1939 'Plane & Light-house' 1d. black 10d.

FIRST DAY COVERS

1943 'Wright Brothers' complete	12/6
1950 'By Air' ½p on FDC, Pilot signed	5/6
1951 'Birds' complete on FDC plus 8p on 12p surcharge: Pilot signed, 250 flown	8/6
1953 'Coronation 2-6-53' ovpts. complete on Pictorial FDC, special postmark	5/11

COINAGE

1929 ½p & 1p shewing M.C. Harman	5/-
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Approval Selections Available

LETTER TO THE EDITOR

“Stamps of Lundy Island” by Puffin Stamps
(Review in Spring 1999 ‘*Journal*’ by Roger Allen)

We feel we must comment on some of the remarks and apparent criticisms of the Third Edition of the Lundy Stamps Catalogue i.e. this being the first edition under the banner of “PUFFIN STAMPS”.

Firstly, Mr. Allen criticises the catalogue for being “too unwieldy” but it is only 88 pages against 80 pages of the 1993 edition i.e. five years ago, therefore this represents a 10% size increase in five years! As to being complicated, we tend to agree but from our experience of the stamp market as a whole over almost fifty years, we find that collectors actually like more detailed catalogues. After all, it is up to the individual collector to judge for himself what he wants to collect.

As to listing Mr. Bale’s “personal treasures”, this is done partly with the view of listing known items and partly so that collectors will know what they have got hold of if they are ever fortunate enough to come across any of these more unusual items. Many of our own “personal treasures” of Lundy were found in the past thrown into boxes along with other material by non-aware Lundy collectors! Incidentally, details of the booklet described on page 8 of the catalogue were supplied to us by a well known collector who had bought one and we have heard of at least one other.

On another matter, we do happen to agree with Mr. Allen and that is in the matter of Artwork material described on pages 44 and 45 etc. of the catalogue. Perhaps, on reflection, this is superfluous and we will probably delete it from the next edition.

Next, we will discuss the rate of inflation relative to stamp prices which Mr. Allen goes into in some detail. Generally speaking, the rate of inflation has nothing to do with prices, it is a matter of supply and demand. To take specific items mentioned by Mr. Allen, he states that the 1991 Definitives are still available on the island. This is contrary to what we were told when we were on the island late last Summer and they had no sets of these stamps left whatsoever as two or three values had run out. They did, however, have masses of the other values but that is not much help to a collector. Have they suddenly found some more stock on the island since we were last there?

Mr. Allen's main concern seems to be prices of the older issues, which he details in percentage increases. With respect we would point out that we have been trading I stamps for nearly fifty years and dealing with Lundy as a professional for about ten years. During that time we have seen a steady continuing demand for Lundy material of all sorts and we can judge from the almost daily orders arriving in our office what is happening in the market. As stated in a previous paragraph, our values are based on supply and demand, not on a gradual inflation rate. Mr. Allen then states: "These prices may be justified by auction prices but to which auction should we refer?". Frankly, we should have thought that he would have studied past auction prices realised before posing that question. We are sure that he was on the subscribers list for the pre-1997 C.I.L.A. Auctions and we can state categorically that he has been receiving our own auction catalogues for some years past. One only has to check the prices realised on some of the scarcer items to see what the current price level is on many of them. He specifically mentions amongst others No. 18c (incidentally it should be 'e' - he has quoted it wrong!), the stamp with the double roulettes and the one with no horizontal roulettes, he says "Where were they culled from?". In response, we would say, check our auction catalogue February 1998 Lot 61 which was estimated at £125 and sold at £145. Has he not seen this? Also check No. 55 (c) the "MISSING 1½" variety now listed at £200. We sold one in our February 1998 sale at £185. Many other examples could be quoted. Mr. Allen seems oblivious to the fact that several Lundy normal issues are extremely hard to find i.e. the 1936 Maps series in good condition, 1942 Tighearna Imperf. Souvenir sheet, 1950 "BY AIR" 1p narrow setting, 1969 1p Red overprint, Trinity House set, 1974 R.N.L.I. sheetlet, 1979 Essays 2 values mint and finally the 1989 R.S.P.B. sheetlets (both types). Just try to find these. We can firmly state there are no stocks about. With many countries, like GB, there are wholesale suppliers who dealers can go to but with Lundy this is virtually impossible. One of the scarcest of these sets is the Trinity House 1972 mint. We do not have a single set in stock at the moment of writing and do not know where to find them, so how does one fix a price?

The paragraph in Roger's critique that we take most personal exception to is where he states that the catalogue is intended as a listing of Mr. Bale's own personal treasures of Lundy. Mr. Bale does not need to try and boost the value of his own collection. Many of the items in the collection are unique and if and when they are marketed they will, we are sure, find their own true price level.

Finally, we enjoy very much putting this latest edition of the catalogue together. It took, as many people realise, many hours of work. We are sorry Mr. Allen does not basically like it. However, we will leave the collectors to judge for themselves and we must say that so far we have only received favourable comments, apart from this review in the *Journal*. If any collectors have any strong views of the catalogue or its contents, we would be very pleased to receive them, either sent direct to: Puffin Stamps, PO Box 1, Ilfracombe, EX34 9BR, or c/o the *Journal* Editor. We value your comments and will certainly take notice of them.

PUFFIN STAMPS (Michael Bale).

Editors Comment

As I was responsible for compiling the first two editions of this catalogue, it would be invidious of me to take any other stance other than "sitting on the fence" in considering the above comments! Roger Allen certainly has valid comments in his critique, but so too has Michael Bale in his reply.

However, in his desire to include in the 3rd edition, many of the Die-proofs, Colour Trials and Specimens hitherto not included in the catalogue, the Author has omitted to make mention of the three overprinted trials for the two 1943 provisional stamps (N.55 & 56). Although very rare, these three trials have found their way into several Lundy collections, and are therefore worthy of inclusion. They were illustrated in the Spring '97 issue of the 'Journal', and comprise a 1930 6-puffin with a large Maltese cross at each of the two bottom corners, a 1929 ½ puffin with two lines through the '½' and the word 'Seven' printed above, and a 1930 12 puffin with two lines through the '12' and the word 'Eight' printed above (the latter two stamps are mentioned on page 33 of the Chinchin catalogue). When I recently brought these trials to Michael's attention (they are obviously not in his own collection!), he acknowledged the omission, and intends to include them in any future edition of the catalogue.

(S.A.N.)



ANOTHER 1960's GADE CANCELLER

By John Holman

Stanley Newman recently sent me a photocopy of a GB forces aerogramme posted from Lundy in 1972. It is clearly philatelic usage, addressed to a stamp dealer, bearing on the reverse pairs of 4p and 6p Millenary Bird stamps of 1954 and a ½p 1971 definitive. The Millenary stamps are cancelled with the LUNDY/MILENARY handstamp (Newman type M) and the definitive by what at first appears the Gade canceller, all dated -4 JUL 72. On the address side is a GB 3p Machin with Ilfracombe postmark the following day. Stanley notes that the Gade cancel is very similar to Nb (used on the Pentothal mailings in April 1962), but the date is in much smaller letters, as used in Oa Qa and R. He contacted Jim Mullett who possesses a similar aerogramme, also other examples of this cancel in green ink on several incoming parcel pieces addressed to Mr. Gade, dated between June 1972 and January 1973, including use on an 'official' outgoing cover of January 1973. Jim thinks that the nearest cancel listed is Nb, but with smaller date letters. It appears to be rubber, and seems to be a "re-hash" of one of those cancels used in the 1950's and 60's period. He believes it may also have been used to service a batch of the 1972 Trinity House FDC's, also in green ink, and concludes, 'the cancel appears to have been used for approximately 6 months - why was it used? Unless the R cancel had been temporarily mislaid for this period, and of course the S had already perished.'

Stanley is of the opinion that early in July 1972 someone went to Lundy with the express purpose of preparing and posting many philatelic items destined for sale. Whoever it was, was given access to the various cancels in the office except for the one in current use at the time. Instead he was given cancel Nb together with the centre (date-slug) part from either Oa, Qa or R to use.

I have carefully examined all the Gade cancels in my collection, comparing them to the photocopy of the aerogramme sent by Stanley. To begin with I was convinced that all were the same cancel as the diameter (27.5mm) and size of lettering appear the same. However, there is something odd about the aerogramme datestamp, and I wondered if Jim Mullett had hit on the explanation when he says it appears to be rubber. I re-examined the 1972 Trinity House FDC's - on my outgoing covers the cancel is in black and is clearly Mr. Gade's metal handstamp.



Type 'Na'



Type 'Nb'



The "new" Gade canceller

However, on the incoming covers the cancel is in green and the impression is much less sharp and may have been from a rubber rather than a metal die. I have further outgoing covers (sent to me by Mr. Gade in February 1973) with his metal cancel applied in green. Compared to the incoming Trinity House FDC's with green cancel, there is a noticeable difference not only in the colour of the green but in the sharpness of impression. The FDC impressions are in a slightly deeper green and more 'splodgy'. Whilst I am still not convinced that there were two Gade handstamps - one metal and one rubber - I do not rule this out and will be interested to read the opinions of other collectors of Lundy postmarks in future issues of this *JOURNAL*.

With the aerogramme photocopy Stanley sent me for examination, were two contemporary items, showing the use of obsolete Lundy stamps and cancels. The first is a newspaper wrapper bearing three of the 1962 Anti-Malaria stamps cancelled with the LUNDY/ANTI-MALARIA handstamp (Qb) dated -1 JUN 1972 in green. The GB Machin 2½p on the front is postmarked Ilfracombe, 2 June 1972. The second item comprises the left-hand portion of what appears an inward cover, bearing four stamps from the 1954 Millenary Horse set cancelled with the LUNDY/MILLENARY handstamp of -4 JUL '72 as used on the Bird stamps on the forces aerogramme. Interestingly one of the stamps had been wrongly cancelled with the ANTI-MALARIA handstamp and had the correct MILLENARY one superimposed. This item tends to support Stanley's theory that someone was let loose with the Lundy datestamps to prepare philatelic covers although it is common knowledge that Mr. Gade backdated covers, pieces and even single stamps for collectors - and sometimes applied the wrong datestamp, using the wrong colour or date. All such items make for interesting and unusual items for our collections, but their philatelic significance should be kept in proportion.

Since receiving this article from John Holman, your Editor has taken the opportunity of examining carefully, examples available of 'Gade cancels' of the 1950/60's, and is now inclined to agree with Jim Mullett that this "newly discovered" cancel was in fact from a hitherto unrecorded rubber handstamp, probably kept as a "spare" by Felix Gade. The reasons for this deduction are as follows:-

- 1) It couldn't have been a "re-cycling" of the 'Pentothal' handstamp (Nb), as the diameter is over 27mm, whereas Nb is only 26mm.
- 2) It couldn't have been a "re-hash" of Na (1957) as LUNDY lettering on same is larger, neither could it be a "re-hash" of R (1965), since this doesn't have LUNDY at the bottom of the handstamp.

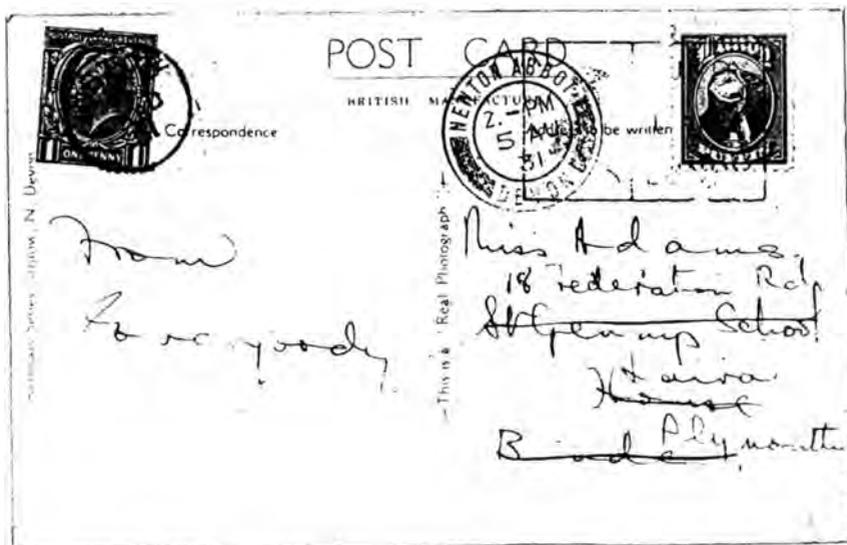
Any further comment ? !

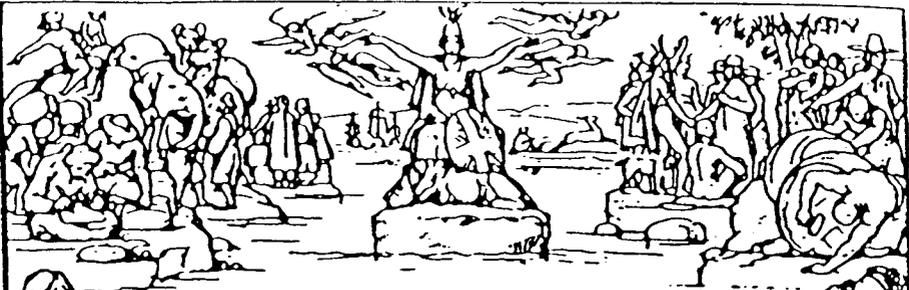
"WINDOW OF CHANGE" (PART 3)

Our previous two articles on the subject of Lundy's first definitives on cover ('NPJ Autumn '98 page 36, and Spring '99 pages 34/5) would appear to have aroused considerable interest amongst our readers, over the dates that mail from Lundy was banned from having Lundy stamp/s affixed to the same side as the GB cover or postcard. Officially the "changeover deadline" was supposed to have been in November/December 1930, but as we have seen in the above articles, examples with Lundy stamps alongside GB stamps have gone through the post as late as February 1931.

Now Chapter Member Barrie King has sent us a photocopy of a card posted from Lundy to Bude (re-addressed to Plymouth) dated 3rd August 1931, on which the Lundy and GB stamps are on the same side. Another example of a cover from Lundy to Bristol has been sent to your Editors bearing Lundy and GB stamps side by side, dated 29 June 1931.

It is therefore obvious that the GPO, having established their "edict" early in 1931, subsequently 'turned a blind-eye' to the occasional item of mail which transgressed their wishes. The "malpractice" was often repeated in subsequent years particularly in the case of postcards, when the sender did not wish to place a Lundy stamp on the picture side of the postcard. Perhaps by then Post Office sorters had forgotten about their predecessors "edict" !





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For all Great Britain
postal history including
off-shore Islands
such as Lundy, Sark,
Herm, Alderney, Guernsey
and Jersey contact . . .

Roger Hudson

