

The New Puffin Journal



SUMMER 2000

Published by the Lundy Collectors Club

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CONTENTS

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REGULARS

- 1 Editorial
- 2 Meeting Report
- 3 Meeting Displays
- 4 Auction Report
- 5 Lundy News
- 6 Letters To The Editor
- 31 Lundy Archive

FEATURES

- 9 Forgeries of the Tighearna Sheet
Definitives
- 20 Fratercula Arctica
- 21 The Change from the Front of
Covers to the Rear – 1931
- 23 Media Milestones
- 24 An Early Registered Cover
- 25 Fred Allday – Naval Signalman
1873 to 1896
- 28 Romance is in the Air
- 29 Lundy Island Hash House Harriers

YOUR FREE GIFT

For details of
your free gift
kindly donated
by Roger Cichorz
see page 14



ISSUE NO. 11
SUMMER 2000

EDITORIAL

Your two Co-Editors feel that a possible apology is due for the fact that this issue of the *Journal*, is weighted with philatelic articles and lacks our usual quota of non-philatelic material. This is mainly due to the inclusion in its entirety, of Roger Cichorz's fine article on the "Forgeries of the Tighearna Sheet Definitives". We hope to redress the imbalance in our next issue!

As you will see elsewhere in this issue the Chapter's major event of the year – our Millennium Summer Meeting, is being held in Ilfracombe. We shall certainly miss Bideford, but hope that the much larger Meeting venue coupled with the fact that the *Oldenburg's* Saturday sailing to Lundy leaves from Ilfracombe, will make the change worthwhile. This year's trip to Lundy will enable you, should you wish to be that energetic, stretch your legs all the way to the North Light as the stay on the island is 7 hours.

Landmark on the seafront at Ilfracombe is a spectacular building. The exterior appearance for Ilfracombe is controversial, but once you enter the building I am sure you will enjoy the quality of this new facility. Stay for lunch and meet other club members all with that great passion – LUNDY! A big thank you is due to Michael Bale who investigated and booked the venue and is helping the club with the cost.

Landmark is next to the Ilfracombe Museum so try to take some time out during the weekend and pay the museum a visit, not only for the Lundy Room but also for the other interesting areas of North Devon history.

On a personal note, Stanley wishes to thank all Chapter Members who have wished him well during his various visits to hospital since the Summer Meeting last August. It certainly has been some year, but with his spleen removed, and with two new hip joints he hopes to be hopping about at our Summer Meeting at Ilfracombe, and hopefully on Lundy as well. Thanks to Jim for dealing with all the extra work he has handled during Stanley's indisposition.

Stanley Newman
James Thomas

June 2000

MEETING REPORT

The Spring meeting of the Lundy Collectors Club UK Chapter, was held at the British Philatelic Centre, Charterhouse Street, London on 18th March 2000. The attendance was down slightly on previous meetings but the room was pleasantly full with approximately 20 members and guests.

The meeting opened with a bourse at 10.30am with two members taking tables. This was followed at 11.15am with the first of two well-presented displays (which are fully described on page 5) and took the meeting up to lunch at 1.00pm.

After a short break for lunch, the meeting reassembled at 2.00pm for the viewing of the auction lots.

In the absence of Stanley Newman who was unable to attend the meeting due to recently having a hip replacement operation, Mike Thompson made the Secretary's announcements. After offering Stanley Newman's apologies for absence, details were given about the next meeting in July at Ilfracombe (for details see back cover). James Thomas answered questions about the new Lundy Room at the Ilfracombe Museum (which I am sure many will visit over the weekend of the Summer 2000 meeting) and offered to organise a group booking on the m.s. Oldenburg for Chapter members wishing to visit Lundy on the Saturday before the Summer 2000 meeting.

At 2.15pm prompt, the auction commenced with much interest especially from postal bidders (for Auction Report see page 4).

After tea and a very tasty cake kindly baked by Julie Lester to assist club funds, the meeting closed at 4.00pm.

MEETING DISPLAYS

The meeting was treated to two superb displays presented by Mike Thompson and Julie Lester.

Mike Thompson opened the displays with an in depth study of Lundy's Airmail covering 55 sheets. All aspects of the subject were on display, including stamps, cancels, cachets and postal history.

The display started with a fine selection of "Tramtickets" including many from some of the scarcer rolls and several strips and went on to include fine examples of every Airmail stamp issued in single, block and strip format.

Among the cancels and cachets, was an "AIRMAIL SERVICE SUSPENDED" cachet and both the "LACAL" and "AIR POST LACAL", the later being quite difficult to find nowadays. This being so rare because it was only in service for about 7 weeks before the GPO declared that it contravened Post Office regulations. It was replaced with the more common "LACAL" cancel.

An interesting item in the postal history section, was a 1936 cover from Estonia to J Gade?

Although Mike's display was a difficult act to follow, Julie was not put off when she displayed her very fine collection of Lundy Stamp Presentation Booklets which were produced from 1953 to the 1960's by the Atlantic Coast Studios before John Dyke moved to Lundy.

Many members in the room were quite surprised to see such a variety of sizes, designs and colours. Both single and double fold varieties were on display, with the single fold type in large and small size formats with as many as 4 different sizes. Most of the items on display were original copies but it was suspected that one or two items could well be modern reprints. The colours of the original copies have not got the brightness of the modern reprints and when the two are standing side-by-side the difference becomes apparent. It was speculated by some members that the size variations were brought about by John Dyke's Card supplier. Large printing businesses sell their off-cuts of card and the size of course varies from job to job. Perhaps John would like to contact the *Journal* with the answer!

AUCTION REPORT

Our Chapter Auctioneer Mike Thompson conducted the ninth auction at our Spring Meeting on 18th March 2000, at the British Philatelic Centre, Charterhouse Street, London.

Despite the numbers in the room being slightly down on previous meetings, postal bids were high and bidding at times was brisk. The results surpassed all previous Auctions with a total realisation of £2707.70, and no less than 48 bidders!

The main interest centred on 3 lots with two items selling for more than twice the estimates. Lot 111 - *1989 R.S.P.B. Sheetlet of 24 stamps*, which had an estimate of £26 sold for £36 and was the lot that received the highest number of bids.

However, lot 85 - *1965 Churchill issue 2p IMPERF PROOF in a darker yellow than issued (N154P Var.) on original "Thomas De La Rue & Co. Ltd. London" thick printers card, 101x127mm with "74/1" in manuscript below Proof*, was estimated at £90.00 and eventually realised a staggering £185.

Likewise, lot 261 - *1877 "Lundy Island - A Monograph" by John R Chanter, hardback complete with large folding map*, had an estimate of £65.00 and again realised £185.00, nearly three times the estimate.

Other items included:-

1929 1P value. N2a with "H" for "L" (Hundy) Variety. FU on small piece with R Cancel dated 25th May 1967 £23

1939 "1929-1939" issue. 1/2p N21 MM £18.50

1940 Red Cross 6p value N34 UMM £55

1943 Wright Brothers 1/2p & 1p NARROW OVERPRINT N57+58 Var. MM. £10.50

1969 "APPEAL" overprint issue. N161B(a). Value partly exposed £135

1988 First Lundy Stamp Booklet. £1.26 NB246 £27

LUNDY NEWS

NEW LUNDY STAMP ISSUES

Since our last issue correspondence has been received from Paul Roberts, Lundy General Manager, regarding future issues of Lundy Stamps. He quotes "I am very aware that the last Lundy stamp issue was in 1997 to commemorate the centenaries of the Church and the North and South Lighthouses. After seeking advise from our philatelic adviser, I was informed that too frequent a Lundy stamp issue would not only devalue the Lundy stamp but also reduce the chances of the first day covers being so successful. On that advice, it was decided that we would not issue a stamp for the millennium. However, it is our intention that when all the major projects are complete on the island, we will start the ball rolling in the hope that a new issue will be produced some time in 2001."

I am sure that this is good news for most Lundy Collectors and I would like to thank Paul Roberts for answering what has become the \$64m question in the LCC.

ILFRACOMBE HARBOUR

On 15th March 2000, the North Devon District Council announced that Government approval had been obtained to demolish the existing Ilfracombe pier and construct a new one. Although the Ilfracombe Watch Committee is still against the project, it is claimed that 70% of the local population is in favour, and with this support the £3m proposal will start during this coming Autumn

Should there be any alterations or anticipated delays to the Oldenburg's sailing programme, details will be published in forthcoming issues of the *Journal*.

BOOK NEWS

The proposed publication "*Pixy-Led in North Devon*" by Z.E.A. Wade that was originally due for publication on 7th December 1999, has been postponed for a second time. The news is it will be published late Spring 2000. There is however still no news as to the publication date for "*The Cave and Lundy Review 1824*".

LETTER TO THE EDITOR

“Lundy Appeal” receipt cards.

I enclose a copy of a letter received by me some years ago. It is interesting that it suggests a much lower use of the “Appeal” receipt cards than had been thought, and may be of interest to our readers.

Jim Mullett.



It is my intention to do a feature article on the “Appeal” receipt in a future issue of The New Puffin journal. - Ed.

LETTER TO THE EDITOR

I would refer to your Editorial in the Autumn '99 issue of the 'JOURNAL', and the subsequent 'Letter to the Editor' in the Spring '00 issue. Whilst I understand the need for the Island to pay it's way, turning it into a rich mans holiday isle would surely not be in keeping with the aims of the Landmark Trust (*but remember the Dutch Auction for lettings over the Millennium! - Ed.*), - it could even prevent non-rich men visiting. Anything that would disturb the Island's priceless peace and tranquillity should be considered very carefully.

Ken Lee, Nottingham.

Ed's comment - It was never our intention to suggest that a limited amount of "upgrading" should result in Lundy becoming a "Rich Man's paradise", otherwise the suggestion to introduce a tractor-drawn trailer to convey day-trippers up to the "Village" would not have been made. However, we do agree with the correspondent who suggested that Millcombe House is probably too small to be converted into a Hotel/Restaurant, and that this would be better sited in the Marisco complex.

PHILATELIC QUESTION

Cat. No. 170 in the "new" definitive of the 16 March 1971, the 3½ Puffin value in turquoise and green/grey had produced an extra stone on a sheet I have recently obtained and would like to if it is a constant error. Due to the rather anemic colours it is difficult to photocopy easily and likewise is therefore difficult to spot. On my sheet it occurs on stamp 2 of row 7. It is a green dot/splodge below and to the left of the "L" of Lundy and parallel with the rock shelf on the left-hand side, near the top. There would appear to be no other dots/splodges on the sheet. I suspect that this is an ink flaw and may be a "one-off" but it would be nice to confirm it.



Please direct all replies to The Joint Editor at the Editorial Office. Ed.

GWYNETH WHITE'S TRIP TO LUNDY – PART 2

Due to the pressure on editorial space in the Spring 2000 issue of The New Puffin Journal, I was forced to split Gwyneth's most interesting letter over two issues. This is the second and final part of the story of a most interesting and perhaps historic journey to Lundy by Gwyneth White, a most respected senior member of the Lundy Collector's Club.

What was probably the calmest crossing to come, ever! a delightful run out to the island it was so nice to be for once, approaching it up on deck, rather than cooped-up down below, as for I have for all of 70 years, since September 1929, queuing to ensure a place in first boat! I got a very good full frontal shot of our approach to the right hand berth, "Oldenburg" already in the left hand one and we made a perfect berthing in the calmest conditions. (What I'll be very interested to see is, what it's like in an easterly?) I told Paul Roberts, who met my solitary descent of the gangway – like an Admiral going ashore! – that I hoped the structure would stand-up to the elements as well as the cute Felix Gade had done during the 52 years on Lundy! Then I set off on foot and at the foot of the real ascent a kindly old gent offered to take a shot with my own camera which you see has turned out very well (see Spring 2000 issue, page 12) and I'm indebted to him for it. Incidentally, John Brown, who'd joined at 'Coombe, took a very good shot of my single disembarkation from the bridge and on 19th gave me a print. Well on 16th I was joined at 'Coombe by Christopher Bruce, keen to see a new plaque in the graveyard to the memory of an old rigger pal of his Eric Church, who now rest there. With less than two hours ashore, in contrast to 4 from Swansea, it was at some cost to our respective blood pressures! but we got there – with a momentary "breather" at Millcombe and via the Ugly, took photo's and were last back aboard and hooted, by Capt. Ted Davies! I was tired on reaching home that night but on Monday 19th September, another pre-dawn rising to catch "Balmoral's" 8.00a.m. departure, a cruise up the Torridge to Bideford, first for "Balmoral" since 1986, and John Dyke had come down to the quay to meet me during the 1 hour ashore, to see the rest of my recent snaps and to bestow on me a beautiful 1954 water colour of South Light and the Cove seen from the Castle. So the seasons last down channel trip was very memorable.

FORGERIES OF THE TIGHEARNA SHEET DEFINITIVES

"MYSTERY IMPERFORATE STAMPS"

By Roger S. Cichorz

Introduction

I wrote a brief article with the same title as above on page 11 of the Fall 1980 *Lundy Collectors Club Philatelic Quarterly (LCCPQ)*. It summarized what was then known about the **forgeries** of the three different stamps in the Tighearna sheet (1929 ½p, 1930 9p, and 1939 2p definitive stamps/*N* #1, 4, and 26, respectively, for the individual stamps, or *N* #45 for the cutouts from the Tighearna sheet). The origin and date of production of these forgeries were unknown and seemingly shrouded with mystery and speculation, but, unfortunately, after my 1980 article was published, I received no additional information that could be construed as definitive.

After my 1980 article was reprinted in slightly altered form in the *British Private Post Study Group Newsletter No. 24* (January 1983, pages 10-11), Editor John Holman took exception to my use of the term "forgeries" to describe these stamps, and he suggested that the term "wartime printings" may more accurately reflect their nature since the best guess of their origin prior to 1981 had been Brian Rigby-Hall, manager of the Lundy Philatelic Bureau which existed during the WWII years in Kettering, Northamptonshire. However, Barry N. D. Chinchin, who also attributed the forgeries to Rigby-Hall in his initial studies of them during the mid-1960s, subsequently reversed his earlier conjecture in a Letter to the Editor appearing in the Spring 1981 *LCCPQ* (pages 1-2):

The definitive forgeries once thought to be from Tighearna sheets are still a mystery, but more information exists as yet unpublished. I do not think now that they were anything to do with the Philatelic Bureau — the printing is too poor. In my collection now in the British Library there is an uncut sheet of one of the values (it was the sheet I numbered 349). My memory is not good. It may have been the ½p and I think the sheet size (*stamp arrangement*) was five by five. [*See the Postscript at end of this article for how you can help.* —RSC]

Information by Varro Tyler Published in 1995

Dr. Varro E. Tyler, an authority on counterfeit stamps of the world and a columnist for *Linn's Stamp News* with his illustrated "Focus on Forgeries" feature appearing there regularly, published three articles in 1995 that described the differences between these forgeries and the stamps cut out from genuine Tighearna sheets (References: "Focus on Forgeries, Lundy Island," *Linn's Stamp News*: October 30, 1995, page 6; November 13, 1995, page 6; and November 27, 1995, page 6). Tyler indicated that the forgeries were crudely typographed (letterpress printed) while the genuine Tighearna sheet stamps were finely printed by lithography. The fact that the forgeries were letterpress printed is a key point in understanding the forgeries. As a consequence, he ruled out the speculation of others that the stone for the Tighearna sheet, which was reputed to have fallen into private hands, was the source of these stamps. Actually, Chinchon conducted a plate study of all three of these stamps in 1967 and concluded that they were probably printed in sheet form from plates with a 24- or 25-subject setting though Chinchon did not indicate the forgeries were printed by typography.

I found Tyler's information about the printing mechanics of the forgeries interesting and his descriptions of the distinguishing characteristics between the forgeries and Tighearna sheet cutouts useful, though anyone possessing a genuine Tighearna sheet should have no trouble distinguishing between them. Furthermore, a rank amateur in printing techniques could easily distinguish the 2p forgery from the 1939 stamp as the latter is recess-printed (engraved) and has the characteristics of an intaglio stamp.

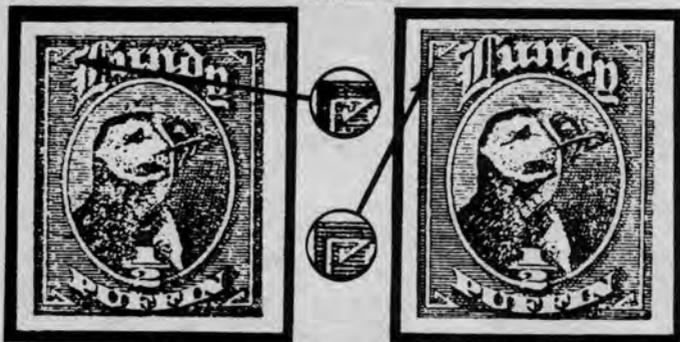
Tyler's information was not previously published in the *LCCPQ*, so it is reprinted here by the kind permission of Editor/Publisher Michael Lawrence of *Linn's Stamp News*. The three Tyler columns, appearing exactly as they did in *Linn's Stamp News*, are interspersed as boxed text on the next three pages. Unfortunately, my correspondence to Tyler during early 1996, which requested the sources of some of his information [e.g., the names of the writers who asserted that the stone used to print Tighearna sheet is in private hands and how he determined the forgeries were printed by letterpress (typographed) rather than lithographed], went unanswered, so I cannot present any additional insights about these issues. Tyler indicated that "their producer remains unidentified"! I agree with this contention and present my arguments against a Rigby-Hall origin later in the article.

Focus on Forgeries

Lundy Island

1942 1/2-puffin Tighearna miniature sheet cut-out

Newman 45



Forgery Newman 45

Genuine Newman 45

This sheet containing four imperforate stamps (two copies of the 1/2-puffin shown here, a 2p and a 9p) of three previously issued designs has proven very popular with collectors of locals. Consequently, what have been represented to collectors as authentic cut-outs from remainders of the sheets are frequently encountered, but they actually are counterfeits. Their producer remains unidentified. (Catalog numbers shown here refer to Stanley Newman's handbook *Stamps of Lundy Island*.)

Forgery: Crudely printed by typography (letter press), these imperforate reproductions are characterized by a short break in the upper frameline just 3.5 millimeters from the top-left corner of the stamp. In most copies, the short horizontal lines that form the left and right vertical frames are not distinct, many of the spaces between being filled with ink.

Under shortwave ultraviolet light, the forgeries appear dull brown.

Genuine: Finely printed by lithography, the stamps show no break in the upper frameline. The short horizontal lines forming the vertical frames are quite uniform with regular white spaces between them. Under shortwave UV light, the stamps fluoresce reddish orange.

Focus on Forgeries

Lundy Island

1942 2-puffin Tighearna miniature sheet cutout

Newman 45 (2-puffin)



Forgery Newman 45



Genuine Newman 45

This forgery of a stamp from the popular souvenir sheet containing four imperforate stamps (the 2-puffin shown here, two 1/2p and a 9p) is especially interesting because it usually appears in perforated form. It is possible, therefore, to confuse it not only with the genuine cutout, but also with the authentic 2p regular stamp of the same design that was originally issued in 1939. There are distinct differences, however, the latter being engraved and perforated 11 $\frac{3}{4}$. (Catalog numbers shown here refer to Stanley Newman's handbook *Stamps of Lundy Island*.)

Forgery: The outer frameline of the counterfeit is relatively thick and somewhat irregular. Its top-left corner is not square, but distinctly rounded. The eye of the puffin has a short, relatively thick line extending from it to the right. Overall, this typographed imitation has a somewhat crude appearance. Many copies

of this counterfeit were perforated 11.

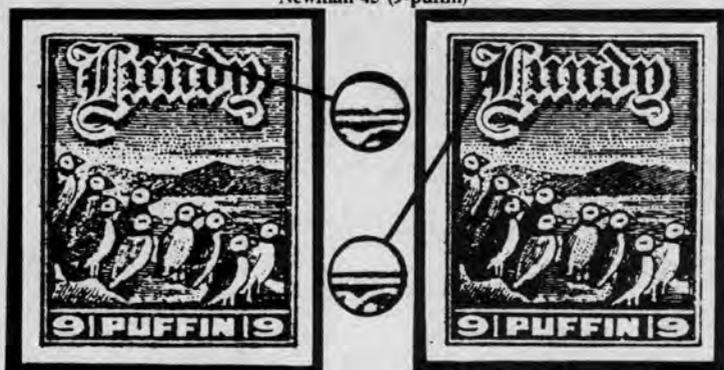
Genuine: The outer frameline is quite thin and uniform throughout, all corners forming sharp right angles. The line extending to the right from the eye of the puffin is short and very thin. In general, 2p stamps cut from the Tighearna sheet are quite finely printed.

Focus on Forgeries

Lundy Island

1942 9-puffin Tighearna miniature sheet cut-out

Newman 45 (9-puffin)



Forgery Newman 45

Genuine Newman 45

Some writers have asserted that the stone for the Tighearna sheet fell into private hands, and that the sheets were reproduced privately and the stamps cut from these and sold to collectors. That is not the source of the items discussed here, which are forgeries produced by typography (letterpress). In fact, some off-center 9p forgeries show portions of adjacent stamps in the same color, which could never have come from the original sheet. The original 1930 9p regular issue in brown is lithographed and perforated $11\frac{3}{4}$, which distinguishes it from the forgeries.

Forgery: There is a distinct notch in the top frameline just above the "L" of "Lundy" and the entire outer frameline is thick and somewhat irregular on these crudely typographed stamps, which are printed in light brown. The breast of the third puffin from the left on the stamp is shaded by only a few small dots.

Genuine: There is no notch above "L" in the top frameline, and the entire outer frameline is thin and regular on these well-printed lithographed stamps, which are a noticeably darker shade of brown than the forgeries. The breast of the third puffin from the left is shaded by two parallel curved rows of small dots.

“Free Gift”

The ½p and 9p forgeries are always imperforate. By contrast, the 2p forgery is generally encountered perforated 11; imperforates exist but are scarcer than the perforated examples. I am providing a “free gift” — a set of the three forgeries (one in this issue and one in each of the following two issues of this *Journal*). These should supplement the Tyler data and serve as better illustrations to differentiate them from cutouts from the genuine Tighearna sheet.

Synopsis of the 1980 Article and Additional Author’s Comments

Because the Fall 1980 *LCCPQ* and two cited issues of *The Puffin, Newsletter of the Lundy Specialists’ Society* are out of print and probably not readily available to readers wanting more information about the forgeries, the rest of this article presents the information given in my 1980 article. Additionally, I included comments to elaborate on the original information whenever additional information has surfaced since the 1980 article, and then state the reasons why I do not attribute the forgeries to Rigby-Hall and the wartime Lundy Philatelic Bureau.

Chinchen discussed the forgeries in detail in his article titled “Mystery Imperforate Stamps” in *The Puffin, Newsletter of the Lundy Specialists’ Society*, Number 15, May 1966, pages 25-31. The bulleted text sections that follow were excerpted from the Chinchen article and reprinted in my Fall 1980 *LCCPQ* article without the comments:

- William Rowcroft expressed his opinion of the forgeries:

For several years, a lot of 5000 to 10,000 sets was offered at auction in Great Britain, and these ... sent (me) seem to be a part of this lot. The dies they were printed from are genuine, but colors and blurry printing make them seem to be reprints. However, it is possible they may be waste copies of the original printing that was stolen from the printers during the over-printing of various 1942-1943 issues. To this day, no one can explain how this happened or where the actual printing plates went. They were never returned to Lundy or destroyed, and it is my belief that someone still has possession of them.

Author's comments: Rowcroft's explanation that "the dies they were printed from are genuine" is erroneous as the stamps from the Tighearna sheet were printed by lithography from four different plates and the 1929-1930 stamps were printed by lithography from four plates of 30 subjects each. The forgeries possess completely different printing characteristics resulting from a typographic printing from different plates, so they are not **reprints**. I am confused to which dies/printing plates Rowcroft was referring to as missing from the printers. I believe the original dies used for the lithographic first definitives remained with the printers Bradbury Wilkinson and were not made available to Rigby-Hall and/or Dalkeith Press during the WWII years for printing additional definitives for overprinting. Stamps used for the Bureau overprints were supplied from stocks of the definitives already printed by Bradbury Wilkinson in 1929 and 1930. If Rowcroft's reference to the dies meant the plates used to print the Tighearna sheets, he is also incorrect because it was established that the forgeries could not have been printed from these plates (see next paragraph).

- Chinchin (correctly) concluded:

These imperforate stamps are not from miniature sheets or miniature sheet plates, or from original 1929 plates. The varieties and number of different varieties rule these sources out. They are not even made from photographs of the original sheets.

Author's comments: Chinchin ascertained unique characteristics of the stamps in his plating study (see next paragraph), which showed that they could not have originated from the original plates as they lacked the various lithographic plate characteristics of the originals. However, he did not specify that the forgeries were printed by typography as Tyler contended.

- Chinchin reported 19 types ("kinds" according to plate blemishes—i.e., constant plate flaw flaws) of the ½p, 24 types of the 2p, and 22 types of the 9p stamps (plus one type of each of the three stamps repeated) based on his examination of 1035 of the forgeries. In *The Puffin*, Number 16, January 1967, page 28, Bo Ollson reported one additional type of the 9p forgery. Chinchin believed that all the forgeries were printed in sheet format because some of the stamps he examined had parts of adjoining stamps above or below them.

Author's comments: The fact that Chinchén identified 24 types plus one repeated type of the 2p seems to indicate that the plate contained 25 subjects as he contended, not 24 as indicated by Rigby-Hall (see next paragraph).

• Chinchén concluded in his 1966 article that the forgeries were prepared by the Lundy Philatelic Bureau but never used. He reported at the time that Brian Rigby-Hall said of these stamps: “The three samples that you enclose appear to be from the Tighearna sheets. I seem to vaguely remember that these were printed in large sheets of many panes per sheet. They were then reissued in, I think, individual sheets of 24 identical stamps per sheet, although, as I say, all this is only from vague memory.” Chinchén added: “It is worth noting that as far as Mr. Rigby-Hall knows, no printing plates of any sort now exist and he can remember no details of them.”

Author's comments: Rigby-Hall's two-part recollection requires examining. First of all, the Tighearna miniature sheets appear as four distinct types, and Chinchén indicated in his 1969 *A Catalogue of Lundy Stamps* that they were printed as four blocks (miniature sheets) per pane. (Is it possible that two or more multiples of the four blocks were repeated in the sheet arrangement before being cut down to the panes of four blocks?) Secondly, Rigby-Hall referring to the forgeries as **reissues** printed as 24 subjects per sheet is somewhat consistent with the findings of Chinchén's plating studies although Chinchén recalled his 2p sheet as existing in a five-by-five format. If Rigby-Hall's second recollection is true, the forgeries appear to be the product of the Lundy Philatelic Bureau.

Arguments Against Lundy Philatelic Bureau Provenance for the Forgeries

I remain skeptical that Rigby-Hall or the Lundy Philatelic Bureau was responsible for production of the forgeries for the following reasons:

- (1) The misinformation presented by Rigby-Hall about the Lundy Philatelic Bureau's wartime overprint issues in the contemporary philatelic literature of the early 1940s branded him as a relatively unreliable and inaccurate source.
- (2) The forgeries were not mentioned in the philatelic literature and dealers' price lists prior to the 1960s, so if they were indeed produced by the Bureau, why did they remain dormant and only came to light two decades afterward?
- (3) There was no reason for Rigby-Hall to print these stamps because ample stocks were available in the 1940s.
- (4) No examples were present in Rigby-Hall's Lundy remainder stock that I obtained three years after his death in 1981—albeit this may indicate only that any stock of the forgeries was dispersed in its entirety earlier on.

Postscript: Terminology/Definitions and More Information Sought

Chinchen reported in 1981 that he no longer believed that Rigby-Hall/Lundy Philatelic Bureau was responsible for the production of the Tighearna sheet forgeries for the reason that the printing was “too poor”! He indicated that more unpublished information exists, but to date nothing definitive about these forgeries has come to light. Chinchen ended his 1966 article by asking: “Has anyone any concrete facts about the source or sheet layout of these stamps?” Apparently not, because nothing else about these forgeries appeared in subsequent issues of *The Puffin*, in Chinchen’s 1969 *A Catalogue of Lundy Stamps*, or in any other philatelic literature up to 1980. I, too, asked readers for more information at the end of my 1980 article, but this also generated little response, so I will conclude here by repeating the questions I asked of readers in 1980 in the hope that now someone can provide answers about the origin of these “mystery imperforate stamps.”

Do any readers have these forgeries in a sheet format or as multiples? Alternatively, since Chinchen indicated a complete sheet exists in the Chinchen Lundy Collection in the British Library, could a reader in Britain who is accessible to the facility or visits London periodically make arrangements with the British Library curators (see inset on page 10 for details) to view the sheet to determine and report its stamp arrangement (i.e., five-by-five as Chinchen recalled, 24 subjects as Rigby-Hall thought, or some other configuration)?

Can any reader provide further information about the origin of these forgeries? If the Lundy Philatelic Bureau did not produce them, they must be outright **forgeries** (unless information comes to light that Martin Coles Harman authorized their printing at a later date). If they were produced by the Lundy Philatelic Bureau, certainly Holman’s “wartime printing” designation would be an appropriate description and designation. But, even if the Lundy Philatelic Bureau produced them, what are they? For what purpose were they printed and how can they be technically defined? Would the term “reissues” be a more accurate designation than “forgeries”? Certainly, there is no evidence that they were distributed from the Island or by the Lundy Philatelic Bureau from Kettering. Nor were they used for postage franking to or from Lundy as none are recorded on any covers from the “correct” period of issue!

[To digress: The forgeries are known to frank philatelically inspired covers from the 1970s to the present, but generally these are covers posted from destinations other than Lundy that went through the mail streams of the countries in which they had been posted. Many were caught, assessed postage due, and delivered, but some got through unscathed, much like some covers franked only with a Christmas seal get through.] However, even if the forgeries were contemporarily produced by the Lundy Philatelic Bureau, they still would be of “unissued” status (hence, trials or essays).

The term “reprint” is not suitable for these forgeries because a **reprint**, as defined by philatelists for decades, is a stamp printed from original plates after the issue has ceased to be postally valid, and it had been established the forgeries were not printed from original plates. A **reissue**, on the other hand, is an **official new printing** of an obsolete or discontinued stamp and is valid as postage. Consequently, the forgeries would not qualify as reissues either. Examples of legitimate Lundy reissues include the second printing of the March 16, 1971 first decimal 1p and 2p definitives (issued October 12, 1972) and the new printing of the April 1, 1974 puffin-head 2p definitive (issued June 1, 1976). Technically, even if the forgeries were produced by Rigby-Hall/Lundy Philatelic Bureau and intended for postal use, they still would not qualify as reissues if there was no authorization by Harman to produce them.

In conclusion, I will continue to term these items **forgeries** unless additional evidence about their origin comes to hand. Readers are invited to submit rebuttals and suggest some alternative terminology, particularly if you can provide documentation to support your arguments.

I can suggest two places to start: (1) Go to the British Library and view the sheet in the Chinchin Collection he numbered 349 and report on its stamp arrangement. (2) Do a search of the Lundy philatelic literature to determine when these forgeries were first mentioned or reported.

I have not found any references to them before Chinchin’s 1966 article in *The Puffin*, but a 1940s reference may indicate a Lundy Philatelic Bureau provenance, and a 1950s reference may indicate Harman had some responsibility for their production. [Do not forget the posthumous black-overprint on the Tighearna sheet was considered “bogus” until Jon Aitchison unearthed evidence that it was authorized by Harman in 1953!] This may be your opportunity to report a significant finding and help solve the enigma of these “mystery imperforate stamps”! Readers?!

Viewing The British Library's Philatelic Collections

The British Library, Philatelic Collections, 96 Euston Road, London, NW1 2DB, England. Telephone: 0171 412 7635/6. Fax: 0171 412 77780. E-mail: philatelic@bl.uk

The British Library's information leaflet, describing the collections and services, may be obtained on request as above or viewed on The British Library website <http://www.bl.uk/>

Seeing the Philatelic Collections: The Philatelic Exhibition is situated at 96 Euston Road, London, NW1 2DB, England, and is open free of charge, during the following times: Monday, Wednesday, Thursday, and Friday – 09:30 to 18:00; Tuesday – 09:30 to 20:00; Saturday 09:30 to 17:00; and Sunday and Bank Holidays – 11:00 to 17:00. The Library's public facilities will be closed on December 25, 1999 to January 4, 2000.

Researchers may view, by appointment, material not on display (such as the *Chinchen Lundy Collection*). A British Library Reader's Pass is required. The Researcher's Room is available on Monday – 10:00 to 16:00 and on Tuesday to Friday – 09:30 to 16:00.

NEXT ISSUE . . .

The 1969 Appeal

The history of the Appeal and new information regarding the Appeal stamps.

Another 1960's Gade canceller

More research into this much-studied subject.

For this and much more, don't miss the Autumn 2000 issue of the New Puffin Journal.

FRATERCULA ARCTICA

By James Thomas

Since the publication of the Spring 2000 issue of "The New Puffin Journal", several members have asked me why I chose to do an article about Rattus rattus in preference to Fratercula arctica, commonly known as the Puffin. The simple answer is the Black Rat is quite rare in Britain and at present is causing some problems on Lundy. However, so not to offend and in an attempt to maintain current subscription levels, I have prepared a short article on our much loved friend.

Usually found in colonies of up to 1000 on cliff tops and out at sea, this burrow nester can be seen on offshore islands in the north and west of Britain. Although only 11 to 12 inches in height, the Puffin stands out from the rest. Its black and white plumage, short red legs and blue, red and yellow-striped bill like beak makes it the most attractive and appealing member of the auk family.

As well as walking the cliff tops in a comical fashion, it spends most of its life in offshore waters, landing, diving and taking-off from the surface. Feeding on fish, crustacean and molluscs, it is more famous for the record number of sand eels it can hold in its beak at any-one time.

During the Spring it will lay just one white egg which it will incubate for about six weeks. When the young hatch it will rely on both parents for approximately 50 days before dropping down to the sea and fending for itself.

The population in Britain is approximately 500,000 pairs but on Lundy the numbers are much less. Fifty years ago the noted ornithologist, Mr. Richard Perry, recorded 3,500 mating pairs of Puffin on Lundy. However due to various reasons such as predators and pollution to name but two, the latest Lundy Field Society records show that only 20 birds were seen in 1998 and it is doubtful if they are now breeding on Lundy. Most have migrated to the Scottish islands.

The decline of the Puffin on Lundy is very sad, as it is not only a beautiful and appealing bird, but has for centuries been synonymous with the island and its everyday life.

THE CHANGE FROM THE FRONT OF COVERS TO THE REAR - 1931

By Lars Liwendahl

Mr Mullet and other collectors have in the latest issue of The New Puffin Journal, had an interesting discussion about when the actual date of change was from using Lundy stamps on the front to the reverse side of covers in 1931. By studying various postal items, "the gap" has been narrowed, but there are also some "mystery items".

I have always found the first years of the Lundy stamps and postal history very interesting and collected its items. On the question when the date of the change was, I think I have the answer. Mr Gade mentions in his "The Postal History of Lundy" that "without warning all mails sent from Lundy one day were returned to the senders marked "Contrary to Regulations". I have in my collection such a cover cancelled Instow Feb 16th 1931 (Lundy postmark is a bit unclear but it looks like Feb 11 – see illustration on the next page). I bought this cover several years ago from a specialist Lundy collector who in turn bought it direct from Felix Gade and as being from the "day of change". Although it was sent to a stamp dealer it is a pure commercial one, not only because of the story just given. It is Mr. Gade's typewriter and it has only one 1/2 puffin stamp, thus not both values which was often done to (and not least by) collectors in the beginning.

This cover looks to be the answer, but the question mark is of course why does Jim Mullet's cover of the same date not have the same inscriptions? That one is surely also commercial and genuine, and on the question who's handwriting it is, I would guess Mr. Gade's. At least it is has capital "L's". The only answer (guesses) I can give to why this cover was not returned is:

- a) Being registered it was handled by another postman at the Instow office (although cancelled with the same canceller as my cover)
- b) Being a registered item, of extra (urgent?) value it was let through in the mail.
- c) After the postman at Instow had cancelled some items this day, Feb 16th, he thought "enough is enough" and returned the rest to Lundy.

In one way, I think when writing these lines: is this not Lundy postal history in a nutshell? There is one cover having all signs that it is from the day of change, but then there is also another who gives us a big question mark! Outgoing covers and especially cards exist with Lundy stamps in the wrong place after February 1931. As mentioned in earlier articles, pre-franked covers were sent to Mr. Gade for cancelling and to be put in the mail. Sometimes collectors placed the stamps wrongly and sometime they perhaps "tried" to have them on the front (easier to place in an album). Day-trippers wrongly franked postcards now and then. This is still a problem today and is the main reason why Lundy postcards now have a printed square for the Lundy stamp. Sometimes during the years, cards with Lundy stamps wrongly placed passed the mail. I would guess the card from August 1931 is such a one.

The British postmen were probably also more or less energetic during the years. I know for example that in the 50 years were full of energy and did not even accept mail addressed to Postmaster F W Gade. They returned the mail! I have one or two such examples with the strong comment written on the covers by British postmen: "There is no postmaster on Lundy".



MEDIA MILESTONES

Nostalgic moments of the Media Century

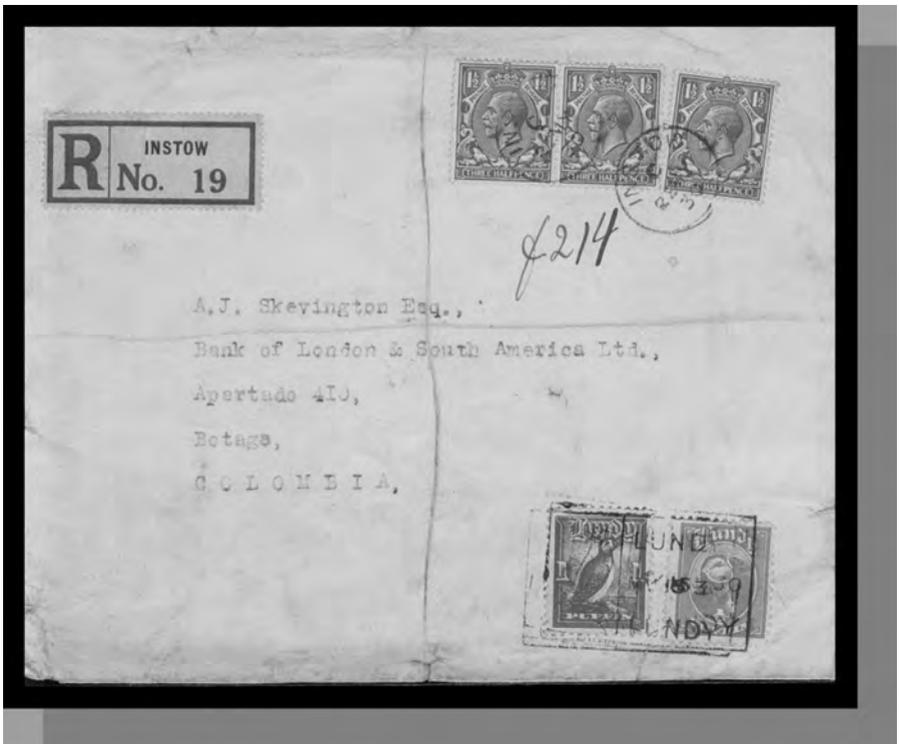
- 1896 Daily Mail launches.
- 1900 Daily Express launches and the first national daily to put news on the front page.
- 1903 Daily Mirror launches.
- 1922 BBC is founded.
- 1923 The first outside broadcast.
- 1929 The first BBC transmission of John Logie Baird's 30-line experimental television.
- 1931 Audit Bureau of Circulations is formed.
- 1947 Lundy Field Society first Annual Report.
- 1955 ITV begins transmissions.
- 1957 The Puffin Journal launches.
- 1957 Lundy Review launches.
- 1961 Lundy Review ceases production.
- 1962 Launch of Sunday Times magazine as Colour Supplement.
- 1969 Rupert Murdoch acquires The Sun Newspaper.
- 1970 Illustrated Lundy News launches.
- 1973 Commercial Radio arrives in the UK.
- 1975 Illustrated Lundy News ceases production.
- 1979 Lundy Collectors Club Philatelic Quarterly launches.
- 1982 First transmission of Channel 4 TV.
- 1983 Lundy Island Chronicle launches.
- 1986 Launch of the Independent and Today.
Today is the first national colour newspaper.
- 1986 The Puffin Journal ceases production.
- 1988 Lundy Island Chronicle ceases production.
- 1989 Rupert Murdoch re-launches Sky TV.
- 1994 Telegraph first newspaper to be published on the Internet as Electronic Telegraph.
- 1997 The New Puffin Journal launches.
- 1999 Over 25% of British adults now on Internet.
- 2000 The New Puffin Journal acquires E-mail address.

AN EARLY REGISTERED COVER

By Lars Liwendahl

Which is the earliest Registered cover sent from Lundy with Lundy stamps on? This question has been asked from time to time. I take the liberty and enclose a photograph of my oldest one. Although franked with both the 1/2p & 1p values, it is a commercial cover sent to Colombia. The date of the Lundy cancel is My 15 1930, and the Instow one is dated My 22. It has on the reverse a Bogota registered arrival postmark dated June 2nd.

Being the oldest registered cover or not, it is for one "an early Lundy gem"!



FRED ALLDAY - NAVAL SIGNALMAN 1873 TO 1896

By Tom Baker

This article was first presented as the notes to Tom Baker's display at The Lundy Collectors Club Autumn 1999 Meeting (see Meeting Report on page 2 of the Spring 2000 "Journal"). As it logs Frederick Allday's Naval life before starting work on Lundy, I thought it worthy of reproduction for the benefit of those members unable to attend last Autumn's Meeting. Ed.

These were the years before Frederick W Allday was posted to Lundy to become the well-known Signalman / Postmaster and Lay Reader at St. Helena's Church .

Fred was born on 28th January 1858 in the Parish of Lee, Kent and he resided in Lewisham, until he joined the Royal Navy.

After school Fred was an errand boy and was brought up in a strict Church of England religion.

He actually joined (volunteered) on 11th February 1873 at the age of 15. On entry Fred was 5' 0½" tall, with a fair complexion, light brown hair and brown eyes. On 28th January 1876, Fred joined up for a period of 10 years and his official number was 80.361. Fred's stature rose to 5' 5½" before he was 28 years old.

Fred Allday served on the following 15 ships:- (the dates are listed to show the time spent on each)

- Fisgard - 11th February 1873 – 13th February 1873
- Boscawen - 14th February 1873 – 6th June 1874
- Victor Emanuel - 7th June 1874 – 30th November 1874
- Thistle - 1st December 1874 – 15th September 1876
- Audacious - 16th September 1876 – 6th December 1876
- Victor Emanuel - 7th December 1876 – 31st January 1877
- Audacious - 1ST February 1877 – 22nd February 1879
- RN Barrack - 23rd February 1879 – 13th September 1880

-
- Rambler - 14th September 1880 – 15th March 1884
 - Duncan - 16th March 1884 – 26th May 1886
 - Valorous - 27th May 1886 – 7th September 1886
 - Triumph - 8th September 1886 – 4th December 1888
 - Duncan - 5th December 1888 – 31st March 1889
 - Northampton - 1st April 1889 – 31st May 1889
 - Wildfire - 1st June 1889 – 31st September 1890
 - Northampton - 1st October 1890 – 1st June 1891
 - Wildfire - 2nd June 1891 – 31st July 1891
 - Pembroke - 1st August 1891 – 14th October 1891
 - Ruby - 15th October 1891 – 4th October 1894
 - Pembroke - 5th October 1894 – 18th February 1895
 - Scylla - 19th February 1895 – 7th June 1895
 - Pembroke - 8th June 1895 – 11th February 1896

Fred was pensioned off on 12th February 1896, and was awarded the Perak Medal (Indian general service) on 3rd June 1881.

During his Naval career, Fred received the following Good Conduct badges / stripes:-

- 28th January 1879 First
- 6th October 1883 Deprived
- 6th April 1884 Restored
- 6th April 1886 Second
- 28th January 1889 Third

It is unknown what his conduct was to lose his good conduct badge / stripe in 1883, but throughout his Naval career his conduct was very good to excellent. This helped his progression through the ranks from Boy 2nd Class to Signaller and finally on to Yeoman.

He used his signal knowledge when he took the job on Lundy with Lloyd's telegraph station.

Fred arrived on 1st October 1896, with his wife and five year old daughter; his duties to report shipping movements 3 times a day. When the GPO telegraph cable broke down, the signals were sent by Morse code and semaphore methods, in which Fred was very well trained.



Fred Allday in Royal Navy uniform

ROMANCE IS IN THE AIR

This is a transcript of a ships letter dated 1649, which was written on board the Triumph off Lundy. The JOURNAL's Shipping Correspondent, Tom Baker, considers this to be the oldest mention of Lundy from on the sea. If you can prove this fact to be incorrect, please send your evidence to the Editorial Office. (xxxx denotes that a word in the original transcript has been unreadable).

My dearest Heart,

I sent thee a paquett of Letters yesterday dated from Milford Haven, but this going by the post I hope may come as soon to thee as that. If it do prithee send away those enclosed with speed. They may do some good through the Lord's mercy to quicken them in the business for I fear thou findest them slow enough. But I am sure I have secured a favour from them, what I shall find I know not. O my love the time went never more so tediously away in all my life, I think every hour a year till I may have my sweet Nancy in my arms again. But let us improve it much with the good God that when we meet again we may have the answers of prayers imprinted on everything that concerns us, making us more happy in each other than ever though I am confident that two never were better suited or more happy in each other than our two.

A letter now would be grately welcome to me from thee for methinks it is an age since I received one, which is the greatest injury these storms have done me and almost as great a one they would do me in banishing me so long from thy letters such are the greatest recreations now of my life. But when I mention a storm I must still desire that to praise the gracious God for his greatest mercy in preserving me at Kinsale when all the shippes came very near destruction; but (blessed be the Lord) will came off with least hurt of anything but cables and anchors. And I was never more sensible of the Lord's presence than at that time in the greatest danger quieting my spirit in giving me the greatest assurance (out of the latter end of the Eighth chapter of Romans) that ever I had in all my life; which I hope will live upon my spirit as long I live upon earth. Yet my sweet love, let not this put any trouble on thy spirit to think we are now restorming to Kinsale, for it was only of too much security and unacquaintedness with that place which did endanger us, but now the Lord has shown us such a Lecture as will make us more cautious, and I am confident we shall be as secure both from the danger xxxx of endemics or seas, as if we didride in the Downs.

I hope in thy next letter I shall receive new arguments of rejoicing and praising my good God for his kindness to thee, for I cannot have better news that his presence and smiles have cheered thy heart, and kept away the enemy (Maloncholy) now in my absence. I pray lett me hear as soon as may be how thou art, and what money you have received since my departure; and how the business thrives. I bless the Lord I have had my heart well ever since my being on shipboard, only being so bound in my body for 12 days at my first coming to sea to sea sickness. I took some physick at Milford and found much good by it. Thou canst not imagine what a great lover of my xxxx I am grownd since I came out for thy sake. If I could but hear that thou were as great a lover and maintainer of cheerfulness for my sake till my return, my heart would be much at ease in the mean time. Prithee present my duty service and love whose each is due, especially to my Grace Lady, my sweet sister xxxx, my sister Ellen, my aunt Crisp and my uncle Goodwin. But thou shalt ever entirely have the heart of W Robinson.

From aboard the Triumph near the Isle of Lundy June 6 1649.

THE GOOD O' DAYS



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LUNDY ISLAND HASH HOUSE HARRIERS

For those who do not know what Hashing is, Hashing could be broadly described as a group of like minded, easy going, pub loving athletes (this term is used loosely) who mix physical exercise with socialising. They are all given a nickname that is referred to as their Hash name.

The Lundy Island Hash House Harriers was formed in 1987 by Paul “Fat Controller” Mountford and Mark “Tablewhine” Young of the Bristol, England, chapter of this international running club. Each year a Summer run is organised on Lundy. This year is the 14th to take place and will happen over the weekend of the 8th July 2000.

The itinerary and timetable is as follows:-

- Limited edition collectors T-shirt
- Camping at Ilfracombe on Friday and Saturday nights
- Ferry crossing to Lundy on the luxurious m.v. Oldenburg (bar on board)
- Run on Lundy Island
- (bring your own) picnic in spectacular surroundings (or pub grub)
- get legless in the world-renowned Marisco Tavern
- Saturday night disco
- Sunday breakfast
- Sunday morning run in North Devon

All this and I am sure much more for just £40.00. If you are interested, more details can be found on the Hash Web site at www.bristolhash.fsnet.co.uk/lih3body.html

FURTHER COMMENT

It is quite some time since we passed on Readers comments on the *JOURNAL*, but the welcome reception that has been received on Jim Thomas’ first “solo” effort (Spring 2000) merits a few words:-

“Many thanks for a wonderful newsletter – the content of the *JOURNAL* never seems to fade and I just don’t know where all the information comes from” – *K.L Nottingham*.

“Many thanks for the Spring 2000 edition of the *JOURNAL* – well up to standard – *P.M.H. – Highbridge, Somerset*.

LUNDY ARCHIVE

This article first appeared 80 years ago in the Hartland Chronicle on 7th June 1920.

Mr. Frederick William Allday, of Lundy, has spent a brief holiday at Ilfracombe, this being his first visit to the mainland since he left Instow for Lundy in October 1896. He told a *Western Morning News* correspondent he should not have left the island now, but he had been unwell for some time with heart trouble, and thought it advisable to consult a doctor.

Mr. Allday first went to Lundy in charge of the signal station. For the past 22 years he has been postmaster on the island, and he also holds the position of Lloyds Sub-Agent. Among his other duties are those of lay-reader at the tiny Church, of which he has had charge for the past two years, so that he is really the spiritual head of the little community of less than twenty souls. Until Thursday last he had never seen a motor car in motion. A few years ago he saw some cars in a vessel that called at Lundy. A year or two ago he had a short flight in an aeroplane on Lundy. Asked if he intended taking his first ride in a motor car, Mr. Allday shook his head, remarking that he did not feel quite equal to it. Born in Lewisham 62 years ago, Mr. Allday joined the Navy at the age of 15 on the same ship as Lieut. (now Admiral) Beatty.

On Good Friday he attended a three hour service at Ilfracombe Parish Church. He returned to Lundy as soon as the mail boat came for him.

His longest walks in the ordinary course of events would be down to the beach once a week. The mails are carried up the steep, winding path on the back of a donkey, a most sagacious beast named 'Irwin', which recognised the mail boat. When he saw her beating in to the anchorage, this donkey used to take it into his head to seek pastures new somewhere out of reach. Many a time he could not be found till the postmaster had carried the bag up on his shoulder, and then the donkey was generally on the top of the cliff to see the perspiring Mr. Allday arrive, which seemed to prove that the animal was not such an ass as he looked.

One fine Summer's evening I was talking to Mr. Allday and the Coastguard, a young Irishman, who was bemoaning his fate at being stationed at a place where less than 30 people were living. Mr. Allday said that he could not understand what there was to grumble at. He had, he said, never returned to the mainland since the day he set foot on the island, and never wanted to go back there again.



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OUR NEXT MEETING

The Summer 2000, Meeting of the UK Chapter of the Lundy Collectors Club will take place on Sunday 30th July 2000, at the Pavilion Room, Landmark, Wilder Road, Ilfracombe, North Devon. This will be an all-day meeting and will include an optional lunch. The programme will be as follows -

10.30a.m.	Bourse opens
11.15a.m.	Club Competition commences
12.30 to 2.15p.m.	Optional Lunch at Landmark
2.00p.m.	Club Auction lots on view
2.45p.m.	Secretary's announcements
3.00p.m.	Club Auction (Auctioneer - Mike Thompson)
4.15p.m.	Members Displays
5.30p.m.	Bourse closes

It is hoped that as many as possible will join us for the optional lunch at Landmark. The meal will be a buffet, which will include one hot dish and is on offer for the very reasonable price of £8.00.

In order that the Club can make the necessary luncheon and accommodation arrangements, will all those wishing to attend the meeting please complete and return the enclosed Meeting Attendance form

