

# The New Puffin Journal



**AUTUMN 2000**

Published by the Lundy Collectors Club

# LUNDY

Local issues 1929 – 1998

We hold a very comprehensive stock  
of these popular 'Locals' including many

Errors/Varieties

*Send for free illustrated price list*

We hold LUNDY Postal Bid Sales  
twice per annum, catalogues available  
free of charge



## PUFFIN STAMPS

POB 1, ILFRACOMBE, DEVON,  
EX34 9BR, ENGLAND.

TEL: 01271 862857 FAX: 01271 867161

# CONTENTS

Co-Editor and  
Editorial Office:

James Thomas  
5 Manor Drive  
Kingskerswell  
Devon TQ12 5HB  
e-mail  
[thenewpuffinjournal@supanet.com](mailto:thenewpuffinjournal@supanet.com)  
Tel. 01803 872330

Co-Editor and  
Subscriptions:

Stanley Newman  
93 Montpelier Road  
Brighton  
East Sussex  
BN1 3BE  
Tel.01273 328624

Cover Picture:  
Water Colour by  
James Thomas

**ISSUE NO. 12**  
**AUTUMN 2000**

## REGULARS

- 1 Editorial
- 2 LCC Summer Trip to Lundy
- 3 Meeting Report
- 4 Competition Report
- 6 Lundy News
- 8 Letters to the Editor
- 11 Club Displays
- 18 Auction Report
- 27 Photo Page
- 31 Lundy Archive

## FEATURES

- 12 "Tramticket" Variety
- 13 The 1969 Lundy Appeal
- 19 Another 1960 Gade Cancellor
- 22 Lundy and GB Rarity
- 22 Island Developments
- 23 Harman, Medawar & the Lundy  
"Wallpaper" Issues – Part 1
- 24 The RNLI Part 1 – History from  
1824 to 2000
- 28 The Polish Special Forces in Lundy  
1940-45!
- 29 Earliest Lundy Postcard Posting
- 30 A Philatelic Question

## YOUR FREE GIFT

For details of  
your free gift  
kindly donated  
by Roger Cichorz  
see page 29



# EDITORIAL

---

All members, who attended our Summer Meeting at the Landmark Centre, Ilfracombe on 30th July agreed unanimously that the new venue was ideal, and far superior to the previous venue in Bideford. Between the morning and afternoon sessions we all enjoyed a very good 3-course lunch and at a very reasonable price, and we hope to return to the Landmark in 2001. The only missing factor was the presence of our members who reside in Bideford and Barnstaple! Whether Ilfracombe is a "no go" area for them or whether the journey of under an hour was too much for them we shall never know - let us assure them however, that they missed an extremely pleasant day, and that we hope to see them next year.

At the Summer Meeting it was announced that we shall be dropping the 'UK Chapter' from our title, and henceforth we shall be known as the 'Lundy Collectors Club'. The reason for this is the apparent demise of the American Lundy collectors Club since no replies have been received to correspondence addressed to their secretary, and no issue of their worthy magazine 'The L.C.C. Philatelic Quarterly' has been published since the Winter 1998-1999 issue - over 18 months ago. The American membership of our own club has now consequently swelled to nearly 40, even without any publicity campaigning on our part in the U.S. Should the American L.C.C. be revived in the future, we shall then review the situation (possibly with the American club becoming the U.S. Chapter?!). Time will tell.

This issue sees the start of a new regular item – the photo page. Over the last couple of years it has become apparent that only a small number of members are fortunate enough to be able to visit Lundy on a regular basis, if at all. So, if you have any recent Lundy photographs (colour or monochrome prints) that you would like to share with other members, please send them with a brief description to the Editorial Office.

On a further personal note, another 'thank you' from Stanley to all who have wished me well during the past twelve months. As those members who joined me on the "Oldenburg" to Lundy will have seen, I have made a remarkable recovery, and with my two new hip joints thoroughly "run in" by then, hope to make it to the North Light next year!

*Stanley Newman*

*James Thomas*

September 2000

# ***LCC SUMMER TRIP TO LUNDY***

---

Nineteen members and guests enjoyed the LCC trip to Lundy on 29th July. This year the Oldenburg sailed from Ilfracombe and despite the slight delay caused by the Landmark Trust when they lost the original tickets and had to issue duplicates, we left on time at 9.00am.

The outward journey was into a westerly wind that made the going rough at times with one or two "green faces" dotted about the ship. However, this did not stop a small band of enthusiasts' partaking at the bar for medicinal purposes! However, despite this the Oldenburg managed the crossing in 1hour 40 minutes.

For many it was the first time that they had disembarked onto the jetty, which for me did feel a bit strange. Although the new jetty is fitting into the Lundy vernacular and it is much faster to disembark, the transfer has lost the romance associated with the "Wendy". Well, that is progress and in this case we should not disapprove.

Despite the variable weather experienced during the past couple of months in the Westcountry, the weather was hot and sunny which made it most enjoyable for those lounging around the village area and especially good for "Thompson Tours" that went all the way to the North Light. What started off for Mike Beck accompanied by James Thomas as an adventure to the North Light (for the third year in succession for Mike), had amalgamated into a group of six at the Halfway Wall. Two guests, Danny Newman, (Son of the 'Prodigy') and Mark Harding, and two club members Mike Thompson and Julie Lester joined Mike and James.

The return route went along the western siding via the Earthquake and Battery. At each place of interest our "Thompson Tour" rep., placed one of the Dartmoor Letterbox style cancels onto a supply of postcards, as a souvenir for the Club meeting on the following day. The North Light and Lundy Railway handstamps were found with ease however, some time was spent searching for the one at the Earthquake before we decided to abandon and carry-on with the return walk.

At the North Light three seals could be seen swimming around a bull seal that was sun bathing on a rock. Several groups of goats with kids were seen between the Threequarter Wall and the northern end. Sheep were in abundance and a most beautiful blue dragonfly (probably a Blue Emperor) was spotted.

Stanley Newman, accepted a lift in the Landrover from the beach to the village and had a pleasant day chatting to several friends who were already on the island. He also obtained permission from Paul Roberts the island Manager, to place in the office and bar a leaflet holder containing LCC Membership forms.

Seven hours on Lundy just flew and we were soon back on the Oldenburg on our way back to Ilfracombe. The return trip was much calmer as we sailed back with a tail wind and the sun still very hot on our backs.

# MEETING REPORT

---

The Summer 2000, Meeting of the Lundy Collectors Club was held for the first time at The Pavilion Room, Landmark, Ilfracombe, on Sunday 30<sup>th</sup> July 2000. Attendance was on a par with previous Summer Meetings, however, due to the new larger and brighter room, one enjoyed more space to walk around and take part in the individual activities throughout the day. Although attendance was good, there was a distinct absence of members from the North Devon area.

Chaired by Mike Thompson, the meeting opened at 10.30 with the usual bourse. Roger Hudson and Michael Bale both had stock for sale and Sharon Read had a selection of prints of her wonderful drawings, some of which were coloured for sale. Michael also had for the first time, material for viewing from his next auction (Number 9). Stanley Newman and Diana Keast manned the signing-in table and Mike Thompson ably assisted by Julie Lester organised the competitions. On sale was a limited edition (27) souvenir postcard with the 'Dartmoor' type handstamps of Marisco and St. Helena, Lundy North Light and the Lundy Railway. It also had the three 'Oldenburg' cachets and the 'North Devon Theatre's Trust' hand stamp as used by the Landmark. Tom Baker presented a free souvenir postcard, which had on the front, a Sharon Read pen and ink drawing of St. Helena's Church and on the rear a note commemorating the meeting.

The three Club Competitions took-up the best part of the morning and showed some interesting and varied material. For the Competition Report see page 4. Taking the meeting up to lunch, Tom Baker gave a second showing (for those who could not make the Autumn '99 meeting in London) of his Frederick Allday Royal Naval ephemera. The 3 course lunch, which was partaken by most, was laid out along one side of the same room and was not only very tasty and well presented but also extremely good value at only £8.00 per person.

After lunch during 'Secretary's Announcements', Stanley Newman gave a big thank you to all the well wishers for the kind regards received during his recent months of illness. He then announced that due to the apparent demise of the American Lundy Collectors Club, the UK Chapter will now be known as the Lundy Collectors Club. He took a census of opinion on the suitability of the Pavilion Room for next year's Summer Meeting, and it was unanimous to provisionally book it again.

Before the start of the Club Auction, with our own Auctioneer Mike Thompson, Gwyneth White and Julie Lester each gave a display of material (see display report on page 11). Like always, bidding in the Auction was brisk with many postal bids having been received by the Auctioneer (see Auction Report on page 18). Taking the meeting to a close, Roger Allen rounded the day off with a fine display of Lundy postal history.

# COMPETITION REPORT

---

The 2000 Competitions were held at the Summer 2000, Meeting at the Landmark, Ilfracombe. The three competitions attracted some interesting and varied material, which at times made the judging extremely difficult. As in previous years, the members judged each competition and each member had one vote per competition.

## The Stanley Newman Trophy (Lundy Stamps)

The three entries are as follows:-

### **A. Mike Thompson**

Mike has made several competition entries about the Air Service to Lundy, but again he managed to show material not yet displayed regarding 'Devon Air Travel Ltd'. Included in the entry was a 1950 "BY AIR" overprint with the narrow setting, 1951 'Flying Birds' set of imperforate proofs and a good selection of the 1953 "BY AIR" overprint with the wide setting and both black and red overprints, in single and corner blocks of 8 format.

### **B. Tom Baker**

Tom presented a marvellous display of RSPB sheets which included such rare material as an uncut sheet of 2 sheetlets, a proof overprint sheet, a partial offset, 1<sup>st</sup> and 2<sup>nd</sup> printing with left and right hand sheets and a pair of blue and black imperforate proofs.

### **C. Tom Baker**

Again another entry from Tom of quite rare and unusual '1982 New Definitive' material. Amongst other material, the entry included the official and unadopted colour presentation packs, imperforate colour trials and proof colour trials. However, the items that attracted most interest were the '2 value' pairs. A set of six different pairs was on display (only 8 sets are in existence). The strips took the format of two stamps of one value linked to another pair of stamps of a different value by a blank gutter stamp. The values were **14 14 – 10 10, 16 16 – 15 15, 18 18 – 17 17, 20 20 – 19 19, 22 22 – 21 21, - - - 23 23.** (Where '-' signifies a blank or gutter stamp)

**RESULT**      First      Mike Thompson.

---

### **The Julie Lester Cup (Postal History)**

The three entries are as follows:-

#### **A. Roger Allen**

A most interesting selection of letters, Telegrams and cards to Roger Allen from Felix Gade, some of which were written just before he died which explains the bad handwriting of some of the later letters. As the material was so extensive, Roger showed the whole collection of 35 items later in the day as one of the displays.

#### **B. Tom Baker**

Tom displayed 6 covers with puffins on stamps. The stamps included amongst others, the GB Seabird issue and a whole sheet of the Lundy RSPB issue.

#### **C. Mike Thompson**

Mike kept with the Air Service theme and displayed 8 sheets of the Atlantic Coast Air Service's Large Map issue, with various cancellations.

**RESULT**          First      Mike Thompson

### **The R.E. Allen Trophy (Lundy Postcards, Ephemera or Literature)**

The three entries are as follows:-

#### **A. Stanley Newman**

Stanley presented two small model ships (the Oldenburg and the Polar Bear) made from used 'lollipop' sticks. The ships were well detailed and painted in the livery used whilst serving Lundy.

#### **B. Mike Thompson**

A display of postcards depicting many views of Lundy and delivered by the Air Services.

#### **C. Sharon Read**

A collection of Puffin memorabilia and photographs showing approximately 4 dozen pieces of chinaware and enamel badges displaying puffins. Also, on display was an album of Lundy postcards and stamp folders.

**RESULT**          First      Mike Thompson

# **LUNDY NEWS**

---

## ***PUFFIN NUMBERS ON THE INCREASE***

Since my article entitled 'Fratercula Arctica' in the last issue of the *Journal*, a new report by the Lundy Field Society has revealed that over the last year, 49 puffins were spotted at one sighting, and that 9 burrows were occupied and one pair bred on the island. This is an encouraging increase to the previous year's report of only 20 birds being seen and none breeding.

## ***SPECIAL AREA OF CONSERVATION***

On 15<sup>th</sup> August 2000, the Government announced that 46 sites in the South West of England had been granted, by the European Union, the status of Special Area of Conservation (SACS). The award is granted for the conservation of bio-diversities and forbids any development that could ruin the environment. Lundy along with The Jurassic Coast in Dorset and the Dartmoor Heath all received the award.

## ***BOOK NEWS***

In the June 2000, issue of the Lundy Field Society newsletter, Anne Westcott announced that the publication of '*The Cave and Lundy Review 1824*' has been put on hold due to the lack of subscribers and that all subscriptions will be returned. She also stated that '*Pixy Led in North Devon*' has also suffered a severe set back from the lack of interested purchasers, but it is hoped will appear later this year.

## ***CONSTRUCTION WORK***

Lundy is buzzing with construction work, the completed jetty has already started to attract the growth of seaweed to its support legs. Next to the entrance of the jetty is the construction of a galvanised steel portal frame which when finished will become the Diving Centre, and at various places around the island are the trenches receiving the new plastic water mains.



Construction of galvanised steel portal frame which when finished will become the new Diving Centre

*Photo James Thomas*

*29<sup>th</sup> July 2000.*



The laying of the new plastic water main to the rear of the Old Light.

*Photo James Thomas*

*29<sup>th</sup> July 2000.*

# ***LETTERS TO THE EDITOR***

---

## ***AN APOLOGY***

Your Editors regret that on page 8 of our Summer 2000 issue, in Part 2 of the article on Gwyneth White's trip to Lundy, the word "*cute*" was used before 'Felix Gade' in the text. Unfortunately this arose because the article sent to us by Gwyneth was hand-written, and she has pointed out to us that she had intended it to be read as 'the *late* Felix Gade'.

We apologise to Gwyneth for the misreading of her handwriting, and any inconvenience caused. However, this only emphasises to all of our correspondents that all articles sent to the *JOURNAL* for publication should be hand printed or typewritten, to prevent any future errors of this nature arising.

## ***FORGERIES OF THE TIGHEARNA SHEET DEFINITIVES – AND THERE'S MORE!***

I read with interest in the latest New Puffin Journal the various views on the forgeries of the Tighearna stamps. I enclose a copy of a couple of letters I obtained recently. Attached was a packet containing some of the forgeries. Although it does not solve the issue, it adds more light onto it.

Paul Hassall, Manchester.

*The two letters that Paul refers to are most interesting and were written by two great authorities on the subject. Felix Gade wrote the first letter and the second was from Barry Chinchin. The letters have been reproduced on pages 9 and 10.*

Telegrams: "Lundy, via  
Harlow Post,  
North Devon."

POSTAL DEPARTMENT

LUNDY,  
BRISTOL CHANNEL  
via BIDEFORD,  
N. DEVON  
July 19th 1963

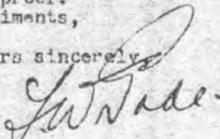
Messrs L N & M Williams  
30 Dunstan Road  
London N W 11.

Dear Messrs Williams,

I received your letter, with stamps enclosed, yesterday. I am of the opinion that the stamps are genuine, and that the imperforate stamps have been cut from the imperforate miniature Tighearna, or Chieftain, sheets, issued on February 1st 1942. These Tighearna miniature sheets consisted of four stamps, two 2 puffin, one 2 puffin and one 9 puffin. The sheet was reissued exactly a year later, but that time it was perforate, and was embellished with the Roman numeral IX and the representation of a civil aircraft, and the word anniversary, in gold leaf. The issue was made on the same date as the IXth anniversary of the Lundy air service overprints. The values of the four stamps which made up the sheet were the same as when issued imperforate. The fact that the 2p stamp you have sent, has not the numeral, aircraft and anniversary overprinted, inclines me to believe that the Lundy Philatelic Bureau, which operated during the war years, and which was responsible for the issue of the miniature sheets of both kinds, and all other war time issues, had, perhaps, a quantity of the perforate sheets, which were not overprinted with gold leaf, and that the director of the Bureau, after it was closed down, disposed of all such material in hand at the time. It can therefore be assumed that the 2 puffin stamp is in the nature of a trial or proof.

With compliments,

Yours sincerely,



Lundy Agent & Postmaster.

97 Chamberlayne Road,  
EASTLEIGH,  
Hants SO5 5JJ.

23rd February 1968

Dear David,

Thank you for showing me Mr Gade's letter to Messrs. Williams. It is returned herewith. I notice that it is dated 1963. Mr Gade now realises that these must be fakes. Suspicion naturally fell first on the philatelic bureau, but my information is that they originated in Ireland. (Janet van den Berg thought this). The genuine stamps cut from miniature sheets have wider margins and are better printed. If examined very carefully four types of 2p and 9p. might be found and eight ½p. as the sheets were printed in fours.

I have found 24 kinds of fake 2p. (mostly perforated) but the same varieties are found imperf, and slightly less kinds of ½p and 9p. The fakes are betrayed also by their vast quantities. Who would destroy sheets which fetch up to £1 each to make stamps worth virtually nothing.

Mr Albion Harman, one of the owners of Lundy, is also anxious to find the source of the fakes. It is the only subject he has ever enquired of me about.

I cannot help more on the matter. No one will tell where the stamps come from. Someone must know. I traced them as far as Plymouth Philatelic Auctions once, but received no reply from there.

If you have any contacts in the "Cinderella" field who will "talk", it would be interesting to know of the perpetrator of the fraud, if it is one, even if it has to be kept secret. Some real detective work would have to be done I expect.

I saw the Lundy material listed in the "Cinderella" Auction this year. I put in low bids for all of them, but the descriptions make it difficult. I would pay well for the right items.

Yours sincerely,

Barry

# CLUB DISPLAYS

---

At various times during the day of the Summer Meeting at Ilfracombe, four members laid out all kinds of material from Lundy postal history to Lundy ephemera.

**Gwyneth White** presented 32 postcards addressed to herself from many well known and liked Lundy 'personalities' such as Eileen Heaven, Tony and Myrtle Langham and Felix Gade, many with personal messages.

**Tom Baker** gave a second showing of his Frederick Allday Royal Naval ephemera, which he first showed at the Autumn 1999, meeting. For the full details, refer to the Spring 2000, issue of the *Journal* – page 2.

**Julie Lester** presented 12 postcards of old views of Lundy, which prompted Gwyneth White to recollect some fond memories of her visits to the island over the years.

**Roger Allen** rounded off the day with a spectacular display of Felix Gade correspondence, with many items personally addressed to Roger. The display contained all 35 items in Roger's collection covering many subjects. One letter to Mr. Goldrup was written with great scorn of Brian Rigby-Hall who did the wartime overprints and another cover was addressed to Capt. Gade (his World War 1 rank). Along with these was a letter to Joan Watts-Smyke discussing Mary Gade's educational down falls, a letter to Eileen Heaven, a letter addressed 'c/o Devonair Travel, Wrafton Gate Aerodrome' and two FWG designed Christmas cards for 1956 and 1958.

He always ended his letters with a personal note even to people he did not know. Some of his later letters were hand written, as he found it increasingly more difficult to use his typewriter due to the deterioration of his eyesight.

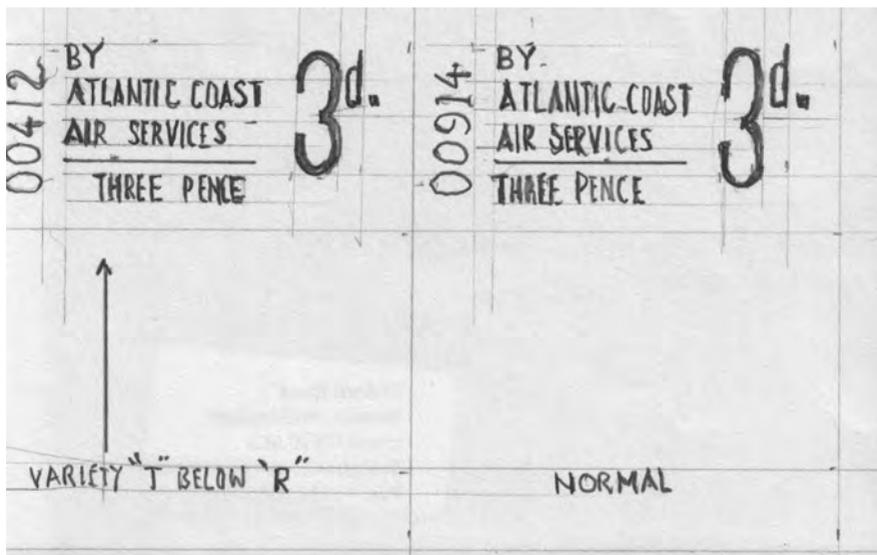
# "TRAMTICKET" VARIETY

By Jim Mullett

---

On looking through my Windeat catalogue of Lundy Island recently, I was reminded of a nice variety on the 3d black on blue "Tramticket", i.e. the "T" of Three below the "R" of Air. Even in 1957 it was valued at 50 Shillings – double the normal price.

It is a nice variety and appears to have been rectified by Willson's after printing Roll One. Michael Bale and I have checked our collections and the variety appears to be confined to the first roll. Windeat only mentions the variety between No's. 00001-02000, which would cover all of the first printing of 1<sup>st</sup> April 1935. Perhaps members would like to check their own collections in case the variety does occur elsewhere.



Drawing of the variety and normal versions.

# ***THE 1969 LUNDY APPEAL***

By James Thomas

---

Since 1834 Lundy has enjoyed lawful tranquilly and during this time only 3 families have owned it, but the time came after the death of Martin Coles Harman to sell. The owners, Ruth Harman-Jones, Diana Keast and their sister-in-law Kay Harman, wanted to preserve the island's beauty and tranquillity, and were in favour of selling to the National Trust. However, the National Trust was unable to afford the £300,000 valuation. At the end of March 1969 the family announced that the island was for sale.

During the following month many prospective purchasers, including the National Trust, visited Lundy and disclosed their intentions for its future, but it was considered that only the National Trust could be trusted to maintain this unspoilt paradise.

However, time was passing and the island had to be sold. It was agreed to sell by Public Auction and the Barnstaple Auctioneers, Price, Ogden and Stubbs prepared an 18 page sales brochure giving a brief history of the island and extensive details of all the property and the potential income. The front cover of the brochure read "Lundy – This Romantic and Historic Island extending to 1047 acres, to be offered for sale by Public Auction at The Queen's Hall, Barnstaple on Friday 18<sup>th</sup> July 1969, at 3.00pm. (unless sold privately meanwhile)." Then at the bottom of the page gave details of the Auctioneers and Solicitors dealing with the sale.

However, the Auction did not take place because as the proviso stated "unless sold privately meanwhile".

Maj. Raymond Moore of Kingsteignton near Newton Abbot, Devon, on learning that Lundy would have to be sold, put a private advertisement in "The Times" saying that only a trust could save the island. The Torridge Member of Parliament Peter Mills (Lundy is in the Torridge Constituency) expressed a similar view to the Harman family about the island's future and also agreed that the most appropriate new owner would be the National Trust.

---

Using his influence and public profile, he joined forces with Maj. Moore and two other Devon MP's, Dr. David Owen (Sutton, Plymouth) and Jeremy Thorpe (North Devon), and together started what became the LUNDY APPEAL – an attempt to raise money through donations to buy Lundy for the Nation.

Using large full page advertisements in local North Devon newspapers, subscribers were asked to make a donation of £25 and were known as 'Founder Friends of Lundy'. However, despite the good efforts of the fund raisers, only £30,000 had been raised. The Harman family, although extremely grateful for all the hard work put into the fund raising, had to make the difficult decision to sell the island by Public Auction.

Then out of the blue on 21<sup>st</sup> May 1969, Jack Hayward, a 46 year old businessman from Sussex, made a most generous donation of £150,000. This however, did not amount to the full valuation figure, and with £32,500 still to be raised, a full page advertisement was placed in several Devon newspapers during the second week of September 1969. The advertisements listed the names of all the 'Founder Friends of Lundy' to date and offered a new type of donation. Up to this point in time, only the rich could afford to make a donation to the Appeal. In 1969, £25 was approximately one week's pay for a manual worker. So, a second type of donation was launched alongside the original.

The £1 donation was described by the North Devon Journal as “an opportunity for the family man and housewife to become personally associated with the Lundy venture”. The schemes offered different benefits. For £25 one was entitled to free passage to Lundy to attend the Church service to mark the transfer of ownership, and free landing rights for life. For £1 one received a “souvenir postcard complete with special issue Lundy stamp”. Well, there is no guessing as to who came off better from that deal!

On 28<sup>th</sup> September 1969, approximately 1000 people took part in a service at St. Helena's Church to mark the transfer of ownership to the National Trust. Only 200 could fit into the Church who were mainly the island inhabitants, the Harman family and 'Founder Friends of Lundy'. The remainder had the service transmitted to them by loudspeaker outside. The service was conducted by Rev. B.C. Dixon, Vicar of Appledore and the blessing was given by the Right Rev. Wilfred Westall, the Bishop of Crediton (who coincidentally, only 2 years previous, conducted the Confirmation service of the *Journal's* co-editor James Thomas).

---

The Bishop said that on Lundy there would be “no ready-made synthetic enjoyments, but freedom from noise and mobility”. He went on to say “here, there will be a piece of England whose waters are not polluted by men who are only short sighted because they have no time to stand and stare. Lundy is going to keep alive the spirit of wonder in it’s own unique way”.

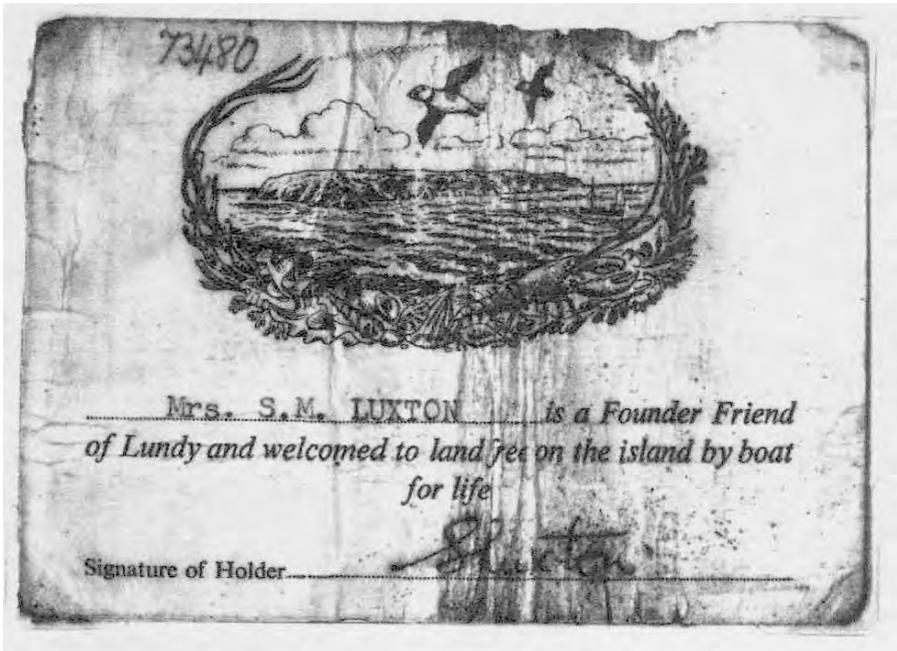
For the collector of Lundy ephemera, stamps and postal history, several items have become available. The original newspaper advertisements, the auction catalogue for the sale of the island, the Church service sheet, ‘Founder Friends of Lundy’ membership cards and the souvenir postcards.

The special issue Lundy stamp was in fact a red overprint on the 1930 9-puffin brown which the island had an abundant supply as it was one of the least used values. The stamp was only used on the souvenir postcards (also known as Appeal receipt cards) and was never officially released, however, collectors have obtained a number of mint stamps.

Stanley Newman in his two editions of “Stamps of Lundy Island”, states that 3000 Appeal stamps were produced of which 750 were used on the souvenir postcards. Michael Bale made the same statement in the 3<sup>rd</sup> edition of the same catalogue. However, recently a letter from Michael Tubb, Company Secretary of The Lundy Company Ltd., dated 30<sup>th</sup> September 1985 (a copy was printed in the Summer 2000 issue of the *Journal*), came to light and suggests that only 300 receipt cards were produced and not 750.

Stanley Newman made his statement on the facts available to him at the time of production and Michael carried-over the information into the 3<sup>rd</sup> edition on the basis of no new evidence to the contrary.

It would be good to establish who is correct, so if you have any documentation in your collection that might throw some light on the issue, please contact the editor.



A 'Founder Friend of Lundy' membership card – extremely well used – with the name Mrs. S.M. Luxton and what could be a reference number hand written in the top left hand corner. Another more pristine copy with the name Miss P.M. Dunthorne, is without the hand written number.



# ***AUCTION REPORT***

---

Our Hon. Club Auctioneer, Mike Thompson conducted the tenth Auction at our Summer Meeting on 30<sup>th</sup> July 2000, at the Landmark Centre, Ilfracombe. He started proceedings by welcoming Stanley Newman back as his “tallyman”, followed by an extremely lively auction. The “highlights” of lots sold in the auction were as follows:-

## Stamps

|  |        |
|--|--------|
| 1937 Small Air stamp Proof. Very pale violet on white paper          | £27    |
| 1940 Red Cross 9p LMM l/hand Imprint margin                          | £53    |
| 1940 Red Cross 12p LMM bottom Imprint margin                         | £54    |
| 1943 Provisional overprint 1p. Pair with “H” for “L” on one          | £46    |
| 1951 “Flying Bird” set in corner blocks of 8 UMM                     | £28    |
| 1955 Millenary Surface imperf proofs. 7 values with reversed colours | £22    |
| 1969 Provisional Overprint 1p on 9p with red overprint UMM           | £34    |
| 1972 Provisional Overprint 1p on 9p with blue overprint UMM          | £70    |
| 1977 F.W. Gade Souvenir Sheet in Folder                              | £110   |
| 1979 Unofficial Essay for 11p definitive LMM                         | £18.50 |
| 1989 RSPB Proof Sheetlet   | £40    |

## Postal History

|  |      |
|--|------|
| 1908 P/C from Lundy to Wales with LUNDY ISLAND<br>“Thimble” cancel | £90  |
| 1936 Cover to Northampton with full set of ‘Large Map’ stamps      | £95  |
| 1938 Cover to UK with 1d. Large Map with type Cd cancel            | £37  |
| 1939 First Day Cover to Lundy with set of five 1929-1939 stamps    | £100 |
| 1950 Pilot-signed cover “Resumption of Air Transport...” cachet    | £33  |
| 1951 Registered cover to Devon with 1950 1p narrow BY AIR stamp    | £82  |
| 1952 Cover to Devon with narrow BY AIR set (1p is wide setting)    | £45  |
| 1957 First Day Cover with 1957 definitive set                      | £35  |
| 1973 LPS cover with the banned QE2 3p stamp with embossed puffin   | £27  |

## Postcards

|   |        |
|---|--------|
| “HMS Montagu. Ashore Lundy Island”. Twiss Bros. No.15 R/P card  | £17.50 |
| 1960 A.C. Studio P/C – Lundy Map posted to Cardiff with 1957 1p | £16.50 |

## Ephemera

|  |        |
|--|--------|
| 1940 (c) John Stanard signed Xmas card incorporating his photo | £23    |
| 1979 colour photo of the first (1929) Lundy Cancellor in box   | £28.50 |

## Books

|  |     |
|--|-----|
| 1938 “Lundy Island and the Lundy Locals” with dedication and including<br>block of 1929 ½p stamps – signed by J. Stanard | £52 |
| As previous item but unsigned. No. 33 in limited edition of 50   | £38 |

# ANOTHER 1960's GADE CANCELLER?

By Lars Liwendahl

---

In the Summer 1999 issue of *The New Puffin Journal* there was an article by my friend of many years, John Holman, about the so called Gade canceller.

John and I have discussed this matter further and studied different covers, etc., as we both think that there is just one cancel. Let me give some thoughts and some personal memories of Mr Gade's cancel from when I lived and worked on Lundy in 1974 and later years.

Lets begin with the earliest, the Pentothal canceller: this is a different cancel made of rubber. It was, I think, forgotten by Barry Chinchin and therefore it did not get any number of it's own in his catalogue.

The Gade canceller was first used on 19<sup>th</sup> January (though I have a commercial parcel piece cancelled with the 18<sup>th</sup> January). Impressions from that time are very sharp and distinct. As we all know, in 1965 the "R" cancel came and was used in parallel.

During the years Mr. Gade's cancel became rather worn (although made of metal). My feeling is also that it was not always cleaned. Also, as I saw for myself, Mr. Gade often, in order to get a good impression, used an old newspaper placed under the cover, etc., he was going to cancel to get a clean print. This sometimes actually instead softened and made the ring and the size of the letters not so distinct!

In 1973 Mr Gade retired from the stamp business. Barry Chinchin took over and operated from his home in Eastleigh. The handover was done in steps. Still in 1974 Mr. Gade had his office in the old Hotel. By then most stamps etc., had been handed over to Barry. The Lundy cancel used in the Lundy Office (placed above the Marisco Tavern) was the "R" cancel. Mr. Gade had and used his "Na" cancel (Barry never had the "Na" or the "R" cancels) and he also had this cancel with him up to his move to his new home at Pigs Paradise after his retirement. He kept it there and used it until his death in October 1978.

---

Linked to Mr. Gade's move to Pigs Paradise was another matter, which I also think has "helped" us collectors to wonder if there was one or two "Gade cancellers". Mr. Gade namely had problems with his stamp-pads. The green one he had used in the early 1970's was gone by the end of 1973 and another in black was used instead during the latest months of "rural use" until 1<sup>st</sup> April 1974.

By the end of 1972, some covers are found cancelled in black. Perhaps the green pad then was at his office and the black one was at his home. (and Mr. Gade had problems with walking)?

The black pad he used I saw in 1974. It was a rather big circular one of brass and very worn. The "cloth" was a bit damaged by heavy use and it was rather dry. Some impressions we have seen of Mr. Gade's cancel (both in green and black) are rather oily. I think this is slightly due to how life was lived then on the island. To get a new stamp pad was not so easy, it was easier to refresh the old one. I would not be surprised at all if some other type of oil was placed on the pad to "water" it, giving more oily impressions as a result. Those were the days! I remember that in August 1974, I helped Mr. Gade to get a new black stamp pad.

Another matter which also can be noticed on other cancellers, is that stamp pads for rubber and metal cancels sometimes obviously were mixed giving different impressions.

From a pure postal point of view, I think we can say that the time Mr. Gade's cancel was used was 18<sup>th</sup> or 19<sup>th</sup> January 1957 to 30<sup>th</sup> March 1974. After this the new system with a franking machine and cancellers in red took over. However, Mr. Gade used his cancel and willingly helped collectors to frank and cancel incoming mail with it, although stamps were not used on incoming mail after March 1974.

Already earlier, I know at least in the early 1960's, Mr. Gade cancelled to order stamps like the 1950 ½p By Air and then backdated the cancel. To him a CTO cancelled stamp should be dated on the day of issue, but using the correct cancel of course.

The exact latest date Mr. Gade used his cancel I do not know. The latest one I have is from the last time I met him in August 1978. Mr. Gade was, I must say, one of the most remarkable persons I have met and come to know in my life. Although there were 64 years between us we became very good friends and philately was not the main topic! Among all other skills he also had a good sense of humour: for example, every time I visited Lundy he wrote in my passport, signed and cancelled it.

In the late 1980's Mr. Gade's cancel appeared in a stamp auction. As it is the kind of item which should never be on the market (the temptation of miss use), Jon Aitchison, Ian Wilkinson and I came up with an idea and an agreement was made with the owner to buy it and donate it to the British Library. In connection with this, Jon made a special cover with cancellations showing the earliest and latest possible dates of the cancel (1950 and 1979). All collectors names who helped by donating money for the purchase were also listed on the cover.



The inscription in the passport reads "Lasse (my everyday name often used in Sweden) Liwendahl arrived from the Isle of Harris in the Outer Hebrides (where I worked the Summer that year) and booked in at Millcombe Hotel. He found many of his Lundy friends staying on Lundy and was welcomed with open arms. F.W. Gade."

# LUNDY AND GB RARITY

---

It is quite rare to find Lundy stamps cancelled by the British Post Office, however, Lars Liwendahl has sent a copy of this beautiful example showing a 1929 Lundy ½p alongside a 1937 GB 1d red and both cancelled by an Instow double ring hand stamp dated July 1937.



# ISLAND DEVELOPMENTS

---

At present Lundy is going through a large regeneration programme which started with the construction of the new road and jetty. This is being followed by the building of an all new Diving Centre, new mains services, a new generator shed housing 3 generators and a new water tank to increase the capacity of stored fresh water. It is also planned to carry out an extensive repairs programme to fences and walls and to drain the footpaths along the East Siding.

To date progress is good with the road being completed in 1998 and the jetty last year. Up to my last visit to Lundy back in July this year, the Diving Centre had the steel frame erected and well on its way to the expected completion date of Autumn 2000. Also, the laying of the water pipes was well under way.

Although currently the island has a massive capital programme, the works being carried-out are in keeping with the character of Lundy. The best example of this is the new road. As printed in the last issue of the *Journal*, it is the Landmark Trust's intention to produce a new set of Lundy stamps once the major projects are complete, which for Lundy stamp collectors is a double bonus!

# **HARMAN, MEDAWAR & THE LUNDY "WALLPAPER" ISSUES**

## **PART ONE – THE 1953 CORONATION ISSUE**

By Stanley Newman

---

*Author's Note:- Some of the information contained in this article is based upon Felix Gade's autobiography 'My Life on Lundy', a third edition of which was published by Myrtle Ternstrom in 1997, and is obtainable (priced £20.00 plus £4.00 postage) from Lazarus Press, Unit 7, Caddsdawn Business Park, Bideford, Devon, EX39 3DX.*

Many collectors of Lundy stamps know of the frustration of seeing a Lundy lot in an auction catalogue, only to find that the lot contains nothing more than the common "Wallpaper" stamps of Lundy commemoratives, issued between 1953 and 1962. Unlike all other Lundy stamps, most of which are very collectable, the story of how these particular "Wallpaper" stamps came to be issued is a fascinating one, and is documented by the late Felix Gade in his autobiography "*My Life on Lundy*". It is no secret that the "Wallpaper Issues" were foisted by Mr. Harman upon Felix Gade, who kept the use of them for postage purposes down to the bare minimum, often preferring to use the established Lundy definitive stamps instead. This is evidenced by the regular use of the original 1929 1-puffin definitive, which lasted right up to 1967, possibly later.

Antoine Medawar, a wealthy London philatelic dealer became interested in Lundy stamps in the Coronation year of 1953, and approached Martin Harman about a joint venture to issue a set of Lundy stamps to commemorate the Coronation. Medawar would promote the collecting of Lundy stamps world-wide through his company's philatelic agents, and part of the profits therefrom would come to Lundy. Mr. Gade agreed that such a special issue would earn money for Lundy and suggested to Mr. Harman that the design should be based upon 'Queen Elizabeth II seated on a throne on Lundy's landing beach, with Neptune emerging from the waves surrounded by his customary entourage of mermaids, tritons and dolphins'. The suggestion was immediately vetoed by Mr. Harman, as he found the idea of a monarch of the adjacent island sitting regally on the shore of his island was most distasteful! However, Mr. Medawar continued to persuade Mr. Harman that the issue would be beneficial to both parties, but when at last the issue (*excuse the pun!*) was agreed, it was too late to find a stamp producing company to go through the process of designing, printing and perforating a new issue – after all it was Coronation year, and they were all saturated with orders from all over the world from countries including every member of the British Commonwealth, who wanted to get on the "band-wagon"!

---

As all Lundy collectors are aware, the only solution which could be found in the time available, was for Bradbury Wilkinson to produce overprints on the original 1929/30 and 1939 definitives, the printing plates of which they still held. In the event new plates were produced for the ½-puffin and 1-puffin, probably because the much larger quantity originally produced of these two values caused the plates to wear out earlier than those of the higher values. However, the original plates were utilised for the remaining values, which is proved by the fact that the varieties such as the “H” for “L” in Lundy which existed in the original 1929/30 ½p, 1p and 12p stamps only occur on the 12p value of the Coronation overprints.

Unlike modern Lundy commemorative issues, the actual provenance of the Coronation issue had little to do with Lundy’s postal requirements. In the author’s opinion, the seven (together with the 5,000 Souvenir Sheets printed) were produced purely to satisfy the expected demand from philatelists for all issues connected with the Coronation.



As an illustration of this opinion, one can only query why the 2-puffin and 4-puffin values had additional ‘BY AIR’ overprints, for there was little practical nor postal demand for these two values, and anyway practically all mail to and from the island went by air from 1951 until 1956, so in essence all 7 values should have been overprinted ‘BY AIR’!

One must also look with suspicion at the four ‘*Error*’ stamps of the Coronation issue – those with wrong colour overprints (the ½p and 4p in red, and the 1p and 2p in black). How did these come about? Were they a genuine error by Bradbury Wilkinson, or were they ordered from the printer by Medawar? I have tried in vain, to get hold of a Price-List of Medawar’s Lundy stamps in order to ascertain whether these “errors” (including the Imperforate stamps and ‘Colour Trials’ of later issues) were included. If Medawar ever produced a Price List, the author would greatly appreciate a photocopy of same (sent via the Editor).

It is not recorded by Mr. Gade (nor by anyone else for that matter!) how much of the profit from sales of the Coronation issue Medawar paid to Lundy. However, definite sums of payment are recorded for some of the subsequent “Wallpaper” issues, and these issues will form the subject of the Second Part of this article.

# THE RNLI

## PART 1 – THE HISTORY FROM 1824 TO 2000

By James Thomas

---

*The Western Approaches and the Bristol Channel often experiences some of the most atrocious seas and weather conditions. Over the years the number of ships that have floundered around the Devon and Cornwall coastline are too numerous to count and every time an emergency occurs at sea or along the coastline, the Lifeboat is called out. The crews are brave volunteers who risk their lives for the well being of others. As the Lifeboat service is one of the two most important emergency services to Lundy, I thought it appropriate to do a series of articles about the boats, crews and stations that serve Lundy Island. Part one is a history of the Royal National Lifeboat Institution and will be followed by three further parts each covering detail of the Clovelly, Appledore and Ilfracombe Lifeboats and stations.*

The year 1824 might be remembered for such great achievements as the opening of George Stephenson's Stockton to Darlington railway, the founding of the Society for the Prevention of Cruelty to Animals or even the opening of the National Gallery in London. Few would associate it with the hard work done by Sir William Hillary in the formation of the National Institution for the Preservation of Life from Shipwreck, which was renamed in 1854 to the Royal National Lifeboat Institution.

However, the story starts back in 1789, when after a ship called *Adventure* was wrecked near the mouth of the Tyne, local businessmen put up a prize of two guineas (£2.10 in today's money) for the best plan of a lifeboat. William Wouldhave won half the prize, and Henry Greathead was asked to build a boat using Wouldhave's design. The following January in 1790, the appropriately named *Original* was launched. She was in service for 40 years and saved hundreds of lives.

From those early days the design of the lifeboat has changed beyond all recognition. In 1790, the *Original* was a clinker boat powered by oarsmen. A hundred years later in 1890, saw the introduction into service of the first steam lifeboat the *Duke of Northumberland*. Development was speeding along and by 1909, the first petrol driven Lifeboat came into service. The boat's speed is very important and in 1930 the first "fast" lifeboat, the 64ft *Sir William Hillary*, was completed and stationed at Dover. Her speed was about 18 knots and was the first lifeboat to have a cabin fitted.

---

Along with speed, safety is of paramount importance and in 1958 the first modern self-righting Lifeboat was introduced, the 37ft *Oakley*. As the boats became faster, safer and larger, the RNLI realised that the type of rescues being carried-out were all different and requiring different types of boat. So, in 1963 the inflatable Lifeboat was introduced for the growing number of inshore rescues. However, this did not stop the development of the All Weather Boats, which have become larger, faster and even safer.

Safety has always been very important. In 1854, the renamed RNLI, introduced the first life jacket. Designed by Captain Ward, an RNLI Inspector, the new piece of life saving apparatus was made of cork and afforded the crew not only protection from the weather but also buoyancy. The development of the lifejacket was much slower than that of the boats. It was not until 1904 that the Kapok lifejacket was issued to crew members. This jacket was not very popular, as it was bulky. The modern Beaufort lifejacket was introduced in 1970 and is still used today.

As a child I would travel with my Mother by train the 5 miles from our home to Teignmouth to see amongst other things, the Lifeboat. I would marvel at the vessel and wondered in my innocence why all ships were not made of the same unsinkable material as it was. But, sadly Lifeboats can sink just as any other ship. One of the earliest recorded disasters at sea was back in 1886, when a German barque, the *Mexico*, got into trouble in heavy seas and was assisted by the St. Annes, Lytham and Southport lifeboats. The St. Annes and the Southport Lifeboats were lost and 27 Lifeboatmen were drowned. In more recent times, the disaster that most can remember and sadly haunts the minds of the local people is the Penlee Lifeboat disaster on 19<sup>th</sup> December 1981. In a violent storm the *Solomon Browne* was launched to go to the aid of a coaster the *Union Star*. All eight of the Lifeboat crew, together with the eight people they were attempting to rescue, were lost. Lt. Cmdr. Russel Smith, pilot of a helicopter, said that "The spirit and dedication of the Lifeboat crew were amazing... This was the greatest act of courage.... They were truly the bravest men who were totally dedicated to upholding the highest standards of the RNLI". The tragedy shook the little village of Mousehole and since that fateful year the Christmas decorative lights are switched off on 19<sup>th</sup> December as a mark of respect.



The 'Wendy' that once ferried passengers from the Oldenburg to the Landing Beach now sadly sits on a trailer part way up the Beach Road.

*Photo – James Thomas 29<sup>th</sup> July 2000.*



Some well known faces at the Summer 2000, meeting.

*Photo – James Thomas 30<sup>th</sup> July 2000.*

# **THE POLISH SPECIAL FORCES IN LUNDY, 1940-45!**

By Joseph Kerr, B.L.S.H.T., Doc. (London, Warsaw and Lunibyn)

---

Very little has been written on the highly secret and intensely effective organisation which was set up in Lundy, during World War II, by the Polish Special Forces Executive. When the Polish 1<sup>st</sup> Army Corps was settled in Scotland in 1940, many of the newly arrived troops had great difficulty in making themselves understood due to the vast difference between the Polish and Scottish tongues. However, it was soon discovered that they could communicate adequately with the local ladies of the town in what might best be described as “bird language”. General Sikorsky was quick to realise what a valuable tool this language was, and put it to use in a top-secret plan whereby Polish troops were amalgamated with the Puffin Regiment on Lundy to create a highly efficient fighting force. The 800 Polish troops so seconded were selected for their ability to understand Puffanesse, a “bird language” very similar to Esperanto or Gobbldygook. Together with the 372 Puffin “specials”, they performed sterling service throughout the war; the Polish spearhead of tanks being advantaged by the heroic Puffin aviators dive-bombing a path for their advance. Several “Lundy Crosses” were awarded on the field for extreme courage, some of these going to the Polish troops.

The unfortunate and tragic death of General Sikorsky on 4<sup>th</sup> July 1943, prevented him from seeing the successful outcome of his brainchild. A set of six stamps were issued by the joint forces on 2<sup>nd</sup> July 1941, and the attractive designs were later adapted for issues by the Polish Government in Exile in London.

The set comprises:

- LP1 5GR (1 Puffin) Claret. Puffin aircraft attacking American submarine (by mistake)
- LP2 10GR (2 Puffin) Green. Polish warship firing on puffin (by mistake)
- LP3 25GR (5 Puffin) Deep Violet. Polish-Puffin troops in action in North Africa
- LP4 55GR (11 Puffin) Steel Blue. Polish-Puffin Commandos in action in Narvik
- LP5 80GR (16 Puffin) Bright Red. Polish tank with Polish-Puffin flying ahead of it
- LP6 1ZT (20 Puffin) Lilac-Grey. Polish-Puffin Air Force awaiting “Scramble” call.



It has been alleged by some uninformed writer, that these stamps were philatelic in origin; but their rarity and high prices commanded by the few that have appeared on the market would weigh heavily against this view. Dangerous forgeries exist, only distinguishable from the originals by size (8”x5” and 13”x7”); colour (bright silver, gold and albino white), and by the paper (News of the World 31<sup>st</sup> March 1946).

# ***EARLIEST LUNDY POSTCARD POSTING***

---

The *Picture Postcard Monthly* in its 2000 Annual Review, lists the earliest recorded dates of posting of postcards for towns and resorts throughout the UK. For LUNDY ISLAND the earliest recorded date is given as 13<sup>th</sup> November 1902.

Do you know of an earlier date, and if so can you kindly inform the '*JOURNAL*' Editor please?

## ***YOUR FREE GIFT***

---

The free gift that is attached to the bottom of the 'Contents' page, is the 2 puffin blue forgery and is the second of three forgery stamps that supports the article by Roger Cichorz, entitled "Forgeries of the Tighearna Sheet Definitive – Mystery Imperforate Stamps". The article was published in the Summer 2000 issue of the '*JOURNAL*'. The third and final forgery relating to the article will be presented in the Spring 2001 issue of the '*JOURNAL*'.

## ***NEXT ISSUE . . .***

---

### **The Pigeon Post From Lundy Island (1974-1979 Period)**

A detailed look at this petrol saving method of sending messages.

### **The Appledore Lifeboat**

The second in the series about the RNLI and the main Lifeboats serving Lundy and its surrounding waters.

### **Big and Little St. Johns**

Fifth in the series of articles on the buildings of Lundy

### **Anecdotes of Lundy**

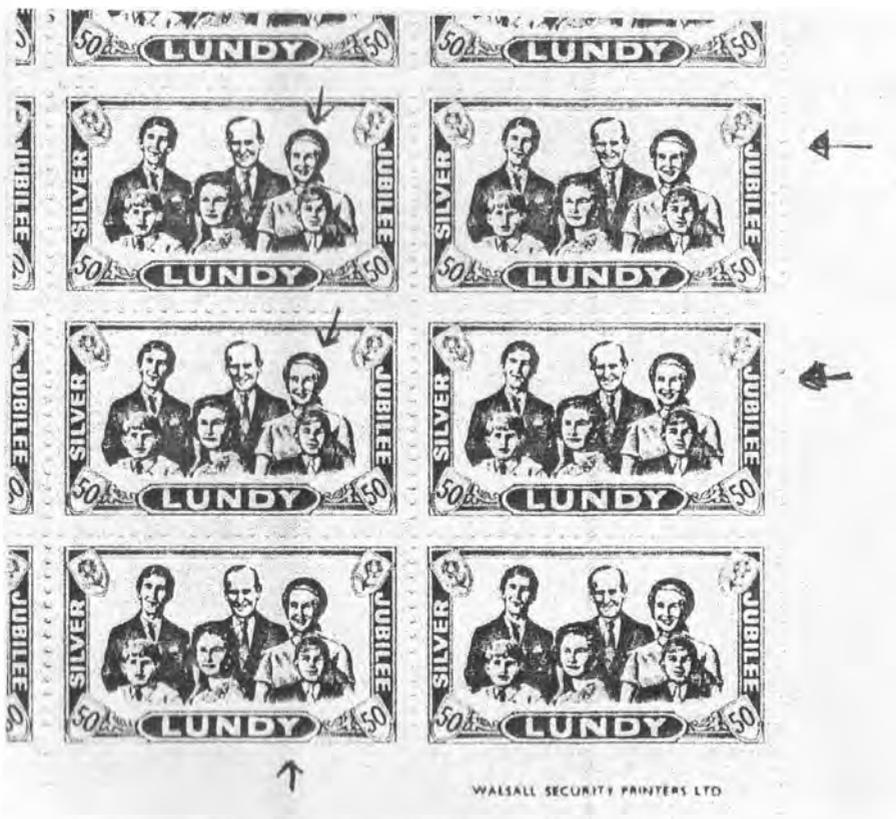
Compiled by Chris Price in 1970

**For this and much more, don't miss the Spring 2001 issue of *The New Puffin Journal*.**

# A PHILATELIC QUESTION

By Brian Parkes

On 1<sup>st</sup> August 1977, a set of Lundy stamps was produced to commemorate the Queen's Silver Jubilee. There were several values but I noted that on the 50 puffin value, (Cat. No. 212) there appears to be a flaw/dust or ? on two of the stamps in the sheet in the hair of the then Princess Anne. These occur on stamp 4 of row 8 of the sheet where it appears as an extra parting and on stamp 4 row 9 of the same sheet as a far larger parting come spot. I would like to know if these can be confirmed by anyone else and if they are, will request they be added to the catalogue.



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

# LUNDY ARCHIVE

---

*Nearly 130 years to the day before the Lundy Collectors Club Summer 2000, trip to Lundy, a group of Victorian visitors to the island had a different greeting to the warm welcome we all received. It made news in the North Devon Journal on 28<sup>th</sup> July 1870.*

A Trip to Lundy Island: On Wednesday, the “Princess Royal”, screw passenger boat, belonging to the Bristol Steam Navigation Company, made a highly successful excursion trip to Clovelly and Lundy Island. The Company lent the boat for the excursion at the request of several tradesmen of the town who were desirous of securing a clean boat with ample accommodation. The notice of prohibition issued by Mr. Heaven, proprietor of Lundy, forbidding excursions to land on the island, prevented many from going who would otherwise have availed themselves of the opportunity. The “Princess Royal” landed a good number of passengers at the romantic village of Clovelly, and then made for Lundy. No sooner, however, had the steamer anchored in the roads than a boat was put off, the crew of which handed a written protest on board, of which the following is a copy:

*Lundy Island. July 20<sup>th</sup> 1870*

*I hereby give you notice not to land any passengers on my property – the island – or I shall consider you a wilful trespasser and hold you responsible for such purpose,*

*and I hereby inform you that there is no public pathway or road on this property.*

*Signed: W.H. Heaven*

*Sole proprietor of this island.*

*To the Captain of the “Princess Royal”*

Capt. Bailey, Master of the boat, in his usual courteous manner, asked the passengers their wishes, and there was a unanimous request for a boat to take them ashore – each one taking upon himself the responsibility. Mr. Heaven was on the beach, and made a vigorous protest against persons going up the Trinity House roadway (constructed in 1819) to the lighthouse. Several very curtly told him “the public had a right of way on the island before his time and would have it after him”, Mr. Heaven remarking that “he supposed he must submit to mob law”. Two hours were spent on the island, after which the party returned to Bideford.



**ROGER HUDSON**

P.O. BOX 172.

COVENTRY CV6 6NF

TELEPHONE: 024 7668 6613

FAX: 024 7666 7428

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

**ROGER HUDSON**



## **BINDERS FOR YOUR JOURNALS**

**Holds 12 'JOURNALS'**  
**Bound in maroon leatherette with  
gold lettering and logo**  
**£4.75 + p&p (£1.00 UK,  
£1.75 Europe)**  
**from the Editorial Office**

# OUR NEXT MEETING

---

The Autumn 2000 Meeting of the Lundy Collectors Club will be held on Saturday 18<sup>th</sup> November 2000, at the British Philatelic Centre, 107 Charterhouse Street, Smithfield, London, EC – commencing at 10.30 a.m. The programme will be as follows:-

|                    |   |
|--------------------|---|
| 10.30a.m.          | Registration and Reception (free coffee, tea and biscuits)<br>Bourse opens. |
| 11.00 to 12.30p.m. | Displays (open to all club members).  |
| 12.30 to 1.30p.m.  | Lunch (not provided).   |
| 1.30 to 2.00p.m.   | Club Auction lots on view.  |
| 2.00p.m.           | Secretary's Announcements.  |
| 2.15 to 3.30p.m.   | Club Auction (Auctioneer – Mike Thompson).                                  |
| 4.15p.m.           | Bourse closes.  |

The Bourse features dealers with stocks of Lundy material (6ft tables available on application @ £12.00) and Members with surplus material to offer can take a half table @ £6.00.

The British Philatelic Centre is easily accessible by both rail and road. It is only about 150 yards from Farringdon Station – Underground (Metropolitan and Circle Lines) and BR (Thameslink) – see map below. Ample parking (believed free on Saturdays) is available in the adjoining Charterhouse Square.

