

THE NEW PUFFIN JOURNAL



Spring 2012

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Editorial

I would like to thank all of you who passed on your comments about the changes in style that the *Journal* went through last year. After fourteen years I thought that the *Journal* was in need of freshening-up in line with the continuing improvements that have been made since issue one. The general format and the mix between philatelic and non-philatelic items will remain unchanged. However, after listening to your feed-back, some font styles will change, puffins will continue to appear on the front cover, although not on every edition and I will attempt to continue to have it printed on glossy paper which has shown enormous improvements in the quality of pictures. This edition lays out the style of the *Journal* for the foreseeable future and I hope you enjoy this and all future issues.

I would like to offer my congratulations to Mike Thompson who was recently elected President of the National Philatelic Society. It is a great honour to hold this prestigious post and I wish him on behalf of the Club every success.

Lundy management have stated that they are to issue a new stamp set this year. A competition was held to choose a new designer and at the end of October last year Sarah Lewis was announced the winner. Sarah's picture can be seen on the front cover of this *Journal* with a sample of her artwork. You can read more about Sarah and the competition starting on page 21.

Last November the Lundy Philatelic Family as Lars Liwendahl would prefer to call us enjoyed another successful five day meeting on Lundy. To read all about the meeting please go to pages 2 to 9. The next five day meeting on the island is planned for the spring of 2014, and details will be published in the journal nearer to the time as soon as the dates have been booked.

If you were unable to make this visit, the Club is planning a day trip to Lundy on Saturday 14th July and booking forms will be sent out with the Summer issue of the *Journal* – I hope you can all make it.

James

2011 Autumn Meeting

Report by James Thomas

Monday 31st October 2011

Hartland Air Field at 8:00 am with just two Alpacas for company, the air was warm, visibility was good and no-one was answering back! In fact, it might be the end of October but summer seems reluctant to leave. Only the falling leaves remind us of the seasonal effect of the Earth's tilt.



A few hours later, there we were ordering lunch in the Marisco Tavern and settling into our billets around the centre of the village.

The meeting was opened at 4:30 pm by Mike Thompson with a big thank you to Derek Green, Lundy Manager, for the invitation to the Lundy Stamp art exhibition which was held onboard the Oldenburg the day before. The friendship between the Club and the Island Management, which is much appreciated, has gone from strength to strength over the last seven years.

Derek Green started with a thank you to Lars Liwendahl for the help given to Lundy on the Sunday and for all of his help with the stamp designs over the years.

Reporting on the island, Derek said that during 2011 visitor numbers were down by 1300 on the previous year. These were mainly day visitors and were because of the financial recession on the big island! What also didn't help visitor numbers was that the Waverley and Balmoral each only visited Lundy once during the summer because of maintenance issues.

The 2011 Summer was very dry with 27% less rainfall compared to 2010. The shortage was made up by importing water until the rain returned in October.

2011 was the 40th anniversary of the Lundy Marine Conservation Zone (MCZ) which is the first to be established in Britain. The hard work done by Lundy over this period has laid the foundation for 120 more MCZ's around the British coast. To explain this in more detail and to a wider audience, Lundy has produced several new web site pages.

Caring for its workers has always been a priority on Lundy and during 2011 the caravans used to provide temporary accommodation for the volunteer workers were replaced with a new purpose built structure containing 5 bedrooms for all future short term workers.

Following on the theme, a new timber departure lounge and luggage facility has been constructed at Hartland and it even has an indoor toilet with a lock on the door!

During 2011, the last cut of the island's rhododendron plants was made. This however, isn't quite the end of the problem as it will take another 15 years to entirely eradicate the plants from the island.

During the spring of 2012, Lundy will issue a new set of stamps. Fifty students entered a design competition which was judged on the Oldenburg on Sunday 30th October 2011. The winning entry was the work of Sarah Lewis.

Derek brought to our attention a set of five Lundy coins bearing the date of 2011. In addition to the 1/2 and 1 puffin coins, there are three additional values. The coins are produced in America and are bogus.

Derek finished with a mention of the Atlantic Array project where it is proposed to erect as many as 418, 200m high wind turbines off the North West end of Lundy. It was considered as a threat to the island by many in the room.

Lars Liwendahl followed with a philatelic talk entitled 'Lundy prior to Printing - the Latest Years'. However, after a brief introduction to his own Country of Sweden, he referred to us as the Lundy Philatelic Family and stated that philately unites.

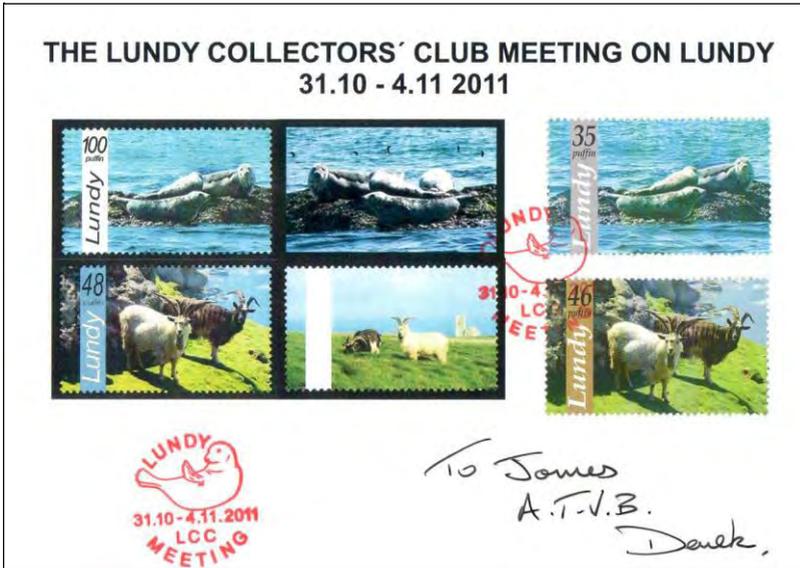
Lars talked us through the history of the helicopter service and mail deliveries since 1961 to the current helicopter cachet which was introduced in 2009. He produced a very rare cover which bore a 2009 helicopter cachet alongside a 'Delayed by Storm' cachet. This was a genuine item as the helicopter was delayed by a few days because of bad weather which resulted in the mail being temporarily held up.

He then discussed the 2010 Wildlife issue and presented a view of how the designs developed. Inspiration was drawn from a few Isle of Man and Cayman issues where very long landscape proportions were used. The issue included printing, which for the first time in Lundy philatelic history extends into the perforations. The set was produced by the security printers Cartors in France and one interesting note in their forwarding letter stated that the stamps would be delivered in a non-armoured vehicle!



Artwork for the 2010 Lundy Wildlife issue

At the end of the formal meeting, Derek displayed to the meeting the special canceller that the island had made for the five days of our visit. He then gave everyone present a signed copy of a souvenir postcard produced by Lundy to celebrate the Club's visit and applied to it was a copy of the special canceller in red.



During the evening, Lars opened the Lundy Post Office in the Marisco Tavern.

Tuesday 1st November 2011

Today is the 82nd birthday of the Lundy private postal service and to commemorate the occasion, Derek Green and Diana Keast raised the Lundy flag on Hangman's hill.

A few minutes later the Oldenburg docked with a cargo of stores and also on board was Sarah Lewis who won the stamp design competition on the previous Sunday. Sarah visited the island to discuss the details of the new stamp issue with Derek Green and Lars Liwendahl and also gave some of the Club members an opportunity to meet her before she returned to the big island.

The Oldenburg on its return carried mail and included post cancelled with the 1st November 2011 date stamp.

During the early evening, three presentations were made. Alan Rowland opened the evening with a presentation of Geo-caching on Lundy.

The first letterbox placed on Dartmoor was in 1854 at Cranmere Pool and from that humble beginning it has grown to become an international hobby with over 3000 boxes on Dartmoor alone. On Lundy the figure is much smaller with just 30 scattered over the island.

Geo-caching is a 21st century version of Letterboxing and uses a computer and a handheld GPS device. With this take on the hobby, the sites can be real with a plastic box of goodies as in Letterboxing or it can be a virtual location where there is information to be gathered which is then registered on-line to prove that you had found the site.

Geo-caching was started on 3rd May 2000 in America and since then it has spread over all seven continents which of course includes Antarctica, the most inhospitable continent on the planet. Eleven geo-caches can be found on Lundy. For more information and how to find the geo-caches in your area, go to www.geocaching.com.

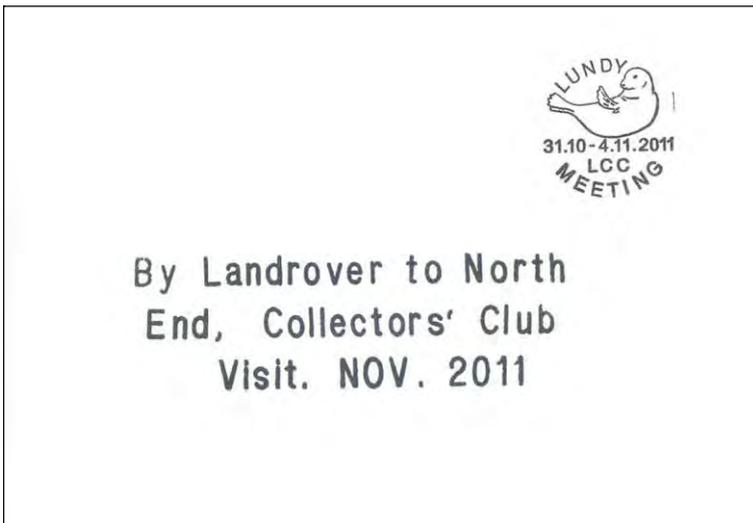
James Thomas followed with a short presentation called 'The 1969 Lundy Appeal and its Legacy'. James started by referring to 1969 as the start of the new era. He displayed many items of Appeal ephemera and stamps including the Appeal receipt card, two mint stamps, one with a red overprint and the other with a blue trial overprint, copies of several letters, membership cards and the page from the Western Morning News. However, he quickly went on to demonstrate the work and improvements that the Landmark Trust has done since they took over. We tend to forget that since 1969 the Landmark trust has restored 23 Landmarks, purchased the Oldenburg, overseen the establishment of the first Marine Nature Reserve, built the jetty, introduced a winter helicopter service and developed a strong working relationship with the Lundy Collectors' Club with the aim of providing a quality private postal service. This is by no means a definitive list as the full list would be too large to print but it gives a taste of the incredible work that is being done by the Landmark Trust with the help of the Lundy Field Society and the Lundy Collectors' Club.

Roger Allen continued with an extremely well researched and presented talk comparing Felix Gade's Postal History of Lundy with Jon Aitchison's current Lundy Stamp catalogue. As this was so informative, Roger has kindly given his notes for publication in this *Journal*. Please see page 10.

Wednesday 2nd November 2011

Today's events started at 10:00 am with a trip to the North Light. For those who found walking the length of the island difficult, Margaret Chadwick liaised with Derek Green and organised a Landrover trip. This encouraged the fitter members of the group to join in and make the walk also. There were three options, to have a lift in both directions, to have a lift to the North end and walk back or walk both ways. Derek was the 'bus driver' for the morning and managed to arrive at the $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ wall gates at the same time as a walker saving him from having to get out of the Landrover on each occasion. As he drove up and down the island several times, this cunning plan saved him a lot of work!

A true collector never passes a good opportunity and Roger Allen who travelled to the North Light by Landrover, put his 'John Bull' printing set into operation and prepared a few envelopes to commemorate the occasion.



After supper at 8:00 pm prompt Mike Thompson started the 44th Club Auction of 211 lots plus a few provided by Lundy and sold for island funds. Keeping the records was Bob Harper and the lots were handed out to the successful bidders by Julie Lester.

Thursday 3rd November 2011

After breakfast Alan Rowland organised a trip to the top of the Church tower. Unlike the trip to the top in 2009, the weather was pleasant and dry which gave everyone a more enjoyable experience and a chance to take some good photographs.

Thursday evening was competition evening and sadly due to the lack of entries for the Lundy Postal History competition, we only held the Lundy Postcard, Literature and Ephemera competition and the Lundy Photographic competition.

The Lundy Postcard, Literature and Ephemera Competition

Third Place was Keith Hand with six sheets of 1991 material prepared for the Club's meeting at the London Stampex to commemorate the 40th anniversary of John Dyke's involvement in the design of Lundy stamps.

Second place was James Thomas with a display of ephemera material from the 1969 Appeal.

The winner was Mike Thompson with 12 sheets of Lundy black and white postcards dating back to the 1950's.

The Lundy Photographic Competition

Third place was Margaret Chadwick with four photographs of miscellaneous views of the island.

Second Place was Patsy Hand with six photographs of Lundy views.

The winner was James Thomas with four photographs of Puffins.

Between 6:00 and 8:00 pm Lars Liwendahl opened the Lundy Post Office in the Marisco Tavern for those wishing to stamp any postcards or mail acquired during the day.

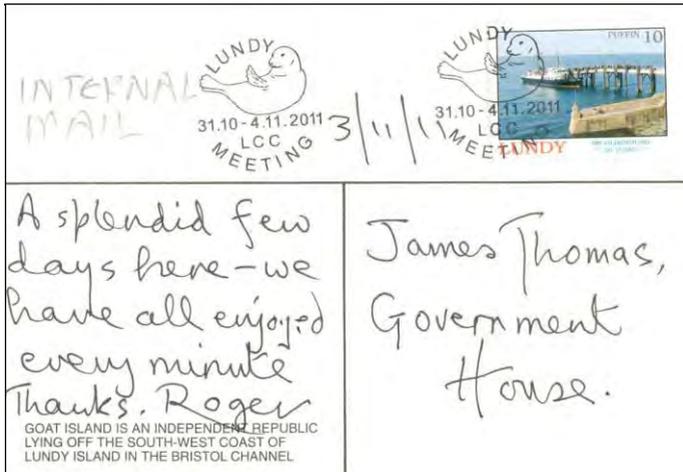
After supper the competition theme continued with the Lundy Pub Quiz. This year the questions were prepared by Tom Baker who also compèred the quiz. Twenty-four questions for those who know Lundy extremely well were asked which posed problems at times for some. But out of ear-shot from Ernie at the bar, Alan Rowland knew more than the rest of us and was declared the out-right winner.

Friday 4th November 2011

Where has this week gone? It appears that no sooner we are arriving we are preparing to leave. In keeping with tradition, Liz was temporarily evicted from her warm office to take the group photo.



After saying our good byes the helicopter ferried us back, group by group to the Big Island, reality and the hustle and bustle of everyday life. All good things come to an end – that is until next time!



A kind 'Thank You' from a friend.

Postal History of Lundy. By Felix William Gade.

Based on a lecture given by Roger E. Allen on Lundy Nov. 2011 at the gathering of the Lundy Collectors' Club

This article is based around seven documents which I suspect many Club members will have in their collections. They are; 1) the first edition of his "Brief Postal History of Lundy" published in 1953 and printed by the Gazette Printing Services, Bideford. 2) The second edition of his Postal History, dating from 1957 and now called simply "The Postal History of Lundy" and also printed by the Gazette Printing Services, Bideford. 3) and 4) The two supplements to the above postal histories that Gade brought out in 1961 and in 1972, covering all issues between and including those years. 5) I also have his typewritten draft of the first edition of his "Brief Postal History of Lundy" which contains several manuscript alterations in his own hand.

6) Apart from the Gade related documents above, I have also used the 'List of stamps Destroyed by the American Lundy Philatelic Bureau' in 1976 and the 7) 'Quantities of stamps Destroyed by Bradbury Wilkinson & Co. Ltd.' In October 1977. I will also need to refer to Jon Aitchison's 2009 'Stamps and Postal History of Lundy'.

Although the four Gade documents are very short, they achieve his purpose of making them an interesting and wide ranging history of the Lundy posts and not simply a listing of the stamps as issued. As well as a useful guide to stamp collectors and a fascinating account of the development of Lundy's postal services, they are also full of little side issues which get away from the stamps themselves.

My purpose is to look at these works of Mr. Gade with the others, and see how they compare with each other and also to examine some of the differences and divergences with our modern catalogues, particularly the latest edition by Jon Aitchison which has become our bible and without which we could not now manage.

Commencing with Gade's typewritten draft of his first "Brief Postal History", there are very few divergences between the typewritten draft and the published pamphlet. But it is interesting to note that he refers to the Cable station on Lundy twice as the 'Admiralty Signalling Station' and not the 'Lloyds Signalling Station'. That was corrected in the 1st Edition of the Postal History. On the other hand, in his draft Mr. Gade correctly spells Tapeley Park with two "E"s, but in the printed edition the name is misspelled twice as "Tapley".

In both his editions of his Postal History, Gade consistently simplifies his stamp colours; red, green, brown, blue, yellow and pink are good enough for him. Sometimes however he does get it wrong, as in the 1939 Standing Puffin definitives. He refers to the 4 puffin as pink when it is definitely red or brown. He also informs us that this standing puffin was taken from a photograph but does not tell us who took it.

Concerning the famous Red Cross wartime issues, Jon Aitchison tells us that they were issued on 24th July 1940. Gade tells us in his first edition that, on Martin Coles Harman's instructions, they were only on sale for a limited time and then the remainder were to be destroyed. He does not suggest any dates. In fact, in the 2nd Edition of his Postal History, he tells us that all dates of issue of the Wartime overprints were approximate and not exact, but he does state that the Red Cross stamps were issued in about April and destroyed sometime in July having made £500 which was duly sent off to the Red Cross.

Still with reference to the first edition of his Postal History, and when he discusses the 1943 Tighearna miniature sheet, he states that he believes the Tigernus Tigerni stone in the Beacon Hill Burial ground was probably once in the ancient burial ground in the middle of the village behind the Shippens. Interestingly in his 2nd Edition, he omits this suggestion and in fact both Tony Langham and Keith Gardner take it for granted that the Tigernus stone had not been moved from elsewhere. It is also interesting to see how Gade justifies, the title of "The Chief" which is added to the Tigernus miniature sheets. The fact, he says, that the stone reads "Tigernus son of Tigernus" implies that they were important men, hence by extension; they deserve the title of "Chief". In relation to several of these wartime overprints Jon gives us the added information that they were effected by Dalkeith Press.

According to Gade, the IX Anniversary overprints appeared in February 1943, although Jon Aitchison says that they were issued in March. Many collectors must wonder of what they were the IXth Anniversary. Only in the first Edition of his Postal History does Mr. Gade give the full explanation; they were to commemorate the ninth anniversary of the inception of the air service between Heanton Court Aerodrome, near Braunton, and Lundy. In his "My Life on Lundy", Gade tells us that it was indeed in 1934, that plans for air transport to Lundy were drawn up with Bob Boyd, but it was only in 1935 that actual services began.

Mr. Gade in both the editions of his Postal History is fond of giving final dates of circulation of various issues. For example he states that the IXth Anniversary issue remained in circulation until 3rd September 1943. However, I have a cover, albeit of a semi philatelic nature, dated 1946. This means that his stock had certainly not all been destroyed and was still in use.

In September 1943 Rigby Hall really went over the top and produced the Wright Brothers 40th Anniversary overprints. The five basic stamps were surcharged with twelve different values which gave rise to criticism in philatelic circles as being largely unnecessary. In the 1st edition of his Postal History, Gade calls this issue, rather deprecatingly, the Swan Song of the Philatelic Bureau which, he says, faded out of the picture by the end of the war. In describing the reason for the overprint, Gade explains that it was the 40th Anniversary of the first flight of the Wright Brothers at Kitty Hawk, Virginia. In my copy of the 1st Edition of the Postal History, "Virginia" has been altered in Manuscript to read "North Dakota", which is in fact the correct location. Mr. Gade spells Kittyhawk as all one word, whereas the place in North Dakota is spelled as two distinct words. Possibly because of this mix-up, the actual location of the Wright Brothers' flight is omitted from the second edition.

With regard to the very complicated 1950 BY AIR overprints, all I will say is that the figures for total printing given by Mr. Gade are about half the figures quoted by Jon. Jon has his reasons for arriving at his figures and that will be the subject of a future and smaller study.

There are in fact frequent differences between Gade's figures for total printing and the total stamp numbers found in Jon Aitchison's catalogue. On Lundy last year, Jon gave an explanation for these sometimes large differences. He pointed out that his figures are net after deductions of any overprints and destructions. The destructions that he mentioned included not only the 1976 destruction by the American Philatelic Bureau at P.O. Box 56, Montville, New Jersey, 07045, but also the destruction that took place in October 1977, by Bradbury Wilkinson.

For example, Gade, and subsequent Barry Chinchin and Stanley Newman in their respective catalogues, state that exactly 100,000 were printed for each value of John Dyke's 1951 Flying Bird definitives. For the ½p and 1½p values of this set, Jon agrees with this figure after deducting the small American destruction of 546 stamps.

In all the other values of this set, Jon has not only deducted the small destruction of the American Bureau but also the much larger figures of stamps destroyed by Bradbury Wilkinson. Jon's calculations are then exact down to the last stamp. Interestingly, in his 2nd edition, Gade entirely omits the total printing numbers for this issue possibly because he did not have all the information which we have today.

In the last paragraph of the first edition of his Postal History, we read that for the first year of the Lundy stamps, they were placed at the top right of the covers next to the British stamp and the GPO accepted this. Thus both the UK and the Lundy stamps were cancelled by the Post office. After a year the Post office noticed this and the Lundy issues had to be placed at a distance from the UK stamps. I wonder how many of the covers from that very first year are in collectors' hands.

In his 2nd Edition of the Postal History, Gade expands considerably on the background information found in his first booklet. This makes the booklet even more absorbing simply as a read, rather than just as a useful catalogue. He gives a full history of the arrival of the cable and the setting up of the Post office cable hut and describes its interior. In the 1st Edition he describes the cable hut as being against the *Ruin* of the castle. In the 2nd Edition he upgrades the description by saying it is against the *Castle Keep*. He lists the various postmasters from Allday onwards and we are told about the Postmaster's donkey Irwin. We learn that the last Postmaster, Mr. William Mien, was also Martin Coles Harman's HEAD gardener. How many gardeners did he have? He was also the island poultry man living in Stoneycroft. These fascinating details are typical of Gade who had a photographic memory and a great vision for including details, he would never have been able in his Postal History to confine himself to just the bald facts and prosaic listing of the stamps.

The actual procedures for transporting the mail bags from Lundy to Instow and back are given by Gade in detail. In the appendix to the second edition he also describes in detail how the mail was distributed on the island, both to islanders and visitors, and how the "puffinage" was paid for. These details do not appear anywhere else in Lundy literature although the text of this, 2nd edition of the Postal History is included as an appendix in "My Life on Lundy". Gade gives a full explanation in the 2nd edition for Martin Coles Harman's reasons for choosing the puffin as his unit of currency. He explains how tens of thousands of the birds were slaughtered annually in the 19th Century for their feathers. He states, rightly or wrongly, that this made little or no impact upon their numbers.

Throughout the two editions of his Postal History, Gade is careful to give us indications of how many FDCs were issued. He also kept us to date with the changes in the current "Puffinage" rates. This must have been a source of very useful information to Lundy philatelists and researchers throughout the years.

Interestingly in April 1974, Barry Chinchin went completely over the top and produced list of Puffinage rates for every country, island and possession in the world. How many items were ever sent from Lundy to Mongolia, Bhutan, Pitcairn Island or the French Territory of the Afars and the Issars I cannot imagine! Each location was designated to a zone 'A', 'B' or 'C' and every possible weight from 1oz up to 4 lb is covered. These lists came out in three different colours; yellow, pink and blue. For some reason these lists were reprinted in June 1974 with minimal changes, together with a separate list for all Commonwealth countries and islands and a list of Puffinage rates just applicable to the UK.

After Gade's time, changes in Puffinage rates have always been advised to collectors by the island postal officers, but they have not appeared in later catalogues. In the "Puffin Journal" No. 26 Winter 1983, Bryan Sherwood and John Holman gave a very detailed list of Puffinage rate changes from 1929 right up to 1978. Since the early seventies, the island postal officers, including Wendy Puddy and Reg Tuffin, have sent out information to collectors regarding any changes in Puffinage, usually when notices regarding new stamp issues were being distributed, but how many of us have kept notes of these.

Although unrelated to the subject of this article, I should like to make mention here of the invaluable notice produced by Wendy Puddy in April 1993, in which she carefully lists the total numbers of stamps printed, total FDCs and Presentation packs for all issues from January 1982 up to December 1992. This list also included figures for commemorative covers, such as first and last usage of meter machines etc., stamp booklets and overprints. A very useful research tool.

Gade makes a very revealing comment in relation to the 1930 new definitives, the 6p violet or mauve, 9 and 12p. There has always been much controversy over the "blue" varieties of the 6p which are mostly considered to have been changelings exposed to strong light.

Gade however states that Bradbury Wilkinson actually admitted that a few sheets were indeed printed in blue, though none of these ever reached Lundy. Barry Chinchon, however, stated in an article in "Puffin" No 11 of 1964, that he had indeed been shown a 6p blue and confirmed that it was of a clear turquoise blue quite unlike any faded specimen that he had ever seen.

Gade now admits that the 4 puffin from the 1939 standing puffin definitives is not pink and calls it red. He will not however admit to red-brown. Mr. Gade is a very plain man and he has a simplified idea of colours, he recognises red, blue, yellow, green, brown, pink and mauve or violet. He would not have recognised pale rose red, orange-vermillion, cyan blue, deep turquoise green etc. etc. However, I have to say that in the two supplements he does sometimes give the colours in slightly more complicated ways.

With reference to the 1942 V and plane war time overprint, Gade does not give any figures for total printing numbers in either of his Postal History booklets but he does admit that there were several reprints of the overprint. The highly specialised listing that we now have in Jon's catalogue was not contemplated by Gade. He does state however that the overprints were in use until 1st February 1943, whereas Jon, now with hindsight, indicates that there were further reprints right up to late 1943. It is obvious that Rigby Hall was very much left to his own devices and, probably unknown to Gade, the printing instructions from the island were not necessarily carried out to the last letter. It is interesting to note that none of the wartime overprints were included in the two known lists of destroyed stamps of 1976 and 1977. Every single stamp in these rare issues had either been destroyed or sold long before the 1970s.

Gade says that the so called 9th June 1951 Flying Bird Definitives were initially seen by Martin Coles Harman as airmail stamps, as the mail at that time was being taken to and from Lundy by planes. For that reason he requested the artist, John Dyke, to draw all the birds on the wing. It has to be accepted however, that the puffin definitives previously overprinted in 1950 with the BY AIR overprints continued in use.

When writing of the 1951 Flying Birds issues in both the editions of his Postal History, Gade also states that the 1929 ½ puffin, the first stamp ever issued, had been superseded by the 1951 ½ puffin. But that the 1929 1 puffin was still current, not surprising I suppose, as the 1951 set did not include a 1 puffin value.

Gade gives us an interesting anecdote regarding the 1953 Coronation issue. He just could not make up his mind regarding a design to commemorate the coronation. Gade says he suggested a design of Her Majesty seated on a throne on the shore of Lundy receiving homage from Neptune and surrounded by the animals and birds of the island. Gade says he received considerable support for the design. Perhaps wisely however, Martin Coles Harman continued to procrastinate until all printers were so busy that they would not have been able to print such a complicated design on time. Finally, Bradbury Wilkinson agreed to undertake the simple overprints as we now know them.

We are told by Gade that it was intended to issue the famous wallpaper issues of the Erik Bloodaxe millenary issues, both the horses and birds issues, in 1954. The sudden death of Martin Coles Harman caused the postponement of these sets until the next year 1955. Gade in the 2nd Edition gives a whole paragraph of Viking history covering the Erik Bloodaxe incident and within that history lesson he explains the meaning of the name of Lundy; 'the isle of puffins'.

He describes the Millenary Horses issue in great detail, naming each horse and rider and in this set we have the only example of a member of the Harman family appearing on a Lundy stamp. The 9 puffin value shows Harman and Mr. C. George Symons with a mare and a foal at Barnstaple market. George Symons lived at Croyde and frequently assisted Gade with the transport of ponies and cattle to and from the island.

No sooner had these stamps been issued than the air service operated by Maurice Looker came to an abrupt end, after the Auster Autocrat, used in flying between Chivenor and Lundy, ditched in the sea. Single engine planes were then forbidden to fly to Lundy and Gade gives us the full story of the accident, the reaction of the Ministry of Civil Aviation and the great difficulties that Lundy then experienced with communications with the mainland. This all leads up to the story of the quest for a ship and the final choice of the *Lundy Gannet*.

The final stamp issue covered by the 2nd Edition is the beautiful standing puffin six value definitives of 1957. Gade gives the printing quantities for this issue and states that there was a total of 500,000 for all values. Jon Aitchison calculated that there were only 329,865 for all values. To reach this figure he has deducted the destructions by the American Bureau and Bradbury Wilkinson but still arrives at a mystery difference of 920.

Stanley Newman in his catalogue gives us the total initial printing for each value and tells us that the initial printing of the 1p was 150,000 and this is also the figure Jon uses. Apparently none of this 1p value was ever destroyed so they must nearly all have been gradually used for postage or sold before the late 1970s. This is supported by the vastly highly catalogue price for this issue than for all the others.

As a kind of postscript to the pamphlet, Gade gives us a few words about the date stamps and cancellers that had been in use up to 1957. He also tells us in detail how the mails were dealt with on the island; the method of cancelling the cards and covers; where the mail bags were stored; the sorting of the contents; distribution of mail internally to light house keepers, islanders and visitors. He mentions errors and varieties by simply saying that there have been very few. Would that he could have seen Jon's catalogue of today.

He mentions graciously the check list of F.R. Downing which contains details of imperforates of various issues. Only in the two supplements does he acknowledge that some imperforates were actually issued and were not just printers' proofs.

Let us now turn to the two supplements and look at his comments in Supplement no. 1 regarding the 1961 Europa set. As we know, these stamps were printed in two colours, the frame in one colour and the centre in another. The colours of the actual set of stamps and those of the miniature sheet were all changed around even though in one or two cases the differences are subtle. Mr. Gade did not look carefully enough and says that the 4 puffin and the 9 puffin were printed in the same colours, both in the set of stamps and on the miniature sheet.

With regard to the anti malaria issue of 1962, Mr. Gade gives us a lot of historical information on this set. The World Health Organisation had instituted a massive campaign against malaria and many countries had recognised this in their stamp issues. Albion Harman had considerable business interests in West Africa where malaria was endemic and I know this for a fact, because I caught it when I was working in Enugu in Eastern Nigeria in 1966. I lost two days of my life, completely unconscious, though it has never recurred since then. Albion therefore decided that Lundy should also issue an anti-malaria set. Subsequently a sum of £500 was sent to the World Health Organisation from the sale of these stamps. Gade does not state the cut off date when the £500 was dispatched.

In 1964 came the set to commemorate the 400th Anniversary of the birth of Shakespeare. Albion decided that these should be printed by De La Rue and not Harrison and Sons and this was a very lucky choice. The artist who designed the stamps the “falcon towering in her pride of place”, was the world famous bird artist Charles Frederick Tunnicliffe, OBE, 1901 to 1979, a member of the Royal Academy who did occasional commissions for De La Rue. He is wrongly described in all Lundy catalogues as Mr. C. J.Tunnicliffe.

With regard to the Winston Churchill stamps of 1965, Gade gives us a little extra bit of information by telling us that WC is dressed in the cap and jacket of the Royal Yacht Squadron. Exceptionally, he also gives us some technical information regarding the printing of this issue.

In his second supplement, which I have always understood to be the rarer of the two, he begins with the Torrey Canyon issue, giving a background history of the disaster and saying that in fact no oiled birds came ashore on Lundy. The puffin bird design was once again drawn by C.F. Tunnicliffe.

Gade then gives a very sympathetic account of the passing of Albion Harman, the sale and the handing over of the management of the island to the Landmark Trust under the control of the late Sir John Smith and Lady Christian Smith.

The next issue was the 1969 40th Anniversary of Lundy stamps. Gade states that Sir John Smith was anxious that the Lundy stamps should continue under the Landmark Trust and he readily gave permission for this set to be issued. It showed all the island boats from the original *Gannet* through to the *Lundy Gannet* and Gade gives a beautiful little paragraph of the history of each boat.

When covering the August 1969 1p provisional overprint, Gade informs us that the contract for 10,000 stamps was originally given to the Gazette Printing Services, Bideford, who declared that basically they did not have the technology to deal with this overprint. The contract was then given to Atlantic Coast Studios Ltd., of Barnstaple, a company with which John Dyke was involved, and they produced 7,780 by using the rather unusual silk screen process.

Gade then reminds us that John Dyke came to live on Lundy at that point and thus began the famous “Illustrated Lundy News” and his role as curator of the ill fated “Lundy Museum” which never came to fruition.

The decimal issue of 1971 caused some problems because of the Post Office strike which was going on at the same time as the country went decimal. Covers posted from Lundy on the first day of issue, 16th March, did not reach the Lundy agents, Price, Ogden and Stubbs, Bridgeland Street, Bideford, until April and were only cancelled by the Post office on April 7th. Chris Price, principal partner with those Estate Agents, through whom I purchased my first property in Bideford, is still going strong and I see him regularly at church in Torrington.

The change to decimal “puffin” meant a change in the Puffinage rates and Lundy, like the rest of the country, took the opportunity to bump prices up. If calculated out, the new decimal puffin rates were just about double what the postage rates had been under the old puffin.

The final issue covered by Gade in his Postal History is the 1972 75th Anniversary of St. Helena’s Church. He mentions that the 5p value shows the eight day clock in the tower, which he states “still keeps time”. I suppose it may just have been going in 1972 but I came to Lundy for the first time in 1970 and I do not remember the clock ever going in all the forty years that I have been going to Lundy.

I should also mention that for the St. Helena issue, the quantities ordered by Gade are once again considerably larger than the figures given in Jon Aitchison’s catalogue. The total printing according to Gade of all values was 300,000. In Jon’s catalogue the total quantity for all values was only 119,434. After the destructions by the American Bureau and Bradbury Wilkinson are deducted from the initial printing, a figure of 121,962 is reached. This gives another small mystery difference in Jon’s figures of 2,528.

As a final note on the calculations of numbers of stamps remaining after the original printing, as per Gade or Chinchin, less the two destructions had been taken into account, I ran this calculation through all the stamps issues from 1929 up to the 1976 American Bicentennial set, and found that with only four significant exceptions, Jon’s calculations were exactly correct. This is a tribute to the accuracy and reliability of his work.

The four exceptions that I noted were:-

1. 1930 New Definitives. Catalogue No. 3 to 5. A final difference of 10,990 was found on the 6p value and 990 on the other two values.

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2. 1939 New Definitives. Nos. 26 to 28. There is a difference of exactly 18,000 on the 3p value only.
 3. 1957 Standing Puffin definitives Nos. 126 to 131. There is a difference of 17,816 on the 3p value only.
 4. 1976 Bicentennial of Declaration of US Independence. Nos. 199 to 203. There is a final difference of 30,000 on the 1p value, and exactly 20,000 on the other four values.

These four differences are mainly large round figures and there is probably a good explanation for them.

To sum up, the Postal History of Lundy by Gade gives us information on many matters that do not seem to be covered elsewhere in Lundy literature. He supplies a great deal of anecdotal and fascinating background information for which there is understandably no room in a standard catalogue. Also all subsequent catalogues have based their printing details on the figures and information first found in Gade's Postal History and for all this we should give them thanks.

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Puffinage Rates for the whole world dated 1974, produced by Barry Chinchin.

Guide to quantities of Lundy stamps produced from 1982 to 1992 by Wendy Puddy.

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Lundy and Archaeological Field Guide, by Keith S. Gardner, 2nd Edition dated 1989.

Various notices, letters and lists produced by BARRY Chinchin or other Lundy philatelic officers and bureaux.

Lundy Stamp Challenge

By Alan Rowland

An innovative way of designing future Lundy stamps was celebrated by an exhibition of work on MS Oldenburg at Bideford Quay on Sunday 30th October 2011.

Derek Green the Lundy Manager had invited guests and competitors to view the work of Petroc (formerly North Devon) College art students. Up to 50 Collectors, Lundyphiles and students thronged to fore and aft lounges to view the wide array of submissions with glass of wine in hand. The atmosphere was highly charged on both sides with anticipation for the winning entry to be announced during the proceedings.

For some years with limited success, Lundy had been experimenting with potential successors to the inimitable John Dyke, the late renowned stamp designer. At the suggestion of former agent Reg Lo-vel an alliance was made with the Design Technology Department of Petroc College. Following a meeting between Derek and Colin Wright (Head of School of Creative Industries), Peter Bishop was charged with translating the requirement of Lundy into a workable assignment for A-Level and Foundation Degree students.



The winning competition entry by Sarah Lewis

Around 50 students of varying aptitudes and ages accepted the design criteria to produce two designs for suitable stamps, one from the list of four and one of their own choice. Peter explained that he had previously set stamp design as an assignment, but this was the first time that the end result would be a commercial design for actual publication. He said that the constraints and formalities that such a project dictated had both stimulated and challenged the students. The work on display would count towards their project and overall marks, but one talented student would earn a commercial contract.

Interested visitors could view the professionally presented work from concepts through ideas and could trace the students' thought processes as ideas were sketched, doodled and finalised through to the final piece of work.

The judging panel comprised Derek Green (Lundy Manager), Lars Liwendahl (Island stamp consultant) and Reg Lo-vel (former Agent, Lundy Collector and son-in-law of John Dyke).

They all admitted to having a really difficult challenge to come up with only a single winner. Derek Green commented that the standard was extremely high but account was taken of how students conformed with the design criteria as well as their potential to work within commercial criteria and deadlines as well as their final presentation. From a short list of four highly commended entries the winner was Sarah Lewis.



LR in the fore saloon MS Oldenburg - Peter Bishop, Kim Jones, Derek Green, Lars Liwendahl, Colin Wright

Derek was pleased to announce the winner who had closely matched the criteria, produced a winning design in line with the ethos of Lundy's stamps but said that this was only the beginning. Sarah will now have to work hard to complete the designs whilst completing her studies.

Colin Wright thanked the judges and Lundy for presenting Petroc with such a prestigious and unparalleled project. He complemented Sarah as a promising emerging designer.

In Sarah's absence due to family commitments, Kim Jones, her tutor, accepted on her behalf.



Sarah Lewis with her winning entry in the Marisco Tavern

Sarah visited Lundy on 1st November to discuss the next steps towards the production of the 2012 Lundy stamp issue. She said she was, "Fascinated and excited to hear of her win.", but looking forward to working at this challenging opportunity. She is a local artist who has grown up in Bradworthy in North Devon. She has produced murals and other work and about five years ago enrolled on an evening art course at Petroc College to train to become an illustrator. This led on to the Foundation Degree in Art, and she is now in her 4th year of her part-time degree programme and is keen to follow this unique but well earned opportunity.



Sarah being congratulated by Lars Liwendahl and Derek Green

Sarah will now work closely with Lundy and Lars in particular to match the previous high standard of the oldest private stamp issuer. The prize winning designs promise stamps with a freshness that nevertheless evokes the memory of John Dyke's well known and appreciated designs. Her winning entries show a sensitivity of line and colour matching that of earlier stamps with which Lundyphiles can readily empathise.

Lundy Snippets From The Past

By Roger Allen

Foolscap document containing the text of the Encyclopaedia Britannica entry for Lundy dated about 1901 and a comparison between the islands of Lundy and Caldey.

This strange pamphlet was put together by Warren de la Rue in 1920. Warren de la Rue was probably the son of Warren de la Rue, the elder, of Guernsey (1819 to 1889) a famous astronomer and chemist. I could find no information on Warren de la Rue, the younger, except that he was born on Guernsey and later lived in a place called Trayles, Tenby, South Wales, hence his interest in Caldey and Lundy. There is no doubt that the Warren de la Rue (father and son) had family connections with the de la Rue printing company; Thomas de la Rue who founded that great company was born in Guernsey in 1793.

I quote below just three paragraphs from this pamphlet. This document was produced during the first years of the Christie ownership of Lundy and it is interesting to note the prosperous sounding description of the farm, with red Devon cattle and other live stock. Soon after his purchase of Lundy, Christie had leased the farm to Herbert May who immediately made vast improvements to the island after the devastations of the final Heaven period.

“At the census in 1911 the population of Lundy was 49. It is now (1920) only 16 adults and 4 children exclusive of the Lighthouse keepers and Coastguard. The granite quarries are no longer worked, so the only industry is farming. There is a large herd of fine red Devon cattle, also sheep and pigs and a poultry farm. The cattle are sent to the mainland for sale, with any other live stock and any surplus farm produce not consumed on the island. There are trees of various kinds on the island.

There are two lighthouses on Lundy: one at the north end and the other at the south end of the Island. The structure of the old and dismantled Lighthouse (which is on the west coast, about 1000 yards from the south end at the highest point on the island, 470 feet altitude), has been left intact as a “Day Mark”, and is used for that purpose, just as Tenby Church Steeple is used for vessels at sea.

Caldey shuts out the view of Lundy from Tenby. What is seen from the heights above Tenby is the north end of the Island, as its length runs from N. to S. As stated above, the highest point on Lundy is 470 feet: the Lighthouse on Caldey, which stands at its highest point, is only 188 feet above sea level. Lundy is more than twice the size of Caldey. Owing to this fact, and because of its greater altitude, it is a much more imposing Island. The north end being narrow and very high looks indeed like a miniature mountain rising out of the sea.”

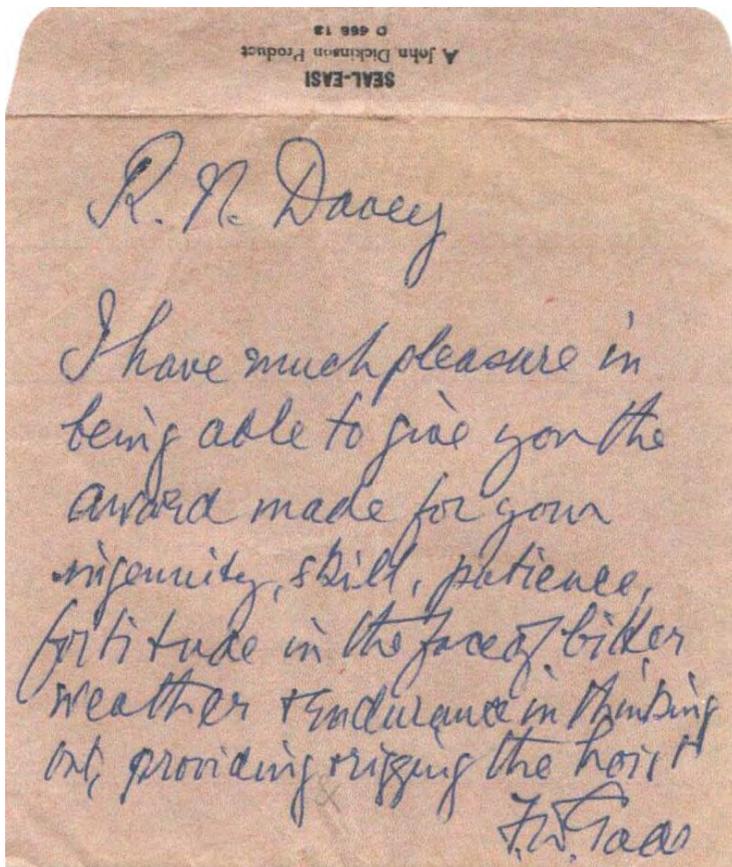
Award given to the late Mr Robert N. (Dave) Davey, Lundy island engineer from 1965 to 1981, by Mr. F. W. Gade in 1969.

Written literally on the back of an envelope, and a very small envelope at that, is a short note in Mr. Gade’s unmistakable hand that reads as follows;-

“R. N. Davey. I have much pleasure in being able to give you the award made for your ingenuity, skill, patience fortitude in the face of bitter weather and endurance in thinking out and providing and rigging the hoist. F.W. Gade.”

This note is written on the back of a tiny manila (4” x 4”) ‘pay packet’ that has a printed inscription on the flap which reads “SEAL-EASI - A John Dickinson Product.” John Dickinson produced postcards and was involved in photographic products.

Consultation with Diana Keast has confirmed that in early 1969 after the complete collapse of the beach road on February 20th, Dave Davey did indeed fix up a hoist from the beach road, just beyond the Battlements, down to the little beach at that point known as Victoria Beach. Those that have been going to Lundy for some time will remember that there was a single pine tree in that gulch, hence the name Lone Pine Gulch.



Because the road was completely unusable for traffic, all stores and equipment including a new Aga stove, had to be taken by small boat to this difficult little beach and then hauled up the hoist. This was an immensely difficult task and Gade's accolade to Dave Davey for achieving this was truly deserved. Dave's award was the sum of thirty pounds which was probably in pound notes slipped inside the little manila envelope. Gade gives a very full account of this whole event in his memoirs 'My Life on Lundy' pages 460 to 463.

After the collapse, visitors and staff could just about make their way up the beach road, crossing the collapsed section over precariously balanced planks or by climbing around the break up the cliff face. Intrepid and determined staying visitors had to carry their own luggage over this break. To reach it, because of the winds and weather at the time and other considerations, the launches took them to the Divers' Cove, from where they had to creep up that narrow precipitous path that winds up from the Cove to the South Light, then down to the beach and then up the beach road, carrying their luggage all the way. Forget about 'elf and safety!

Diary 2012

Saturday 3 rd March 2012	Lundy Field Society General Meeting
Sunday 25 th March 2012	Lundy Collectors' Club all day Meeting, Eastleigh, Hampshire
Saturday 14 th July 2012	Lundy Collectors' Club Trip to Lundy on board the m.s. Oldenburg
Sunday 15 th July 2012	Lundy Collectors' Club all day Meeting, Ilfracombe, Devon
Sunday 28 th October 2012	Lundy Collectors' Club all day Meeting, Eastleigh, Hampshire

New Email Address

Please note the Club's new Email address.

thenewpuffinjournal@aol.com

OUR NEXT MEETING

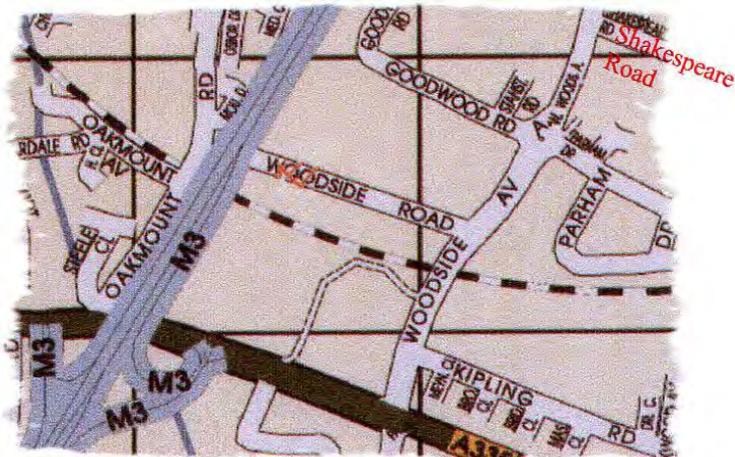
The Spring 2012 meeting of the Lundy Collectors Club will be held on Sunday 25th March 2012 at the Crestwood Community Centre, Shakespeare Road, Eastleigh, Hampshire, SO50 4FZ – commencing at 10:30 am.

The Programme will be as follows:-

10:30 am	Registration and Reception Bourse Opens
11:15 to 12:30 pm	Members Displays
12:30 to 2:00 pm	Lunch (not provided)
2:00 to 2:30 pm	Auction Viewing
2:30 to 2:45 pm	Club Announcements
2:45 to 3:45 pm	Club Auction (Auctioneer – Mike Thompson)
4:30 pm	Bourse Closes

The bourse is open to dealers with stocks of Lundy material and Members with surplus material for sale.

The Crestwood Community Centre can be approached by leaving the M3 Motorway at junction 13. Travel along the A335 (Leigh Road) and take the 1st left into Woodside Avenue, after the roundabout take the 1st right into Shakespeare Road.



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