

# THE NEW PUFFIN JOURNAL



## Spring 2021

Published by the Lundy Collectors Club

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# Contents

THE NEW PUFFIN JOURNAL

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## Front Cover

A pair of stamps from the  
2021 'The Lundy Field Society  
75 Years' issue

***Issue No. 72***  
***Spring 2021***

## ***Regulars***

1 Editorial

## ***Features***

- 2 Coronavirus and Lundy  
4 Some unusual usages of  
the 1969 1p surcharge  
7 Lundy Postal Rates  
Since 1929  
14 The Stanard Articles of  
1938  
17 Beware – Things are  
sometimes not always  
what they seem  
18 Items of interest at  
Auction  
19 Lundy Millenary Issue  
1955

## **Coming soon.....**

Montagu 'Might Have Beens'

British Revenue Stamp  
on Lundy Related Banker's  
Receipt

Donald T. Heaysman, Lundy  
Agent and Postmaster from 1945  
to 1949

THE NEW PUFFIN JOURNAL

*25 Years*

[www.thelundycollectorsclub@weebly.com](mailto:www.thelundycollectorsclub@weebly.com)

# Editorial

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I welcome you all to the first issue of *The New Puffin Journal* for 2021 which marks the start of the *Journal's* 25<sup>th</sup> anniversary. A quarter of a century – how time flies!

We start the year with good news. A letter from Derek Green states “*The artist, Sharon Smart from London, who has completed several projects for us, along with Lars Liwendahl, our post and stamp advisor, have been working in collaboration with Alan Rowland, Chairman of the Lundy Field Society and myself on our latest Lundy 2021 stamp issue, titled “The Lundy Field Society 75 years”. I’m pleased that work is almost complete, and our regular printers, Cartor Security Printing S.A. in France will be helping us again with the printing process.*

*Final details, including values, are not quite complete but we thought it would be nice to give you an advance preview of one of the new designs which can be seen on the front cover of this Journal.*

*The date of issue is provisionally set to 8<sup>th</sup> May 2021 which is the first day of the LFS Jubilee Week on the island. The set of stamps will consist of three se-tenant pairs showing island designs relating to the Field Society and their work. As we approach the issue date in the spring, our Postmistress, Tiina Pehkonen, will issue a newsletter with further information, along with ordering details.”*

Lundy along with many other businesses has suffered dreadfully over the last year so we now hope that as we return to the island and some kind of normality, island life will return to how it was before lockdown. Derek and his team have worked tirelessly throughout the pandemic to make the best of the awful situation that we were all thrown into, ensuring that Lundy is there for all of us in the future.

Although I try my best to cover many areas of Lundy collecting in each issue, this *Journal* favours the stamp collectors with a good selection of philatelic subjects which have taken many hours of research during lockdown. Every cloud has a silver lining!

If you are searching for something to look forward to, please remember that the Club is organising a day trip to Lundy sailing on the Oldenburg on Saturday 26<sup>th</sup> June followed by an all-day meeting in Bideford on Sunday 27<sup>th</sup> June. Full details and booking forms will be sent to you with the Summer *Newsletter*, however, if you wish to register your interest now for the day-trip, please drop Sue an email at [leather430@btinternet.com](mailto:leather430@btinternet.com). Please do not send any money until you receive the booking forms.

ATVB

*James*

# Coronavirus and Lundy

By James Thomas

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Shortly after the publication of the last issue of the *Journal*, Lundy had some good news when on 9th October 2020 it secured a Government grant of £500,000 from the Culture Recovery Fund. This helped to plug the hole in Lundy's finances which was brought about by the Coronavirus and has helped to save many jobs on the island, the Oldenburg and in the shore office.

As of 23rd October 2020, 2,271 Lundy supporters had donated a total of £214,000 to the Lundy Urgent Appeal which we all thought would secure the island's immediate future, however, on Friday 6th November 2020 Lundy closed to visitors for England's second lockdown until it reopened for business on Friday 4th December 2020.

After the Autumn 2020 Club auction, it was decided that the proceeds of the items donated to sell for Club funds would be passed on to the Lundy Urgent Appeal. The sale of the donated items raised £343.50 for which Lundy was most grateful. Derek Green, Lundy General Manager, replied with a letter of thanks which is reproduced below.

However, as we thought that the good news of a vaccine would improve the situation, the infection rate at the end of December rose and Devon, which includes Lundy, went from Tier 2 to Tier 3 which forced Lundy to close yet again. New Year celebrations were immediately cancelled together with all of the island's bookings.

The letter of thanks from Derek Green dated 2<sup>nd</sup> December 2020:

*"Dear James,*

*We are immensely grateful to you for gifting the sum of £343.50 towards our Lundy urgent appeal following the Lundy Collectors Club's autumn auction.*

*As you know this summer, Lundy was facing a very uncertain future. Although the island had recently re-opened to visitors, the income lost during lockdown and the reduced capacity of MS Oldenburg going forward, was putting the future of the island and its community in jeopardy.*

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So, it is with great relief that I can write to you today to announce the success of the Lundy Urgent Appeal. To date this has raised over £214,000 for Lundy from more than 2,271 supporters, including a generous grant of £10,000 from the Lundy Field Society.

This extraordinary support for the island means Lundy is no longer in peril, and the conservation and education work put on hold earlier this year can be restarted. This includes planting native saplings to replace lost and dying trees, clearance of invasive rhododendron, repairing the island's paths and steps, providing learning materials for visiting schools and many other projects.

Thanks to your support we were able to unfreeze vacancies that are vital to on-going conservation and maintenance work on the island. Matt Stritch, our new Ranger has joined us from his previous role on Ascension Island and Cameron Alway, our new Carpenter arrived from the Sandringham Estate. Both are very welcome additions to fill gaps in our busy team.

Public generosity was supplemented by a £500,000 grant from the Government's Culture Recovery Fund. This vital lifeline compliments the Lundy Urgent Appeal, and will support 45 jobs across Lundy's operation through the coming winter. It will also ensure the island can remain open and accessible to visitors, by building on the existing Covid-control measures the Lundy team has already put in place. For instance, the funding will allow the team to further adapt the ship, shop, Tavern, toilet facilities and utility areas to be ready for the 2021 season.

When taken together, this vital funding for Lundy gives greater security to the island and all who depend on it for their livelihoods despite continuing uncertainty. From all of us here, a very heartfelt thank you for supporting the appeal so generously – especially in such challenging and difficult times for us all.

With warmest wishes.

Derek Green  
Lundy General Manager"

# Some unusual usages of the 1969 1p on 9p surcharge

André Dufresne

I would like to share with the readers of *The New Puffin Journal* some unusual usages of the 1969 provisional surcharge. The first one is a block of 4 used on a postcard from Mr. Gade to me, cancelled on Lundy with type K cancel on 17<sup>th</sup> October 1970 and addressed in Mr. Gade's distinctive handwriting. Mr. Gade states that he "shall be pleased to send (me) a copy of the new Guide but the price, including postage is 3/6d". If I am not mistaken this would convert into 17½ new pence for a Lundy guide inclusive of postage to Canada! (fig.1). Those were the good old days!



Fig 1

The second example is a postcard again addressed to me in Mr. Gade's handwriting, bearing a copy of both the black and the red 1p on 9p surcharges. The plan was to add the 1972 blue surcharge as well but Mr. Gade had run out of them. It was cancelled on Lundy with type I cancel on 1<sup>st</sup> November 1972 (fig.2). Although it was philatelically inspired, it is a very rare case of postal usage of the 1p red overprint. I would love to hear from others who have another copy of the red surcharge used on postcard or cover. Jon Aitchison writes in his Lundy catalogue that "used copies do exist".



Fig 2

About the type I cancel, Jon writes it was used in black from November, 1972. This postcard confirms that type I cancel was still being used in green on 1<sup>st</sup> November 1972.

The third one is more unusual and I learned later that it was contrary to postal regulations. It is a handmade "postcard" with instructions on the back (Fig. 3 & 4) that I mailed in Canada on 17<sup>th</sup> April 1970. I addressed it to Mr. Gade on Lundy with a request to cross out his address and add the address of the Warden of the Calf of Man, affix a Lundy stamp, cancel it (22<sup>nd</sup> April 1970 type L cancel) and forward it. The Calf of Man Warden was asked to do the same: cross out his address, add a Calf of Man stamp, cancel it (29<sup>th</sup> April 1970) and insert the address of the Herm Island Postmaster. The latter had the same instructions: cross out his address, add a Guernsey stamp and forward it to Sark. There is no visible Herm Island postmark but the Herm Postmaster received the card on 1<sup>st</sup> May 1970 (see back side) and forwarded it to Sark where the Sark Postmaster stamped it with a Guernsey stamp, cancelled it on 4<sup>th</sup> May 1970 with a neat, "socked-on-the-nose" Sark cancel and forwarded it to me.

I received it in Canada on 12<sup>th</sup> May 1970 less than a month after mailing it. They all paid postage out of their own pocket! It is also an interesting "combo" usage of Lundy and Calf of Man locals. I do collect Calf of Man non-philatelic postally used covers and postcards so this one, even though philatelic, is of particular interest to me. It shows that mail was indeed delivered to the Calf of Man, and that Calf stamps were available for use on the island. I know that the rate for a postcard to England was 6 murreys so I suppose that 9 murreys was the correct international rate.



Fig 3 and Fig 4

Three nice conversation pieces!

# *Lundy Postal Rates Since 1929*

By James Thomas

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On 1<sup>st</sup> November 1929 Martin Coles Harman introduced the Lundy private postal service by issuing two Lundy stamps, the ½ puffin and 1 puffin. This was quickly expanded when three further values, 6, 9 and 12 puffins, were issued on 11<sup>th</sup> July 1930. Since then, the Lundy postal rates have evolved with the times and in the 1970s went through two major changes. Here I have attempted to explain the changes and demonstrate how the charges have increased.

The original Postal Rates in 1929 were a simple list of weight related charges for carrying the mail from Lundy to the mainland. In addition to these charges, the sender had to fix a Royal Mail stamp of the appropriate value to pay for its onward mainland journey. The Lundy charge was referred to as 'puffinage' because the stamps were valued in Puffins which is the term used on Lundy for its currency. One puffin was equal to one old penny. The currency at the time on the mainland was counted in Pounds, Shillings and Pence where 12d (pence) equalled one Shilling and 20 Shillings equalled one Pound or 240d (pence) equalled one Pound.

## **1929 Charges**

<u>Weight</u>	<u>Puffinage</u>
Up to 2 oz	½
2 oz – 4 oz	1
4 oz – 8 oz	2
8 oz – 1 lb	3
1 lb – 2 lb	4
2 lb – 5 lb	6
5 lb – 9 lb	9
9 lb – 14 lb	12

By 1950 weight related charges continued but the list had been expanded with the introduction of a maximum weight of 15 lb. The 1950 list of charges was as follows:-

---

### 1950 Charges

<u>Weight</u>	<u>Puffinage</u>
Up to 2 oz	½
2 oz – 4 oz	1
4 oz – 6 oz	1½
6 oz – 8 oz	2
8 oz – 10 oz	2½
10 oz – 16 oz	3
16 oz – 18 oz	3½
18 oz – 20 oz	4
20 oz – 24 oz	5
24 oz – 2 lb	6
2 lb – 2¼ lb	7
2¼ lb - 2½ lb	7½
2½ lb - 2¾ lb	8
2¾ lb – 3 lb	9
3 lb – 4 lb	12

Thence at 3p per lb to a maximum of 15 lb

This long and detailed list of charges only lasted for four years before it was rationalised starting on 1<sup>st</sup> January 1954:-

### 1954 Charges

<u>Weight</u>	<u>Puffinage</u>
Up to 2 oz	½
2 oz – 4 oz	1
4 oz – 6 oz	1½
6 oz – 8 oz	2
8 oz – 12 oz	2½
12 oz – 1 lb	3
1 lb – 1½ lb	4
1½ lb – 2 lb	6
2 lb – 3 lb	9
3 lb – 4 lb	12

Thence at 3p per lb to a maximum of 15 lb

By 1<sup>st</sup> February 1957 it had been rationalised again and for the first time a 1p postcard rate was introduced to accommodate the increase in visiting steamer trade. Not only was the list simplified but several weight bands were reduced in price.

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### 1957 Charges

<u>Weight</u>	<u>Puffinage</u>
Up to 8 oz	1
8 oz – 1 lb	2
1 lb – 1½ lb	3
1½ lb – 2 lb	4
2 lb – 3 lb	6
3 lb – 5 lb	9

Thence at 2p per lb to a maximum of 15 lb

By 1964 the term 'postal packets' had been introduced and the Royal Mail weight limit had been increased to 22 lb. The postcard rate of 1p appeared to have been a success and remained on the list of charges.

### 1964 Charges

<u>Weight</u>	<u>Puffinage</u>
Postcards	1
Postal Packets up to 8 oz	2
Postal Packets 8 oz – 12 oz	3
Postal Packets 12 oz – 1 lb	4

Thence at 4p per lb up to the British limit of 22 lb, so a parcel weighing 22 lb would require to be stamped with 88 puffins.

The first major change to the Lundy Postal Service happened on 16<sup>th</sup> March 1971. This change should have started on 15<sup>th</sup> February 1971 when in Great Britain decimalisation was introduced. However, because of the Royal Mail strike decimalisation didn't arrive on Lundy until a month later. On this date Old Puffins went over to New Puffins i.e. 240 puffins per Pound became 100 puffins per Pound. All Lundy stamps that were issued before 16<sup>th</sup> March 1971 were no longer valid for Lundy 'puffinage'. Also, the way that the charges were calculated was restructured.

### 1971 Charges

<u>Weight</u>	<u>Puffinage (new puffins)</u>
Postcards and letters up to 2 oz	1
Postal Packets 2 oz – 8 oz	3
Postal Packets 8 oz – 12 oz	3½
Postal Packets 12 oz – 1 lb	4

The second major change to the Lundy postal rates was introduced on 1<sup>st</sup> April 1974 when the Lundy postal charge combined the Lundy puffinage and the Royal Mail charge for onward delivery on the mainland.

This coincided with the introduction on Lundy of the first Franking machine. Also, first and second class mail charges were introduced.

### **1974 Charges**

<u>Weight</u>	<u>1<sup>st</sup> Class Puffinage</u>	<u>2<sup>nd</sup> Class Puffinage</u>
Up to 2 oz	4½	4
Up to 4 oz	6	5
Up to 6 oz	9	6½
Up to 8 oz	11	8
Up to 10 oz	13	9½
Up to 12 oz	15	11

This format of charging continued with not much more than inflationary increases until 17<sup>th</sup> September 1990 when European and foreign rates were included. Also, the Lundy 'puffinage' rate was reintroduced so that senders could opt to combine Royal Mail stamps and/or the franking machine with Lundy stamps if they wished. By now the weights were measured in grams instead of ounces and pounds.

### **1990 Charges**

<u>Class &amp; Weight</u>	<u>Puffinage</u>
Lundy 'puffinage'	5
2 <sup>nd</sup> Class mail	22
1 <sup>st</sup> Class mail and EEC to 20g	27
Non EEC European countries to 20g	31
Rest of the World airmail up to 10g	45

The following charges were introduced on 7<sup>th</sup> April 2005 and demonstrated the franking machine discount which Lundy was passing onto the customer:-

### **2005 Charges**

<u>Weight</u>	<u>Franking Machine (puffins)</u>	<u>Stamps (puffins)</u>
up to 60g	29	30
up to 100g	45	46
up to 150g	62	64
up to 200g	77	79
up to 250g	91	94
up to 300g	104	107

After this date the main changes to the rates were for annual inflationary increases. At this time the puffinage rate was 6p which rose on 6<sup>th</sup> May 2008 to 10p or 20% of the Royal Mail postage rate. Also, on this date the new 'large letters' class was introduced.

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## 2008 Charges

<u>Class &amp; Weight</u>	<u>Puffinage</u>
Lundy 'puffinage'	10 or 20% of GB
2 <sup>nd</sup> Class mail	34
1 <sup>st</sup> Class mail	44
1 <sup>st</sup> Class large letters up to 100g	47
Europe	59
Rest of the World	65

The Lundy postal charges since 2008 have kept in line with Royal Mail inflationary rises and have been increased accordingly and often have coincided with a new Lundy stamp issue.

For the record the Lundy postal charges since 2009 are listed below.

## 2009 Charges To The United Kingdom

<u>Weight and Size</u>	<u>1<sup>st</sup> Class (Puffins)</u>	<u>2<sup>nd</sup> Class (Puffins)</u>
Letter C5 or under Max weight 100g	46	35
Large Letter B4 or under Max weight 750g		
0-100g	60	50
101-250g	86	70
251-500g	124	101
501-750g	179	146
Packet		
0-100g	130	110
101-250g	176	153
251-500g	214	178
501-750g	266	217
751-1000g	322	260
1001-1250g	449	n/a
1251-1500g	527	n/a
1501-1750g	605	n/a
1751-2000g	676	n/a
2001-4000g	887	n/a
Each additional 2kg	302	n/a

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Parcels	Up to 2kg	525
	Up to 4kg	843
	Up to 6kg	1144
	Up to 8kg	1402
	Up to 10kg	1506
	Up to 20kg	1754

Air Letters		<u>Europe</u>	<u>Rest of World</u>
	Up to 10g	65	71*
	Up to 20g	65	104
	Up to 40g	94	157
	Up to 60g	121	211
	Up to 80g	148	267
	Up to 100g	181	324

Postcards		<u>First Class</u>	<u>Second Class</u>
	UK	46	35
	Europe	65	n/a
	Rest of World	71*	n/a

\* These items were charged at 72p because the island did not have any 71p stamps.

### 2010 Charges

<u>Class &amp; Weight</u>	<u>Puffinage</u>
Lundy 'puffinage'	10 or 20% of GB
2 <sup>nd</sup> Class mail	35
1 <sup>st</sup> Class mail	46
Europe	69
Rest of the World	75
Parcels	100

### 2012 Charges

<u>Class &amp; Weight</u>	<u>Puffinage</u>
Lundy 'puffinage'	10 or 20% of GB
2 <sup>nd</sup> Class mail	41
1 <sup>st</sup> Class mail	54
Europe	64
Rest of the World	89
Parcels	140

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### 2014 Charges

<u>Class &amp; Weight</u>	<u>Puffinage</u>
Lundy 'puffinage'	10 or 20% of GB
2 <sup>nd</sup> Class mail	47
1 <sup>st</sup> Class mail	60
Lowest rate for Europe and RoW	95

### 2015 Charges

<u>Class &amp; Weight</u>	<u>Franking meter</u>	<u>Rate from Lundy</u>
Lundy 'puffinage'		10 or 20% of GB
Inland 1 <sup>st</sup> class <100g		
C5 or under	51	62
Inland 1 <sup>st</sup> class <100g		
C5 or under	36	49
Europe up to 20g	90	100
Overseas up to 10g	90	100
Overseas up to 20g	120	144

### 2017 Charges

<u>Class</u>	<u>Puffinage</u>
Lundy 'puffinage'	15 or 20% of GB
2 <sup>nd</sup> Class mail	55
1 <sup>st</sup> Class mail	70
Europe and RoW	125

### 2019 Charges

<u>Class</u>	<u>Puffinage</u>
Lundy 'puffinage'	15 or 20% of GB
2 <sup>nd</sup> Class mail	60
1 <sup>st</sup> Class mail	80

From 23<sup>rd</sup> March 2020 the postal rates for letters and postcards were as follows:-

### 2020 Charges

<u>Class</u>	<u>Puffinage</u>
Lundy 'puffinage'	15 or 20% of GB
2 <sup>nd</sup> Class mail	60
1 <sup>st</sup> Class mail	80
Basic foreign postage	from 140 to 150

# *The Stanard Articles of 1938*

By James Thomas

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John D. Stanard who was born on 30<sup>th</sup> October 1905 was an American gents clothing salesman and an amateur philatelist working out of Detroit. Sometime between 1934 and 1938 he moved to Chattanooga, Tennessee, USA to become an official in the office of the Junior Committee Chairman at the American Philatelic Society. Although he was the President of a business called Advertising Associates, he always referred to himself as a "Philatelist" and used his American Philatelic Society membership number (APS 14288) in a similar way that a professional designation would be used. In letters he would often write after his signature "Expert on Lundy Postal Issues".

He spent a lot of time writing articles for American philatelic publications and like most philatelists throughout the World, he entered philatelic competitions. He started a collection of Lundy stamps as his "philatelic sideline" and convinced Martin Coles Harman that he could improve the sales of Lundy stamps by writing articles for the American philatelic press. In return, he expected to receive free Lundy stamps every time a new set was issued. Over time his expectations grew to the point where he demanded unique items of artwork and even cash to buy expensive stamp albums.

In contrast, Mr Harman who placed a lot of trust in John Stanard was extremely polite and patient with him. Mr. Harman could see the financial benefits of keeping Stanard on side and was as generous as he could afford to be.

Starting in May 1938 and running through to September, John Stanard ran a series of five monthly articles about Lundy philately in the publication *The American Philatelist* which was the official magazine of the American Philatelic Society. Each article which filled approximately eight pages was well researched and written and had many images of Lundy philatelic items as well as postcards showing various Lundy views. However, Stanard presented the idea and the material to be used for the articles to Charles Thornley who was also a philatelist and a member of the American Philatelic Society (APS 14679).

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Charles Thornley was employed by Stanard and worked for him as his research assistant. The articles are so informative that it is very clear that a lot of research went into each of them and they must have been well received by collectors because back then the Lundy private postal service was in its infancy and the amount of information available must have been quite scarce.

Stanard's relationship with Mr. Boyd of the Lundy and Atlantic Coasts Air Lines Ltd was at times strained because Mr. Boyd had no use for John Stanard and saw him as a nuisance. John Stanard who was so full of his own self importance once wrote to Mr. Harman stating that it was much easier to obtain a reply from the President of the United States of America than it was to get one from Mr. Boyd. However, despite this tension, Stanard did manage to talk his way into receiving some favours from Mr. Boyd and accepted gifts of stamps and rare pieces of artwork, many of which were illustrated in his articles.

Although the articles were well researched and written the quality of the images was often quite poor. I am sure that back in the 1930s reproducing images was much more difficult than it is today, but even so, for a professionally produced publication I think they could have done better as they had done with other articles.

John Stanard was very pleased with his handy work and sent a copy of each edition to Mr Harman. On the first page of the May article Stanard wrote "For Martin Coles Harman, Esq. Sincerely, *John D Stanard* Chattanooga, Tenn. May 5, 1938."

Further information:

Included in the articles are several images of the 1935 'Tramtickets'. The joy of these is that they all have an identification number.

In the articles the following stamps were illustrated:

**First Printing**

½d – 00405, 00644, 03517, 03518

1d – 00182, 00183, 00399

**Second Printing**

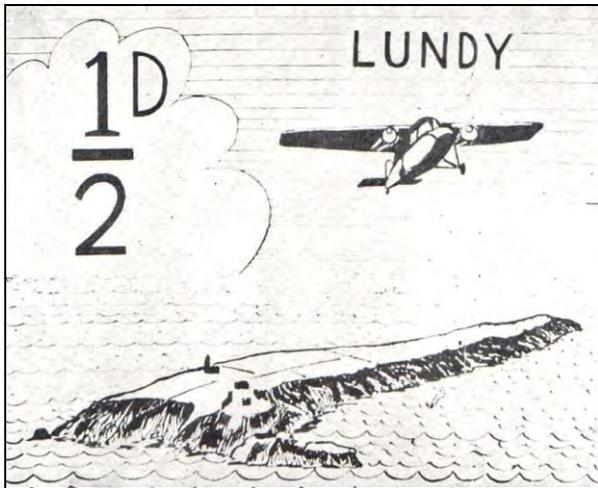
½d – 04061, 04870

1d – 00003, 01129

Interestingly, a mix of first and second printing stamps appeared on the same envelope – 00644, 00399, 04870 and 01129.



*The first drawing by R.T. Boyd, which was never used, for the 1936 Large Map Issue.*



*The drawing that was used to make the plates for the 1/2d violet small air stamp which was given by R.T. Boyd and was in the Stanard collection of 1938*

# *Beware – Things are not always what they seem!*

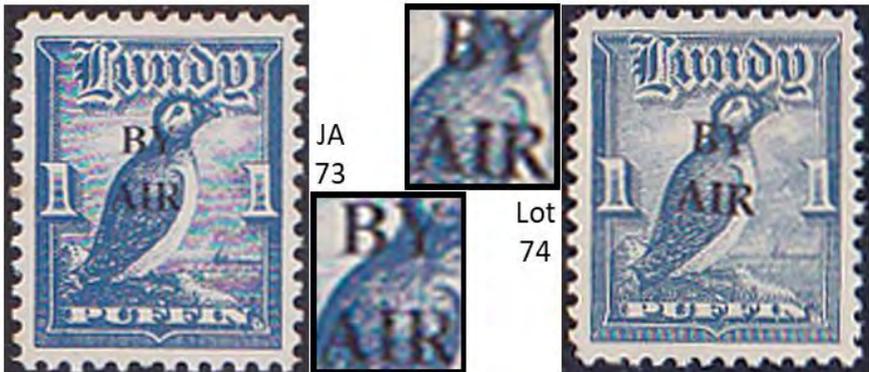
By Mike Thompson

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Having run the auctions for the Club since it was started many years ago, I have had very few problems except for a couple of lots being returned due to incorrect descriptions.

Unfortunately, this all changed with the last auction (71) in October 2020. Lot 74 “1950 ‘BY AIR’ Black Overprint – Narrow Setting issue, 1p value, JA73, umm, retail £60.00” which had a reserve of £32.00. It received three bids with two equal bids of £60.00 and was sold to the bidder whose bid form was received first. The lot was sent but returned as the scarce overprint was not as issued in 1950. It had a modern overprint printed from a home computer via an inkjet printer and not by a printing press with metal type.

The stamp (below left) is from a set that I purchased 25 to 30 years ago and shows the correct overprint. It shows the original type used by the printers and the correct positioning of the letters, etc. Lot 74 (below right) shows the overprint at  $3\frac{1}{2}^\circ$ , has different type and settings and also has a blurred appearance. Due to this non original overprint, this 1929 1p stamp JA2 retailing at £2.00 would have been sold for £60.00. I am very pleased that the vendor who submitted this item has contacted me for my opinion on two items with a 40X magnifying glass and comparing them with my collection, I think that gives a very good opinion. I would like to thank everyone for their great help and comments with this issue.



# Items of interest at Auction

By Mike Thompson

Looking on eBay recently, I noticed a familiar 1937 airmail cover in Florida, USA and thought of purchasing it until I noticed that it was priced at \$249.99 (£184.68) plus \$18.00 (£13.30) postage which would make a total price of £197.98. However, lot 268 in the Spring 2021 Club Auction is a similar item and has a reserve of £18.50. I presume that some dealers who list items do not research their value.



No.1

£197.98

Slight colour variation due to this being a computer scan.

No.2

Lot 268

Reserve

£18.50



Also, in the Club's Spring 2021 auction there is a newly discovered variety. The 1943 Wright Brothers Biplane issue 1/2p value JA60(e)(k) with a broken top right corner in the outer frame line (lot 85). This variety has also been found on the 1950 "BY AIR" Narrow Setting issue 12p value (JA79).



# *Lundy Millenary Issue 1955*

By Chas Povey

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Any search of Lundy on eBay exemplifies how, even 65 years later, the overproduction of the Millenary issues, surface and airmail, flooded the philatelic market. Familiarity breeds contempt. However this article shows how these issues can make an interesting specialist and mainly affordable collection.

Eric Haraldsson ('Eric Bloodaxe') c885-954 was a legendary Viking raider and King of Norway and later in exile, King of Northumbria. The millenary of his death was the stimulus for Martin Coles Harman, owner of Lundy, to plan a new stamp issue. Harman had recently agreed to be Patron of 'the Most Excellent Order of the Black Raven' set up in 1953 to promote the history of Scandinavian involvement in Britain. The Knight Commander and founder of the Order, John King, was particularly interested in Eric Bloodaxe. Lundy has been linked with Norsemen but it is unlikely Eric Bloodaxe ever visited the island.

In 1953 Harman had entered into an agreement with London stamp approvals dealer Antoine Medawar. Medawar assumed responsibility for the printing costs of Lundy commemorative issues from the Coronation overprint issue of 1953 to the Europa issue of 1962. In return Medawar was granted distribution rights except for Lundy's own sales for which he was to provide the stock. Medawar was responsible for the excessively large print runs of the issues he was associated with (almost  $\frac{3}{4}$  million of the  $\frac{1}{2}$  puffin values of the Millenary issue, surface and airmail). The phrase 'wall-paper issues' has been used. Not unjustifiably!

In October 1953 Harman wrote to Atlantic Coast Studios, Bideford (John Dyke was a partner) regarding his thoughts for a Millenary issue. His file copy, annotated in his hand, is in my collection. He requests designs for 6 surface and 7 airmail stamps (in the end there were 7 designs for each).

For the surface issue he suggests 'monuments' on Lundy that were existing "when, a thousand years ago, the Norsemen withdrew". "Surrounding such objects there should be ...animals found on the Island". In ink he has inserted examples including "ponies", and indeed Lundy ponies became the animal theme of the surface issue. The airmail set "should show ... birds" and "a Hoopoe" is a written-in suggestion added to the copy of the letter.

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It would appear his ideas for a triangular design came from a Liberian issue of 1937. However, Medawar might also have contributed to the concept as he was involved with the Herm Island triangular issue of 1954. The classic Cape of Good Hope triangulars may also have been in mind.

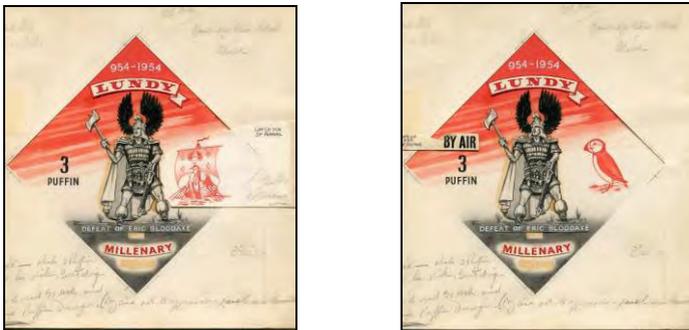
Harman in his letter implies he is expecting John Dyke to be the designer, as he was for the Lundy Jubilee issue (forthcoming in 1954). He suggests the designs would credit 'JOHN DYKE' in the design "strong and bold...within the compass of the stamp". He urges 'direct dialogue' between Dyke and Harrison & Sons, the printers. John Dyke's ultimate involvement in the design is unclear as the final designs were by a London artist named Ilett. No designer name appeared on the issued stamps.

Medawar's involvement in the issue is not mentioned in the letter but it shows it was copied to Medawar and Felix Gade.

Martin Harman died in December 1954, and the delayed Millenary Issue occurred on 7<sup>th</sup> March 1955.

### Original Artwork

In 2017 I acquired (from the auction of the 'Bristol' collection of David Kols) a set of original artwork (three larger than final designs) on commercial art board with additional paste-ups and comments in pencil. The art-work for the 'diamond' format of the Eric Bloodaxe stamps (3 puffin surface and 3 puffin airmail) was on a single board with lift-up tabs to remove 'BY AIR' for the surface stamp or replace the Viking long-ship with a puffin for the airmail (Figs. 1a and 1b).



*Fig 1a and 1b. Original paste-up board of 3 puffin with lift-up tabs to show design changes between Surface and Airmail issue.*

The theme for the surface issue, Lundy ponies, is illustrated using local knowledge: the ½ puffin shows local farmer Bertie Hill riding his pony 'Lundy' over a fence at the Fremington show; the 1 puffin illustrates the prize-winning Lundy pony 'Betty Brown'; the 2p is at Barnstaple market; the 4p has mare and foals grazing on Lundy; 6p is a stallion owned by Trevor Davey at Bucks Mills; and the 9p has M. C. Harman and C. G. Symons at Barnstaple market. This local knowledge again suggests John Dyke as the initial designer. The choice of birds also suggests Dyke's involvement as the Buzzard (1p), Fulmar Petrel (4p) and Manx Shearwater (6p) are similar to Dyke bird illustrations elsewhere.

**Original Colour Trials: imperforate on ungummed, glazed, unwatermarked paper**

In 2010 a set of single sheets was discovered (cited by Aitchison) of apparently original printer's colour trials. The colours are subtly different from later trials and the issued stamps. There are also examples where the frame colour and vignette colour are reversed.

The vignette and frame colours are the same for equivalent values in the air (birds) series as represented by the 2, 4 and 6 puffin values in Fig 3. The exception is the 3p in the air set where the colour (orange-vermillion and black) is as in the issued stamp but lacks 'BY AIR' and has the Viking long-ship rather than the puffin to the right of Bloodaxe (that is the same design as the surface issue). (Fig 4)



*Fig 3.(l) 'Original' printers proof. Representative stamps from Airmail set showing same colours as equivalent values of Surface set proofs.*

*Fig 4.(r) 'Original' printers proof. The 3 puffin Airmail issue. Colours of issued stamp but design of Surface issue.*

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## Colour Trials for Collectors? Imperforate on gummed, glazed, unwatermarked, paper

These 'trials' were probably produced at Medawar's orders (unknown numbers of sheets) for collectors. They primarily have reversed frame and vignette colours from the issued. (Figs. 5a and 5b)



*Fig 5a and 5b. 'Collectors' proofs of the surface and air sets.*

## Printer's Proofs

Photo-bromide imperforate proofs are listed by Aitchison for the 3p surface and air issues.

Imperforate proofs in the as-issued colours are on gummed paper. All proofs of the surface sets occur on watermarked and unwatermarked paper. The air set is usually on watermarked paper but the 3p, 4p, 6p and 9p proofs are also found on unwatermarked paper. (Fig 6) The ½p and 9p values of both sets are on dull, unglazed paper, the rest are on shiny, glazed paper.



*Fig. 6 Airmail proofs in issued colours on gummed, unwatermarked paper. The only 4 values found unwatermarked are the 3p, 4p, 6p, and 9p. The 6p shown here includes the printer's guidelines.*

### **Paper: Glazed and Unglazed**

The Millenary sets are printed on two types of paper. Mostly used is a highly glazed paper but the ½ puffin and 9p values are on unglazed paper (surface distinctly duller when stamps are held at angle in bright light).

However, examples are known of the ½p surface and ½p air on glazed paper. Conversely the surface-issue 2p and 3p, also the 3p and 4p airmail issue, normally glazed, are found rarely on unglazed paper.

### **Watermark**

The Harrison watermarked paper is the only use of a watermarked paper with a Lundy stamp issue. The watermark is a continuous sequence of 'Harrison & Sons, London' in a script font. Both upright and inverted watermark examples can be found (Fig. 7a and 7b). Upright is more frequent.



*Fig. 7a The Harrison & Sons, London watermark upright and inverted.*



*Fig. 7b The Harrison & Sons, London watermark upright and inverted.*

## Flaws

For an issue with relatively high print runs (and considering Medawar's interest in providing 'confection' for collectors) relatively few flaws have been described. Aitchison catalogues a vignette shift of the 1p air (birds) issue.

Here are examples of a left-downward and right-upward shift of the ½ p air (Figs. 8a and 8b); and a left-downward shift of the 9p air (Fig. 9).



*Fig.8a & b*

*Examples of vignette shift left-down and up-right for ½ p Airmail.*



*Fig.9 Example of down-left shift of the 9p Airmail.*

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## Other Collectibles

The First Day "LUNDY MILLENARY" cancel continued to be used beyond the first day (until January 1957 with occasional use until 1972; usually in black but scarcely green.

Apparently, Felix Gade who was handling Lundy mail did not like the triangular shape and size; thus, the issues are not as frequent on commercial mail as would be expected.

Aitchison's catalogue lists a leather-covered Harrison's presentation folder but more common is a souvenir pamphlet by the company: 'The Puffin Isle of Lundy'. Besides background and description of the designs the centre pages have a mounted set of the Surface and Air stamps. A French version 'L'île des Macareux' also exists but, at least in my copy the centre pages have black and white prints of the stamps. Brian Drew (An Illustrated Catalogue of Souvenir Folders of Lundy Stamps) lists these as Types 17b & c, and also lists a German version ("Lundy, die Insel der "Puffins") as Type 17a.

The 1961 EUROPA overprints on the Millenary designs were in fact a new print run.

Bogus overprints on the Millenary issue include a 'ROTARY' overprint.

This article shows the potential for a 'specialized' collection of the Millenary issue much of which can be assembled at modest cost.

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