

THE NEW PUFFIN JOURNAL



Spring 2024

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Front Cover

Lars Liwendahl
Hard at work!

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lundycollectorsclub.weebly.com

Editorial

I start the New Year with the sad news that David Wilshire, who has for the last few years been standing in the wings to help me with the Club's administration at busy times, passed away last November after a short illness.

Last year was a very busy year for Lundy philately and I would like to thank the Lundy management for their continuing support of our hobby. At last year's summer meeting I was delighted to hear from the members how pleased they are with the way in which Lundy is managing its postal service and I hope it continues for many years to come. I am sure that this year will be less active as time is needed to prepare for the next stamp issue, and of course, we have the Lundy Postal Service Centenary quickly approaching.

Sue Leather has organised the Club's Summer Weekend for 6th and 7th July based in Bideford, North Devon. For full details please refer to enclosed forms and page 25 of this *Journal*. We are already saying our prayers for a weekend of good weather!

Will you please ensure that any items that you would like to sell through this year's Club auction are with Jon Aitchison, Old Tithe Hall, Start Hill, Bishop's Stortford, Hertfordshire, CM22 7TF, **no later than Friday 21st April 2024**.

I received a magnificent response for the Club's 2025 five-day trip to Lundy with all places selling out immediately. I have started a reserve list which already has three names on it should I receive any cancellations.

I hope to see you at our Summer Weekend.

ATVB

James

Collecting "Puffinage" on Lundy Mail Before 1992

André Dufresne

Ever since I started collecting Lundy stamps in the late 1960's, I had imagined the scene: the boat has come in from Bideford (or Ilfracombe, depending on the date), and the mail bag is in the possession of Mr. Gade. As a resident of Lundy, I would wait a little to give him the time to sort the mail. After an hour or two I would walk to his office to claim my mail. He would then tell me how much Puffinage I owed, I would hand him a few pence in payment and I would get my letters duly stamped with Lundy stamps cancelled upon payment. I had seen pictures of his office so my imagination would do the rest.

But is it the way Puffinage was really collected? During my last visit with Tom Baker and Sharon Read I spent a few hours, like I always do, going over their amazing Lundy collection and I came upon the illustrated invoices which shed a new light on how Puffinage was collected on incoming mail. Unfortunately, the pictures are not so good. I took them in a hurry with my old mobile phone and Tom and Sharon gave me permission to use these pictures to illustrate this article.

One invoice bearing number 381 dated April 4th, 1953, to John Vicary at Stoneycroft is on a printed invoice form of M.C. Harman, Lundy, Bristol Channel with the words "via Bideford GPO" ruled out and a handstamp reading "c/o Devonair Ltd, / Wrafton Gate / Braunton / N. Devon". It covers twice "fetching wood from Beach to Stoneycroft" at 10 shillings per trip and "Puffinage: 3 shillings 10½ pence". Mr. Gade wrote "Received with thanks" and signed it on April 27th, 1953.

In his book "My life on Lundy", Felix W. Gade tells us that John Vicary was a young man in his early twenties who had secured permission from Mr. Harman to live the life of a crofter at Stoneycroft, to which Mr. Harman surprisingly agreed. He arrived in October 1951, with some difficulties owing to the lack of appropriate ships able to carry his horse and tools to Lundy due to post-war conditions. He worked as Jock Rockford's helping hand on the farm and he also attended the aircraft with his four-wheel cart and horse Gay Boy to carry loads to and from the Hotel, Store or Tavern.

But eventually he was hospitalised for several months in the Summer of 1952. He came back to Lundy in the Spring of 1953, which is when these invoices were issued to him. John Vicary is also mentioned on page 56 of "Lundy By Air" by Stan and Joan Rendell and a picture of him with horse Gay Boy and cart carrying loads from the aircraft is shown on page 55.

Invoice number 419 (Fig 1), is dated July 7th (1953, year cut off), with the same heading, and again it includes Puffinage although in my photo the amount is cut off. The invoice also covers the cost of moving all John Vicary's possessions from the beach to Stoneycroft.

The second invoice to John Vicary, number 442 (Fig 2), is dated October 5th, 1953. Again, it has the same heading. Among other things it includes rent to 1st December 1954, and Puffinage to the amount of 2 shillings 9 pence plus two shillings in British postage.

There is one more invoice to John Vicary, numbered 322 (Fig 3) in Tom and Sharon's collection that is worth mentioning. It is an earlier invoice dated September 25th, 1952. The words "Lundy" and "via Bideford G.P.O." are ruled out and a boxed straight-line handstamp reading "Via G.P.O. Ilfracombe, N. Devon" is added. September, 1952 is the exact month when Devonair's last airplane was repossessed by the hiring company which explains the "via G.P.O. Ilfracombe" handstamp. What is interesting with this invoice is the two mentions: April to Sept. 20th (1952), for radiograms (6 shillings half penny) and April 28th (1952), for "radiogram sent by Mr. Vicary, 4 shillings 2 pence". The payment was acknowledged by Mr. Gade on 2nd December 1952. Vicary was by then out of the hospital but he had not yet returned to Lundy which he did only in the Spring of 1953, by which time air transportation had resumed, hence the "Devonair" handstamp on Fig 1 to 3.

So, it seems from these invoices that Puffinage was not paid upon receipt of mail but that it was added on a running bill to be paid periodically, a sensible approach.

I wish to thank Tom Baker and Sharon Read for their kind permission to reproduce these invoices from their collection.

M. C. HARMAN 419
LUNDY, BRISTOL CHANNEL
 V. BIDEFORD G.P.O.
 c/o DEVONAIR LTD.
 WRAFTON GATE
 BRAUNTON
 N. DEVON
 In A/c with *M. J. John Vicary*
S. Maycroft

July 7
 Carriage 1 saddle
 " 1 horse collar
 " 1 load drift timber
 " 1 cart pack
 " luggage to St Maycroft
 " 270 lbs goods
 air freight, 1 saddle 9 1/2 lbs 23°
 " 1 collar 6 lbs 23°
 " 1 cart pack 13 lbs 23°
 " 270 lbs goods 23°
 Puffinage
 Received with thanks
 pp M. C. Harman
 St. Paul
 July 9th 1953.
 E & O

Fig 1

M. C. HARMAN
 LUNDY, BRISTOL CHANNEL 322

Telegrams—
 Lundy,
 Via Hartland Point
 Coastguard Station

Via G.P.O., ILFRACOMBE, N. DEVON

Sept 25th 1952

In A/c with M^r John Vicary.

Date		£	s.	d.
	B/A.	6	8	12 ¹ / ₂
	Lost gals petrol.		18	6
	• 4 gals lubricating oil. freight.	1	9	
	• freight on petrol		4	2
April 17 th 20	• radiograms.		6	1 ¹ / ₂
April 20	• radiogram sent by M ^r Vicary.		4	2
<p>Received with thanks pp M^r C. Harman L. W. Gads Dec: 2nd 1952.</p>				

ESOE

£ 9 10

Fig 3

Lundy Letterboxes

By James Thomas

Letterboxing on Lundy is a quirky pastime but is a good way to explore the island and find those out-of-the-way places that you would normally walk past without thought.

The idea of Letterboxing started in 1854 at Cranmere Pool on Dartmoor and gradually became popular over the years with currently about 3000 boxes on the moor. However, Letterboxing didn't jump across the Bristol Channel to Lundy until 1987.

The Lundy Letterboxes caught the imagination of Alan Rowland who decided in 2007 to make a collection of the stamps and record the locations and then publish it in the form of a book – "Lundy Letterboxes". The book was well received and within 8 years a second up-dated edition was published. The book contained black and white images, locations and a very brief history of each stamp and became a good seller.

In 2023, Alan published the third edition with up-to-date text which lists all of the stamps including those placed on the island since 2012. Also, in this edition Alan has included for the first time, colour photographs of each site and has graded each location for ease of accessibility – Easy, Moderate or Difficult and marked each page with an appropriate colour flash. This helps for quick and easy use of the guide.

To encourage you to find all of the stamps or perhaps all from just one grade, there is a certificate to aim for. There are currently three certificates, one for obtaining the stamps in the *Easy* category, one for both *Easy* and *Moderate* categories and the final certificate for finding all of the stamps. These certificates can be obtained from the Island shop or the Oldenburg.

This book or should I say guide, is listed in "Lundy Guidebooks Updates and corrections Summer 2023" and is numbered LG719.

The book is extremely well researched and presented and worth the £9.00 asking price.

To buy a copy, please email Alan at morwenstow@btinternet.com

Communications to and from Lundy

By James Thomas

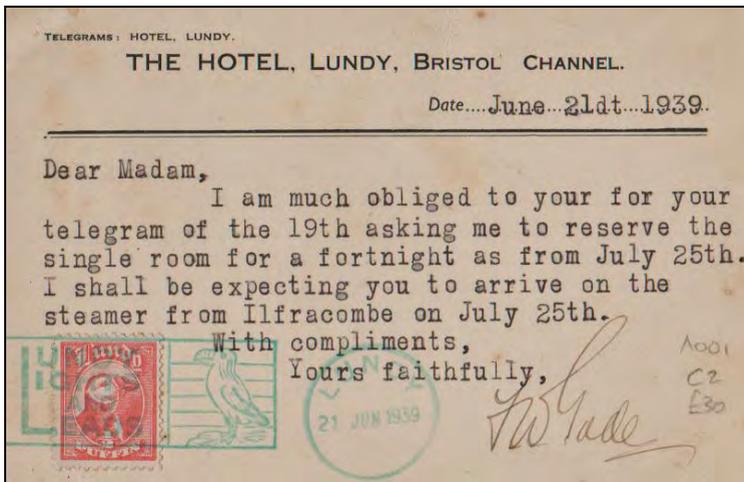
Communications nowadays, no matter where you are, are more likely to be done electronically. It is so very convenient and quick, for example, when preparing the *Journal*, I can be working in my study in Devon and communicating with Canada or Sweden, asking for information and within minutes having answers and images returned to me. Years ago, and it wasn't many years ago, I would have either telephoned at enormous cost and a wait of up to eight hours to allow for the time difference or write a letter and wait a couple of weeks for the reply.

However, this might demonstrate some of the advantages of the modern system but it also highlights one big disadvantage which is there is no record of the modern communication for history.

As a collector and self-confessed nerd, I do enjoy going through my collection and seeing how things on Lundy used to be done.

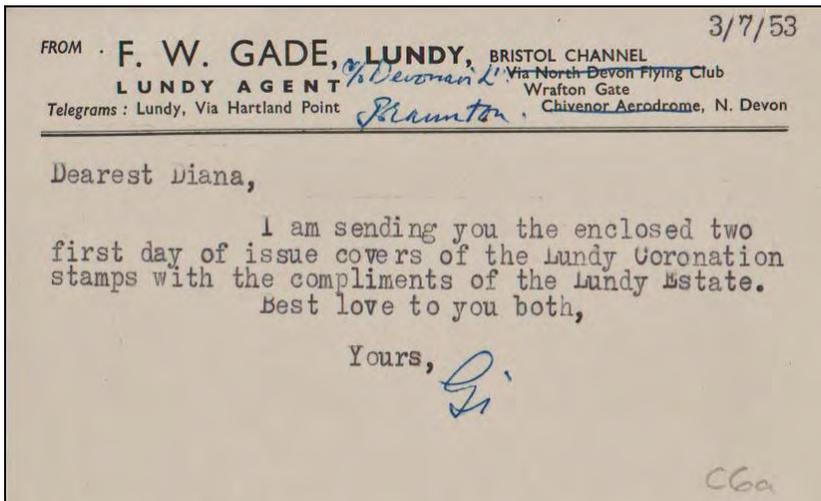
It has been recorded on many occasions that Mr. Gade was a prolific communicator and to our joy he communicated in writing.

For many years he would send a quick message typed on a printed Lundy postcard which can be found in Jon Atchison's current catalogue pages 168 and 170.

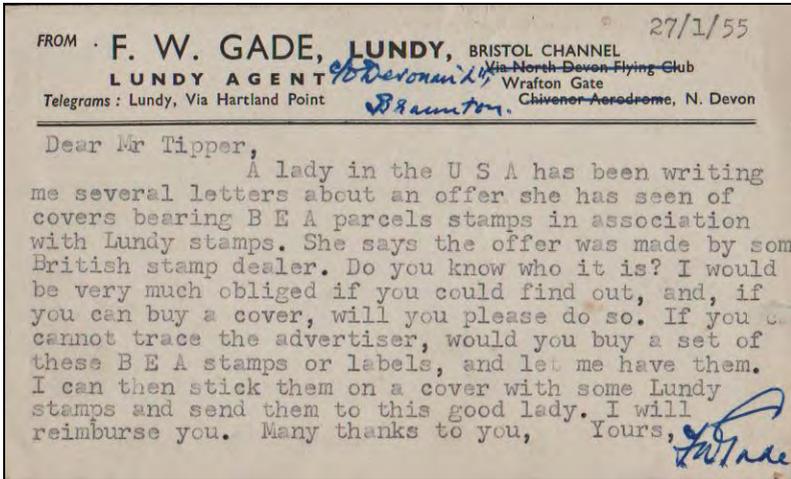


The illustration on the previous page shows the first printing of the Lundy postcard which is cataloged C2 and was sent to Miss H Claudia Brine of Bayswater, London and is confirming a reservation in the Hotel that was once on Lundy.

The interesting thing about this card is, the date is not recorded in Jon's catalogue and it records that on 25th July 1939, Lundy was expecting a steamer to arrive from Ilfracombe. Now, this is not information to get excited about but future historians can use this as part of any research.



The second card (catalogue C6a) shows a few differences. This card is titled "F.W. GADE, LUNDY" and not "THE HOTEL". Also, the original printed address of the North Devon Flying Club, Chivenor Aerodrome has been crossed through and handwritten "c/o Devonair 'L' Braunton". This card also demonstrates the different ways that Mr. Gade signed his mail. The first card is a business communication and is duly signed F.W. Gade. The second card is more informal because it was sent to Diana Keast who was a friend so Mr. Gade signed off "Gi". This card was used in lieu of a compliment slip.



The third card (catalogue C6a) was sent in 1955 and is an interesting insight into how Mr. Gade would use his contacts to find out information about the use of Lundy philatelic material on the mainland and beyond. Although Mr. Tipper was a good enough friend to ask a favour of, but was not as close a friend as Diana, it is written more formally and signed "F.W. Gade".

However, just like today, by the late 1950s, more urgency was being placed on written communications and so the Lundy Radiogram was introduced and the message postcards were gradually phased out.

LUNDY RADIOGRAM			SERIAL No.
HANDED IN AT.....M	OPERATOR'S NAME.....	DATE.....	
RECEIVED AT.....M	ENGLISH TELEGRAPH & TELEPHONE CHARGES.....	TOTAL CHARGES.....	
NO. OF WORDS.....	RADIO CHARGES.....		
To:			
FROM:			
THE LUNDY COMPANY CANNOT ACCEPT RESPONSIBILITY FOR MISTAKES IN TRANSMISSION AND RECEPTION			
<i>C7c 1112 £10 1006</i>			

Leonard Stanley Pitman 1899-1965: An Important Contributor to Lundy's Postal History

By Chas. Povey

Lundy collectors will be familiar with the First Day and other covers self-addressed to 'L. Pitman' in his distinctive copper-plate handwriting. In my article on the Large Map Bisects in *The New Puffin Journal* (Autumn 2022, Issue 75) I mistakenly referred to Pitman being a 'philatelist from Newport, South Wales'. George Fabian reminded me that in fact Pitman was based in Bristol.

This stimulated me to try and discover more about him but so far this has proven difficult. An internet search found that Leonard Stanley Pitman was born in Bristol in 1899 and died there in 1965. He is recorded as being a Shipping Superintendent Clerk at Avonmouth Docks in the 1930's. He and his wife appear in several family trees but there is no record of any children (My Heritage Family Trees).

The earliest 'Pitman' in my collection is a postcard self-addressed in pencil to his home "Penston", Grove Avenue, Combe Dingle, Westbury-on-Trym, Bristol posted from Lundy via Braunton (22 July 1935). The card has two Atlantic Coast Air Services 'tram tickets': first printing rolls 4 and 6. The next cover posted from Lundy on 19 August 1935 has a handstamp 'L. Pitman, Grove Ave, Coombe Dingle, Bristol' in blue on front and reverse with a ½d tram ticket from Roll 2. A second cover of the same date has the same 'Pitman' handstamps but the tram ticket is a 3d from Roll 2 of the first printing (only 6 known used). It is signed by the pilot Tommy Nash. The tram ticket is tied to a 1 puffin Lundy definitive with the boxed puffin cancel without the year.

My first cover in Pitman's ink-written copper-plate is an inbound letter postmarked Westbury-on-Trym, Bristol, 28 Jan '36, to himself c/o Gade on Lundy and via Boyd, owner of Atlantic Coast Air Services at Heanton Court Aerodrome, Braunton. This has a first printing ½d tram ticket #02859 from Roll 6, cancelled with rare (only 10 examples known) of the first ACAS cancel (type Ca) and even scarcer in violet. A similar cover is illustrated by Barry Chinchin in *The Puffin* #18, April 1969 but with tram ticket #02862. The *LCC Philatelic Quarterly*, Fall 1982 p7 reports a similar cover owned by Ken Gibson with tram ticket #02858. Thus Pitman prepared at least three covers posted to Lundy on the same date.

Pitman prepared covers for the first voyages of the 'Queen Mary' in 1936. One cover in the collection was posted en route to New York and the George V stamp is cancelled with the New York Paquebot cancel June 1. It arrived on Lundy via ACAS on June 11. The second cover was posted on the return journey and postmarked at Southampton on June 10. The ACAS cancel has the date 12 JUN 1936 but the Lundy stamps for both covers have the cancel date 11 JUN 36.

An interest of Pitman's was in mailing covers to Lundy from remote islands. Two Ocean Mail /Paquebot covers, one from Bermuda carried on the S.S. 'Camito', (Fig 1) the other from Kingston, Jamaica carried on the S.S. 'Cavina' were received at ACAS and Lundy on the same date (27 Nov. 1936). (Fig 2) Another example is a cover from the Turks & Caicos Islands (Oct 18 1936) with ACAS stamp cancelled 1 DEC 1936. The Lundy ½ puffin has the cancel date NO 27 36, (the same date as the previous two covers?) so one of these is incorrect.

For the series of Pitman-prepared covers that have bisects of the ACAS 'large map' from 1936 and 1937 from Canada and Tristan da Cunha see my article in *The New Puffin Journal* referred to above.

Pitman continued to self-address covers from various parts of the world. A September 1937 cover was carried on the first flight from The Pas, Manitoba to Sturgeon Landing, Saskatchewan (signed by the pilot) and then to Lundy via ACAS. A cover from Kirkwall in the Orkney islands is a printed envelope for *The Orcadian* newspaper and 'per Orkney-Inverness Air Mail' with the ½d violet LACAL stamp and the Ce variation of the winged motif cancel. The Lundy ½ puffin shows an arrival date of Aug 20 1938.

Fig 3 shows a cover posted at Newfoundland Airport (subsequently Gander Airport) on 24 September 1938, the year the airport was opened. The cover was probably flown on a Pan American or British Imperial flying boat from the nearby seaplane port of Botwood. The ½d LACAL stamp has the short-lived AIR/POST cancel (AIR/POST removed at insistence of the British Post Office who claimed monopoly of the word 'post'). The cover was received on Lundy October 15.

Pitman's relationship with the management of Lundy & Atlantic Coast Airlines is illustrated in a series of three letters reproduced by Jim Czul in *LCC Philatelic Quarterly* Fall 1979 p17-19. They give advance information to Pitman on the AIR/POST cancellation (scheduled October 1 but in fact October 3); the November 1 1938 issue of the LACAL overprint and notice of the ½d red on April 1 1939. This last letter referred to an order for 50 of the overprinted stamps that could not be fulfilled because of very low stocks.

In my collection are two inbound Pitman covers with the overprinted stamps received on Lundy on the first day of issue, November 1 1938, and with the AIR/POST cancel. One posted from the Empire Exhibition, Glasgow; the other from Bristol.

The next two covers (one outgoing from Lundy to Bristol with Pitman's address typewritten, on Dec 13 1938, the other inbound from Windhoek, Southwest Africa received on 29 Dec 1938) have the LACAL cancel with AIR/POST removed.

The Pitman cover with the ½d red LACAL stamp with Lundy cancel showing 1 Apr. 1939 is a first day for an inbound cover. (Fig 4)

The latest Pitman cover in my collection is addressed to F. W. Gade on Lundy 'via Instow' (the air service had been suspended upon the outbreak of war) postmarked from his local post office at Westbury-on-Trym, Bristol (27 Oct 1939). It is a First Day Cover for the 10th Anniversary overprint on the Lundy ½ puffin stamp with Lundy cancel dated 1 Nov 1939. I would like to know if any Pitman covers with a later date are existent.

I have found an account, in Pitman's classic handwriting, of a World War II air raid on Bristol dated 24 November 1940 and now in possession of Bristol City Archives (<https://archives.bristol.gov.uk/records/46449/1>).

Pitman certainly contributed to the philatelic history of Lundy in the 1930s. His covers regularly appear at auction. The apparent sudden end to his interest at the outbreak of World War 2 and the absence of any regain of that interest in the two decades until his death in 1965 is unexplained.



Fig 1

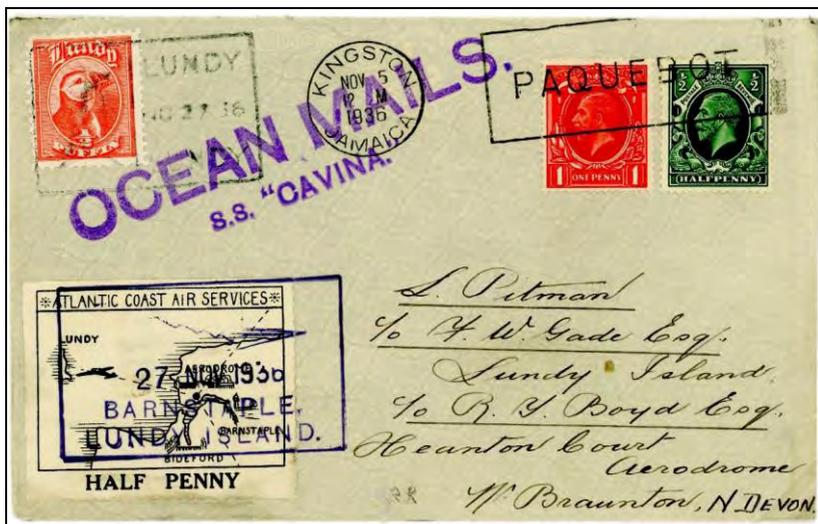


Fig 2



Fig 3



Fig 4

Lundy Guidebook Ephemera

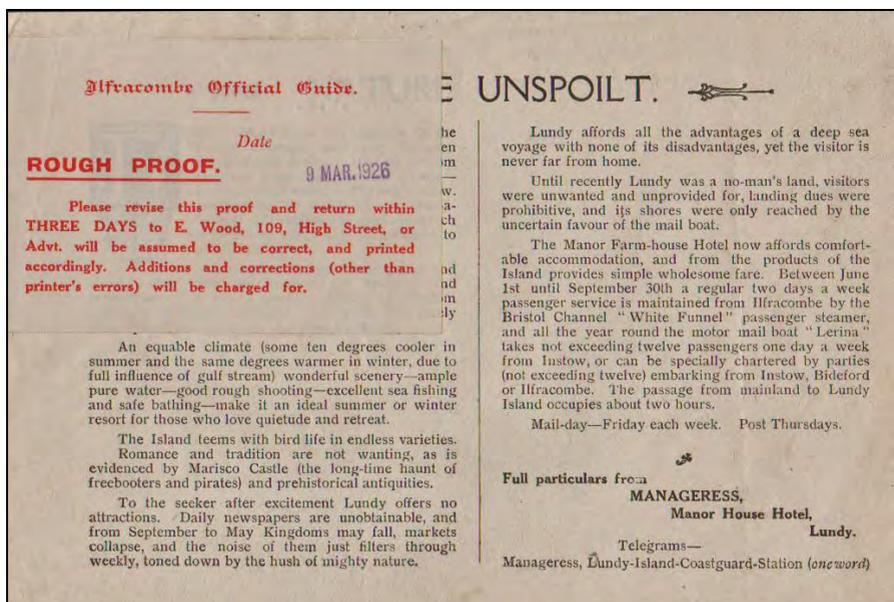
By James Thomas

As a collector of Lundy literature, I am always interested in items that go beyond the standard publication and complement my collection. I have over the years acquired proof copies of books with the Proof Reader's hand written notes which I have compared with the published version. This helps to add a human touch especially if the publication is old or if the author lived a generation or two before me.

When André Coutanche and his co-authors published *Lundy Guidebooks* in 2018, I had a ready-made list of titles and variations/updates of Guidebook titles to acquire.

As I searched for the publications, I came across various pieces of ephemera ranging from a 'rough proof', a printer's proof, shop advertising signs and a modern publicity notice. Although this is not truly part of a literature collection, it is very interesting and fits in nicely in my study!

Below and on the following pages are a few examples from my collection.



The first three images refer to the small guide of the 1920's "*Nature's Unspoilt Isle*" *Lundy Information, Communication, Accommodation*. On the previous page is the printer's rough proof dated 9th March 1926. The following two images are the two sides of the very first draft of ideas prepared, it is thought, by Miss Nancy Sage who at the time was the Manageress of the Manor Farm Hotel on Lundy.

"Nature Unspoilt"

Lundy Island - at the entrance to the Bristol Channel mid way between England and Wales - is 11 miles from Hartland Point and 28 from Tenby - 24 from Ilfracombe - 20 from Instow - Inaccessible by motor car or char-a-banc, it still retains the quietude which is becoming every day more difficult to obtain and enjoy.

A kingdom in itself unrecognised and alone - free from the trammels of bye laws and regulations - it has a peculiar charm of freedom enhanced by natural scenery, the winds that freely blow upon it and the ocean that laves its shores.

An equable climate (some ten degrees cooler in summer and the same degrees warmer in winter, due to full influence of gulf stream) wonderful scenery, ample pure water, good rough shooting, excellent sea fishing and safe bathing, make it an ideal summer and winter resort for those who love quietude and retreat.

The Island teems with bird life in endless varieties.

Romance and tradition are not wanting as is evidenced by Marisco Castle (the long-time haunt of freebooters and pirates) and prehistorical antiquities.

To the seeker after excitement Lundy offers no attractions - Daily papers are unobtainable and from September to May, Kingdoms may fall, markets collapse and the noise of them just filters through weekly, toned down by the hush of mighty nature.

Lundy affords all the advantages of a deep sea voyage with none of its disadvantages, yet the visitor is never far from home.

Until recently Lundy was a no-mans land, visitors were unwanted and unprovided for, landing dues were prohibitive and its shores were only reached by the uncertain favor of the mail boat.

The Manor Farm-house Hotel now affords comfortable accommodation and from the products of the Island provides simple

wholesome fare. Between June 1st until September 30th a regular two days a week passenger service is maintained from Ilfracombe by the Bristol Channel "White Funnel" passenger steamers and all the year round the motor mail boat "Lerina" takes not exceeding twelve, passengers one day a week from Instow or can be specially chartered by parties (not exceeding twelve) embarking from Instow, Bideford or Ilfracombe. The passage from mainland to Lundy Island occupies about two hours.

Mail-day - Friday each week. Post Thursdays.

Full particulars from

Manageress,
Manor House Hotel,
Lundy.

Telegrams - Manageress,
Lundy-Island-Coast-Guard-Station.

(one word)

Moving on to 1936, the next image is of a shop advertising sign for the guide titled *Lundy* by Joan Watt-Smyrk.

The sign measures 10"x6" and is printed on thick stiff card.

Joan Watt-Smyrk published six editions of her guide which originally sold for 6d (2½p in decimal currency) during the pre-war years. Post war the price increased to One Shilling (5p in decimal currency) in 1946 and then Two Shillings in 1950, although some copies of the 1950 version had a white label reading "Price One Shilling" stuck over the printed price.

The last image is a shop advertising sign for the 1950 edition showing the original price of Two Shillings. This sign measures 5¾"x9¼".

LUNDY 

On Sale Here

BY
JOAN WATT-SMYRK

A book every : : :
Visitor should read

6^{d.}

**ON SALE
HERE**



TEMPLAR ROCK, LUNDY

"LUNDY"—by Joan Watt Smyrk
The fascinating story of an Island Kingdom in the
Bristol Channel.

PRICE 2/-

Chiswick Press (Hracombe) Ltd.

10th Anniversary Unused Artwork

By James Thomas

In 1939 Mr. Harman planned to celebrate the 10th Anniversary of the Lundy Private Postal Service with a new stamp issue, however, due to the tightness of money on Lundy at that time, it was decided to overprint part of the surplus 1929 and 1930 stamps instead. However, this decision was made after design artwork was prepared. This unused artwork can be found in the British Library as part of the Harman Archive.



2023 Lundy Postage Rates

By James Thomas using information supplied by Lars Liwendahl

During 2023, the British Post Office increased the cost of postage twice, once in March and again in October and Lundy had to respond accordingly. It is fortunate that the 2023 Lundy definitive issue includes 1st class, 2nd class and ROW NVI stamps which can be used for any value without the need to print new stamps.

LUNDY POSTAL RATES FROM APRIL 2023				
UK Standard	1st Class		2nd Class	
	Franking	Puffin	Franking	Puffin
Letter				
0-100g	0.90	1.05	0.59	0.75
Large Letter				
0-100g	1.37	1.60	1.02	1.30
101-250g	1.95	2.25	1.44	1.70
251-500g	2.51	2.90	1.90	2.20
501-750g	3.13	3.60	2.39	2.75
Small Parcel				
0-2kg	3.69	4.25	2.99	3.50
Medium Parcel				
0-2kg	5.29	6.00	4.49	5.00
to 10kg	6.99	8.00	5.99	6.75
to 20kg	10.99	12.50	9.49	10.75

International	Europe		World Zone 1		World Zone 2		World Zone 3	
	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin
Letter								
0-100g	2.10	2.25	2.10	2.25	2.10	2.25	2.10	2.25
Large Letter								
0-100g	3.05	3.30	4.00	4.30	4.00	4.30	4.00	4.30
101-250g	4.05	4.50	5.50	6.00	6.60	7.10	5.65	6.10
251-500	5.05	5.55	7.80	8.30	9.65	10.20	8.10	8.60
501-750g	6.05	6.50	10.45	11.00	13.35	14.00	10.90	11.50

	Europe Zone 1		Europe Zone 2		Europe Zone 3		World Zone 1		World Zone 2		World Zone 3	
	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin
0-100g	5.55	6.10	5.65	6.20	6.00	6.60	6.80	7.50	7.95	8.75	8.90	9.50
101-250g	5.55	6.10	5.65	6.20	6.00	6.60	7.90	8.70	9.45	10.00	10.40	11.00
251-500g	7.15	7.85	7.45	8.20	7.85	8.65	11.50	12.50	13.85	14.50	15.80	16.50
501-750g	8.30	9.15	8.65	9.50	9.15	10.00	14.15	15.50	16.80	18.00	18.45	19.00
750g-1kg	9.40	10.00	9.70	10.50	10.40	11.00	16.85	18.00	19.85	21.00	21.90	23.00
1kg-1.25kg	10.40	11.00	10.90	11.50	11.45	12.50	19.05	20.00	22.75	24.00	25.35	27.00
1.25kg-1.5kg	10.40	11.00	10.90	11.50	12.55	14.00	21.30	23.00	25.85	27.00	28.10	30.00
1.5kg-2kg	11.90	13.00	12.40	13.50	13.55	15.00	22.30	24.00	27.45	29.00	29.35	31.00

Lundy has continued to pass onto the customer the Franking Machine discount which is why there are two rates in the following tables.

LUNDY POSTAL RATES FROM OCTOBER 2023

UK Standard	1st Class		2nd Class	
	Franking	Puffin	Franking	Puffin
Letter				
0-100g	1.06	1.20	0.69	0.85
Large Letter				
0-100g	1.52	1.80	1.13	1.40
101-250g	2.16	2.50	1.60	1.90
251-500g	2.79	3.20	2.11	2.50
501-750g	3.13	3.60	2.39	2.75
Small Parcel				
0-2kg	3.69	4.25	2.99	3.50
Medium Parcel				
0-2kg	5.29	6.00	4.49	5.00
to 10kg	6.99	8.00	5.99	6.75
to 20kg	10.99	12.50	9.49	10.75

International	Europe		World Zone 1		World Zone 2		World Zone 3	
	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin
Letter								
0-100g	2.20	2.35	2.20	2.35	2.20	2.35	2.20	2.35
Large Letter								
0-100g	3.25	3.50	4.20	4.50	4.20	4.50	4.20	4.50
101-250g	4.95	5.30	6.40	6.90	7.50	8.00	6.55	7.00
251-500	5.95	6.40	8.70	9.30	10.55	11.20	9.00	9.50
501-750g	6.95	7.50	11.35	12.00	14.25	15.00	11.80	12.50

	Small Parcels and Printed Papers						Europe Zone 1		Europe Zone 2		Europe Zone 3		World Zone 1		World Zone 2		World Zone 3	
	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin	Franking	Puffin
0-100g	7.55	8.20	7.70	8.35	8.40	9.20	10.00	10.75	11.30	12.20	12.30	13.30	14.00	18.00	19.75	21.35	22.50	26.30
101-250g	7.55	8.20	7.70	8.35	8.40	9.20	11.35	12.30	12.25	13.30	14.00	18.00	19.75	21.35	22.50	26.30		
251-500g	9.45	10.20	9.75	10.50	10.35	11.20	15.45	16.50	17.00	18.00	18.00	22.20	24.50	28.45				
501-750g	10.65	11.50	11.00	12.00	11.75	13.00	18.20	19.25	20.10	22.20	22.20	23.35	24.50	28.45				
750g-1kg	11.85	13.00	12.15	13.50	13.15	14.50	21.00	22.20	23.35	24.50	24.50	26.35	28.45	31.20				
1kg-1.25kg	12.85		13.35		14.30		23.40		26.35			29.45		32.45				
1.25kg-1.5kg	12.85		13.35		15.45		25.65		29.45			31.15						
1.5kg-2kg	14.35		14.85		16.45		26.85		31.15									

2024 Summer Weekend

The Club's annual meeting will be held on Sunday 7th July 2024, at the Penthouse Suite, The Durrant House Hotel, Heywood Road, Northam, Bideford, EX39 3QB.

A full programme will be published in the Summer *Newsletter* which will include Members' Displays, the four Club Competitions and an Auction. Complimentary tea and coffee will be provided and an optional lunch will be available.

To help the hotel, they have asked us to select our food choice in advance. I have enclosed their menu and would be grateful if you could state your choice on the enclosed booking form. Will you also include payment with the form?

On Saturday 6th July, the Club has reserved 15 places on the Oldenburg for a day trip to Lundy. **These places will be allocated on a first come first served basis, so reply immediately to avoid disappointment.**

The ship will leave Bideford at 7:30am and return to Bideford at approximately 6:00pm which will give us a full day to explore the island and enjoy the island's cuisine.

Booking forms for the meeting and the trip to Lundy are enclosed and must be returned to Sue Leather **no later** than Monday 3rd June so that arrangements can be finalised.

There is no charge to attend the club meeting, however, if you wish to go on the day trip to Lundy the discounted cost of the Oldenburg ticket is £45.00 per person. Please send your cheque made payable to **Lundy Collectors Club** to Sue Leather with your booking form. Tickets will be handed out on Bideford Quay alongside the Oldenburg 45 minutes (approximately) before sailing.

**Please make all cheques payable to
Lundy Collectors Club**

**Send all booking forms and cheques to
Sue Leather**