

PHILATELIC QUARTERLY



FALL 1981

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

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LUNDY COLLECTORS CLUB PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 3, Number 3 (Whole No. 11)

Fall 1981

Letters to the Editor

No Lundy Field Society Trip or Lundy "Wreck" Stamps in 1981

"Dear Roger. By now you probably know that there are to be no new Lundy stamps this year or at least no wreck stamp on May 30. Also, no Lundy Field Society trip. Also, no day trips on the Campbell boats--Campbell went broke, and the landing dock that is pushed out into the sea when people are landed broke up, and John Smith does not want to spend the 2000 pounds to get a new one. The 'Polar Bear' does not use the dock, so it is still o.k., but it can only carry 12 people in addition to the crew. There is a helicopter service to and from Lundy (from Hartland Point) on Sundays, but it costs 19 pounds round trip. In short, people going to Lundy for several days will be o.k., but the hundreds of day trippers are out."

--George Fabian, Park Forest, Illinois (May 2, 1981)

A Reiteration

"Dear Roger. Oh dear! Oh dear! Oh dear! Sob! Sob! Sob!
No trip to Lundy on the 30th! No Lundy stamps for HMS Montagu!

As you know, I have booked to go on the Lundy Field Society's excursion to the Island on the 30th--the actual 75th anniversary of the day HMS Montagu bumped into Lundy. Also on that day, Jill Davis is due to publish her book on HMS Montagu, so I wrote her asking if I could take delivery on the Island as I wanted to try and arrange some sort of memento of the occasion--like having a Montagu stamp affixed to the flyleaf and cancelled with that day's date.

Jill kindly rang me last Sunday evening and said she was most surprised that I had not heard that the trip was off, and I have since spoken to Tony Langham who has confirmed this. As far as I know, the position is as follows: Campbells, who owned the two boats that took day passengers to the Island have gone bust, and their boats are up for sale. The only other company with the sort of boat that would do this trip own a paddle steamer the 'Waverley,' but this is normally based in Scotland, and they say she could not be down in Devon until mid-June due to other commitments. On top of this, the Lundy landing stage broke up in the gales last winter, and the estimate for a new one is 2000 pounds. John Smith says that the Island does not need this, as they can land their passengers/stores from the 'Polar Bear' by an amphibious craft that they own. (The 'PB' is only allowed to carry 12 passengers, so this could not do the excursion.) Naturally, the owners of the 'Waverley' would not pay for this for just one trip, even though I gather that John Smith has said that if they do, he will waive the normal landing fees that would usually be paid. So I gather the 'Waverley' people are suggesting a trip circumnavigating the Island but not landing, and for this, they want a charter fee in the region of 3000 pounds. The Lundy Field Society, quite understandably, do not feel that they would get sufficient passengers to cover this if there was no possibility of landing. I also gather that of the three launches that ferry the passengers to the landing jetty, one broke up a couple of years ago and another last winter.

I assume that John Smith was aware of this when he decided that they would not go ahead with a stamp issue for 'wrecks' as had

LETTERS TO THE EDITOR (Continued)

been planned. After all, no day trippers, no sales (other than to nuts like us). It's also fairly certain that there will be no issue for the Royal Wedding either. All very sad, and I don't know what the eventual outcome will be.

Possibly as a result of the situation, a helicopter service was started about a month ago doing flights to the Island on Sundays only. This I understand takes only six passengers at a time and the return fare is 19 pounds. Tony Langham tells me he has booked a trip on this and is spending a week on the Island and will be there on the 30th. So I have sent him some post cards of HMS M, and he is going to try and get these cancelled for me on the 30th. If he succeeds, I will have a rubber stamp made so that I may apply a cachet to them so that at least we will have some sort of a commemorative of the occasion."

--Ian G. Wilkinson, Chesham, Bucks, England (May 5, 1981)

More on British Philatelic Association Censorship Activities

"Dear Roger. A few copies of some Lundy items, a few obviously in response to your censor query. In the past, I recall reading (perhaps in a War Cover Club article) about philatelic censorship in Great Britain. It seems that philatelic censorship by the British Philatelic Association was desirable for two reasons: (1) A philatelist would recognize anything amiss or a breach of security by use of philatelic jargon, etc. (2) It assured collectors of careful handling. If memory serves me, such mail was turned into one's local post office and sent under post office official mail cover, uncanceled, to London where the B.P.A. took over. I realize that without a copy of the article, this is conjecture, but it is logical. Should I ever locate the article (which incidentally was not about Lundy, but about Great Britain censorship in general), I'll send it right along..."

--Ed Kuehn, Columbus, Ohio (May 15, 1981)

(Editor's note: Ed's letter is a response to a "My Favorite Cover" article that appeared on page 10 of the Fall 1980 LCCPQ. Ed kindly provided photocopies of four additional Lundy covers that have the same two censor markings (B.P.A. and British censor mark, Gibbons type RMC31); these four covers have London circular datestamps, dated between March 14, 1943 and November 16, 1943. --RSC)

Another Lundy Trip Cancelled--Luckily!

"Dear Roger. I was one of the 'founding fathers' of the Korea Stamp Society, which we formed right after my return in 1951 from Korea where I had served as an infantry platoon sergeant. I got to Korea twice, in fact, as the 7th Infantry Division was the first occupation army into Korea in September 1945. They awarded me the 'Korean Participation Certificate,' their highest award, for 25 years as secretary-treasurer. I have thoroughly enjoyed it, as the many friends and acquaintances I have made all around the world have been a source of real pleasure to me. I am interested mostly in the occupation and war covers of Korea, but collect everything. My other two areas of endeavor are Colorado 'ghost' towns, Turkey postmarked in Arabia prior to 1919, and now Lundy Island will be my newest undertaking.

We were scheduled to visit Lundy in August 1979, but the night we arrived in Bristol, England, it was pouring rain, and the next day, a raging gale went on all day--the day we were supposed to visit Lundy on the ferry. We had to go on, of course, because of hotel reservations. Several boats were lost, and the boats and their occupants were never seen again, so, maybe we were lucky we got there too late to take the ferry! Oh well, there will be another time!"

--Forrest W. Calkins, Grand Junction, Colorado (May 21, 1981)

LETTERS TO THE EDITOR (Continued)Warning About a Forged "AIR L.A.C.A.L. POST" Cancellation

"Dear Roger. The reason I am writing is to pen a few words of warning to LCC members regarding a forged Lundy cancellation I already knew about but which is appearing on covers and pieces in auctions in this country. It concerns the canceller of 1938, the dates of which run from October 1938 (I have a cover of October 3) to November 1938 (I have a cover of November 17, on which it was modified to 'L.A.C.A.L.' only). Therefore, the longest period it could have been used is 44 days, resulting in a rather rare item and quite rightly obtaining good prices when found. You know, of course, the reason that the canceller was modified--our Post Office objected to L.A.C.A.L. using the word 'POST,' so 'AIR' and 'POST' were hacked off the canceller. Actually, you can still see remnants of the excised words on the later strikes. The modified canceller was used from November 1938 (probably the 17th) to the cessation of the air service at the outbreak of war in September 1939.

The forgery I have only seen struck in violet (the original is in blue), appears either on piece or on covers (all those I have seen have no other connection with Lundy), and usually cancels the 4d carmine 'small air view' of March 31, 1939, sometimes in multiples and sometimes in combination with the 1d black 'light-house' of April 24, 1939. I have also seen it on a 3d grey-blue 'large map.' Apart from the forgery's use on wrong or even impossible stamps, the forgery can be identified by the word 'AIR' which is in a straight line--on the original, the word follows the curve of the frame. Also, the letter 'S' in 'POST' is inverted in the forgery.

I enclose photocopies from items in my collection from which you can reproduce comparative illustrations. I think it is important that collectors do not pay out a lot of money for these forgeries which are worth only pennies as curiosities only."

--Ken Gibson, Farnham Royal, Bucks, England (May 15, 1981)



FORGERY



GENUINE
(Chinchen Da)



GENUINE
Second State
(Chinchen Db)

Editor's comments: During June 1981, another LCC member sent me an example of this "curiosity" which he had purchased recently in a British auction: on the front of a photograph "souvenir" post card mailed from Ilfracombe on August 14, 1948 is a block of four of the LACAL 1939 red 4d "air view"--the bogus cancellation in red is smack in the center of the block and another is at the top left of the block and ties it to the card. The best precaution against purchasing an item with this bogus cancellation is a knowledge of the correct dates of use of the genuine canceller (the 44-day period of October 3, 1938 until November 17, 1938 as documented both by Jim Caryl and Ken Gibson). I assume that as soon as they are made aware that this bogus cancellation exists, reputable auction houses either will stop offering items containing the bogus cancellation or will indicate that the cancellation is a spurious "add on" and drop their estimates accordingly. As Ken Gibson states, these items are worth little as "curiosities" only. In the meantime, should you purchase one of these forged items at auction, I suggest you return it immediately to the auction firm along with a note to the effect that the cancellation is bogus, the lot had been misdescribed, and a request for a complete refund of the purchase price. Caveat emptor!

--Roger S. Cichors

LETTERS TO THE EDITOR (Continued)More on the "Rotary" Overprints, "DELAYED BY STORM" Cachets,
and the "AIR L.A.C.A.L. POST" Cancellation

"Dear Roger. ...Regarding the Rotary overprints, I have noted: (a) Issue 16 of The Puffin does not mention the color of the overprint; (b) Kessler letter of May 21, 1956 also does not mention the overprint color; (c) Koerber auction catalogue of 1980 does not mention the overprint color; (d) Bill Rowcroft in the Spring 1981 LCCPQ says that Mr. Gade noted the overprint color as red although he hadn't seen them!; (e) all issuustrations I have seen, i.e., Puffin, Koerber, and LCCPQ show the overprint to be dark in tone; (f) my copy--bought as one of a pair, taken from an irregular block of 6--has the overprint in SILVER! It is on the 6p Millenary surface mail which photographs (with difficulty) as a light tone. Obtained from a collector in Sweden in 1976, the quality of the overprinting is very good indeed; (g) the only other copy I have seen was a single triangular Millenary (value unremembered) in SILVER in the collection of the late Ian Scott-Walker. I don't know where it came from and saw it in 1975.

So, we now have a bit of a mystery. I shall write to my 'supplier' to see if he remembers where his block came from. Shall also write to Barry Chichen to see what he remembers. No, I won't--I have just 'phoned him. He never had one in his collection, no one mentioned the overprint color to him--he saw black and white photos only and assumed they were in black. However, he has a very hazy recollection of seeing one in silver, but can't be sure. I assume a 'printer's error' where Bill Rowcroft mentions a 7-puffin Millenary--what value was it?"

...Seeing George Fabian's bit about the 'storm' cancels, I enclose a photocopy of the minute one. It was put into service alongside its LUNDY/BRISTOL CHANNEL matching partner also on April 1, 1974. Both were used as cancellers for stamps on the reverse of envelopes and seemed to be used in preference to the dual purpose ovals which were mainly used in the franking machine. Therefore, whenever the front of the cover was franked with the machine oval 'storm' cachet, the stamps on the reverse were cancelled with the circular storm canceller. All strikes of this canceller were in red. It was withdrawn from use when a new rubber circular date stamp was introduced on May 4, 1975. Although in use for a year, good strikes on commercial covers are difficult to find.

...Regarding 'AIR L.A.C.A.L. POST': The cover of Jim Czul's dated November 17, 1938 does not, from the illustration, appear to be this canceller! The word 'POST' is missing and only odd bits of 'AIR' are visible. This is typical of a heavy strike (see outer limits of canceller visible) which shows the typical remnants of the modified canceller with 'AIR' and 'POST' removed. I have a cover of the same date showing the modified state!"

--Ken Gibson, Farnham Royal, Bucks, England (May 27, 1981)

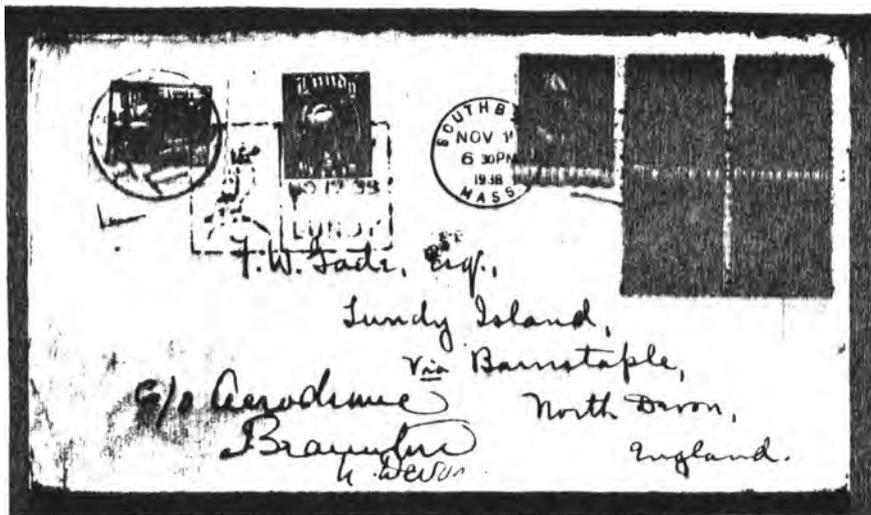
Editor's comments: The bogus "Rotary" overprints evidently exist in more than one color. When I was in Chicago on June 19, 1981, I was able to examine the examples in Jim Czul's collection. The colors of the overprints on the three Millenary issues in his collection are as follows: 4p (air mail) = black, 2p (air mail) = black, and 6p (surface mail) = red. In addition, Jim possesses two "first day" covers addressed to C. George of Brooklyn, New York; each has a tied 1951 "flying bird" 7p definitive (Chinohen #84) overprinted in red with a slightly different "Rotary" overprint (larger cog wheel emblem and lacking the wording "Honoring" and "1905-1955"). This was the source of the "printer's error" in Bill Rowcroft's article that was questioned by Ken Gibson (i.e., the word "Millenary" should be deleted in line two of the fourth paragraph on page 8 of the Spring 1981 LCCPQ and "1951 'flying bird' definitive" substituted in its place). (As Ken has noted, there is no 7-puffin Millenary value.) Readers who have additional examples of this overprint in other colors are invited to write the LCCPQ Editor.

LETTERS TO THE EDITOR (Continued)

Ken Gibson's remarks on the Lundy "DELAYED BY STORM" cachets used as cancellers for Lundy-stamps on the backside of envelopes were prompted by George Fabian's articles on pages 5 and 12 of the Spring 1981 LCCPQ. Thanks, Ken, for the additional information.

The photocopy of Jim Cmyl's November 17, 1938 "AIR L.A.C.A.L. POST" cover, Figure 3 on page 15 of the Spring 1981 LCCPQ, unfortunately does not show clearly. While in Chicago, I was able to examine that cover and am of the opinion (as are George Fabian, Dick Barnes, and Duane Larson) that the cancellation is indeed an "AIR L.A.C.A.L. POST" (Chinohen type Da) rather than a hard strike of the modified "L.A.C.A.L." (Chinohen type Db) canceller as Ken had thought. Jim also has another cover dated November 17, 1938, which has a clearer strike of the "AIR L.A.C.A.L. POST" canceller. This cover is illustrated below. The cancellation shows remnants of the rectangular border at the bottom right only; it has been my observation that one or more of the borders show up in clear, even strikes of the Da type canceller. The existence of these two covers of Jim's and of Ken's cover dated November 17, 1938 with the Db type cancellation indicates that November 17, 1938 was indeed the last date of appearance of the "AIR L.A.C.A.L. POST" cancellation and the first date of appearance of the excised cancellation. I deliberately used the word "appearance" rather than "use" in the previous sentence, since the L.A.C.A.L. cancellations could have been applied on a date prior to the application of the Lundy datestamp cancellation.

--Roger S. Ciohara



November 17, 1938 Lundy cover having a clear strike of the "AIR L.A.C.A.L. POST" canceller.

Pat Herst Recalls John D. Stanard

"Roger. I have been trying to come up with some recollections of John Stanard for you, but my relations were so skimpy there is little I can say. He always called on me at 116 Nassau Street when he came to New York. I guessed that he had other business which brought him there. The boys kidded him a good bit about his Lundy, and I think he felt more welcome at my place because I never did. Of course, when he sold Sanabria a bill of goods and got his Lundy stamps listed, the laughs grew in number. It was assumed that he fixed Sanabria up nicely to get the listings. John was a handsome gentleman, tall, good looking. But he never lived to see Lundy (nor all Cinderellas for that matter) get as popular as they are. Have no idea when he left the scene; I left Nassau Street in 1946 and never saw him again. Wish that I could add some more to the picture."

--Herman Herst, Jr., Boca Raton, Florida (May 29, 1981)

Good News: The 1981 Lundy Field Society Trip is Back on!

"Dear Roger. Things are certainly looking brighter than when I last wrote. The trip to Lundy is on again, but not until the 27th of June. I have very few details other than the fact that the landing stage is now being rebuilt and is expected to be finished by June 6. I don't know if this means they will now issue the proposed set of stamps or not, but at any rate it will be too late to make the 75th Anniversary of Montagu. Tony Langham is due to be on the Island on May 30, and he has some post cards of mine which he is trying to have posted so as to get the 30th date on them. If he succeeds, I intend to have a rubber cachet made up to apply to them so that the event will be commemorated, if only in a small way."

--Ian G. Wilkinson, Chesham, Bucks, England (May 26, 1981)

Where's Jim Czyl's Approval Sheet Article?

"Dear Roger. The current issue, LCCPQ, volume 3, number 1, page 4 (Spring 1981), promises an article on several types of old approval sheets by Jim Czyl later in the issue. I searched in vain and found only Jim's article on the 'L.A.C.A.L. Air Post Cancellations'..."

--Allen Hoffman, Brooklyn, New York (June 4, 1981)

(Editor's note: Jim Czyl's article on the approval sheets was left out of the Spring '81 LCCPQ because of space limitations, and it was only after the issue was printed and distributed that I discovered my gaffe on page 4. I'm happy to report now that Jim's article appears on page 7 of this issue! --RSC)

An Enjoyable 1981 Lundy Field Society Trip

"Dear Roger. ...I must tell you that we had a super day on Saturday (June 27th) when we at last got over to Lundy. A colleague of mine from the office who had heard so much about the Island in the ten years he has worked with me, came over with me (My wife can't stand the place, and I think this is partly due to her being fed up with me constantly talking about it.), and he fell in love with Lundy and is talking of going back again this summer--if you can call the weather we are having "summer." To fill you in a bit, it seems that the two boats owned by Campbells (the Balmoral and the Westward Ho) are either up for sale or have been sold. The sailing for this summer at least has been taken over by a boat called the Prince Ivanhoe. She is an ex-British rail ferry from the Isle of Wight run and was formerly named the Shanklin. Another boat owned by the same people, who are a Preservation Society, the paddle steamer Waverley, also made a run to Lundy during June. They have produced a 16-page paper all about themselves and their boats, and I will send you a copy under separate cover..."

--Ian G. Wilkinson, Chesham, Bucks, England (July 1, 1981)

(Editor's note: I received the 16-page tabloid "Waverley Times" on July 10, the same day as I received Ian's letter. I especially enjoyed the lovely "Captain Marie" (Marie Kirkwood, Miss Scotland of 1975) and Lena Zavaroni, photographs of whom appeared on pages 14 and 15, respectively. The photographs of the Waverley, Prince Ivanhoe, Balmoral, and other vessels which graced the pages of the "Waverley Times" were o.k. Thanks, Ian! --RSC)

Royal Wedding Souvenirs from Nicaragua

"Dear Roger. I have a special Prince Charles cover and post card coming out for his wedding, and although this has little to do with Lundy, I am getting some of the post cards posted from the Island. I am enclosing a copy of the label for you, and you will notice a certain little Island appears more or less in its proper geographical position between the Principality of Wales and the Duchy of Cornwall, of which Prince Charles holds both titles. He is not yet King of Lundy, but will be when his Mother dies."

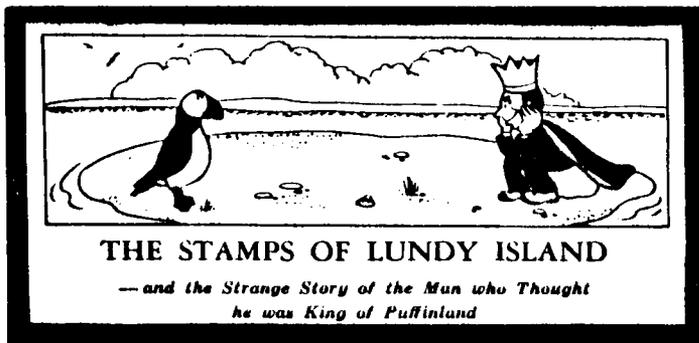
--Roger E. Allen, Managua, Nicaragua (July 18, 1981)



MORE ON THE APPROVAL SHEETS OFFERING LUNDY STAMPS

by Jim Czyl

There apparently are several types of the approval sheet with the heading: "The Stamps of Lundy Island--and the Strange Story of the Man who Thought he was King of Puffinland" (refer to the illustration below). This approval sheet was initially discussed and illustrated in the Summer 1980 LCCPY (pages 16 and 17). A compilation of the four major types of the sheets in my possession is given in the text below. The dimensions of the typeset copy from side to side and from top to bottom for each sheet type are listed as the "print size." The sheets appear to be cut into varying sizes, and some dimensions of the entire sheets are included in the list. Readers having additional varieties are encouraged to write the author Jim Czyl, 2337 West 144th Place, Posen, Illinois 60469, U.S.A.



Type Description

- 1 Printed in black (text) and red (drawing and stamp mount borders); inscriptions "Littleton Stamp Co., Littleton, N.H." and "Printed in U.S.A." both appear at the bottom; sheet has room for six stamps (1, 2, 4, 6, 9, and 12p first series definitives); "K-8" inscription appears on backside of sheet; white paper; print size 4-3/8" x 6-7/8" (106 x 174 mm); cut sizes 4-7/8" x 7-1/8" (123 x 180 mm) and 4-1/2" x 7" (114 x 178 mm).
- 1a Same on white paper with papermaker's watermark.
- 1b Same on a tannish or buff paper.
- 2 Similar to type 1 except no "Littleton Stamp Co." inscription at bottom of sheet and "Printed in U.S.A." appears at top; no "K-8" inscription on reverse; white paper; print sizes 4-1/8" x 6-1/2" (103 x 165 mm) and 4-7/8" x 7-5/8" (123 x 194 mm); cut sizes 4-1/2" x 6-5/8" (114 x 168 mm), 5-5/8" x 8-1/4" (143 x 208 mm), and 5-1/2" x 8-1/2" (140 x 216 mm).
- 2a Same as type 2 except "K-8" inscription appears on reverse; print size 4-7/8" x 7-5/8" (123 x 194 mm); cut size 5-1/2" x 8-1/4" (140 x 208 mm).
- 3 Similar to type 2 but "Printed in U.S.A." inscription does not appear on front; stamp mounting instructions given in black within red mount borders; "K-8" inscription on reverse; white paper; print sizes same as type 2; cut sizes 4-1/2" x 6-5/8" (114 x 168 mm), 5-1/2" x 8-1/2" (140 x 216 mm), 5-3/8" x 8-3/8" (136 x 213 mm), and 5-1/4" x 8-1/4" (133 x 208 mm).
- 4 Printed all in black; has mounting room for nine stamps (1, 1, 2, 3, 4, 6, 9, and 12p first series definitives and 1951 7p definitive) (my example has 1p and 2p forgeries); "Littleton Stamp & Coin Company, Inc., Littleton, N.H. 03561" inscription appears in sans-serif type at bottom of page; white paper; print size 4-7/8" x 7-7/8" (124 x 201 mm); cut size 5-5/8" x 8-5/8" (142 x 219 mm).

SUMMARY OF THE FIRST LCC MEMBERS' MAIL AUCTION

by Roger S. Cichorz, LCC Auctioneer

The first LCC members' mail auction which closed on May 16, 1981 was a great success. Of the 141 lots offered, only 27 "cheapies," estimated at \$36.25, did not receive bids. The remaining 114 lots realized \$1667.20 against estimates of \$987.75--a remarkable 68.8 percent above the preauction estimate. The LCC auction netted \$245.69 from auction commissions and the realizations from the nine donated lots. Auction and LCCPQ expenses incurred by the LCC Auctioneer (a.k.a. the LCCPQ Editor) totaled \$144.35; consequently, the LCC Treasury was swelled by the sum of \$101.34 as the result of this auction.

Highlights of this auction included: a complete mint sheet of 12 of the 1936 Atlantic Coast Air Services half penny "large map" issue, which realized \$181 against an estimate of \$100; a complete mint set of 8 of the 1942 Lundy "Victory Propaganda" issue, which realized \$131 against an estimate of \$75; a complete mint set of 12 of the 1943 Lundy "Wright Brothers biplane" overprint, which fetched \$137 against an estimate of \$100; and a used set of the 1943 Lundy "Wright Brothers biplane" overprint issue tied to piece by first day cancellations, which sold for \$112 against an estimate of \$100.

The item in the auction with the lowest estimate, a block of four of the 1972 St. Helena's Church 1p value, estimated at only 25¢, sold for \$1.00--or 540 percent above the estimate. The least expensive item sold was an unused set of three of the 1939 second definitives, which realized its estimate of 50¢. The ten lots of fakes, forgeries, and bogus overprinted items fared extremely well, fetching \$122.15 against estimates of \$38.50.

There were nine consignors in this auction and 35 bidders (about half of the 70 or so LCC members eligible to participate). Of the 35 bidders, only seven were unsuccessful in receiving at least one lot. Nineteen lots received only one bid each and nineteen others only two bids each. Fifteen lots received eight or more bids each, with the June 7, 1980 F. W. Gade Memorial Service cacheted cover (lot 131) garnering 14 bids and just edging out a sheet of R. E. Allen's Puffin Post Local Post labels (lot 139) and a January 7, 1966 outward post card signed by Felix Gade (lot 118), both of which received 13 bids. In general, the scarce pre-1952 Lundy, ACAS, and LACAL offerings, the bogus overprinted items, and postal history and special event and commemorative items fared well with spirited, competitive bidding. On the other hand, the 1953 to 1972 Lundy issues fared poorly, with many of the modern mint sets receiving no bids.

I want to thank all the participants of the first LCC auction (bidders and consignors alike) for making my life as an auctioneer easy. Within one month of the auction's closing date, I had received payments from every successful bidder (except one who I knew was in Europe on business) and had mailed out all the consignors' settlement checks! As of this mid-July writing, I have not received one complaint or returned lot because of misdescription or for any other reason, nor has any payment check (mine included) "bounced." This, I have been told by many, is truly remarkable!

I have already received several requests for another LCC members' auction and plan to hold one early in 1981--no closing date set yet. I'm sending out a call for consignment material right now and will set a receiving-date deadline of Saturday, December 12, 1981. That way, I can use the holidays to prepare the lotting, descriptions, and catalogue and attempt a January 1982 catalogue mailing. So, please start rounding up those extraneous Lundy items and mail them (insured, please) to me at 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A. Commission is 10 percent of the lot realizations (no charge for lots not receiving bids), and profits after expenses go into the LCC Treasury to be applied towards LCCPQ publication costs.

PRICES REALIZED FOR LCC MEMBERS' MAIL AUCTION NUMBER 1

<u>Lot</u>	<u>Realization</u>	<u>Lot</u>	<u>Realization</u>	<u>Lot</u>	<u>Realization</u>
1	\$ 2.70	48	\$ N.B.	95	\$ N.B.
2	1.30	49	1.60	96	N.B.
3	1.90	50	0.90	97	3.10
4	23.00	51	5.25	98	3.10
5	27.50	52	N.B.	99	3.10
6	181.00	53	N.B.	100	5.25
7	35.50	54	N.B.	101	0.90
8	51.00	55	10.50	102	1.25
9	20.50	56	N.B.	103	1.25
10	71.00	57	N.B.	104	} 55.00
11	1.60	58	N.B.	105	
12	2.85	59	10.50	106	
13	3.25	60	0.90	107	
14	7.75	61	4.75	108	9.25
15	1.00	62	11.00	109	34.00
16	0.50	63	5.50	110	20.50
17	131.00	64	1.30	111	9.00
18	4.75	65	50.00*	112	14.00
19	20.00*	66	20.50	113	112.00
20	8.25	67	6.40	114	32.50
21	3.25	68	N.B.	115	6.25
22	3.25	69	0.90	116	N.B.
23	4.50	70	N.B.	117	N.B.
24	4.75	71	0.90	118	16.50
25	49.50	72	N.B.	119	20.50
26	137.00	73	N.B.	120	7.50
27	6.25	74	1.60	121	21.50
28	2.90	75	8.25	122	5.50
29	3.50	76	1.40	123	5.25
30	4.25	77	N.B.	124	16.00
31	0.70	78	N.B.	125	5.25
32	1.25*	79	5.25	126	5.25
33	10.50	80	5.00	127	6.25
34	6.50	81	4.00	128	2.10
35	0.85	82	3.75	129	5.25
36	9.25	83	3.75	130	14.50
37	12.50	84	3.75	131	15.75
38	56.00	85	3.75	132	11.50
39	6.25	86	10.50*	133	12.50
40	6.25	87	10.50*	134	11.00
41	N.B.	88	2.20	135	25.50*
42	N.B.	89	N.B.	136	2.75
43	N.B.	90	N.B.	137	1.30
44	N.B.	91	0.95	138	3.35
45	N.B.	92	N.B.	139	5.25
46	1.35	93	N.B.	140	6.25
47	3.05	94	N.B.	141	4.75

* denotes tied high bids (lot sold to earliest postmarked bid).

N.B. indicates no bids were received.

Lots 104-107 were combined and sold as a single lot.

LCC "Historic Lundy Series" Post Card Available

The latest Lundy Collectors Club post card and first in a series of "Historic Lundy" scenes depicts Lundy Postmaster F. W. Gude and Pilot M. Looker handling the Lundy mail. This post card is available from LCC Secretary/Treasurer Duane Larson for 15 cents each; minimum order of five cards. Please include a self-addressed, stamped envelope (U.S. residents) or IRC or an additional sum for postage (foreign residents) and make your orders and payments to Duane Larson, Lundy Collectors Club, 2021 Ridge Road, Homewood, Illinois 60430, U.S.A.

Some of the earlier LCC post cards and labels are still available from the LCC Sales Division. Please check the inside cover of this issue of the LCCPQ for a list of the available items.

BOTH BIRTHDAY OF HER MAJESTY QUEEN ELIZABETH, THE QUEEN MOTHER

By Roger Allen

On August 4, 1980, Her Majesty Queen Elizabeth, the Queen Mother, celebrated her 80th birthday. As many will know from reading Tony and Myrtle Langham's book, the Queen Mother visited Lundy for a few hours on Sunday, May 11, 1958, and the islanders have always had an especially soft spot in their hearts for her ever since.

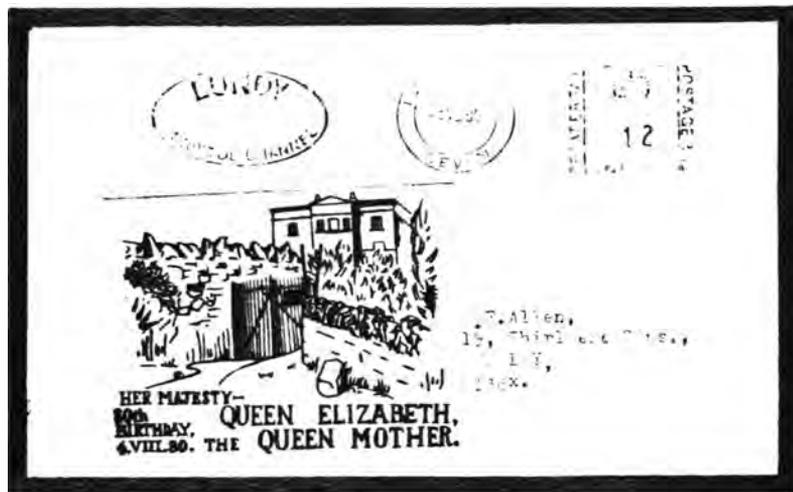
About 25 covers were posted from Lundy on August 4, 1980, mainly for distribution amongst members of the Harman family and others who will remember entertaining Her Majesty in 1958. One cover has been sent to Buckingham Palace for inclusion in the Royal Philatelic Collection.

These covers were quite simple, the Lundy stamps on the reverse cancelled by the usual handstamp and the meter mark on the front with the "LUNDY/BRISTOL CHANNEL" slug. Also on the front appears an illustration in blue of the exact spot in front of Millcombe House gates, where the Queen Mother took tea, cakes, and bread and jam with the Harman family and other residents of Lundy.

This illustration by Roger Allen is actually adapted from a photograph taken by Mrs. Elizabeth Dodge, an American lady living in Miami, who visited Lundy in August 1980.

A mimeographed insert was placed inside each cover, giving details of the Queen Mother's 1958 visit. Mrs. Ruth Harman Jones has since observed that one detail given in this insert is incorrect. It was not a landrover that came to meet the Queen Mother on the beach, but a tractor pulling a trailer that had been padded with straw and rugs. No landrovers actually came to the island until after the Landmark Trust took over in 1969.

Because of the small number of covers produced, extra proofs of the illustration were printed in black. A few of these are available together with extra inserts at \$1.25 or 80 pence. Also, about half a dozen of the actual covers are available to the first six requests at \$5.00 or 2.50 pounds from Roger Allen, Banco de Londres y America del Sud Ltda., Apartado 91, Managua, Nicaragua.



Cacheted cover from Lundy, prepared by Roger Allen to honor Her Majesty Queen Elizabeth, the Queen Mother, on her 80th birthday, August 4, 1980.

80TH BIRTHDAY... (Continued)

Text by Roger Allen of the mimeographed insert placed inside each cacheted cover:

"On Sunday, 11th May 1958, Her Majesty Queen Elizabeth the Queen Mother came ashore on Lundy for two and a half hours on her way back from a visit to Northern Ireland in the Royal Yacht 'Britannia.'

The day started unpromisingly but by the time Her Majesty's party came ashore, the weather had cleared up and it turned out to be a fine day. Though offered the use of the landrover, specially prepared with cushions, the Queen Mother preferred to walk up the beach road.

Rather surprisingly when she arrived at Millcombe gates, the Queen Mother indicated that she would like to take tea with the Harman family and the residents of the island at that spot. Ultimately, from the point of view of the timing of her little tour and return to the yacht, this location was ideal. The drawing by Roger Allen on the front of this cover shows the exact spot where this memorable tea party took place.

While on her short trip, the Queen Mother was able to see several of the historic buildings on the island and to sense something of the peace and distance that makes Lundy so beloved to all who know her. She also met a number of the islanders and guests, including the late Felix W. Gade, agent on Lundy for over forty years, who never forgot the occasion.

Lundy never forgets its famous visitors and they become part of the folklore and tales told by the islanders in the tavern of an evening.

On the occasion of Her Majesty's 80th Birthday this cover was produced in very small numbers to be distributed amongst those who will remember the Queen Mother's visit and others who love Lundy."

ADDITIONAL INFORMATION ON LUNDY POSTAL ROUTES

In Newsletter Number 16 (July 1981) of the British Private Post Study Group of the Cinderella Stamp Club, Editor John R. Holman wrote that Bryan Sherwood, former Editor of The Puffin, responded to the articles by Ian Wilkinson and Roger Cichorz, "Lundy-- Which Way Did the Mail Go?" (LCCPQ, Summer 1980, pages 8-11.)

Bryan wrote: "I read with interest these two articles. In my experience most of the mail carried by air from Lundy from 1934 to July 1940 and again from 1950 to 1956 was postmarked at Braunton, more occasionally at Barnstaple or Bideford. Ian asked if mail was known postmarked at Ilfracombe prior to 1971, and I can report such a cover dated May 1970. I also have a cover postmarked North Devon in 1972. I believe the North Devon postmark was applied at Bideford, although Ian suggests Ilfracombe.*

In these studies of the Lundy mail routes, we must remember that mail was sometimes taken by ships' crews and posted at whichever port the ship arrived at. From time to time, the "Lundy Gannet" landed at different ports because of adverse weather conditions at the usual port--Bideford until 1971, then Ilfracombe. Just as an aside, much of the early mail even prior to the turn of the century must have been forwarded via Cardiff and Bristol, as these ports were much more important as far as shipping was concerned."

* Seemingly, both Ian and Bryan are wrong on this postmark. Douglas Muir and Martin Robinson in their booklet An Introduction to British Postal Mechanisation (1980) state that the North Devon die was introduced at Barnstaple in 1970.

THE PUFFINS COME HOME

by Emilie Tavel Livezey

Staff Correspondent of The Christian Science Monitor

(This is the second installment of an article which originally appeared in the August 5, 1980 issue of The Christian Science Monitor. It is being reprinted in the LCCPQ by permission from The Christian Science Monitor, copyright 1980 The Christian Science Publishing Society, all rights reserved. The first installment appeared in the Summer 1981 LCCPQ.)

Their daily summer routine is to show up on Egg Rock first thing in the morning to begin the day's socializing. Some early birds zoom in by 6 o'clock. But the biggest numbers - 23 is the maximum count on any one day so far - arrive between 9 and 10. After catching up on the news, so to speak, they begin drifting off, getting down to the serious business of fishing. By 5 in the afternoon, hardly a puffin is still around. They just disappear and don't return until the next morning.

The question is whether a puffin is a bird, a fish, or a mammal.

Dr. Kress points out that this versatile species is "built for all systems." It waddles well on the ground. It uses its flat beak to break open the soil and its hooked toes and webbed feet to dig burrows when it can't find nesting places under big rocks. In the air, its stubby tail, fat body, short wingspan, and rapid wing beat give it the appearance of a fighter bomber. It not only floats on the water's surface, but also dives as deep as 50 feet underwater to forage for its food. Like some other sea birds, it can stay underwater for several minutes.

And when adults are nesting, they think nothing of flying a 200-mile round trip per day to collect food for their young. An adult puffin can carry up to 40 fish at a time, the whole catch dangling from its monumental beak.

A pair lays only one egg a year, and puffin populations are dwindling. Confined to fewer and fewer undisturbed areas, the majority of Atlantic puffins in this part of the world breed on a single island only one mile long and half a mile wide in Witless Bay, south of St. John's, Newfoundland. There are about 148,000 pairs on Great Island. Together with puffins on nearby Gull and Green Islands, these birds constitute 75 percent of all nesting puffins in North America.

Offshore oil drilling near the Grand Banks of Newfoundland is now going on within their 100-mile fishing range.

A second threat is that the puffins' principal food, a type of smelt called the capelin, has begun to disappear.

"For the last two years, adults have brought back very few capelin to the nests," reports Dr. Kress. "They are using probably less desirable food such as squid and other small fish. The suspected reason for that is that there are in the Grand Banks, running 12 months of every year, several huge factory ships from Russia, Japan, and Portugal."

Canada is supervising the size of these catches. But Dr. Kress says he has found a difference of opinion among Canadian authorities over what the size should be.

"The Canadian Wildlife Service wants a much reduced catch. The Canadian Fisheries Board, which is supervising the factory ship operations, wants a much higher catch. In the meantime, we believe that the puffin population has declined as much as 20 to 30 percent in the last 10 years."



Photograph by Barth S. Tulkenberg, TCCM Staff Photographer
Tom Fleishner, accompanied by Evie Weinstein, places smelts inside a man-made puffin burrow.

If some disaster should strike this concentration of puffins, their population in North America would be drastically reduced. Hence the desirability of dispersing some of their numbers to former nesting sites.

It was this extreme vulnerability of the puffins that led Dr. Kress to try what no one else has attempted for sea birds before: re-establish a lost colony and, in the process, discover the techniques for doing so that can be used elsewhere.

The program is funded entirely by the nonprofit National Audubon Society, helped by tax-deductible contributions, and operates out of the Audubon Camp at Medomak, Maine. *(The address of the Puffin Project is: c/o the National Audubon Society, 950 Third Avenue, New York, New York 10022, U.S.A.)*

Eastern Egg Rock is leased to Audubon by the Maine Bureau of Public Lands. Since 1976, the island also has been known as the Allan D. Cruickshank Wildlife Sanctuary.

The transplant system Dr. Kress has worked out demands all the tender, loving care of parent birds, plus hard, manual work, long-term patience, and a lot of hope.

For the past few summers, he and his staff have flown 1,000 miles up to Great Island and gathered 100 10-day-old chicks from their burrows, delivering them in individual carrying cases by plane and boat to Eastern Egg Rock. Here, each chick is deposited in its own burrow and painstakingly fed and cared for until that marvelous moment when the birds yield to the call of the sea.

Every step of this project has been exploratory, breaking new ground. At first, hollow ceramic chimney tiles were tried as burrows. But they heated up in the sun and were abandoned in favor of burrows made of blocks of sod, laid on the surface of the soil and covered over with more soil.

Capitalizing on the puffins' highly sociable and curious nature, Dr. Kress had an artist design decoys of puffins and Arctic terns. Terns had not nested here for nearly half a century. These decoys he grouped on the rocks of the island, hoping to lure the birds back. It worked. When the first two-year-old puffin teenagers returned to their foster home in June 1977, they were immediately attracted to their dummy likenesses. *(To be concluded.)*

Lundy at Auction

By Roger S. Cichorz
3925 Longwood Avenue
Boulder, Colorado 80303, U.S.A.

Cinderella Stamp Club Auctions

The 1981 annual members' auction of the Cinderella Stamp Club will be held under the auspices of CSC Auctioneer, Dr. C. Robinson, on Saturday, September 26, at the Ballroom of the Victory Services Club, 63/79 Seymour Street, London W2, beginning at 1:30 p.m. Lundy is well represented in this auction again this year, comprising 81 of the 1139 lots being offered (7.11 percent of the lots--up from the 6.25 percent total, 86 of 1377 lots, offered in the 1980 auction). These 81 Lundy lots have preauction estimates of 1007.00 pounds, also up from the estimates of 575.50 pounds for the Lundy lots in the 1980 auction.

Several lots in the 1981 CSC auction are worth mentioning: a complete mint set of the first printing of the 1942 "V + Plane" overprint issue is estimated quite reasonably at 20 pounds; a used set of the "IX ANNIVERSARY" overprints is estimated at 25 pounds; a mint perforated 1943 gold overprinted Tighearna miniature sheet is estimated (I feel much too high) at 25 pounds; and a mint perforated Tighearna sheet with a doubled gold overprint (mentioned in Chinchin's Catalogue on page 31) is estimated at 50 pounds.

I finally received the prices realized for the 1980 CSC auction, so now I can give a recapitulation of the results of that auction. Of the 86 Lundy lots offered, 14 did not receive bids. The 72 lots that sold were estimated at 488.50 pounds and realized 520.20 pounds, or 6.5 percent above the estimates. Several of these lots are also worth mentioning. A partial "V + Plane" proof sheet in black fetched 11 pounds against a 1-pound estimate; a similar lot in the LCC auction sold for \$20 against an estimate of \$5. Several ACAS "large map" lots did exceptionally well: a "1937 essay reprint in purple in block of 4" sold for 14 pounds (\$33.60 at the then-current exchange rate) against an estimate of 3.50 pounds; a "similar lot in black" realized 22 pounds (\$53.80) against an estimate of 3.50 pounds; and a "1936 essay reprint of map stamps set of 6" fetched 60 pounds (\$144) against an estimate of 7.50 pounds. The latter two lots are almost certainly recent "reprints" (i.e., Chinchin does not mention "takes" in black ink in his Catalogue) rather than items produced in the mid-1930's (see my column in the Spring 1981 LCCPQ, pages 16 and 17, for more details).

An interesting lot, consisting of a Heaysman leaflet and two inward covers to Lundy lighthouse keepers, realized 5 pounds against an estimate of 2 pounds. Eight different imperforate color trials in unissued colors of the 1955 Millenary design on unwatermarked paper sold for 15 pounds against the consignor's estimate of 30 pounds. A similar lot of 10 different of the Millenary airs realized only 18 pounds against the consignor's estimate of 35 pounds. Realizations for "classic" Lundy material were mixed: a mint set of the 1943 "Wright Brothers biplane" overprints sold for 27 pounds against a conservative 25-pound estimate; a mint set of the 1943 "IX ANNIVERSARY" overprints fetched only 18 pounds against a conservative estimate of 25 pounds; and the two mint 1943 provisionals realized 7 pounds against an estimate of 7.50 pounds.

Early covers fared extremely well: an October 27, 1935 cover with a Lundy ½p definitive and ACAS "tram ticket" (# 03227 from roll 7) sold for a whopping 30 pounds against a conservative estimate of 8 pounds; a July 24, 1940 commercial censored cover to Cork with a Lundy ½p definitive and ACAS 3d "large map" postmarked "Lundy Lights and Leads" and having the "AIR SERVICE SUSPENDED..." cachet, realized 10 pounds against an estimate of 7 pounds; and a September 16, 1928 commercial cover with a Lundy ½p definitive and LACAL ½d violet, having the scarce 2-line cancel "Barnstaple, Lundy Island" (Chinchin cancellation type Ce, in use only three months) fetched 11 pounds against a conservative estimate of 5 pounds.

The Cinderella Stamp Club auctions are only open to CSC members, and both mail bids and floor bids are accepted (therefore, the British members attending have an advantage over us Yankees). Membership in the CSC includes a subscription to the excellent quarterly journal, The Cinderella Philatelist, edited by L. N. Williams and David Potter. Rates are 5 pounds (plus 3 pounds for airmail postage of the journal if required outside Europe), and membership details can be obtained by writing the Honorable Membership Secretary, G. M. (Mark) Dorman, 35 Smith Street, London, SW3 4EP, England. Members of the CSC can also join (at no additional charge) the British Private Post Study Group and receive the quarterly BPPSG Newsletter, edited by John R. Holman. These periodicals are mailed in January, April, July, and October of each year. If you write Mark Dorman, tell him you learned about the Cinderella Stamp Club from Roger S. Cichorz, CSC member #1363.

CCIC Lundy Lot Purchased by an LCC Member

LCC member Richard M. Langworth wrote me that he "won that big wad of Lundy in the CCIC auction" (see my Summer 1981 column, page 17, for details) for \$53 against the estimate of \$50. Dick thought the lot was well worth his purchase price as it had entire sheets of Rosen #93 through #111 (the three complete 1954 Silver Jubilee sets) and some nice FDC's. He asked me if I had purchased the other lot (1953 Coronation group estimated at \$15), but since I didn't participate in this auction, it wasn't me. LCC members, was it any of you?

International Philatelic Postal Auctions

In the I.P.P.A. (51 Goldstone Crescent, Hove, Sussex BN3 6LR) March 6, 1981 auction, 28 of the 54 Lundy lots offered sold for 790.75 pounds against preauction estimates of 596.25 pounds--an increase of 32.6 percent above the estimates. Highlights of this auction included: a mint set of the "Red Cross" surcharges in gutter pairs, which realized 226 pounds against an estimate of 150 pounds; a mint set of the "Red Cross" surcharges, which fetched 150 pounds against an estimate of 80 pounds; a mint set of eight of the 1942 "V + Plane" overprints, which sold reasonably for 25 pounds against a rather conservative estimate of 15 pounds; a set of the 1943 "IX ANNIVERSARY" overprints on an outward FDC, which realized 57 pounds against an estimate of 55 pounds; a complete mint set of the "Wright Brothers biplane" issue, which sold for 33 pounds against a conservative estimate of 25 pounds; and a mint set of the 1950 "BY AIR" overprints, which realized 15 pounds against what I considered to be a rather high estimate of 14 pounds.

Stanley Newman of the I.P.P.A. auction department claimed that from an examination of the bid forms received for the March auction, it appeared that the majority of Lundy collectors bid only on the Lundy lots and ignored the Channel Island and Isle of Man material. Consequently, he has decided to establish "Lundy Only" postal auctions. The first of these "Lundy Only" auctions had a closing date of June 12, 1981, and it was highly successful. This auction was comprised of 169 lots estimated at 2318.25 pounds; of these 169 lots, 76, estimated at 1100.25 pounds, realized 1303 pounds--18.4 percent greater than the preauction estimates.

Postal history and cover lots fared especially well, with 17 of the 29 lots offered being sold. These 17 lots were estimated at 140.50 pounds and realized a whopping 220.75 pounds. Five of the cover lots sold for double the estimates or greater. For example, a commercial cover addressed to Dorking from Iraq, but readdressed to Lundy and bearing the Lundy "1929-1939" overprint ~~ap~~ value on its front, fetched 25 pounds against an estimate of 10 pounds.

Six lots of ACAS "trams" consisting of 11 examples realized 125.50 pounds against estimates of 118 pounds. Other highlights included: a mint 1943 perforated miniature sheet with the "IX ANNIVERSARY" gold overprint, which realized 25 pounds against what I considered to be a rather high estimate of 20 pounds; a complete set of the 1944 "Wright Brothers biplane" overprints on a June 6, 1945 cover addressed to Guernsey, which sold for 60 pounds against an estimate

of 40 pounds; and the 1961 Europa souvenir sheet with the center of the 9p value missing (a major Lundy error!), which fetched 76 pounds against an estimate of 50 pounds.

Stanley Newman intends to have another "Lundy Only" auction this Fall. Being an LCC member himself, Mr. Newman is eager for LCC members to receive future I.P.P.A. auction catalogues, and he has taken out advertising space on the inside back cover of the Fall 1981 LCCPQ which gives the subscription details. The I.P.P.A. firm also deals in Channel Island and Isle of Man material, so if you collect other island locals (such as Herm, Jethou, and Lihou) or the "legitimate" stuff (Guernsey, Jersey, and Isle of Man), it might behoove you to write him and, perhaps, even enter a subscription to the I.P.P.A. firm's auction catalogues.

Kover King Auctions

In its sale #92, which closed May 21, 1981, Kover King, Inc. (120 West 44th Street, New York, New York 10036, U.S.A.) offered five Lundy cover lots. The first lot consisted of two 1953 Coronation FDC's; estimated at \$15 (way high--I estimated a similar lot in the LCC auction at \$4), this lot did not sell. A lot, described simply as "eight different values on 'Lundy 12/31/53' CTO cover" and estimated at \$10, sold for \$12. A "ship" cover with the 4p Millenary on both front and back and a Great Britain definitive (Scott #296), postmarked "Bideford 6/26/56" and apparently with a cachet marking for the Lundy Gannet's maiden voyage, realized \$15 against an estimate of \$7.50.

A cover, containing both a 4d "tram" (# 03114 from roll 7) and Lundy 4p first definitive on the back and a Great Britain definitive (Scott #212), postmarked "Braunton 11/20/35," on the front, sold for \$40 against an estimate of \$25. A "philatelic" cover (no British postage), postmarked "Lundy 9/28/53" and containing six of the 1951 "flying bird" definitives (no 4p value), the set of eight of the 1950 "BY AIR" overprints, and the 1951 "BY AIR 8 and 3-bar" surcharged issue, fetched a whopping \$70 against an estimate of \$20. I thought the \$20 estimate was too high for such a philatelic item, but apparently bidders must have disagreed with me. (Personally, I felt this cover was worth about \$10 and only for the soaked-off stamps.)

In Kover King's sale #94, which closed August 4, 1981, Auctioneer Abraham Siegel offered two cover lots. The first was a "rerun" of the two Coronation FDC's at the same estimate (\$15) as in sale #92. The second lot was a "Lundy 3/4/30" cover to the United States estimated at \$25. This is a "philatelic" item (common date characteristic of a bunch of CTO covers prepared for A. C. Hoesler) containing the 4p and 1p first definitives and no other postage stamps. This cover never went through the mails (no British postage or backstamps indicating a postal journey) and is worth about \$10, which is what a similar cover realized in the LCC auction.

Robson Lowe Bournemouth Stamp Auction

In its July 1, 1981 auction, Bournemouth Stamp Auctions (Division of Robson Lowe, The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX, England) offered a Lundy collection as one lot. Estimated at 45 pounds, this lot realized a whopping 115 pounds (\$220 at the then-current exchange rate). The lot was described as "Lundy Island: the collection including 1929 mint and used (2 on cover), Atlantic Coast Air Services proof pair, Lundy and Atlantic Coasts Air Lines 4d. and 1d. and later issues including commemoratives and miniature sheets; many covers." This collection was not spectacular but quite representative. It included a flown 1937 inward cover with a tied 4d "large map," an imperforate pair of the 1d "large map" "reprints," a nice selection of the 1937 ACAS 4d red and 1d black cliché types, and a sampling of the "1929-1939," "Red Cross," "IX ANNIVERSARY," "Wright Brothers biplane," and "V + plane" overprints. In addition, the 1951-1965 issues were virtually complete and several first day and commercial usage covers were included. I calculated the collection to be "worth" over \$200 based on the estimates I used for the first LCC auction on comparable material.

LUNDY AT AUCTION (Continued)Odds and Ends

The two flight covers offered in the March 31, 1981 Brunswick International Stamp and Auction Limited (P.O. Box 224, 5 Place du Commerce, Bouet, St. Peter Port, Guernsey, Channel Islands) sale, described in my Summer 1981 column on page 17, sold for 8.75 and 10.00 pounds, respectively, against estimates of 7.50 pounds each. In its July 19, 1981 public auction, Beck Stamp Auctions (P.O. Box 2216, Mesa, Arizona 85204, U.S.A.) offered the ACAS "large map" 4d and 1d values unused in one lot estimated at \$5-\$7. This was reasonable considering that "large maps" have been estimated at around 4 pounds apiece in recent British auctions, and the lot realized \$7.50.

NEW BOOKThe Postage Stamps of the Smaller Channel Islands

by Anders Backman and Bob Forrester,
Channel Islands Specialists' Society

The book deals with the stamps issued by the Tenants of the Islands of Herm, Jethou, Lihou, and Brecqhou. Of these, the first three operated genuine postal services to St. Peter Port, Guernsey, where all mail was transferred to the G.P.O. for onward transmission. These postal services were available for the use of all who lived on or visited these isles, and they handled all classes of mail. The Brecqhou stamps were never used in connection with such a service but are included in the book because they are popularly thought of in the same context.

The book is in two parts. The handbook section gives an account of the geography and history of each island together with descriptions of the manner in which the postal services were operated. A full account of each stamp issue deals with the circumstances surrounding the issue, the evolution of designs, and a commentary on errors and varieties. The various postal markings of these services are catalogued and illustrated. There are also details of the rates of carriage charged by these services throughout their operation. The catalogue section is a highly detailed listing of all the stamps issued together with all known varieties, errors, essays, trials, and proofs. Values are quoted for all catalogue entries and all the stamps, together with many of the errors and varieties, are illustrated. In most cases, the quantities issued are quoted.

Contents: Introduction, Rules and Regulations, Herm, Jethou, Lihou, Brecqhou, Herm Catalogue, Jethou Catalogue, Lihou Catalogue, Brecqhou Catalogue.

With each copy of this book, and exclusive to this publication, comes a reproduced artwork card of the Jethou 1961 issue with the appropriate stamp affixed and signed by the designer.

ORDER FORM

Please send your order to:-

Mrs. J. Coombe, Gable Cottage, La Rue Du Friquet, C atel, Guernsey.

Please supply _____ copy/copies of The Postage Stamps of the Smaller Channel Islands at the published price of 6.00 pounds, including postage and packing. (Make checks payable to C.I.S.S.)

Please send to:-

Name _____

Address _____

Book Review

A LUNDY ALBUM, reviewed by Roger S. Cichorz

A Lundy Album, compiled by Myrtle Langham, printed privately by M. Langham, 17, Fursefield Road, Heigate, Surrey, England, 1980, 84 pages (88 photographs + 4 drawings + 2 tables + preface), paperback (polythene-protected stiff paper cover), copies available from M. Langham, 3.75 pounds each (postpaid).

Miss Eileen Heaven, the great-grand-daughter of William Hudson Heaven who purchased Lundy in 1836, was born in 1893. She is presently the custodian of the Heaven diary, a daily log kept by the Heaven Family on Lundy from 1870 to 1905 with only occasional breaks. Miss Heaven kindly loaned the Heaven diary, along with her complete collection of photographs and her family papers and letters, to Myrtle Langham.

Mrs. Langham has painstakingly read through the loaned material and, at the suggestion of John Smith of the Landmark Trust, has preserved it for posterity by incorporating many of the photographs and appropriate text into this book. Mrs. Langham's aim was to record life on Lundy over the period of roughly 1836 to 1926, excluding material that is readily available elsewhere. She is successful in accomplishing that goal.

The photographs included in A Lundy Album are in a somewhat chronological order, although, for purposes of continuity in the subject matter of the book's text, a photograph taken as many as 30 years after that which follows it may be employed without appearing out of sequence. In addition to photographs and descriptive text, Mrs. Langham has included a tabular Heaven Family Tree, a map of Lundy recording the Island as the Heaven Family would have known it, and a list of owners and tenants of Lundy from 1836 to 1969.

A Lundy Album is a valuable addition to the library of any Lundy aficionado. The text presents a picture of life on the Island as known by the inhabitants and those whose livelihood depended on the soil and on the sea--not the experience of solitude and tranquility of the casual visitor who spends several days or so on the Island and who does not have to concern himself with the labors and doldrums associated with the continued day-to-day existence on Lundy. Contrasting the Spartan lifestyle of the inhabitants at that time, the book also conveys much flavor of the social life and conviviality that frequently came with life on the Island. An example of this was the annual Christmas supper given for the workmen and their wives, when the family plate, "good china" and candles were used, and the family all donned festive raiment and jewels for the occasion.

Mrs. Langham's intentions were presented in the book's Preface: "My hope is that this book will give pleasure to all my Lundy friends, and that it may be of interest to all who know the Island." She has succeeded in her purpose, so much so that even some of us (specifically, this reviewer), who haven't experienced life on Lundy, still found the reading a pleasure and of interest!

The content of this book is not philatelic; nevertheless, the mails and posts are mentioned on several occasions, and there is a page of text devoted to Mr. Allday, the postmaster on Lundy in 1925. Despite its nonphilatelic nature, the book still will provide pleasant reading to the LCC members who, other than their interest in Lundy stamps, might have minimal interest in the Island.

One final point: A Lundy Album is not a commercial venture, and Myrtle Langham has financed its publication herself. The price of the book, 3.75 pounds (about \$6.20 at the time of this writing), is the minimum that can be achieved when there are so many photographs reproduced so well and when limited printing runs are involved (only 1000 volumes were prepared). Mrs. Langham is to be commended for her effort. She noted that no one had asked for any payment for the loan of any material needed for A Lundy Album and concluded that she is "happy to feel that this reflects the Good Will which Lundy generates"! Amen...

NEWS OF LUNDY COLLECTORS CLUB MEMBERS

- Richard M. Langworth sends word that the International Churchill Society (ICS) has recently been reactivated and joined by the Winston Churchill Study Unit of the American Topical Association. The ICS is Affiliate 49 of the American Philatelic Society. The first issue since 1975 of the ICS's quarterly magazine Finest Hour was published this Fall, with Dick serving as its Editor. Dues for ICS membership are \$15 per year for United States and Canada, \$19 for overseas except Britain, and 10 pounds sterling for Britain (checks are accepted). ICS membership includes a subscription to Finest Hour. Dues are payable to and additional information about the ICS is available from Richard M. Langworth, ICS, Box 385, Contoocook, New Hampshire 03229, U.S.A.

Dick indicates that the Autumn issue of Finest Hour contains a rich mixture of philatelic articles on stamps honoring or related to Sir Winston Churchill. W. Glen Browne authored the feature article, "Churchill: The Ultimate Topic," which includes illustrations of four pages from an award-winning Churchill collection. Elsewhere in this issue appear David Marcus's discussion of the history of the Churchill, Michigan post office, a column on locals (Bardsey Island this time), book reviews, a feature on the Pobjoy Churchill ingot collection, classified ads, and an auction of 30 lots of Churchill books, stamps, and covers. Finest Hour is professionally printed on glossy paper in 8½- by 11-inch format, contains 12 pages, and is well worth purchasing if you are into Churchill topicals or Churchilliana. A sample copy of the magazine may be obtained from Dick for \$3.

Richard M. Langworth has also been busy promoting the philately of Herm Island locals. His article on "Herm and Its Locals" appeared in the May 1981 issue of The Channel Islands Reporter, the quarterly journal of The Club of Channel Islands Collectors, Affiliate 63 of the American Philatelic Society. Dick's Herm locals checklist, "Herm Island: Major Varieties and Quantities," was published in the August 1981 issue of The Channel Islands Reporter.

- Anders Backman, the renown Channel Islands philatelist who resides in Stockholm, Sweden, just recently joined the LCC and wrote that he found the LCCPQ "very interesting." This year, Mr. Backman, along with Bob Forrester, coauthored an impressive book entitled The Postage Stamps of the Smaller Channel Islands for the Channel Islands Specialists' Society. This book deals with local stamps issued by the Tenants of the Islands of Herm, Jethou, Lihou, and Brecqhou, and with the genuine local postal services of the first three of these Islands to St. Peter Port, Guernsey, where all mail was transferred to the G.P.O. for onward transmission. The book, a major contribution to the philatelic literature of the Channel Islands, is discussed in more detail on page 17 of this issue of the LCCPQ, where ordering information and an order form are included.
- The LCC officers (Duane Larson, George Fabian, and Jim Czul) entered the first two volumes of the LCCPQ, consisting of issue numbers 1 through 8, in the TOPEX '81 first topical literature competition. Lo and behold! the LCCPQ received a silver-bronze award in the periodicals section. (Perhaps, a not-too-shabby performance for a first-time entry in a major show competition?) News of the award appeared in an article ("TOPEX Announces Literature Winners") on page 41 of the August 10, 1981 issue of Linn's Stamp News. TOPEX '81 was held in Chicago, Illinois, June 26-28, 1981.
- Roger S. Cichorz had a one-page article entitled "Post Card from Paris, France, to Zacatecas, Mexico" published in the July 1981 issue of Mexicana, The Journal of the Mexico Elmhurst Philatelic Society International (MEPSI). The article proposed a circuitous postal route deduced from the card's postal markings, and Roger invited Mexico postal history or mail-route specialists to comment or propose alternate routes. Roger specializes in the stamps and postal history of Mexico and has been a member of MEPSI for almost a decade.

CLASSIFIED ADVERTISEMENTS

FOR SALE

EXCELLENT LUNDY STOCK: some provisionals and revaluation overprints, 1937-39 LACAL "air views," 1940's Bureau overprints, 1953 Coronation publicity sheet and 1961 Europa miniature sheet (cream paper), and Imperforate sets; also many Lundy first day covers and some postal history items. Also have specialized stock of Herm, Jethou, and other British local issues. Write and ask for "locals" price list. VISA/Barclaycard and MasterCard/Access payments welcome. J. SANDERS (PHILATELIST) LTD., 5/7 Commercial Road, Southampton, SO9 4TN, England.

MINT LUNDY STAMPS for retail sale:

(Prices are given in pounds sterling.)
 1929/39 "Tighearna sheet" definitives:
 1p and 9p Imperf., 2p perf. 0.75
 1951 definitives (7v) 1.50
 1951 defs. (6v, -7p), gutter pairs 3.50
 1951 definitives (7v), Imperf. set 2.50
 1951 definitives (7v), Imperf. set
 in very scarce gutter pairs 7.50
 1951 provisional "8 and 3 bar BY AIR"
 black overprint (Chinchen #78) 0.20
 1951 same as above, gutter pair 0.80
 1953 provisional "8 and 3 bar BY AIR"
 red overprint 2.00
 1953 same as above, block of four 7.50
 1953 same as above, gutter pair 6.50
 1953 Coronation set (7v) 2.00
 1954 Silver Jubilee (7v), imperf. 6.50
 1954 same as above, gutter pairs 17.50
 1954 Silver Jubilee 12p, imperf., black
 and green "printer's waste" 5.00
 1954 airs with dates (6v) 2.75
 1954 airs with dates (6v), imperf. 6.50
 1954 airs without dates (6v) 2.75
 1954 airs without dates, imperf. 6.50
 1955 Millenary surface (7v) 1.95
 1955 Millenary airs (7v) 1.95
 1955 Millenary airs (7v), imperf. 5.50
 1961 Europa (7v), imperf. 3.50
 1961 Europa 4p ERROR, perf. pair with
 dramatic shift of frame & color 3.75
 1961 Europa miniature sheet 0.40
 1962 Anti-malaria (4v) 1.50
 1962 Anti-malaria (4v), imperf. 2.50
 1962 Anti-malaria, 12p "MAJOR BLACK
 OFFSET" on reverse (gummed) side 8.50
 1962 Europa (4v) 1.50
 1962 Europa (4v), imperf. 1.50
 1962 Europa, 1p, perf., MAJOR ERROR:
 blue-grey color omitted, showing
 silhouette of puffin only 20.00
 1962 Europa, 1p, perf., ERROR: excel-
 lent blue-grey color drop, causing
 "double Lundy" 8.50
 Terms: Cash with order; postage and
 Insurance extra. Credit card (Master-
 Card/Access, VISA/Barclaycard, Bank-
 Americard, American Express, ChargeX,
 Eurocard) purchases gladly accepted.
 RUSHSTAMPS, Rush House, Emery Down,
 Lyndhurst, Hampshire SO4 7DZ, England.

SPACE In the "classified ad" section of the Winter 1981 LCCPQ. \$1 per column inch (8 lines). Write the LCCPQ Editor.

FOR SALE

G. M. DAVIS'S NEW BOOK on Lundy, The Loss of H.M.S. Montagu Lundy 1906 now available from G. M. and R. C. Davis for £4.27 postpaid (reduced rate). G. M. and R. C. Davis, Antiquarian Booksellers, 6 Chapel Rise, Atworth, Near Melksham, Wiltshire, England.

LUNDY PROOF COINS 1965: four proof coins--commemorative reproductions of the original Lundy puffin coins issued in 1929, contained in a black case inscribed in gold with LUNDY, a puffin, and "Lights and Leads." One pair of coins (½ and 1 puffin) in nickel-brass are yellow gold; the other pair (½ and 1 puffin) in Imperial bronze are red gold. 25 pounds sterling for the set of four + additional for postage and registration (currently 4.50 pounds airmail or 2.50 pounds surface mail). Order from Mrs. Diana P. Keast, The Flat, 133, High Street, Marlborough, Wilts, SN8 1HN, England.

POSTAL HISTORY OF LUNDY, British locals, plus a wide variety of all Great Britain covers. Write now, stating your particular interests, for photocopies and details of current offers. Postage appreciated. Stewart Harris, 14, Honey Close, Great Baddow, Chelmsford, Essex, CM2 9SP, England.

R. E. ALLEN'S PUFFIN POST Local Post labels depicting a puffin and Lundy's Old Light: complete mint sheet of 16, folded in half for mailing, \$5.00 postpaid; mint copies, 2 for \$1 postpaid. Roger Allen, Banco de Londres y America del Sud Ltda., Apartado 91, Managua, Nicaragua.

BRITISH LOCALS and Channel Islands specialty material. Send want list for price quotations or mail SASE for current price list. Also Lindner albums and supplies: 20 percent discount from retail to LCC members; Autumn 1981 catalogue, 35 cents in stamps. Richard M. Langworth, Box 385, Contoocook, New Hampshire 03229, U.S.A.

FOR TRADE

EXCHANGE "TRAMS" on a one-for-one basis. Want: ½d from rolls 1, 2, 4, 7, and 8. Have: ½d from rolls 6 or 10; 1d from roll 1; 3d from rolls 2, 4, or 5. Trade any one I have for any one I need. Write Ian G. Wilkinson, 17 Germain's Close, CHESHAM, Bucks, HP5 1JJ, England.

WANTED TO BUY OR TRADE FOR:

1943 "IX ANNIVERSARY" overprint 4p only
 1972 1p on 9p overprint in blue
 Also, any other pre-1950 odd values.
 Swap list available and I'll refund postage to replies. Please contact Ken Godfrey, "Moorfield," Dunsley Road, KINVAH, S. Staffs, DY7 6LJ, England.

Announcing...

"LUNDY ONLY" AUCTIONS FOR SPECIALISTS

LCC member Stanley A. Newman, specialist in Channel Islands stamps and postal history, of International Philatelic Postal Auctions (I.P.P.A.) has begun a series of "Lundy Only" auctions featuring Lundy postal history and covers, scarce pre-1952 sets, essays, specialist material, etc.

The latest I.P.P.A. "Lundy Only" auction catalogue is available free to LCC members on request, and a year's subscription (air mailed) costs \$8.00. Interested parties should write Mr. Newman for catalogue requests.

Auction bids are in pounds sterling, although payment by United States residents can be made in U.S. dollars by personal check.

Consignment material is being accepted for future I.P.P.A. auctions at 15% commission on the prices realized. No charge for unsold lots, but minimum lot value of 2 pounds.

Also, I.P.P.A. offers regular specialty auctions of Isle of Man and Channel Islands material, including Guernsey, Jersey, Sark, Herm, Alderney, and the French Channel Islands. Write for details, to:

S. A. NEWMAN

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