



PHILATELIC QUARTERLY



SUMMER 1982

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

SPECIAL LITERATURE OFFERS TO LCC MEMBERS

By special royalty agreement with Barry Chinchon, I am pleased to announce the availability of his A Catalogue of Lundy Stamps as a revised, updated 77-page version, which includes all information through December 1980. The catalogue is in a photocopied, spiral-bound format and comes with handsome red vinyl cover.

Cost: \$14 to U.S. and Canadian members
\$17 to foreign members (air mailed)

Barry has provided me with 20 additional supplement pages for this revision and an erratum which has been incorporated into the text of this catalogue. For those of you who already have the basic catalogue but need the 20 pages of supplementary material covering the 1969-1980 period, I can provide these pages plus the erratum for \$5 postpaid.

I had photocopies made of John D. Stanard's "Lundy and the Lundy Locals" articles which appeared in the May through September 1938 issues of The American Philatelist and incorporated them into a paperbacked booklet. I am offering these for \$5 (postpaid for U.S. and Canadian members) or \$7 (air mailed, postpaid for foreign members). Supplies are limited, but if there is sufficient response, I shall endeavor to have additional copies prepared.

Order from:-

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

LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 4, Number 2 (Whole Number 14)

Summer 1982

Letters to the Editor

Postcard from the Last Lundy Visit of the *Prince Ivanhoe*

"Dear Sir. As reported in the Winter 1981 LCCPQ (page 1), the *Prince Ivanhoe* sank off the coast of Swansea--Port Eynon to be exact. I have enclosed a photocopy of a postcard from Lundy (*illustrated below*) dated August 3, 1981, the day she sank. This was not carried by the *Prince Ivanhoe*, but on August 2, 1981 (a Sunday), she visited Lundy. This is therefore a cover of her last visit to Lundy before she ran aground. The cover was dated the 3rd as the Post Office is shut on Sundays. The message is in Welsh and translated reads: 'We are enjoying our holidays. We have come here on *Prince Ivanhoe* from Ilfracombe. Wonderful weather.'"

--David Perris, Cardiff, South Wales, U.K. (February 11, 1982)



Lundy Field Society Excursion Planned for 1982

"Dear Roger. Had a super day last Saturday (March 5, 1982) at the AGM of the Lundy Field Society. This was a 410-mile round trip to Exeter in pouring rain the whole day but was well worth it. The first couple of hours were taken up with official matters (election of officers, reading last year's minutes, etc.). After this, a slide/talk was given by Colonel Bob Gilliat about what had been happening in the last year and what their plans are for the coming year, plus talks by others about work they had been doing on the Island. Tony Langham was there, of course, and the only other person I met who I know was Jill Davis who wrote the little book on the H.M.S. *Montagu*. Most of those there were confirmed Lundyphiles who seemed to know every inch of the Island.

A Lundy Field Society excursion is planned for June 12th; that is, if it in fact takes place. This year the P.S. *Waverley* is meant to be coming South and plans to do ten trips to Lundy during the summer. The rest of the time she will be plying around the Bristol Channel area. The doubt stems from what arrangements can be made about launches to take people ashore from the *Waverley*. The launches previously used belong to the defunct Campbells White Funnel Fleet, and while they can be hired/bought from them

LETTERS TO THE EDITOR (Continued)

by the owners of the *Waverley* (who also owned the *Prince Ivanhoe*), they have not paid the bill for last year yet, and it seems no arrangements can be made for this year until that is settled. However, everyone seems to think all will eventually be o.k. Sailings by the *Polar Bear* are not run for the convenience of day-trippers, often leaving Ilfracombe in the middle of the night, according to tides. She is only allowed to carry 12 passengers and this usually reserved for persons holidaying on Lundy. The helicopter service is to run on Sundays only this year but only during the peak summer period."

--Ian G. Wilkinson, Chesham, Bucks, England (March 14, 1981)

News of "Progress" on Lundy

"Dear Roger. The old hotel (Manor Farm Hotel), which figures on two Lundy stamps (the 1971 decimal definitive 4p value and the 1975 E.A.H.Y. 1p value), is going to be partly demolished. The structure was built over a period of time from the 18th up to the end of the 19th centuries. Only three parts are to remain: the tavern, adjoining Marisco cottage, and the original pre-1860 section. Very roughly, the plan is as follows: (See Diagram below.) The tavern is to be extended to include the ground floor of the cottage. I am told that the present Administrator's house 'Bramble,' at the foot of St. John's Valley, is to be converted to holiday lettings and that he is to be built a new house at the top of Millcombe Valley by the old hotel.

A new 50-foot wind generator is to be built on top of the island. We are told that 'this will not be conspicuous'--is it going to be so thin or will it be coated with invisible paint? This will give the whole island power, but at such a conservational cost! A new incinerator has been built, so that the rubbish no longer has to be tipped into the sea by Benjamin's Chair on the South coast. Torrington District Council (of which area Lundy forms part) has paid half the cost. This is at least one benefit received from paying rates to said council, as Lundy has been forced to do for the last two years."

--Roger E. Allen, Panamá, Republic of Panamá (April 2, 1982)

Praise for the LCC

"Hi Roger. Just sent in my dues per your instructions in your Spring issue. You really provide a lot for the money, and I wish you continued success with the LCC. Glad you heard from Mr. Seybolt--seems a great character. Cover story most interesting, especially as I sell these bloomin' things."

--Richard M. Langworth, Contocook, New Hampshire (April 10, 1982)

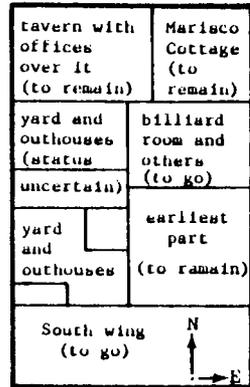
The "bloomin' things" that Dick referred to are the Tighearna miniature sheets with the bogus black overprints, an example of which was illustrated on the cover of the Spring 1982 LCCPQ. Furthermore, each magazine contained an actual bogus-overprinted sheet, compliments of the LCCPQ Editor, because of a fortuitous auction purchase. It pays to be a member of the Lundy Collectors Club!

--Roger S. Cichora

MEMBERSHIP NEWS

Welcome to these new Lundy Collectors Club members:

- 105 Richard P. Motz -- San Francisco, California
- 106 Juan H. Ramos -- Greenville, South Carolina
- 107 Percy D. A. Lee -- East Budleigh, Devon, England
- 108 Charles D. Carrier -- Columbus, Ohio
- 109 B. R. Clarke -- Westward Ho!, Devon, England
- 110 Keith R. Spencer -- Edmonton, Alberta, Canada



LUNDY POSTAL SERVICE NEWS

Ken Gibson reports that the Lundy handstamp (Chinchen canceller c.d.s. type depicted on page 66, right-hand column) color was changed from red to black. First day was March 23, 1982.

"TRAMTICKET" REGISTER PROJECT IN PROGRESS

Ian G. Wilkinson reports that the "tramticket" register project is going well and that more than 1000 ACAS "tramticket" numbers have been reported. If you have not already sent a record of your "tramticket" holdings to Ian, please do so to aid this project. Ian needs the following information:

- (1) The value (1d, 1d, or 3d) and number shown on any copies you have?
- (2) If a single, pair, or multiple?
- (3) If mint or used?
- (4) The date of any used copies if known and, if on cover, was it to or from Lundy?
- (5) Any other information you feel is relevant, such as condition, cancellation type, markings on cover, etc.?

All information supplied will be treated in confidence, and the findings will be published at a later date. Please send details of your "tramtickets" to Ian G. Wilkinson, 17 Germaines Close, CHESHAM, Bucks, HP5 1JJ, England.

LCC MEMBERSHIP DIRECTORY

LCC members are reminded that Roger Cichorz will be compiling and distributing a membership directory later this year. The initial questionnaires went out with the bid sheets for the members' mail auction, but if you have not filled yours out and returned it to Roger, this is a second reminder. Roger needs your name, LCC #, whether or not you want your address to be listed in the directory, address to be listed, specific Lundy collecting interests, other philatelic interests, and other philatelic organization memberships. Please send this information to Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A. if you have not already done so. The quicker Roger gets this information, the sooner the Directory get completed and distributed! Thanks.

IN MEMORIAM -- BRIAN RIGBY-HALL (1921-1981)

Lundy Collectors Club officers have learned of the death of Brian Rigby-Hall, a notorious figure in Lundy philately during the early 1940's. Brian Rigby-Hall masterminded the "Red Cross" surcharge issue of 1940 for the Committee for Philatelic Assistance for the Red Cross, and proceeds from the sale of these stamps were devoted to the British Red Cross Society. Brian was the son of Mr. T. Rigby-Hall, who managed the Lundy Philatelic Bureau from 1941 to 1945 at its successive Northampton and Kettering locations. Brian Rigby-Hall wrote two articles on "The Story of Lundy" for Weekly Philatelic Gossip in 1943. Although these articles gave details of the wartime overprintings of Lundy stamps by the LPS, they were more significant, perhaps, for the information that was left out (i.e., none of the details of the "printer's waste" that made its way into the philatelic market nor details of the "Red Cross" issue were mentioned).

Brian Rigby-Hall was aged 60 when he died and left a widow and two children, Robert, aged 17, and Frances, aged 12. He was the founder of the Rigby Philatelic Auctions Ltd. of Poole, Dorset, England, which began trading in 1966. Cina Hasell, Mr. Rigby-Hall's personal assistant at the Rigby firm, which billed itself as "the largest postal history auctioneers in the world," expressed hope that the firm will continue for some time. She wrote of Mr. Rigby-Hall: "During the past five years or so, he preferred to work quietly from his office in Bournemouth, although prior to that time he had exhibited at and attended most of the major exhibitions." Mr. Rigby-Hall was a member of the American Philatelic Society, and the Rigby firm was a member of the British Philatelic Federation and the Philatelic Traders' Society.

--Roger S. Cichorz

?... Questions and Answers ...!

Another Black and White Presentation Pack

After reading about Ian Wilkinson's black and white presentation pack for the 1972 St. Helena's Church commemorative issue (*Summer 1981 LCCPQ, pages 7 and 8*), Ken Gibson reported on the existence of another black and white presentation pack, this one for the 1974 definitives: "The entry in the catalogue (embryonic still) which John Wilson Smith and I were working on says:- 'A souvenir pack was made up by the Lundy Philatelic Service and put on sale in the island's shop during 1974. A number of packs containing cancelled stamps were sent to the philatelic press prior to the issue date (1st April 1974).' This was written before the brown packs appeared and was confirmed at the time by Barry Chinchen, dealers, and a personal visit to the island."

Additional Information on Captain Smye Lundy Items

And Some Conjecture About the "AIR SERVICE..." Cancellor

Ian Wilkinson asked about other items LCC members have that were used by Captain T. A. Smye (*Winter 1980 LCCPQ, page 3*). I have a Captain Smye item that I am particularly happy to have in my collection. It is a combination Paquebot-flown cover prepared by the Captain in May 1940 and addressed in his handwriting to himself care of Lundy via LACAL. This cover was posted at sea and has a Great Britain 9d definitive (Scott #198) and a strip of six of 1d definitives (Scott #206) with attached bottom corner sheet selvage with a control number; these are tied by five circular "PAQUEBOT/POSTED AT SEA/RECEIVED/3 MY 40/SOUTHAMPTON" datestamps. The cover has a LACAL ½d red "air view" adhesive tied on the front by Chinchen cancellation type Fa (boxed "Lundy Lights and Leads" and c.d.s. dated "11 MAY 1940") in green ink. In addition, a Lundy ½p definitive is tied to the back by the same cancellation. It is unusual for an inward cover of this period to have a Lundy definitive on the reverse side--in this case, it was prompted by a lack of space on the front. The envelope has Smye's rubber-stamped address in purple ink on the backside, "Capt. T. A. Smye/Seymour Rd./Lee-on-Solent/Hants, Eng." It is quite a cover!

George H. Ulrich, Jr. sent word of a four-page British Civil Defense booklet entitled "Evacuation Why and How?" The booklet measures about 5½ inches by 8½ inches, was folded in thirds for posting, and mailed to the rubber-stamped addressee (Captain T. A. Smye/Seymour Rd./...). LACAL ½d red "air view" and 1d "lighthouse" adhesives are tied to the middle third of the booklet, which acted as the "cover" backside, by the "AIR SERVICE TO LUNDY I./SUSPENDED/FOR DURATION OF WAR" cachet (Chinchen canceller type E). A Lundy 1p definitive is tied by a boxed "Lundy Lights and Leads" cancellation (Chinchen type Fa), and the Lundy "19(?) JUL 1940" circular datestamp is nearby. The top third of the booklet, which served as the "cover" frontside, has the aforementioned rubber-stamped address and a British 1d definitive and front of a coil row strip tied by a Bideford circular datestamp.

George Ulrich's Smye item poses another question! I was under the impression that the first date of use of the "AIR SERVICE..." cachet was July 24, 1940, coinciding with the date of issue of the "Red Cross" stamps. (I also have a censored outward Lundy cover addressed in Captain Smye's handwriting: the reverse is postmarked with a green Lundy circular datestamp "24 JUL 1940"; besides the Lundy ½p definitive, the back has an ACAS 3d "large map" adhesive tied by the "AIR SERVICE..." cachet.) However, George Ulrich's Smye item was posted about a week earlier and has this cachet (although it could have been applied later). I am curious if anyone else has other covers or items with the "AIR SERVICE..." cachet used prior to July 24, 1940 or can offer evidence that this cachet actually was used prior to this date?

I asked Ian Wilkinson and Ken Gibson about the "AIR SERVICE..." cachet, and both supplied additional information about the cachet and other Captain Smye items in their possession. Both conceded that Lundy items of non-Captain Smye origins with the "AIR SERVICE..." cachet are difficult to find. Ian went so far as to

QUESTIONS AND ANSWERS (Continued)

suggest that perhaps it was the Captain himself who originated the "AIR SERVICE..." canceller, and he asks: "Has anyone got the 'AIR SERVICE TO LUNDY 1./SUSPENDED/FOR DURATION OF WAR' cachet on anything other than a Smye creation? I believe this cachet itself could well have been yet another Smye creation as I'm sure neither Harman nor Gade would have worded this 'Lundy 1.' as they were both sticklers for not putting the word 'Island' after Lundy--the 'y' of which denotes 'Island'."

Ken Gibson wrote: "I have the feeling that non-philatelic, non-Smye uses (of this cachet) are very rare indeed and in addition, such genuine uses would not have been decorated with LACAL labels!" Ken reported one non-Captain Smye item in his collection--a July 24, 1940 private "Red Cross" outward first day cover without any LACAL adhesives. I have one similar item--a "Red Cross" outward FDC addressed to the Bronx, New York; the cachet appears on the backside but is not tying either of the two Lundy stamps.

Ken Gibson was also under the impression that the first day of use of the "AIR SERVICE..." canceller was July 24, 1940 (the date of issue of the Lundy Red Cross stamps), but after I informed him of George Ulrich's Captain Smye "Evacuation Why and How?" pamphlet having been postmarked July 19, 1940, Ken went through his Lundy material and discovered another Captain Smye item with this cachet postmarked prior to July 24, 1940. This is a July 17, 1940 inward censored cover from Ireland postmarked July 5, 1940 to Smye with the LACAL 3d and 1d air adhesives of 1939. This is on a reversed Irish telegram envelope previously addressed to "Security/Beamish and Sullivan/60 5th Mall." Ken added, "I can see no reason for artificially pre-dating this item."

Ian also reported one additional Captain Smye wartime leaflet with an "AIR SERVICE..." cachet posted from Lundy prior to July 24, 1940 ("Your Food in Wartime" postmarked July 10, 1940). In addition, Ian has two later Smye leaflets with the cachet: "Methods of Week-by-Week Saving to Help Win the War" dated August 1, 1940 and "Your Home as an Air Raid Shelter" dated August 23, 1940. Ian adds: "All are very philatelic with unnecessary Lundy postage rates on them. These are all FROM Lundy, but on the Smye items I have TO Lundy, these have the air mail stamp on the back--as these were obviously affixed by Smye before posting and had to conform with GPO regulations. This is confirmed by the fact that on one the flap is stuck down over the corner of a 2d 'large map.' The normal 1-puffin stamp is on the FRONT as these would have been affixed by Gade as with all incoming mail."

Ken provided a listing of the following additional Captain Smye "AIR SERVICE..." cacheted items in his collection: (1) July 24, 1940 outward cover to Ireland (Instow, July 26), pair 3d carmine LACAL, censored; (2) July 24, 1940 outward cover to Ireland (Instow, July 26), 2d "large map," censored; (3) July 24, 1940 inward cover from Ireland (July 15), 3d "large map," not censored, on reversed Irish telegram envelope previously addressed to "Security/Beamish and Sullivan/60 5th Mall"; (4) September 7, 1940 inward cover from Bermuda (August 26), 3d "large map"; (5) September 30, 1940 inward cover from BPO Tetuan (Morocco) (August 21), 2d "large map"; (6) September 30, 1940 similar inward cover from Tetuan (August 21), also with 2d "large map"; (7) October 18, 1940 inward cover from Antigua (September 2), 2d "large map"; (8) October 18, 1940 inward cover from New York World's Fair (September 3), 2d "large map." Ken added: "The latest cover I have before these dates is May 30, 1940, and the nearest one after is February 1, 1941. Of course, neither has the cachet. There are three more Smye covers with this cachet in a current Great Britain auction. All are late 1940."

Ken concluded his discussion of Captain Smye's "creations" by lamenting: "I wonder why Smye did what he did. Could he not recognize genuine postal history for what it is? All his lillies are heavily gilded, exotic stamps, mixed frankings, eccentric covers! Wouldn't it have been nice if he had contented himself with 20 Red Cross FDC's? However, without him, we would have been almost without examples of this cachet."

In summary, it appears that items having the "AIR SERVICE..." cachet that are of non-Captain Smye origin are relatively rare

QUESTIONS AND ANSWERS (Continued)

and do not exist postmarked prior to July 24, 1940, the date of issue of the Lundy Red Cross stamps, and that some of Captain Smye's "creations" with the "AIR SERVICE..." cachet are postmarked prior to July 24, 1940 (but none prior to July). These facts and the appearance of "LUNDY I." in the cachet's wording (not simply "LUNDY" as Mr. Harman and Mr. Gade would have referred to the Island) suggest that someone other than the Lundy postal authorities (perhaps Captain Smye) was responsible for introducing this "canceller." Captain Smye items are invariably "philatelic," often having obsolete ACAS or LACAL adhesives tied by the "AIR SERVICE..." cachet well after the airline ceased flying to Lundy because of wartime restrictions. Even though Captain Smye's Lundy items are "philatelic" in nature, it is generally agreed among present Lundy specialists and postal historians that had it not been for Captain Smye's activities, many provocative wartime Lundy covers (and other mailings) would be unavailable for today's collectors!

--Roger S. Cichora

Additional Types of Lundy Approval Sheets

In addition to the types of approval sheets listed by Jim Czyl (*Fall 1981 LCCPQ*, page 7), Robert E. Shelley reported having two new types among his examples:

- Similar to Czyl's type 1: "LITTLETON STAMP CO./Littleton, N.H." inscription at the bottom of sheet, but no "K-8" inscription on the reverse; unwatermarked white paper; print size 4-1/8" x 6-7/8" (104 x 174 mm).
- Similar to Czyl's type 2a: no stamp company name nor "Printed in U.S.A." on front, but "K-8" on reverse; stamp mounting instructions are given in red ink; under "Lundy" of "K-8" inscription appears "H46" (not found on other "K-8" types); unwatermarked buff paper; print size 4-1/4" x 6-5/8" (108 x 167 mm).

In addition, Czyl's type 2 and type 3 sheets exist with print size 4-3/4" x 7-9/16" (120 x 192 mm) and cut size 5-1/2" x 8-1/8" (140 x 206 mm).

No More "DELAYED BY STORM" Meter Marks from Lundy?

George Fabian wrote: "I received a letter from Barry Chinchon saying that all the FDC's (of the 1982 definitive issue) were metered January 5, 1982 because that is the day that the Polar Bear sailed. I am wondering that if they only meter mail on days that the Polar Bear sails, perhaps, there will be no more 'DELAYED BY STORM' cancels."

Barry Chinchon replied: "Because of British Post Office regulations, mail must be metered on the day that the mail is delivered to the British system. This has always been the case. The 'DELAYED BY STORM' mark is really to save having to answer questions from the recipients of letters about the reason for the length of time taken to obtain a reply. I expect that Mr. Gade became fed up with the unnecessary correspondence from people who expected a 'same day' reply, and so the 'DELAYED BY STORM' mark has been used ever since when the boat was unable to sail on schedule. It was illogical to have a stamp issue on a day when the boat did not sail (i.e., January 1, 1982, the date of issue of the new Lundy definitives), but as Landmark Trust, and not the Islanders, decided on that date, it was likely to happen."

Wrong Number on the "Gannet" in the 1969 Issue

George Fabian wrote: "On the 2p stamp of the 1969 40th Anniversary set (Chinchon #163), the registration number of the Lundy Gannet is given as 'H37,' while the 194p stamp of the 1979 50th Anniversary of the Lundy Post (Chinchon #231) and the photograph on page 9 of Volume 1, Number 1 of the Illustrated Lundy News shows the registration number as 'H57.'" (*Italicized portion above was added by the LCCPQ Editor.*)

Barry Chinchon replied: "It was well known at the time of issue that John Dyke had put the wrong number on his picture of the Gannet on the 1969 issue. I think John Dyke himself told me of it at the time."

QUESTIONS AND ANSWERS (Continued)Further Information on the Lundy 1934 Zeppelin Cover

LCC member David Perris reports information relating to the Lundy 1934 flown zeppelin cover illustrated on page 8 of the Fall 1980 LCCPQ: "This was sold by J. A. L. Franks of London back in 1976 to a dealer or collector (? I'm not sure which--only that he collected zeppelin covers) in Switzerland. The price was around 250 pounds. Further discussion on this cover can be found on the back of the cover where it is noticed is a manuscript figure '5' to which I draw the conclusion this is number 5 of a batch of covers done for this acceptance of the zeppelin flight. If so, where are the others? To date, I have not seen nor heard of another which has been offered on the philatelic market. (In saying this, I actually work in the philatelic trade and see many (auction and direct sales) catalogues from all over the world. So, my eyes are always looking for Lundy items.)"

No responses were received after the cover was illustrated in the Fall 1980 LCCPQ, so I can only conclude that readers were not aware of any other Lundy zeppelin covers. I heard a rumor that one other Lundy zeppelin cover was offered several years ago in a Roger Koerber "Zeppelin Covers" auction, but this has not yet been substantiated. It is interesting to note that the cover Mr. Ferris mentioned was sold for around 250 pounds in 1976 was being offered four years later for 7500 Swiss francs (\$4725 at the then-current rate of exchange). Inflation no doubt?!

--Roger S. Cichors

Collect 1977 QEII Silver Jubilee Stamps in Pairs

George Fabian points out that the August 1, 1977 Queen Elizabeth II Silver Jubilee stamps from the sheets (panes of 50) (Chinchen #'s 207-212) are indistinguishable from those in the souvenir sheet (Chinchen #213) if you only have single copies. He suggests collecting the stamps from the panes of 50 in pairs so that their origin is obvious.

Thinking about George's suggestion, I decided to take this one step further. I have the six stamps from the panes in both horizontal-pair and vertical-pair format (12 pairs or 24 stamps in all), and to contrast these, I tore apart three souvenir sheets to get all seven possible se-tenant pair combinations (viz., while only three different vertical se-tenant pairs exist and to get them only one souvenir sheet is sacrificed, there are four different horizontal se-tenant pairs possible and two souvenir sheets have to be sacrificed to get them). The 19 different horizontal and vertical pairs from these two issues result in an attractive display!

--Roger S. Cichors

Distinguishing Between First and Second PrintingsOf the 1971 First Decimal Definitive 4p and 1p Values

George Fabian asks: "How do you tell the second printing (issued October 12, 1972) of the Lundy 4p and 1p decimal definitives from the first printing (issued March 16, 1971)?"

The second printing of the 4p and 1p decimal definitives is not mentioned in Barry Chinchen's A Catalogue of Lundy Stamps; however, The Puffin Journal of the Lundy Specialists Society (Number 23, Autumn 1974, page 7) states:

"On October 12, 1972, 25,000 of each of the 4p and 1p decimal definitives were delivered from Bradbury Wilkinsons Ltd. These reprints were ordered to make the need for future provisional overprints unnecessary. The center colors are very slightly deeper in tone than the original printing, but the difference is difficult to see."

My assessment is that the printings are literally indistinguishable unless one has known examples from both printings in front of oneself to compare. In comparing stamps from the first and second printings, I have found that the color tones of the value numbers at the lower left of the center tableau seem to be more distinguishable than that of the centers. I assume that Barry purposely chose to leave the printing "varieties" out of his Catalogue since the color differences are so minor. Can anyone provide suggestions for a better means of distinguishing between the two printings? --Roger S. Cichors

Lundy at Auction

By Roger S. Cichorz
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Stanley Gibbons

Stanley Gibbons (391 Strand, London, WC2R OLX, England) offered 17 lots of some scarce early Lundy material in its February 24, 1982 auction. Several British LCC members were kind enough to provide me with lot descriptions and prices realized for this sale. I understand that several LCC members (Ian Wilkinson, David Perris, George Ulrich, Ken Gibson, Stanley Newman that I know of, although there were probably others) were present at this auction and that the bidding among them was, no doubt, quite spirited! Gibbons auction personnel evidently had no idea of how to price good Lundy material and considerably underestimated its market value. The 17 lots were given preauction estimates of 533 pounds, and only one lot, estimated at 15 pounds, did not sell. The 16 lots which sold fetched 1343 pounds, or a whopping 159.3 percent over the estimates.

A lot of five ACAS "trams" (four 1d values, mint and used on cover and piece, plus one 3d value) realized a whopping 58 pounds against an estimate of 15 pounds. A small group of six ACAS "large maps," which included a double-impression horizontal pair and an imperforate "reprint" (Gibbons termed it a "proof") in green, sold for 32 pounds against an estimate of 10 pounds. A lot consisting of a range of 1939 LACAL "½d values including ½d violet imperforate pair, ½d red partially-perforated pair, plus a single with misplaced perforations, also central-design proofs on ungummed paper in black, red and in black on blue" (I assume the "perforations" were "roulettes"!) fetched 32 pounds against an estimate of 25 pounds. A complete mint sheet of 48 of the April 25, 1939 ACAS 1d black "lighthouse" issue sold for 16 pounds against its estimate of 12 pounds.

A complete mint sheet of 120 (four unsevered panes of 30) of the "1929-1939" overprint ½p value realized a modest 76 pounds against a conservative estimate of 50 pounds. A mint set of the 1942 "V + plane" overprints plus five overprint proofs in cobalt (2) and blue (3) fetched 36 pounds against a ridiculously low estimate of 12 pounds. A set of mint horizontal pairs of the 1943 "IX ANNIVERSARY" overprints realized 42 pounds against an estimate of 30 pounds. Another set (minus the 4p value) of horizontal pairs, all with the "missing propeller" variety set-tenant with the normal, used on piece, sold for 34 pounds against its estimate of 35 pounds. The "IX ANNIVERSARY" ½p value in a mint, NH marginal block of four (one a "missing propeller" variety), and a mint, NH block of four of the "IX ANNIVERSARY" 12p "inverted overprint" varieties realized a modest 16 pounds against an estimate of 12 pounds.

A lot of perforated and imperforate Tighearna sheets on three covers fetched 44 pounds against an estimate of 20 pounds. A set of the 1943 "Wright Brothers biplane" overprints on a censored cover sent to Sweden sold for a modest 32 pounds against a conservative estimate of 20 pounds. A lot of "biplane" "1p on 6p in two imprint strips of five, 12p on ½p, plus 2p on 6p with overprint omitted tied on small piece by first day cancels; also 1943 provisional ½p on 12p with surcharge omitted and example with ½p omitted in mint" NH condition (what unusual lotting!) realized a whopping 70 pounds against a low estimate of 15 pounds. Imperforate marginal mint NH 1951 "flying birds" definitives, estimated way too high at 15 pounds, did not sell.

An "extensive collection of earlier issues in album which includes range of aerial views and other postcards, very attractive puffin print, good range of 1929-30 values in singles and multiples including ½p pane of 30 (2) with all values in gutter singles and multiples, 10 Anniversary sets in singles and multiples, 1943

LUNDY AT AUCTION (Continued)

surcharges (10 sets), 1940 Red Cross surcharge $\frac{1}{2}$ p on $\frac{1}{2}$ p (10), plus useful collection of covers with sets, etc., also some other related material making a very attractive collection" realized 620 pounds against an absurdly low estimate of 180 pounds. Another lot, described as "various, including 1938-39 air $\frac{1}{2}$ p violet (12), $\frac{1}{2}$ p with overprint (4), essays for unadopted 10p (4), plus others," fetched 155 pounds against an equally absurd estimate of only 20 pounds. Finally, an unusual group of 21 items, described as "group which includes 2d reply cards from Herm Island with Herm Island 1d cancelled by Port Moresby, Papua and New Guinea, and Mexican cancels, also three similar reply cards from Lundy, one reply card cancelled Tristan da Cunha, others cancelled Papua and New Guinea, and Mexico, range of other locals on covers," sold for 62 pounds against an estimate of 50 pounds. For those of you who would like to know the dollar equivalence of the prices realized on this material, a British pound was worth about \$1.834 at the time this auction took place.

1982 Channel Island Specialists' Society Auction

In the 1982 Channel Island Specialists' Society (CISS) auction held at the London meeting on February 27, 1982, there were 394 lots offered. Fifteen of these lots contained Lundy material, mainly from the 1950-1961 period, and cumulative reserves on the Lundy lots totaled 181.60 pounds. In my opinion, all of the reserves on the Lundy lots far exceeded the value of the material offered (for example, a mint, imperforate set of the 1951 "flying birds" definitives had a reserve of 12 pounds; RushStamps, one of our LCCPQ advertisers, has been offering a set at 2.50 pounds and the set in gutter pairs at 7.50 pounds). My thanks go to LCC member Bernard Stanley for sending me the 1982 CISS auction catalogue.

For anyone specializing in the philately of the Channel Islands and interested in joining the CISS, annual dues are 4 pounds for Great Britain and European residents and the equivalent of 5.50 pounds plus 1 pound bank charges for foreign checks or 50 pence for foreign bills for residents of North America and the rest of the world. CISS membership application forms are available from the CISS Membership Secretary, Brian Cropp, 17 Westlands Avenue, Huntercombe, Slough, Berks, SL1 6AG, England. Membership includes a subscription to the CISS's quarterly journal Iles Normandes and to the CISS Bulletin, both of which are edited by the noted Channel Island specialist O. W. (Bill) Newport.

Roger Koerber March 11, 1982 Auction

Roger Koerber (605 Northfield Towers West, Southfield, Michigan 48075, U.S.A.; telephone (313)-569-1411) offered in its March 11, 1982 auction 16 lots estimated at \$1145 of Lundy material from the 1951 through 1955 period. The Rosen Catalogue of British Local Stamps was used by the Koerber firm to assess the evaluations; consequently, I felt that most of the estimates were too high. The bidders must have thought so also, because out of the 16 lots, 13 sold for \$565 against their cumulative estimate of \$795, or only 71.1 percent of the Koerber evaluations.

Imperforate pairs of un gummed black proofs of the 1951 "flying birds" definitives were one of two "stamp" lot offerings that exceeded the estimate; this lot sold for \$75 against an estimate of \$45--probably justifiably so, since I have not seen the black proofs offered in any other auction or dealer's price list during the past four years. The Rosen Catalogue price of 6.50 pounds per set is incredibly low considering the scarcity of these items.

The other "stamp" offering exceeding its estimate was described as "1954 Postal Service 6 imperforate pairs of various trial proofs of the 9p and 12p (5), including inverted frames, double duty plate, double center one inverted (without frame), duty plate alone, etc." These examples of "printer's waste" (not proofs!

LUNDY AT AUCTION (Continued)

See Chinchon, page 42. An example of this lot is illustrated to the right.) realized \$130 against an estimate of \$90--in my opinion, much too costly for such "philatelic rubbish"! The only other lot exceeding its estimate was one of the 18 photographic prints taken from a John Dyke drawing of the puffin in oval for the 1954 Silver Jubilee surface issue; estimated at \$50, the print fetched \$55. (I purchased an identical print in a 1980 Koerber auction for \$10!)



Lots consisting of full imperforate panes (not sheets as described by Koerber) of the plate proofs of several of the "flying birds" definitives and postal jubilee issues did not receive bids. Two panes of 20 (again, not sheets) of imperforate trial color plate proofs of the 1954 jubilee surface 12p value (one with the center in black and frame in green, but without the duty plate of the puffin's head; the other in black, green, and carmine with the center in black) fetched a modest \$40 and \$30, respectively, against estimates of \$80 each. Other lot offerings included imperforate jubilee airmails and 1955 Millennium surface and air issues in issued color proofs, trial color proofs, reversed color proofs, and single color proofs. These lots generally sold for between 50 and 75 percent of Koerber's inflated evaluations--in my opinion, no bargains for the buyers!

Ken Gibson's First Postal Bid Sale

Lundy specialist and LCC member Ken Gibson ("Meadowside," Crown Lane, Farnham Royal, Bucks, SL2 3SQ, England; telephone Farnham Common 3628) held his first, and possibly his only, mail auction. Ken's postal bid sale had a closing date of March 14, 1982 and offered 769 lots of Lundy material with estimates totaling 5557.70 pounds. Of these offerings, 442 lots estimated at 3012.65 pounds were sold, and their realizations totaled 3354.50 pounds, or 11.3 percent above the estimates. Ken is still offering the unsold lots at either 85 percent or 100 percent of the estimates and selling at their realizations any duplicate lots that he might have of lots already sold, so it might be worthwhile to write Ken and request the auction catalogue and "prices realized" had you not originally taken part in the auction. If you request a catalogue and prices realized from Ken, please send him \$2 to cover the cost of his printing and postage expenses. Mention to him that you are an LCC member and wish to get on his mailing list.

Gibson offered a wide and representative range of Lundy material in this auction. It was particularly strong in covers and postal history, and, as expected, this type of material sold well. Of the 258 lots of covers and postal history offered at estimates totaling 1762 pounds, 162 lots sold, realizing 1370.25 pounds against estimates of 1204.25 pounds. Stamps comprised 449 lots with estimates of 3598.70 pounds; of these lots, 232 sold, realizing 1790.50 pounds against a cumulative estimate of 1643.65 pounds. Finally, there were 62 miscellaneous lots offered with estimates totaling 197 pounds; 48 of these lots sold for 193.75 pounds against a cumulative estimate of 164.75 pounds. These miscellaneous lots included literature offerings, Lundyana, a set of coins, presentation packs, souvenirs, and photographs. (Notes: Technically, my summary totals of Gibson's auction are incorrect since Ken sold duplicate lots to high bidders in some cases and several lots were not given estimates. To arrive at the summary, I assumed only one of each lot was sold for each realization and equated the realizations to the estimates for any lots not assigned estimates. Although the lots offered were numbered 1 through 772, there were no offerings for lots numbered 52, 53, and 253, so the total number of lots was 769. At the time of the auction closing, one British pound was worth approximately U.S. \$1.79.)

LUNDY AT AUCTION (Continued)

Very few lots commanded substantial realizations over Ken's estimates, with which I generally agreed. In my opinion, Gibson has a good handle on pricing Lundy material (he must be a regular reader of this column!), and like me, he tends to be conservative in establishing his estimates. If I have any disagreement with Ken over his estimates, it might be with the prices of some of his covers, but compared to auction and retail offerings of many other British dealers, Ken's prices can generally be regarded as modest. Several highlights, where the prices realized exceeded Ken's estimates, are given in the following three paragraphs.

Three covers with ACAS "tramtickets" tied by boxed puffin cancellations realized 31, 30, and 30 pounds against their respective estimates of 26, 26, and 20 pounds. (Alas, all three had examples of "trun" rolls that I already had on cover; otherwise the realizations might have been higher still!) ACAS "large map" items generally exceeded estimates by 1 to 5 pounds as did Phillips and Pitman covers prepared during 1938-1939. Covers during the WWII period also fared well. For example, a 1940 inward cover from North Africa, Morocco Agencies with the "AIR SERVICE...SUSPENDED..." cachet realized 47 pounds against its estimate of 34 pounds. A November 1, 1938 FDC of the LACAL "5-line overprint" issue, prepared by L. Pitman and cancelled with the scarce "AIR L.A.C.A.L. POST" strike, fetched 41 pounds against an estimate of 36 pounds. A Phillips-prepared April 25, 1939 inward FDC of the ACAS 1d "lighthouse" issue realized 12 pounds against an estimate of 8 pounds.

A mint NH example of a type c ACAS "large map" 1 shilling value sold for 10 pounds against an estimate of 4.50 pounds. A single copy proof of the unissued "air view" of 1937 (Chinchen #18e) sold for 11 pounds against its estimate of 7 pounds, while a block of 4 realized 34 pounds against its estimate of 30 pounds. A "1929-1939" overprint 1p value in mint NH condition fetched 7.50 pounds against an estimate of 5 pounds. A complete set of eight mint ("all with the merest whisper of a hinge mark") 1940 "Red Cross" overprints realized 170 pounds against an estimate of 140 pounds. A mint hinged copy of the 1p "V + plane" overprint in mauve-blue (third overprinting) sold for 4.25 pounds against an estimate of 2.50 pounds. A 6p value of the 1943 "Wright Brothers biplane" with the black biplane only (no surcharge value or dates), used on a small piece with the first day c.d.s. in green, realized 14 pounds against an estimate of 8 pounds. A full sheet of 12 of the 1977 1p green definitive experimental "essay" fetched 8 pounds against no given estimate.

Among the miscellaneous lots, a proof pull of the Lundy stamp booklet cover on yellow paper realized 4 pounds against an estimate of 2 pounds. An original presentation pack, prepared by the Lundy Philatelic Service in 1974 to publicize the 1974 definitive set, sold for 9 pounds against its estimate of 6 pounds. A run of the Illustrated Lundy News issues 9 through 16 fetched 10 pounds against a cumulative estimate of 7.75 pounds. A black and white photograph, showing Her Majesty The Queen Mother arriving on the Lundy landing beach during her May 11, 1958 Island visit, sold for 8.50 pounds against an estimate of 4 pounds. Finally, a hard-bound copy of Richard Perry's Lundy--Isle of Puffins realized 9 pounds against an estimate of 5.50 pounds.

Ken wrote to me shortly after the auction was completed and offered these insights: "To date, 58 percent of the lots sold--some lots were duplicated so I actually sold more. The concentrated bidding was on the tramtickets and the 'V + aircraft' overprints. Whilst I expected the 'trams' to be busy, the 'V + plane' overprints were a surprise to me because of all the 'good' issues, these in auctions over the past four years have not kept pace with inflation. Even now, I don't think they were realizing their true worth, but this is in the main caused by bidders following the 'estimate.' Although there was concentrated bidding, the majority were within spitting difference of the estimate. Another busy area was the '8 on 12 BY AIR' overprints."

INCORRECTLY-PRINTED EAHY ISSUE

by Larry Dodson

A July 1975 notice from the Lundy Philatelic Service announced the European Architectural Heritage Year (EAHY) issue. Mint sets in se-tenant blocks of four with a total face value of 25½p were offered at 30p each plus 6½p postage. Official first day covers, "all of which are addressed to Lord Antrim," were 50p each.

Another notice, probably included in the same mailing, provided further information:

"As all the first day cover envelopes provided were printed with the address of the Earl of Antrim K.B.E., it is not possible to send personally addressed first day covers. Sticky labels were suggested, but this seemed unsatisfactory."

The first day covers, at least the one in my collection, included the block of four stamps with the margins having been removed. (Note: Covers with the margin selvedge removed were made up by Barry Chinchon who thought they looked better that way and was prepared to go to the trouble to take off the selvedge. FDC's exist with complete margin selvedge in both perforation formats. These are the "mass-produced" covers, according to Barry, and are probably more common than the ones he produced.) The full address of the above-mentioned Earl as used on the covers was:

The Earl of Antrim K.B.E.
42 Queen Ann's Gate
London, S.W.1.

The return address on the same side as the EAHY stamps was:

from John Smith
Lundy
via ILFRACOMBE
North Devon.

The second notice (indicated above) also contained information about an incorrect printing:

"25th June: I heard that all the stamps delivered today have been incorrectly printed. The Philatelic Service will try to obtain specimens.

"1st July: The philatelic service on the mainland received 500 sheets of stamps in the evening. The remainder of the initial supply reached Lundy in time for issue, and the first day covers were posted that day."

One further paragraph of this notice is also of interest:

"At the time of writing (5th July), a limited number of the sheets which were incorrectly printed have arrived. There are insufficient for all account holders at present. These will be sold (one per account holder) at 50p. Please send an addressed envelope with your request. They will be sent as soon as the ordinary stamps are withdrawn from sale on Lundy."

Later, further information came from the Lundy Philatelic Service:

"It appears that the EAHY issue is no longer being used on Lundy, so the incorrectly-printed sheets can now be released. These are not to be regarded as valid Lundy stamps, and it is hoped that collectors will not attempt to use them as such.

"The sheets appear in two formats as do the issued stamps. One type has perforations through three margins and the other through four. We now have over 1000 in stock."

The above information is from a notice dated October 1, 1975.

Later, I received a personal note from Barry Chinchon of the Lundy Philatelic Service. It provided a little more information about the incorrectly-printed issue. Dated November 11, 1975, it says:

"I am sorry for the delay in sending the sheets you requested. I had very few of the first printing with unperforated margin and had to ask for more. These have only just arrived.

INCORRECTLY-PRINTED EARLY ISSUE (Continued)

"I have not looked at the stamps to find all the differences. All I was told was that the stamps first delivered had not been printed as had been decided. There were said to be three errors, and I think that in the rush, one date error was repeated in the second printing. However, I am not involved in the design or printing and have no first-hand information."

Little has been written about the differences between the issued stamps and the incorrectly-printed versions. While the two are not difficult to distinguish, possession of only one version may leave the owner wondering which version that is. The following differences have been noted:

- (1) The margins on the issued version of the miniature sheet are much narrower than those of the incorrectly-printed edition. The overall dimensions of the issued sheet are 98 mm by 71 mm, while those of the incorrectly-printed type are 104 mm by 85 mm.
- (2) The numbers indicating the denominations of the stamps are smaller on the issued stamps. They measure $2\frac{1}{2}$ mm in height as opposed to $3\frac{1}{2}$ mm on the incorrectly-printed stamps. They are also thinner. For instance, the width of the vertical portion of the "1" is about 0.25 mm on the issued stamps compared to 0.75 mm on the incorrectly-printed version.
- (3) On the 10p stamp, the small dot indicating Lundy on the map is roughly 0.5 mm in diameter on the issued set versus 0.25 mm for the other set.
- (4) The wording in the middle panel on the right side of the 10p stamp also differs. On the issued version it says, "The position of Europe..." On the incorrectly-printed stamp it reads, "Position of Europe..." The presence or absence of the word "The" is the difference.
- (5) Again on the 10p stamp, the panel in the lower right next to the denomination has the letters "P. J. Mens" and "P. J. Delt." on the issued stamp. These letters are missing on the incorrectly-printed stamp, and its panel is blank.

Barry Chinchon's note (above) indicates that one of the dates on the set may be incorrect in both printings. There are several dates shown, but the incorrect one is unknown to the author. The European Architectural Heritage Year was 1975, and that date is correct on all four stamps. From Lundy by A. and M. Langham, it appears that the Old Light date of 1818 and the Millcombe date of 1835 are both at least approximately correct. This leaves the 1p stamp and its five dates. In the right panel, apparently indicating the date of the drawing, is the date 1835. Various portions of the Old Hotel are dated with the dates 1870, 1780, 1927, and 1865. The Langhams' book indicates that the 1927 and 1865 dates are probably correct. That narrows the choices down to 1835, 1870, and 1780. A guess would be that the 1835 is the incorrect date. It is the same as the Milcombe House date and thus could have been easily picked off the wrong drawing as the stamp was being designed. It is later than the 1780 date, so it could not be the date of the original plans for the Old Hotel. It is earlier than the other three dates (by 92 years in one case), so it seems unlikely that 1835 is the date of the final plans for the building. Until someone can provide further clarification, 1835 would seem to be the best candidate for an incorrect date, if such an error exists. (Note: Barry Chinchon wrote that he cannot remember what he was told about the dates and suggested that Tom Bulake of the Landmark Trust may know.)

Both the issued and the incorrectly-printed versions exist with two types of perforation formats. In one case, the perforations go through all four margins, while in the other, the perforations do not go through the bottom margins. In all cases, a perforation gauge gives a reading of 14.

In the Spring 1980 issue of the LCCPQ, George Fabian indicates that 40,000 blocks of the issued version and 40,000 of the incorrectly-printed version were prepared. However, most of the

INCORRECTLY-PRINTED EAHY ISSUE (Continued)

incorrectly-printed sheets were reportedly destroyed. Another article by John R. Holman in the same issue of the LCCPQ indicates that about 200 of these sheets were sold to collectors. If this is true, the incorrectly-printed sheets are one of the rarest Lundy items.

Editor's notes: John Holman's estimate of 200 sheets of the incorrectly-printed version came from Barry Chinchin. I suggested to Barry that the incorrectly-printed sheets might have been more common than the distribution figure of 200 since they do not seem to command much of a premium when offered for sale. Barry responded: "I sold approximately 200 of the error sheet to (Lundy Philatelic Services) account holders. Everyone who wanted one was able to get it. I do not know whether any were sent to the American Agency. It may have been 250 but could not have been much more. No one buys Lundy stamps in bulk. Some collectors had one of each type, but others did not bother. I don't think I ever put them in price lists. All the keen collectors will have obtained copies, but I was unaware of any other sources of supply. My figures are guesswork but cannot be all that far out."

The "error" sheet did not appear on any of the price lists put out by the Lundy Stamp Bureau of Montville, New Jersey, nor on any of its destroyed stock lists, so it can be presumed that none were shipped to the United States for sale through that agency. Barry suggested that the LCC run a census on the "error" sheet. Can anyone dispute or present evidence to contradict his estimate of only 200 to 250 sheets (as-tenant blocks of four) distributed?

--Roger S. Ciohara

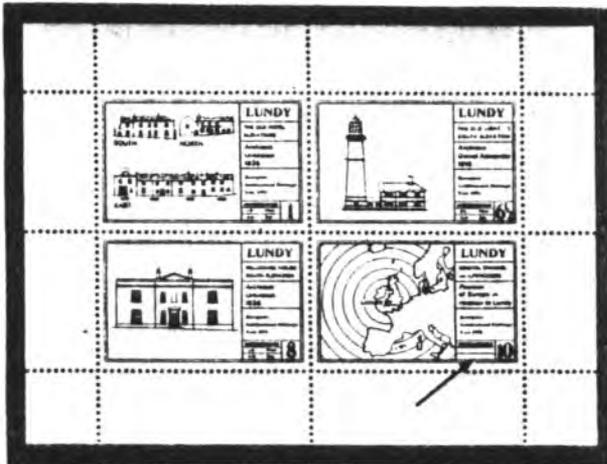


FIGURE 1. The incorrectly-printed EAHY sheetlet in perforation format 1: the perforations go completely through all four margins.

FIGURE 2. The issued EAHY sheetlet in perforation format 2: perforations do not go through bottom margin. The most apparent differences between the error sheetlet and the issued version are the blank panel on the 10-puffin value of the error sheetlet and the two distinct typefaces used for the values.



Book Review

THE LOSS OF THE H.M.S. MONTAGU LUNDY 1906

reviewed by Roger S. Cichorz

THE LOSS OF THE H.M.S. MONTAGU LUNDY 1906, compiled by G. M. Davis, published by G. M. and R. C. Davis, 6 Chapel Rise, Atworth, Near Melksham, Wiltshire, England, 1981, 59 pages (49 photographs + 2 illustrations + cover drawing), paperback (polythene-protected stiff paper cover), copies available from G. M. and R. C. Davis, 3.95 pounds + 32 pence postage (reduced rate).

This is a remarkably simple book. It contains just 11 pages of text, and the balance is photographs of H.M.S. "Montagu," both at sea and aground off the southwest coast of Lundy, salvage operations around the Montagu, and several other scenes related to the wreck. All told, the reader can get through this book in less than one hour of rather effortless reading. In general, the quality of the old photographs is excellent, and the black and white contrast of the reproductions in the book are faithful to the originals, thereby making the book a visual delight.

Jill Davis' publication of the book on May 30, 1981 coincided with the 75th anniversary of the ship's grounding and with the 1981 Lundy Field Society excursion to the Island. Since there was no issuance of Lundy stamps to commemorate what is one of the most notable events in the Island's history, Mrs. Davis' book was, perhaps, a modest consolation to the philatelists who made the LFS trip. To the nonphilatelists (the majority of the LFS members), the book was probably a reward in itself, and souvenir copies undoubtedly were purchased that day by almost everybody on the excursion.

Worldwide attention was focused on Lundy after May 30, 1906, when the Montagu "surrendered her massive armor plate to the treacherous Shutter Rock at the southwestern corner of the Island... (and) she was doomed to end her days, despite every device known to salvage experts at that time." The Montagu was a first-class battleship of 14,000 tons belonging to the "Duncan" class, having a complement of 750 officers and men, carrying 16 guns, and having engines of 18,000 horsepower, which gave her a speed of 19 knots. She was one of the most recently commissioned British battleships and pride of the Channel Fleet at the time of her demise, which occurred only five years after she first went afloat

The text of the book is divided into two sections. The first, "Lundy: a Brief History," is only 4½ pages long and written by Myrtle Langham. The first half of "Lundy: a Brief History" discusses ownership of Lundy from 1150 to 1969, and the second half is an account of Lundy in the year 1906. After reading this portion of the book, I got the impression there was more activity on Lundy in 1906 than at present, and the presence on the Island of Trinity House, Lloyds, and the Admiralty all serve

"to underline the importance of Lundy to shipping, and to remind us that at times there were large numbers of vessels about the Island. The crews of the ships greatly extended the volume of trade at the Store, and they often augmented the Island congregation in Church."

The second section of the book's text, "The Wreck of the 'Montagu'," was authored by John Dyke. It is an account that was originally written in 1957 for publication in the first issue of the Lundy Review and since has been brought up-to-date by inclusion of additional material which has become available, primarily the Log of Midshipman Nelson Clover, who served on the fated battleship. "The Wreck..." consists of an account of the ship's grounding, actions afterwards, salvage operation by the Admiralty, Clover's Log entries, the Court Martial proceedings against the Montagu Captain Adair and the navigating officer Lieutenant Dathan, and the salvage operations by a commercial ship-breaking firm which purchased the salvaging rights at auction for 4250 pounds. Mr. Dyke presents the factual information in a thoroughly interesting and enjoyable narrative. There are at least three anecdotal statements that come to mind, one being the concluding remarks after

BOOK REVIEW (Continued)

the rather tense court-martial proceedings which would have important repercussions on the future fate and careers of the two ship's officers deemed responsible for the ship's grounding:

"The trial concluded with the court finding the charges proved against both prisoners; ordering Captain Adair to be severely reprimanded and dismissed from the 'Montagu'; and Lieutenant Dathan to be severely reprimanded, dismissed from the 'Montagu,' and to forfeit two years seniority as Lieutenant of the fleet. Part of the sentences might be regarded as distinctly quaint under the circumstances; the force of the wind and sea having already effectively anticipated the decision that both officers should be dismissed from their ship!"

If there is any weakness with the book, it is its failure to integrate the Langham and Dyke texts into a unified "whole" and the failure to present a more intimate picture of how the salvage operations impacted the Island inhabitants. Surely, the influx of visitors must have been disruptive to the daily routine of Lundyites. The additional demands for supplies and services brought about by all those naval personnel occupying the Island for several critical months after the grounding, not to mention the sightseers attracted to Lundy by news of the wreck--did these add to the prosperity of the inhabitants or merely cause more inconveniences and tribulations to their already Spartan life-style?

Although the book has no philatelic content whatsoever, it is heartily recommended to LCC members. The book is "must" reading for all Lundyphiles and naval enthusiasts.

* * * * *

Jill Davis was given an advance copy of this book review and offered the following comments and some insights in an October 7, 1981 letter to the reviewer:

"The Lundy Field Society excursion was cancelled for May 30, 1981 due to Campbells' two ships, the 'Balmoral' and 'Devonia,' both being up for sale and still not sold. The L.F.S. excursion took place on June 27 on the 'Prince Ivanhoe.' We worked out that out of 500 passengers, only 23-25 were L.F.S. members--that is out of 467 members. Not one book was sold on this trip to Lundy, as the L.F.S. members who were on the Ship had already purchased (copies).

It was a great pity that no stamps were issued on May 30. John Dyke had done the art work for a set of 'Wreck' stamps, one being the 'Montagu,' but nothing came of it...

When putting the book together, I had always intended that it should be in two parts, the Island and the Wreck, the main reason being that to try to put two authors' works together is a very difficult thing, and the other main reason was the layout. With so many photographs and so little text, we had to balance it the best way we could for the printer. Since publishing, we have had more text come to hand about detailed work on salvaging the 12-inch guns and mountings, but no other really good old post cards (exist), apart from one of the 'S.S. Ranger,' but I do not have a copy.

Regarding details of 'Life on the Island' while the 'Montagu' was being salvaged: this point had not been overlooked, but as the Heaven diary stopped in 1905 and no other person had kept any records, it was very difficult. Also, I spent many hours on the telephone and writing letters to Campbells about details of their ship's sailing to Lundy at this time, but once again nothing. Even a personal visit to the Head Office only produced a promise of a copy of the Sailing List, which, when it did arrive, was very poor copy, with no mention of the 'Montagu.' ... I had the feeling that they did not want to help.

It may be of interest that the 'Prince Ivanhoe' was wrecked off the Welsh Coast on August 3 since we published The Loss of H.M.S.

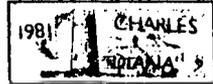
(Concluded on page 18)

RECENTLY-APPEARING BOGUS LUNDY MATERIAL

Compiled by Roger S. Cichorz

Bogus Overprints on the 1962 Anti-Malaria Issue.

John R. Holman reported that in examining the Cinderella Stamp Club's exchange packet in the latter part of 1981 he came across several covers bearing British stamps and Lundy issues with bogus overprints. These comprised Anti-malaria stamps with a typewritten "LONDON/1980" overprint on the 12p value and "CHARLES/1981/DIANA" overprints on the 3p and 1p values. Both were used alongside British stamps on covers postmarked "Stockport Cheshire, 3 Mch 1981." In addition to these typewritten overprints, John reported a more dangerous "overprint" on the Anti-malaria 6p stamp. According to John, at first glance this appears to be a real overprint, but under a magnifying glass it becomes apparent it had been carefully applied by India ink using a stencil. This "overprint" (shown to the right) reads "1981" to the left of the lighthouse and "CHARLES/DIANA" to the right of the lighthouse over the cottage.



Ken Gibson has sent me a 1962 Anti-malaria set overprinted in a pale blue, san-serif, block-lettered typeface "GENUINE/INVERTED/OVERPRINT/ERROR" (similar to that illustrated to the left). A complete set of stamps are overprinted from top to bottom with the stamps situated in their proper diamond configuration, so that the resultant overprint is, ironically, not inverted for these stamps. This must be the work of a prankster with a keen sense of humor!

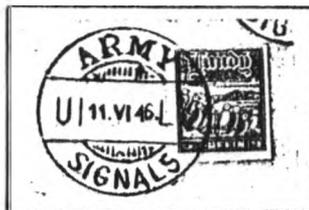
GENUINE
INVERTED
OVERPRINT
ERROR

Bogus Overprints on the Tighearna Sheet Definitive "Forgeries".

Bernard Stanley has sent me examples and photocopies of several bogus overprints on 3p and 9p imperforate values and 2p perforated 11 value of the Tighearna sheet definitive "forgeries." (The stamps themselves are controversial. Some collectors claim them to be forgeries or counterfeits while others claim them to be "reprints"--the products of the Lundy Philatelic Bureau in the 1940's. For a discussion of the stamps themselves, refer to The Puffin, issue number 15, May 1966, pages 25-31, or to the Fall 1980 LCCPQ, page 11.) The overprints appearing on these stamps are all typewritten in a standard elite, serif "typewriter type" typeface and are: "1929/1939," "+/RED/CROSS," "AIR/MAIL," "BLACK/ROCK/POST," "EUROPA," "POST/STRIKE," and "SPITFIRE/FUND." John Holman commented on these typewritten overprints in the British Private Post Study Group Newsletter Number 18 (January 1982, page 10): "In my view, this overprinting is childish and unnecessary, and the stamps so overprinted are spoiled. Whilst the wartime printings are not scarce, they are better served for sheet reconstruction purposes than ruined in this way."

Bogus Circular "ARMY SIGNALS" Cancellation.

Bernard Stanley has also sent me examples and photocopies of a bogus cancellation found on a number of covers bearing Lundy stamps. The circular cancellation reads "ARMY/SIGNALS" with a date across the center (refer to the illustration to the right). It is found on covers bearing Lundy stamps combined with Great Britain issues; these covers are in both "inward" and "outward" format, but contain no other cancellations than the "ARMY/SIGNALS" example. All covers known are modern manilla paperstock with a rubber-stamped address "'Waterford,' 24, Bramley Road, Bramhill,



RECENTLY-APPEARING BOGUS LUNDY MATERIAL (Continued)

STOCKPORT, Cheshire." Needless to say, they are of little value and then only as a curiosity. The following Lundy stamps have been seen on such covers: Tighearna sheet definitive "forgeries" 1p imperforate, 2p perforated 11, and 9p imperforate; 1954 postal silver jubilee 1p, 1p, 2p, and 4p values; 1954 airmail commemorative 1p value; and 1954 airmail definitive 1p, 2p, and 12p values. The following Great Britain stamps have been seen on such covers: 1935 Silver Jubilee 1d value, 1948 Channel Islands Liberation 2½d value, 1949 U.P.U. 2½d value, 1951 Festival of Britain 4d value, and 1953 Coronation 2½d and 4d values. The following dates have appeared in the cancellations: 7.IV35., 7.IV36., 11.VI46., 11.VI48., 18.III48., 20.X49., 15.VII51., 29.VII51., and 1.154. The canceller appears to have a changeable date die, so there are probably many more dates besides those given above.

Bogus 1936 ACAS "Large Map" 1-Shilling Values.

Bernard Stanley has also sent examples and photocopies of bogus 1936 Atlantic Coast Air Services "large map" 1-shilling stamps. These appear to have been produced by a photocopying process because the frame size (41mm by 30mm) is considerably smaller than that of the originals (43.5mm by 32mm). (According to an expert, such "shrinkage" is characteristic of many xerographic photocopying processes where a lens system of 0.92 to 0.95 ratio is typical.) The bogus stamps are printed on several different colored papers (white, pale green, pink, and pale blue) always in black, and all the examples seen appear to be from stamp (cliche) printing block position "h". The state of wear of the design of the bogus stamps seems slightly advanced over that of the genuine 1-shilling stamps of position "h", indicating perhaps that the photocopies were made from a more modern "take" from that printing plate and that the resultant stamps are most probably of recent production.

Several minor flaws in the lettering of the "ONE SHILLING" value (especially the first "L" of "SHILLING" which has a partial break about halfway down the left side) do not match with any of those values of the original stamps. A further point with these bogus contrivances is that a thin downward line appears at the left-hand side of the stamp (just past the frameline and especially noticeable at the bottom to the left of the value). These bogus stamps along with British postage stamps have turned up on covers with November 1981 Stockport, Cheshire postmarks. Bernard reports these bogus stamps are being sold in stamp fairs in Northwest England for a few pence each. Clearly, they are worth no more than that, and their value is only as a curiosity.

BOOK REVIEW (Continued from Page 16)

Montagu, and sales have been thwarted. First, the Campbell's ships are up for sale, which meant that sailings to Lundy were delayed; then the L.F.S. excursion not going on publication day; then the 'Prince Ivanhoe' wrecked just at the beginning of the main holiday season. (All this resulted in) over 10,000 visitors short, which in terms of sales of copies at the ship on Lundy, it has only been 40. We know that things may pick up next year, but unless a large ship sails to Lundy, visitors are bound to be low, as the 'Polar Bear,' the Island ship, only can carry 12 passengers, and the helicopter six at a time, then only on Sundays and Mondays in the holiday season.

If we ever sell this first printing of the Montagu, which I expect we will sometime, and if we ever reprint, I should like to add in the firsthand account of the full trial details which make most interesting reading. But we shall have to wait and see."

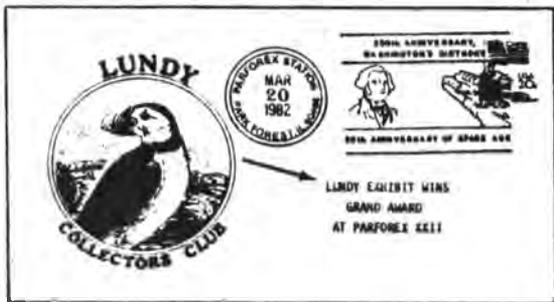
--G. M. Davis

News of LCC Members

- LCC Vice-President Jim Czul spoke on Cinderellas at the February 4, 1982 session of the Chicago Philatelic Society and at the Park Forest (Illinois) Stamp Club's April 20, 1982 meeting. Jim continues as publisher of the Park Forest Stamp Club's bulletin. For LCC members in the South Chicago area, PFSC meets the first and third Tuesday of each month at 7:30 p.m. in Freedom Hall, Lakewood Boulevard and Orchard Drive, Park Forest, Illinois.

- Lester Winick was appointed chairman of dealers and judges for the Park Forest Stamp Club PARFOREX XXII Show held March 20-21, 1982 in Park Forest, Illinois. LCC President

George Fabian was the cachet chairman for the show, and the theme of the show cachet was "Fantasy to Reality in Space." Stop the press! Our illustrious LCC President won the Grand Award at PARFOREX XXII with his 10-frame exhibit of Lundy!!! George, being the modest sort, prepared a cover (see inset at



right) to commemorate his accomplishment. Congratulations, George! Also, LCC Secretary/Treasurer Duane Larson won a Gold Award at PARFOREX XXII for his exhibit of the Washington Bicentennial issue of 1932 and Club Artist Dick Barnes captured a Bronze Award. Congratulations, Duane and Dick!

- Lester Winick began as the stamp columnist for the Sunday Chicago Tribune with its February 14, 1982 issue. Les is a director of the American Philatelic Society, life member of the American Topical Association, accredited philatelic and literature judge, winner of gold medals in national and international philatelic exhibitions, and author of several philatelic handbooks, articles, and studies. Philatelic press releases are always welcome by Les and should be sent to Les Winick, STAMPS -- fourth floor, Chicago Tribune, 435 N. Michigan Avenue, Chicago, Illinois 60611, U.S.A.
- Roger Allen's reassignment to Taipei, Taiwan had been temporarily postponed, and he served brief stints in San José, Costa Rica, and Panamá, Republic of Panamá this Spring prior to returning to London in May and June for further training with his employer, the Bank of London. Roger pointed out a gaffe in the Summer 1981 LCCPQ in that member #087 is Lasse Liwendahl, not "Lars" as reported. Roger adds that Lasse is a leading member of the Swedish Cinderella Society SamlarkBrennen Biltespännarna (*SfB*) and a great friend of his. Roger mentions that Lasse has visited Lundy on many occasions and has written about Lundy philately for the Biltespännaren journal. Lasse, our apologies for the blunder!
- Lasse Liwendahl serves as the co-Editor (along with Ake Tarkelstam) of *SfB*'s well-produced journal Biltespännaren, which is published in Swedish although article summaries are occasionally given in English. Membership details for *SfB* can be obtained by writing Lasse Liwendahl, Bredgränd 2, 111 30 Stockholm, Sweden.
- Word was received from Charles D. Carrier of Columbus, Ohio that he captured a third place Bronze Award for his exhibit, "Lundy, its Early Stamps and Covers," at COLOPEX '82, the largest stamp show in Ohio. Congratulations, Chuck! Mr. Carrier does work in commercial art and designed the three cachets for the first day of issue covers released by the Columbus Philatelic Club during COLOPEX '82.
- LCCPQ Editor Roger S. Cichorz had a 6-page article on the Lundy 1962 Anti-Malaria stamps published in the Magma Philatelist, the Quarterly Journal of Malaria Philatelists International, APS Affiliate #115 and SPA Affiliate #500. In the "President's Message," MFI President Ron Wood termed Roger's efforts a "well-researched article," and Editor Jim Dellinger saw fit to use the Lundy article as the lead-off featured article for the January-March 1982 issue. Lundy headlined right across the front page!
- Two LCC members, William Rowcroft and Roger S. Cichorz, each had "Letters to the Editor" published in the May 1982 issue of Stamp World. Bill lamented the fact that Stamp World had not yet published an article on "Local Posts," his favorite philatelic subject. Roger contradicted an earlier letter with an

NEWS OF LCC MEMBERS (Continued)

anti-Mexico-philately theme and pointed out that Mexico is a popular collecting area and the existence of MEPSI, an international organization devoted to advancing Mexico philately. Incidentally, Roger also had a "Letter to the Editor" published in the April 1982 issue in which he compared the resemblance in fact of Tawny Island "locals" described in a fictional story in an earlier issue of Stamp World with the "provisionals" of Long Island that are actually catalogued in Gibbons British Empire Catalogue.

- RushStamps of Lyndhurst, Hampshire, England, had recently acquired all the equity of Urch Harris and Co. Ltd., a well-known stamp dealer in Bristol. Urch Harris will continue to trade in its present form from Bristol and no changes in operation are envisioned, according to a Harris spokesman. RushStamps stocks Lundy and other British Isle locals and frequently advertises in the LCCPQ (see its classified ad in this issue). LCC member D. J. Binstead of Southampton is associated with the RushStamps firm.

CLASSIFIED ADS

FOR SALE

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 airmail with dates (6v) 2.75
1954 airmail with dates (6v), imperf. 6.50
1954 airmail without dates (6v) 2.75
1954 airmail without dates, imperf. 6.50
1955 Millenary surface (7v) 1.95
1955 Millenary airmail (7v) 1.95
1955 Millenary airmail (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 (6v) 1.50
1962 Anti-malaria (6v), 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.

WANTED

WANTED TO BUY OR TRADE FOR:
1935 1d "trams" from rolls 1,2,3,4,7,8
1935 3d "trams" from rolls 1 and 3
1936 1/- "large map" with "extra flag"
1940 any "Red Cross" spelling errors
1942 1p violet overprint of "V + plane"
1969 1l on 9p "APPEAL" overprint
George Fabian, 230 Fir, Park Forest,
 Illinois 60466, U.S.A.

WANTED TO BUY OR TRADE FOR:
1929 1p blue, strip of 5, horizontal
1930 12p green, cross gutter block
1935 1p tramticket, roll 5 (#2001-2500)
1937 LACAL essay, no overprint (Ch #18e)
1939 1p red opt., cross gutter block
1939 1p red opt., cross gutter block
1940 "Red Cross" overprints, "PNFFIN"
 errors: 1p, 1p, 3p, 4p, 6p, 9p, 12p
1942 "V + plane" 12p with red overprint
1943 provisional: 2 1/2p opt. on 6p value
 space in overprint LESS than 1 1/2 mm.
1950 "BY AIR" 1p, narrow setting
1951 definitive set complete, in black
1953 "8p 3-bar BY AIR" opt., 8 and bars
 red, BY AIR black
1957 1p pink, gutter pair
1969 1l on 9p "APPEAL" overprint
1972 provisional: 1p blue opt. on 9p
1938 ACAS "Atlantic" opt. error. Essays:
 2 1/2p on 6p, Wright Brothers Issue,
 "seven" overprint on 1929 1-puffin,
 "eight" overprint on 1930 12-puffin
Sanford W. Fields, 10007 Waycrest Lane,
 Santee, California 92071, U.S.A.

ANNOUNCEMENTS

I.P.P.A. "LUNDY ONLY" Auctions and Channel
 Island Auctions. For information and
 catalogue subscriptions, please write:-
 Stanley A. Newman, I.P.P.A. Auction
 Department, 51 Goldstone Crescent, HOVE,
 East Sussex, BN3 6LK, England.

WANTED: Classified ad copy for the next
 issue of the LCCPQ. Cheap rates: \$1 per
 column inch (7 lines) for members. Write
 Editor LCCPQ to have your ad copy inserted.
 Roger S. Cichorz, 3925 Longwood Avenue,
 Boulder, Colorado 80303, U.S.A.

There Once Was a Puffin

Oh, there once was a Puffin
Just the shape of a muffin,
And he lived on an island
In the

bright
blue
sea!

He ate little fishes,
That were most delicious,
And he had them for supper
And he

had
them
for tea.

But this poor little Puffin,
He couldn't play nothin',
For he hadn't anybody
To

play
with
at all.

So he sat on his island,
And he cried for awhile, and
He felt very lonely,
And he

felt
very
small.

Then along came the fishes,
And they said, "If you wishes,
You can have us for playmates,
Instead

of
for
tea!"

So they now play together,
In all sorts of weather,
And the Puffin eats pancakes,
Like you

and
like
me.

Florence Page Jaques

LUNDY

COLLECTORS CLUB

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