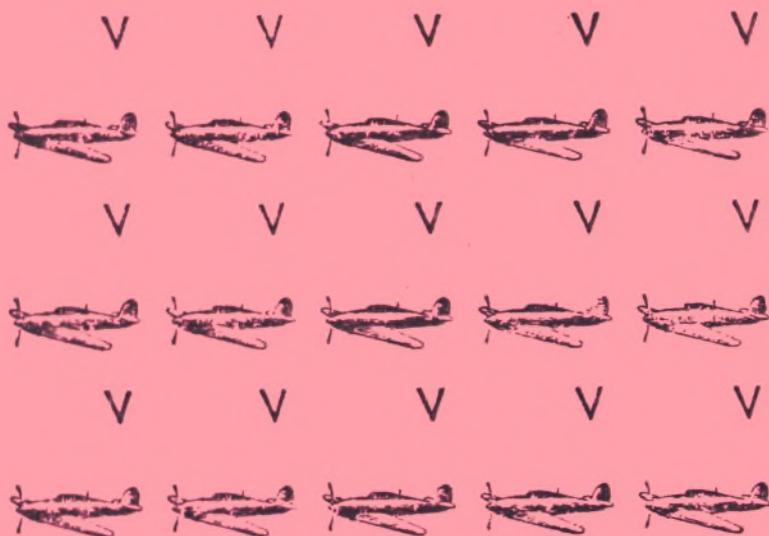


PHILATELIC QUARTERLY



FACSIMILE "OVERPRINT PROOF"
Of the 1942 "Victory Propaganda" Issue
Spitfire or Hurricane? -- See Page 10
(FREE GIFT INSIDE)

WINTER 1982

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

LCC 1983 MEMBERSHIP DUES NOTICE

Lundy Collectors Club members are being reminded to mail their membership dues for the 1983 calendar year as soon as possible to LCC Secretary/Treasurer Duane Larson, LCC, 2021 Ridge Road, Homewood, Illinois 60430, U.S.A.

The dues for 1983 have been increased \$2--the first dues increase since the LCC's inception, necessitated by increases in the LCCPQ's printing and mailing costs. Membership is currently \$8 for U.S. and foreign surface rate and \$12 for foreign air mail.

The Spring 1983 LCCPQ and LCC members' mail auction catalogues are due out in April, and only paid-up members will receive copies. So, why not help out Duane and get your dues payments in the mail today while this notice is still fresh in your mind! Thank you.

Enclosed please find:

- \$8 U.S. or Canadian membership dues
- \$8 Foreign (surface mail) dues
- \$12 Foreign (air mail) dues

Name _____ LCC # _____

Address _____

Mail with dues remittance to:

Duane Larson, LCC Secretary/Treasurer
Lundy Collectors Club
2021 Ridge Road
Homewood, Illinois 60430, U.S.A.

LCC PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

Volume 4, Number 4 (Whole No. 16)

Winter 1982

LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society
Branch Chapter of the Society of Philatelic Americans
Member Organization of COPO and AFA*

LCC Officers:

George Fabian, *President*
Jim Czul, *Vice President*
Duane Larson, *Secretary-Treasurer*
Dick Barnes, *Art Director*
Roger Cichorz, *LCCPQ Editor*

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LCC Headquarters Address:

Duane Larson, 2021 Ridge Road,
Homewood, Illinois 60430, U.S.A.

Membership in the Lundy Collectors Club is open to any person interested in the collecting and study of Lundy stamps, covers, and postal history. Dues of \$8.00 per year (U.S. and foreign surface rate) or \$12.00 (foreign air) include a subscription to the *LCC Philatelia Quarterly*.

Editor's Commentary

Lundy Collectors Club Affiliations

I was pleased to report to the LCC membership that the Officers have sought affiliation of the LCC with two national philatelic organizations--the American Philatelic Society (APS) and the Society of Philatelic Americans (SPA)--and that our requests for affiliation had been approved by both organizations. Currently, the LCC is Affiliate number 121 of the APS and a Branch Chapter of the SPA, as announced in the Fall issue of the LCCPQ (pages 6 and 7). The LCC continues its previous affiliations with two other philatelic organizations--that is, the LCC is a member organization of the Aerophilatelic Federation of the Americas (AFA) and the Council of Philatelic Organizations (COPO). In addition, the LCC has close informal ties with the British Private Post Study Group of the Cinderella Stamp Club of London because of a common interest in Lundy locals among both organizations' members and because two LCC members (Ian G. Wilkinson and myself) are the coordinated Lundy project leaders for the BPPSC. The LCC is proud of these affiliations and will advertise them via the new LCCPQ masthead.

What Price Affiliation? In order to affiliate with the APS, the LCC needed to have a minimum of ten APS members in its ranks. I was pleasantly surprised to find that 33 of our 105 members at this writing are APS members! The SPA requirement of a minimum of five SPA members among our ranks was easily met. I personally believe strongly in individuals belonging to a national philatelic organization, primarily just to keep abreast of what is happening outside our range of specialization. Most often, just the monthly journal subscription that is included with membership more than offsets the cost of the dues. In addition, services provided by national organizations are generally available free to their members. The APS and SPA both offer a range which includes: translation services, sales circuits, book binding, slide programs, judging accreditation, speakers, local stamp meetings, expertizing services, and for those unfortunate enough to have gotten into philatelic and monetary disputes, a means of resolving these problems through inexpensive legalistic channels. There are many other services available from national societies, but you can get the gist from the several I've already mentioned. The APS headquarters in State College, Pennsylvania also houses the largest philatelic library in the United States, the American Philatelic Research Library, and APS members have access to its vast holdings via mail loans.

Give and Take Benefits. Affiliation with national organizations has a definite advantage to the LCC in that the publicity given by the APS and SPA through their monthly journals and membership booklets will reach almost 62,000 members plus countless nonmembers who have access to these publications. This will undoubtedly bring new members into the LCC, and more members means more stamps becoming available for sale and trade, more potential for LCC members acquiring "wants," more research, articles, and information becoming available through this journal, and more philatelic friendships developing. In return for all this, the LCC has a few obligations to the national societies, particularly to submit an annual summary of affiliate activities and names and addresses of new members. It is also hoped that individual members of the LCC will aid the

EDITOR'S COMMENTARY (Continued)

other affiliates and national organizations by submitting research articles on Lundy philately that might be of interest to others outside our specialty. This exchange of information and cross fertilization is already in progress. For example, I had articles on the bogus "Rotary" overprints and the Anti-Malaria stamps published in the Rotary-On-Stamps Bulletin and the Miasma Philatelist, respectively; LCC Vice President Jim Czyl had an article on the "AIR L.A.C.A.L. POST" canceller published in the BPPSG's annual journal, The Private Post; and Ian Wilkinson plans on submitting his research on the ACAS "trams" to several air mail society journals as well as to the LCC and BPPSG. One other obligation to the national organizations is for us to publicize their benefits within our journal with the intent that some of our members might consider joining them! This leads in to my concluding paragraph.

Membership Information. Dues for the APS are a modest \$15 per year (plus a one-time admission fee of \$3) for U.S. residents (\$21 + \$3 for Canadian and \$24 + \$3 for foreign), which include a subscription to The American Philatelist, its excellent monthly 96-page journal. The SPA is a much smaller society, billing itself as "The Friendly One" and presenting a more informal atmosphere of operation. SPA dues are \$10 per year for U.S. and Canadian residents and \$12 per year for foreign residents, which include a subscription to the monthly 64-page S.P.A. Journal. I will be serving as the LCC Affiliate Representative to both of these fine organizations and will be glad to discuss the pros (no cons!) of membership. I have application forms for both the APS and SPA and will be happy to send them to you in exchange for your SASE or IRC. I hope you will all take advantage of joining one or the other (or both) of these national societies. It'll be to your philatelic betterment!

--Roger S. Cichora

Letter to the Editor

Poem by Florence Page Jaques Evokes Response

"Thanks for the Puffin poem by Mrs. Jaques (*inside back cover of the Summer 1982 LCCPQ*). Did you know that the main descendent family of Lewis Carroll (Charles Lutwidge Dodgson) is called Jaques? If she was some sort of relative and with the Carroll style nonsense poem, that would really be something to show. I am enclosing for your interest a poem written for my Saint Roger's Day annual party in 1980. There really was a Saint Roger (disciple of St. Francis of Assisi) and his day is March 5th--the occasion of a right p-up every year in Honduras and Nicaragua during my years there. In 1980 this poem was provided in my honor by a good friend, who was the local Bayer manager, and lugubriously sung to "Oh God! Our Help..." The similarity to me and to Lundy is tenuous I fear (and 'twere it thus!) but the idea is a good one. I think it is at least as good, if not better, than Mrs. Jaques' poem on the puffin and fishes."

THE ODE TO ST. ROGER

Oh give us back St. Roger's Day
On which to celebrate
A very joyful holy-day
From early morn till late.

St. Roger lived in days of yore,
He was a lusty Saint.
His mis-deeds caused grown men to blush
And gentle maids to faint.

St. Patrick to the Emerald Isle
His footsteps did direct;
St. Roger went to Lundy's Isle
To ground his holy sect.

This Lundy was no Lindisfarne
With monks in holy dress,
But lusty maids in scanty garb
Our holy man did bless.

Of holy orders knew they nought
Nor yet of litany,
Their habits were ains of the flesh--
I don't mean gluttony!

(Tune: "Oh God! Our Help in Ages Past." Words by John Chamock-Wilson.)

Our hero's fame spread far and wide
And reached the Pontiff's ear.
St. Peter's hair went pale as death
And he did quake with fear.

For Roger in his humble way
Could more conversions make
Than all the Cardinals in Rome
Or Irish at a wake.

"God bless my soul," the Pontiff cried,
"The course is clear to me."
"I shall this man a Saint anoint,
And send across the Sea."

So Roger now was canonized
And sent across the sea.
I hope he there did maidens find
As fine as on Lundy!!!

Managua, Nicaragua
March 8, 1980

"Tres Post Rogeri Diem
CMXCIX ad Lunde Condit"

?... Questions and Answers ...!

Do Lundy Outward Covers Dated June 21-22, 1975 Exist?

Ken Gibson writes: "I have just been given a cover from the Island to East Germany, written by Felix Gade to a regular correspondent, which had 4p and 5p 1974 definitives uncanceled on the back and had not been through the Island's franking machine. Instead, it had an 8p British definitive cancelled 'Ilfracombe 22 June 1975.' Now Felix Gade was not one to waste money, so 17p spent where only 9p was required is worthy of some comment. Maybe after putting on the Lundy stamps he found he had missed the post and gave the letter to a returning visitor to post ashore for him to avoid the delay of two to four days which otherwise would have occurred. However, maybe the Pitney-Bowes machine was 'off-color' that day? Have any readers outward covers of June 21 and 22, 1975?"

How Many Bogus "ROYAL WEDDING/1981" Overprints Were Produced?

Bernard Stanley writes: "With regard to the unauthorized Lundy 'ROYAL WEDDING/1981' overprints on the Anti-malaria issue (*Winter 1981 LCCPQ, page 3*), as you know, Ian Wilkinson was advised by Ian M. Wood of the Channel Island Stamp Company that 500 overprinted sets were produced. Ian Wood advised me that approximately 1000 sets were done, 500 of which he purchased. Which figure is correct? I have not seen these overprints offered elsewhere--could they be on offer in the States?"

I have seen these bogus overprints only offered in the United States through the Malaria Philatelists International (American Philatelic Society Affiliate 116) and in the United Kingdom by the Channel Islands Stamp Company. One exception was the 12p value with an inverted overprint which was offered in the Brunswick June 30, 1982 auction at an estimate of 5 pounds and incurred my wrath at the time (see my discussion in the Fall 1982 "Lundy at Auction" column, page 13). John R. Holman thinks these might have been produced in Australia, according to the August 1982 BPPSG Newsletter. Readers having any additional information about the production of these bogus overprinted stamps are encouraged to write. --Roger S. Cichors

Lundy "Bromide Proofs"

I queried George H. Ulrich, Jr. about the Herm "bromide proofs" that are frequently offered in British auctions, and he provided me with the following additional information that might be of interest to Lundy philatelists: "Bromide paper is a fast-printing paper coated with an emulsion of silver bromide, for enlargements. So a bromide proof is, hopefully, an official photograph (and it could be as genuine as a \$3 bill) if not official and not made at the time such proofs were needed to determine the final design of the item). I have three of these of the 3p Millenary issue: one 37½ mm square, one 40mm, and one 36 mm which was the issued size. I also have three as above for the 'airs.' The 40 mm does not have 'BY AIR,' but the other two have the tab added before being photographed. I have the large 5-inch-square artist's 'build-up' in red and black, and this has the 'swing-over tab' 'BY AIR' and on the other side a 'swing-over' Viking boat to cover the puffin. Thus, whoever had to approve the design had a 'two-in-one' model, and by 'swinging over' the tabs could convert from postage to air designs. (Imagination had to be used with the red to blue!) This is part of a set of seven enormous 'build-ups' in color for the postage set (the 3p is the only 'convertible'!) which I got years ago from Vessey." (*Vessey is Vessey Auction's Bank House, High St., Whitstable, Kent, England, run by Mr. Frank Stott.*)

Lundy Booklet Probably an Unofficial Contrivance

George H. Ulrich, Jr. writes: "I have a Lundy booklet that I know nothing about. It is 2 inches high by 2½ inches long with one rusty staple at the left, and it contains three blocks of four from the left of a 1929 1p pane. The covers are plain dull green with the word 'Lundy' stamped on the front in violet ink. It has the interleaving on top of the stamps rather than under the gum, for whatever that proves. Have you seen anything similar?"

Ken Gibson believes this booklet to be a contrivance: "George Ulrich's 1929 1p Lundy booklet is news to me. However, I'm not surprised if someone 'tried it on,' albeit some years ago. Time seems to confer acceptability even to the most blatant philatelic misdemeanors; however, it would surprise me if it was mooted as a genuine official issue or essay. We must surely have had some hint of it before this!"

QUESTIONS AND ANSWERS (Continued)

Barry Chinchon comments: "I have no information about the booklet. It would be easy enough for anyone to make."

Thus, the verdict is that the booklet is an "unofficial contrivance" unless somebody can provide evidence to the contrary. --Roger S. Cichorz

Yellowish Paper Cast Attributed to Toning

Sandy Fields writes: "In going over a large lot of 1954 Postal Jubilee stamps, I noted that several of the items (½p, 1p, 2p, 4p, and 12p) had a yellowish cast to them."

The yellowish cast can be attributed to toning (oxidation of the chalk-surfaced paper), which is also quite common on the 1954 Jubilee airmails (both commemoratives and definitives) and the 1955 Millenary issues, all of which were printed on chalk-surfaced paper. --Roger S. Cichorz

Distinction Between Cream Paper and Toning Sought

Roger S. Cichorz asks: "How do you distinguish the 1954 2p definitive air-mail (without dates) on cream paper (mentioned in the Chinchon Catalogue on page 44) from one with toned paper?"

Barry Chinchon responds: "I am not sure about the 'toning' on the 1954 issue. When I first saw the 2p on cream paper, I assumed that it was some form of oxidation of the paper, but when I found several copies of that value and none of the other values, I described it as cream. I could not produce the cream effect by exposure to light."

Ken Gibson warns that the cream paper "error" can easily be confused with those with toned paper and explains that he knows of only one sheet of this "error."

My question remains--how can you tell the difference? --RSC

Shades of Black Due to Inking Variations During Printing

Sandy Fields writes: "On some of the 1954 Jubilee surface 1p stamps, the black seems blacker (if that is possible)."

This is most likely caused by the intensity of inking during the printing, although offsetting may diminish the intensity of the color. (I have seen offsets in black on the gum side of the 1961 "Europa" issue, for instance, so, perhaps, any lighter shades of black may be due to the ink being removed by offsetting onto another sheet's gum while the ink is still wet.) The intensity of the black colors of several Lundy stamps (e.g., the center of the 3p Eric Bloodaxe impressions on the 1961 miniature sheet and the "Europa" overprints of the 1961 issue) vary from gray to a rather intense black despite only a single printing. The "bluish" center of the 1977 Royal Silver Jubilee miniature sheets also vary from light to dark despite only a single printing. Barry Chinchon concurs with my ideas on inking but questions the effects of offsetting during printing: "As the stamps were printed in large quantities, I assume that the inking would vary. I do not think that offsetting leads to paler printing, but this is only my experience. It might on some surfaced papers." --Roger S. Cichorz

Questions on 1943 "Wright Brothers" Issue Varieties

George H. Ulrich, Jr. writes: "I've never seen it mentioned, but the 'Wright Brothers' come in 18½ mm height overprint (common) and 17½ mm (and some in-between, but that's drawing the line too fine). I have examples of all values 18½ mm, but in the 17½ mm height, I lack the 6p, 7p, and 8p, so I'm not sure they exist. I don't have the 5p either as a single, but it exists on a cover I have. Of the '1903' broken 'Os,' I have one that is (a partial flaw at the 9 o'clock position) but no clear break. I notice that a lot of the 'Os' are just lightly inked on the sides (and hence give the impression of being 'broken' at the 3 and 9 o'clock positions)--hardly a variety. As to the '3 touching 4,' I had some and got some more from Ken Gibson's auction, but I can't say it's the greatest 'variety.' I'm far more interested in knowing how the 18½ mm and 17½ mm spacings were set up, and if these occurred in the same place for all panes and all values. Who is the expert on this?"

Barry Chinchon responds: "I did not bother to measure the 'Wright Brothers' overprints. Examination of the Lundy collection in the British Library might show the sheet positions of the narrower ones. I suspect that all the values used the same type-set block for dates."

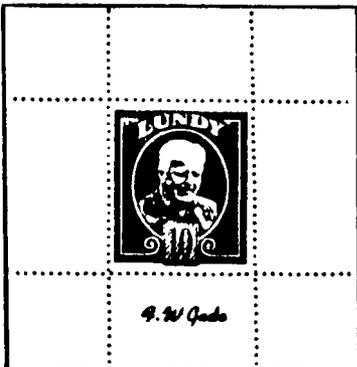
QUESTIONS AND ANSWERS (Continued)

The "break" in the "O" of the 3p on 9p value offered in the LCC #2 auction as lot 176 was quite distinct and not the result of a lightly-inked strike; it's possible that this could be a "one-time" flaw resulting from a piece of paper adhering to the stamp during the overprinting. Since George purchased it, he can decide whether or not it's a "variety," although I'm convinced that the break is complete. The investigation of the types of overprints with relation to their position on the panes is "virgin territory" and I urge anyone with panes or large multiples of the "Wright Brothers" overprints to examine them and to record positions and types. I'll be happy to record the findings in a follow-up article. Also, if any reader would be willing to go to the British Library and make arrangements to study the panes of this issue that are in the Lundy Collection, perhaps a complete "answer" can be given! Have we any volunteers? --Roger S. Cishora

The F. W. Gade "Bogus Label" of 1977

George H. Ulrich, Jr. asked who produced that small one-stamp sheet as a memorial to Gade? (It is listed and illustrated on page 74 of the *Chinahan Catalogue* as a "bogus label.")

Barry Chinahan provided the following information: "The F. W. Gade labels were my own production. I made them as a novelty for Mr. Gade. During my visits to Lundy, I had remarked more than once to Mr. Gade that collectors would appreciate a stamp bearing his portrait. As he had little to do with the stamp designs, he laughed and said that it would never happen. In 1977, I thought I would amuse him by making a 'stamp' especially for him. The block was made from a photocopy of a Lundy 10p stamp with the center cut out fixed to a photograph of a group of Islanders. The photocopy made the reproduction less sharp than it should have been. The name was typeset under the block. I sent Mr. Gade about 50 (it may have been more) of these sheets which I think he gave to friends who came to the island to see him. I distributed none at this time (July 1977). I had a few copies left, and after Mr. Gade's death, I printed a couple of hundred more copies. There should be no difference between the printings although the shades varied on both printings as the machine was re-inked at times. These sheets were inserted in gray folders and sent to collectors of mint (*Lundy*) stamps when I prepared orders for the Philatelic Service. They were completely my responsibility. I am glad that I made them in time to give Mr. Gade some pleasure. There have still been no real Lundy stamps bearing his portrait, but the back view on the 11p Anniversary stamp was more than he expected himself."



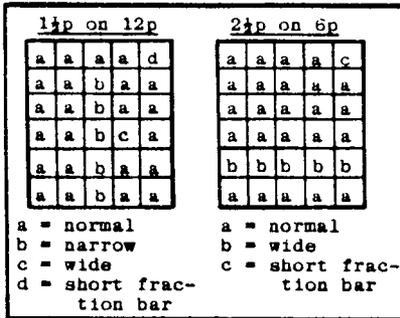
The text of the inside cover of the gray presentation folder reads: "F. W. Gade. Mr. F. W. Gade was Resident Agent of Lundy when the Local Postal Service began in 1929. He soon became known to philatelists as Postmaster of Lundy and held this post, with the exception of the period between 1945 and 1949, until his retirement in 1971. He died on the island in October 1978. In July he had been given some of these unofficially prepared labels bearing his portrait."

Spacings on the 1943 Provisional Overprints

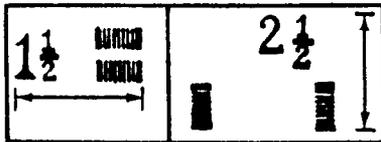
In his catalogue for his postal bid sale with a March 14, 1982 closing date, Ken Gibson reported four varieties of spacing on the overprints for the 14p on 12p issue and three varieties of spacing on the overprints for the 24p on 6p issue. Ken wrote: "The 14p on 12p comes in four varieties: (a) normal, with overprint 12 to 12.5 mm wide, (b) narrow, with overprint 11 mm wide, (c) wide, with overprint 14 mm wide, and (d) short fraction bar. In a pane of 30 stamps, there are 23 normal, 5 narrow, 1 wide, and 1 short fraction bar. The 24p on 6p comes in three varieties: (a) normal, with overprint 16.75 mm high, (b) wide, with overprint 18 mm high, and (c) short fraction bar. In a pane of 30 stamps, there are 24 normal, 5 wide, and 1 short fraction bar."

QUESTIONS AND ANSWERS (Continued)

Prompted by George H. Ulrich's query in a previous "Questions and Answers" feature (Winter 1981 LCCPQ, page 6), Ken was asked to elaborate on his auction catalogue descriptions. Ken responded: "The varieties on the 1½p and 2½p provisionals are positioned as follows:



These positions are constant in the top two panes. I have not been able to examine the lower two panes but would suspect their similarity. The measurement is made in a straightforward manner (I use dividers):



It is interesting that amongst the earliest lots of stock I bought some years ago were quite a quantity of

these provisionals, but all had been broken up into singles without any margins. I discovered the varieties for myself from these, but what is more interesting, the ratios to each other were very similar to those proved by examining panes and must therefore have come from two panes."

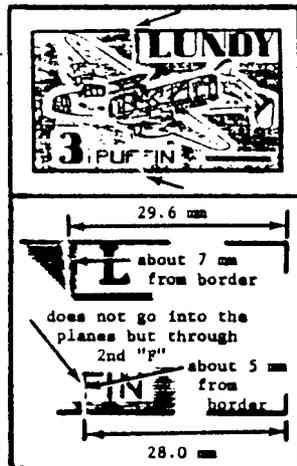
Ken commented later: "The 1943 provisionals are not so simple as I outlined to you. Amongst a recent lot I bought was a block of four of the 1½p value which according to the 'transfers' should have exhibited two normal and two abnormal overprints. But it didn't; they were all normal. So, either there was more than one printing or top and bottom panes were overprinted differently."

There was a second (later) printing of the 1½p provisional (illustrated in *The Puffin*, issue 21, 1971, page 31) in which all the overprints seem to be about 12 mm wide ("normal") and stamp number 6 having the short fraction bar. Ken was not aware of this at the time he wrote the letter containing the paragraph immediately above, and I think the block of four to which he referred was an example from the second printing. --Roger S. Cichora

Clarification of "Wright Brothers" Bureau Essay "Reprints"

Barry Chinchin mentions on page 33 of the revised *A Catalogue of Lundy Stamps* that Lundy Bureau 3p essays (of the "Lancaster" with superimposed overprint of the Wright Brothers biplane) having a cracked frame are suspected to be reprints made in the 1970s. George H. Ulrich, Jr. elaborates on these, indicating they are on thin cardstock and have white vertical cracks, which are naturally in the paper color, as shown in the illustration to the right. George indicates that he has not "microscoped" these "reprints" for other flaws and the examples he has in his collection were purchased from a London dealer (who is no longer in business) between six and eight years ago. The examples George has are all imperforate and ungummed and the color combinations are:

Overprint	Stamp Design	Paper
black	dark brown	gray tan
black	blackish brown	white
dark brown	dark brown	yellowish green
black	dark brown	pink
brown	green	yellowish green



I have noticed that when the 3p essays are offered in British auctions, the plane in the stamp design is often referred to as a "Lancaster" (a British 4-engine bomber plane); however, several nonphilatelist friends have pointed out to me that the plane is an American Lockheed B-24 ("Liberator"). So, it seems we have another controversy of the "Spitfire versus Hurricane" nature brewing! Readers are welcome to write in and comment on the identity of the 4-engine plane, and, of course, any more information about the Bureau essays or "reprints" themselves are welcome! --Roger S. Cichora

REPORT ON THE LUNDY TRAMTICKET REGISTER PROJECT

by Ian G. Wilkinson

Just a year ago I started requesting information about any copies held of the 1935 issue of Atlantic Coast Air Services, generally known as "the tramtickets." This was to enable me to update the Register that was started back in the 1960s by Barry Chinchon, who kindly passed on to me the record cards that he kept at that time.

The data that follow are therefore based upon (1) information supplied to me and (2) information that was collected by Barry which was not confirmed and contained in (1).

The request for information was published in:

- (i) British Private Post Study Group, Newsletter Number 17, October 1981.
- (ii) Lundy Collectors Club Philatelic Quarterly, Number 12, Winter 1981.
- (iii) Stamps, November 1981.
- (iv) Stamp Magazine, December 1981.
- (v) Stamp and Postal History News, December 22, 1981.
- (vi) Stamp Collecting, January 28, 1982 (included in John Holman's column "British Private Posts").
- (vii) The American Philatelist, December 1981 (in Roger Cichorz's name).
- (viii) S.P.A. Journal, January 1982 (in Roger Cichorz's name).
- (ix) Bideford and North Devon Gazette, February 5, 1982.
- (x) Linn's Stamp News, March 1, 1982.
- (xi) Devon Life, April 1982.
- (xii) The Aero Field, June 1982.
- (xiii) Puffin Number 25, July 1982.

With only one or two exceptions, the information supplied came from Lundy collectors (which is not really surprising), but I had hoped to gain information on copies held by those whose interest lies in early Great Britain air mails only. Although my request was published in The Aero Field, this drew no response whatsoever, and, regrettably, the British Air Mail Society refused to publish my request in their Newsletter even though I offered to make the results of this study available to their members.

Information came from a total of 76 sources--50 of these in the United Kingdom and Europe and the other 26 in the United States and Canada. I decided it would be interesting to keep separate records for these locations and in the tables, the former are tabulated under "A" and the latter as "B". As I am unable to segregate the additional items taken from Barry Chinchon's records, these are tabulated under "C". It is interesting to see that despite the much smaller number of collectors in North America, they hold very nearly as many copies as those in Europe--which just goes to confirm how popular Lundy is over there.

I was sorry to see that a strip of 20 $\frac{1}{2}$ d's from Roll 6 recorded by Barry has been split up, but, unfortunately, I had no confirmation of the continued existence of a strip of 10 $\frac{1}{2}$ d's from Roll 10 and another strip of 10 1d's from Roll 1. The largest multiples that I am sure of are the strip of 9 $\frac{1}{2}$ d's from Roll 9 which are in the Chinchon collection at The British Library and a strip of 6 $\frac{1}{2}$ d's from Roll 6 which are in my own collection. The largest multiples of the 1d and 3d are strips of 4 from Rolls 1 and 2 in both instances. The most prolific are the 3d's from Roll 5 with no less than 100 copies recorded between numbers 02166 and 02288, a run of 123.

I regret to have to record that no copies of the 3d from Roll 3 nor any more than the two known copies of the $\frac{1}{2}$ d from Roll 8 came to light.

On copies used on cover, it will be seen that covers used TO Lundy are much scarcer than those FROM the Island. The sequence of use seems to prove that all were affixed at the same source (presumably Mr. Gade on Lundy) and also that there was no systematic use of the different rolls. Virtually all of the 1d and 3d values

REPORT ON THE LUNDY TRAMTICKET REGISTER PROJECT (Continued)

used on cover are philatelic, being "used" in 1949-1950 and even as late as 1956--long after the Air Line ceased to exist.

The earliest date recorded so far for each roll is as follows:

<u>1d</u>	Roll 1 - April 17, 1935
	Roll 2 - August 19, 1935
	Roll 3 - May 7, 1935
	Roll 4 - April 7, 1935
	Roll 5 - September 12, 1935
	Roll 6 - January 28, 1936
	Roll 7 - September 13, 1935
	Roll 8 - none recorded
	Roll 9 - January 1, 1936 (tramticket not cancelled)
	Roll 10 - December 12, 1935
<u>1d</u>	Roll 1 - January 21, 1936
	Roll 2 - January 4, 1936
<u>3d</u>	Roll 1 - February 24, 1936
	Roll 2 - August 19, 1936
	Roll 3 - none recorded
	Roll 4 - September 9, 1935
	Roll 5 - 1949-1950 dates only
	Roll 6 - 1949-1950 dates only

I would like to hear from others who have not yet sent me details of the copies in their collections, or of additions to the collections of those who have already supplied information--who I would like to thank most sincerely, since without their cooperation, this project would not have been possible.

Table of ACAS Tramtickets Recorded

	Total <u>Mint</u>	Used <u>TO</u>	Used <u>FROM</u>	Used <u>?</u>	Total <u>Used</u>	Total <u>All</u>
<u>1d:</u>						
Roll 1	14	17	25	21	63	77
Roll 2	41	-	6	-	6	47
Roll 3	20	-	2	2	4	24
Roll 4	2	-	24	5	29	31
Roll 5	46	6	22	18	46	92
Roll 6	77	3	2	3	8	85
Roll 7	4	4	32	5	41	45
Roll 8	-	-	-	2	2	2
Roll 9	108	17	4	3	24	132
Roll 10	103	6	4	8	18	121
Totals	415	53	121	67	241	<u>656</u>
<u>1d:</u>						
Roll 1	105	1	-	2	3	108
Roll 2	86	1	5	7	13	99
Totals	191	2	5	9	16	<u>207</u>
<u>3d:</u>						
Roll 1	36	1	1	9	11	47
Roll 2	81	-	3	1	4	85
Roll 3	-	-	-	-	-	-
Roll 4	83	-	10	12	22	105
Roll 5	209	2	3	14	19	228
Roll 6	26	-	4	-	4	30
Totals	435	3	21	36	60	<u>495</u>
Total of all values:		<u>1358</u>				

REMINDER: Ian's "Tramticket Register" project is an ongoing study. If you haven't already sent Ian a list of your "tram" holdings, please do so, since the success of this project depends on your cooperation. You can write Ian at: Ian G. Wilkinson, 17 Germains Close, CHESHAM, Bucks., HP5 1JJ, England. Thank you!

REPORT ON THE LUNDY TRAMTICKET REGISTER PROJECT (Continued)Totals of ACAS Tramtickets -- By Location

("A" = Europe, "B" = North America, "C" = Unknown)

	<u>Total Mint</u>	<u>Used TO</u>	<u>Used FROM</u>	<u>Used ?</u>	<u>Total Used</u>	<u>Total All</u>
4d:						
"A"	171	19	73	23	115	286
"B"	158	31	42	14	87	245
"C"	86	3	6	30	39	125
All	415	53	121	67	241	656
1d:						
"A"	66	-	1	3	4	70
"B"	85	2	4	3	9	94
"C"	40	-	-	3	3	43
All	191	2	5	9	16	207
3d:						
"A"	256	2	8	11	21	277
"B"	138	1	12	19	32	170
"C"	41	-	1	6	7	48
All	435	3	21	36	60	495
Total of all values:	1358					

Ian G. Wilkinson, September 1982

Announcements

Two Additional Chinchon Catalogue Pages Available Free! Barry Chinchon has produced two additional pages for his A Catalogue of Lundy Stamps. Page 58a is an addenda that lists the 4p and 1p reprints of the first decimal definitives issue, and page 78 lists the eleven definitives released on January 1, 1982. These pages are available free to readers in exchange for a large self-addressed, stamped envelope or IRC. U.S. and Canadian readers can obtain their copies on request from Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A. United Kingdom and European readers can obtain their copies on request from Ian G. Wilkinson, 17 Germaine Close, Chesham, Bucks. HP5 1JJ, England.

Chinchon Catalogue Corrections. Two errors in the Chinchon Catalogue have come to our attention and should be corrected. Barry inadvertently assigned number 228 to two stamps (the October 3, 1978 4p definitive and the 8p value of the 1979 50th Anniversary set). Consequently, the 1979 50th Anniversary set on page 76 should be renumbered 229-233. The colors of the Millionary 3p values have been reversed, and on page 45 #115 should be listed as blue and black, and on page 47 #122 should be listed as red and black. These changes already have been made in the most recent catalogues distributed, but it wouldn't hurt to check your copies for correctness.

Consignment Material Wanted for the 1983 LCC Members' Mail Auction. The third annual LCC members' mail auction will be held in the Spring of 1983. Members intending to consign material to this auction should send it to the LCC auctioneer Roger S. Cichorz by January 15, 1983. Please insure or register all shipments. As with the previous two auctions, a 10 percent commission on the prices realized of any lots sold will be charged to the consignor; there will be no lotting or commission charges for unsold material.

Lundy Collection on Display. Readers in the Midwestern United States might be interested in knowing that there are four frames of Lundy stamps on display among the extensive stamp collections at the Boys Town stamp and coin exhibit (officially termed the "PhilaMatic Center") near Omaha, Nebraska. The famed Boys Town ("City of Little Men"), began in 1917 by Father Edward J. Flanagan as a refuge for homeless boys, is now actually an incorporated village situated on 1400 acres west of downtown Omaha, and it has its own 68010 postal ZIP code. (If anyone has had the opportunity to view the Boys Town PhilaMatic Center Lundy exhibit, the LCCFQ Editor would like to hear your impression of it.)

Coming Next Issue. A feature article on "Dr. Batson--King of Lundy" by Roger E. Allen, more "Questions and Answers," and additional information on "Lundy Postal Routes." Get your 1983 LCC dues paid so you won't miss out!

A STUDY OF THE IDENTITY OF THE PLANE
ON THE LUNDY "VICTORY PROPAGANDA" ISSUE

by Allen Hoffman

An article by George Fabian in the LCCPQ (1) piqued my interest, since I have had an experience similar to his. Some time ago, I sent my want list to Ken Gibson in England, and on it were listed the "V + Spitfire" overprints. In a letter dated October 19, 1979, he listed the stamps he had available, with the added note: "It's not a Spitfire, it's a Hurricane." In my response dated December 17, 1979, I asked: "I'm no aviation expert, but why does everyone call it a Spitfire if the "V and airplane" overprint shows a Hurricane?" I never received an answer, so maybe Mr. Gibson can shed some more light on this question. However, in a letter dated June 29, 1981, Roger Cichorz indicated that he thought Ken Gibson got his information from an article by Brian L. Turnpenny (2); this article will be discussed below in greater detail.

I decided to do a literature search with the resources available to me, and although I cannot claim to have seen all the pertinent references, I have come up with quite a few. Suffice it to say that, with the exception of Mr. Turnpenny's article (2), I have seen no published description of this overprint as "V + Hurricane."

Interestingly enough, the earliest descriptions I have seen do not identify the plane but refer to it variously as a mono-plane (3), aeroplane (4), or plane (5). Also quite interesting is that, whereas the date of issue of these stamps is generally listed as the correct date 1/1/42, two of these earlier references listed the date of issue erroneously as 1/1/41 (3) and 1/1/43 (4). All the other references I have seen describe the overprint as "V and Spitfire" (6-15).

The fact that the earliest descriptions of the overprint do not specify the airplane is a tantalizing indication that the plane was not necessarily a Spitfire. But that doesn't mean it was a Hurricane either. Since two of these early references listed an incorrect date of issue, perhaps, also, their information on the plane was incomplete. Why was the plane later called a Spitfire? Was a mistake made in the description of these stamps at an early stage, or are latter day war buffs blasting away at a real Spitfire?

The one exception is the article by Mr. Turnpenny (2). He bases his conclusion on discussions with an RAF officer who pointed out characteristics of the plane portrayed by the overprint which indicate that it is a Hurricane and not a Spitfire. Some of these characteristics are convincing, for example, the appearance of the canopy. Others of these characteristics are not convincing (for example, the way the plane sits and the shapes of the fin and rudder), simply because the overprint is not a very detailed rendition of a plane, so that comparisons of this type may be misleading. It is for this reason that my own browsings through picture books on the subject have been unfruitful.

Since there were several versions of Hurricane and Spitfire, saying "It's a Hurricane, not a Spitfire" is somewhat like saying "It's a Ford, not a Chevy." But as Mr. Turnpenny pointed out, the design for the overprint was probably made late in 1941, so that comparisons could be simplified by restricting attention to those versions that were in use at that time.

A more fruitful line of inquiry might be to search the records of Dalkeith Press who did the overprinting (14). I do not know, at present, if this company still exists, but I intend to pursue this line of inquiry further. Their records might tell us whether the plane was intended to be a Hurricane or Spitfire, no matter how inaccurate the final rendition actually was. They might also indicate that the plane was intended to be any particular plane at all.

A STUDY OF THE IDENTITY OF THE PLANE... (Continued)

On balance, although tradition favors the Spitfire, it might be wiser to refer to the overprint as "V and plane" until the question can be resolved with more definitive evidence than is currently available.

Acknowledgment: Roger Cichorz has presented me with copies of many of the references cited in this study, and I gratefully acknowledge his contribution to this effort.

References:

- (1) George Fabian, "The Victory Propaganda Issue of 1942," LCCPQ, volume 2, number 4, page 16, Winter 1980.
- (2) Brian L. Turnpenny, "Spitfire or Hurricane?," The Puffin, number 20, pages 38-39, Summer 1970.
- (3) B. Rigby-Hall, "The Story of Lundy," Weekly Philatelic Gossip, volume 37, pages 203-205, November 6, 1943.
- (4) M. H. Bale, "Lundy Island," The Stamp Collector's Fortnightly, volume 57, page 30, January 27, 1951.
- (5) "Lundy Island," National Stamp News, volume 4, number 27, page 1, October 10, 1951.
- (6) J. Goldup, "Local Stamps/Notes on Lundy," The Stamp Lover, volume 47, pages 40-42, August-September 1954.
- (7) Wm. Rowcroft, Jr., "Lundy Island," SPA Journal, volume 15, pages 591-597, August 1953.
- (8) D. C. D. Potter, "Lundy: A Survey of the Local Post, History, and a Listing of the Normal Issued Stamps and Cancellations," Cinderella Philatelist, volume 8, pages 54-59, July 1968.
- (9) Lundy Stamp Bureau Album Catalogue, page 3, 1976.
- (10) George Fabian, "The Puffin Hunter," LCCPQ, volume 1, pages 11-17, Spring 1979.
- (11) F. R. Downing, The Lundy Locals, page 20, 1956.
- (12) M. Windeatt, Priced Catalogue of Lundy Island Locals, page 6, July 1957.
- (13) F. W. Gade, The Postal History of Lundy, page 7, 1957.
- (14) Barry N. D. Chinchin, A Catalogue of Lundy Stamps, page 28, 1969.
- (15) Gerald Rosen, Catalogue of British Local Stamps, page 69, 1979.

Note Added in Proof:

After submitting my article on the "V + Plane" overprints to the LCCPQ, I wrote to Ken Gibson again on January 11, 1982 and restated my question on the subject. In his response dated February 13, 1982, Mr. Gibson indicated that his opinion is based on the appearance of the plane depicted in the overprint. He cited his experience in aircraft recognition during the war and expressed full agreement with Mr. Turnpenny's article. He did not, however, present any evidence concerning the intentions of the artist and/or printer with respect to the identity of the overprinted plane.

I have also had some interesting correspondence with Mr. Charles L. Parker, who is a Director of J. F. Nash & Partners, Ltd., the parent company of Dalkeith Press, Ltd. I have no solid information yet on the identity of the plane, but I have gathered some interesting information about Dalkeith Press and the printing of the overprints, which, with Mr. Parker's permission, I will try to work into another article. The shape of the wings says 'Hurricane' to Mr. Parker, too, according to his letter post-marked January 22, 1982.

--Allen Hoffman

To illustrate the plane that is the subject of Allen Hoffman's article, a facsimile of the 30-subject "V + plane" overprint is included with this issue as a "free gift" to LCC members. This was produced by photocopier reproduction of a genuine "overprint proof" sheet mounted against a black background. --RH

TWO LUNDY MAILINGS RELATED TO THE WRECK OF THE M.V. KAAKSBURG

by John Martin

This article is taken from the verbatim text of an October 21, 1981 letter from LCC member John Martin to LCC Secretary/Treasurer Duane Larson. The letter gives a first-hand account of the storm that caused the West German M.V. Kaaksburg to go aground off the eastern shore of Lundy on November 6, 1980. John Martin resides in the Somerset town of Minehead which is directly east of Lundy. His son Mike, who mailed him the two items illustrated in the article, resides on Lundy and is also a member of the LCC. The philatelic connection to the Kaaksburg's demise and John's proximity to and experience with the storm responsible for the vessel's grounding, in my opinion, make for an interesting "Lundy" story!

--Roger S. Ciohors

The four photocopies enclosed are the front and reverse sides of two covers which I have received during this past year. I thought maybe you would like to see them and then if you think them to be of interest, as they came to me through the official postal channels from Lundy with the correct puffinage affixed, perhaps pass them on for publication in a future LCCPQ.

The story connected with these covers is as follows. You can see on the map of the Bristol Channel, which appears on page 15 of the Summer 1980 issue of the LCCPQ, and by my address (57, The Quay, MINEHEAD, Somerset. TA24 5UL, England) that my home is on the shore of the Bristol Channel, just 20 feet from the water at high tide, which occurs twice a day. We are about 45 miles up channel from Lundy and about 15 miles straight across the water from Barry Roads, South Wales.

On the day and night of November 5, 1980, the weather in the whole Channel was absolutely foul. There was an easterly gale blowing force 8, increasing at times to storm force 10, and visibility was poor, probably less than two miles. A general dismal atmosphere lay over the whole area, and, adding to these miserable conditions, it was exceptionally high spring tides.

Our street, harbor, and homes had been lashed in the morning by heavy seas breaking clear over the sea walls. And whilst on our side we were taking our evening ration of saltwater neat from the Channel with half the houses in the street flooded, the ill-fated M.V. Kaaksburg was battering her way down the Channel on the other side on passage from Sharpness, Gloucestershire to Par, Cornwall.

At 00.15 hours on the 6th, I was tuned into the BBC 4 shipping forecast, only to hear that the storm was to continue all night and into the following day. So, I decided to get to bed so as to be about with waders and oil-skins ready for the next onslaught at 6 a.m.

I awoke early but not too bright. The wind still howled and the sea on the way back in to give us yet another bashing. I had my radio tuned into the BBC 4 shipping forecast at 06.25 a.m., heard there was to be no abatement to the storm until later in the day, and then followed the local Southwest weather and news. The first news was that the West German M.V. Kaaksburg had run ashore in the early hours on the east side of Lundy and that the crew of six men and one woman had miraculously jumped from the grounded ship onto the cliff face and climbed to the safety of the Island sidings, just south of Half-way Wall. They were later airlifted to the mainland. Following this dramatic news came an interview with the helicopter pilot, so I had the firsthand report of the disaster. The storm continued, and I was fortunate to keep the water at bay on my front doorstep. In the afternoon, the weather moderated to a more acceptable force 4-5.

The following day, I heard the news that the owners had surveyed their vessel, declared her a total wreck, and had given her to the Island authorities. And, so, the Kaaksburg faded from the limelight.

TWO LUNDY MAILINGS... (Continued)

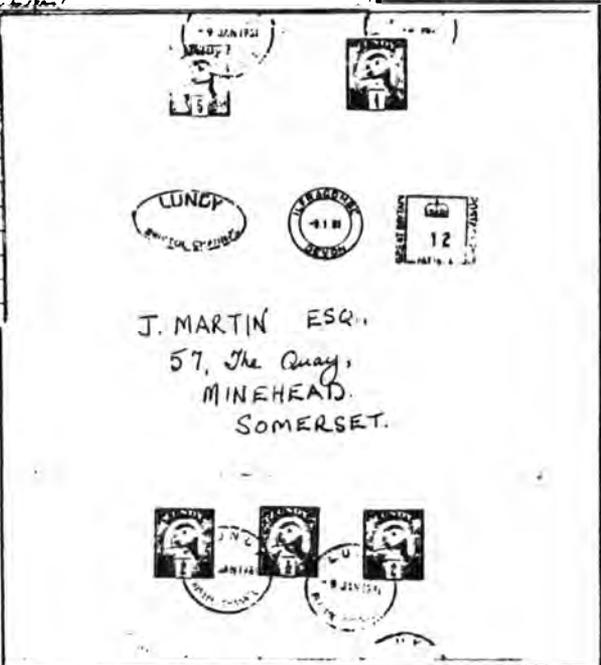
I am fortunate in as much that my son Micheal lives and works on Lundy. So, on the first occasion he had to board the stricken vessel, on finding the ship's radio/weather book and seeing the last entry was dated and timed about three hours before she had struck and bore reference to both Sharpness and Barry Roads, he decided I may like it to add to my collection of Lundy items, also knowing I had been so involved myself in this same storm.

The next part went slightly astray. I think I was supposed to

receive the first cover for Christmas, but, instead, I was pleasantly surprised the following January to receive the last page duplicate from this weather book. It was folded as an envelope and sent second class, bearing five Lundy stamps, one of which was a scarce ½ puffin, and cancelled "LUNDY -9 JAN 1981," as a postal souvenir of the latest victim of Lundy's rocky shore. (See Figure 1.)

Seefunkstelle / ship station		M/V 'KAAKSBURG'		Rufzeichen / call sign	
Uhrzeit time HOUR:MIN	Empfangs- frequenz rec freq kHz	Bericht- frequenz transm. freq kHz	gesendet transmitted an / to	von / from	Abgaben / payments
0520	EL	amplitude	EL	EL	
0142	DA	WX	WX	WX	
0155	BBC	WX	WX	WX	
0022	BBC	WX	WX	WX	
0146	BBC	WX	WX	WX	
0022	BBC	WX	WX	WX	
0142	WX	WX	WX	WX	
0210	BBC	WX	WX	WX	

FIGURE 1. A duplicate copy of the last page from the weather book of the M.V. Kaaksburg. Mike Martin folded and mailed it from Lundy to his Father who had been so involved in the same storm that claimed this vessel off the Eastern Lundy shore.



TWO LUNDY MAILINGS... (Continued)

Several weeks later, a letter dated January 23, 1981 was sent by J. T. Fetherston-Dilke, Chief Coastguard, H.M. Coastguard, London, thanking Colonel Gilliat and the Lundy Auxiliary Coastguard Team for their efforts in the rescue. It was posted in



Chief Coastguard

Staff Quarters

H.M. COASTGUARD
Department of Transport
Sunderly House, High Holborn, London WC1V 6LP
Telephone 01-484 8811 ext

FIGURE 2.
The letter of appreciation that thanked Colonel Gilliat and the Lundy Auxiliary Coastguard Team for their efforts in the M.V. Kaaksburg casualty.

23 January 1981

Colonel R Gilliat
Agent
Lundy
Via Ilfracombe
Morris Devon

Dear Colonel Gilliat

The casualty report concerning the West German vessel KAAKSBURG has been brought to my attention.

I would like to express my appreciation to the Auxiliary Coastguard in Charge and the whole Rescue Team on Lundy for their splendid efforts. Especially noticeable was their rapid response, and this is in keeping with the traditions of Lundy.

The distress situations may have changed over the years but it is very reassuring to me as the Chief Coastguard and to all who go down to the sea in ships to know that the response from the Auxiliary Coastguard Team on Lundy remains as swift and sure as it always was.

I would be grateful if you would take the contents of this letter known to all concerned.

Yours sincerely

Tom Fetherston-Dilke

J T Fetherston-Dilke
Chief Coastguard







J. Martin

M.V. ORTAC.
c/o ST. QUAY ST.
MINEHEAD.
SOMERSET.

14

the staff quarters in Pigs' Paradise, Lundy. After about a month on the notice board, it was removed to be disposed of (via the incinerator I would think, as there is a scorch mark on the top half of it), but, fortunately, it was retrieved by Mike. He thought it would tie in nicely with the previous cover, so he folded it as an envelope and posted it home to me. It bears three

Lundy stamps dated and cancelled on February 20, 1981. (See Figure 2.) So, with this second item of the ship-wrecked Kaaksburg, I regard myself very lucky to have them, after having traveled through the authentic Lundy postal system, in my collection.

On my last visit to Lundy aboard the Prince Ivanhoe, Mike was the skipper of the landing launch Lady Moira. He told me on the way into the landing stage that after he had finished disembarking the passengers, he was requested by the Captain to take the ships' engineers up to the Kaaksburg wreck with a view of salvaging two anchors, one for the Prince Ivanhoe and the other for

TWO LUNDY MAILINGS... (Continued)

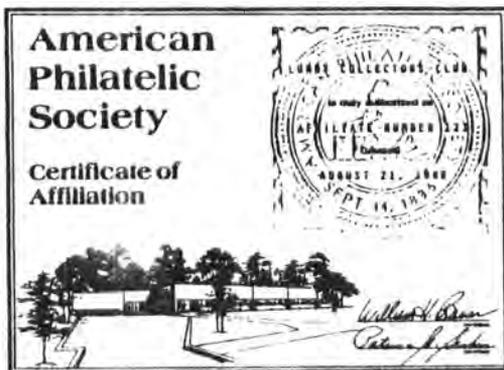
the Paddlesteamer Waverley. I paid a lightning visit to the Island shop and tea garden and returned to the beach, boarded the launch, and spent the rest of the afternoon on the wreck. This was on Thursday, July 30, 1981, and on the following Monday, August 3, the Prince Ivanhoe herself was wrecked at Porth Eynon, South Wales, and was declared a total loss. So, this is the end of the story regarding the two covers.

P.S. The M.V. Ortac in the second cover address is the name of our own fishing boat. Just another of Mike's tie-ups.

—John Martin

News of LCC Members

- Lester E. Winick walked off with a silver-bronze award in the newspaper column section of the literature competition of the American Philatelic Society's "World Series of Philately" competition during STAmPHOW 82 held August 19-22 in Milwaukee, Wisconsin. Les is the regular stamp columnist for the Sunday Chicago Tribune and serves as a member of the Board of Directors of the American Philatelic Society.
- Austin Dulin served as the apprentice judge for the philatelic literature competition of the CHICAGOPEX '82 show held October 22-24 in Chicago, Illinois. Austin, a former member of the Lundy Specialists' Society, was responsible for preparing the index to volumes 1 through 3 of the LCCPQ that was offered through the Summer 1982 issue and the "A Cross Reference to Catalog Numbers used for Lundy Island Stamps" offered through the Fall 1982 issue. Austin is a stamp dealer in suburban Chicago (Oak Park, Illinois).
- A Winston Churchill topical stamp collection is on display at the Winston Churchill Memorial and Library at Westminster College, Fulton, Missouri. The 200-page collection was compiled by Richard M. Langworth, Editor of the International Churchill Society's quarterly journal Finest Hour. For information about the ICS and Finest Hour, write Dick at Box 385-F, Contoocook, New Hampshire 03229. Be sure to let him know that you're a member of the LCC!
- American Philatelic Society notes: Two LCC members figured prominently in activities at STAmPHOW 82, the American Philatelic Society's 96th Annual Convention in August at Milwaukee, Wisconsin. Stephen Datz, a Scott Publishing Company executive, announced during the General Meeting that Scott is donating \$5000 to the APS Building Fund as a result of a 1983 Scott Catalogue promotion run through The American Philatelist. Lester E. Winick, who serves as the U.S. alternate Delegate to the FIP Congress and Representative to the FIP Sub-Commission for Astrophilately, attended the FIP Congress meeting in Paris, France in June and gave a formal report on FIP activities during the APS General meeting. It was at STAmPHOW 82, incidentally, that the APS Board of Directors approved the affiliation of the Lundy Collectors



Club with the APS! In October 1982, Keith A. Wagner, APS Executive Director, presented a certificate of our Club's affiliation with the APS. The certificate, a reduced version of which is illustrated above, incorporates the APS official Society seal and an artist's rendering of the new APS National Headquarters in State College, Pennsylvania.

- LCC authors: Roger E. Allen had an article on 1981 and 1982 Nicaraguan fiscal stamps published in the October 1982 issue of The Cinderella Philatelist. Dick Langworth's article entitled "Churchill Across the Atlantic, July/August 1941" and Herman Harst's article entitled "The Reinvention of the Wheel" both appear in the November 1982 issue of The American Philatelist. Roger S. Cichorz's "Bogus Lundy 'Rotary' Overprints" was the lead article of the August 1982 issue of The Bulletin of Rotary-On-Stamps, the quarterly publication of the Rotary-On-Stamps Fellowship.

Lundy at Auction

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

Stanley Gibbons Auction

George H. Ulrich, Jr. sent information about five Lundy lots in the June 10, 1982 Stanley Gibbons auction. One lot consisted of a vertical block of 6 (roulette by Imperforate) of the unissued "essay" ½d "air view" in deep violet (Chinchen #18e), "cancelled" by two strikes of the Chinchen type Cd canceller; estimated at 60 pounds, this block of 6 sold for 50 pounds. The second lot consisted of unused (NH to part original gum) singles, pairs, and strips of 3 of the complete set of 12 of the "Wright Brothers biplane" overprints; estimated at 200 pounds, this lot fetched 270 pounds. The third lot consisted of mint complete sets of 7 of the 1951 "flying birds" definitives in singles, pairs, strips of 3, and marginal blocks of 4, along with an extra sheet of 24 of the ½p value (two of the items were signed by John Dyke); this lot was estimated at 40 pounds but George did not know what it realized. The fourth lot was described as: "collection of 1935 air labels ½d(2), 1d, 3d; 1936 air set of 6; 1937 air ½d(11); 1938 air ½d overprints(10); 1939 ½d(11), 1d(11); 1942 V overprints ½p both, 1p, 6p, 9p, 12p both; 1943 anniversary ½p, 2p; 1950 air ½p, 2p; 1953 Coronation 2p all singles, pair strip, and block of 4; 1954 Postal Service (both); 1955 airmail birds; mainly unmounted o.g. and part o.g., 202 items"; estimated at 130 pounds, this lot realized a whopping 220 pounds. The final Lundy lot consisted of "1929 ½p(8), 1p(5); 1936 air ½d(6), 1d(4), 3d, 6d, 1/-; ½d air violet(8) with overprint(3); 1939 air ½d red(7), 1d black(3); all fair-fine, used, 52 items"; estimated at 22 pounds, this lot sold for a more realistic 70 pounds.

Brunswick International Stamp Auctions

Brunswick International Stamps & Auctions Ltd. (B.I.S.A., P.O. Box 224, 5 Place du Commerce, Bouet, St. Peter Port, Guernsey, Channel Islands; telephone 0481-20616) offered 38 lots of Lundy material in its May 28, 1982 auction, but only 3 lots sold, fetching 40 pounds against the cumulative estimate of 42 pounds. The lots that sold were two ACAS "large map" reprints and a photograph postcard of Mariaco Castle with the Jubilee surface 1-puffin value postmarked January 1, 1954 (a first day of issue maxi-card that sold for its estimate of 3 pounds).

It turned out that the 1972 provisional in the collection offered in B.I.S.A.'s June 30, 1982 auction was the more common 1969 provisional (1p in black on 9p) rather than the scarce 1p in blue overprint described in the auction catalogue. Of the additional 23 Lundy lots offered, 7 lots fetched 53 pounds against a cumulative estimate of 57 pounds. B.I.S.A. proprietor Derek Tomlin responded to my letter about the inverted "Royal Wedding" overprint lot (see my Fall 1982 column, page 13). He explained that he had not kept up with recent Lundy issues and having seen these stamps (with normal overprints) advertised for sale by the Channel Island Stamp Company, he simply assumed that they comprised a "valid" Lundy issue. He consented to inform the high bidder that this overprint was bogus and give him the option of purchasing or declining it—which was an honest and commendable action. (I noted from the prices realized for this auction that the lot went unsold.) Incidentally, Mr. Tomlin accepted my invitation to join the LCC and is now a member. Those of you LCC members consenting to having your addresses published in the "LCC Membership Roster" by now should have been sent complimentary copies of a B.I.S.A. auction catalogue featuring several Lundy postal history and cover lots.

B.I.S.A.'s July 30, 1982 auction offered 17 Lundy lots with a cumulative estimate of 201 pounds. Material included several 1939 ACAS 1d "lighthouse" issues and ½d "air view" issues and proofs, two Bureau 10p essays, the 1951 8p revaluations (Chinchen #78 and #79), and an imperforate set of the 1965 Churchill issue. I felt most of B.I.S.A.'s estimates, with the exception of the two Bureau essays offered at 20 pounds each, were too high. B.I.S.A.'s auction catalogue descriptions for Lundy material are minimal (Rosen Catalogue numbers are sometimes used), so that the prospective buyer is often in the dark as to exactly what he is bidding on. I suggested to Mr. Tomlin that he purchase a Chinchen Catalogue and start using Barry's numbers and descriptions to clarify the Lundy material offered in future auctions, and he indicated he would in order to "upgrade" his descriptions. Of the 17 lots offered in the July 30

LUNDY AT AUCTION (Continued)

auction, 7 sold, realizing 81.50 pounds against a cumulative estimate of 103.30 pounds. Three LACAL 1939 4d "air view" proofs realized 35.50 pounds against estimates of 40 pounds. A major disappointment (for the auctioneer and consignee) was a Bureau 10p essay, imperforate, green on white paper, which sold for only 12 pounds against a modest estimate of 20 pounds.

B.I.S.A. departed from its auction format in its August 1982 catalogue and offered 943 lots in a net price sale that lasted the entire month. There were 37 Lundy lots offered at a cumulative price of 470 pounds against B.I.S.A.'s "retail price" of 690.50 pounds. ACAS "large map" reprints comprised 18 of the lots with prices ranging from 9 to 20 pounds each. These were described variously as "proofs" and "color trials", but are probably the "reprints" discussed in the Chinchon Catalogue on page 19. Actual "large map" stamps comprised 13 lots ranging in price from 6 to 14 pounds each; a complete set of "large maps" (three stamps with faults) was offered for 40 pounds. The other 5 lots consisted of 1955 Milenary surface and air sets in complete panes of 50 at 20 pounds a set, 1953 Coronation set in imprint strips of 3 at 6 pounds, a 1965 Churchill set at 2 pounds, and a 1942 proof of the "V + plane" overprint (color not mentioned) for 6 pounds.

B.I.S.A.'s September 30, 1982 mail auction contained 32 lots of Lundy material, including the best selection of covers and postal history items I have seen offered by the firm. Preauction estimates of these 32 lots were 380.50 pounds, and 27 of these lots estimated at 295.50 pounds sold for a cumulative realization of 314.50 pounds or 6.42 percent above the estimates. The item with the highest estimate (40 pounds) was a Captain Smye cover from Lundy to Gibraltar via Barnstaple: a 1929 4p definitive affixed to the cover backside was post-marked on Lundy July 10, 1940 with a green 2-part canceller (Chinchon type Fa); a complete set of ACAS "large maps" were attached and tied by the green "AIR SERVICE TO LUNDY I./SUSPENDED/FOR DURATION OF WAR" cachet (Chinchon type E canceller). This is a "typical" Captain Smye item--the extraneous application of a set of stamps from the defunct airline service long after WWII interrupted all civilian flying and the "AIR SERVICE..." cachet--truly a philatelic fabrication on the part of the Captain, but, nevertheless, today a nice example of that scarce cachet and probably well worth the estimate! This cover realized the estimate of 40 pounds.

Other covers offered in the September 30, 1982 auction included: a March 13, 1939 inward cover to Gade with a LACAL 4d violet "air view" and Lundy 4p first definitive which fetched 11.50 pounds against an estimate of 10 pounds; two 1969 inward covers, each having postal usage of a pair of the August 9, 1969 1p black provisionals, which realized 10 pounds each against their respective estimates of 8 pounds each; an outward cover with a complete set of the 1957 definitives tied with Chinchon type N datestamps, which sold for its estimate of 7 pounds; a black and white photograph postcard of the North Lighthouse with a 1p 1957 definitive tied by a July 11, 1959 Chinchon type N datestamp, which fetched 6.25 pounds against an estimate of 4 pounds; an outward cover with a corner marginal single "BY AIR" 1p value tied by an August 5, 1954 datestamp, which sold for 7.25 pounds against an estimate of 7 pounds; an inward 1953 Coronation FDC that saw GPO usage, which was grossly underestimated at 7.50 pounds and sold for its estimate (a bargain!); an inward FDC of the 1954 Jubilee surface set that saw GPO usage, which realized 5.50 pounds against an estimate of 5 pounds; an "official" inward FDC of the complete set of 1951 definitives and the "8p 3 bar" overprint, signed by the pilot and delivered to the Chivener Aerodrome, which was grossly underestimated at 20 pounds and sold for 25 pounds; three inward covers with the 4p "BY AIR" cancelled by the boxed type J cachet in blue on the first day of issue, November 8, 1950, which were estimated at 15 pounds each--two fetched the estimate while one went unsold; a reused envelope with OHMS official paid economy label to Lundy, the front of which has affixed a "BY AIR" 4p value tied by the type J cachet in blue on the first day of issue, November 8, 1950, and an extraneous 2-line handstamp of the Merchantile Marine Office at Plymouth, from where it was posted--this extremely interesting cover sold for 26 pounds against an estimate of 25 pounds; and a Phillips-prepared outward FDC of the LACAL March 31, 1939 4d red "air view" adhesive, which realized its estimate of 15 pounds. In addition, there were four lots each of from four to six inward commercial covers, mainly from the 1964-69 period, estimated at 10 pounds per lot; two of them reached their estimates while the other two sold for 8 pounds each. Michael Windeatt's 1957 Priced Catalogue of Lundy Island Locals in excellent condition (number 439 of 500 copies--the first original I've seen offered) was estimated at 10 pounds and fetched 12 pounds. Rosemary Studdy's

LUNDY AT AUCTION (Continued)

handbook, Lundy--Bristol Channel, An Illustrated Guide, in good condition was estimated at 5 pounds and sold for 8.50 pounds. Complete sheets of 50 of the 1961 Europa set of 7 in mint NH and used (C.T.O.) were offered as two lots estimated at 15 pounds each; the mint lot realized 18.50 pounds while the other remained unsold. Complete mint sheets of 50 of the 1962 Europa set of 4 were offered at an estimate of 25 pounds and also went unsold.

Peter Kenedi

Peter Kenedi of California, Inc. (17200 Ventura, Encino, California 91316, U.S.A.; telephone 213-986-5990 or 213-986-5962) offered a collection of Lundy stamps in its July 27, 1982 auction. Described as "about 120 stamps (a few blocks) plus six covers, includes better (e.g., 1940 Red Cross set), o.g., nearly all complete sets, fine to vf," the lot was given a very conservative "estimated cash value" of \$100 to \$150. The lot sold for \$242 (\$220 + a 10% surcharge), but it was a bargain for that price! Here is what was in it: a cover with a 1929 hp used, a Red Cross 9p "PNFFIN" error mint in addition to six others of the set (no 12p value) with normal overprints, a complete set of the first printing of the "V + plane" issue, a complete set of the "1929-1939" overprints, the "Wright Brothers biplane" complete set of 12, 4 of the "IX ANNIVERSARY" set, ACAS "large map" 6d and 1/- values, the LACAL issues, and nine other post-1952 sets. The short "Red Cross" set with the 9p "PNFFIN" variety alone was worth the purchase price!

Cinderella Stamp Club 1982 Annual Members' Auction

The 1982 annual members' auction of the Cinderella Stamp Club was held under the auspices of CSC Auctioneer Dr. C. Robinson on Saturday, September 25, at the Victory Services Club, 63/79 Seymour Street, London W2. Lundy was well represented in the auction again this year, comprising 53 of the 732 lots offered (or 7.24 percent of the lots, up from the past two years' auctions) and having preauction estimates of 632 pounds (down from the estimates of 1007 pounds for material in the 1981 auction). Large amounts of Lundy material (for example, a collection of about 160 stamps and 8 FDC's without duplicates offered at an estimate of 40 pounds) were typical of many of the lots, but there was a sparseness of covers and postal history items (I counted only three such lots). There appeared to be some better items offered, but not much of the good material was given "bargain" estimates. For example: a double overprinted gold "IX ANNIVERSARY" Tighearna sheet was estimated at 40 pounds; 14 color trials (8 unissued, 6 issued colors) of the 1955 Millenary issue were offered at an estimate of 48 pounds; a 1943 "Wright Brothers biplane" hp "broken tail" variety was estimated at 15 pounds; and a complete mint, never-hinged set of the 1950 "BY AIR" overprints was estimated at 13 pounds.

CSC members attending the auction had a distinct advantage over mail bidders because many of the descriptions (all were supplied by the consignors) lacked details. Also, I have been informed by members attending past auctions that many of the "better" items are included in some of the larger lots--and unless viewed, there is no way of ascertaining what is and what is not present! So, alas, for the second year in a row, I did not bid in the CSC auction, passing on the opportunity to the British members. One "postal history" lot I was especially interested in had the following tempting description: "picture postcard of Lunor franked GV hd cancelled with fair Sir (sic--I assumed this to be "Str" for "strike") Lundy Island 31 MR 15' + stockcard of 30 mint Lundy stamps." For including a GPO "Lundy Island" item, this lot at a reserve of 25 pounds appeared to have a very undervalued estimate.

The CSC auctioneer generally includes the "prices realized" along with the following year's catalogue; consequently, I would very much appreciate obtaining the realizations for the Lundy lots in this auction from any CSC member who might have attended and taken notes. Thanks in advance!

Vance Auctions Limited

Vance Auctions Limited (Box 267, Smithville, Ontario, Canada L0R 2A0; telephone 416-957-3364) offered a single Lundy lot in its 62nd mail auction which closed on October 15, 1982. This lot was described as a "set of 17 different labels, most with 1943 and Victory Airmail overprints, F-VF" and sold for 27 Canadian dollars (U.S. \$22.05) against a modest estimate of 20 Canadian dollars (U.S. \$16.34).

RETURN OF THE LUNDY COLLECTORS CLUB TO LUNDY

by Sanford W. Fields

(Editor's comments: It is not very often that a contingent of American members of the Lundy Collectors Club gets to cross the Atlantic and make the trek to Lundy, so when this does happen, an account invariably gets written up and published! LCC President George Fabian and Vice-President Jim Caryl visited the Island during the Summer of 1979 and gave their impressions of their travels and stay in an article appearing in the Fall 1979 issue of the LCCPQ. LCC member Sandy Fields of Santee, California accompanied our dynamic duo on their revisit the week of August 13, 1982, and, at the urging of George and myself, Sandy submitted the following account of his impression of their weeklong stay on Lundy. From the Island Legends that have evolved from Jim's and George's initial visit, I have to conclude that what might initially be interpreted by the reader to be exaggerations or embellishments by Sandy are even more likely to be gross understatements of the continuing escapades of our two beloved LCC Officers! --Roger S. Cichora)

A year ago I was flattered to have been invited to go to Lundy with George Fabian and Jim Caryl. After what seemed to be an eternity of waiting over the months, weeks, days, and hours, we finally took off from Hartland Point in Devon by helicopter and landed on Lundy eight minutes later. Colonel Gilliat met the helicopter and either helped, or pulled, us out of it (I'm still not sure which). George then took charge, and since he and Jim had been to Lundy before, I lagged behind and let them break trail.

We stayed at Millcombe House for the entire week along with six other guests, who proved to be very congenial, and were taken care of by the Hotel housekeeper. Ina was a wonderful Scottish treasure who ruled the Hotel with an iron hand and was quite insistent as to how we behaved within the confines of the Hotel. (She always got her way!) Our activities became patterned to the point that we would get up at 6:30 or so, piddle around until 8:30 when breakfast was served in the dining room, then pick up our pack lunches from Ina, and walk around the Island (a great understatement of the word "walk"!). Perhaps, we would hit the General Store to buy those things we had to have but by no means needed, stop by the Marisco Tavern (George's favorite and second home), and then return to the Hotel in time for a bath and tea and cakes. Dinner was at 7:30, and then coffee in the library afterwards, with much conversation among all the guests of the Hotel.

George did his best to walk my legs off. As a Californian who drives his car to go across the street, I had a feeling that my legs were vestigial organs, but somehow I managed to keep up. I can't say that my "keeping up" was to George's satisfaction, since he would find places for us to go (such as the inside of the Devil's Limekiln, down the Montagu steps, etc., all of which I politely, but firmly, declined, feeling quite secure in knowing that Jim wouldn't want to go either!).

Jim became the talk of the Island by buying full sheets of the 1982 definitives that were still available at the Office. The entire Island, staff and visitors alike, were convinced that he was the entrepreneur of the Century and intended to resell them for a fortune. Our attempts to deny this were met with very polite (and very British) skepticism, and it might be that Jim inadvertently caused a run on this set, wherein the Islanders bought up a bunch after we left, hoping to "cash in on a good thing, like Jim"! Jim spent quite a few hours looking for constant varieties and found a large number in the sheets; he then went to the Store and pored over their stock, getting copies of all the varieties he could possibly find.

The staff on and visitors to the Island seemed to be a breed apart from the ordinary. Without exception, all were deeply in love with Lundy. Each had his own reasons, but all could expound with authority on the various activities and history of the Island at the drop of a hat (or beer glass)!

RETURN OF THE LUNDY COLLECTORS CLUB TO LUNDY (Continued)

What can a person say about Lundy??? It has a mystique all its own! My first impression was, of course, "the breeze"--a constant wind of about 30 miles an hour minimum at all times. Weather only got nasty one time, and since that was between 1 and 4 in the morning, it didn't faze us a bit. We had quite a few threatening times and did get sprinkled on once or twice, but, all in all, the weather was absolutely perfect.

We ran into the "Lundy ponies" twice while on the Island. With a great amount of foresight, but without saying anything to me, Jim brought fruit and some sugar packets for them. Being more than a little afraid of horses of any size, I stayed well back, that is, until the ponies decided that I was playing "hard to get" because I really had the best things to eat. One was very persistent, and George became useless at this point since he was laughing so hard at my antics and at the ponies' attempts to eat anything and everything on my person. He did, however, manage (despite his hysterics) to take one picture of my being "eaten" by a pony. I treasure it!

The Marisco Tavern turned out to be the heart of the Island, and even though Jim and I spent our time drinking something called "Saint Clemmons" ("Oranges and lemons cry the bells of St. Clemmons!"), George felt he had to preserve the image of the Americans by going through at least one bottle of everything that was available at the bar--and many more than one of a few! Must have been weak stuff since it never seemed to affect his hiking and climbing the next day, or even returning to the Hotel after the pub closed. Going down that little path and "small incline" to get back to the Hotel in the dark was a true test of a person's sobriety--if they made it, they were! George always made it! (After closing, true, but he always made it!)

Leaving day was rather sad, and Jim and I mooned around the Hotel until the time to go up to the heliport to leave. George, bless his heart, was still hiking until almost the last minute possible. High point of the flight back was that George sat in the front seat with the Pilot and took Lord knows how many photos from the air, including shots of the "old timers" and staff that "somehow" seemed to arrive at the heliport just in time to wave goodbye!

CLASSIFIED ADSWANTED

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

WANTED

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

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

 WANTED: Consignment material for the third annual Lundy Collectors Club members' mail auction. Send insured or registered by January 15, 1983. 10 percent sellers' commission; auction profits go to production of LCCPQ. Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado 80303, U.S.A.

"The Byways and Hedges"

John D. Stanard of Chattanooga, Tennessee, found an odd byway and an interesting study in the local stamps of Lundy Island, a rock-bound possession lying at the mouth of the Bristol Channel and privately owned by a wealthy Londoner, Martin Coles Harman, who practically ordered the British post off the island some years ago and installed his own mail service to the mainland, with stamps of his own design, valued at from one to twelve "Puffins"--the seabird of that name, a cousin of the great auk, being a constant resident of the island. When Mr. Harman casually remarked that he had dismissed the General Post Office from the place, *Truth* exclaimed,

We hardly hoped that we would meet
Such men; and yet can History show
A speech more royal, more complete
Than "I dismissed the G.P.O."?

Harman also brought air-mail service to the inlet, and there are cancellations and cachets to delight the hobbyist's heart. Mr. Stanard writes us that he was laughed at at first for his interest in Lundy, but that at present there are thirty-six serious specialists in its stamps in America and twenty-eight in Europe.

(Excerpt from *The Paper Chase* by Alvin Harlow, Henry Holt & Co., 1940, page 321.)

LUNDY

COLLECTORS CLUB

**2021 RIDGE ROAD
HOMewood, ILL. 60430**

