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OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

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LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society
Branch Chapter of the Society of Philatelic Americans
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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 Philatelic Quarterly*.

Letters to the Editor

Interest in Lundy Philately Prompts Island Visits

"I first became interested in Lundy when I saw an 'Erik Bloodaxe' stamp and wanted to find out more about the 'locals' and the Island. The more I found, the more I wanted to know and the more interested I became. I corresponded with Mr. Cade and eventually started with day trips before staying on the Island, at least once each year since. We managed a few days holiday in North Devon in September, but, unfortunately, we did not manage a trip to Lundy. We had to be content to look at the Island from Hartland Quay, Westward Ho, and other suitable places along the Devon Coast. You may be interested to know that we visited a few stamp shops in the area while in Devon and we called into a shop we know in Bideford. They told us that we were just too late for their Lundy material as some gentlemen from the U.S.A. had been to see them before their trip to the Island. What a small world! I would like to take this opportunity to thank you for the card received from the Island. I'm not sure who sent it but presumed it would either be you or Duane. What a lovely surprise when it came through the post. Will we have a write-up in the 'Quarterly'? I hope so."

--Jean Wade, Preston, Lancashire, England (November 2, 1982)

Jean thought it was me that she had missed in Bideford, but it was Jim Czyl, George Fabian, and Sandy Fiulda. Duane Larson arranged for the "LCC Revisit" postcard mailing from Lundy and financed it from LCC membership dues (they do go for something!). It was these three American visitors who did the actual mailing from Lundy, and everyone who was an LCC member at the time of the LCC visit (August 1982) should have received a postcard. Sandy's account of the visit appeared on pages 19 and 20 of the Winter 1982 LCCPQ. Several other LCC members wrote me expressing their appreciation for the postcard mailing, and I've passed on their "thanks" to Duane. --RSC

New Journal Typeface Acceptable

"I have received the Summer 1982 issue of the *LCCPQ*. The new typeface whilst a bit small is quite readable and, as you can get a lot more reading per page, should, I feel, be fully acceptable, and I doubt if you will get many adverse comments. At the Manchester Stamp Fair I came across one of the LCC postcards posted by George Fabian from Lundy in August. As this one had one of George's labels, I was about to grab it until I noticed the price which was 4.50 pounds! In some ways it's a pity that the card was for sale by a dealer, as George took the trouble to send."

--Bernard Stanley, Stockport, Cheshire, England (November 9, 1982)

"Montagu" Book Author Sends Lundy News

"Many thanks for giving me so much room in the Summer *LCCPQ* with the review (of the *Montagu* book, pages 15, 18, and 18) and my reply. (I had no idea that

LETTERS TO THE EDITOR (Continued)

you would use that as well.) You will be pleased to know that we only have about 280 copies of the Montagu book left. The island this year has taken 200 and it's sold well, even more when I was on the island at the end of June signing copies for everyone. We are hoping to have a small booklet published by March 1983 of the full trial and details of taking off the big guns. Many friends have asked for full details of the trial. We have no idea yet of the cost or how many pages but will send you the details when we have them.

It was wonderful to go to Lundy on the helicopter this year (only seven minutes which was like space travel) after years of going on the boats and taking three hours on the Lundy Cannel from Bideford and about two hours on the Polar Bear. It's going to be the helicopter every time for me! We have now added a few extra slides to our collection from the air and from the top of the Old Light which has been repaired and made safe to go to the top.

Lundy news: The windmill should be up and working in about ten days' time. The island will then be generating electricity, which should be a saving on oil, but the windmill is costing 100,000 pounds to put up. This week we also heard that Wyndham Boundy died at age 90. He was the author of the book Bushall and Harman of Lundy. I have just purchased a signed copy for my collection. I had purchased it in 1961 when it was published."

--Jill Davis, Atworth, Wilshire, England (November 15, 1982)

Buyer Reinforces "Lundy at Auction" Comment

"Relative to your discussion of the 1982 LCC Members' Mail Auction (Fall 1982 LCCPQ), I do have one comment. On page 14 you say that the above-estimate price received for the short set of 'BY AIR' overprints was 'no doubt prompted by the inclusion of the extremely scarce narrow-setting lp value...' Let me assure you that your comment was entirely correct. I was the one who won that lot, and my bid was entirely for the lp narrow-setting 'BY AIR' issue. In fact, the lp completed my collection of mint Lundy issues (excluding some varieties). Based on the fact that a similar stamp brought an auction price of \$35 several years ago, and considering the inflation of recent years, I think I got a bargain. Thanks again for your efforts on the LCCPQ. As usual, I greatly enjoyed the issue just received."

--Larry Dodson, Phoenix, Arizona (December 2, 1982)

British Sayings About Lundy

"I picked up a little guide book to the United Kingdom islands recently and there was a short chapter on Lundy. A couple of quotes that I liked were:- The people of the Mainland have a saying that 'if you can see Lundy, then it's going to rain. If you can't, then it's raining.' And, 'Out there with seal and poutin' puffin, the people live right next to nuffin.'"

--Ian G. Wilkinson, Chesham, Bucks., England (January 12, 1983)

MEMBERSHIP NEWS

Welcome to these new Lundy Collectors Club members:

- 124 Terry Dell -- Golden Beach, Caloundra, Queensland, Australia
- 125 Brian Muir -- Tequesta, Florida
- 126 William B. Huckenpoehler -- Annapolis, Maryland
- 127 Roy N. Pawlucki -- Kirkland, Washington
- 128 Robin R. Tapper -- Bromley, Kent, England
- 129 Thomas D. Green -- Low Ham, Langport, Somerset, England
- 130 Edward B. Lacher -- Somerset, New Jersey
- 131 Richard O'Brien -- Seattle, Washington
- 132 Berj Kissoyan -- Bourj Hammond, Lebanon

Dropped (*Moved, left no forwarding address; please help.*)

- 070 Georges Medawar -- Ridgefield, Connecticut

Expelled

- 121 Joe Turnaukas -- El Cajon, California
(*for failure to pay for LCC auction lots and to settle a philatelic indebtedness with an LCC member and to answer official LCC correspondence.*)

Membership summary: As of February 26, 1983, the Lundy Collectors Club had 108 members in good standing. Geographical distribution of members is as follows: United States (62), United Kingdom (28), Canada (7), Sweden (3), Australia (3), Germany (2), Taiwan (Republic of China) (1), Iceland (1), and Lebanon (1).

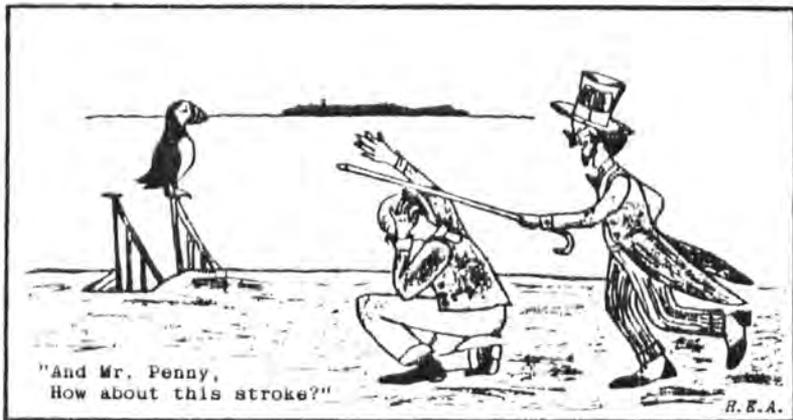
DR. BATSON -- "KING OF LUNDY"

by Roger E. Allen

Doctor Kevin Vigor Earle, working until 1977 with the "Save the Children Fund" in the Republic of Honduras, recounted the following anecdotes about an old gentleman whom he recalls from his youth in the Southwest of England. Dr. Earle was born in the Scillies before the Great War but spent much of his childhood in Watchet, Somerset.

Round about the time of the First World War, he recalls that an old character called Batson, who lived in Watchet and was either a Doctor of Music or an LL.D., had gone up to London on one occasion and bid in a sale of the island of Lundy. This was in 1906 at about the same time that the "Montagu" went aground on Lundy. Dr. Batson outbid all other bidders, but when approached later, it transpired that he was not a wealthy man and was not in fact in full control of his mental faculties. He came back to Watchet where he was henceforth known as the "King of Lundy" and ragged in the streets by small boys.

Mrs. Myrtle Langham, who mentions Dr. Batson in her book A Lundy Album, suggests that he may not have purchased Lundy because he found that the "Montagu" was not included in the deal. Shall we ever know the truth?



Dr. Batson always appeared in public immaculately dressed like a prosperous politician, with a walking stick and a Panama hat in Summer. It was not known upon what he lived, but it was imagined that he had private means since he never worked. He had an inconspicuous and long-suffering wife. He had pretensions of being a composer and in fact sent a composition to George V on the occasion of his coronation, for which he received acknowledgement and thanks.

Dr. Batson had a crony in Watchet who also seems to have been at least eccentric, called W. G. Penny, a tailor, whose shop was on Swain Street. Penny fancied himself as a cricketer and for this reason liked being called by his appropriate initials, "W. G." His handicap on the cricket field, however, was that he could only bowl underarm.

On one occasion, Batson went into W. G.'s shop with his walking stick in his hand and started talking cricket. "Do you know this stroke?" he asked Penny, demonstrating the stroke with his stick. "Ah! Yes," said Penny. "And this one?" Penny said that yes, he knew that stroke as well. "And do you know this one?" said Batson again, and he commenced beating poor Penny as hard as he could with his stick!

DR. BATSON (Continued)

Dr. Batson outlived his wife and died in the late twenties. His house was inspected after his death, and it was found that in some things he was not entirely mad. Somehow or other, he had fixed his gas supply so that the gas bypassed his meter, came straight from the mains to his appliances, and gave him free supplies.

Dr. Earle could remember nothing more about Dr. Batson, except that he once "married" a young couple on the seafront, reciting the complete marriage service by heart in front of an amused crowd. It is this incident that leads one to suspect that Batson may have been an LL.D. and, perhaps at one stage, a practicing minister of religion.

(In a letter dated March 14, 1982, Roger Allen wrote about some additional details in the life of Dr. Batson. These are recounted in the text below.)

You may be interested in one or two additional anecdotes about the eccentric Dr. Batson of Watchet that were given to me by my old friend Dr. Earle. He says that, contrary to my little article, Batson only hit Penny once with his stick--it was enough! Also, Batson had another friend, a "Doctor" Graham, who suffered from what Dr. Earle says was described as "softening of the brain"; in other words, he was "eccentric" as the good Dr. Batson. They traveled by train to London on one occasion (perhaps, to bid in the Lundy auction) without tickets. They were in the first class carriage naturally, and when the conductor came along asking for the tickets, Batson said impiously, "my valet has them," whereupon "Doctor" Graham began a frantic and, naturally, fruitless search in every pocket of his clothes. The outcome of this story is not known. Dr. Earle went to Watchet this summer to try to dig up information about all these three strange men, and I will give you a followup if he come up with anything more.

Tony Langham provided Roger Allen with a couple old newspaper clippings used by J. R. Chanter in his Lundy notes early this century. They back up most of what is said in Roger's article about this old gentleman, substantiating the facts and inferences, but there is no mention of the fact that he was supposed to have lived in Watchet; rather, they state he came from Torquay in South Devon. Roger requested these notes be reprinted in the LCCPQ and wished to acknowledge Tony for so kindly providing them. Roger surmises, "Batson certainly sounds unstable from these notes, if not actually off balance!"

(Page 6 of Chanter's "Lundy Island"--Newspaper cutting, December 1906.)

Lundy Island. Some interest has been aroused by the announcement that Lundy is to have another Rector-owner in the Rev. Arthur Wellesley Batson, at present residing at Wimbledon. The new "King" is an interesting and versatile man. A keen sportsman, he has played for Notts, Oxford, and Surrey, and was a member of the English eleven which met the first Australian team in this country. He is also the author of no fewer than 200 published pieces of music, and is an orator of some note. He is a Mus. Doc., of Oxford, held the living of Ringstead, King's Lynn, for a period of fourteen years, and resigned it about three years ago in favor of the patron's son, Rev. Austen le Strange, a former pupil. Two brothers are clergymen--Rev. Alfred Stephen Batson, rector of Weiford, and Rev. Vincent Lascelles Batson, rector of Brooklands. Mr. Frank Batson, the well-known artist, and retired major of the Royal Artillery, is another brother. Col. Batson, C.B., of the Devon Regiment, is a cousin.

In June last, Mr. and Mrs. Batson, who were staying at the Mumbles for some months, resolved to visit Lundy, as Mr. H. Heaven had six months previously asked him to do duty in the island church. The day he landed they became personally acquainted. In the course of conversation, Mr. Heaven stated the island was for sale, and Mr. Batson offered 15,000 pounds. After the auction, he became the purchaser. He intends to make his home there. He was formerly senior curate for seven years at St. Anne's, Soho, under the Rev. Canon Wade. He is a native of Torquay. In private letters he has said:- "I like Devonshire better

DR. BATSON (Continued)

than I can say--whether 'tis the cream or the cider, or the dear people, I cannot tell 'ee, I tell 'ee."

November 22, 1906. I have been so fearfully busy in making arrangements for my coronation in my kingdom upon Lady-day that I fear I have been remiss in acknowledging papers, etc. which you have so kindly forwarded. Both the Queen and myself, of course, welcome you to our Island.

(Page 11 of Chanter's "Lundy Island"--Newspaper cutting, 1907.)

Rev. Batson has written to a Swansea friend whom he has invited to the "coronation" next Ladyday, explaining why the deal did not go through. "...I have been advised by the very best solicitors, and they say why pay 30,000 pounds for a property withdrawn from public auction at 19,250 pounds? They say, 'it must take more time than the vendors can allow to realize your own and make it quite certain that you will be in a position to pay the balance of purchase money upon Ladyday.'"

"Taking into consideration my doctor's insistence upon my taking a complete rest, ...I have abandoned my option of purchase."

Mr. Batson adds that a foreign nobleman has promised him a profit upon what he had offered, but that is a proposition he could not entertain. This foreign nobleman, however, wants harborage for a four-hundred-ton steam yacht and also wishes for a forest, so it is not by any means certain he will buy Lundy. Mr. Batson still hopes to eventually buy the Island.

Announcement NEW LUNDY BOOKLET AVAILABLE!

Trial of Error by G. M. Davis

(The Court Martial Arising from the Loss of the H.M.S. Montagu Lundy 1906.)

The Lundy Collectors Club is pleased to announce that one of its members, Jill Davis, has published a 40-page booklet on the Court Martial proceedings of Captain Adair and Lieutenant Dathan which resulted from the loss of the Montagu outside Lundy in 1906. Details for the booklet were taken from The Times as reported during the period August 16, 1906 through August 21, 1906. Booklet details include: front cover, nine sketches by S. Bagg of the Court Martial aboard H.M.S. Victory at Portsmouth, drawn at the time, including Captain Adair and Lieutenant Dathan; frontispiece, H.M.S. Victory, one picture, from a post-card, of H.M.S. Montagu on the rocks at Lundy; dedication (to all Lundy friends, past, present, and future). Price: 6s.50 plus 3s. (surface mail) to the U.S.A. (Yes, very cheap!) Available from the publishers, G. M. and R. C. Davis, 6, Chapel Rise, Atworth Near Melksham, Wiltshire, SN12 8JZ, England.

Jill wrote in February 1983: "We hope to have it ready for March 5, 1983, which will be publication day, which is the Lundy Field Society A.C.M. in Exeter. We called it a booklet, as we are only having it stapled and not sewn and bound like the Montagu (*Jill's book The Loss of H.M.S. Montagu Lundy 1906, which was published in 1981, reviewed on pages 15-18 of the Summer 1982 LCCPQ*), and still available from the publishers). It will be just a little smaller than the Montagu book."

Lundy bibliophiles will welcome this companion piece to the Montagu! An order form is included immediately below for your convenience.

ORDER FORM

Please send me _____ copy/copies of Trial of Error at 1.81 pounds each (postpaid). I enclose a check or money order for _____. (Payment in pounds sterling if possible.) Thank you.

NAME _____

ADDRESS _____

RETURN TO:-

G. M. and R. C. Davis
Antiquarian Booksellers
6, Chapel Rise
Atworth Near Melksham
Wiltshire, SN12 8JZ, England.

ADDITIONAL BRITISH POST OFFICE DEPARTMENT POSTAL RECORDS OF LUNDY

by Ian G. Wilkinson

On Wednesday, November 12, 1980, I spent a day at the Postal Headquarters Building in St. Martins-le-Grande, London. The purpose of my visit was to examine the Archives which are kept by the Post Office Records Department to see what I could dig up on the early postal history of Lundy.

I was most surprised to find out two things. Firstly, although the sub-Post Office was opened on Lundy in 1887, there were no files in the archives earlier than 1911. (This does not include the "Impressions Register" which contains a strike of all the earlier cancellers, including those for use on Lundy.) I had expected to find papers covering the whole period of the GPO on Lundy, right from the first appointment of a sub-postmaster and the first mail-carrying contracts, but there was nothing there that I could find relating to the last century.

The other thing that surprised me was to find that Barry Chinchon had carried out almost the same exercise, only some ten years earlier! His findings were published in *The Puffin*, Issue number 20 (Summer 1970, pages 2-21), a copy of which is filed with the record. While I have a number of the excellent issues of this publication that Barry produced, I had not previously seen this one. I don't propose to go over any of the points covered by him--and, of course, he covered most of the pertinent philatelic items. So, the following are a few of the other things of interest that I found.

For instance, in 1912 there was a letter from one Edward Birch to the Postmaster General, complaining that the mail boat then serving the Island, the S.S. Devonia operated by the Bideford & Bristol Steamship Company, refused to carry parcels of provisions to the islanders. This, he said, was due to an agreement between the carrier and Mr. W. F. Saunt, the Lessee of the Island, who owned the Island shop. It seems that Saunt maintained that he had the monopoly of supplying the islanders and could therefore rip them off as he so wished--so long as they were prevented from having food parcels sent to them by post from the mainland. Complaints were also made to the Home Office, as it seems the same restrictions were applied to the lighthouse keepers. I could find nothing in the records which showed the GPO's reply to all this, but on June 27, 1912, Birch again wrote to the Postmaster General, complaining that a Post Office official had "put the finger on him" as being the person who had complained, being recognized by the official envelope that was sent him with his reply. Birch was most unhappy about this, since some time before he had made an inquiry about the Insurance Act and says he was told by his employer that if it was found that he had anything to do with this Act ever being introduced to the Island, he would be "sent off." The GPO made an inquiry to see if one of their Officials had identified Birch in the way he complained of, but the GPO stopped further investigations when they found that by August 10, 1912, he had left the Island. So, it seems, the poor fellow had indeed been "sent off." As I said, I could find nothing that answered the original question: was the Lessee of the Island in a position to prevent parcels consigned to H.M. Mails from being delivered to the addressee? I rather think not, but who knows what went on in what was meant to be "the good old days"!

Another batch of correspondence that I found interesting (see my article "Lundy--Which Way Did the Mail Go?" in the Summer 1980 LECPQ, page 8) started with a letter from the Admiralty dated January 14, 1919, saying "mail carrying by Naval vessels from Swansea will cease and transfer to Milford Haven." From this we may deduce that for all or part of the 1914-1918 war, the Navy carried the mail to and from Lundy. There is a further memo to say that the trawler Robert Davidson from Milford Haven was to be withdrawn on April 20, 1920, and that in the future, mail was to be sent "via Barnstaple" and not "via Ilfracombe" as previous. From this I gather the trawler called at Ilfracombe to collect

...POSTAL RECORDS OF LUNDY (Continued)

Around this time, the GPO was seeking a new contractor to take over from the Navy the task of carrying the Lundy mail. There is a letter on file from James Chenhalls of The Quay, Ilfracombe which is quoted in full as follows:

"Sir. Having heard that you require someone to undertake the delivery of the mails to Lundy Island, I should be pleased if you would let me know your requirements, as I have a vessel suitable for the work. I know Lundy and its landing places well, as I purchased the battleship Montague (sic) and worked on her there for seven years. Yours truly, etc."

This gives some idea of just how much scrap material there was to be salvaged from the Montagu. However, to revert to Mr. Chenhalls, it seems he did not get the mail contract, as he wanted 500 pounds per annum but was only offered 100 pounds, and he turned this down. The contract was eventually placed with Mr. A. L. Christie, at that time the owner of the S.S. Lerina.

In 1939, there was a lot of complicated correspondence started off by the Head Postmaster, Barnstaple, asking for guidance on how he should treat mail addressed to Mr. F. W. Gade, Postmaster, Lundy Island. He asked this since he already had instructions that if mail was addressed to either Postmaster, Lundy or c/o The Post Office, Lundy, it was to be returned as undeliverable as there was no post office on the Island. It seems that the decision was if the letter was addressed to Mr. Gade, then it would be delivered, but the previous instructions relating to items addressed to the Postmaster or Post Office should still stand. Evidence that this was so is borne out by a cover I have, dated February 28, 1981, which had been treated in just this way.

Mr. Gade had written that when Mr. Harman learned of this practice, he was most incensed and wrote to the British Post Office, pointing out that while they might have the monopoly on the use of postage stamps, they did not have a monopoly on Postmasters. Eventually, this practice was discontinued, and all mail addressed to Lundy was forwarded to the Island regardless of the form of address used.

Within the files are the originals of a number of historical letters regarding Lundy, but some of these are certainly showing signs of deterioration. One such is a letter dated September 19, 1939 from W. Watt of Lundy & Atlantic Coasts Air Lines Limited, and this reads as follows:

"The Postmaster, Barnstaple Post Office.

Dear Sir, Owing to the restrictions placed on civil flying by H.M. Government, we are unable to maintain our air service to and from Lundy Island. Therefore, from today's date will you please forward all letters and parcels addressed to Lundy Island to Capt. Dark, 2 Elm Terrace, Instow (tel Instow 21), who will deliver these per S.S. Lerina. We are, Dear Sir, etc. etc."

However, the letter that must be the most significant as far as we are concerned is the final letter from Martin Collee Harman to the GPO which ultimately resulted in his statement "I dismissed the GPO." There are a number of letters from him leading up to this, and as will be seen from the one reproduced on the following page, if he had been able to secure the contracts from both the Post Office and the Admiralty, we might never have seen such a thing as a Lundy stamp! (Mr. Harman's letter is reproduced at the top of the next page.)

ADDITIONAL NOTES ON LUNDY MAIL ROUTES: Lundy-RAF Chivenor Mail

Following the notes about Lundy mail routes (refer to the Summer 1980 LCCPQ, pages 8-11, and the Fall 1981 LCCPQ, page 11), David Potter wrote:

"I was stationed at RAF Chivenor (September-October 1955) doing an operational conversion on to Hunter Mark 1 aircraft. The local air company (operating only one aircraft) had headquarters on the far side of the airfield. They were ferrying mail to and from Lundy, and since we often used the bar at the aero club, it became quite clear that the posting arrangements for the Lundy mail were

(Continued at the foot of the next page.)

... POSTAL RECORDS OF LUNDY (Continued)

THE ROCK INVESTMENT COMPANY, LIMITED.

TELEPHONE
LONDON WALL 7580

TELEGRAMS
ROCKRATS AVE LONDON

CABLES
RAC STATION
WESTERN UNION

SALISBURY HOUSE,
LONDON, E. C. 2.
12th October 1927

208/25

F. G. G. Twiss, Esq.,
General Post Office,
E. C. 1.

Dear Sir,

I am in receipt of your letter of the 11th October, and much as I regret being unable to fall in with your wishes, I really have come definitely to the conclusion, after still further consideration, that I wish to be rid of the Contract both with the Post Office, and with the Admiralty. You may be sure that I should not say this unless I knew that without a Contract the inhabitants of Lundy will be just as well taken care of in regard to Mail Service as they are at present.

Although I cannot reopen the matter, I feel you will not mind my placing it on record that in my anxiety to be rid of the Admiralty's Departments, I have begged to be allowed to relieve the Admiralty at one half the present cost to the Admiralty, as certified by the accounts of either the Board of Trade or Trinity House, I to be going for a stated period, but the other side to have the right to terminate the Contract without notice at any time. The "Larina" would have been far better able to serve these Lighthouses than the present bigger boat can do, and the Lighthouse men themselves were all wishful to see the arrangement consummated because the speedier service given by the "Larina", and the willingness and capacity of her Skipper to face any weather with such a boat gave them the certainty of greater amount of time on more than they now get.

I am, dear Sir,

Yours faithfully,

H. B. M.

(Author's note: H.B.M. should have read H.M.B. and stands for Home Mails Branch. --IGW)

LUNDY-RAF CHIVENOR MAIL (Continued)

somewhat hit and miss. Mail coming into RAF Chivenor was posted at the letter box nearby, which meant a Braunton postmark. But if they went into Barnstaple, it would be posted there. I presume that the Blueford and Ilfracombe postmarks are sea mail. The Barnstaple run was not that rare, for although there was a train service, most people used Barnstaple as the main place with its direct connections (slow!) to either Newton Abbot or Exeter."

Editor's note: David Potter's letter was reprinted from the Newsletter of the British Private Post Study Group, Number 18, January 1982, pages 10 and 11, by kind permission of Newsletter Editor John H. Hulman. David Potter recently resigned his editorship of *The Cinderella Philatelist* after serving six years as co-Editor with L. N. Williams, but he remains active in that organisation and is a frequent contributor to its publications. --RSC

ADDITIONAL INFORMATION ON LUNDY POSTAL ROUTES

British GPO-Postmarked "Lundy Island" Mail

For earlier Lundy postal routes, Ian Wilkinson was able to borrow The Post Office Guides for January-June 1915 and January 1924. In the "List of Provincial Offices in the United Kingdom" in the 1915 Guide (page 366), there are two entries for Lundy:

- Lundy Island, Devon; character of office: No Sunday delivery of letters; nearest money order office: Instow; nearest telegraph office: Lundy Island Coast Guard Station.
- Lundy Island Coast Guard Station; character of office: general delivery of telegrams.

In the "List of Provincial Offices in the United Kingdom" in the 1924 Guide (page 331), there are also two entries for Lundy:

- Lundy Island, Devon; character of office: (no notations given); nearest money order office: Instow; nearest telegraph delivery office: Lundy Island Coast Guard Station; exceptional hours of telegraph business: 8 a.m. to 8 p.m.
- Lundy Island Coast Guard Station (telegraphic, not Postal Address); character of office: Telephone Call Office available for calls to places within a limited distance, general delivery of telegrams.

The entry for Lundy in the 1915 Guide in the section entitled "Mails for Alderney and Sark, Scilly Islands, Orkney and Shetland Islands, Isles of Lewis and Lundy Island" (page 603) follows:

LUNDY ISLAND: Mails are conveyed by steamer from Instow every Monday morning, and from Bristol every Tuesday night (or Wednesday morning according to tide). Hours uncertain. Mails from the island are despatched on Mondays to Bristol and on Wednesdays to Instow.

Ian reported there is no equivalent of page 603 in the 1924 Guide. He added: "However, what this page does tell us is that mail to and from Lundy went via both Instow and Bristol. While I have seen one or two postcards with the Instow postmark in addition to the Lundy one, I have never seen the Lundy mark coupled with a Bristol postmark. Could it be that those with only a Lundy cancel went via Bristol, and all those via Instow were double-stamped Lundy and Instow? I don't expect we will ever know."

Perhaps we do know after all! I sent Ken Gibson the above Guide information and asked him to review his prodigious collection of GPO "Lundy Island" items. Ken did just that and replied: "Regarding the mails during the 'GPO period,' I have 24 items from 1895 to 1924. Of these, seven have no mainland markings, one has an Exeter D/R in addition to Instow, and the other 16 have Instow markings. Did the unmarked seven go via Bristol? I don't have a perpetual calendar, so I cannot give the days concerned; however, the dates are: July 18, 1907 (*Thursday*), July 27, 1911 (*Thursday*), June 3, 1920 (*Thursday*), July 14, 1922 (*Friday*), August 25, 1922 (*Friday*), September 3, 1923 (*Monday*), and August 22, 1924 (*Friday*)."

I happened to have a "perpetual calendar" and, consequently, was able to look up the days (in italics) for the dates that Ken so kindly provided. All of Ken's seven items without mainland markings were written between Thursday and Monday, and if it is assumed all had been dispatched from Lundy at the first available opportunity, they would have gone on a Monday morning sailing to Bristol. Consequently, Ian's conjecture that GPO-postmarked "Lundy Island" mail without other mainland markings went via Bristol, given the evidence above, appears correct!

Ian adds one note of caution to this analysis--that the GPO Guide quoting the sailing days was for 1915 during the 1914-1918 war when mail was most likely being carried by the Royal Navy. Consequently, this could well have been different before or after the war. Readers who have access to other pre- and post-WWI GPO Guides, or who possess additional GPO items with only "Lundy Island" postmarks, are encouraged to contribute to this postal history study by sending their information to the LCCPQ Editor.

--Roger S. Clahars

Odds and Ends

Does Lundy Figure in North American History? George Fabian sent the following excerpt from *The Encyclopaedia of British Empire Postage Stamps*, Volume 5, "North America," Edited and Published by Robson Lowe (London), 1971, page 67:

"There is also evidence to show that a Welshman, Prince Madoc ap Owain Gwynedd may have discovered America in 1170. It is believed he landed in the Gulf of Mexico at Mobile Bay with other Welsh settlers and that he then followed the course of the Alabama River inland, as some very interesting remains of forts have been found in the river valley. The Mandan tribe, who lived in the upper Missouri and had blue and gray eyes and fair skins and whose women were beautiful, may not have been Indians but of Welsh ancestry, i.e., from the people who landed with Madoc. It is thought that Madoc began one of his voyages from Lundy Island where the Icelanders had a base and that he heard of America from them."

(*See Richard Deacon, *Madoc and the Discovery of America*, Muller (London), 1966.)

George suggested that Prince Madoc ab Owain Gwynedd (called "Madog") would make a fitting subject for a future Lundy "historical figure" stamp set. He feels that the Prince would be a more appropriate figure than Erik Bloodaxe, the Viking who graced the Lundy 1955 Millennium 3-puffin stamps without ever having stepped foot on the island!

Additional "Trams" With Chinchon Type Ca Cancellation Strikes. Prompted by the report of the Chinchon Type Ca cancellations (Fall 1982 *LCCPQ*, page 7), George H. Ulrich, Jr. wrote that the John D. Stanard collection that he possesses has three items with the Ca cancellation: a pair of 3d "trams" from roll 4 (#01553 and 01554) tied on piece by a "9 SEP 1935" strike, four 3d "trams" from roll 4 (#01556, 01652, 01655, and 01657) on piece also tied by a "9 SEP 1935" strike, and a Phillips-prepared inward cover with a 4d "tram" from roll 1 (#00405) tied by a "25 OCT 1935" strike. The Phillips cover is illustrated in Stanard's Lundy series of articles (John D. Stanard, "Lundy Island and the Lundy Locals," *American Philatelist*, Volume 51, August 1938, page 1049), and the cancellation shows clearly. So, the total number of items known with the type Ca cancellation has escalated from the two reported by Barry Chinchon to nine!

Two More Lundy Specialists' Society Members in the LCC. Bernard Stanley wrote that both he and Eric James also were members of the now-defunct LSS, bringing the total number of former LSS members who are currently LCC members to 19!

Lundy's New Aerogenerator. Ian G. Wilkinson sent the following clipping from the October 1982 issue of *Electrical Times*:

"24-hour power. Birdwatchers, campers, and climbers visiting the island of Lundy will soon be assured of continuous electricity supplies from a new aerogenerator. The 2000 people a year who visit Lundy plus the 28 inhabitants have to make do with 12 hours a day of electricity supplied by diesel generators. In the next six weeks, a new aerogenerator, 15 m high with three 13-m blades, will be ready to supply 55 kW of electricity in 48-km/h winds. Landmark Trust is to pay the 100,000-pounds cost of the aerogenerator. The 28 inhabitants are all employed by Landmark and are restoring various buildings."

Additional Information on the "ARMY/SIGNALS" Datestamp. The "ARMY/SIGNALS" rubber datestamp used to "cancel" Lundy "Tighearia sheet forgeries," Great Britain stamps, or a combination of both on covers addressed to "Waterford," 24 Bramley Road, Bramhill, Stockport, Cheshire (refer to the discussion and illustration in the Summer 1982 *LCCPQ*, pages 17 and 18) was a genuine, modern British Army Signals datestamp, which probably had the postcode excised from it. According to an article in the January 1983 issue of *Stamps*, the background to the authorized use of Army Signals datestamps is:

"They were used by units of the Royal Corps of Signals to datestamp military signals/telegrams handed into them for transmission, or on letters and packets handed in for delivery by the Signals Despatch Service (SDS) formerly known as the Despatch Rider Letter Service (DRLS). There was no requirement for postage stamps (or labels of a similar nature) to be used, and these latest covers are, at best, 'philatelic.' The datestamps have revolving wheels so that various combinations of code letters can be obtained with an endless variety

OLDS AND ENDS (Continued)

of dates. It is even possible to rearrange the order of code letters and date, e.g., U/LY/date, date/U/LY, or U/date/ILY, etc., as genuine covers with similar layouts, but using different letters, have been recorded."

The Forces Postal History Society advises caution in paying high prices for the "philatelic" covers (those addressed to 'Waterford' and having an Army Signals datestamp with the code letters "UK/date/LY"), especially the 5 to 15 pounds per item being asked by various British dealers. The Forces Postal History Society has informed the BPF/PTS Philatelic Status Committee of these items, and its Chairman, James Negus, has confirmed the need for caution. He agrees that the evidence so far assembled is tending to point to unauthorized usage of the Army Signals datestamp. LCC members Bernard Stanley and John R. Holman have been active in bringing these covers to the attention of the British philatelic press. (Thanks go to Ian G. Wilkinson for a photocopy of the *Stampa* article from which this information was culled.)

Lundy Tape Used by Felix Gade. Paul S. Seybolt sent a photocopy of a piece of a large "sticker" (6 inches long from the beginning of one lighthouse to the beginning of another and 1½ inches wide) with a 1957 definitive 4-puffin value cancelled "5 JUN 1965" attached (illustrated immediately below). Paul



wrote: "Felix Gade used the tape for a short time back in the 'sixties' to hold parcels together, etc." Paul added, "there was also a smaller size, same design." John Martin sent an example of the small size tape. It measures 1 inch in width and 3 inches long from the beginning of one lighthouse to the beginning of another. The green ink used to print the labels most closely matches the "yellowish green" color on the *Stanley Gibbons Stamp Colour Key*. Previous mention of the Lundy tapes was made in *Puffin* 24, Autumn 1975, page 25: "The introduction of the Lundy tapes came about in 1953 when Mr. M. Harman asked Messrs. Sherrrens Ltd. to supply a tape which would stand up to Lundy's damp climate, without a tendency to adhere to any surface including itself. Two sizes of tape were produced, both with the 'Lights and Leads' image printed in green."



Freighter *Johanna* Runs Aground Off Hartland Point. Paul S. Seybolt sent a newspaper clipping from the January 4, 1983 edition of *The Boston Herald* that reminded him of "Felix and his experience with the *Caroline Filomena* back in 1937. Also, remember he and Irene were at Hartland Point whilst he took that extended leave from Lundy." The text of *The Boston Herald* article is:

"Ship left high, dry, bare. HARTLAND POINT, England (UPI) -- In a revival of a centuries-old practice, a horde of 'wreckers' boarded a freighter stranded on rocks off the Devon coast during the weekend and plundered everything of value. About 200 villagers clambered aboard the Panamanian-registered *Johanna* by the light of a full moon and stripped it of thousands of dollars worth of radio equipment, chains, ropes, furniture, beer, baked beans, clothing, and even the ship's Christmas tree, the ship's skipper Capt. Adrian Broeknaulen said Sunday. The 960-ton ship struck the rocks off Hartland Point, Devon in southwest England, in a storm New Year's Eve, en route from South Wales to Rotterdam. But on his return to the ship Sunday, Broeknaulen, 37, discovered that villagers--men, women, and children--had used grappling irons, ladders, and ropes to loot everything that could be moved. A British Customs and Excise spokesman explained that because the ship had been declared abandoned, the looters did nothing illegal."

Lundy at Auction

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

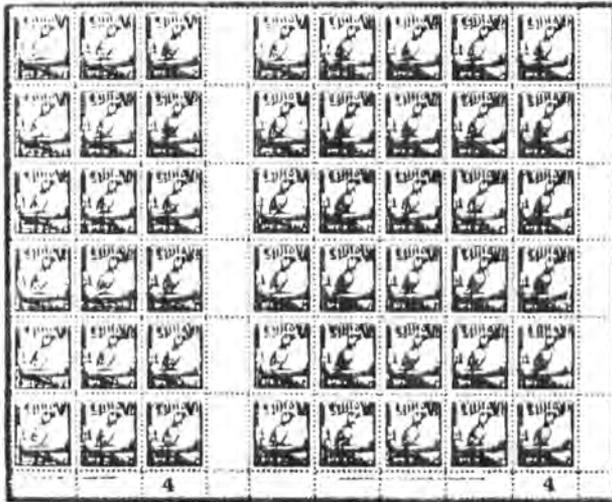
Garnet Langton

Garnet Langton Auctions (Burlington Arcade, Bournemouth, BH1 2HY, England; telephone 0202-22352) offered two Lundy lots in its September 4, 1982 auction. The first consisted of a complete mint hinged set of 10 of the 1943 "IX ANNIVERSARY" overprint and an outward first day cover to London dated November 1, 1939 with the "1929-1939" overprint ½p and 1p values on the backside cancelled by a Chichen type Fa "Lundy Lights and Leads" rectangular and circular datestamp. This lot sold for 28.20 pounds (26 pounds plus a 10% buyer's premium, but no VAT) against a modest estimate of 20 pounds. The second lot consisted of 23 mint hinged stamps: a set of 8 "V + plane" overprints (½p green, 1p red, and 12p purple-red), the ½p, 1p, 2p, 3p, and 12p values of the "IX ANNIVERSARY" overprint issue, a complete set of 8 of the 1929-1930 definitives, and the two 1943 provisional overprints. This lot realized 33 pounds (30 pounds plus 10%) against its modest estimate of 15 pounds. My thanks go to LCC member Bernard Stanley for sending me the information on this auction.

Provincial Philatelics

Provincial Philatelics (Pineroft, Langley Hill, Calcot, Reading, Berks, RG3 5QU, England; telephone 0734-23516) offered two Lundy lots in its October 23, 1982 auction, and what two nice items they were! The first was a large mint multiple of 57 of the fifth printing of the ½p "V + plane" overprint issue (green overprint) consisting of two complete panes joined by a vertical gutter.

Only three outer stamps were missing, so the six horizontal gutter pairs were intact, as were the bottom margin imprint selvedge with the "5" printing numbers clearly present. This exhibit-quality item was given a very low estimate of 15 pounds and realized 13 pounds (although the fortunate buyer indicated to me that he had entered a bid of 51 pounds). The second lot was a similar



large multiple of 48 of the fourth printing of the "V + plane" overprint 1p value (orange-red overprint) (illustrated above) consisting of one complete pane of 30 and the second pane with the two outer vertical rows missing. The six horizontal gutter pairs were intact as well as the bottom margin imprint selvedge showing the "4" printing numbers. This exhibit-quality item was given a ridiculously low estimate of 10 pounds and sold for 13 pounds (although the same fortunate buyer had entered a bid of 51 pounds on this item also). These two lots have to be the Lundy "bargains of the year" at those prices!

Ponwinkle International Philatelic Auctions

Ponwinkle International (Tiki Road, Coromandel, New Zealand) offered six Lundy lots in its December 10, 1982 Cinderella Postal Auction. A mint hinged copy

LUNDY AT AUCTION (Continued)

of the 1943 "1X ANNIVERSARY" overprint 4p value was offered without an estimate. Two small collections of Lundy 1954-1962 material were offered at estimates of NZ\$7 and NZ\$16, respectively, and the three 1954 Jubilee sets (surface and two airmail) were offered in mint NH condition as separate lots at highly inflated estimates of NZ\$6 each. (NZ\$1.00 = US\$0.71 at the time of this auction.)

Channel Islands Specialists' Society (CISS) Members' Auction

None of the 15 lots of Lundy material offered in the February 27, 1982 CISS auction sold, so bidders must have agreed with my assessment that the reserves were too high (see my Summer 1982 column, page 9). In the CISS October 1, 1982 auction, ten of the 524 lots consisted of mint Lundy material having a cumulative reserve of 93 pounds. Five of the lots were Coronation issues in gutter blocks of six and the 2d and 4d "color errors" in gutter pairs, all with reserve ranges of 10 to 12 pounds. An imperforate 1951 "flying birds" definitive set was offered at a reserve of 7 pounds; a 1950 "BY AIR" wide setting 1p value in an imprint block of six had a more realistic reserve of 9 pounds; the 1951 8p surface and air revaluations (Chinchen #77 and #78) in gutter pairs were offered at a reserve of 8 pounds; an imperforate 1954 Jubilee surface set was given a reserve of 8 pounds; and both 1954 Jubilee airmail sets in blocks of four were offered at a reserve of 9 pounds each. In my opinion, nine of the ten lots were overpriced at the listed reserves, and I would be somewhat surprised if any of these sell. (My thanks to Bernard Stanley for sending the current CISS auction catalogue and past auction prices realized.)

Bridger & Kay Limited Temple Bar Auction

Bridger & Kay Ltd. (24 Pall Mall, London SW1 5LP, England; telephone 01-839-2153) offered eight lots of mint, never-hinged Lundy stamps in its October 20, 1982 Temple Bar Auction. Of the eight lots offered with a cumulative estimate of 555 pounds, only two sold. Two each of the 1950 "BY AIR" 4p, 1p, and 2p values with double black overprints realized 21 pounds against an estimate of 20 pounds; a similar lot with blocks of four was estimated at 40 pounds and did not sell. A lot comprised of 1953 red overprinted "BY AIR" 4p, 1p, and 2p values (see Chinchen, page 37) and a 2p double overprint (one inverted) was estimated at 35 pounds and did not sell; a lot consisting of two each of the previous four stamps was estimated at 70 pounds and also did not sell. A lot consisting of the 1953 "BY AIR 8 3-bar" surcharge in red on all six 12p lithographic transfer types and a strip of three (types a, c, and e) was estimated at 40 pounds and did not sell. A lot consisting of the 1953 "BY AIR 8 2-bar" black surcharge doubled on all six lithographic types of the 12p plus a block of four (types c, d, e, and f) realized 145 pounds against its estimate of 160 pounds. A lot consisting of imperforate corner blocks of six of the 1954 Silver Jubilee airmail commemorative set (with dates) in single colors (that of the frame) was estimated at 95 pounds but did not sell; a similar lot of the uni-color 1954 Silver Jubilee airmail definitives (without dates), also estimated at 95 pounds, did not sell. (My thanks to George H. Ulrich, Jr. and Bernard Stanley for sending me information on this auction.)

It is interesting to note that LCC member Georges Medawar stocks these stamps and offered them in mint, never-hinged condition for retail sale through the Spring 1981 LCCPI classified ads at the following prices (blocks *pro rata* and 10 percent discount on orders over \$100): 1950 "BY AIR" double black overprints on the 4p, 1p, and 2p values at \$6 each, 1953 "BY AIR" red overprints on the 4p, 1p, and 2p values at \$17.50 for the three, "BY AIR" red double overprint (one inverted) on the 2p at \$32.50, 1953 "BY AIR 8 3-bar" red surcharge at \$12.50, 1953 "BY AIR 8 2-bar" double black overprint at \$25, and the 1954 Silver Jubilee airmails unicolor imperforate at \$35 for both sets. When I originally wrote this particular column, I suggested that readers might still be able to obtain these stamps from Mr. Medawar by writing him for current prices at his Ridgefield, Connecticut address. I have since been informed that mail sent to Mr. Medawar at Ridgefield is being returned by the U.S.P.S. marked "Addressee moved, left no forwarding address."

Brunswick International Stamp Auctions

Brunswick International Stamps & Auction Ltd. (B.I.S.A., P.O. Box 224, 5 Place du Commerce, Bouet, St. Peter Port, Guernsey, Channel Islands; telephone 0461-20616) offered 21 Lundy lots estimated at 245 pounds in its October 19, 1982 auction. Of these, 13 estimated at 162 pounds sold, with realizations totaling 148.25 pounds. Only one lot exceeded its production estimate: a mint imperforate Bureau 3p essay, violet with green "Wright Brothers airplane" overprint on

LUNDY AT AUCTION (Continued)

gummed white paper, sold for 20.50 pounds against an estimate of 20 pounds. Three Bureau 10p essays realized 56 pounds against a cumulative estimate of 60 pounds. Mint 1943 "Red Cross" ½p and 1p values estimated (too high) at 15 pounds each realized 12 pounds each. A small collection of mint sets, including the 1939 definitives, 1955 Millenary surface and airm, 1961 Europa, 1962 Anti-malaria, 1962 Europa, 1969 provisional, the 1976-1978 issues, and a 1961 Europa miniature sheet, sold for 12 pounds against an estimate of 15 pounds. Several of the lots offered in this sale had been offered in previous B.I.S.A. auctions and did not sell; it appears that owner Derek Tomlin's policy is to place unsold lots in a future sale, usually about two or three auctions down the road.

B.I.S.A. offered in its November 30, 1982 auction 36 Lundy lots with estimates totaling 309 pounds. Of these, 21 lots estimated at 193 pounds sold for 167.50 pounds. Fourteen lots of "reprints" of the 1936 ACAS "large map" issue in red, green, and violet on gummed and ungummed white paper and in purple on ungummed blue paper were offered. Several of these had part missing printing or double printing, and the estimates ranged from 7 pounds for a "normal" single to 15 pounds for pairs having a "normal" stamp set-tenant to a "variety" (either the "flagstaff" or a printing abnormality). Nine of these lots sold, fetching 75 pounds against a cumulative estimate of 90 pounds. Twelve lots of ACAS "large map" stamps were offered with estimates ranging from 4 pounds for a 3d value with a rust spot to 9 pounds each for mint 2d and 3d values and a ½d value on piece tied by a boxed February 1, 1937 Barnetaple cancellation. Only five of these lots sold, realizing 36 pounds against a cumulative estimate of 42 pounds.

In this November auction, complete mints sheets of 50 of the 1955 Jubilee surface and airmail sets were offered at 15 pounds per set and sold for 13 pounds each set. A single imperforate green color trial of the 1942 "V + plane" overprint realized 6 pounds against its estimate of 10 pounds. A Phillips-prepared inward May 13, 1937 Coronation cover with both ACAS ½d "large map" and Lundy ½p first definitive issues tied by appropriate datestamps was estimated (too high) at 20 pounds and did not sell. A plain outward cover to Manchester with a wide setting "BY AIR" 1p value on the backside tied by an August 5, 1954 Jubilee datestamp (Chinchen canceller type L) was estimated (1 felt too high) at 15 pounds and realized 16 pounds. Two postcards, a used sepia photocard showing "Lundy's full expanse, 3½ miles by ½ mile, 1044 acres" (1964 usage of a 1p first definitive) and an unused colored photocard of a paddle-steamer off the beach, were given modest estimates of 2 pounds each and sold for 3 and 3.50 pounds, respectively.

B.I.S.A. abandoned its monthly auction in December 1982 and in its place held a net price sale throughout the month. Fourteen Lundy items were offered, and some of the better ones included (net prices given in parentheses): 1937 imperforate proofs of the unissued essay (Chinchen #18e) in black on gummed white paper (18 pounds) and in black on ungummed blue paper (15 pounds), a mint block of four reprint (not a "forgery" as described) of the "large map" 1d value (modest at 10 pounds), a mint 1969 provisional (Chinchen #161) (6 pounds), imperforate color trials singles of the 1942 "V + plane" overprint in red and green (not cheap at 12 and 15 pounds, respectively), and the 1953 Coronation publicity sheet (3 pounds). I noted that on some items, Mr. Tomlin has started to use Chinchen Catalogue numbers in the descriptions, and I want to commend him for this effort!

In its January 31, 1983 auction, B.I.S.A. offered 23 lots of Lundy material estimated at 321 pounds. Six lots of ACAS "large map" items (reprints, but incorrectly described as "forgeries" or "proofs") were offered at estimates ranging from 10 pounds for a block of four red 1d values to 30 pounds for a pair of purple reprints in violet on white paper. A proof of the 1937 essay (Chinchen #18e) in black on blue paper was estimated (too high) at 20 pounds. A Phillips-prepared inward FDC of the 1939 LACAL 1d "lighthouse" issue was estimated at 18 pounds. Two proofs of the 1942 "V + plane" overprints in red on ungummed white paper were estimated at 10 pounds and 18 pounds, respectively (why the disparity in estimates?). A FDC of the 1969 40th Anniversary issue, signed by the designer of these stamps, artist John Dyke, was given an estimate of 4 pounds.

Roger Koerber

The Roger Koerber firm (605 Northfield Towers West, Southfield, Michigan 48075, U.S.A.; telephone 313-569-1411) offered three Lundy lots in its 120th auction which closed on November 11, 1982. The first was the 1951 "flying birds"

LUNDY AT AUCTION (Continued)

definitives 2½p, 3½p, and 7½p values in full imperforate mint sheets of 24 each (plate proofs in the issued colors but without the marginal imprints) estimated quite high at \$180. The second lot was the 1954 Postal Jubilee 9p value in a full imperforate mint sheet of 20 (plate proof in the issued colors without the marginal imprints) estimated way too high at \$80. Neither of these two lots sold. The third lot consisted of the 1955 Millenary airmail issue complete in "imperforate pairs of trial color proofs, plus four values in different colors, and pairs of three values in issued colors and single 3p Erik Bloodaxe, 27 stamps in all, o.g., NH, VF." This lot was estimated at \$90 and realized \$38.

Results of the 1982 Annual Cinderella Stamp Club Auction

Of the 55 Lundy lots offered at estimates of 652 pounds in the Cinderella Stamp Club 1982 annual members' auction which was held on September 25, 36 lots estimated at 299.30 pounds were sold, realizing 389.10 pounds or 13.0 percent above the preauction estimates.

Of the more interesting (but generally overestimated) lots mentioned in my Winter 1982 column, the following results occurred: the double overprinted gold "IX ANNIVERSARY" Tighearna sheet estimated at 40 pounds did not sell; the 14 color trials of the 1955 Millenary issue estimated at 48 pounds did not sell; the 1943 "Wright Brothers biplane" ½p "broken tail" variety realized only half its estimate of 15 pounds; and the complete mint NH set of the 1950 "BY AIR" overprints fetched 15 pounds against its estimate of 13 pounds. The 1915 GPO-postmarked "Lundy Island" postcard that I questioned was indeed that according to Ken Gibson, who attended the auction and later wrote that the postmark strike was rather faint. Nevertheless, the lot which contained this postcard realized 42 pounds against its reserve of 25 pounds.

Other lots of interest: the two 1943 provisionals mint NH realized 11 pounds against an estimate of 15 pounds; a complete mint hinged set of the 1943 "Wright Brothers biplane" overprints sold for 38 pounds against a rather conservative estimate of 25 pounds; a 1943 "biplane" overprint set used on cover fetched 50 pounds against an estimate of 25 pounds; and a cover, described simply as "official paid cover to Lundy with 2p 'U'" (?--see why it's advantageous to be at the auction in person to view the lots!), realized 14 pounds against an estimate of 6 pounds. I want to thank the CSC auctioneer Dr. C. Robinson for providing the prices realized for this auction in such a prompt manner--the realizations were included in the January journal mailing to CSC members!

I.P.P.A. Lundy Collectors Auction Number 4

International Philatelic Postal Auctions (I.P.P.A., 67, The Droveaway, Hove, East Sussex, BN3 6PR, England) closed its fourth Lundy only auction on January 28, 1983. LCC member Stanley Newman, who conducted this auction, reported, "at first I thought that I might have frightened most Lundy collectors off with such a vast array of material, but as the closing day drew nigh, the bid forms came flocking in to make it (I.P.P.A.'s) best-ever Lundy auction." Newman explained in I.P.P.A. Lundy 4, "most of the better items of postal history, stamp sheets and multiples, together with practically every postcard fetched very good prices. All of which shows that there is still a healthy demand for good Lundy material." Stanley added that he has two additional large Lundy collections to break up, and possibly a third coming in, for the firm's next auction, which will be held early Summer to avoid a clash with the Spring 1983 LCC members' mail auction. A summary of I.P.P.A. Lundy 4 is given in the table immediately below.

Types of lots	Number of lots offered	Estimates	Number of lots sold	Estimates	Realizations
postcards	31	£ 122.00	29	£ 114.50	£ 159.25
covers and postal history	107	1132.50	50	696.50	759.25
coins	1	25.00	0	---	---
stamps	301	3968.25	142	2235.50	2491.50
Auction totals	440	£5247.75	221	£3046.50	£3410.00

Percent of lots offered that sold:

postcards = 93.5%, covers = 46.7%, stamps = 47.2%, total = 50.2%.

Percent of estimates realized on lots that sold:

postcards = 139.1%, covers = 109.0%, stamps = 111.1% (total = 118.7%)

LUNDY AT AUCTION (Continued)

As Stanley had mentioned, the postcard lots that opened the auction did particularly well. For example, the 13 lots of Twiss Brothers sepia photograph cards realized 75.50 pounds against a cumulative estimate of 45 pounds. (1.00 pound sterling equaled U.S.\$1.59 at the time of the auction's close.) A 1906 Twiss Brothers sepia photograph postcard of the Montagu ashore off Lundy, posted on Lundy and bearing a KEVII ½d definitive cancelled by a light, clear "LUNDY ISLAND AU 9 06" GPO postmark and an additional Inatow c.d.s., realized 41 pounds against a conservative estimate of 30 pounds.

Other postal history items and covers of note included: a 1931 sepia photograph postcard, with a ½p definitive on the photo side tied by a type Bb cancellation and a KGV 1d definitive on the message side tied by a wavy line "INSTOW 2 MY 31" c.d.s., realized 17 pounds against a conservative estimate of 14 pounds; a 1935 outward cover with an ACAS ½d "tramticket" (#01878) realized its estimate of 35 pounds; a 1940 Captain Smye cover with the "AIR SERVICE..." (type E) cachet realized 50 pounds against an estimate of 60 pounds (in my opinion, much too high for a Smye "philatelic contrivance"! Another Smye "AIR SERVICE..."-cacheted item was estimated at 55 pounds and did not sell.); a 1942 outward cover with a complete set of eight "V + plane" overprints fetched 60 pounds against an estimate of 50 pounds; a 1942 commercially-used "Official Paid" inward cover with a "V + plane" 2p value tied by a type Fa cancellation realized 19 pounds against an estimate of 20 pounds; a March 22, 1943 outward FDC of the "IX ANNIVERSARY" gold overprint on the Tighearna sheet realized 25 pounds against an estimate of 30 pounds; a 1945 cover with a complete set of "Wright Brothers biplane" overprints tied on the front by a type I c.d.s., but with no British franking or GPO markings, sold for 66 pounds against an estimate of 55 pounds (I wonder if somebody wanted a complete used set of the overprints and planned to soak them from this "cover"?); and a 1956 airmail cover to New York, bearing two ACAS "tramtickets" (½d #05855 and 1d #01603) and a set of 1954 Lundy airmail definitives all tied by type L cancellations, fetched 38 pounds against an estimate of 28 pounds (why would a philatelic cover with obvious "too late 'tram' usage" be of sufficient interest to command such a high realization?).

I noted with interest that the three 1930 C.T.O. covers (½p and 1p first Lundy definitives tied by Ba cancellations, but with no British stamps or postal markings to indicate actual GPO usage), with estimates ranging from 9 to 15 pounds per item, did not sell. For years I have been lecturing in this column that these (so-called C.T.O.) items are quite common and worth \$10 each at the most; it appears that collectors are finally starting to listen to me and save their money! I feel 1929 and 1930 Lundy covers that do have British stamps and postal markings are worth considerably more than the Lundy C.T.O. covers since there is no way to prove that the C.T.O.s actually saw GPO use (and furthermore, the C.T.O. covers are more common than Lundy covers from that time with properly-cancelled British stamps). Lundy covers from 1929 and 1930 with Lundy stamps only that have additional British postal markings to prove GPO use are extremely rare postal history items and, as such, should command quite high prices when offered for sale!

Among the stamp offerings, four different-colored examples of forgeries of the 1929 ½p definitive realized 15 pounds against an estimate of 10 pounds. Three lots of forgeries and posthumous reprints of ACAS "large maps" did not sell. One item (lot #183) consisting of a horizontal pair of "proofs" of Chichen #18s sold for 18 pounds against its estimate of 16 pounds. Unfortunately for the buyer, this "proof" was a contemporary reprint made circa 1979 and worth only a few pence as a curiosity. The broken left frameline of the cliché at the left is the "giveaway"; details will be provided in a future issue of the LCCPQ. (Note: I want to make it clear that Mr. Newman was unaware of the nature of this item and offered it in good faith as a genuine proof.)

Ten ACAS "tramtickets" were offered, but only five sold, realizing 77.50 pounds against cumulative estimates of 80 pounds. Three interesting lots of 1938 ½d "5-line" overprints in which the overprint was misplaced upward were offered. The most striking of these was a se-tenant pair in which a normally-positioned overprinted stamp appeared to the right of one in which the overprint is shifted 2½ mm upwards; it realized a whopping 42 pounds against an estimate of 25 pounds. (An explanation of the plate positions of the stamps with "shifted" overprints will be given in a future "Questions and Answers" feature.)

In general, the 1940s overprints fared extremely well. A short mint NH set of five "Red Cross" values (½p, 1p, 4p, 6p, and 12p values) sold for its estimate of 125 pounds. A complete mint NH set of "V + plane" overprints

LUNDY AT AUCTION (Continued)

(hp mauve-blue, lp red, and 12p red-brown overprints) realized its estimate of 45 pounds; another complete mint NH set (hp gray-blue, lp purple-red, and 12p purple-red overprints) was estimated at 50 pounds but did not sell. A complete pane of 30 mint NH "V + plane" hp mauve-blue overprints, which included two "missing tail" and two "weak tail" varieties and the blue "4" selvaige imprint beneath stamp #30, fetched a whopping 88 pounds against an estimate of 60 pounds. An imprint block of 12 (2 rows of 6 across) from a hp mauve-blue lower pane with "4" selvaige imprint realized 39 pounds against an estimate of 30 pounds. A complete mint NH pane of 30 of the fifth printing (green overprint) of the "V + plane" hp value fetched a whopping 90 pounds against an estimate of 65 pounds. A mint NH corner marginal block of 16 of the fourth printing (red overprint) of the "V + plane" lp value realized 42 pounds against an estimate of 30 pounds. A 1943 mint NH double gold-overprinted Tighearna sheet sold for its estimate of 40 pounds, but a sheet with a single overprint shifted upwards realized only 22 pounds against an estimate of 30 pounds. A complete mint light-hinged set of 12 of the 1943 "Wright Brothers biplane" overprints realized 64 pounds against an estimate of 55 pounds. A "Wright Brothers biplane" 3p overprint on 9p with a missing "3" before "Puffin" (not a constant variety I don't think--possibly a "one-time" error caused by a paper adherence during the printing?) fetched a whopping 36 pounds against a conservative estimate of 8 pounds. A complete mint NH lower pane of 30 of the 1951 provisional 8p overprint on 12p with margin selvaige sold for 39 pounds against an estimate of 30 pounds. Another pane, this one the upper left containing the "broken bar" and "3 instead of 8" varieties, fetched 48 pounds against an estimate of 40 pounds.

Four major error lots of post-1960 material were offered, and two fared well and two did not. A 1961 Europa mint NH miniature sheet with the missing brown center of the 1-puffin value (just a triangular frame with the black "Europa" overprint) realized only 55 pounds against an estimate of 70 pounds. Another mint NH Europa sheet, this one missing the orange center of the 9-puffin value, also realized only 55 pounds against an estimate of 70 pounds. A mint NH 1962 Europa lp value with missing blue, giving the effect of a "ghost" puffin, sold for 26 pounds against an estimate of 20 pounds. Another mint NH 1962 Europa lp value, this one with a spectacular downward 2mm shift of blue, realized its estimate of 10 pounds. (Readers of the LCCPQ should know that one of our advertisers, RushStamps of Hampshire, England, has offered these two error stamps for 20 pounds and 8.50 pounds, respectively, in past classified ads!)

In the "modern" Lundy offerings, an imperforate set of the 1965 Churchill issue sold for its estimate of 42 pounds. A used corner marginal block of four of the 1965 lp black overprint on 3p provisional, cancelled on the day of issue by a Lundy "3 APR 1965" c.d.s., realized its estimate of 30 pounds. A complete mint NH sheet of the 1967 "Save the Seabirds" (comprised of six blocks of four set-tenant stamps and all marginal selvage) sold for its estimate of 16 pounds. A mint set of five of the 1972 Trinity House issue, the scarcest set of the 1970s, was conservatively estimated at 4.50 pounds but did not sell.

Lundy Zeppelin Cover Offered in a Swiss Auction

David Feldman S.A. (Case Postale 81, 1213 Onex-Geneve, Suisse (Geneva, Switzerland); telephone 022-57.25.30) offered a Lundy zeppelin cover in its November 29, 1982 auction. Described as "1934 Zeppelin 4th Sudamerikafahrt registered cover from Lundy Island franked with three Lundy 1/2 puffin and Great Britain 10d turquoise (Bildford cds), Friedrichshafen cds, and red Zeppelin cachet, hand-drawn zeppelin decorates cover, fine and extremely rare (Sieger 260Aa)," the cover was offered as a reserve lot with an estimate of 3000 Swiss francs (about \$2500).

David Perris contacted the Feldman firm about this cover and found out it was the identical Lundy zeppelin cover described previously in the LCCPQ (discussed initially in the Summer 1980 issue, page 5; illustrated in the Fall 1980 issue, page 8; and discussed further by Perris in the Summer 1982 issue, page 7) and offered in 1980 by the Swiss firm Philastamps for \$4725 (7500 Swiss francs at that time). The cover did not sell in the Feldman auction as it failed to receive a bid in excess of its reserve. Incidentally, the Sieger Catalogue number mentioned in the lot description refers to mail sent for acceptance on that particular zeppelin flight rather than to any specific Lundy or Great Britain zeppelin cover. Thanks go to David Perris for sharing his findings and to Jim Czyn and Les Winick for initially bringing the Feldman offering to my attention.

News of LCC Members

- At CHICAGOPEX '82, Lester E. Winick received the 1982 Newbury Award, the most coveted philatelic award in the Chicagoland area, presented annually to the Chicagoan who has contributed most to the hobby over the years. Les is an American Philatelic Society accredited judge who had previously received the American Topical Association's Distinguished Topical Philatelist award in 1978. His monumental contributions to philately and activities have been mentioned in this feature over the past five issues! CHICAGOPEX '82, the 96th national stamp exhibition sponsored by the Chicago Philatelic Society, was staged October 22-24 at the ExpoCenter in downtown Chicago. LCC member Austin Dulin served as one of the CHICAGOPEX '82 committee members.
- Hurman ("Pat") Herat, Jr. writes a regular column entitled "Point of View" for the weekly periodical, Linn's Stamp News. Herat also writes a "Questions and Answers" column for the brand-new periodical Stamp Digest that began regular monthly publication in January 1983. Pat is one of the most recognized and prolific philatelic writers in the world.
- The Journal of Avian Philately, edited by William W. Cole, Jr., captured a silver award in the periodicals section of the literature competition at SESCOAL '82 held October 15-17 in Los Angeles, California, and a bronze award in the periodicals section of the competitive literature competition at CHICAGOPEX '82. The journal previously captured a silver award at TOPEX '81 in Chicago. Bill informed me the journal has been accepted as an entrant in TEMBAL '83 which will be held in Basel, Switzerland, May 21-29. Bill is working on a "long-term catalogue project—a comprehensive well-illustrated catalogue of the bird topical issues of the world, with technical data regarding each issue as well, not just a listing as the ATA handbooks or Eliason's checklist from Sweden." The LCC wishes you luck with your project, Bill, and hopes you'll see fit to include all the "bird" issues of Lundy!
- The Lundy Collectors Club is a member club of the Aerophilatelic Federation of the Americas (AFA), which publishes a quarterly journal, AFA News and Jack Knight Airtlog, and holds regular members' mail auctions. Membership details are available from AFA, Box 269, Brookfield, Illinois 60513.
- Derek Tomlin has authored a book entitled World War II P.O.W. and Internment Camps, A List of Camp Numbers and Locations with Brief Details, Where Possible of Camp Populations, Etc., covering the period of approximately 1933-1945. The booklet is 36 pages, and its purpose is to assist in interpreting postal and censor's markings and tracing the destinations of deportees. Copies are available from Mr. Tomlin at 2.00 pounds plus postage. Write: Derek Tomlin, P.O. Box 224, 5 Place du Commerce, Bouet, St. Peter Port, Guernsey, Channel Islands. Mr. Tomlin's Brunswick International Stamps and Auction firm conducts monthly auctions which generally feature Lundy and Channel Islands material. Subscription details for the B.I.S.A. catalogues can be obtained from him at the address given above.
- Larry Dodson wrote that he had several articles published in Philamath, the quarterly publication of the Mathematics Study Unit of the American Topical Society. He has a topical collection of "Computers on Stamps" that has been included in the Math Study Unit. So far, Larry has not been able to tie together his Lundy and topical collections, because, he laments, "Lundy's issues just haven't included any computers yet!"
- LCC Vice President Jim Czyl began writing a weekly column, entitled "Cinderella Scene," for Linn's Stamp News. The column, which first appeared in the December 20, 1982 issue, deals "with anything that isn't a stamp but has the appearance of being a stamp." Czyl (pronounced "chill") is one of the nation's foremost authorities on the subject of Cinderella material, and his exhibits of phantom and local stamps have won many awards. Jim has been editor of the S. Allen Taylor Society Journal and operates in his spare time a modern U.S. local post known as Czyl's Penny Post.
- The first of Lester E. Winick's series of articles on space philately, "Space Topics," appeared in the December 20, 1982 issue of Linn's Stamp News. Les started collecting space stamps and covers in 1958, one year after the launch of Sputnik, the world's first artificial satellite by the Soviet Union, and he is the only American to have won a gold medal for a space exhibit in an International Federation of Philately (IFP) international exhibition. Currently, Winick is chairman of the Astrophilatelic Commission of the International Federation of Aerophilatelic Societies (FISA), president emeritus of the Space Unit (Space Topic Study Group, Affiliate 29 of the American Philatelic Society), a director of the American Philatelic Society, and stamp columnist for the Chicago Tribune newspaper.

NEWS OF LCC MEMBERS (Continued)

- LCC members from the South Suburban Chicago area had been active in preparing for PARFOREX XXIII, the annual stamp show of the Park Forest (Illinois) Stamp Club which was held March 26 and 27, 1983. LCC President George Fabian served as the cabinet chairman and U.S.P.S. Hialeah; Les Winick was the dealers, judges, and awards chairman; and LCC Vice President Jim Czyl was the refreshments chairman (of course! Pizza and beer?). According to George Fabian, this year's special show cachet was based on the theme, "200 Years--Balloon Flight to Space Shuttle--1783-1983," and show covers were franked with U.S. 1983 balloon stamps. (If any of you LCC members are active in your local stamp club or national groups, please drop the LCCPQ Editor a line about your activities for inclusion in future "News of LCC Members" features.)
- Richard M. Langworth, Editor of the International Churchhill Society's quarterly journal, Finest Hour, announced the arrival of Ian Winston Dunbar Langworth, 7 pounds and 10 ounces, born November 28, 1982 ("a bit early, like Winston S. Churchill--first in 17 years, produced by Dragonwyck Publishing Inc., limited edition, not to be reprinted!"). Congratulations, Barbara and Dick! (See what joining the LCC can do for you!) Besides his sidights in stamp dealing (Herm locals, Channel Islands, some Lundy, and Lindner philatelic products) and running the ICS, Langworth ("supposedly") earns his living with Dragonwyck Publishing Inc., publishers of fine books and magazines on antique automobiles. If your interests run along the vein of obtaining books of photographs of classic cars and histories and reference works on automobiles and their manufacturers, don't hesitate to write Dick for Dragonwyck's current brochures and pricelists: P.O. Box 385, Contoocook, New Hampshire 03229. In addition, Dick was coauthor with the late Dalton Newfield of an article entitled "A Story in Stamps: Churchill Across the Atlantic, July/August 1941" which appeared in the November 1982 issue of The American Philatelist.
- Austin Dulin was the featured speaker at the January 25, 1982 meeting of the Chicago Air Mail Society. Austin's presentation was on the resumption of international airmail from Germany after World War II.
- Stephen R. Datz, investment columnist for the Scott Stamp Monthly, presented lectures on "How Prices Are Made" at the Chicago Philatelic Fair '83, sponsored by the Chicago Chapter of the American Stamp Dealers' Association and held February 4-6. Steve is an active member of the ASDA.
- Ian G. Wilkinson presented a display of "Bogus Lundy" to the Cinderella Stamp Club at its February 1983 meeting. When Ian isn't working on his Lundy collection, he's busy serving as the Editor of the quarterly Newsletter of the Letter Box Study Group. Readers interested in receiving information on the LBSG can write Ian at 17 Germaine Close, Chesham, Bucks. HP5 1JJ, England. (Return postage, IRC, or SASE appreciated.)
- Chapter Number 20 of the Germany Philatelic Society from the Columbus, Ohio area has been named the Edward E. Kuehn Chapter in tribute to the late Ed Kuehn, LCC member #023, who died suddenly of a massive heart attack on December 29, 1981.
- Sanford W. Fields informed us that he received his personalized 1983 California car license plate: "PUFFIN I"! Sandy wrote: "The 'I' could be for 'Island' or for the first or for whatever you like. Would like to meet the dog who got 'PUFFIN'..." On a more serious note, Sandy has been working on a proposed catalogue of philatelic exhibition seals, labels, miniature sheets, and souvenirs--at present, a "rough draft" consisting of over 300 pages of computer printout. This effort has taken Fields and his assistant Ken Picklo several years of work and is truly a labor of love and a significant contribution to Cinderella philately. With the catalogue still in the compilation stage, Sandy has indicated he would be interested in hearing from collectors who have items they think should be listed. Stamp club officers especially are asked to please make sure your clubs' items are included in this catalogue. So, why not make a listing of the souvenirs your club has produced and mail it to Sandy soon! Please send information to Sanford W. Fields, 10007 Waynecrest Lane, Santee, California 92071, U.S.A.
- LCC Vice President Jim Czyl was hospitalized in late January but is now doing well after having a gangrenous gall bladder removed. Jim was up and about by early February after a brief post-hospital recovery stay at his parents' home where he was able to rest up and enjoy Momma Czyl's cooking. Jim, we're glad to hear that you're on the mend and feeling no ill effects from the surgery!
(The LCCPQ Editor encourages LCC members to send word of their activities, endeavors, accomplishments, etc. for mention in future LCCPQ's!)

CLASSIFIED ADS**FOR SALE**

MINT LUNDY STAMPS for retail sale:
(Prices are in pounds sterling.)

1929 definitives (2 values)	4.25
1930 definitives (3 values)	4.95
1939 definitives (3p and 4p only)	1.95
1951 provisional, "8 and 3 bar" overprint in black (Ch #77)	5.00
1951 airmail provisional, "8 and 3 bar BY AIR" opt. in black (Ch #78)	5.75
1951 "flying birds" definitives. (7v)	4.95
1953 provisional, "8 and 3 bar BY AIR" overprint in red (Ch, p. 37)	2.90
1953 Coronation set (7 values)	2.95
1953 Coronation publicity sheet	5.00
1953 Coronation "errors" of color (2p black opt. and 4p red opt.)	6.95
1954 Silver Jubilee set (7 values)	2.95
1954 ahrs with dates (6 values)	2.75
1954 ahrs without dates (6 values)	2.75
1955 Millenary surface (7 values)	3.25
1955 Millenary airmails (7 values)	3.20
1957 definitives (5v, less 1p)	3.35
1961 Europa set (7 values)	2.25
1962 Anti-malaria set (6 values)	2.95
1964 Shakespeare set (3 values)	3.25
1965 Churchill set (3 values)	3.25
1967 Seabirds set (4 values)	3.20
1967 Seabirds se-tenant sheetlet	3.50
1969 provisional, 1p black overprint on 12p definitive (Ch #161)	1.50
1969 40th Anniversary set (5v)	3.45
1971 First decimal defin. set (5v)	3.25
1972 St. Helena Church set (5v)	3.20
1974 Lifeboats (RNLI) set (4v)	3.95
1975 E.A.H.Y. se-tenant sheetlet	2.65
1975 E.A.H.Y. sheetlet FDC	3.50
unissued "error" sheetlet (RARE)	11.00
1976 Christmas set (3 values)	2.25
1976 U.S.A. Bicentennial set (5v) Bicentennial presentation pack	3.50
1977 Silver Jubilee set (6 values)	2.85
1977 Silver Jubilee souvenir sheet	2.90
1978 Coronation Anniv. set (4 v)	1.75
1978 Coronation Anniv., used set	1.80
1978 Marine Reserve set (4 values) used set (4v) 1.45, FDC (4v)	1.50
1979 50th Postal Anniv. set (5v)	1.50
50th P.A., used set (5 values)	1.45
1974-1978 definitives (9 values)	1.60
same, used set (9 values)	1.65
1982 new definitives (11 values) used set (11v) 3.20, FDC (11v)	3.45

Covers: "On His Majesty's Service"
cover bearing 2½d KGVI definitive with
Lundy "V + plane" 1p value (second
printing, violet opt.) tied by Ch. Fb
cancel on June 29, 1942 arrival,
scarce wartime cover, 36.00 pounds.
Phillips-prepared 3/31/39 "too late"
cover with LACAL ¾d red (Ch. #19) tied
by blue Db cancel and Lundy ½p defin.
tied by green Fa "3 APR 1939" date-
stamp, 30.00 pounds.

Cached Stanard 1/1/39 outward cover
with Chinchin #1, 2, and 18 tied by
appropriate cancels, 30.00 pounds.

All subject unsold and price revision.
Ad continued at the top, right column.

FOR SALE

WE ALSO STOCK Steep Holm, Herm Island,
Bardsey, Jethou, Drake's Island, Summer
Isles, St. Kilda, Alderney (parcel de-
livery), Isle of Sark (shipping com-
pany, and other British private local
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postage and insurance extra. Credit
card (MasterCard/Access, VISA/Barclay-
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REMBRANDT PHILATELICS, 21 High Street,
Botley, Southampton, Hants. SO3 2EA,
England.

LUNDY POSTAL HISTORY and covers and
Great Britain covers. Write, stating
your particular interests, for photo-
copies and details of current offers.
Postage appreciated. Stewart Harris,
14, Honey Close, Great Baddow,
Chelmsford, Essex, CM2 9SP, England.

WANTED**WANTED TO BUY OR TRADE FOR:**

1942 2p "V + plane" orange overprint
1942 6p "V + plane" green overprint
1943 "IX ANNIVERSARY" opt., 4p only
1964 Shakespeare set of 3 imperforate
1967 "Save the Seabirds" set Imperf.
Ken Godfrey, "Moorfield," Dunsley Road,
Kinver, Staffs. DY7 6LJ, England.

WANTED TO BUY OR TRADE FOR:

1929 1p blue, strip of 5, horizontal
1930 12p green, cross gutter block
1935 ½d "tram," roll 5 (#2001-2500)
1937 LACAL essay, no opt. (Ch #18a)
1938 LACAL "Atlantic" overprint error
1939 ½p red opt., cross gutter block
1939 1p red opt., cross gutter block
1940 "Red Cross" opts., "PNFFIN" errors:
½p, 1p, 3p, 4p, 6p, 9p, 12p
1942 "V + plane" 12p with red/brown opt.
1943 provisional: 2½p opt. on 6p-
space in opt. less than 13½ mm.
1950 "BY AIR" 1p, narrow setting
1951 definitive set in black
1953 "8 & 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: 2½p on 6p, Wright Brothers,
"seven" overprint on 1929 1-puffin,
"eight" overprint on 1930 12-puffin.
Sanford W. Fields, 10007 Waycrest
Lane, Santee, California 92071, U.S.A.

WANTED TO BUY OR TRADE FOR:

1935 ½d "trams" from rolls 1,2,3,4,7,8
1935 3d "trams" from rolls 1 and 3
1940 any "Red Cross" "PNFFIN" examples
1942 "V + plane" 1p violet overprint
1969 1l on 9p "APPEAL" overprint
George Fabian, 230 Fir, Park Forest,
Illinois 60466, U.S.A.

LUNDY

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